



2015 Air Quality Action Plan Progress  
Report for  
*Dudley MBC*

In fulfillment of Part IV of the  
Environment Act 1995  
Local Air Quality Management

*July 2015*

Final Issue

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## Executive Summary

This report summarises progress with the execution of Dudley MBC's Air Quality Action Plan during the 2014 calendar year and should be read in conjunction with the council's 2015 Updating and Screening Assessment Report.

Six of the fifteen areas which exceeded the annual mean nitrogen dioxide objective when the action plan was initially compiled were found to comply with the objective during the 2014 calendar year:

1. Hagley Road, Halesowen
2. Pedmore Road, Lye
3. Amblecote High Street
4. Himley Road, Lower Gornal
5. Stourbridge Road, Halesowen
6. New Street Dudley (but note closure for part of the year due to essential road works)

Additionally, New Road, Stourbridge, identified as non-compliant during the 2013 calendar year also met the annual mean air quality objective for NO<sub>2</sub> during 2014.

Exceedences of the annual mean objective were also recorded during 2014 at locations in Castle Hill, Hall Street and Upper Gornal. A number of developer lead schemes, junction improvements and deployment of cleaner buses will have beneficial air quality impacts in these areas.

Major road schemes have now been completed in Brierley Hill and Burnt Tree and the former area has now demonstrated a 26% reduction in NO<sub>2</sub> levels in the High Street over a ten year period. The latter scheme was completed in July 2011 but further work has been undertaken during 2014/15 to optimise signal timings; it is still too early to draw definitive conclusions as a number of years post scheme monitoring will be required to elucidate long term trends.

A number of other projects are being undertaken to supplement the work of the action plan including the Low Emissions Towns & Cities programme, The Clean Vehicle Technology Fund, The Local Sustainable Transport Fund and a Defra funded project to monitor the impact of a scheme to upgrade a pedestrian crossing and encourage modal shift in the Cradley area. The uptake of low emission vehicles is being encouraged by the delivery of electric charging points through the planning system and a bid for funding from the government's Office of Electric Vehicles Grant Programme.

Further focused interventions will be required in several areas where there are significant exceedences of the nitrogen dioxide air quality objective including Netherton, Cradley, Quarry Bank, Wordsley and Pensnett. A number of summary templates have been developed to raise awareness of air quality issues in the areas featured in the action plan to promote wider engagement with stakeholders.

# Table of contents

<b>1</b>	<b>Introduction .....</b>	<b>6</b>
1.1	Historical Review.....	6
<b>2</b>	<b>Action Plan Progress .....</b>	<b>9</b>
2.1	Summary of Work Undertaken .....	9
2.1.1	Netherton.....	9
2.1.2	Cradley.....	10
2.1.3	Pensnett .....	11
2.1.4	Sedgley.....	11
2.1.5	Brierley Hill.....	12
2.1.6	Quarry Bank.....	12
2.1.7	Hagley Road, Halesowen.....	13
2.1.8	Wordsley.....	13
2.1.9	Lye.....	14
2.1.10	New Street, Dudley.....	14
2.1.11	Himley Road, Lower Gornal .....	14
2.1.12	Stourbridge Road, Halesowen.....	14
2.1.13	Amblecote.....	15
2.1.14	Birmingham Road, Burnt Tree .....	15
2.1.15	Buffery Road.....	15
2.1.16	Hall Street, Dudley.....	16
2.1.17	Castle Hill Dudley.....	16
2.1.18	Burton Road, Upper Gornal.....	16
2.1.19	New Road Stourbridge.....	16
2.2	General Progress.....	17
<b>3</b>	<b>Conclusions .....</b>	<b>32</b>

## List of Tables

Table 1	Identification of Areas under Investigation	7
Table 2	Action Plan Progress Update	18

## List of Figures

Figure 1	NO <sub>2</sub> Concentrations at LTP Sites In Brierley Hill and Quarry Bank	8
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# 1 Introduction

## 1.1 Historical Review



Dudley Metropolitan Borough Council (MBC) has prepared this Air Quality Action Plan (AQAP) Progress Report in accordance with the requirements of the Environment Act (1995), Defra's technical guidance document LAQM.TG(09) and the Council's ongoing Local Air Quality Management (LAQM) programme.

The whole of Dudley Borough was declared as an air quality management area (AQMA) in 2007 following positive confirmation of exceedences of the annual mean nitrogen dioxide (NO<sub>2</sub>) objective in locations 1-15 (Table 1). A further four areas have been identified since 2011 (Location 16-18, Table 1). The report should be read in conjunction with Dudley's 2015 Updating & Screening Assessment Report, which provides the latest air quality information from these areas. The current status with regard to compliance with the annual mean NO<sub>2</sub> air quality objective is summarised by means of a colour coded system.

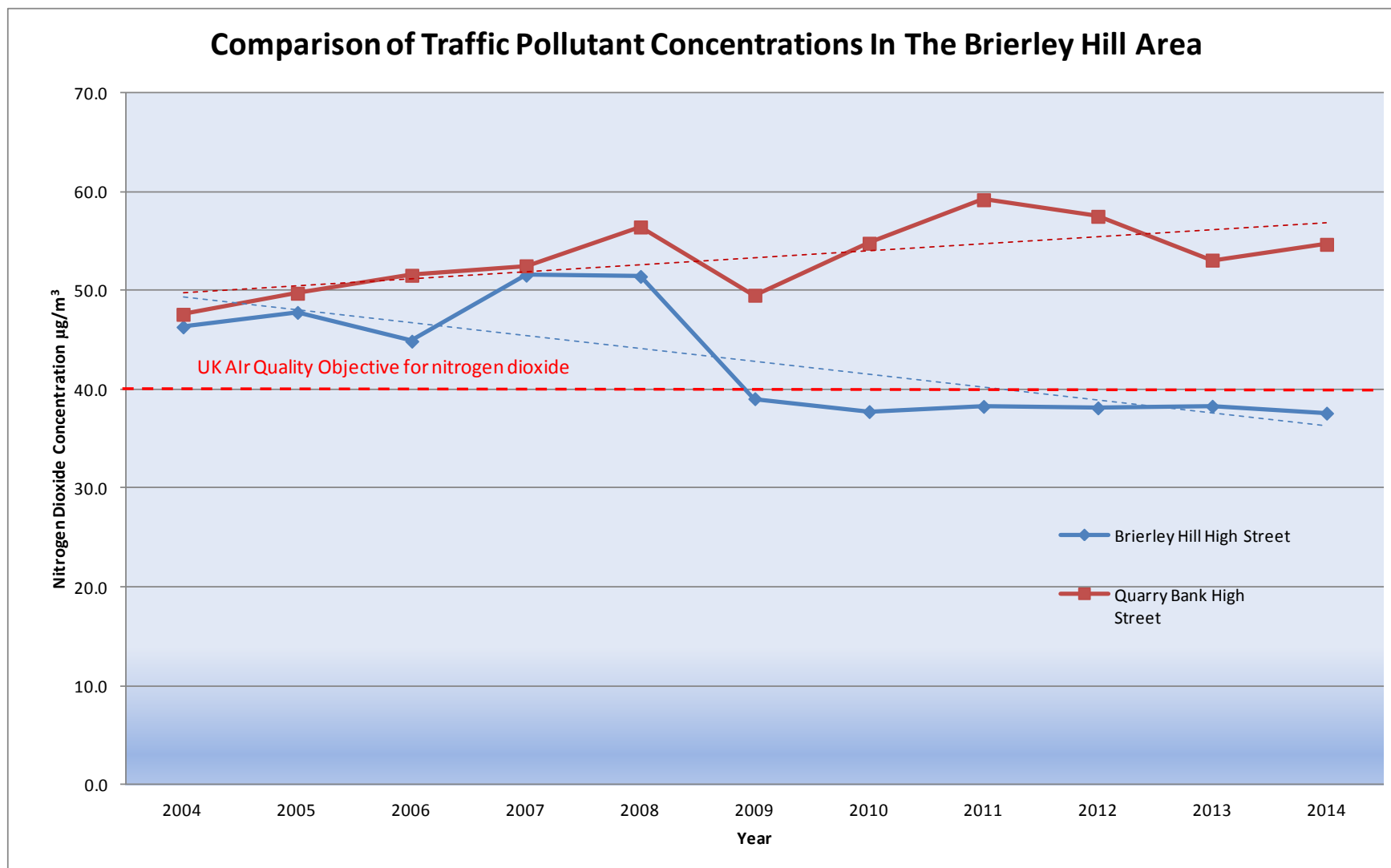
An air quality action plan (AQAP) was prepared by the council to address these issues and was adopted in September 2011. The action plan included a number of residual actions from the former Brierley Hill Air Quality Action Plan which had been largely completed in 2008 with the construction of the Brierley Hill Sustainable Access Network (BHSAN). The scheme continues to deliver major air quality benefits for local residents. Figure 1 demonstrates that the action plan has had a major impact on reducing NO<sub>2</sub> levels in Brierley Hill High Street with a 26% decrease in NO<sub>2</sub> levels over a full 10 year period compared with nearby Quarry Bank High Street, where NO<sub>2</sub> levels have increased by 14% over the same period. NO<sub>2</sub> concentrations are observed to fall sharply to below the annual mean objective following completion of the scheme in 2008 and have been maintained at the lower level since this time.

**Table 1 Identification of Areas under Investigation**

<b>DMBC Action Plan Locations</b>		
<b>Area</b>	<b>Description</b>	<b>2014 Status</b>
1	Netherton	Red
2	Cradley	Red
3	Pensnett	Red
4	Sedgley	Red
5	Brierley Hill	Red
6	Quarry Bank	Red
7	Hagley Road, Halesowen	Green
8	Wordsley	Red
9	Lye	Green
10	New Street, Dudley	Green
11	Himley Road, Lower Gornal	Green
12	Stourbridge Road, Halesowen	Green
13	Amblecote	Green
14	Birmingham Road near to Burnt Tree Island	Red
15	Buffery Road	Red
16	Hall Street, Dudley	Red
17	Castle Hill, Dudley	Red
18	Burton Road, Upper Gornal	Red
19	New Road, Stourbridge	Green

 Did not comply with annual mean air quality objective for NO<sub>2</sub> during 2014  
 Complied with annual mean air quality objective for NO<sub>2</sub> during 2014

**Figure 1 NO<sub>2</sub> Concentrations at LTP Sites In Brierley Hill and Quarry Bank**





## **2 Action Plan Progress**

### **2.1 Summary of Work Undertaken**

Progress with the implementation of the action plan is summarised in Table 2; additional commentary is provided in sections 2.1.1 to 2.1.19.

#### **2.1.1 Netherton**

Modifications to the layout of the junction between Halesowen Road and Northfield Road were completed in 2011 with the revised road layout preventing northbound traffic from turning right, thereby reducing traffic queues. There has been subsequent re-optimisation of signal timings and remarking of carriageways to improve traffic flows. Further modifications to the junction with Cradley Road, the implementation of a local one-way traffic scheme and the introduction of a barrier to prevent illegal right turning at the junction between Halesowen Road and Northfield Road will be progressed during 2015/16. These initiatives will all have a beneficial impact in reducing local traffic congestion.

Upgrades to pedestrian crossings in Netherton centre have also been completed. This will encourage walking and help to improve traffic flows at peak periods. Additionally, the area is benefitting from transport corridor improvements generated by Dudley's Local Sustainable Transport Fund (LSTF) project, see section 2.1.5.

A new Voluntary Multi Operator Partnership Agreement is currently being developed with Centro and local Bus Operators and Netherton has been flagged up as a priority area for

consideration of cleaner bus fleets. New Euro VI buses and real time passenger displays have been deployed along the 243/244 routes during 2014/15.

The Council are still considering increasing levels of traffic enforcement activity in this area to reduce illegal parking and reduce congestion.

### **2.1.2 Cradley**

This location also forms part of the A458 corridor. A number of low emission zone scenarios were examined as part of the West Midlands LETC project and it was concluded that this area would benefit from local traffic management improvements rather than a LEZ approach, see *WP1 Base Case Modelling Report* available via:

[http://cms.walsall.gov.uk/low\\_emissions\\_towns\\_and\\_cities\\_programme](http://cms.walsall.gov.uk/low_emissions_towns_and_cities_programme)

This information was used to support a successful bid for Defra funding in 2014 to support the installation of a pedestrian/cycle friendly crossing in the Cradley area as part of a wider project to encourage modal shift. This project will be implemented during 2015/16, please see:

<http://www.dudley.gov.uk/business/environmental-health/pollution-control/air-quality/air-quality-action-plan/project-to-improve-air-quality-in-the-cradley-area/>

A number of redevelopment opportunity sites have been identified in the Cradley area which may provide opportunities for developer funded improvements of the local road network.

Although there has been no progress on this issue during recent years due to the prevailing economic conditions, latest monitoring does indicate that there has been a general improvement in air quality. A number of factors will have contributed to these improvements including upgrade of buses on the Stourbridge to Halesowen Route as part of the National Express West Midlands Bus Showcase programme. Further improvement of the local bus fleet is scheduled for 2015 via the deployment of new Euro VI buses along the Stourbridge to Birmingham (No.9) bus corridor.

### **2.1.3 Pensnett**

Despite general air quality improvements in this area, one monitoring location still exceeds the national air quality objective for nitrogen dioxide. A bid for a major road improvement scheme has been allocated priority status & an economic case and design will be progressed during 2015/16.

### **2.1.4 Sedgley**

Latest monitoring results generally confirm decreasing NO<sub>2</sub> trends in the Sedgley area although there are a number of monitoring locations which still exceed the national air quality objective for nitrogen dioxide.

Traffic signals at the junction of the A457 and A459 have now been upgraded. A modified road marking scheme to restrict right turning at the Junction between Dudley St and Vicar St., Sedgley was completed in 2012. A fleet of 21 low emission hybrid buses were delivered in April 2013 and now operate on the number 1 service between Dudley and Wolverhampton, passing through Sedgley.

Further reviews of bus lay-bys, pedestrian crossings and local traffic enforcement are scheduled during 2015/16 to improve traffic flows in the Sedgley area.

### **2.1.5 Brierley Hill**

Completion of the BHSAN parallel route has had a major impact on reducing NO<sub>2</sub> levels in Brierley Hill High Street. There has been a 26% decrease in NO<sub>2</sub> levels over a full 10 year period compared with nearby Quarry Bank High Street, where there has been a net increase in NO<sub>2</sub> levels of 14% over the same period (Figure 1).

As part of the wider BHSAN project, an experimental Traffic Regulation Order was implemented Feb 2013 to formalise on-street parking & loading restrictions and improve traffic flow in Brierley Hill High Street. Evaluation of this scheme will be completed during 2015/16.

A bid for funding from the government's Office for Low Emission Vehicles (OLEV) grant initiative was successfully submitted in April 2013 to support the installation of an electric charging bay in Brierley Hill to help stimulate the uptake of low emission vehicles.

### **2.1.6 Quarry Bank**

This area exceeded the annual mean air quality objective at several locations during 2014. Traffic signal improvements and upgrade of pedestrian crossing facilities in the Quarry Bank area appear to have had little impact on air quality and trend plots, (Figure 1), confirming that there has been a general decline in air

quality at the worse case monitoring location over the last ten years.

The area will benefit from improvements delivered by the Better Bus Area fund (See 2.1.5), and the Dudley and wider West Midlands LSTF projects. These include infrastructural improvements to the Walsall to Merry Hill corridor to promote walking and cycling. Work will be completed during 2015/16. Additionally, this corridor is also being evaluated as part of the West Midlands LETC project during 2015/16 and the outputs of this work will be used to inform future activities in this area.

### **2.1.7 Hagley Road, Halesowen**

This area met the annual mean air quality objective during 2014. It is still under consideration for the installation of an electric vehicle charging bay as part of Dudley's bid for OLEV funding (See 2.1.5). In addition to Brierley Hill and Halesowen, other locations under consideration include Dudley and Stourbridge.

### **2.1.8 Wordsley**

An instrumental air quality station was installed in April 2011 to assist in the development of further remedial actions, including re-optimisation of timings at nearby traffic signals, which was completed during 2013.

This area exceeded the annual mean air quality objective during 2014 and trends have remained broadly static since 2012.

A new Voluntary Multi Operator Partnership Agreement is currently being developed with Centro and local Bus Operators -

Wordsley has been flagged up as a priority area for consideration for cleaner bus fleet. This will be progressed during 2015/16.

### **2.1.9 Lye**

This area complied with the annual mean air quality objective during 2014.

### **2.1.10 New Street, Dudley**

This area complied with the annual mean air quality objective during 2014 although it should be noted that there was a road closure for 7 months during the year. Further Assessment and source apportionment indicated that buses approaching Dudley Station were one of the main sources of NO<sub>2</sub>. This location will additionally benefit from bus fleet improvements delivered by the green bus fund and Better Bus Area Fund (see 2.1.4 and 2.1.5).

### **2.1.11 Himley Road, Lower Gornal**

This area complied with the annual mean air quality objective during 2014. Upgrade of Traffic Signals at the B4175/B4176 is still being progressed together with identification of appropriate funding schemes.

### **2.1.12 Stourbridge Road, Halesowen**

This area complied with the annual mean air quality objective during 2014.

### **2.1.13 Amblecote**

This area complied with the annual mean air quality objective during 2014.

### **2.1.14 Birmingham Road, Burnt Tree**

The action plan included replacement of the traffic island at Burnt Tree with a signalised road junction as part of a £12.3M major road scheme. Following completion of the scheme in July 2011, monitoring of air quality and other proxy indicators has continued within the Burnt Tree area to establish the impacts of the junction upgrade and the replacement and expansion of a nearby retail store.

2014 monitoring results indicated a general decrease in NO<sub>2</sub> concentrations compared with 2010 pre-scheme monitoring results with the exception of one location opposite to the store entrance. The installation of traffic signals has created queuing traffic in the vicinity of this monitoring site, where NO<sub>2</sub> concentrations remains significantly above the annual mean air quality objective. Initiation and validation of Scoot technology and a further review of the operation of this junction will be progressed during 2015 to further improve traffic flows.

### **2.1.15 Buffery Road**

A marginal exceedence of the annual mean nitrogen dioxide objective was noted during 2013 and 2014. There are no highway improvement actions currently proposed for this area.

### **2.1.16 Hall Street, Dudley**

Monitoring indicated that NO<sub>2</sub> concentrations exceeded the annual mean NO<sub>2</sub> objective in Hall Street during 2014. It will not be possible to take further direct action until the outcome of a number of potential retail developments which have been granted planning permission in this area have been resolved.

### **2.1.17 Castle Hill Dudley**

Monitoring indicated continued exceedences of the annual mean NO<sub>2</sub> objective in Castle Hill during 2014, although there has been a significant improvement compared with 2011-2013 levels. Some improvement in air quality is being delivered by the cleaner bus fleets described in 2.1.4.

### **2.1.18 Burton Road, Upper Gornal**

Some improvement in air quality will be delivered by the cleaner bus fleets described in 2.1.4. A traffic signal upgrade with selected vehicle detection and installation of puffin crossings was completed during 2013/14.

Latest monitoring data indicated marginal exceedences of the annual mean NO<sub>2</sub> objective in Burton Road at the junction with Eve Lane during 2014, although concentrations had significantly improved in comparison with 2012. Further monitoring will be undertaken to quantify any benefits from the recent junction improvements and inform the scope of future activities in this area.

### **2.1.19 New Road Stourbridge**

This area complied with national air quality objectives during 2014.



## **2.2 General Progress**

A synopsis of general progress is presented in Table 2.

**Table 2 Action Plan Progress Update**

Summary From Action Plan							AQAP Progress Report 2015		
Action	Measure	Focus	Planning Phase	Implementation Phase	Indicator	Target annual emission reduction in the AQMA	Progress in the last 12 months	Completion date	Comments relating to target emission reductions
1	AP1 Road Network Improvements	Netherton, Traffic Signal Improvements	C	S-M	1. Maintain average AM peak journey speeds on the Met-wide Local Authority "A" road network at recent levels through to 2015/16. 2011/12 Figure 20.0mph (+0.5%) - On target.	To demonstrate an ongoing reduction of at least 1% in average roadside NO <sub>2</sub> concs. over a rolling five year period. Currently behind track- 0% reduction between 2008 and 2012.	Some modifications to Halesowen Rd/ Northfield Rd Junction completed. Increased traffic enforcement re double parking. Upgrade of 3 pedestrian crossings to assist traffic flow were completed by 2014.	Existing modifications completed 2013. Further modifications may take up to 2017.	L
2		Windmill Hill, Highway and Pedestrian Improvements	S-M	S-M	2. Increase the proportion of trips by public transport into the 9 strategic LTP centres as a whole during the AM peak to 50% by 2015/16. 2011/2012 Figure 48.0% (up by 1% on baseline)- On Target		Defra funding secured for implementation of local improvements for pedestrians and cyclists and improved traffic management	Dec-16	L
3		Pensnett, High Street Highway Improvements	S	M-L	3. To limit annual road traffic growth to between 3% and 6% between 2009 and 2015. 2011/2012 Figure -0.3%- On Target		Following comprehensive consultation the scheme design has been finalised. A £3.5M contribution has been confirmed in principle via the Black Country LEP Local Growth Fund. The remaining local contribution from DMBC is awaiting approval (anticipated March/April 2015). A start on site is programmed for Jan 2017.	2020	M-H

**Table 2 Action Plan Progress Update**

Summary From Action Plan							AQAP Progress Report 2015		
Action	Measure	Focus	Planning Phase	Implementation Phase	Indicator	Target annual emission reduction in the AQMA	Progress in the last 12 months	Completion date	Comments relating to target emission reductions
4	AP1 Road Network Improvements	Traffic Signal Improvements and Upgrade of Pedestrian Crossing Facilities in the Quarry Bank Area	C	C	See above	See Above	LSTF funding has targeted an increase in work based travel planning, walking, cycling and increase of public transport along the 4M bus corridor which passes through Quarry Bank High Street. The project includes improvements to walking/cycling routes, passenger facilities and small scale road improvements to reduce journey times.	2015	L-M?
5		The Installation of Urban Traffic Control CCTV Cameras at Key Junctions	C	C			Completed	2012	L-M
6		The Installation of a Right Turning Lane at the Junction between Dudley St and Vicar St., Sedgley	C	S			Modified road marking scheme implemented in 2012	2012	L
7		The Installation of a Pedestrian Crossing in Priory Road, Dudley	S	S			20 low emission buses were activated along this corridor in 2013. A pedestrian crossing upgrade at the junction of New Street and Castle Street was completed in 2014.	2015	L

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Summary From Action Plan							AQAP Progress Report 2015		
Action	Measure	Focus	Planning Phase	Implementation Phase	Indicator	Target annual emission reduction in the AQMA	Progress in the last 12 months	Completion date	Comments relating to target emission reductions
8	AP1 Road Network Improvements	Upgrade of Traffic Signals at the B4175/B4176 Junction	S	S-M	See above	See above	Scheme developed. Additional funding contributions are being explored to support delivery.	TBA	L-M
9		Minor Road and Junction Improvements at Stourbridge Road, Halesowen and Vicarage Road, Amblecote	C	C			Some signal timing modifications are still in progress but latest monitoring results show that both areas currently meet national air quality objectives for NO2.	2015	L-M
10		Major Junction Improvement at Burnt Tree Island	C	C			Traffic signal timings are still under investigation.	2017	M-H
11		Completion of Minor Elements Associated With the Brierley Hill Sustainable Access Network (BHSA N)	C	C			Monitoring results continue to demonstrate that Brierley Hill High Street has met air quality objectives since scheme completion but there has been recent deterioration in Mill Street. Traffic enforcement activities are currently under review.	2015	M-H

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Summary From Action Plan							AQAP Progress Report 2015		
Action	Measure	Focus	Planning Phase	Implementation Phase	Indicator	Target annual emission reduction in the AQMA	Progress in the last 12 months	Completion date	Comments relating to target emission reductions
1	<b>AP2 Improving Public Transport &amp; Rail Freight Facilities</b>	Developing and Delivering Bus Infrastructure Improvements via Implementation of Voluntary Bus Partnership Commitments.	S-M	S-M	See Indicators 1-3	See A P1	New buses have been installed on routes between Dudley and Wolverhampton and Dudley and Brierley Hill.	A new agreement including multi operator partnerships allowing further dialogue with other bus companies is currently under development. Estimated completion date 2015.	M
2		Extending the WM metro link to Merry Hill	M	L			Plans to trial very light railway technology were announced in 2014 between Dudley and Dudley Port- this technology could be rolled out on a wider scale if it proves to be successful	Unknown	M
3		Improving Rail Freight Capabilities	S-M	L			See above	See above	M
4		Provision of Better Information for Passengers at Key Railway Interchange Facilities, e.g. Cradley	S-M	S-M			Work has commenced on £1.9M scheme. See <a href="http://centro.org.uk/about-us/news/2015/work-underway-on-£19m-cradley-heath-interchange/">http://centro.org.uk/about-us/news/2015/work-underway-on-£19m-cradley-heath-interchange/</a>	2015 but evaluation will continue until 2018	M

**Table 2 Action Plan Progress Update**

Summary From Action Plan							AQAP Progress Report 2015		
Action	Measure	Focus	Planning Phase	Implementation Phase	Indicator	Target annual emission reduction in the AQMA	Progress in the last 12 months	Completion date	Comments relating to target emission reductions
1	AP3 Reducing Vehicle Emissions	Roadside Emission Testing (RET)	C	N/A	4. RET feasibility study to be completed and reported to the head of service by 31/03/11.	N/A	Feasibility study undertaken	Completed November 2010. RET will not be pursued at present.	N/A
2		Improving the DMBC Fleet	O	O	N/A	N/A	Rolling programme	Rolling programme	L-M
3		Reducing Idling Emissions	C	S	5. Feasibility study for reducing idling emissions to be completed and reported to the head of service by 31/03/11.  Website upgrade, preparation and distribution of promotional material including signage for bus stations and layover points and Council driver training will be completed by 31/03/2013.	N/A	Educational initiatives pursued via Defra funded school based anti idling project. See <a href="http://www.dudley.gov.uk/business/environmental-health/pollution-control/air-quality/vehicle-air-pollution/">http://www.dudley.gov.uk/business/environmental-health/pollution-control/air-quality/vehicle-air-pollution/</a>	Project completed 2014 but continued awareness raising ongoing	L-M

**Table 2 Action Plan Progress Update**

Summary From Action Plan							AQAP Progress Report 2015		
Action	Measure	Focus	Planning Phase	Implementation Phase	Indicator	Target annual emission reduction in the AQMA	Progress in the last 12 months	Completion date	Comments relating to target emission reductions
4	AP3 Reducing Vehicle Emissions	Encouraging the Uptake of Low Emissions Vehicles	C	S-M	6. The investigation into encouraging the uptake of low emission vehicles has been completed and reported to the head of service by 31/03/12 as identified in the EP Service Plan.	N/A	Report completed and recommended the implementation of a concessionary parking scheme to encourage uptake of low emission vehicles.	Report recommendations are currently under review in the light of recent political changes.	L-M
5		Reporting Smoky Vehicles	C	O	7. EP Service Plan 2010 / 11, to upgrade the web site by 31 03 10.	N/A	Website upgrade completed 2010 , see: <a href="http://www.dudley.gov.uk/business/environmental-health/pollution-control/air-quality/vehicle-air-pollution-smoky-vehicles/">http://www.dudley.gov.uk/business/environmental-health/pollution-control/air-quality/vehicle-air-pollution-smoky-vehicles/</a> .	Reporting programme ongoing.	L
6		Reducing Congestion	S-M	S-M	See Indicators 1-3	See A P1	Congestion reduction measures will be continued with implementation of LTP3	Rolling Programme	L-M
1	AP4 Land Use Planning Initiatives	Revision of Planning Obligations Supplementary Planning Document	C	C	8. To have the modified Planning Obligations SPD adopted by DMBC by 31/12/11.	N/A	Adoption was completed in September 2011. The policy has provided a mechanism for on-site mitigation of air quality impacts. Cycle storage facilities and provision of electric vehicle charging points have been secured at several new developments	2011	M

**Table 2 Action Plan Progress Update**

Summary From Action Plan							AQAP Progress Report 2015		
Action	Measure	Focus	Planning Phase	Implementation Phase	Indicator	Target annual emission reduction in the AQMA	Progress in the last 12 months	Completion date	Comments relating to target emission reductions
2	AP4 Land Use Planning Initiatives	Member and Officer Training	S	S	9. To complete officer training by 31/03/13 - the EP Service Plan (Amended target)	N/A	Officer training delivered during 2014	2015	L-M
3		Monitoring the Effectiveness of Air Quality Planning Recommendations	C	O	10. To meet the Black Country Core Strategy target LOIENV8- proportion of planning permissions granted in accordance with air quality sections recommendations – 100%	N/A	Achieved 100% target for 2013/14 financial year. See: <a href="http://www.dudley.gov.uk/resident/planning/planning-policy/local-development-framework-ork/annual-monitoring-report/">http://www.dudley.gov.uk/resident/planning/planning-policy/local-development-framework-ork/annual-monitoring-report/</a>	Rolling programme	L-M



**Table 2 Action Plan Progress Update**

Summary From Action Plan							AQAP Progress Report 2015		
Action	Measure	Focus	Planning Phase	Implementation Phase	Indicator	Target annual emission reduction in the AQMA	Progress in the last 12 months	Completion date	Comments relating to target emission reductions
4	<b>AP4 Land Use Planning Initiatives</b>	Providing Professional Advice to Development Control	S	O	11. To update Air Quality Advice Note, produce modelled map of the borough and disseminate the information to planning officers by the 31/09/12 - the EP Service Plan	N/A	Incorporates planning guidelines outlined in WM LETC Planning Guidance document	Ongoing	L-M
1	<b>AP5 Industrial, Commercial and Domestic Actions</b>	Investigation of Background NO <sub>2</sub> Concentrations	S	S	12. To complete the background NOx assessment, to have identified possible sources and explored measures to reduce NOx by 31/03/12. To implement reduction measures and repeat modelling to assess the effect by 31/03/13.	See A P1	Target removed	This is a large piece of work and the sources identified and replaced if possible would have little benefit to air quality. It is not considered value for money and therefore it has been decided to remove it from the plan.	L

**Table 2 Action Plan Progress Update**

Summary From Action Plan							AQAP Progress Report 2015		
Action	Measure	Focus	Planning Phase	Implementation Phase	Indicator	Target annual emission reduction in the AQMA	Progress in the last 12 months	Completion date	Comments relating to target emission reductions
2	AP5 Industrial, Commercial and Domestic Actions	Control of New of Biomass installations in Dudley MB	C	O	13. To evaluate all bio mass installations and identify all required measures to protect air quality within 28 days of receipt of information.		Work in progress	Ongoing	L
3		Control of Bonfires and use of Other Unauthorised Fuels	C	O	14. To investigate all complaints and enquiries in accordance with the EP Service Plan.		Work in progress	Ongoing	L
4		Control of Industry	S	M	15. Inspections to be carried out in accordance with the EP Service Plan. The programme to identify unregistered installations to be completed by 31/03/12	See above	The work carried out to date was labour intensive and revealed only a waste oil burner and therefore due to staffing levels this project has been suspended.	2012	L-M

**Table 2 Action Plan Progress Update**

Summary From Action Plan							AQAP Progress Report 2015		
Action	Measure	Focus	Planning Phase	Implementation Phase	Indicator	Target annual emission reduction in the AQMA	Progress in the last 12 months	Completion date	Comments relating to target emission reductions
1	AP6 Information & Awareness Raising	Publicity for Air Quality	S	S	16. To ensure that ratified NO2 data is provided via The Council website and updated on an annual basis no later than 31st May each year.	NA	2015 update in progress	Ongoing	L
2		Effective Use of Websites	S	O	17. To carry out the schools education initiative and deploy NOx diffusion tubes at a minimum of 5 schools per year.	NA	Deployment of NOx tubes at school sites has now been suspended due to resourcing issues. School interventions are now based upon air quality awareness raising initiatives (see below)	Complete	L
3		Awareness Raising Of Air Quality Issues at Schools within Dudley	C	O	18. To complete the redevelopment of the DMBC schools website by 31/06/11.	NA	Educational initiatives pursued via Defra funded school based anti idling project.	Project completed 2014 but continued awareness raising ongoing	L-M
1	AP7 Encouraging Changes in Travel Behaviour	DMBC Travel Plans for Employees	S	S	19. Increase the number of employees working in companies with a Travel Plan to 18%-The amended Traffic and Transportation Service Plan.	NA	Travel Plan adopted December 2014	Ongoing	L-M

**Table 2 Action Plan Progress Update**

Summary From Action Plan							AQAP Progress Report 2015		
Action	Measure	Focus	Planning Phase	Implementation Phase	Indicator	Target annual emission reduction in the AQMA	Progress in the last 12 months	Completion date	Comments relating to target emission reductions
2	AP7 Encouraging Changes in Travel Behaviour	Cycle Purchase Scheme for DMBC Employees	S	S	20. Increase the West Midlands Active Travel index by 5% from the 2010/11 baseline of 100 by 2015/16.	N/A	The West Midlands Local Transport Plan Annual Monitoring Report 2013-14 states that for the Active Travel Index no comparable data is available for a valid assessment. Notwithstanding this cycle monitoring at local sites in Dudley borough have shown a good increase in cycle usage between 2013/14 and 2014/15.	Ongoing	L-M
3		New Developments and Voluntary Uptake by Businesses	S	M	See indicator 19.	N/A	See action 1	See action 1	L
4		Travel use for the General Public Schools and Businesses	C	O	100% of schools to have travel plans by 2011 and to at least maintain the proportion of children (aged 5 to 15) travelling to school by non-car modes between 09/10 and 15/16.	N/A	100% of schools with Travel Plans and sustainable mode share both maintained.	Rolling Programme	L-M
5		Schools Initiative	C	O		N/A			L-M

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Action	Measure	Focus	Planning Phase	Implementation Phase	Indicator	Target annual emission reduction in the AQMA	Progress in the last 12 months	Completion date	Comments relating to target emission reductions
1	AP8 Dudley MBC Leading By Example	NI 185 and carbon reduction commitment	S	M	22. Reduce local CO <sub>2</sub> emissions from transport by 10% per person between 2010/11 and 2015/16 (Amended)	N/A	Target removed due to data availability issues	2016	L-M
2		DMBC Reduction in Car Mileage Budget for Council Officers	C	S-M	23. 5% Reduction in Annual Council Officer Mileage-Head of Service Action Plan	N/A	Target removed due to data availability issues. However, a car share scheme for employees was introduced during 2013.	N/A	N/A
1	Additional	Low Emission Strategy- West Midlands LETC Programme	C	M-H	Adoption of the Low Emission Strategy within each Local Authority area.	See A P1	Draft Low Emission Strategy developed and initial consultation feedback was positive; LES document is currently being reviewed with a view to updating key strategies and work streams where required	2015	M-H
2	Additional	Planning Guidance - West Midlands LETC Programme	C	M	Publication of Guidance and implementation across the West Midlands	See A P1	Guidance published. See <a href="http://cms.walsall.gov.uk/low_emissions_towns_and_cities_programme">http://cms.walsall.gov.uk/low_emissions_towns_and_cities_programme</a>	2014	M

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Summary From Action Plan							AQAP Progress Report 2015		
Action	Measure	Focus	Planning Phase	Implementation Phase	Indicator	Target annual emission reduction in the AQMA	Progress in the last 12 months	Completion date	Comments relating to target emission reductions
3	Additional	Procurement Guidance - West Midlands LETC Programme	C	L-M	Publication of Guidance and implementation across the West Midlands	See A P1	Guidance published; See <a href="http://cms.walsall.gov.uk/low_emissions_towns_and_cities_programme">http://cms.walsall.gov.uk/low_emissions_towns_and_cities_programme</a>	2014	L-M
4	Additional	Low Emission Zone Feasibility - West Midlands LETC Programme	C	M-L	Publication of feasibility study and adoption of measures capable of improving emissions /pollutant concentrations.	See A P1	The feasibility study is nearing completion and initial findings were published in early 2015. The final elements with publication of the initial findings. Currently awaiting publication of full study, which can then be used as a transferable model for the West Midlands region and beyond. See <a href="http://cms.walsall.gov.uk/low_emissions_towns_and_cities_programme">http://cms.walsall.gov.uk/low_emissions_towns_and_cities_programme</a>	2015	Potentially M-L
5	Additional	Parking standards SPD	C	?	EV charging installed	See A P1	SPD specifies minimum ev charging standards for all new domestic and commercial development; 413 units have been requested at residential properties and 18 publically available points	Ongoing	Not possible to quantify

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Summary From Action Plan							AQAP Progress Report 2015		
Action	Measure	Focus	Planning Phase	Implementation Phase	Indicator	Target annual emission reduction in the AQMA	Progress in the last 12 months	Completion date	Comments relating to target emission reductions
6	Additional	Black country AQ SPD	C	S-M	SPD Adopted	See A P1	Regional Working Group set up; draft document produced, this is currently under review .	2015	S-M
7	Additional	CVTF- Retrofit programme for 10 coaches.	C	S-M	Coaches retrofitted	See A P1	Funding Secured; construction of design prototypes in progress	2015	S-M
8	Additional	Defra AQ grant 2014/15	O	S-M	Crossing and cycle way installed for Cradley (A458 corridor)	See A P1	Funding secured; Planning In progress	2016	S-M

### 3 Conclusions

2014 saw a general improvement in concentrations of NO<sub>2</sub> in some of the locations listed in Dudley's AQAP. Six of the fifteen areas which exceeded the annual mean nitrogen dioxide objective when the action plan was initially compiled were found to comply with the objective during the 2014 calendar year:

1. Hagley Road, Halesowen
2. Pedmore Road, Lye
3. Amblecote High Street
4. Himley Road, Lower Gornal
5. Stourbridge Road, Halesowen
6. New Street Dudley (but note closure for part of the year due to essential road works)

Major road schemes have now been completed in Brierley Hill and Burnt Tree. The latter scheme was completed in July 2011 but further reoptimisation of signal timings has only just been completed and further monitoring will be required before long term trends are elucidated.

Funding issues have hindered the implementation of other road schemes included in the action plan. However, several projects are being carried out to supplement the work of the action plan including the Low Emissions Towns & Cities programme, The Better Bus Area Fund and The Local Sustainable Transport Fund. The uptake of low emission vehicles is being encouraged by the delivery of electric charging points through the planning system and a bid for funding from the government's OLEV programme.

Further focused interventions will be required in areas where there are significant exceedences of the nitrogen dioxide air quality objective including Netherton, Cradley, Quarry Bank, Wordsley and Pensnett.