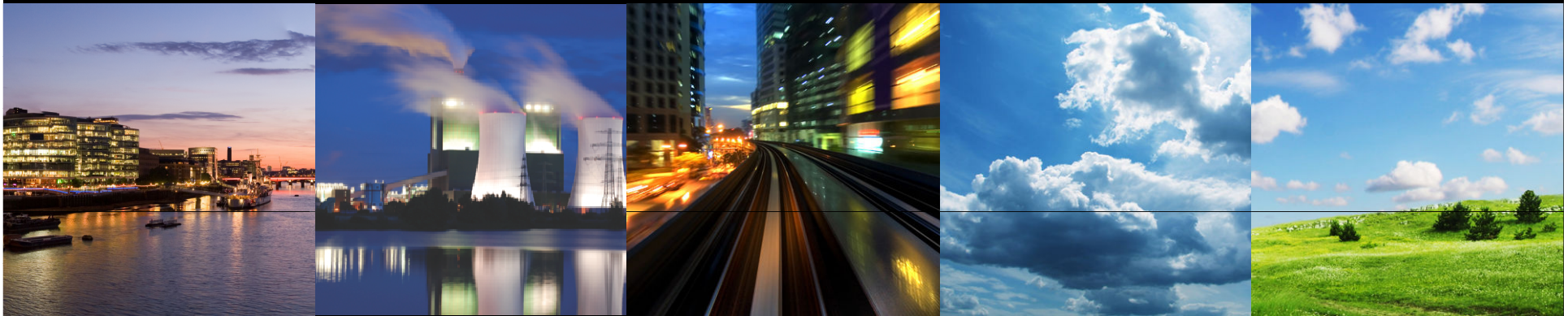


# AEA Presentation

## Effective local actions



Beth Conlan (Anne Wagner)  
*Low Emission Tools Workshop, 13<sup>th</sup> July 2011*

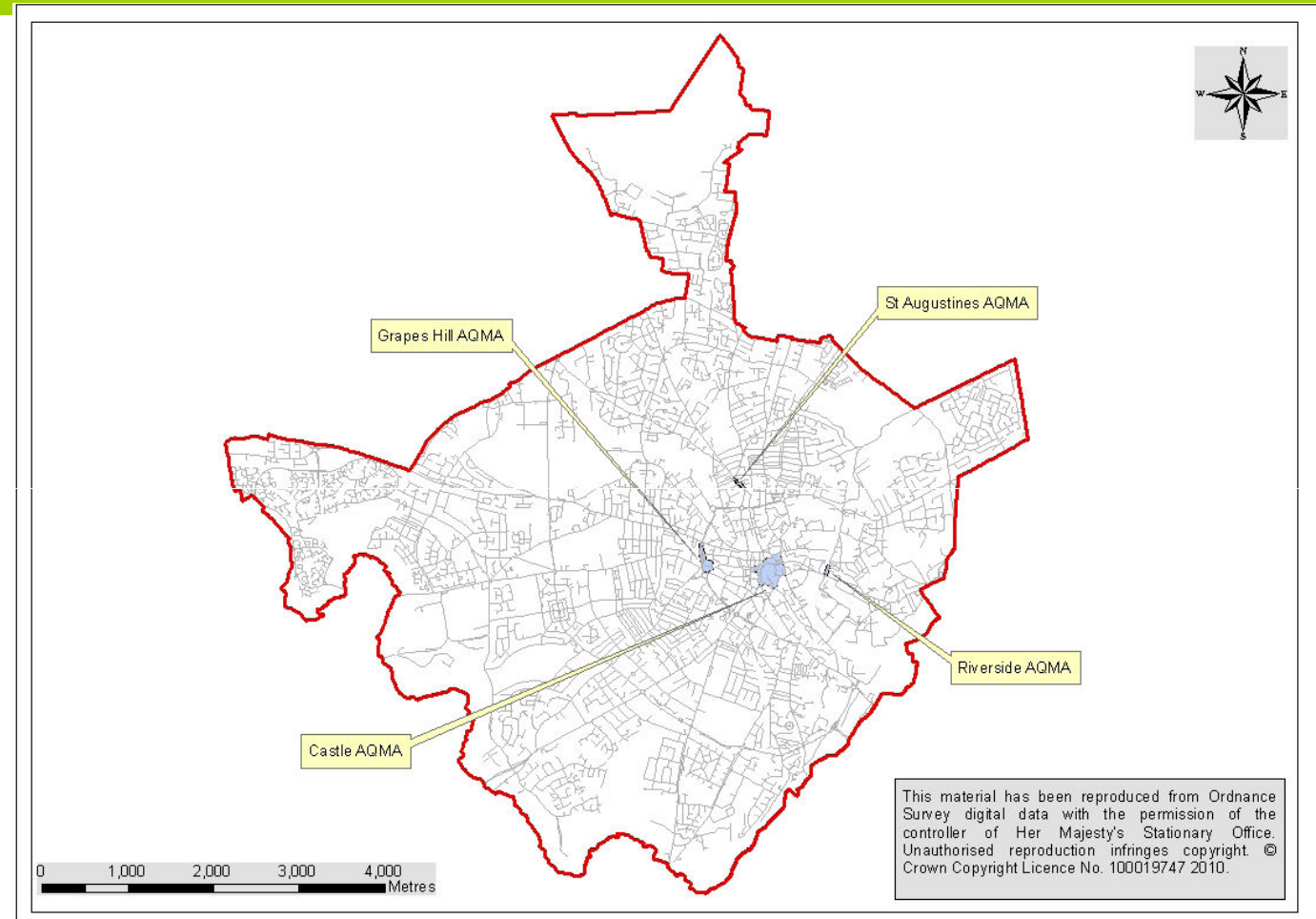
Beth.conlan@aeat.com



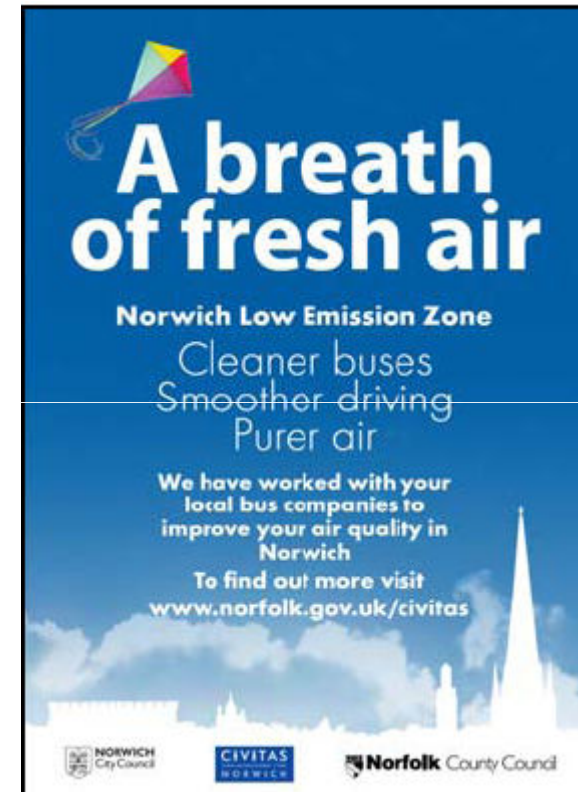
- First Action Plan was produced in 2001
- Now have over 100 Action Plans and over 200 AQMAs
- 36 AQMAs Revoked, but only 2 in due to reduction in emissions due to bypass construction
- Need more data on impact on the measures



- Four AQMAs.
- Declared 2003
- Action plan 2004
- Included LEZ

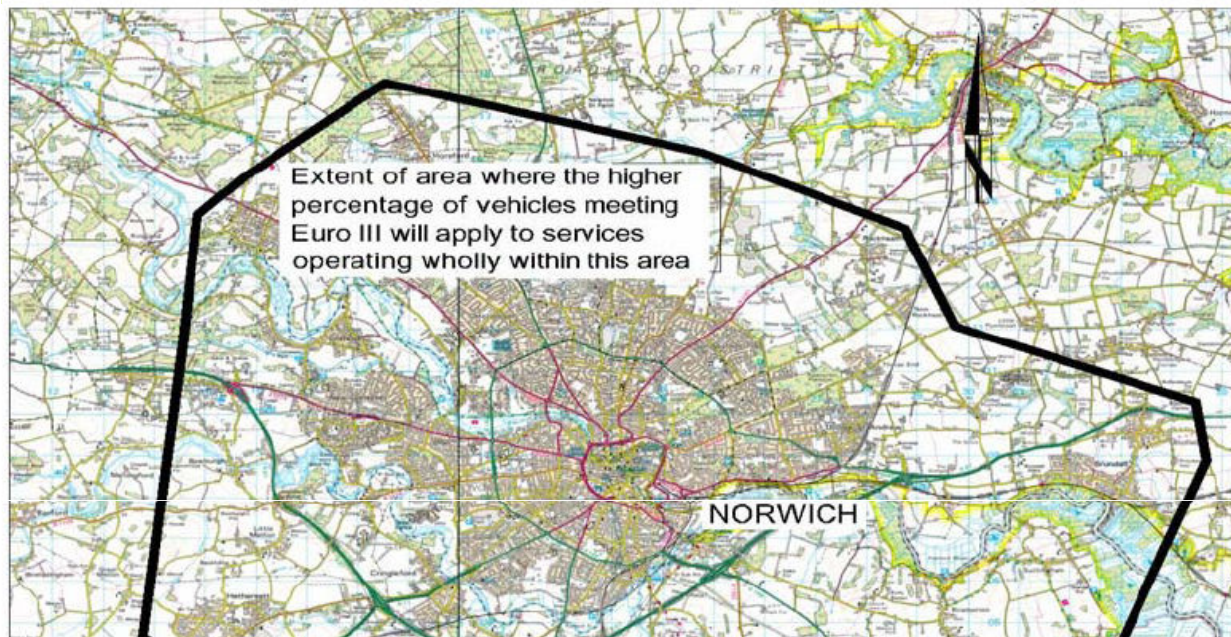


- LEZ introduced April 2008 as joint City and County Council action planning measure
- Introduced by obtaining a Traffic Regulation Condition via the Traffic Commissioner to regulate emissions from buses
- TRO includes restricting bus idling and free eco-driving
- County Council offered 65% grants to bus operators for retrofitting vehicles, through CIVITAS funding



- The Traffic Regulation Condition was attached to all licences of local PSV operators of local bus services where the registered route includes Castle Meadow
- Restrict access to Castle Meadow for all buses < Euro III
- Exemptions include services with < 5 departures per week



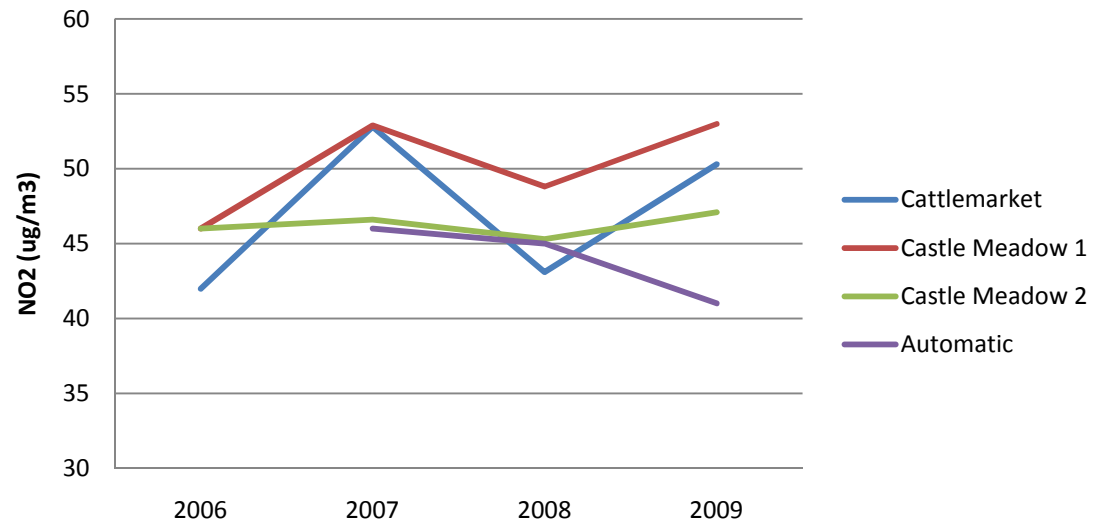


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Operators who have services with both terminal points within the area defined in Figure 1		Operators who have services with a terminal point outside the area defined in Figure 1	
Year	Percentage of vehicles needed to comply with TRC	Year	Percentage of vehicles needed to comply with TRC
1 April 2008	40%	1 April 2008	20%
1 April 2009	70%	1 April 2009	35%
1 April 2010	100%	1 April 2010	50%

- Fully implemented
- Automatic data decreased year on year 11% reduction
- Diffusion tubes indicate higher NO<sub>2</sub> in 2009 but these are not related to the LEZ, but picking up local issues

**NO<sub>2</sub> concentrations in Castle Meadow**



# Dudley :Brierley Hill Sustainable Access Network



2006 concentrations of 50 ug/m3

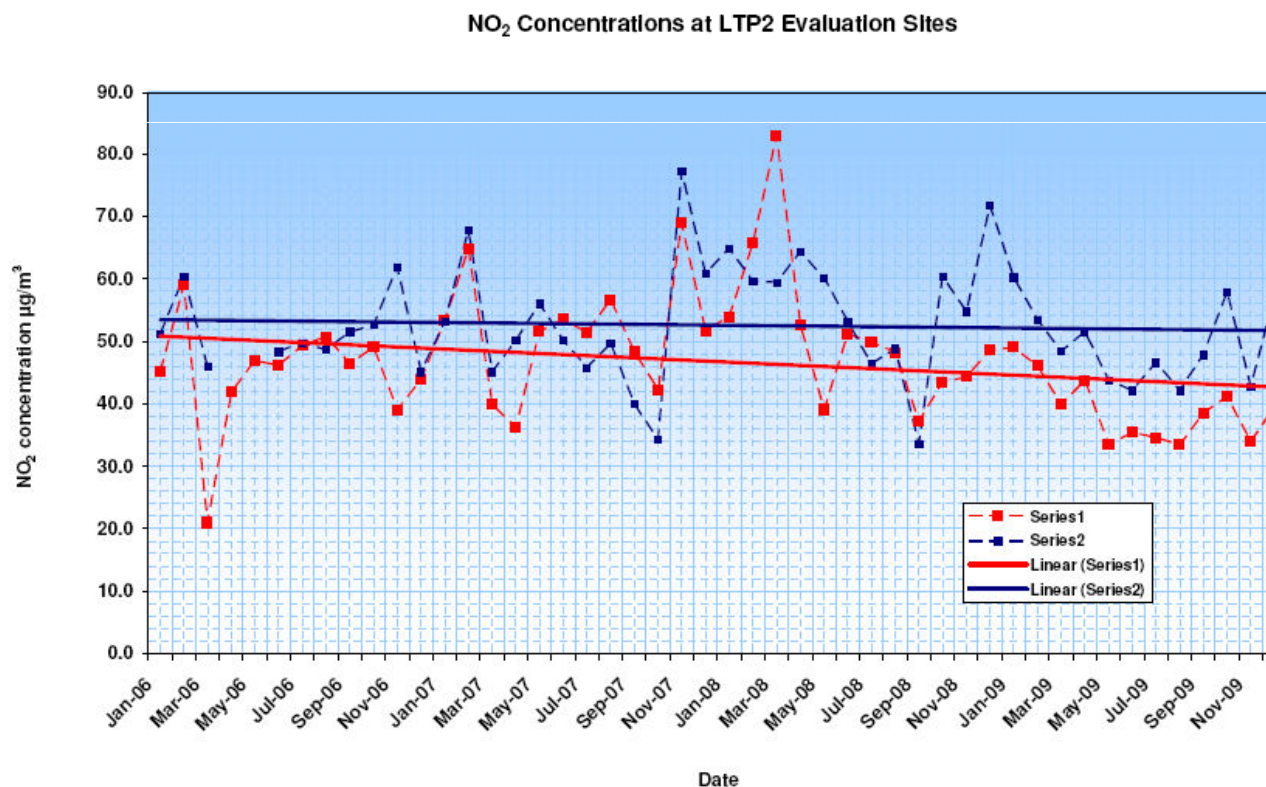


- Provision of signalised junctions at High Street South, Mill Street, Level Street, Dudley Road
- Changes to junction alignments
- Provision of bus priority measures
- Construction of new carriageway between High St., Mill St., Level Street, Dudley Rd.
- Improved access to rear of properties along High Street and Brier Special School
- Provision of formal pedestrian crossing facilities



There has been a decrease of 16% in NO<sub>2</sub> at the site between Jan '06 & Dec '09 compared to a 4% decrease at the second LTP2 site in nearby Quarry Bank. This indicates that the BHSAN scheme has had a major impact in improving air quality

Figure 7 NO<sub>2</sub> Concentrations at LTP2 Sites In Brierley Hill and Quarry Bank



- Sustainable travel promotion in an organised way
- Chesham AQMA, town in Chiltern
- Partnership working with County Transport team
- Got good local facilities, public transport links, cycle and walking routes available
- Ideal opportunity to influence travel behaviour



- Launch day
- Info pack to 3500 residents, 150 businesses, 15 schools with suitable sustainable transport
- Contains car sharing, bus routes/times, cycling, walking routes, local amenities to get active
- Schools and businesses sent travel plan packs



## Chiltern: Change for Chesham



- Rush hour 2 hour traffic count decrease from 1616 to 1257 vehicles
- 14% increase in bus patronage
- 14650 hits on the Change for Chesham website in first 6 months
- All primary schools doing Walk to School Month, and one secondary school produced a travel plan
- From extensive diffusion tubes, six month average before the launch 51 ug/m<sup>3</sup>, compared to same six month average after launch 39 ug/m<sup>3</sup>



- Are only a few examples to show emission or concentration reduction
- Think about measuring and reporting this to promote air quality
- Emission tools facilitate this – have a go!

Thanks to  
Mark Leach, Norwich City Council  
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Ben Coakley, Chiltern District Council