

**REPORT TITLE: Expansion of the Smoke Control Area to cover the whole city
(excluding permanent residential moored vessels)**

To:

Cabinet

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Report by:

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Wards affected:

City Wide

Director Approval: Director Sam Scharf confirms that the report author has sought the advice of all appropriate colleagues and given due regard to that advice; that the equalities impacts and other implications of the recommended decisions have been assessed and accurately presented in the report; and that they are content for the report to be put to Cabinet for decision.

1. Recommendations

1.1 It is recommended that Cabinet:

Approve revoking the existing Smoke Control Areas (SCAs) and implementing a single, city-wide SCA, excluding permanent residential moored vessels.

2. Purpose and reason for the report

2.1 Under the Local Air Quality Management (LAQM) regime, Local Authorities are responsible for monitoring air quality and contributing to national targets, including the reduction of Particulate Matter (PM_{2.5}). In Cambridge, solid fuel burning is the largest single source of PM_{2.5} emissions, accounting for 40% of the total. According to the Public Health Outcomes Framework, 51 deaths in Cambridge in 2023 could be attributed to particulate air pollution (latest available data).

The primary legislation governing emissions from solid fuel burning is the Clean Air Act 1993, which includes provisions for Smoke Control Areas (SCAs). Within an SCA, smoke emissions are prohibited unless smokeless fuel is used, or the appliance is approved by DEFRA. The existing SCAs in Cambridge, established in the 1960s and 70s, cover only a small portion of the city and exclude the majority of residential properties, limiting their effectiveness to control emissions.

To assess the potential impacts and benefits of expanding the SCA to cover the entire city, Cambridge City Council commissioned independent experts, *Air Quality Consultants Ltd*. Their report evaluated the environmental, health, and socio-economic impacts of such an expansion, including the implications of including or excluding permanently moored vessels.

The report concluded that expanding the SCA citywide would result in a net societal benefit, primarily from health improvements due to reduced air pollution and greenhouse gas emissions. These benefits were found to outweigh the associated costs, which include the financial burden on homeowners and vessel owners to switch fuels or upgrade appliances, as well as implementation and enforcement costs for the Council. The socio-economic analysis highlighted that few residents rely solely on solid fuel for heating and hot water. Most use wood-burning stoves for leisure or to supplement other heating methods. However, evidence suggests this is not the case for residents of moored vessels, who are more dependent on solid fuel, may have lower incomes and be more vulnerable.

Following agreement at the Environment & Community Scrutiny Committee on 26th September 2024, a public consultation was held from 27 January to 20 April 2025. A total of 776 responses were received, with approximately 55% in favour of expanding the SCA and 40% opposed. Supporters cited health and environmental benefits, while opposition focused on concerns about impacts on low-income households, personal freedom, scepticism about air pollution levels, and resource prioritisation by the council. In parallel, targeted engagement was conducted with the boating community. The findings of the consultation and wider targeted engagement supported the findings of the report, that

with the exception of the boating community most residents are not solely dependent on solid fuel and that for most burning solid fuel is a personal choice.

Based on the findings of the independent report, public consultation, and targeted engagement, the recommendation is to revoke the existing SCAs and establish a single, citywide SCA. However, permanently moored vessels should be excluded from the expansion at this time due to the disproportionate impact on this group. The Council will continue to engage with the boating community to explore viable alternatives and seek funding to support a transition to more sustainable heating solutions.

3. Alternative options considered

- 3.1 Domestic burning is currently the largest source of PM_{2.5} emissions in Cambridge, a trend that continues to rise due to the increasing popularity of wood-burning stoves. The current SCAs in Cambridge offer only limited control over emissions from solid fuel burning, primarily due to their restricted geographical coverage. Some university college fireplaces are exempt under the existing SCA's. While expanding the scope of SCAs could help address this issue, it is acknowledged that such changes may have a negative impact on some residents.

Amendments to the Environment Act 2021 have enabled local authorities to extend SCAs to include permanently moored vessels, following appropriate consultation. Although the people on these vessels represent a small proportion of the population, a disproportionate number of smoke-related complaints received by Environmental Health relate to them. It is therefore reasonable to consider their inclusion in any proposed SCA amendments.

Evidence gathered through the SCA Impact Study, public consultation, and engagement with the boating community indicates that, aside from those on permanently moored vessels, few residents rely solely on solid fuel for heating. For most, it is a matter of personal choice. Including permanently moored vessels in the expanded SCA could therefore result in disproportionate negative impacts on this group. All the university colleges were contacted as part of the SCA impact study. From the responses received

limited use of solid fuel was reported. All colleges who responded were contacted when the consultation went live. Of the colleges that responded no objections were received. No exemptions are recommended.

Recommendation: We recommend expanding the SCA to cover the entire city with no exemptions, while excluding permanently moored vessels at this stage. We also propose continued engagement with the boating community to explore viable alternatives to solid fuel heating, with a view to potentially revisiting their inclusion in five years.

Alternative Options:

1. Have no SCA
2. Retain the existing SCAs without any changes.
3. Expand the SCA to cover the entire city with specific exemptions in place
4. Expand the SCA to include permanently moored vessels.

4. Background and key issues

4.1 Driver for Change

Under the Local Air Quality Management (LAQM) regime, Local Authorities are responsible for monitoring air quality and supporting national targets, including the reduction of fine particulate matter (PM_{2.5}). Although Cambridge has recently lifted its Air Quality Management Area due to falling nitrogen dioxide (NO₂) levels, research shows that there is no safe level of air pollution. We will continue to monitor key pollutants including NO₂, PM_{2.5} and PM₁₀, identifying interventions to deliver continued air quality improvements.

The primary pollutant of concern from solid fuel combustion is PM_{2.5}—particles less than 2.5 micrometres in diameter. In this district, solid fuel burning is the largest single source of PM_{2.5} emissions, accounting for an estimated 40% (35 tonnes) of total emissions in 2021. Of this, wood burning contributes the majority—approximately 76%.

There is robust evidence linking PM_{2.5} exposure to serious health impacts, including premature mortality, allergic reactions, and cardiovascular diseases. According to the

Public Health Outcomes Framework, 51 deaths in Cambridge in 2023 could be attributed to particulate air pollution (latest available data).

The Environment Act 2021 introduced legally binding national targets for PM_{2.5}, as set out in the Environmental Target Regulations (2023). These include:

- A maximum annual mean concentration of 10 µg/m³ nationwide by 2040, with an interim target of 12 µg/m³ by January 2028.
- A 35% reduction in average population exposure by 2040, with an interim target of 22% by January 2028, both relative to a 2018 baseline.

The *National Air Quality Strategy: Framework for Local Authority Delivery* outlines how local authorities should use their powers to reduce PM_{2.5} emissions from sources within their control. This includes a strong focus on domestic burning and the review of Smoke Control Areas (SCAs).

The recently adopted *Greater Cambridge Air Quality Strategy (2024)* sets out actions for continued air quality improvements, aligning with World Health Organization (WHO) air quality guidelines. The strategy includes interim targets and actions such as consulting on the expansion of SCAs. For context, the WHO guideline for annual average PM_{2.5} is 5 µg/m³, while the current DEFRA-estimated background level for Cambridge is 10 µg/m³.

4.2 Smoke Control Areas (SCA)

Cambridge currently has three SCAs, established during the 1960s and 1970s. These areas primarily cover the central, southern, and western parts of the city. Exemptions are included for certain fireplaces associated with Cambridge University Colleges. The extent of these SCAs is illustrated in **Appendix A**.

SCAs are designated under the Clean Air Act 1993 and serve as a key tool for managing emissions from solid fuel combustion. The Environment Act 2021 introduced amendments to the Clean Air Act, extending its provisions to include both domestic and commercial premises within SCAs. Local authorities also have the option, following public consultation, to expand the scope of SCAs to cover permanently moored vessels such as canal and river boats.

Within an SCA, specific regulations apply regarding smoke emissions from building chimneys, as well as the types of appliances and fuels that may be used. The primary goal of SCAs is to reduce air pollution by limiting smoke emissions from domestic and commercial sources.

Importantly, the designation of an SCA does not prohibit the use of solid fuels. Residents and businesses can continue to use solid fuel, provided they comply with the regulations.

This includes:

- Using an approved (exempt) appliance, or
- If using a non-approved appliance, burning only authorised 'smokeless' fuels, such as manufactured solid fuels (MSFs) or anthracite.

There are different types of authorised fuels that are considered 'smokeless' and appropriate for burning in a SCA. Fuels that are inherently smokeless are anthracite, semi-anthracite and low volatile steam coals. It is worth noting that some authorised MSF's are made from wood-based materials but differ significantly from solid wood. To check whether a fuel is approved for use in an SCA:

- *Look at the packaging:* Approved fuels typically display a text such as "Authorised for use in smoke control areas."
- *Use the official DEFRA website:* Visit <https://smokecontrol.defra.gov.uk/fuels-php/england/> and enter the name of your fuel in the search bar. If it appears in the list, it is considered an authorised smokeless fuel.

The use of unauthorised fuels, such as solid wood, is only permitted in approved appliances.

It is important to note that SCAs regulate emissions from internal chimneys only. Therefore, outdoor burning activities such as bonfires, fire pits, chimineas, and outdoor pizza ovens are not covered by these regulations. Many people mentioned outdoor smoke in their consultation feedback, so it will be included in the upcoming campaign to help change behaviour and cut emissions.

4.3 Supporting Evidence

4.3.1 Smoke Control Area Impact Study (2024)

Cambridge City Council commissioned an independent study by *Air Quality Consultants Ltd* to assess the potential impacts of expanding the Smoke Control Area (SCA) to cover the entire city, including the inclusion of permanently moored vessels. The full report is available in **Appendix B**. Key findings include:

➤ Air Quality & Health

- Residential solid fuel burning is the primary source of PM_{2.5} emissions in Cambridge.
- Expanding the SCA citywide could reduce PM_{2.5} emissions by 69% (18.9 tonnes), compared to just 4% under the current SCA boundaries, when compared against the baseline of no SCA's.
- This reduction would lead to fewer premature deaths and would lower risks of respiratory and cardiovascular diseases such as lung cancer, heart disease, and asthma.
- Overall health and indoor air quality would improve for both residents and visitors.

➤ Socio-Economic Impact

- While there are associated costs for households (e.g. switching fuels, upgrading stoves) and for the Council (implementation and enforcement), the long-term health and environmental benefits outweigh these costs.
- Data shows that very few households rely solely on solid fuel for heating. The majority use it for supplementary heating or personal preference.
- Approximately 1,300 households would experience a change in their living or working conditions if the SCA were expanded citywide.

➤ Permanent Residential Moored Vessels

- Although there are only around 70 licensed permanently moored vessels, they account for a disproportionately high number of smoke-related complaints.
- This group includes a higher proportion of individuals with protected characteristics including low income, disability, and older age, and could be disproportionately affected by the proposed changes.

4.3.2 Public Consultation on Smoke Control Area Expansion (26 January – 20 April 2025)

A total of 776 responses were received (772 via Citizen Lab and 4 via hard copy). The consultation was widely promoted across multiple platforms. A full summary is provided in **Appendix C**. Headline results include:

- 55% of respondents supported the expansion, citing health and environmental benefits.
 - 40% opposed the proposal, raising concerns about:
 - Increased costs and impact on low-income households
 - Belief that air pollution is not a significant issue in Cambridge
 - Environmental concerns about smokeless fuels
 - Perceived overreach of council powers and restriction of personal freedoms
 - Inclusion of permanent residential moored vessels - while inclusion remained the most supported option, the proportion of neutral responses rose to 15% (compared with only 5% when asked about the expansion in general).
 - Supporters emphasised equal treatment of all residents and the health impact of smoke on river users.
 - Opponents cited concerns about affordability, practical challenges, and perceived targeting of a vulnerable group.
 - Even among supporters, there was recognition of the need for practical support to facilitate the transition.
- **Additional Insights**
- Responses confirmed that most residents are not solely dependent on solid fuel heating.
 - The use of wood-burning stoves and open fires is largely a matter of personal choice.
 - Questions were raised about potential exemptions for historic buildings and cultural events (e.g. university colleges, historic pubs), however it is worth noting that no university colleges objected to the proposal (currently exempt).

4.3.3 Engagement with Boat Owners

There are 70 licensed permanently moored vessels on the River Cam within the city. Boat owners were directly contacted and encouraged to participate in the consultation. Information was also shared with the National Bargee Travellers Association and Cam Boats, both of which submitted responses. See **Appendix D** for a full summary of the results. In parallel, Council officers conducted targeted engagement with the boating community, including a separate questionnaire and follow-up interviews to better understand the potential impacts.

- 31 responses were received (approx. 44%), though the actual response rate may be higher due to some vessels being unoccupied.
- The findings confirmed that this group has a higher prevalence of protected characteristics, particularly disability, and low income.
- While some already use smokeless fuel as their primary source of heating (approx. 54% of survey respondents), there are significant practical challenges, including:
 - Suitability of DEFRA-approved stoves
 - Suitability of smokeless fuel in all possible circumstances
 - Managing heat in confined spaces without insulation

Eight follow-up interviews provided deeper insight into these challenges. The conclusion was that including permanently moored vessels in the SCA would likely have a disproportionately negative impact on this community, despite the health and environmental benefits.

However, continued engagement is strongly recommended to explore practical support and transition pathways, recognising that this group also faces heightened health risks from indoor air pollution due to solid fuel use in confined spaces.

Oxford City Council are trialling three electric '[eco-moorings](#)', funded through a £193,000 DEFRA Air Quality Grant in partnership with the Canal and River Trust. These moorings provide boaters with a clean energy alternative and reduce reliance on diesel engines, generators and wood burners for their day-to-day energy needs.

5. Corporate plan

5.1 [Corporate plan 2022-27: our priorities for Cambridge - Cambridge City Council](#)

Many air quality improvement measures also support the Council's climate change objectives. Whilst burning wood can be considered carbon neutral if using locally sourced sustainable timber, the move to expand the SCA is predicted to contribute to lower CO₂ emissions, most notably from behavioural change, helping Cambridge progress toward its climate targets as outlined in Priority 1.

The *Smoke Control Area Impact Study* was commissioned to assess the potential effects on households if the SCA were expanded. Findings from the study, supported by public consultation and targeted engagement with the boating community, confirm that only a small number of households rely exclusively on solid fuel for heating and hot water. For most, its use is a matter of personal choice or a supplementary source. The environmental and health benefits of reducing solid fuel use are considered to outweigh the impacts on these individuals.

Engagement with the boating community further highlighted that permanently moored vessel owners are more likely to be on low incomes and have a higher prevalence of protected characteristics. Including this group in the SCA regulations could therefore result in a disproportionately negative impact, which would be contrary to the Council's commitment to equity and inclusion under Priority 2.

Recommendation: In light of these findings, it is recommended that permanently moored vessels be excluded from the proposed SCA expansion. Continued engagement with this community is advised to explore practical and equitable pathways to reduce solid fuel use over time.

6. Consultation, engagement and communication

6.1 Public Consultation

A public consultation was conducted between 26 January and 20 April 2025, receiving a total of 776 responses. The consultation was widely promoted across the city through a variety of channels, including:

- Social media platforms
- Press Release
- Bus stop advertising and Cambridge United Newmarket Road billboard
- Local newspapers
- *Cambridge Matters* magazine
- City-wide posters and leaflets distributed to community buildings, GP surgeries, supermarkets, and garage forecourts

To support accessibility and engagement, a weekly drop-in session was held at the Customer Service Centre (CSC) throughout the consultation period. This provided an opportunity for residents to ask questions or receive assistance in completing the consultation.

In addition, statutory stakeholders and key organisations—such as the National Bargee Travellers Association—were directly informed of the consultation. A full summary of responses is available in **Appendix C**.

6.2 Targeted Engagement with Moored Vessel Residents

Alongside the city-wide consultation, a targeted questionnaire was distributed to residents of the approximately 70 licensed permanently moored vessels within the district. The aim was to better understand the potential impacts of the proposed changes on this community and the practicalities of compliance.

- 31 responses were received, representing a response rate of approximately 44% (though this may be higher due to some vessels being unoccupied).
- Eight one-to-one interviews were also conducted to explore in greater depth the day-to-day implications of the proposed changes.

This targeted engagement provided valuable insights into the unique challenges faced by this group and informed the overall recommendations. A full summary of this work is available in **Appendix D**.

6.3 **Process and Timeline for Delivering a City Wide SCA**

Since Cambridge City Council has already consulted on this, the process to revoke existing SCAs and declare a new city-wide SCA should take around six months.

Revoking Existing SCAs:

- Our current SCAs were declared before 1980, so we must follow the Clean Air Act 1993 (Part 3, Schedule 5).
- We must notify DEFRA, publish notices in the *London Gazette* and a local paper for two weeks, and allow six weeks for objections.
- DEFRA then reviews any objections and makes a decision, which can take up to two months.

Declaring a New City Wide SCA:

- Once DEFRA approves the revocation, we can begin the process to declare a new SCA.
- This involves advertising the intention for two weeks and allowing six weeks for objections.
- We'll also promote the changes more broadly as part of a public campaign.
- After the objection period, the new SCA order is declared.

Although these are separate processes, we aim to align them so there's no gap in enforcement. The revocation order will be prepared in advance but won't take effect until the new SCA is ready.

6.4 **Next Steps and Ongoing Support**

Should the proposal to expand the Smoke Control Area be approved we will implement a comprehensive awareness and education campaign for residents and businesses. This will focus on:

- Advertising notices separately for both the revocation of the existing SCA orders and the declaration of a new city wide order as per legislation requirements and best practice
- Ensuring residents and businesses understand the changes and what they mean for them
- Promoting “better burning” practices, including the use of appropriate fuels and proper stove maintenance. This also includes tackling outdoor smoke, which, although covered by different legislation, was highlighted as an important issue in public feedback.

When complaints are received, the Council will adopt a proportionate and education-first approach, aiming to resolve issues through awareness and support. Enforcement will be considered only as a last resort. Our Enforcement Policy which was updated following the Environment Act 2021 amendments can be viewed at: www.cambridge.gov.uk/smoke-pollution

It is also recommended that officers continue to work closely with the boating community to explore practical and equitable options for transitioning away from solid fuel use, recognising both the environmental and health benefits and the unique challenges faced by this group.

7. Anticipated outcomes, benefits or impact

- 7.1 The primary aim of the proposed expansion of the Smoke Control Area (SCA) is to drive long-term behavioural and environmental change. Under the new regulations:
- All new wood-burning stoves within the city will be encouraged to be DEFRA-compliant, ensuring they meet stricter emissions standards.
 - Where new non – complaint stoves are installed only authorised smokeless fuel should be burnt
 - For existing non-compliant stoves, only authorised smokeless fuels should be used to minimise particulate emissions.

Over time, the benefits of this policy will grow as public awareness increases around the health impacts of solid fuel burning, the advantages of responsible burning practices, and as infrastructure and support mechanisms evolve to facilitate cleaner alternatives. These changes are expected to contribute to a sustained reduction in PM_{2.5} emissions, leading to improved air quality and better health outcomes for everyone living in or visiting Cambridge.

To measure the effectiveness of the policy, the Council will continue to conduct ongoing air quality monitoring across the district. This will be complemented by tracking complaint data to assess public response and identify areas requiring further support or intervention.

8. Implications

8.1 Relevant risks

Consideration of potential impact on a small number of residents

It is important to note that 5.7% of respondents (44 individuals) reported heating setups in their home that might not meet the proposed SCA rules if the expansion goes ahead.

While it is understood that some of these responses are likely to be from residents of permanent moored vessels who would not be affected under the current recommendation, some residents indicated solid fuel as their primary source of heating. On further analysis some of these respondents appear to also have gas or electric heating which suggests a preference for solid fuel rather than sole dependency.

However, it is important to acknowledge the possibility that a small number of residents may genuinely rely on solid fuel as their only source of heating and hot water. If this is the case, and complaints are received following implementation, it is expected that Council officers will respond in a reasonable and proportionate manner, offering support and guidance to help affected residents explore alternative heating options.

This approach ensures that the policy is implemented fairly, with sensitivity to individual circumstances, while still progressing toward the broader environmental and public health goals.

8.2 Financial Implications

Responding to complaints about smoke falls under the work programme of Environmental Health. These changes would streamline how smoke complaints are dealt with as they would all fall under a single legislation (with the exception of outdoor smoke complaints e.g. bonfires which would continue to be dealt with under smoke statutory nuisance). The existing officer resource would continue to respond to these complaints.

8.3 Legal Implications

Under the Environment Act 2021, local authorities in England have enhanced powers to designate and enforce Smoke Control Areas (SCAs). This includes:

Designating Smoke Control Areas (SCAs)

- Declare new SCAs or amend existing ones to include additional areas such as moored vessels or specific buildings.
- Consult with the public and relevant stakeholders (e.g. heritage groups) before expanding SCAs.
- Exempt certain buildings or vessels from SCA rules if justified.

Enforcing Smoke Control Rules

The Environment Act 2021 amended the Clean Air Act to:

- Streamline enforcement by making breaches of SCA rules a civil offence rather than a criminal one
- Allow local authorities to issue financial penalties (civil penalties) for:
 - Emitting smoke from a chimney in an SCA.
 - Using unauthorised fuels or non-exempt appliances.
 - Emissions from moored vessels, if included in the SCA

8.4 Equalities and socio-economic Implications

Public Health data indicates that in 2023, an estimated 51 deaths in Cambridge could be attributed to particulate air pollution. This figure is derived using the total number of deaths in the city and the Public Health Outcomes Framework fraction for mortality due to particulate air pollution. Currently, PM_{2.5} is recognised as the most appropriate metric for assessing the health impacts of air pollution.

Improving air quality is known to deliver significant health benefits, particularly for:

- Children
- Older adults
- People with disabilities (by helping to prevent or mitigate conditions such as asthma, coronary heart disease, stroke, lung cancer, chronic bronchitis, and diabetes)
- Pregnant individuals (by reducing the risk of low birth weight)

In addition, research has shown strong links between exposure to air pollution and socioeconomic deprivation, and between deprivation and ethnicity, highlighting the importance of addressing air quality as a matter of health equity.

An Equality Impact Assessment (EqIA) has been completed and is included as **Appendix E**. The protected characteristics most relevant to this proposal are:

- Age
- Disability
- Low income

The decision not to include permanently moored vessels in the proposed expansion of the Smoke Control Area is supported by the findings of the EqIA. This group includes a higher-than-average proportion of individuals with the above protected characteristics, and inclusion could result in disproportionate negative impacts, contrary to the Council's equality objectives.

It is essential that any education and awareness campaigns associated with the proposed changes are inclusive and accessible, ensuring that all communities—

particularly those with protected characteristics—fully understand the changes and how they may affect their behaviour.

8.5 **Net Zero Carbon, Climate Change and Environmental implications**

Rating: Low Positive

The proposal is to revoke the existing Smoke Control areas (SCA) that cover only a small area of the city and replace with a single city wide SCA. You can still burn in a SCA but DEFRA approved stoves or smokeless fuel need to be used to reduce smoke emissions, reducing PM_{2.5} emissions and offering a net positive health benefit. Whilst burning wood can be considered carbon neutral if using locally sourced sustainable timber, the move to expand the SCA is predicted to contribute to lower CO₂ emissions, most notably from behavioural change and improved burning techniques.

Alongside the changes to the SCA boundary we will continue to promote and raise awareness and understanding on the environmental and health impacts of burning solid fuel, promoting 'Better Burning' to reduce emissions.

8.6 **Procurement Implications**

N/A

8.7 **Community Safety Implications**

N/A

9. **Background documents**

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

- 9.1 1. Local Air quality Management Policy guidance (PG22), August 2022
[England \(exc. London\) Policy Guidance | LAQM \(defra.gov.uk\)](#)
2. Local Air Quality Management Technical Guidance (TG22), August 2022
[UK Regions \(exc. London\) Technical Guidance | LAQM \(defra.gov.uk\)](#)

3. Air Quality Strategy: Framework for Local Authority Delivery
www.gov.uk/government/publications/the-air-quality-strategy-for-england
4. Air Quality Annual Status Report 2023
www.cambridge.gov.uk/air-pollution-measurements
5. Greater Cambridge Air Quality Strategy (2024)
www.cambridge.gov.uk/media/i3eh0kvd/greater-cambridge-air-quality-strategy-2024.pdf
6. COMEAP Annual Report 2022
www.gov.uk/government/publications/comeap-annual-report-2022
7. COMEAP Response to publication of WHO Air Quality Guidelines
[COMEAP statement: response to publication of the World Health Organization Air quality guidelines 2021 - GOV.UK \(www.gov.uk\)](http://www.gov.uk/government/publications/comeap-statement-response-to-publication-of-the-world-health-organization-air-quality-guidelines-2021)
8. World Health Organisation Air Quality Guidelines (2021)
www.who.int/news-room/questions-and-answers/item/who-global-air-quality-guidelines
9. [D01 Fraction of Mortality attributable to Particulate Air Pollution data](#)

10. Appendices

- 10.1
 - A. Maps of existing Smoke Control Areas
 - B. Smoke Control Area Impact Study 2024
 - C. Public Consultation – Summary of Responses
 - D. Engagement with Boating Community Report
 - E. Equality Impact Assessment

To inspect the background papers or if you have a query on the report please contact:

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