



Sandwell
Metropolitan Borough Council

2026 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the Environment Act 1995
Local Air Quality Management, as amended by the
Environment Act 2021

Date: 25 June 2026

Information	Sandwell Council Details
Local Authority Officer	Elizabeth Stephens / Paul Meadows
Department	Pollution Control Team, Public Health
Address	Sandwell Council House, Freeth Street, Oldbury, B69 3DE
Telephone	0121 569 2200
E-mail	pollution_control@sandwell.gov.uk
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Local Responsibilities and Commitment

This ASR was prepared by the Pollution Control Team of Sandwell Metropolitan Borough Council with the support and agreement of the following officers and departments:

- Elizabeth Stephens – Senior EHO - Air Quality Team Manager (Public Health)
- Paul Meadows – Air Quality Officer (Public Health)
- Lina Martino – Public Health Consultant
- Andy Thorpe – Healthy Urban Development Officer (Public Health)
- Becky Willson & Claire Hammond – Senior Transportation Planning Officers (Strategic Planning and Transportation)

This ASR has been approved and signed off by:

Dr Frances Howie – Director of Public Health



If you have any comments on this ASR, please send them to Elizabeth Stephens at:

Address: Public Health, Sandwell Council House, Freeth Street, Oldbury, West Midlands, B69 3DE **or Email:** pollution_control@sandwell.gov.uk

Executive Summary: Air Quality in Our Area

Breathing in polluted air affects our health and costs the NHS and our society billions of pounds each year. Air pollution is recognised as a contributing factor in the onset of heart disease and cancer and can cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in hospital admissions and mortality.

Air pollution particularly affects the most vulnerable in society, children, the elderly, and those with existing heart and lung conditions. Low-income communities are also disproportionately impacted by poor air quality, exacerbating health and social inequalities.

Table ES 1 provides a brief explanation of the key pollutants relevant to Local Air Quality Management and the kind of activities they might arise from.

Table ES 1 - Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO ₂)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur Dioxide (SO ₂)	Sulphur dioxide (SO ₂) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil.
Particulate Matter (PM ₁₀ and PM _{2.5})	Particulate matter is everything in the air that is not a gas. Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes. PM₁₀ refers to particles under 10 micrometres. Fine particulate matter or PM_{2.5} are particles under 2.5 micrometres.

Air Quality in Sandwell

The metropolitan borough of Sandwell is located in the West Midlands and forms part of the area widely known as the Black Country. The borough comprises six towns: Oldbury, Rowley Regis, Smethwick, Tipton, Wednesbury and West Bromwich. Sandwell borders the cities of Birmingham and Wolverhampton, as well as the neighbouring boroughs of Dudley and Walsall.

It is a densely populated borough, with more than 353,000 residents living across an area of approximately 8,600 hectares. Sandwell benefits from excellent transport connectivity, with five motorway junctions providing direct access to the M5 and M6. These routes offer strong links to the South West, South East and North West of England.

While predominantly urban in character, Sandwell has a significant amount of accessible green infrastructure. This includes around 1,200 hectares of parks, playing fields and local green spaces, alongside an extensive canal network stretching over 30 miles. Together, these assets provide important recreational, environmental and wellbeing benefits for residents and visitors.

Local Air Quality Management

Sandwell Council's Pollution Control and Regulatory Services teams are responsible for overseeing air quality regulation across both residential and commercial areas of the borough. The teams investigate statutory complaints relating to smoke emissions, enforce Smoke Control Area requirements, and ensure compliance with relevant legislation. They also regulate certain industrial processes through the Environmental Permitting Regulations and provide specialist input on planning applications to help minimise the potential air quality impacts of new development.

To support continued improvements in air quality, Sandwell Council works in partnership with a wide range of organisations and stakeholders. These include neighbouring local authorities, the West Midlands Combined Authority, Transport for West Midlands (TfWM), National Highways, the NHS, the University of Birmingham, Black Country Transport, the Canal and River Trust, EarthSense, Living Streets and British Cycling. Collaborative working with these partners helps to deliver coordinated action across transport, public health, planning and environmental management to reduce emissions and improve air quality outcomes for residents.

Air Quality Monitoring Networks

During 2025, Sandwell Council maintained a network of five continuous automatic air quality monitoring stations across the borough. Nitrogen dioxide (NO₂) was measured at all sites, with particulate matter (PM₁₀ and PM_{2.5}) also monitored at four of the stations. In addition, one monitoring location included measurement of ozone (O₃).

In addition to the automatic monitoring network, the Council undertook nitrogen dioxide monitoring using 163 passive diffusion tubes, across 119 diffusion tube monitoring sites.

Of these, 22 locations were co-located with triplicate tubes to improve data accuracy and quality.

Sandwell's Air Quality Management Area (AQMA)

The whole of Sandwell was designated as an Air Quality Management Area (AQMA) in July 2005, following the identification of exceedances of the national air quality objective for nitrogen dioxide (NO₂) at multiple locations across the borough.

In 2018, seven 'Priority Zones' were designated, where it was determined that focused action was required to reduce NO₂ concentrations. A further two additional locations were also included as 'hot spots' for targeted intervention.

Sandwell NO2 Reduction Priority Zones (2018 - 2025)										
Zone	Historic Area No.	Description of Area	NO ₂ Compliant							
			2018	2019	2020	2021	2022	2023	2024	2025
1	13	High Street / Powke Lane, Blackheath	X	X	✓	✓	✓	✓	✓	✓
2	11	Bearwood Road, Smethwick	X	X	✓	✓	✓	✓	✓	✓
3	1	M5 Corridor - Blakeley Hall Road, Oldbury to Birmingham Road (A41), West Bromwich	X	X	✓	X	✓	✓	✓	✓
4	10	Newton Road / Birmingham Road (A34), Great Barr	X	X	✓	✓	✓	✓	✓	✓
5	14	Bromford Lane (including Kelvin Way / Brandon Way Junction), West Bromwich	X	✓	✓	✓	✓	✓	✓	✓
6	16	All Saints Way / Expressway, West Bromwich	X	✓	✓	✓	✓	✓	✓	✓
7	15	Trinity Way / Kenrick Way, West Bromwich	X	X	✓	✓	✓	✓	✓	✓
Hotspot 1		Mallin Street, Smethwick	X	X	✓	✓	✓	✓	✓	✓
Hotspot 2		Gorsty Hill, Blackheath	X	✓	✓	✓	✓	✓	✓	✓

Following four consecutive years of compliance with the national annual mean NO₂ objective, Sandwell Council are required to consider whether the borough's Air Quality Management Area (AQMA) should be revoked. It has been determined that due to Sandwell's densely built-up environment and NO₂ concentrations remaining above 30 µg/m³ in many areas we will not do this until compliance has been maintained for at least five years.

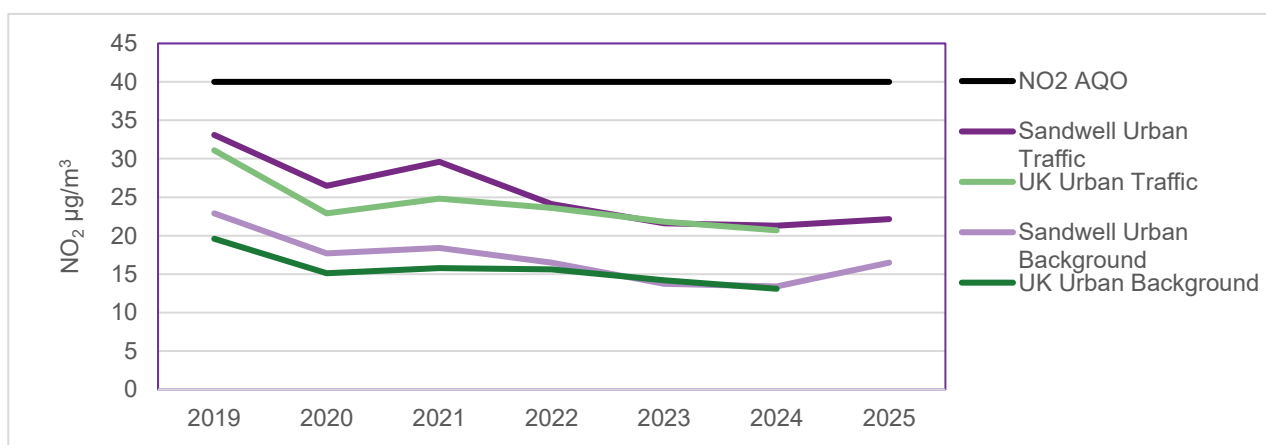
It is also important to note that meeting the national air quality objective of 40 µg/m³ for NO₂ does not mean local air quality is without risk to public health. The World Health Organisation guideline is an annual average of **10 µg/m³** for NO₂, reflecting the concentrations considered necessary to offer meaningful protection of public health. The WHO advises that policymakers should now be working towards these stricter guidelines for healthier population outcomes.

Nitrogen Dioxide (NO₂) – Local and National Trends Compared

In 2025, Sandwell recorded increases in average annual NO₂ concentrations for the first time since 2021. Urban traffic locations showed a marginal increase of 0.85µg/m³ compared to 2024, while urban background concentrations increased more significantly by 2.9 µg/m³ from 13.4 to 16.5 µg/m³.

Sandwell has generally tracked in line with (albeit slightly above) the UK-wide average in NO₂ levels over the last seven years as is shown in **Figure 1.1**. However, as UK data for 2025 is not yet available, it is not currently possible to determine whether similar increases in urban traffic and background concentrations have occurred at a national level.

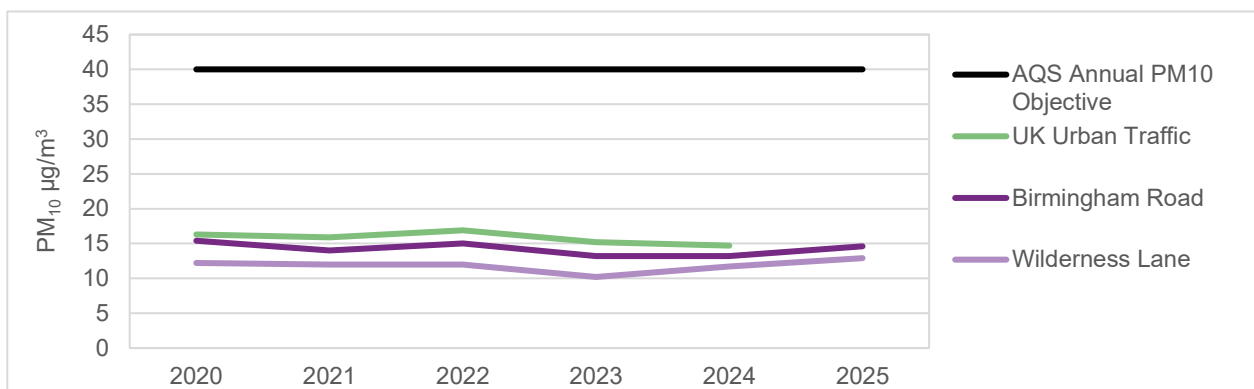
Figure 1.1 - Comparison of Annual Mean NO₂ Concentrations in Sandwell Compared with the UK Annual Mean 2020 - 2025



Particulate Matter (PM₁₀)

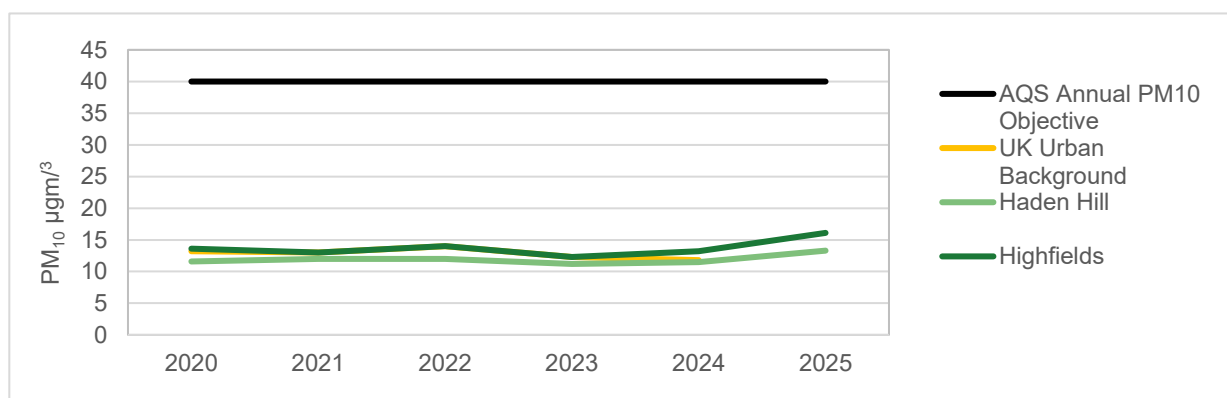
Prior to 2025 PM₁₀ concentrations in Sandwell had shown an overall downward trend over the previous five years. However, data collected in 2025 as shown in **Figure 1.2**, indicates an increase at both urban traffic sites, rising from 12.9 µg/m³ to 14.6 µg/m³ at Birmingham Road, Oldbury and from 11.7 µg/m³ to 12.9 µg/m³ at Wilderness Lane, Great Barr. Sandwell had been tracking approximately 2 µg/m³ below the UK average; however, as UK data is not yet available for 2025, we cannot tell yet if this pattern has continued.

Figure 1.2 - Comparison between the UK and Sandwell's Annual Average PM₁₀ Concentrations at Urban Traffic Sites 2020-2025



PM₁₀ concentrations in Sandwell have remained relatively stable and have tracked at or slightly below the UK urban background average since 2019. However, as shown in **Figure 1.3**, there has been a notable upward trend at Highfields, West Bromwich, rising from around 12.3 µg/m³ in 2023 to 16.1 µg/m³ in 2025. Haden Hill continues to record consistently lower concentrations, although there has also been an increase from 11.2 µg/m³ to 13.3 µg/m³ in 2025. UK urban background concentrations remain broadly stable at around 12–13 µg/m³ until 2024. It is not yet known if this increase is reflected at a national level in 2025 but will be interesting to see if it is.

Figure 1.3 - Comparison between the UK and Sandwell's Annual Average PM₁₀ Concentrations at Urban Background Sites 2020-2025



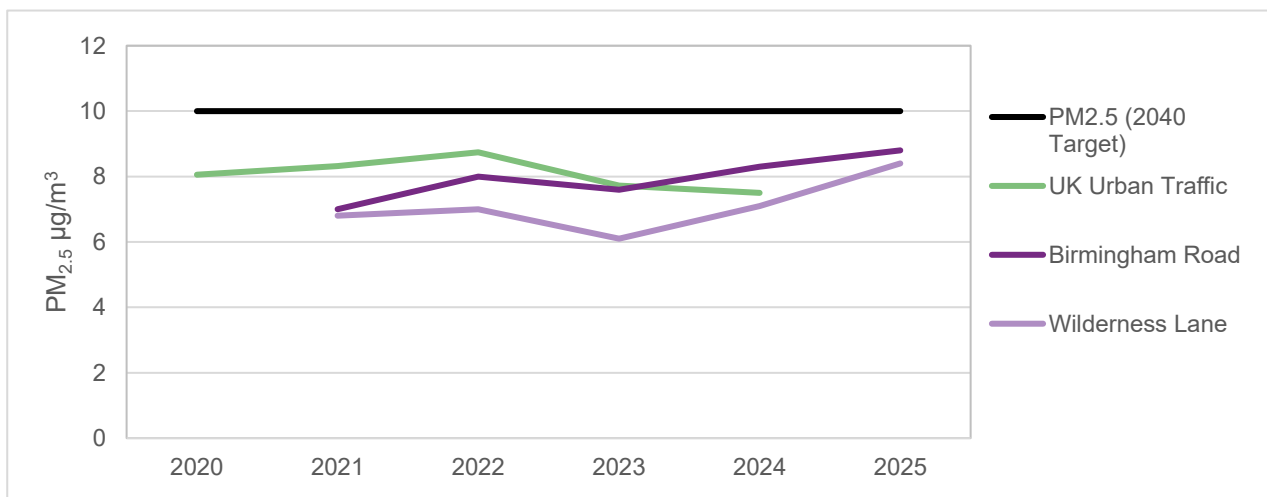
Fine Particulate Matter (PM_{2.5}) – Local and National Trends Compared

PM_{2.5} remains a significant public health concern, with both long- and short-term exposure linked to adverse health outcomes. Long-term exposure is associated with premature mortality, cardiovascular and respiratory diseases, lung cancer, and emerging evidence links it to dementia, adverse birth outcomes, and impaired lung development in children. Short-term exposure can trigger acute effects such as respiratory irritation, worsening of asthma, and cardiovascular impacts including irregular heart rhythms, leading to increased hospital admissions and deaths.

In 2023, the Government introduced the Environmental Targets (Fine Particulate Matter) (England) Regulations, setting a legally binding maximum annual mean PM_{2.5} concentration target of 10 µg/m³ to be achieved by 2040. An interim, non-legally binding target of 10 µg/m³ by 2030 has since been established to support progress towards this goal. Sandwell Council anticipated the need for enhanced monitoring, expanding its PM_{2.5} network in 2021 from a single site at Haden Hill to four locations across the borough. This has improved the Council's ability to track local trends and compare them with national data over the past five years.

Birmingham Road and Wilderness Lane (urban traffic sites) have both shown an overall upward trend in PM_{2.5} concentrations between 2021 and 2025, increasing by approximately 1.9 µg/m³ and 1.7 µg/m³ respectively as can be seen in **Figure 1.4**. Both sites have previously followed a similar pattern to the UK urban traffic average, including a dip in 2023 before rising to their highest levels in 2025.

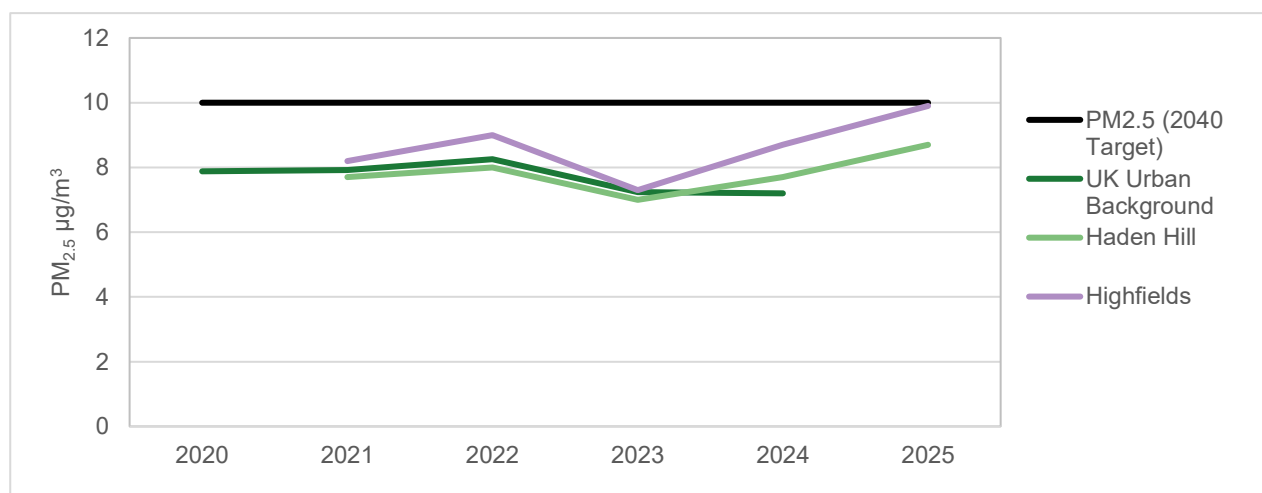
Figure 1.4 - Comparison between the UK and Sandwell's Annual Average PM_{2.5} Concentrations at Urban Traffic Sites 2021-2025



Wilderness Lane has consistently remained below the UK average by around 1–2 $\mu\text{g}/\text{m}^3$, while Birmingham Road has tracked more closely and slightly exceeded the national average in 2025 (8.9 $\mu\text{g}/\text{m}^3$ compared to 8.4 $\mu\text{g}/\text{m}^3$). National comparison cannot be made yet for 2025, but upward trend is reflected more widely across England.

The urban background $\text{PM}_{2.5}$ concentrations at Haden Hill and Highfields have fluctuated between 2021 and 2025, with both sites showing a dip in 2023 followed by a marked increase to their highest recorded levels in 2025 as shown in **Figure 1.5**. Haden Hill rose from 7.2 $\mu\text{g}/\text{m}^3$ in 2023 to 8.7 $\mu\text{g}/\text{m}^3$ in 2025 (an increase of 1.5 $\mu\text{g}/\text{m}^3$), while Highfields increased more significantly from 7.3 $\mu\text{g}/\text{m}^3$ to 9.9 $\mu\text{g}/\text{m}^3$ over the same period (an increase of 2.6 $\mu\text{g}/\text{m}^3$).

Figure 1.5 - Comparison between the UK and Sandwell's Annual Average $\text{PM}_{2.5}$ Concentrations at Urban Background Sites 2021-2025



The upward trend since 2023 is particularly striking, as several urban background sites are now recording $\text{PM}_{2.5}$ concentrations comparable to (or even exceeding) those measured at our urban traffic locations. This pattern suggests a growing influence from broader $\text{PM}_{2.5}$ sources, including domestic combustion and regional background contributions, alongside localised factors. For example, major construction activity near Highfields in 2025 likely contributed to elevated levels. Dispersion conditions may also play a role: more enclosed urban environments can restrict pollutant dispersal, sometimes resulting in higher concentrations than those observed at roadside sites.

Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades there are some areas where local action is needed to protect people and the environment from the effects of air pollution.

During 2025, Sandwell Council implemented and progressed a range of measures to improve local air quality which are aligned with Local Air Quality Management (LAQM) objectives.

Sandwell Air Quality Action Plan

Following public consultation during August and September 2025, Sandwell Council formally adopted its new [Air Quality Action Plan \(AQAP\) \(2025–2030\)](#) in December 2025. This sets out a comprehensive programme of measures to improve air quality across the borough. The plan focuses on reducing emissions from key sources including transport, domestic burning and commercial activities, while also prioritising behaviour change through education, partnership working, and targeted enforcement. Actions are also included that support active travel, increase public awareness, strengthen regulatory controls, and continue with local monitoring and data collection to help inform future interventions.

Regional Air Quality Programme

The Council has proactively contributed to the [WMCA Air Quality Framework](#), including the development of its schools' education programme, planning policies and emissions targets. This work supports improved air quality by encouraging behaviour change, embedding air quality considerations within planning, and aligning local action with regional priorities to deliver more effective and coordinated reductions in pollution across the area.

Air Quality Monitoring and Data Provision

Sandwell contributes to air quality monitoring across the West Midlands through an additional network managed by the West Midlands Combined Authority (WMCA), established using Defra Air Quality Grant funding to expand local monitoring and improve access to real-time data.

Within this network, Sandwell operates 19 Zephyr air quality monitors across the borough, including 15 that form part of the WMCA system and a further 4 owned and managed by the Council. These monitors measure pollution levels at a range of locations, helping to build a detailed picture of local air quality.

Across the wider region, the network includes around 90 Zephyr monitors located in settings such as roadsides, residential areas, and near schools. Their data is combined and made publicly available through the [WMCA Air Quality Data Platform](#).

The dashboard presents real-time air quality information in a clear and accessible way, allowing residents to check pollution levels in their area and improving awareness of air quality issues.

The Auntie Duck Air Quality Education Programme

Sandwell's "Auntie Duck" air quality education programme continued to gain real momentum through 2025. This child-focused initiative is designed to raises awareness of air pollution and its harmful effects on our health in an engaging and accessible way.

At the heart of the programme is the [Auntie Duck storybook](#)¹, developed in partnership with the Dog, Duck and Cat Charitable Trust and Sandwell's Air Quality Officers. The programme brings the story to life through a wide range of resources, including online materials and in-person visits from the Air Quality Officers.

In October 2025, the programme received a significant boost with the introduction of an "Auntie Duck" mascot costume, enabling appearances by Auntie Duck herself. The mascot has become a key element of the programme, with numerous engagement events and school sessions already delivered. It has increased the programme's visibility, significantly boosting participation



Auntie Duck visiting Blackheath Library

¹ <https://www.dogduckandcat.co.uk/meet-auntie-duck>

and reach, particularly among younger audiences but also enjoyed by people of all ages. The programme encourages children and their families to adopt positive behaviour changes, promoting simple actions such as replacing short car journeys with walking or wheeling.

The programme has also been supported by the WMCA with additional funding from their Defra Air Quality Grant². This has enabled the creation of additional on-line teaching resources as well as establishing an [awards scheme](#) for participating schools across the West Midlands.

Programme Delivery and Reach

During 2025, the Auntie Duck programme:

- Delivered 19 in-person sessions to primary schools, reaching around 4,200 pupils
- Delivered a further 13 sessions across libraries, community and healthcare settings
- Achieved approximately 20,000 social media views, further extending its reach.

Key Highlights

In April 2025, we ran an Auntie Duck poster competition, inviting children from seven schools to take part. We received 197 entries in total, and the winning design was awarded to a pupil at Corngreaves Academy in Cradley Heath. The winning artwork was transformed into a large banner, which is displayed on the railings outside the school.



Luca, winner of the 2025 Auntie Duck poster competition pictured with his design outside Corngreaves Academy

² <https://www.wmca.org.uk/what-we-do/environment-energy/air-quality/>

To mark Clean Air Day in June 2025 the West Midlands Mayor, Richard Parker, visited Corngreaves Academy to read them the Auntie Duck story and talk about air pollution, its health impacts, and the actions they can take to reduce emissions.



Mayor of the West Midlands Richard Parker read Auntie Duck to pupils at Corngreaves Academy and afterwards discussed air quality with them

After the Mayor had read the story book he spoke with some of the pupils about air pollution, its impact on health and how their travel choices affect everyday emissions. The visit received coverage in the local press³, and a video of the Mayor's visit was shared across his official social media channels⁴, helping to raise wider public awareness of the initiative.

Impact and Outcomes

Evaluation feedback obtained from approximately 450 pupils aged 6–11, demonstrates that the programme is improving understanding and supporting behaviour change.

- Around 75% of pupils demonstrated an increase in their knowledge of air pollution following attending Auntie Duck sessions
- Pupils were able to identify key sources of pollution, particularly traffic, and link these to health impacts such as breathing difficulties and asthma
- 98% of pupils recognised the importance of improving air quality, with 60% indicating they would encourage their families to take action.

³ <https://www.expressandstar.com/news/children-to-breathe-easier-as-west-midlands-mayor-announces-plans-to-help-schools-help-tackle-pollution-5688456>

⁴ <https://www.instagram.com/reel/DLXXQk8gd1f/>

Schools also reported that pupils were:

- Encouraging parents to walk or choose more sustainable journeys
- Asking drivers to switch off engines while waiting
- Participating more in active travel initiatives such as Walk to School schemes

This has been reflected in written feedback, for example:

“What I love about the story is that it’s made us know how bad the air is and what we can do to make it better.”

“It sparked conversations about the car situation outside our school gates... we are seeing lots of children encouraging parents to walk or park further away.”

While based on pupil’s and teacher’s self-reported responses, these findings provide positive indications of increased awareness and early behaviour change among participating pupils.

Wider Impact, Recognition and Future Development

The programme continues to expand with demand from schools for both initial and repeat visits. Air quality teams in neighbouring authorities, including Coventry, Dudley and Solihull have also requested visits. Hertfordshire County Council have had 500 copies of the book printed whilst Birmingham City Council are also planning to print copies for all their primary schools.

Wider recognition of the programme was also evidenced in November 2025, when the Auntie Duck programme was a runner-up in the [Modeshift STARS Education Engagement Project of the Year awards](#). Given the high number and standard of entries, this demonstrates that, even in its early stages, the programme is already delivering a strong and positive impact when it comes to promoting sustainable travel and behaviour change through the lens of improving air quality and health.

Ongoing development of the programme includes new engagement ideas, including the launch of an Auntie Duck song on Clean Air Day 2026 and involving local knit and natter groups to knit or crochet the story characters which can then be used in schools. Visits to other local authorities in the West Midlands are also planned to help embed the Auntie Duck brand across the region and establish positive behaviour change messages.

Smoke Control Area Education and Enforcement

Sandwell's boroughwide Smoke Control Area was formally introduced in July 2024 and continues to be implemented through an education-led approach, aimed at raising awareness of the harmful health impacts associated with solid fuel burning and reducing overall emissions.

In 2025:

- 16 complaints were received relating to smoke emissions from domestic chimneys.
- 196 visits were undertaken by the Engagement and Enforcement Officer to retailers to provide guidance on solid fuel sales within Smoke Control Areas, supporting compliance with labelling requirements and the sale of authorised fuels.
- Two 'Clean Air Night' webinars were delivered in January 2026 (for Council staff and elected members) as part of Global Action Plan's campaign. These interactive sessions increased awareness of the health and environmental impacts of domestic burning, with positive feedback from attendees.
- The 'Burny' campaign was piloted in Sandwell in February 2026. Originally developed as part of the [London Wood Burning Project](#), the campaign highlights the health impacts of domestic wood burning and promotes cleaner home heating alternatives. It also seeks to challenge perceptions of wood burning as a low-impact or "cosy" activity, encouraging residents to reduce unnecessary burning. The campaign was adopted with generous permission from Camden and Islington Borough Councils, following its successful implementation across more than 20 London boroughs.



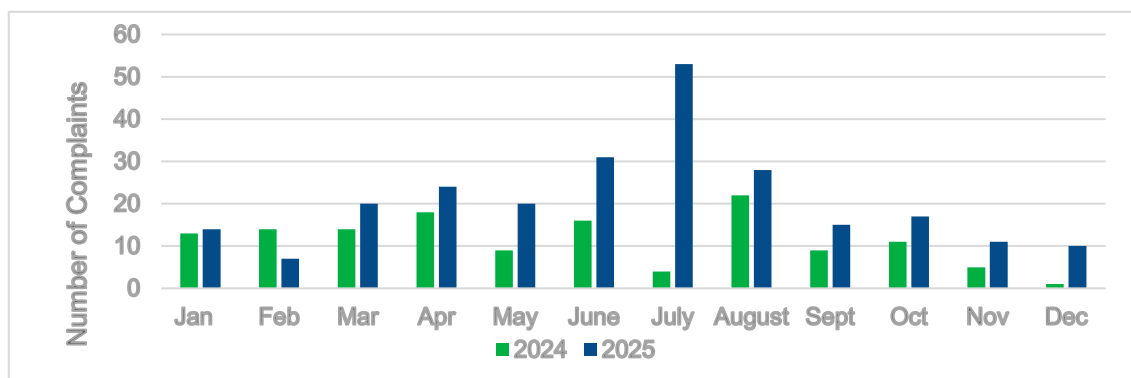
One of the images shared with residents as part of Sandwell's 'Burny' campaign

- The 'Burny' campaign was delivered via newsletters, internal communications, web content and social media. Evaluation of the campaign demonstrated that the residents' newsletter generated the highest engagement and website traffic, while social media and internal communications also performed well. Overall, the campaign demonstrated that targeted email communications and a coordinated multi communication approach were effective in reaching and engaging the intended audience. The plan is to repeat the campaign, with some minor changes, in the autumn/winter of 2026.

Outdoor Burning Complaints and Behaviour Change

- A total of 229 complaints were received concerning outdoor burning (including bonfires, fire pits and barbecues) alongside 157 complaints were received in relation to outdoor burning at commercial premises.

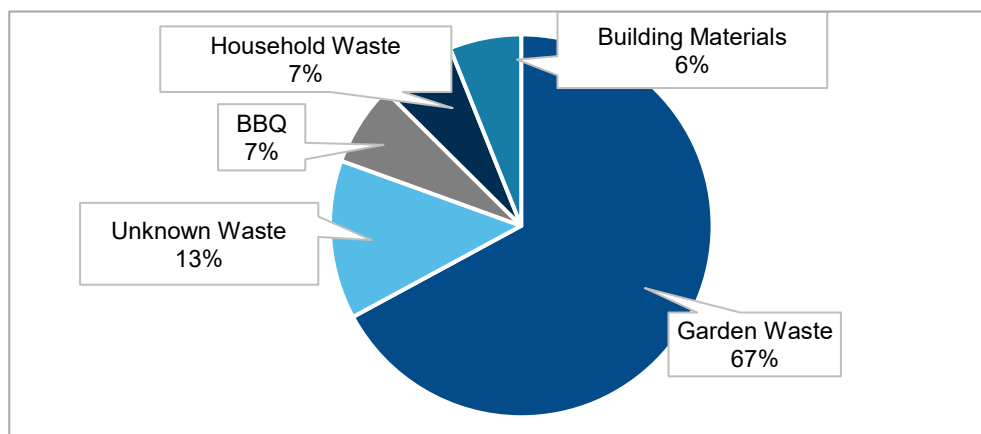
Figure 1.6 - Comparison of number of Bonfire Complaints Received in 2024 and 2025



- Bonfire-related complaints increased by approximately 80% in 2025 compared to 2024, with the most significant rise during the summer months see **Figure 1.6**. While this may partly reflect seasonal factors, the increase is also considered to indicate improved public awareness and engagement, supported by targeted communications such as leaflets, website updates and posters displayed in 23 medical centres across the borough.
- However, there are concerns that the introduction of charges for garden waste collections in 2023 is influencing waste disposal behaviours. In 2025, 67% of complaints related to the burning of garden waste (see **Figure 1.7**), highlighting this as a key source of emissions and an area for continued engagement and behaviour change work.

- Increased reporting enables more timely investigation and intervention, supporting efforts to reduce emissions of particulate matter (PM_{2.5}) and other pollutants associated with outdoor burning, which are known to have significant health impacts.

Figure 1.7 – Bonfire Complaints by Waste Type (2025)



Transport and Active Travel Measures

Encouraging active and sustainable travel remains a key priority for Sandwell, supporting improved air quality, reduced congestion, and better health outcomes. During 2025/26, the Council's Active Travel Officer worked with schools, partners, and local communities to promote walking, wheeling, cycling, and public transport as viable alternatives to car journeys, helping to reduce emissions from road transport, which is the principal source of NO₂ within the borough. Below are some of the key highlights of the work being undertaken in 2025.

Modeshift STARS

A significant focus has been on the continued delivery and expansion of the Modeshift STARS programme, which provides a structured framework for schools to develop and implement Travel Plans. In 2025 there were:

- 105 schools registered
- 32 actively engaged
- 18 achieving 'Approved' status
- 3 achieving 'Good' accreditation



Ferndale Primary School were awarded their GOOD level Modeshift STARS accreditation

These travel plans support schools to reduce car use and tackle idling at the school gate, while encouraging long-term behaviour change through initiatives such as School Streets, Park & Stride schemes, anti-idling campaigns and car-free days.

The Auntie Duck Air Quality programme has been used to strengthen and support delivery of the Modeshift STARS programme. Through participation, schools can evidence up to 10 initiatives across key STARS categories, directly supporting progression towards and in many cases achieving, Approved Travel Plan accreditation.

Living Streets and Behaviour Change

Sandwell's Active Travel Officer has also played a key role in driving engagement and supporting schools to deliver a range of initiatives, including collaboration with Living Streets and promotion of the [WOW \(Walk Once a Week\)](#) challenge. This initiative encourages pupils to record their journeys to school and promotes a shift towards active travel by incentivising walking and wheeling. In 2025 Sandwell had the second highest number of participating schools in the West Midlands.

Participation in this programme has contributed to measurable modal shift in travel behaviour. Data for the summer term in 2025 demonstrated that active travel increased from 56% to 88%, while journeys made entirely by car reduced from 40% to 11%.

In the Summer of 2025, Yew Tree Primary School in West Bromwich, ranked 1st on the Midlands Leaderboard and within the top 8% nationally, reflecting exceptional engagement and sustained increases in walking rates.



Strider visits All Saints Primary School in West Bromwich to celebrate them being part of the Living Street's WOW Project

Bikeability

Sandwell's Road Safety Team has supported the delivery of Bikeability training by Bike Right in 120 schools (105 primary and 15 secondary) giving pupils the opportunity to build essential cycling skills in a safe, supported environment. Through a mix of off-road and on-road sessions, children learn how to navigate traffic, recognise hazards, and make safe

decisions when travelling. The programme helps to boost confidence and independence while promoting awareness of road safety responsibilities. By embedding these skills early, it encourages lifelong active travel habits and supports wider aims around improving health, reducing congestion, and air pollution. Ultimately, Bikeability is helping to develop a new generation of safer, more confident cyclists.

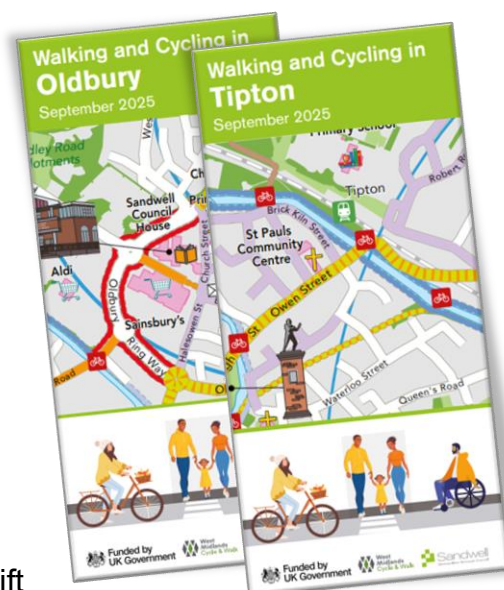


Wednesbury Oak Academy are just one of many schools in Sandwell taking part in Bikeability training

Schools have also been supported to take part in national awareness campaigns such as the [Sustrans Big Walk and Wheel](#), with 27 schools participating in 2025, helping to increase active travel journeys and raise awareness of the links between transport choices, air quality, and health.

Town Walking and Cycling Maps

Following the successful pilot of Sandwell's walking and cycling maps in Wednesbury and Smethwick, additional funding was secured from the Department for Transport (DfT) via the West Midlands Combined Authority (WMCA) to create maps for the remaining four towns. All six [Sandwell Walking and Cycling Maps](#) are available in both digital and printed formats. They highlight quieter, lower-traffic routes, which are typically associated with lower levels of air pollution. The maps are designed to help residents identify safe and convenient alternatives to car travel, supporting a shift towards walking, wheeling and cycling, particularly for shorter everyday journeys.



School Walking and Cycling Maps

In addition, 16 tailored school route maps have been developed for schools engaged in Modeshift STARS. These include information on safe crossing points, public transport links and walking distances, and promote initiatives such as Park & Stride to reduce congestion, idling and vehicle emissions around school gates.

There is also supporting messaging on the reverse of the maps, which highlights the wider benefits of active travel, including improved health, reduced costs, less congestion, and the creation of safer, quieter and less polluted environments. Resources such as the Living Streets [Family Walk to School Kit](#) are also promoted to reinforce behaviour change.

Collectively, these mapping resources contribute to improved air quality by:

- Reducing short car journeys, which are typically more polluting
- Lowering congestion and engine idling, particularly around schools
- Enabling a shift to zero-emission travel modes
- Reducing exposure to pollution by encouraging use of quieter routes

Feedback so far indicates that the maps are clear, engaging and effective in supporting journey planning and encouraging active travel. Opportunities for further improvement have been identified, including developing more accessible and tactile versions for children with SEND.

These measures, alongside wider interventions such as the ongoing implementation of Sandwell's first School Street at Ferndale Primary School, provide practical tools to support behaviour change, reduce vehicle use, and improve local air quality.

Partnerships and Collaboration

Strong partnership working has underpinned the delivery of active travel and air quality initiatives across Sandwell, enabling a coordinated and targeted approach to behaviour change, engagement and place-based interventions.

Working collaboratively with Healthy Sandwell, cycling partners and volunteers across the borough, a range of initiatives has been delivered in 2025 to encourage greater uptake of active travel, just a few examples include:

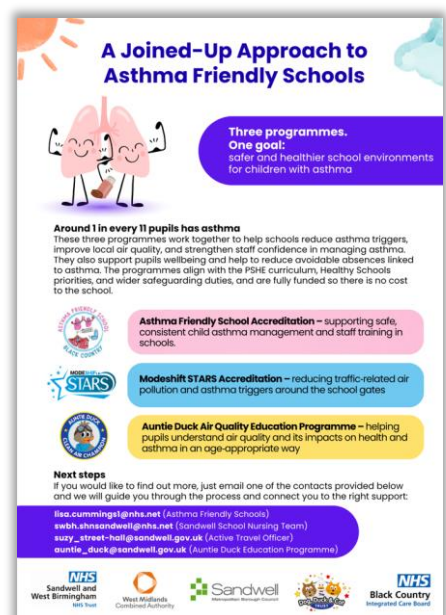
- **Brushstrokes** – supporting migrant communities to build cycling skills and confidence through group rides, bike maintenance sessions and cycle security marking.
- **British Cycling** – promoting free sessions and events, alongside developing and sharing traffic-free routes to support community-led active travel, including bike maintenance hubs and led rides.
- **Stepping Stones** – delivering Learn to Ride sessions, led rides and Dr Bike maintenance support.
- **Sustrans and WMCA** – facilitating free Dr Bike safety checks and cycle security marking at key locations to remove barriers to cycling, support safer travel, and encourage greater participation.



Sustrans offer free Dr Bike safety and security checks in Sandwell

Partnership working has also supported place-based approaches to improving air quality through the **Net Zero Neighbourhoods programme in Tipton (Park Lane)**. This has included joint working with Public Health and Housing teams to undertake local assessments and resident engagement, helping to identify barriers to active travel and opportunities to improve access to safer, low-traffic routes, including enhanced canal access as a green travel corridor.

Collaboration has also continued with Asthma Nurses from the NHS Integrated Care Board (ICB) to support their **Asthma Friendly Schools** (AFS) programme. Since October 2025, both teams have actively promoted each other's initiatives during school visits, using the opportunity to increase either the uptake of Auntie Duck and Modeshift STARS or encourage a school to become Asthma Friendly. All the programmes reinforce consistent messages on improving pupil health and reducing exposure to air pollution (e.g. anti-idling and active travel). In less than 6 months the number of accredited AFS had increased from 3 to 10, demonstrating a positive early impact.



Leaflet being shared with primary schools in Sandwell

Sandwell's Air Quality Team continue to work with the University of Birmingham. They delivered a guest lecture to the Public Health MSc students on local authority approaches to air pollution focusing on monitoring and interventions. Students showed strong interest in active travel initiatives, including Modeshift STARS and Living Streets, and responded enthusiastically to the Auntie Duck air quality education programme, spending time considering how the mascot could be used to enhance public engagement.



Public Health MSc students at the University of Birmingham meet Auntie Duck

Highlights of the community engagement activities undertaken by Sandwell Council to support improvements in air quality are communicated to stakeholders through the Council's quarterly [Air Quality Newsletter](#). The newsletter is also made publicly available via the Council's website, where it can be accessed and downloaded.

Conclusions and Priorities

Compliance with Statutory Air Quality Objectives

Monitoring data for 2025 indicate that all statutory air quality objectives continue to be met across Sandwell. No exceedances of the annual mean nitrogen dioxide (NO₂) objective (40 µg/m³) were recorded at any automatic or diffusion tube monitoring site, and there were no exceedances of the short-term objectives for NO₂ or particulate matter. Similarly, concentrations of PM₁₀ and PM_{2.5} remained well below their respective national targets.

Sandwell has now achieved four consecutive years of compliance with the annual mean NO₂ objective across the borough. The previously identified priority zones and hotspots have also remained compliant, and no new exceedances have been identified either within or outside the existing AQMA. There is, therefore, no requirement to declare any new AQMAs or amend the existing designation.

Despite this progress, the borough-wide AQMA remains in place. In accordance with LAQM guidance, Sandwell Council considers that revocation is not yet appropriate, as compliance has not been maintained for five consecutive years. Furthermore, NO₂ concentrations remain above 30 µg/m³ in several locations, indicating that there is still a need for continued vigilance.

Identified Trends

Trend data show that, although long-term improvements have been achieved, 2025 saw a break from the previous downward trend, with increases in NO₂, PM₁₀ and PM_{2.5} compared to 2024. These increases were most evident at urban background sites and are thought to be influenced by a combination of regional factors, weather conditions and increased activity levels since the pandemic.

While concentrations remain within national objectives, PM_{2.5} continues to be a key public health concern. Levels across the borough are still above World Health Organization (WHO) guideline values and contribute to a measurable health burden, with attributable mortality in Sandwell remaining above the national average.

In 2025 the Council made good progress, including adopting a new Air Quality Action Plan (2025–2030), expanding the monitoring network, and delivering transport, behaviour change and public engagement initiatives. These actions provide a strong foundation for continued improvement.

Overall, air quality in Sandwell has improved over the long term and remains compliant with statutory objectives. However, the recent increases and ongoing health impacts highlight the need for continued action.

Air Quality Priorities for 2025

The Council's priority is to maintain compliance with air quality objectives and achieve AQMA revocation by 2027, subject to continued monitoring data confirming sustained compliance.

Key priorities for the coming year are as follows:

Delivery of the Air Quality Action Plan (2025–2030)

Continued implementation of the AQAP will remain central, focusing on reducing emissions from transport, domestic combustion and commercial sources, alongside the implementation of targeted behaviour change initiatives.

Transport and Traffic Management Measures

Progression of measures to reduce road transport emissions, including:

- Expansion of School Streets schemes
- Delivery of speed management interventions
- Completion of major infrastructure projects, including the Midland Metro extension
- Continued work to reduce congestion and improve traffic flow

Active Travel and Behaviour Change

Further promotion of walking, wheeling and cycling through:

- Continued delivery of the Sandwell Connected programme
- Expansion of Modeshift STARS, Bikeability and school travel planning
- Ongoing development of the Auntie Duck education programme

4. Reduction of Domestic Smoke Emissions

Ongoing implementation of the borough-wide Smoke Control Area, supported by:

- Targeted public health campaigns such as “Burny”
- Continued engagement and enforcement activity with residents and retailers to reduce emissions from solid fuel burning and outdoor burning

Low Emission Vehicle Transition

Supporting the transition to cleaner transport through:

- Development and implementation of the EV Infrastructure Strategy
- Adoption of the Taxi and Private Hire Vehicle Emissions Policy
- Continued transition of the Council’s fleet towards low- and zero-emission vehicles

Planning and Development Control

Strengthening the integration of air quality into planning by:

- Developing updated air quality planning guidance
- Ensuring new developments minimise emissions and exposure
- Embedding air quality within the emerging Local Pla

Monitoring, Regulation and Evidence Base

Maintaining a robust monitoring network and regulatory framework by:

- Continuing operation and optimisation of automatic, diffusion tube and sensor networks
- Identifying emerging hotspots and tracking long-term trends
- Ensuring compliance through environmental permitting and enforcement

Partnership Working and Regional Collaboration

Strengthening collaboration with:

- West Midlands Combined Authority (WMCA)
- NHS and public health partners
- Neighbouring authorities and transport bodies
- to ensure a coordinated and effective regional response

Addressing PM_{2.5} and Public Health Impacts

Reducing population exposure to PM_{2.5} by implementing targeted local measures and working with partners across health and transport sectors to improve public health outcomes.

Challenges

The Council recognises that there are several ongoing challenges that may affect the delivery of air quality improvements. At a national level, progress will be influenced by wider policy and regulatory decisions. Locally in Sandwell, challenges include limited funding and resources, as well as the need to identify innovative and effective approaches to support lasting behaviour change.

Progress will also rely on our ability to access external funding streams as well as the continued support and collaboration of external partners which the Council greatly values.

How to get Involved

Sandwell Council recognises that improving air quality requires collaboration between the Council, local stakeholders, decision makers, businesses, and the wider community. We continue to work proactively with elected members, regional partners, and key organisations to ensure air quality remains a priority within local planning, transport, and public health policies.

Engagement with Decision Makers and Stakeholders Locally and Regionally

The Council routinely engages with elected members, the West Midlands Combined Authority (WMCA), Public Health colleagues, and neighbouring authorities to promote a coordinated approach to air quality. Air quality considerations are embedded within local transport planning, development management, and climate change strategies. Regular briefings and reports ensure decision makers are kept informed of current air quality challenges and mitigation measures.

Sandwell also contributes to regional initiatives and campaigns to reduce emissions, including partnership working through Clean Air programmes. This includes close collaboration with Transport for West Midlands (TfWM). Examples include the West Midlands Cycle Hire scheme, Active Travel Community Grants, cycle training, and school engagement initiatives (including Modeshift STARS), which help encourage more sustainable travel choices.

Public Awareness and Understanding

Awareness of air pollution and its health impacts in Sandwell has been increased through national campaigns, local communications, and media coverage. However, levels of understanding vary across communities, and continued engagement is needed to help residents understand how air quality affects them and what actions they can take.

We use a range of methods to share information, including:

- The Council website and dedicated air quality pages
- Social media and public campaigns (e.g. Clean Air Day / Clean Air Night, Burny)
- Local consultations linked to transport and planning schemes
- School engagement and educational initiatives

Residents can also stay informed by signing up to Sandwell Council email communications, which provide updates and links to information, including public consultations related to transport, planning, and environmental policies.

How You Can Help

Improving air quality requires action from residents, businesses and visitors. Sandwell Council provides tools and initiatives to support more sustainable choices. The actions below can help reduce emissions and improve local air quality

Sustainable Travel and Active Lifestyles

- Use the [Sandwell Interactive Cycle Map](#) to plan cycling routes, including canal towpaths and quieter roads
- Explore local walking routes using the [Go Jauntly app](#)
- Join [Liftshare](#) to reduce car journeys and emissions
- Use [TravelWise in Sandwell](#) to plan journeys by public transport, cycling, walking, or car sharing
- Visit [Healthy Sandwell](#) for advice on active travel and increasing physical activity
- Avoid engine idling, particularly outside schools and in residential areas
- Consider switching to a low emission or electric vehicle if possible
- Businesses can access support through the [Workplace Charging Scheme](#) or electric vehicle charge points (extended to March 2027).

Community Action and Local Initiatives

- Sandwell Council have taken part in related Clean Air Day and Clean Air Night activities for a number of years. These are events co-ordinated by Action For Clean Air via [Global Action Plan](#) and can be accessed by everyone
- Get involved in campaigns such as [Mums for Lungs](#)
- Follow [Walk and Cycle Sandwell](#) on Facebook
- Find out more about the [Auntie Duck Programme](#), which provides education resources for children and follow Auntie Duck on [Facebook](#) and [Instagram](#)
- Take part in local projects such as [tree planting](#) environmental campaigns, or educational initiatives like Sandwell's [LitterWatch Eco Bus](#)
- Learn about [Eco-Workshops for Schools](#), delivered in partnership with Sandwell Council, Serco and our local environmental charity Litter Watch.
- Schools, businesses and communities can all participate in [ModeShift STARS](#) which supports and encourages sustainable travel.

Reducing Emissions at Home

- Improve energy efficiency by upgrading insulation, using efficient appliances, and switching to low-NOx or cleaner heating systems Further advice is available from the [Energy Saving Trust](#) and GOV.UK, including information on grants through the [Boiler Upgrade Scheme](#) and general guidance on improving [home energy efficiency](#)

- Consider [renewable energy suppliers](#) or a green tariff to reduce your carbon footprint
- Avoid or minimise the use of solid fuels (e.g. wood burning), particularly as Sandwell is a [Smoke Control Area](#).
- Compost garden waste at home through initiatives such as [GetComposting](#) rather than burning it

Air quality information and reporting

- Visit [Air Quality Sandwell](#) to view local data, reports, and Council actions
- Check local air quality information and forecasts via the [West Midlands Clean Air website](#) and sign up for available alerts to help reduce exposure, particularly for those with underlying respiratory conditions such as asthma, bronchitis or COPD.
- Visit Sandwell's [Smoke Control Area](#) page, which explains the rules and what we can do to reduce emissions from solid fuels
- Report issues such as nuisance [bonfires](#) to help reduce local air pollution.

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1 Local Air Quality Management

This report provides an overview of air quality in Sandwell during 2025. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995), as amended by the Environment Act (2021), and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in order to achieve and maintain the objectives and the dates by which each measure will be carried out. This Annual Status Report (ASR) is an annual requirement showing the strategies employed by Sandwell Council to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England are presented in **Table E.1**.

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

Air Quality Management Areas (AQMA) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority should prepare an Air Quality Action Plan (AQAP) within 18 months. The AQAP should specify how air quality targets will be achieved and maintained and provide dates by which measures will be carried out.

A summary of AQMA declared by Sandwell Council can be found in **Table 2-1 – Declared Air Quality Management Areas**. The table presents a description of the AQMA that is currently designated within Sandwell. **Appendix D: Map(s) of Monitoring Locations and AQMA** provides maps of the AQMA and also the air quality monitoring locations within the AQMA. The air quality objectives pertinent to the current AQMA designation are as follows:

- NO₂ annual mean

Table 2-1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Highest Concentration : Declaration	Highest Concentration: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
Sandwell AQMA	Declared 2005	NO ₂ Annual Mean	The AQMA covers the whole borough of Sandwell	YES	58.51	34.4	4 years	Air Quality Action Plan Sandwell Council 2025-2030	www.sandwell.gov.uk/downloads/file/5153/sandwell-councils-air-quality-action-plan-2025-2030

- ☒ Sandwell Council confirm the information on UK-Air regarding their AQMA(s) is up to date.
- ☒ Sandwell Council confirm that all current AQAPs have been submitted to Defra.

2.2 Progress and Impact of Measures to address Air Quality in Sandwell

Defra's appraisal of last year's ASR concluded that the report was well structured, detailed, and provided the information specified in the relevant guidance. The following comments were provided by Defra in response to the report and to inform future reports, the Council's response is provided below each comment.

1. This ASR has received sign off from the Director of Public Health. This is commended.

The 2026 ASR has again been reviewed and signed off by the Director of Public Health, and this approach will be maintained in future reporting.

2. There are inconsistencies in the reported concentration of C7D in Tables 2.1, A.4, B.1, and C.4. This should be corrected in the next ASR. Greater clarity should be given on years of compliance.

All datasets have been reviewed and cross-checked to ensure consistency across tables in the 2026 ASR. Fall off with distance calculations have been applied where required, and additional text has been included to clearly define years of compliance.

3. Table 2.1 should report values at points of relevant exposure, i.e. after distance correction. This should be reported in future ASRs.

The value was corrected following feedback and before publication. In the 2026 ASR The 'Highest Concentration: Current Year' recorded in Table 2.1 is the highest concentration at the points of relevant exposure (the tube is located approx. 1 metre from a point of relevant exposure).

4. Reference to the Public Health Outcomes Framework has been included, which is commended.

We acknowledge the importance and value of the Public Health Outcomes Framework in our assessment of the mortality burden attributable to PM_{2.5} in Sandwell. This data provides valuable context for local air quality impacts and enables comparison with neighbouring authorities and national averages.

5. SMBC maintains a high standard of QA/QC procedures with sufficient supporting evidence and robust analysis shown in this submission.

The Council will continue to maintain high standards of QA/QC procedures.

6. The Council has included many examples with extensive detail on how they are improving air quality in their jurisdiction. This is commended.

The 2026 ASR continues this approach, providing updated and expanded detail on measures delivered during the year, including domestic emissions reduction, active travel initiatives, monitoring enhancements, and behaviour change programmes.

7. Clear trend graphs and maps of monitoring locations have been included in the submission, which is commended.

The 2026 ASR includes updated trend graphs and monitoring location maps, ensuring clarity and transparency in presenting air quality data.

8. Appendix F is a good example of how low-cost sensor monitoring can supplement compliance monitoring and this is commended.

The Council values the supplementary data from low-cost air quality monitoring, but unfortunately, due to cost considerations has had to reduce numbers to four units.

This impact has been negated by Sandwell's inclusion in the WMCA air quality monitoring network. Sandwell now has a total of 19 Zephyr monitors installed across the borough, maintaining spatial coverage and real-time data to supplement compliance monitoring, with online public access to this data for 15 of these monitors.

9. Overall, the Council should continue the good work and continue developing future ASRs.

The Council remains committed to continuous improvement in its LAQM reporting and air quality management approach and the continued development of measures to improve air quality across the borough.

Sandwell Council has taken forward several direct measures during the current reporting year of 2025 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in **Table 2-2**. A total of 32 measures are included within **Table 2-2**, with the type of measure and the progress Sandwell Council have made during the reporting year of 2025 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within **Table 2-2**.

Further detail on the measures set out in **Table 2-2** is provided in Sandwell's Air Quality Action Plan (AQAP) 2025–2030. The measures included within the table align with a range of regional and local strategies and plans, including:

- West Midlands Combined Authority Air Quality Framework and Implementation Plan
- West Midlands Strategic Transport Plan
- West Midlands Local Transport Plan
- Black Country Walking and Cycling Implementation Plan
- West Midlands Local Cycling and Walking Infrastructure Plan
- West Midlands Net Zero 5 Year Plan
- Sandwell Local Plan
- Sandwell Climate Change Strategy 2020–2041
- Sandwell Corporate Climate Change Action Plan

Key completed measures are:

The main air quality measures completed or progressed during 2025 along with any key outcomes are briefly summarised below.

- **Air Quality Action Plan (AQAP) Publication**

Sandwell Council's new [Air Quality Action Plan 2025–2030](#) was formally adopted in December 2025 following extensive public and stakeholder consultation. The statutory five-year strategy outlines 21 targeted measures designed to protect public health by reducing key local pollutants, specifically Nitrogen Dioxide from vehicle exhausts and fine particulate matter from domestic heating and construction. Key priorities identified within the plan include expanding active travel infrastructure, implementing "School Streets" to restrict traffic around schools and introducing lower speed limits on designated borough roads to curb emissions. The aim is to achieve full compliance with government objectives for air quality area revoke the borough's long-standing Air Quality Management Area (AQMA) in 2027.

- **Speed Management Measures**

Implementation of permanent speed limit reductions on key routes, including the A456 Hagley Road West (30mph introduced late 2025) and A457 Birmingham Road/Oldbury Road (January 2026), supporting road safety and reductions in traffic-related emissions.

- **Active Travel Infrastructure Delivery**

Continued delivery of active travel infrastructure programmes, including completion of [Smethwick Connected](#) and [Rowley Regis Connected](#) and continuation of work to complete [West Bromwich Connected](#), are all designed to help improve connectivity and support modal shift away from private car use.

Walking and cycling infrastructure improvements in 2025 include:

- Blackheath Town Centre – delivery of a new pedestrian realm and bus interchange, improving the walking environment and public transport access
- Wrights Lane to Number 2 Canal Bridge – upgraded footpath to support safer and more accessible walking and cycling
- Cradley Heath (Upper High Street) – traffic calming measures and a new cycle facility to improve conditions for cyclists and pedestrians
- West Bromwich High Street – new cycle path from Bull Street to Roebuck Lane
- Smethwick High Street – new cycle path section near Victoria Park
- Wednesbury Victoria Street – improved walking and cycling links between the Great Western Metro stop and the Town Centre

- **Walking and Cycling Maps Programme**

Delivery of walking and cycling maps that now cover all six towns, supporting active travel planning, awareness, and uptake within local communities. These have been very well received and shared by a range of council teams that work with residents, businesses and organisations across the borough.

- **School Travel Initiatives**

Expansion of school travel initiatives, including Modeshift STARS (32 schools are now actively engaged, 24 formally accredited) and SALI maps (a bespoke route planning map) provided to 16 primary schools, supporting reductions in school-related car trips. Sandwell's six walking and cycling maps have also been used in schools to support children transitioning to secondary schools to help them plan their journey to their new school

- **Bikeability Programme Delivery**

The Bikeability programme (2025/26) funded by the Department of Transport provided cycle training to thousands of children across Sandwell. A total of 2,752 Level 1 & 2 places, 184 Level 3 places, 219 balance and 764 “learn to ride” sessions were delivered, supporting increased confidence in cycling and encouraging children to adopt cycling as a sustainable mode of travel as they become more independent.

- **Public Engagement and Education (Auntie Duck Programme)**

Expansion of public engagement initiatives, including our Auntie Duck air quality education programme, enhanced through the introduction of a full-sized mascot in October 2025. A total of 33 interactive sessions were delivered across schools, libraries and healthcare settings in 2025, increasing awareness of air quality and health impacts and fostering positive behaviour change, with in-person visits now made to 20% of primary schools.

- **Policy Development and Consultation**

Development and consultation on key policy measures, including the Taxi and Private Hire Vehicle Emissions Policy and the emerging EV Infrastructure Strategy, supporting future reductions in transport emissions.

- **Regulatory and Partnership Activity**

There has been going regulatory and partnership work has continued including environmental permitting, and further collaboration with WMCA on regional air quality initiatives to reduce emissions and improve outcomes.

Education and enforcement work has also continued to support compliance with our borough-wide Smoke Control Area. During the year, 196 visits were made to retailers selling solid fuel, with advice given both verbally and in a leaflet in an effort to educate and encourage the sale of only authorised fuels in Sandwell.

- **EV Infrastructure and Low-Emission Fleet Initiatives**

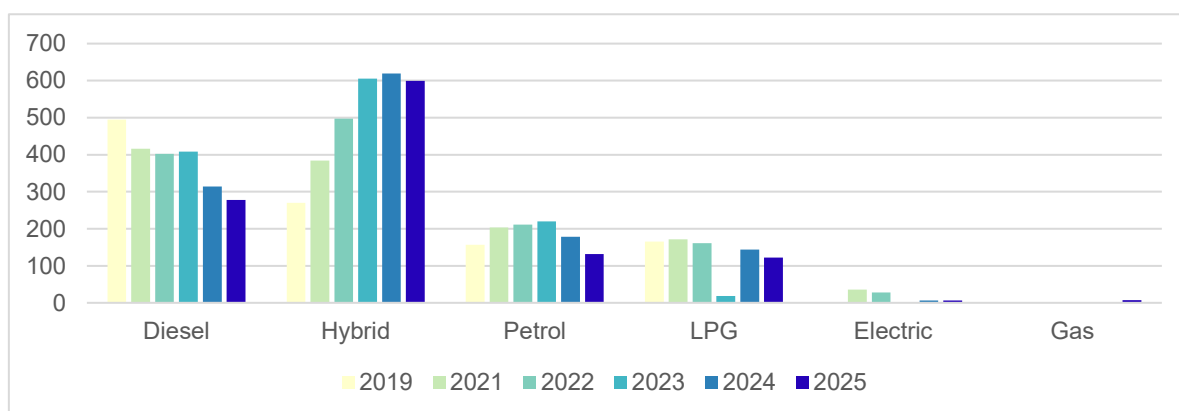
Continued delivery of EV infrastructure and low-emission fleet initiatives, alongside implementation of the Black Country ULEV Strategy, supporting the transition to lower-emission vehicles.

- **Private Hire Vehicle Fleet Fuel Type Monitoring**

Continued monitoring and analysis of Sandwell’s licensed private hire fleet (currently 1,144 vehicles), as shown in **Figure 2.1** below, demonstrates a shift in vehicle fuel

types since 2019. Diesel has declined from 45% to 24%, while hybrids have increased to over 50% and now dominate. Petrol and LPG have generally decreased, and electric vehicles remain very low (<1%). This reflects a shift towards lower-emission vehicles. Sandwell Council's proposed taxi emissions policy is likely to result in some further improvements, although grandfather rights may slow fleet turnover and hybrids are likely to remain the most economically feasible option for drivers.

Figure 2-1– Trends in Private Hire Vehicles Licensed in Sandwell by Fuel Type (2019 – 2025)



- **M5 (Junctions 1–2) Air Quality Monitoring**

NO₂ diffusion tube monitoring at five sites along the M5 (Junctions 1–2) was undertaken by Sandwell Council on behalf of National Highways, concluded in 2025 after demonstrating compliance with national air quality objectives following the 60mph speed restriction.

Measures expected to be completed in 2026:

Sandwell Council expects the following measures to be completed over the course of the next reporting year:

- **Adoption of Sandwell's Local Plan (to 2041)**

The Local Plan is expected to be adopted, strengthening policies to reduce pollution sources, limit exposure, and promote active and sustainable travel.

- **Sandwell Connected Active Travel Programme**

The following walking and cycling routes are expected to be completed in 2026, improving connectivity to public transport and local destinations:

- **A4123 Corridor** – Burnt Tree to Lower City Road (new and improved cycle and pedestrian infrastructure)

- **West Bromwich Connected (Phase 4)** – Hill Top to Walsall Canal/Eagle Lane via Bagnall Street and Harvills Hawthorn
- **Spon Lane Route** – Kelvin Way to the Birmingham Canal, connecting to National Cycle Route 81

- **Opening of Phase 1 of the Midland Metro Extension (Wednesbury to Dudley Town Centre)**

Passenger services are expected to commence in 2026, improving access to public transport and encouraging modal shift from car travel.

- **Adoption of the Taxi and Private Hire Vehicle Emissions Policy**

Following consultation in 2025, the new Taxi and Private Hire Emissions policy is expected to be adopted in 2026, introducing minimum emissions standards for new licensed vehicles. This will progressively reduce emissions from the licensed fleet, particularly from older, higher-emitting diesel vehicles.

- **Progression of Speed Management Schemes to Delivery Stage**

Following design and consultation, further speed management measures are expected to be implemented across the borough, supporting both road safety and reductions in emissions associated with smoother traffic flow.

- **Development of Updated Air Quality Planning Guidance**

Work is expected to progress towards updating planning guidance which will be aligned with the emerging Local Plan. The aim is to strengthen the consideration of air quality in development and enable future emissions reductions.

- **Expansion of the Auntie Duck Programme**

The programme will now be extended to at least 20 more primary schools, building on our existing delivery and enhanced through the mascot costume, new engagement materials, including a song to be released on Clean Air Day 2026 and continued collaboration with Council teams, the NHS and our community partners.

- **Modeshift STARS – School Travel Planning**

A further 10 schools are expected to achieve 'Green – Approved Travel Plan Status', supporting and increasing reductions in school-related car trips and an increased modal shift towards active and sustainable travel

- **Delivery of the Bikeability Programme (2026/27)**

Sandwell's 2026/2027 Bikeability programme, funded by a Department for Transport grant and delivered by Bike Right is aiming to provide 2988 Level 1 & 2 combined places, 821 Level 1 places and 822 Learn to Ride places. An additional SEND/Inclusion funding grant of £3000 has also been provided for additional specialist training.

Priorities for 2026

Sandwell Council's priorities for the coming year are as follows:

- **Air Quality Action Plan Delivery**

Implementation of the AQAP (2025–2030), supported by updated planning guidance, the Local Transport Plan and regional coordination with WMCA to drive delivery across key sectors.

- **Traffic and Transport Interventions**

Delivery of School Streets, speed management schemes, the Midland Metro extension and highway improvements to reduce congestion, improve road safety and encourage a modal shift away from private car use.

- **Active and Sustainable Travel**

Continued delivery of infrastructure and behaviour change measures, including the Sandwell Connected programme, Bikeability, Modeshift STARS, Auntie Duck and school travel planning initiatives to reduce short car trips.

- **Domestic Emissions Reduction**

Ongoing Smoke Control Area enforcement and targeted campaigns including the continued use of the 'Burny' campaign to reduce emissions from solid fuel burning and improve public awareness of associated health impacts.

- **Low-Emission Vehicle Transition**

Implementation of fleet and policy measures, including the ULEV Strategy, EV Infrastructure Strategy and Taxi Emissions Policy that support the gradual removal of the most polluting vehicles and uptake of cleaner vehicles.

- **Planning and Development Controls**

To update planning guidance in relation to air quality to minimise emissions from new development and promote sustainable design and transport.

- **Regulation and Monitoring**

Continued environmental permitting, including the identification and inclusion of new processes along with, compliance monitoring and maintenance of the air quality monitoring network to identify hotspots to continue to track progress and inform future interventions.

- **Partnership and Regional Working**

Collaboration with WMCA, NHS and neighbouring authorities to deliver coordinated regional action and share best practice.

- **Innovation and Continuous Improvement**

Engagement with research, pilot projects and emerging best practice to support new approaches and maximise opportunities to improve local air quality.

Sandwell Council worked to implement these measures in partnership with the following stakeholders during 2025:

- AECOM
- Air Quality Data Management (AQDM)
- Bike Right (delivering Bikeability)
- Birmingham & Black Country Wildlife Trust
- Birmingham City Council
- British Cycling
- EarthSense
- Hertfordshire Council (uptake of the Auntie Duck resources)
- Living Streets
- ModeShift STARS
- Mums for Lungs
- National Highways
- Pindar Creative
- Sandwell School Nursing Team (Delivery of Asthma Friendly Schools)
- SIPS Education Ltd. (Sandwell Inspired Education Partnerships)
- Solihull Metropolitan Borough Council

- The Dog, Duck & Cat Trust
- University of Birmingham
- WeCare4Air
- West Midlands Combined Authority

Challenges and Barriers

The principal challenges and barriers to implementation that Sandwell Council anticipates facing are.

- **Funding and resource constraints**

Delivery of measures is dependent on the availability of external funding and internal resources, particularly for staffing, programme delivery and maintaining initiatives.

- **Behaviour change and public engagement**

Many measures rely on sustained behaviour change (e.g. active travel, domestic burning), which is challenging and requires sustained engagement and communication.

- **Infrastructure and delivery constraints**

Implementation of transport and infrastructure schemes can be affected by design complexity, site suitability, and minimising disruption to residents and businesses.

- **Dependence on external partners**

Progress is reliant on coordination with regional and national partners (e.g. WMCA, NHS), which can affect delivery timescales and priorities.

- **Organisational capacity and competing priorities**

Changes in organisational structure, resourcing and wider Council priorities may influence the pace and scale of delivery of air quality measures.

- **Policy and regulatory uncertainty**

Changes in national policy (e.g. vehicle emissions standards, funding programmes) may impact the effectiveness and timing of local measures.

Sandwell Council anticipates that implementation of the measures detailed above and in **Table 2.2** will achieve compliance with the Sandwell AQMA air quality objectives in 2027. With the view that the Sandwell AQMA will be revoked in 2027 if compliance is confirmed through ongoing monitoring

Table 2-2 – Progress on Measures to Improve Air Quality

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
Priority Air Quality Actions														
1	School Streets	Traffic Management	Other	2026	2030	Sandwell Highways Team	DfT, Sandwell Council	Partially Funded	£100k - £500k	Planning	Daily average NO2 by up to 0.4 µg/m3 at key locations where scheme is implemented, & 18% reduction in car trips for school travel	Measured concentration of NO2, & reduced trips by car	A successful trial was carried out at Ferndale Primary School ended January 2025	Locations must be chosen to ensure feasible implementation route, to avoid unintended consequences, and to ensure stakeholder engagement (e.g. parents)
2	Speed restrictions	Traffic Management	UTC, Congestion management, traffic reduction	2025	2030	Sandwell Highways Team	Sandwell Council	Fully Funded	£50k - £100k	Planning	Speed management may reduce annual mean NO2 between 0.1 - 1.6 µg/m³	Reduced roadside annual mean NO2	Planning is underway to create designs and undertake public consultations	Road safety is the key driver but ideally locations should be appraised to identify the air quality impacts
3	Active Travel Planning	Promoting Travel Alternatives	School Travel Plans	2025	2030	Sandwell Pollution Control Team	Sandwell Council	Partially Funded	£10k - £50k	Implementation	Daily average NO2 by up to 0.2 µg/m3 at key locations where active travel plans are implemented, & 10% reduction in car trips for school travel, however, the potential magnitude of the outcome would be subject to the number of trips affected	Number of active travel plans in place. Reduced car trips across District and increased mode shift to active and public transport	Active Travel Officer role to be made permanent.	Making the Active Travel Officer role permanent will enable a more strategic and sustained approach to delivery. Securing ongoing funding will help maintain momentum and build on progress achieved over the past three years
4	Produce guidance in support of the emerging local plan	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2026	2030	Sandwell Pollution Control Team & Sandwell Planning Team	Sandwell Council	Partially Funded	<£10k	Planning	Direct LAQ benefit not quantifiable, as measure complements and enables other actions in the development planning sector	Publication of guidance in support of local plan representing an update to the 2016 SPD (exact nature unknown)	The 2016 Air Quality SPD is under review, with a transition towards updated planning guidance supported by Local Plan policies and regional frameworks to ensure a flexible and up-to-date approach to air quality in development management	Progress is dependent on Local Plan timescales, alignment with emerging regional guidance, and the outcome of national policy and IAQM updates
5	Active travel promotion	Promoting Travel Alternatives	Other	2025	-	Sandwell Pollution Control Team	Sandwell Council	Partially Funded	<£10k	Implementation	0.2% overall emissions reduction, however, the potential magnitude of the outcome would be subject to the number of trips affected	Annual awareness campaign. Reduced car trips across District and increased mode shift to active and public transport	The Council employs an active travel officer, and it is intended the position will become permanent within the Council in recognition of its importance	Variety of campaigns and activities are being undertaken including, ModeShift STARS, Local Maps, Bikeability

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
6	Auntie Duck	Public Information	Via other mechanisms	2025	2030	Sandwell Pollution Control Team	Sandwell Council, WMCA	Fully Funded	£10k - £50k	Implementation	Direct LAQ benefit not quantifiable, as measure complements and enables other actions via engagement and education	Percentage of all primary schools enrolled in Auntie Duck	38% of primary schools in Sandwell have received the book and resources. WMCA began investing in the programme in 2025 to enable the regional distribution of the programme. The story has also been shared in libraries and at Sandwell General Hospital.	WMCA funding supports expansion and new engagement approaches (e.g. mascot costume, social media, and planned 'Auntie Duck' song). Further delivery remains dependent on funding, school engagement and capacity.
7	Accredited air quality education scheme for secondary schools	Public Information	Other	unknown	2030	WMCA & Sandwell Pollution Control Team	WMCA	Fully Funded	£10k - £50k	Planning	Direct LAQ benefit not quantifiable, as measure complements and enables other actions via engagement and education	Production of education scheme for secondary schools	WMCA undertaking a tendering process for creation of the education scheme for sharing with all local authorities / schools in the West Midlands -	The scheme remains in development, although close to completion, delayed due to staff changes at WMCA, we await further news.
8	Enforcement of Sandwell's Boroughwide Smoke Control Area	Other	Other	2025	-	Sandwell Pollution Control Team	Sandwell Council	Partially Funded	£10k - £50k	Implementation	Direct LAQ benefit not quantifiable, as measure complements and enables other actions via engagement and education	Number of complaints, advice provided, visits undertaken, and enforcement notices issued	Sandwell's Smoke Control Area was consolidated to cover the whole Borough and brought into force in July 2024	Proactive education and engagement advice may be constrained by future resourcing issues, including loss of our AQ Education and Engagement officer from September 2026 and competing priorities.
9	Planning application support and review	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2025	-	Sandwell Pollution Control Team & Sandwell Planning Team	Sandwell Council	Partially Funded	£10k - £50k	Implementation	Direct LAQ benefit not quantifiable, as measure complements and enables other actions by ensuring new developments follow best practice	Air quality responses to planning applications	Ongoing	
10	Targeted public engagement campaigns	Public Information	Via other mechanisms	2025	-	Sandwell Pollution Control Team	Sandwell Council	Partially Funded	<£10k	Planning	Direct LAQ benefit not quantifiable, as measure complements and enables other actions via engagement and education	Annual engagement program. Targeted engagement alongside other actions.	Public health campaigns planned for solid fuel burning, active travel and reducing car dependency	Campaigns ran targeting solid fuel burning and car dependency, including the 'Burny' pilot, Walk to School Week, car-free initiatives, and Modeshift STARS.
11	Investment in new cycle infrastructure	Transport Planning and Infrastructure	Cycle network	2028	2030	Sandwell Transport Planning Team	Department for Transport – City Region Sustainable Transport Settlements	Partially Funded	>£10million	Planning	A potential 25% mode shift may be achievable on a given route dependent on the targeted investment	km of new cycleway	8.3 km of new cycle infrastructure completed since 2020	

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
12	Solid fuel burning health information campaign	Public Information	Other	2025	2027	Sandwell Pollution Control Team, Building Consultancy Team, HETAS	Sandwell Council	Not Funded	<£10k	Planning	Direct LAQ benefit not quantifiable, as measure complements and enables other actions via engagement and education	Gather baseline data on number of solid fuel burning appliances registered for use in Sandwell – monitor on-going registrations	Campaign materials in development	The 'Burny' solid fuel burning campaign was piloted in February 2026. Feedback was positive, and refinements will be made ahead of a wider rollout in Winter 2026
13	Partnership with WMCA on implementation of the West Midlands Air Quality Framework	Policy Guidance and Development Control	Regional Groups Co-ordinating programmes to develop Area wide Strategies to reduce emissions and improve air quality	2025	-	WMCA & Sandwell Pollution Control Team	Sandwell Council WMCA	Partially Funded	£500k-£1 million	Implementation	Direct LAQ benefit not quantifiable, as measure complements and enables other actions	Attendance of regional group meetings and input into WMCA programs and documents	Ongoing	Work continues with aligning key policy issues across the West Midlands including planning and education.
14	Local Transport Plan	Transport Planning and Infrastructure	Other	2025	-	Transport for West Midlands	Department for Transport, Transport for West Midlands/WMCA and City Region Sustainable Transport Settlements (CRSTS)	Funded	>£10million	Planning	Direct LAQ benefit not quantifiable, as measure complements and enables other actions	Data on numbers using public transport, cycling, and walking infrastructure	Implementation expected from 2026	Consultation on bus network changes closed in 2025, outcomes under review. Consultation on Transport Strategy 2035 ongoing, closing September 2026.
15	Work with trusted community advisors to deliver AQ messaging	Public Information	Via other mechanisms	2025	-	Sandwell Pollution Control Team	Sandwell Council	Not Funded	<£10K	Implementation	Direct LAQ benefit not quantifiable, as measure complements and enables other Actions via engagement and education	Frequency of collaborative meetings/engagement activities with trusted providers	16 faith centres took part in a project funded by a Defra Air Quality Grant between 2022 and 2023	Local partners engaged with in 2025 include schools, early years settings, NHS/healthcare providers, hospitals, libraries, community and voluntary/charitable groups.
16	CIL / S106	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	2025	-	Sandwell Pollution Control Team, Sandwell Planning Team	CIL / S106	Fully Funded	<£10k	Planning	Direct LAQ benefit not quantifiable, as measure complements and enables other actions via engagement and education	Use of funds on air quality related projects	Previous funding spent on modelling speed reduction from 40 to 30mph on A4031 (All Saints Way, West Bromwich)	
17	Industrial permitting	Environmental Permits	Other measure through permit systems and economic instruments	2025	-	Sandwell Pollution Control Team	Sandwell Council	Fully Funded	£100k - £500k	Implementation	Ensuring compliance with permit will reduce local population exposure – reductions are dependent on the nature of the permitted activity	Number of permits reviewed and recording compliance with permit conditions	Additional staff resources provided to increase reviews of current permits and to ensure all businesses that require an	

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
													environmental permit are bought into the permitting regime	
18	A1 permitting	Environmental Permits	Other measure through permit systems and economic instruments	2025	-	Sandwell Pollution Control Team, Environment Agency	Sandwell Council	Fully Funded	<£10k	Implementation	Ensuring compliance with permit will reduce local population exposure – reductions are dependent on the nature of the permitted activity	Number of formal consultations or interactions with the Environment Agency on A1 permitted sites per year	Additional staff resources provided in 2025 to increase capacity to inform the Environment Agency of any issues/concerns relating to A1 permitted sites	
19	Council zero-emission fleet	Vehicle Fleet Efficiency	Fleet efficiency and recognition schemes	2025	2030	Sandwell Council Fleet Services Team	Sandwell Council	Partially Funded	>£10 million	Planning	1.1t NO _x annual emissions per ICE car replaced with ZEV	Number and class of vehicles replaced with low or zero-emissions, and equivalent emissions saved	18 fully electric vehicles currently in use	Fleet will be replaced organically but additional funding may be required to enable ICE to be replaced with BEV, specifically specialist vehicles
20	Health partnership	Public Information	Other	2025	-	Sandwell Pollution Control Team & NHS	Sandwell Council	Partially Funded	<£10k	Implementation	Direct LAQ benefit not quantifiable, as measure complements and enables other actions	Frequency of collaborative meetings/engagement activities	Existing partnership already in place.	Closer collaboration in 2025 with the school nursing team to integrate air quality messaging into asthma management and health education. The aim is to expand this work across more schools.
21	Air Quality council website	Public Information	Via the Internet	2025	-	Sandwell Pollution Control Team	Sandwell Council	Partially Funded	<£10k	Implementation	Direct LAQ benefit not quantifiable, as measure complements and enables other Actions via engagement and education	Reporting on user access and tracking functionality.	Existing AQ page hosted on Council website	Existing AQ webpages maintained and regularly updated to ensure information remains current and relevant. Links established to WMCA platforms providing access to live air quality data.
22	Quarterly Air Quality Newsletter	Public Information	Internet and Other	2025	-	Sandwell Council	Sandwell Council	Not Funded	<£10k	Implementation	Direct LAQ benefit not quantifiable, as measure complements and enables other Actions via engagement and education	Newsletter engagement (open/read rates)	Averaging ~60 readers per issue since September 2025	Impact dependent on audience reach and engagement; resource required to maintain regular publication
23	Sandwell Towns Walking and Cycling Maps	Promoting travel Alternatives	Promoting Walking, Promoting Cycling	2023	2026	Sandwell Council	Sandwell Council and Transport for West Midlands Active Travel Grant	Funded	<£10k	Completed	Reduced NO ₂ and PM tailpipe emissions due to behaviour change (<0.1%)	Uptake of the maps – copies distributed and views on-line.	The walking and cycling maps can be viewed on-line at Sandwell.gov.uk .	Paper copies of the Smethwick map can be provided by contacting Pollution_Control@sandwell.gov.uk . Paper copies of the maps have been shared with all Yr6 pupils by Sandwell's Road Safety Team to help children travel plan when transitioning to secondary school

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
24	Modeshift STARS accreditation scheme	Promoting Travel Alternatives	School Travel Plans	2020	-	Sandwell Council	Sandwell Council and Transport for West Midlands	Funded	<£10k	Implementation	Reduced NO2 and PM tailpipe emissions due to behaviour change (<0.1%)	Number of school signed up, with a 'Green' travel plan or better	32 Primary schools signed up. 24 schools have achieved accreditation (21 'Green/Approved'3 'Good').	32 schools have signed up to ModeShift since 2023. Schools require significant time and support from our Active Travel Officer to engage effectively with the scheme. Resources are currently stretched to recruit, engage, and maintain participation
25	SALI Maps	Promoting Travel Alternatives	Personalised Travel Planning	2025	2025	Sandwell Council Transport for West Midlands	Transport for West Midlands	Funded	<£10k	Completed	Direct LAQ benefit not quantifiable, as measure complements and enables other Actions via engagement and education	Uptake and distribution of the SALI maps by participating schools	16 Primary Schools with SALI Maps included within their Travel Plans	The maps have been well received by the schools, but their effectiveness relies on engagement by the schools and uptake by parents. Updates require officer time, and there is no further funding to expand these maps to other schools. Although there is the potential to produce them in-house in the future at lower cost.
26	Bikeability - provision of bicycle skills /road safety teaching with primary school aged children	Promoting Travel Alternatives	Promotion of cycling	2020	-	Sandwell Council and Bike Right	Department for Transport Bikeability Grant	Funded	£100k - £500k	Implementation	Reduces tailpipe emissions as encourages cycling as an alternative method of getting to school (<0.1%)	Number of children participating	In financial year 2025/26 Sandwell Council (through Bike Right) delivered 2752 Level 1 & 2 combined places 184 level 3 places. 219 Balance and 764 Learn to ride places (*Bikeability Plus Modules).	More sessions were delivered in Sandwell in 2025/2026 than in 2024/2025. Funding is supported by DfT so not guaranteed to continue beyond 2027
27	Black Country - ULEV Strategy - provision of electric charging infrastructure across Sandwell and other black country local authorities	Promoting Low Emission Transport	Other	2020	2035	Sandwell Council and Black Country Authorities	Sandwell Council and Black Country Local Authorities	Partially funded	£1 million - £10 million	Implementation	Modelled Transport emissions reduction of 10% for NOx, and 35% for PM by 2025.	Increase of Sandwell's Vehicle Parc to 4%, 90% of population within 5 minutes' drive of a rapid charger	Strategy was adopted by Sandwell Council Cabinet September 2021	Modelled reduction of up to 10% NOx and 35% PM by 2025; this however has not been fully realised due to slower EV uptake and infrastructure rollout following a Central government change in policy that extended the sale of diesel and petrol vehicles till 2035.
28	Midland Metro Extension (Phase 1 - Wednesbury to Dudley Town Centre and Phase 2 – Dudley Town Centre to Brierley Hill)	Transport Planning and Infrastructure	Public transport improvements - interchanges stations and services	2017	2027	Sandwell Council WMCA	WMCA, Black Country LEP and HS2 Connectivity	Funded	> £10 million	Implementation	Supports modal shift from private car use to public transport, reducing traffic-related emissions along key corridors. Impact dependent on passenger uptake and network integration.	Numbers of people using the new metro line	Phase 1 nearing completion with construction ongoing; opening now expected mid-late 2026. Phase 2 works commenced in 2025, with completion anticipated around 2028. www.metroalliance.co.uk/projects/wed	Incurred further delays - should have been completed in 2023. Potential funding for tram to be extended into Brierley Hill town centre as phase 2. Date for completion not yet known.

Measure No.	Measure Title	Category	Classification	Year Measure Introduced in AQAP	Estimated / Actual Completion Date	Organisations Involved	Funding Source	Funding Status	Estimated Cost of Measure	Measure Status	Reduction in Pollutant / Emission from Measure	Key Performance Indicator	Progress to Date	Comments / Barriers to Implementation
													nesbury-to-brierley-hill-extension/	
29	Major highway improvement at Birchley Island (Junction 2, M5)	Traffic Management	Other	2020	2028	Sandwell Council, WMCA	Sandwell Council, Department of Transport	Funded	>£10 million	Planning	Reduction in tailpipe emissions due to reduced traffic congestion (~1%)	Reduction in congestion reducing tail pipe emissions, and increased safety for drivers, cyclists and pedestrians	Progress on this project has been severely delayed.	Dedicated cycle lanes and pedestrian routes to be included. More information www.regeneratingsandwell.co.uk/sandwell_projects
30	Sandwell Electric Vehicle Infrastructure Strategy 2026-2036	Policy Guidance and Development Control	Low Emissions Strategy	2025	2036	Sandwell Council TfWM Black Country Authorities	Sandwell Council	Funded (development stage)	<£10k	Planning	Supports reductions in NO ₂ and PM emissions; long-term impacts could be significant with widespread EV uptake, though short-term local reductions are expected to be modest and dependent on rollout.	Number of public chargers installed across the borough	Strategy currently in development to establish a coordinated approach to EV charging infrastructure rollout, supporting uptake among residents, businesses and visitors	Delivery dependent on external funding, grid capacity, and coordination with regional and national infrastructure programmes. Impact dependent on EV uptake and pace of infrastructure rollout.
31	Sandwell Connected Active Travel Programme (West Bromwich, Rowley Regis and Smethwick)	Transport Planning and Infrastructure	Other	2022	2026	Sandwell Council, WMCA, Black Country Authorities	Sandwell Council	Funded	£1 million - £10 million	Implementation	Supports modal shift from private vehicles to walking, cycling and public transport, reducing traffic-related NO ₂ and PM emissions (localised impact)	Delivery of new and improved cycle routes, pedestrian links and connectivity to public transport hubs	Smethwick complete (2025); Rowley Regis and West Bromwich ongoing, with completion expected 2026.	Impact on air quality dependent on uptake of active travel and integration with wider transport network.
32	Taxi and Private Hire Vehicle Emissions Policy	Promoting Low Emission Transport	Taxi Emission Standards Taxi Licensing Conditions	2023	2026	Sandwell Council	Sandwell Council	Funded	< £10k	Planning	Reduction in NO ₂ and PM2.5 tailpipe emissions through tighter vehicle emission standards	% of licensed fleet meeting minimum Euro/ULEV standards	Consultation completed (Dec 2024–Mar 2025). Policy is under development, minimum standards of Euro 4 (petrol) and Euro 6 (diesel) for new licensed vehicles. Adoption is anticipated in 2026.	Concerns raised over potential requirements for all new vehicles to be electric by 2030. Proposed grandfather rights for existing vehicles may slow fleet turnover. Impact dependent on compliance, enforcement, and renewal rates.

2.3 PM_{2.5} – Local Authority Approach to Reducing Emissions and/or Concentrations

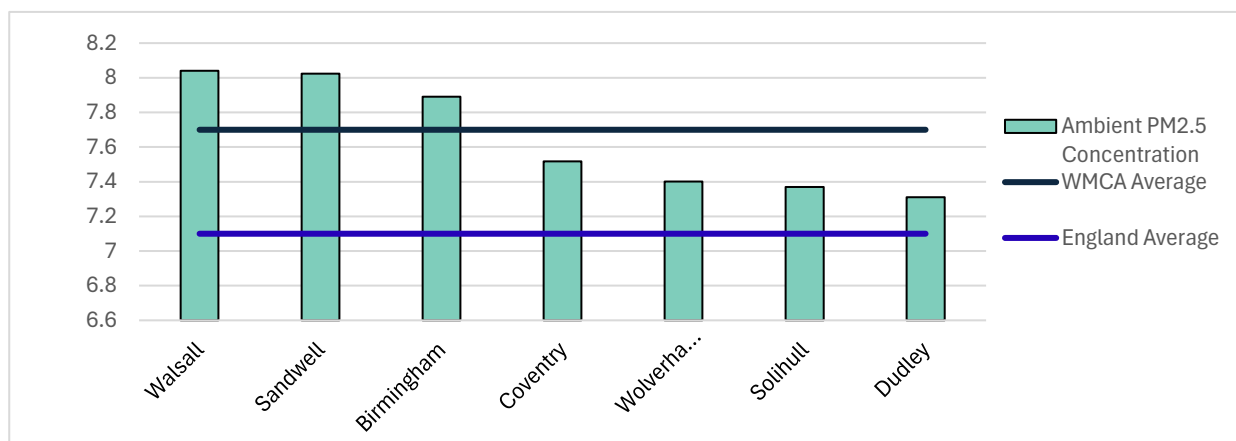
As detailed in Policy Guidance LAQM.PG22 (Chapter 8) and the Air Quality Strategy⁵, local authorities are expected to work towards reducing emissions and/or concentrations of fine particulate matter (PM_{2.5}). There is clear evidence that PM_{2.5} (particulate matter smaller 2.5 micrometres) has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

PM_{2.5} Concentrations Across the West Midlands

A comparison of Sandwell's annual PM_{2.5} concentrations with other West Midlands Combined Authority (WMCA) authorities is presented in **Figure 2.2**. This Public Health Outcomes Framework (PHOF) indicator⁶ has been adjusted to reflect population exposure and includes total ambient PM_{2.5} rather than only the anthropogenic component.

The data show that Sandwell and Walsall recorded the highest concentrations in the West Midlands in 2024 (the most recent year available), both with an annual mean concentration of 8 µg/m³.

Figure 2-2 - Annual fine particulate matter (PM_{2.5}) concentrations across the West Midlands local authorities (2024)

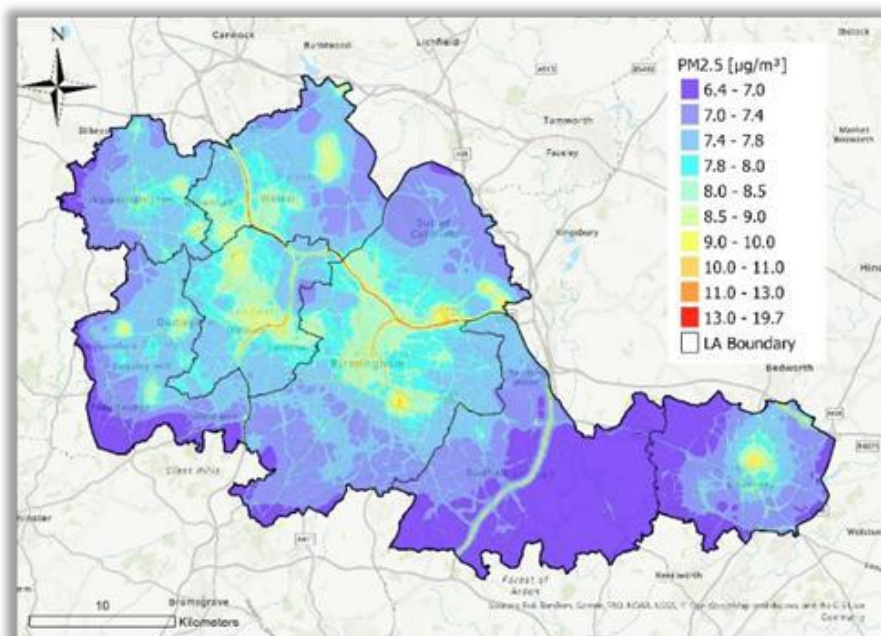


⁵ Defra. Air Quality Strategy – Framework for Local Authority Delivery, August 2023

⁶ Department of Health & Social Care - <https://fingertips.phe.org.uk/profile/public-health-outcomes-framework/data#page/3/gid/1000043/>

Spatial modelling of PM_{2.5} across the West Midlands supports this pattern. Modelled annual mean PM_{2.5} concentrations across the region range from 6.4 to 19.7 µg/m³, with higher levels evident in the urban core and along major transport corridors (**Figure 2.3**)⁷. PM_{2.5} has a strong regional and background component which means exposure is not limited to localised hotspots unlike NO₂.

Figure 2-3 - Map of West Midlands Modelled Annual mean PM_{2.5} Concentrations 2024



Source: University of Birmingham WM-Air (2024 modelling study)

The Public Health Impact of PM_{2.5}

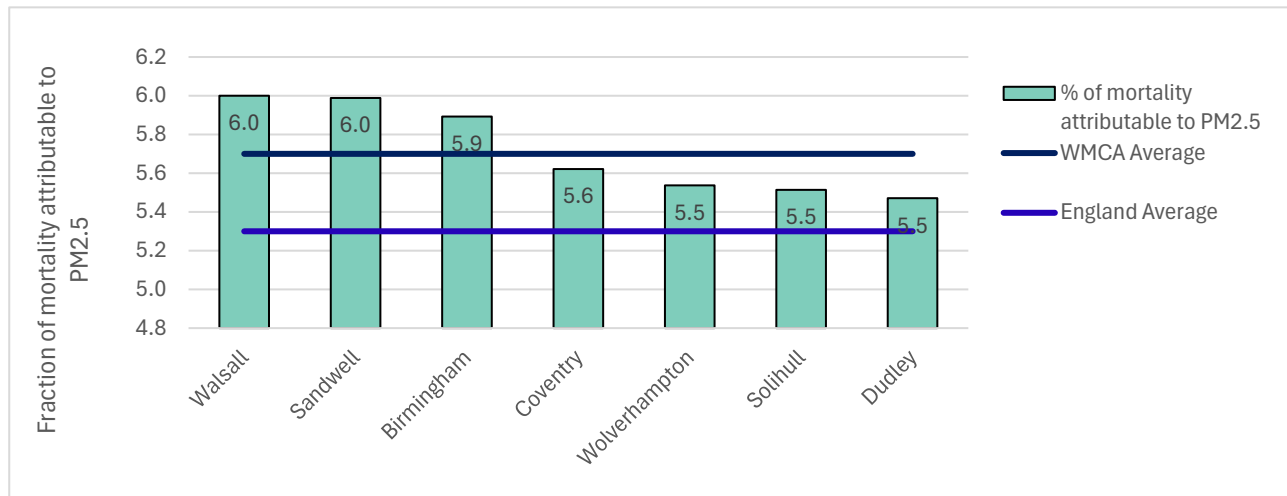
While annual PM_{2.5} concentrations in Sandwell meet the national interim target of 10 µg/m³ (to be achieved by 2030), they remain above the World Health Organization (WHO) guideline of 5 µg/m³. As there is no safe level of exposure, these concentrations pose a significant public health risk, with strong links to increased mortality. PM_{2.5} is therefore included as a key indicator within the Public Health Outcomes Framework (PHOF).

The 'fraction of mortality attributable to PM_{2.5}' estimates the proportion of deaths linked to long-term exposure to particulate pollution among those aged 30 and over. In Sandwell, the latest data (2024) indicate that 6% of all-cause mortality is attributable to PM_{2.5} - equal to Walsall and slightly higher than Birmingham (5.9%). The West Midlands Combined

⁷ Wei, N., Johnson, K., Zhong, J., Acton, J., Bartington, S., Stocker, J., Shi, Z., & Bloss, W. (2026). *West Midlands Air Quality Simulations for 2024*. WM-Net Zero, University of Birmingham.

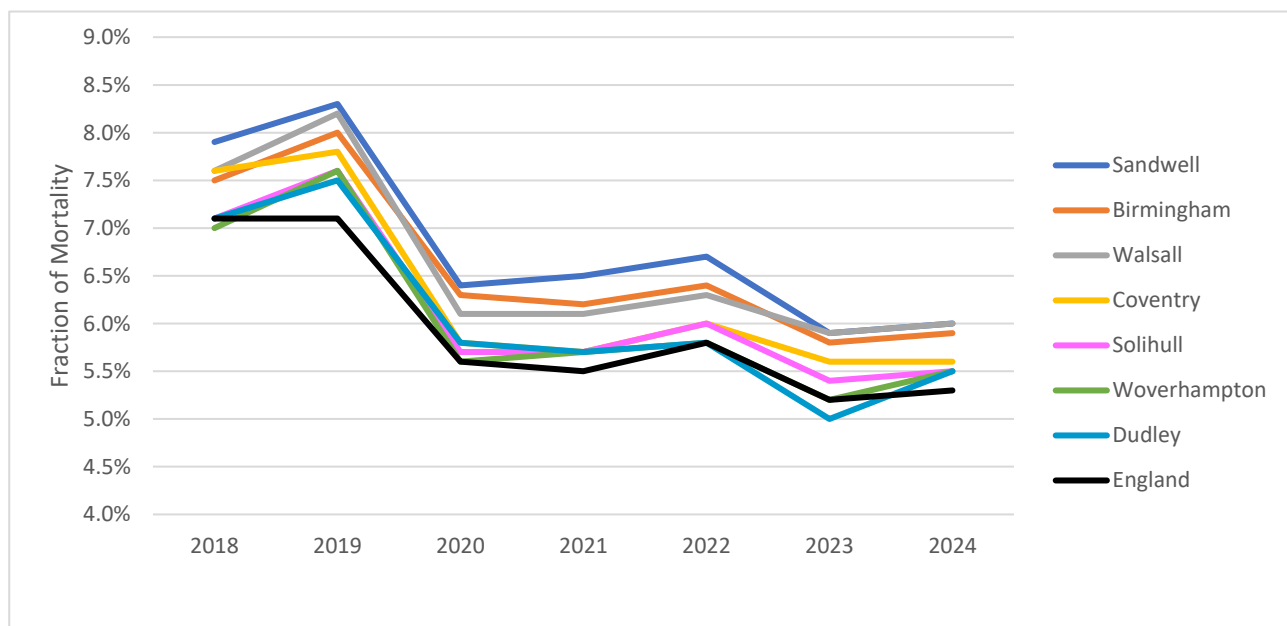
Authority (WMCA) average is 5.7%, with Dudley reporting the lowest proportion at 5.5% (see **Figure 2.4**).

Figure 2-4 – Comparison of the Fraction of Mortality Attributable to PM_{2.5} Air Pollution within the West Midlands Local Authorities (2024)



This ongoing exposure is reflected in public health outcomes. **Figure 2.5** shows that Sandwell has historically experienced the highest proportion of mortality attributable to PM_{2.5} across the West Midlands authorities since 2018. While the fraction has declined from a peak in 2019 to around 5.5% in 2024, it remains above the England average throughout the period.

Figure 2-5 - Trends in the Fraction of Mortality Attributable to PM_{2.5} Air Pollution within the West Midlands Local Authorities 2018-2024



Although the gap has narrowed slightly in recent years, the persistently higher burden indicates that PM_{2.5} remains a significant borough-wide public health issue, requiring sustained local and regional action. Sandwell Council is committed to measures that not only prevent exceedances of the national target but also work towards reducing concentrations in line with WHO guideline levels.

Measures Being Taken by Sandwell Council to Reduce PM_{2.5} Emissions

Sandwell Council continues to take a comprehensive approach to reducing emissions, combining both established and newly developed measures, as set out in **Table 2.2**.

Transport

A number of established measures are in place to reduce emissions from transport sources. These include School Streets, speed management schemes, ModeShift STARS, and investment in active travel infrastructure. In addition, major public transport improvements, including the Midland Metro extension (Measures 1, 2, 3, 28 and 31), support modal shift and reduce reliance on private vehicles.

The Council is also supporting the transition to lower-emission vehicles (Measures 19 and 27), including decarbonisation of the Council fleet and delivery of the Black Country Ultra-Low Emission Vehicle (ULEV) Strategy. These measures contribute to reductions in NO₂, PM_{2.5} and carbon emissions.

Domestic and Commercial Solid Fuel Burning

Emissions from domestic burning are being addressed through the borough-wide Smoke Control Area (SCA), which came into force in July 2024, alongside targeted awareness campaigns (Measures 8 and 12).

To support implementation of the SCA, an Air Quality Education and Enforcement Officer was appointed in September 2024 for a two-year period. This role has focused on public engagement, enforcement and behavioural change. Activities have included piloting of the “Burny” campaign, distributing information materials, investigating smoke complaints, and providing guidance to fuel retailers.

In 2025:

- 196 retailers were visited and provided with advice on the rules around the sale of solid fuels in a smoke control area
- 16 complaints relating to chimney smoke were received and investigated

- 232 bonfire-related complaints were received, resulting in 214 warning letters
- 157 complaints relating to commercial outdoor burning were reported and investigated

All complaints were resolved through advice, warning letters and site visits, without the need for service of formal notices or prosecutions.

Behaviour Change

A range of complementary measures (Measures 5, 6, 7, 10, 15, 21 and 22) focus on public engagement and behaviour change. These include our Auntie Duck education programme, which is steadily expanding in its reach, the 'Burny' wood burning stove campaign, the continuing promotion of active travel, and ongoing sharing of information to the public via a range of Council communication channels.

While the direct air quality benefits of these behaviour change measures can be difficult to quantify, we know that they all play an important role in supporting emissions reduction by raising awareness of air pollution and influencing behaviours.

New and Strengthened Measures

More recent measures have been introduced to strengthen Sandwell's approach to reducing PM_{2.5} emissions through improved policy, infrastructure and planning integration.

These include:

- The development of an Electric Vehicle (EV) Infrastructure Strategy (Measure 30)
- Introduction of a Taxi and Private Hire Vehicle Emissions Policy (Measure 32)
- Expansion and investment in active travel and school-based initiatives (Measures 1, 3, 5, 6 and 7)
- Work to update our air quality planning guidance (Measure 4)

Collectively, these measures enhance existing activity by strengthening policy levers, improving integration with the Local Plan, and supporting longer-term emissions reduction.

Partnership Working

Delivery of both existing and new measures is supported through partnership working with the West Midlands Combined Authority (WMCA) and its transport delivery arm, Transport for West Midlands (TfWM), alongside National Highways and public health partners.

This collaborative approach ensures alignment with regional strategies and maximises opportunities to reduce multiple pollutants while delivering co-benefits for air quality, climate change and public health.

Sandwell Council is also strengthening its partnership with the NHS and health professionals, particularly in relation to children and young people. This includes supporting the expansion of the “Asthma Friendly Schools” programme in collaboration with Sandwell’s School Nursing team, to improve asthma management and reduce exposure to air pollution.

Contribution to Public Health Outcomes

Sandwell Council’s approach to reducing PM_{2.5} aligns with the Public Health Outcomes Framework (PHOF) by addressing both environmental exposures and the wider determinants of health.

- Measures to reduce emissions of particulate matter, including the Smoke Control Area and environmental permitting, contribute directly to reducing population exposure to PM_{2.5} and therefore to reductions in the fraction of mortality attributable to particulate air pollution (PHOF 3.01).

As an indication of scale, a reduction of 1 µg/m³ in annual PM_{2.5} would typically result in a corresponding reduction of approximately 0.3–0.6 percentage points in PHOF 3.01. This equates to approximately 10–20 fewer deaths per year across the population, illustrating the significant public health benefit of even modest reductions in PM_{2.5} concentrations.

- Transport and active travel measures support increased physical activity (PHOF 2.13) and reductions in excess weight (PHOF 2.12). In Sandwell, approximately 55–60% of adults meet recommended physical activity levels, while around 70% are overweight, indicating the potential for these measures to contribute to improved health outcomes.
- These measures also contribute to reductions in traffic-related emissions, supporting improvements in nitrogen dioxide concentrations and wider cardiovascular and respiratory health outcomes (PHOF 3.02).

3 Air Quality Monitoring Data and Comparison with Air Quality Objectives and National Compliance

This section sets out the monitoring undertaken within 2025 by Sandwell Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for up to a seven-year period between 2019 and 2025 to allow monitoring trends to be identified and discussed.

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

Sandwell Council undertook automatic (continuous) monitoring at five sites during 2025. **Table A.1** in **Appendix A** shows the details of the automatic monitoring sites. The [Sandwell air quality webpages](#) provide access to automatic monitoring information for the borough, including links to the WMCA Air Quality Dashboard where real-time monitoring data can be accessed. Automatic monitoring results are also available through the [UK-Air website](#) for the Birmingham Road (AURN) monitoring site in Oldbury

Maps showing the location of the monitoring sites are provided in **Appendix D**. Further details on how the monitors are calibrated and how the data has been adjusted are included in **Appendix C**.

3.1.2 Non-Automatic Monitoring Sites

Sandwell Council undertook non- automatic (i.e. passive) monitoring of NO₂ at 119 sites during 2025. **Table A.2** in **Appendix A** presents the details of the non-automatic sites.

Maps showing the location of the monitoring sites are provided in **Appendix D**. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g. annualisation and/or distance correction), are included in **Appendix C**.

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias, annualisation (where the annual mean data capture is below 75% and greater than 25%), and distance correction. Further details on adjustments are provided in **Appendix C**.

3.2.1 Nitrogen Dioxide (NO₂)

Table A.3 and **Table A.4** in **Appendix A** compare the ratified and adjusted monitored NO₂ annual mean concentrations for the past five years with the air quality objective of 40µg/m³. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

For diffusion tubes, the full 2025 dataset of monthly mean values is provided in **Appendix B**. Note that the concentration data presented in **Table B.1** includes distance corrected values, only where relevant.

Table A.5 in **Appendix A** compares the ratified continuous monitored NO₂ hourly mean concentrations for the past five years with the air quality objective of 200µg/m³, not to be exceeded more than 18 times per year.

Continuous Monitoring Sites

- Data capture was 90.6% or above for NO₂ at all five continuous monitoring station sites.
- There were no exceedances of NO₂ 1-hour mean >200µg/m³ at any of the monitoring stations in 2025, as recorded in **Table A.3** in **Appendix A**. This is the seventh year no exceedances have been reported.
- **Figure 3.1** shows the trend in annual mean NO₂ concentrations at our five continuous monitoring stations over the past seven years. The results from 2019 are seen as a pre-covid baseline and provide important context with regards the changes in NO₂ concentrations that were identified pre and post the COVID-19 pandemic

Figure 3-1 - Annual Mean NO₂ Concentration Trends at Sandwell's Five Continuous Monitoring Stations in Sandwell 2019 – 2025

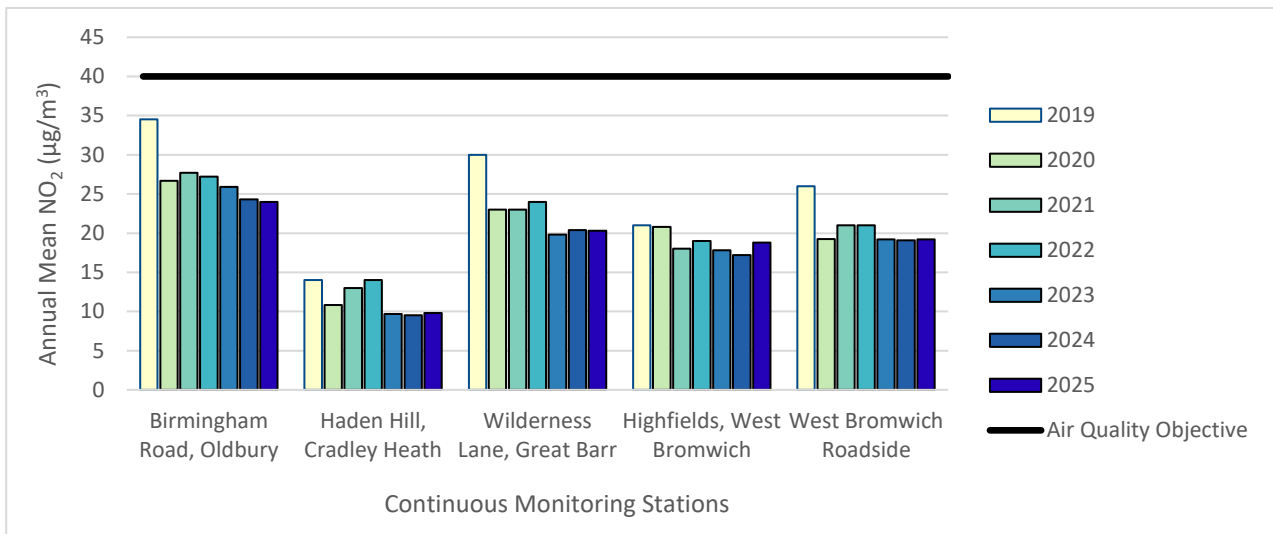
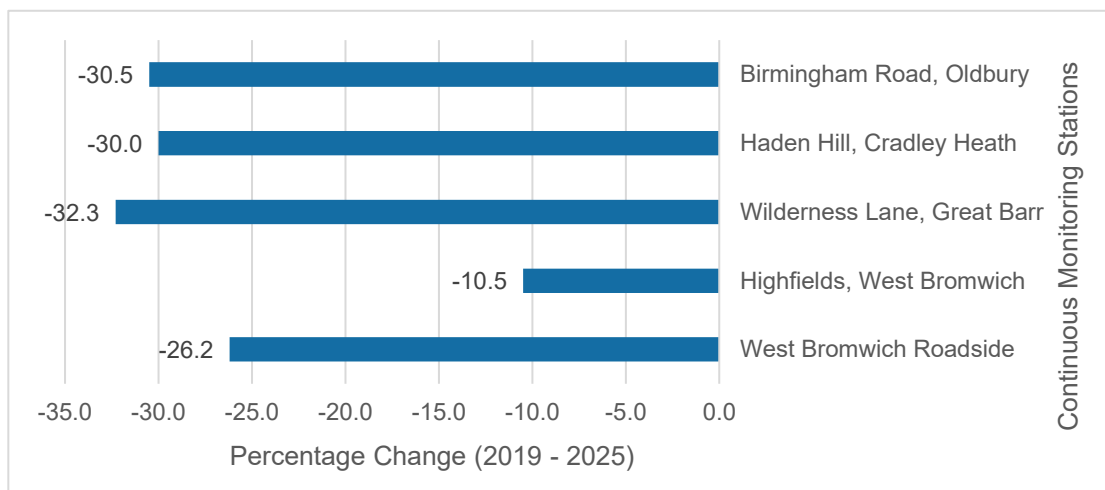


Figure 3-2 – Annual Mean NO₂ Concentration Change (2019 -2025)



- Birmingham Road, Oldbury (Roadside)**

Annual mean NO₂ concentrations have continued to fall since 2019, reducing from 34.54 µg/m³ to 24.0 µg/m³ in 2025. As shown in **Figure 3.2** this represents a 30.5% reduction over the period. The most recent year-on-year change shows a smaller decrease (0.3 µg/m³ from 2024 to 2025) compared with the larger reductions seen between 2021 and 2024.

- Haden Hill, Cradley Heath (Urban Background)**

This site has achieved a 30% reduction in NO₂ concentrations since 2019.

However, levels have remained broadly stable between 2023 and 2025, with only a 0.1 µg/m³ increase over this period. The 2025 annual mean concentration was 9.8 µg/m³.

- **Wilderness Lane, Great Barr (Roadside)**

A small increase in NO₂ was recorded in 2024, followed by a 0.1 µg/m³ reduction in 2025. Over the past two years this results in a net increase of 0.3 µg/m³. Despite this short-term variation, the site has achieved an overall 32.3% reduction in NO₂ concentrations since 2019.

- **Highfields, West Bromwich (Urban Background)**

Concentrations increased from 17.2 µg/m³ in 2024 to 18.8 µg/m³ in 2025. Despite this recent rise, the site has recorded a 10.5% reduction in NO₂ concentrations since 2019.

- **West Bromwich Roadside (Roadside)**

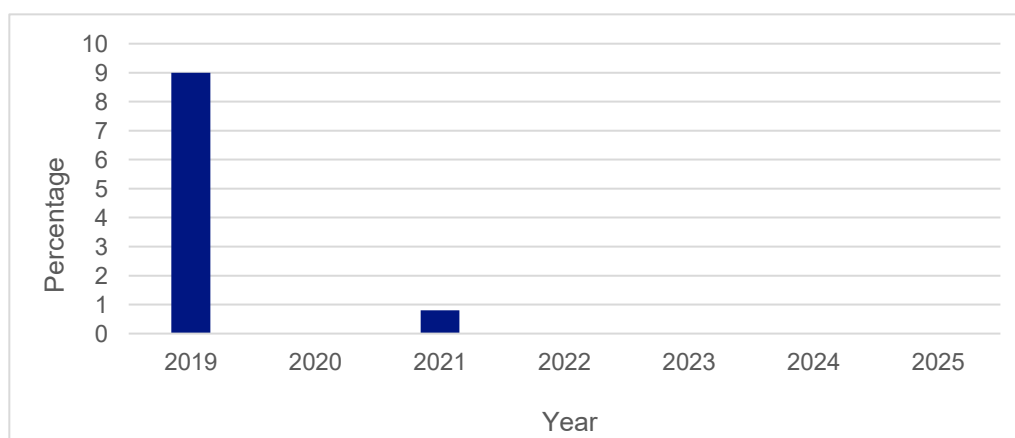
Annual mean concentrations in 2025 were 19.2 µg/m³, a slight increase from 19.1 µg/m³ in 2024 and unchanged from 2023. Overall, the site has achieved a 26.2% reduction in NO₂ concentrations since 2019.

3.2.2 Diffusion Tubes

The 2025 diffusion tube results show that no sites recorded annual mean NO₂ concentrations above, or within 10% of, the national Air Quality Objective (AQO) of 40 µg/m³ (see **Appendix A, Table A.4**), even before applying fall-off-with-distance corrections. All sites were therefore compliant with the national objective.

Sandwell has now been compliant with the NO₂ AQO at all diffusion tube sites and continuous monitoring stations for four consecutive years as shown in **Figure 3.3**.

Figure 3-3 - Percentage of NO₂ diffusion tube sites in Sandwell that have exceeded the National Air Quality Objective (2019-2025)



Sandwell Council recognises that an Air Quality Management Area (AQMA) may be revoked after three consecutive years of compliance. However, in agreement with Defra, LAQM Annual Status Report 2026

the Council will not pursue revocation until there is confidence that compliance can be sustained in the longer term and that recent improvements are not temporary. Sandwell Council has agreed with Defra that the borough wide AQMA will be maintained until at least five consecutive years of compliance have been demonstrated. This means revocation would not be considered before January 2027.

Although no exceedances were recorded in 2025, several locations across the borough continue to measure elevated NO₂ concentrations (above 30 µg/m³). Sandwell also continues to see further commercial and residential development, which may influence future pollutant levels. To ensure monitoring remains representative of changing conditions, a review of the diffusion tube network was undertaken in 2024.

As a result of this review, eight diffusion tubes were relocated in January 2025 from sites that had consistently recorded lower concentrations (below 20 µg/m³ for more than five years) and/or were positioned close to other tubes. The new locations were selected to capture areas with emerging or potential pollution sources that had not previously been monitored.

While the sustained reduction in NO₂ concentrations is encouraging, it is important to note that health impacts occur even at levels well below the national objective. NO₂ contributes to respiratory and cardiovascular disease at concentrations far lower than 40 µg/m³. This is reflected in the World Health Organization guideline value of 10 µg/m³ for annual mean NO₂. In 2024, one site (Haden Hill Park) met this guideline at 9.6 µg/m³. In 2025, no sites achieved this threshold; although the Haden Hill Park site recorded the lowest concentration this had increased slightly to 12.3 µg/m³. This highlights the need for continued monitoring and ongoing efforts to reduce emissions and protect public health.

3.2.3 Particulate Matter (PM₁₀)

Table A.6 in Appendix A: Monitoring Results compares the ratified and adjusted monitored PM₁₀ annual mean concentrations for the past five years with the air quality objective of 40µg/m³.

- Valid data capture for 2025 was above 98% at two of our continuous monitoring stations (Great Barr and Highfields). Birmingham Road achieved 61.7%, and Haden Hill recorded 41.5% due to extended equipment downtime. Annualisation was therefore required for both Birmingham Road and Haden Hill.

- PM₁₀ annual mean concentrations in 2025 remained well below the national Air Quality Objective (AQO) of 40 µg/m³ at all four monitoring sites, consistent with previous years.
- All four monitoring sites recorded increases in annual mean PM₁₀ concentrations between 2024 and 2025.
 - Birmingham Road increased from 13.2 µg/m³ to 14.6 µg/m³
 - Haden Hill increased from 11.5 µg/m³ to 13.3 µg/m³
 - Great Barr increased from 11.7 µg/m³ to 12.9 µg/m³
 - Highfields increased from 13.2 µg/m³ to 16.1 µg/m³
- As is shown in **Figure 3.4** the highest recorded annual mean concentration in 2025 was at Highfields (16.1 µg/m³), representing an increase of 2.9 µg/m³ from 2024.
- All four stations recorded the highest PM₁₀ concentrations sites in the five-year period (2021–2025). This marks a notable shift compared with the gradual reductions observed earlier in the decade.
- The magnitude of increase was consistent across the network, with all sites showing broadly similar year-on-year rises. This pattern suggests a wider regional or meteorological influence, rather than isolated localised sources.

Figure 3-4 - Annual Mean PM10 Concentrations at Continuous Monitoring Stations in Sandwell 2020 – 2025

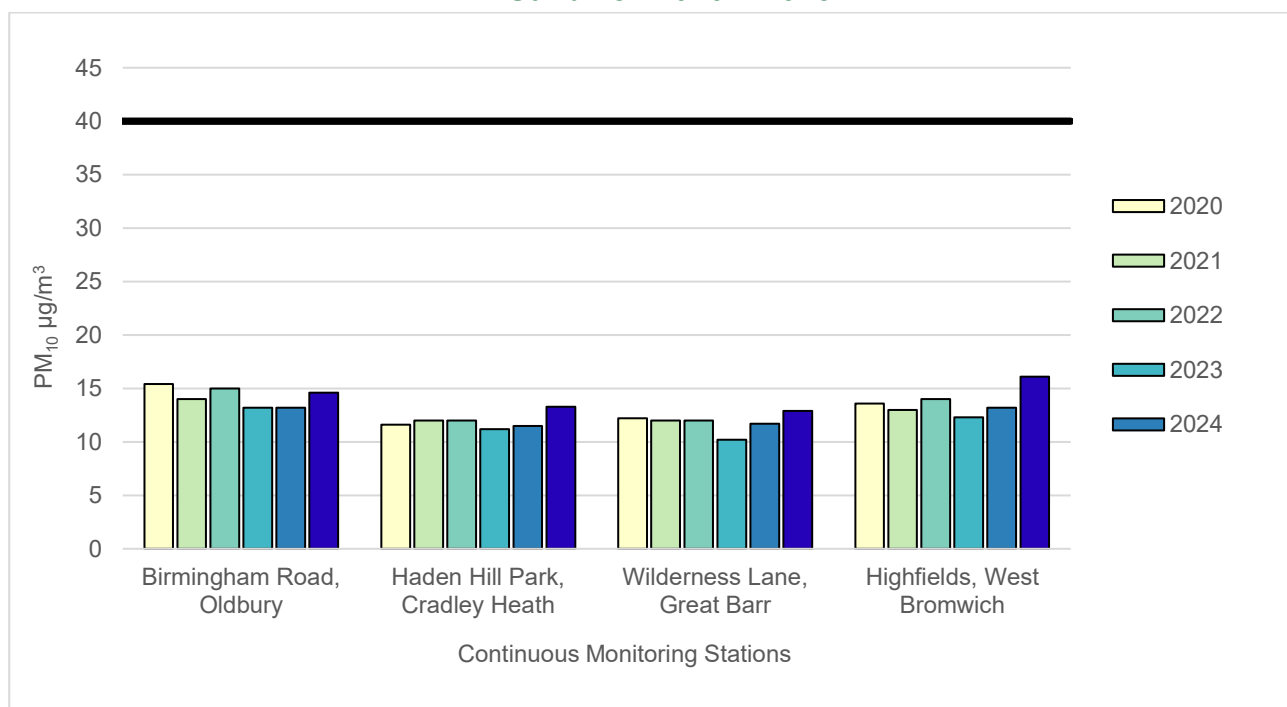
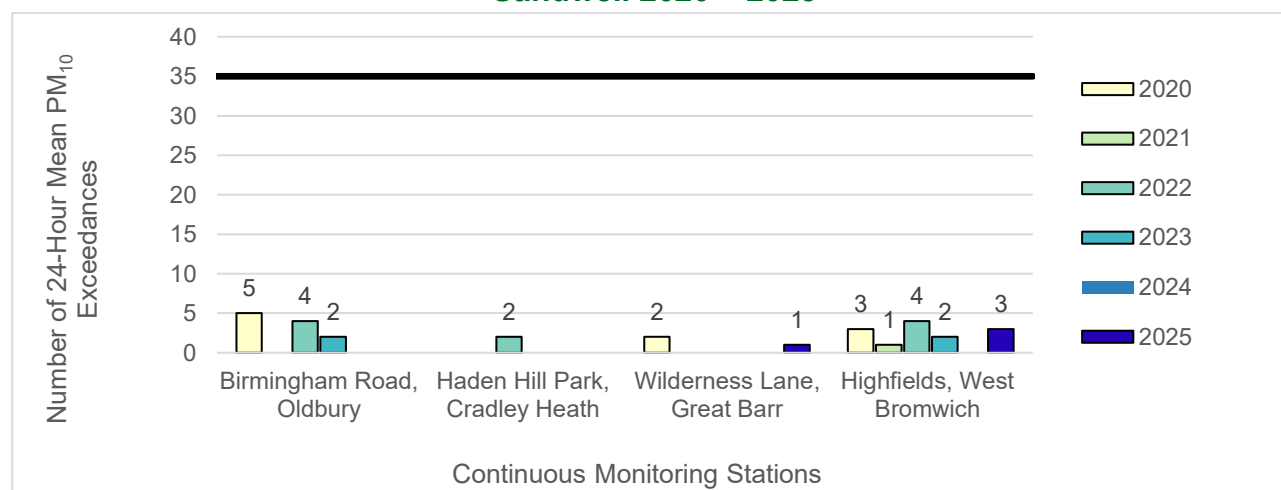


Table A.7 in **Appendix A** compares the ratified continuous monitored PM₁₀ daily mean concentrations for the past five years with the air quality objective of 50µg/m³, not to be exceeded more than 35 times per year.

Figure 3-5 - Trends in Number of 24-Hour Mean PM₁₀ Exceedances in Sandwell 2020 – 2025

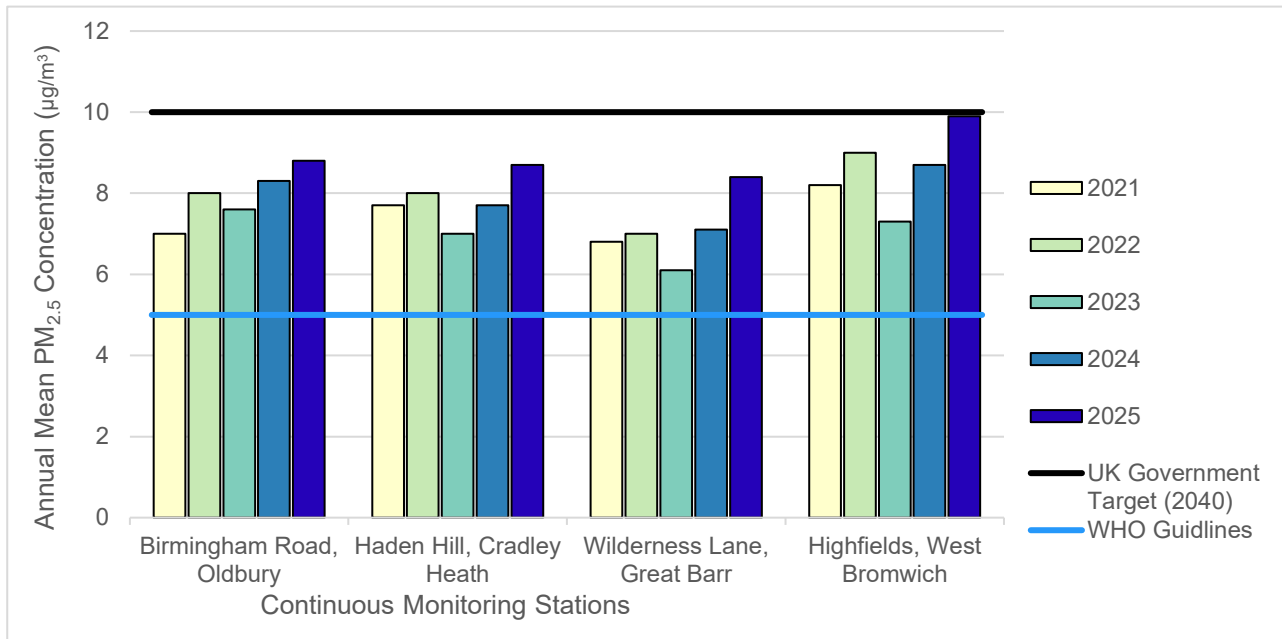


- As **Figure 3.5** shows, Sandwell did not exceed the national objective of no more than 35 exceedances of the 24-hour mean PM₁₀ in 2025 at any of its monitoring stations. All four sites remained comfortably within the permitted limit.
- Three of the four monitoring stations (Birmingham Road, Haden Hill and Great Barr) recorded either zero or one exceedance in 2025, continuing the very low levels observed in 2024.
- Highfields recorded three exceedances in 2025, compared with zero in 2024. Although this represents an increase, the number remains very low in absolute terms and far below the national threshold.
- In 2025, PM₁₀ exceedances were not just seen at roadside sites. The Highfields urban background site recorded the most exceedances, while Oldbury and Great Barr recorded none or very few. This suggests that wider regional and weather-related factors, rather than local traffic, were the main cause. As in previous years, these events are likely linked to seasonal influences such as springtime pollution formation and pollution carried from other areas, with the low number in 2025 showing that these episodes were short and limited.

3.2.4 Particulate Matter (PM_{2.5})

Table A.8 in **Appendix A** presents the ratified and adjusted monitored PM_{2.5} annual mean concentrations for the past five years.

Figure 3-6 - Annual Mean PM_{2.5} Concentrations in Sandwell 2021-2025 Compared with WHO Guidelines and the UK Government Target (2040)



- **Figure 3.6** demonstrates that although PM_{2.5} concentrations vary across all sites there has been a consistent increase since 2023, with 2025 recording the highest levels at all locations.
- In 2025, concentrations ranged from 8.4 µg/m³ at Great Barr to 9.9 µg/m³ at Highfields, with all our other sites falling just below 9 µg/m³.
- All the locations remain above the WHO guideline of 5 µg/m³, indicating that health-based guidelines are still being exceeded.
- Overall, the observed upward trend in PM_{2.5} across Sandwell reinforces the need to better understand contributing factors and consider appropriate interventions to protect public health.

3.2.5 Ozone (O₃)

Ground-level ozone is formed through complex photochemical reactions between nitrogen oxides (NO_x) and volatile organic compounds (VOCs) in the presence of sunlight.

Formation is often enhanced where nitrogen dioxide (NO₂) levels are relatively low, as nitric oxide (NO) can react with and remove ozone from the atmosphere, limiting how

much builds up. As a transboundary pollutant, ozone can be transported over long distances, meaning local concentrations are influenced by both local and regional sources. Consequently, there is no specific UK national air quality objective for ozone within the Local Air Quality Management (LAQM) framework.

Despite this, ground-level ozone remains a significant public health concern, particularly for children, older adults, and those with respiratory conditions such as asthma, with short-term exposure linked to respiratory irritation and reduced lung function.

The World Health Organization (WHO) has set a guideline value of $100 \mu\text{g}/\text{m}^3$ for ozone, based on the daily maximum 8-hour mean, which should not be exceeded on more than 10 times per year.

Figure 3-7 - Annual Number of Ozone Exceedances (Daily Maximum 8-Hour Mean $>100 \mu\text{g}/\text{m}^3$) at Highfields, West Bromwich, 2020–2025

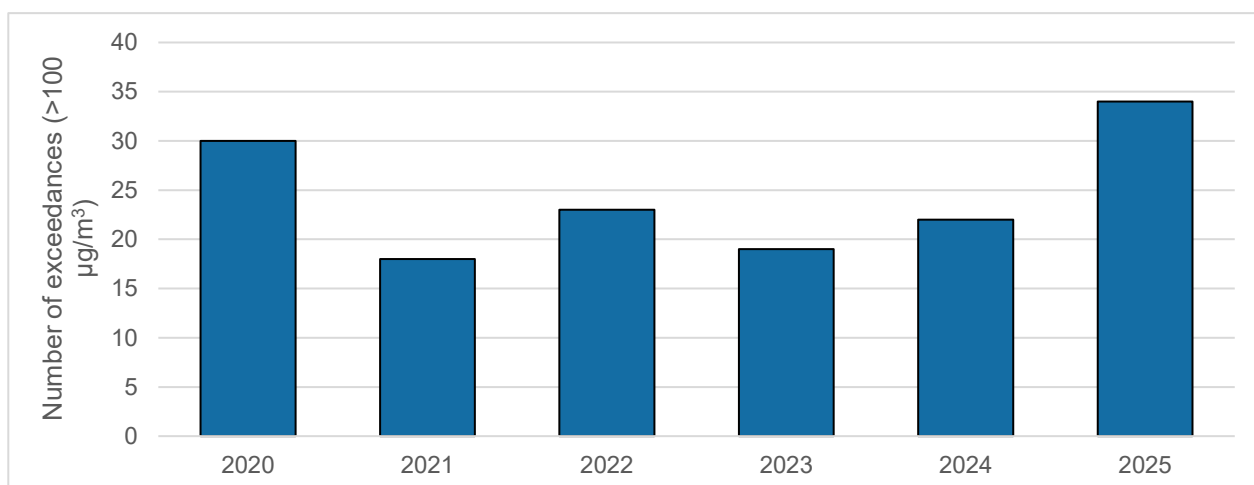


Figure 3.7 shows that the number of ozone exceedances at Highfields has fluctuated between 2020 and 2024, with no clear long-term trend. However, 2025 records a marked increase from last year, with the highest number of exceedances recorded over the last six years. All years significantly exceed the WHO guideline of 10 days per year, indicating continued exposure to elevated ozone levels. The sharp rise in 2025 suggests a potential shift in conditions or influences that have resulted in worse air quality across the region.

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA? ⁽¹⁾	Monitoring Technique	Distance to Relevant Exposure (m) ^(1,2)	Distance to kerb of nearest road (m) ⁽¹⁾	Inlet Height (m)
Highfields	Highfields, West Bromwich	Urban Background	400187	291601	NO ₂ , PM ₁₀ , PM _{2.5}	Yes	Sandwell AQMA	Chemiluminescence and FIDAS	35.0	21.0	2.5
Oldbury	Birmingham Road, Oldbury	Roadside	399857	289392	NO ₂ , PM ₁₀ , PM _{2.5}	Yes	Sandwell AQMA	Chemiluminescence and FIDAS	8.0	5.0	2.5
Great Barr	Wilderness Lane	Roadside	403956	294855	NO ₂ , PM ₁₀ , PM _{2.5}	Yes	Sandwell AQMA	Chemiluminescence and FIDAS	147.0	11.0	2.8
Haden Hill	Haden Hill Park	Urban Background	395755	285493	NO ₂ , PM ₁₀ , PM _{2.5}	Yes	Sandwell AQMA	Chemiluminescence and FIDAS	105.0	119.0	2.5
West Bromwich	Tesco, West Bromwich	Roadside	400521	291541	NO ₂	Yes	Sandwell	Chemiluminescence	11.0	7.0	1.6

Notes:

(1) N/A if not applicable

(2) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

Table A.2 – Details of Non-Automatic Monitoring Sites

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
AD	Street Sign Myvod Road Wednesbury WS10 9BU	Roadside	399639	296095	NO2	Sandwell	10.0	1.5	No	2.8
AF	Traffic Lights corner of Myvod Road & Wood Green Road Wednesbury WS10 9QS	Roadside	399672	296042	NO2	Sandwell	11.1	1.7	No	2.7
AG	Column next to bus stop opp. Sandwich Shop Trowse Lane Wednesbury WS10 7NU	Kerbside	398545	295192	NO2	Sandwell	3.5	0.3	No	2.7
B17	Street Sign Birmingham Road Oldbury B69 4EQ (far side of road)	Roadside	399733	289401	NO2	Sandwell	15.0	1.5	No	2.8
BA	Lamp-post corner of Blakeley Hall Road & Birmingham Road B69 4EQ (M5 viaduct)	Roadside	399686	289431	NO2	Sandwell	4.0	4.0	No	2.8
BD	Crossing Point Birmingham Road B69 4EH	Kerbside	399889	289395	NO2	Sandwell	5.8	1.0	No	2.8
BDQ	Street Sign Birmingham Road B69 4EH	Roadside	399943	289377	NO2	Sandwell	8.6	1.2	No	2.8
BE	Crossing Point opp. British Queen PH	Kerbside	399915	289353	NO2	Sandwell	2.5	0.8	No	2.7

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
	Birmingham Road B69 4EH									
BF	Downpipe Birmingham Road B69 4EQ	Kerbside	399807	289408	NO2	Sandwell	5.8	0.3	No	2.6
BG	Downpipe Birmingham Road B69 4EQ	Kerbside	399721	289429	NO2	Sandwell	5.6	0.3	No	2.7
BO	Street Sign Birmingham Road B69 4EH	Kerbside	400039	289366	NO2	Sandwell	6.2	0.3	No	2.8
BP	Telegraph Pole Birmingham Road B69 4EH	Kerbside	400149	289424	NO2	Sandwell	5.8	0.7	No	2.8
BR	Downpipe Birmingham Road B69 4EQ	Roadside	399814	289407	NO2	Sandwell	3.0	5.9	No	2.1
BS	Lamp post near AQ Mon Station Birmingham Road B69 4HA	Roadside	399864	289427	NO2	Sandwell	16.3	8.6	No	2.9
B52	Lamp post Birmingham Road Oldbury B69 4EQ	Roadside	399692	289428	NO2	Sandwell	5.0	3.0	No	2.8
C10A	Crossing Point Hagley Road Smethwick B66 4AX	Kerbside	402285	286062	NO2	Sandwell	4.0	0.4	No	2.7
C10D	Lamp-post Hagley Road Smethwick B66 4AX	Roadside	402298	286073	NO2	Sandwell	0.8	5.3	No	2.8
C11A	Street Sign opp. Shoulder of Mutton	Roadside	397439	286416	NO2	Sandwell	4.9	4.9	No	2.8

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
	PH Blackheath B65 9BA									
C11E	Lamp-Post Halesowen Street Blackheath B65 0HG	Kerbside	397391	286359	NO2	Sandwell	4.5	0.1	No	2.8
C12A	Downpipe High Street Blackheath B65 0EH	Kerbside	396899	286438	NO2	Sandwell	2.5	1.0	No	2.6
C12D	Crossing Point Powke Lane Blackheath B65 0AA	Kerbside	396872	286454	NO2	Sandwell	3.0	0.1	No	2.7
C12E	Downpipe Powke Lane Blackheath B65 0AA	Roadside	396780	286465	NO2	Sandwell	3.5	3.0	No	3.0
C13D	Downpipe Dudley Port Tipton DY4 7RL	Roadside	396411	291471	NO2	Sandwell	4.1	2.4	No	2.9
C14A	Lamp-Post opp. Ocker Hill Infant School Tipton DY4 0DS	Kerbside	397355	293929	NO2	Sandwell	16.0	0.6	No	2.9
C15A	Telegraph Pole Gorsty Hill Road Rowley Regis B65 OHA	Roadside	396867	285536	NO2	Sandwell	2.0	2.0	No	2.7
C1A	Lamp-Post Grafton Road West Bromwich B71 4EH	Kerbside	400668	291726	NO2	Sandwell	5.0	0.3	No	2.5
C1D	Crossing Point near JB Stores Grafton Road B71 4EB	Roadside	400664	292020	NO2	Sandwell	18.0	2.0	No	2.8

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
C2A	Street Sign opp. Churchwell Gardens West Bromwich B71 1RR	Roadside	401050	292898	NO2	Sandwell	9.8	2.0	No	2.8
C2E	Crossing Point All Saints Way West Bromwich B71 1RR	Kerbside	401059	292966	NO2	Sandwell	4.9	1.0	No	2.8
C4A	Street Sign Spon Lane West Bromwich B70 6BD	Kerbside	400619	290153	NO2	Sandwell	9.0	0.3	No	2.8
C4D	Lamppost at Kelvin Way and Trinity Way (Traffic Island) West Bromwich B70 6BD	Kerbside	400657	290090	NO2	Sandwell	9.0	0.3	No	2.7
C4E	Crossing Point Trinity Way West Bromwich B70 6BB	Kerbside	400738	290113	NO2	Sandwell	6.0	0.5	No	2.7
C5A	Lamppost McKean Road Oldbury B69 4BY (Train Station Entrance/Exit)	Kerbside	399267	290084	NO2	Sandwell	2.1	0.2	No	2.8
C5D	Crossing Point Bromford Road & Broadwell Road Oldbury B69 4BD	Kerbside	399207	290032	NO2	Sandwell	8.3	0.7	No	2.8
C5E	Street Sign corner of Bromford Road & Century Road Oldbury B69 3DX	Roadside	399139	289947	NO2	Sandwell	2.9	1.9	No	2.7
C6A	Downpipe Halesowen Street Oldbury B69 2RW	Roadside	398937	289322	NO2	Sandwell	17.9	3.0	No	2.1

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
C6E	Street Sign opp. Bethel Church Oldbury B69 4JG	Kerbside	399229	289315	NO2	Sandwell	13.8	0.5	No	2.8
C7A	Downpipe Dudley Road East Oldbury B69 3DR	Kerbside	398283	290113	NO2	Sandwell	1.5	0.6	No	2.8
C7D	Lamp-Post Brades Road & Dudley Road East (Traffic Island) Oldbury B69 3DU	Roadside	398136	290226	NO2	Sandwell	11.3	1.6	No	2.8
C7E	Downpipe Dudley Road East Oldbury B69 3EB	Kerbside	398042	290285	NO2	Sandwell	9.5	0.4	No	2.8
C7F	Crossing Point Asquith Drive Oldbury B69 3LL	Kerbside	397493	290628	NO2	Sandwell	4.7	0.3	No	2.8
C7H	Lamp-Post Dudley Road East Oldbury B69 3DR	Kerbside	398311	290135	NO2	Sandwell	4.4	0.5	No	2.7
C9A	Street Sign opp. 443 Bearwood Road Smethwick B66 4DH	Roadside	402138	286650	NO2	Sandwell	2.6	0.3	No	2.9
C9D	Crossing Point opp. 479 Bearwood Road Smethwick B66 4BL	Roadside	402160	286554	NO2	Sandwell	2.3	2.0	No	2.8
DA1, DA2, DA3	Lamppost Bilhay Lane & Black Country New Road West Bromwich B70 9RP	Roadside	399402	292095	NO2	Sandwell	15.0	2.0	No	2.8
DB1, DB2, DB3	Lamp-Post Black Country New Road	Roadside	399508	292068	NO2	Sandwell	30.0	5.0	No	2.9

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
	West Bromwich B70 9LS									
DC1, DC2, DC3	Lamp-Post corner of Temple Street & Mill Street West Bromwich B70 9TE	Roadside	400233	291783	NO2	Sandwell	20.0	1.5	No	2.8
DD1, DD2, DD3	Lamp-Post entrance to Holiday Inn & Providence Place West Bromwich B70 8AF	Roadside	400366	291781	NO2	Sandwell	60.0	2.0	No	2.8
DE1, DE2, DE3	Lamp-Post Congregation Way West Bromwich B71 4JA (near traffic island Tesco petrol station)	Roadside	400728	291599	NO2	Sandwell	80.0	2.0	No	2.9
DF1, DF2, DF3	Lamp-Post Congregation Way West Bromwich B71 4AQ (near traffic island Reform St)	Roadside	400890	291558	NO2	Sandwell	50.0	2.0	No	2.8
DG1, DG2, DG3	Lamp-post near King George V Primary School Beeches Rd West Bromwich B70 6JA	Roadside	401040	291269	NO2	Sandwell	10.0	2.0	No	2.9
DH1, DH2, DH3	Lamp-Post corner of Beeches Road & Nicholls Street West Bromwich B70 6HQ	Kerbside	401195	290934	NO2	Sandwell	10.0	0.5	No	2.9

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
DEF1	Lamppost near Penny Farm PH Oldbury B69 2AQ	Roadside	398469	288673	NO2	Sandwell	40.0	2.0	No	2.8
DEF2	Lamp-Post Corner of Birchy Park Avenue & Wolverhampton Road Oldbury B69 2JW	Roadside	398405	288722	NO2	Sandwell	7.0	7.0	No	2.8
DP1	Lamp-Post opp. Port 'n' Ale PH Tipton DY4 7DS	Roadside	397324	292256	NO2	Sandwell	3.2	1.3	No	2.8
DP4	Lamp-Post Tame Road Tipton DY4 7HU	Roadside	397344	292214	NO2	Sandwell	7.1	1.5	No	2.8
EA	Street Sign corner of Herbert Road & Overend Street West Bromwich B70 6ER	Kerbside	400869	291102	NO2	Sandwell	4.8	0.8	No	2.8
EB	Lamp-Post Legge Street West Bromwich B70 6HD	Roadside	400921	291001	NO2	Sandwell	6.9	2.3	No	2.8
ED	Lamp-Post opp. Probation Services West Bromwich B70 7PQ	Roadside	400555	291257	NO2	Sandwell	4.5	4.0	No	2.8
EE	Lamp-Post opp. Jarnak Polish Shop Price Street West Bromwich B70 8EP	Kerbside	400275	291132	NO2	Sandwell	3.5	0.5	No	2.9
EF	Lamppost Bromford Lane West Bromwich B70 7HS	Roadside	399789	290547	NO2	Sandwell	5.5	5.2	No	2.8

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
FA1, FA2, FA3	A457 Lamp post traffic island Freeth St & Oldbury Ringway Oldbury B69 3DL	Roadside	398756	289622	NO2	Sandwell	272.0	2.0	No	2.8
FB1, FB2, FB3	A457 Lamp post near entrance to Oldbury Retail Park Oldbury B69 3DD	Roadside	398717	289574	NO2	Sandwell	275.0	2.0	No	2.9
FC1, FC2, FC3	A457 Lamp post Oldbury Ringway opp. Sainsburys Petrol Station Oldbury B69 4JW	Roadside	398788	289451	NO2	Sandwell	160.0	3.0	No	2.8
FD1, FD2, FD3	A457 Lamp post (rear to car park) Judge Close off Oldbury Ringway Oldbury B69 4DY	Roadside	399162	289413	NO2	Sandwell	39.0	3.0	No	2.7
FE1, FE2, FE3	A457 Lamp post opp. The George PH corner of Broadwell Rd & Birmingham Rd Oldbury B69 4EE	Roadside	399375	289398	NO2	Sandwell	52.0	2.5	No	2.9
FF1, FF2, FF3	A457 Lamp post near Crystal Drive & Birmingham Rd Oldbury B66 1NY	Roadside	400370	289532	NO2	Sandwell	150.0	3.0	No	2.8
FG1, FG2, FG3	A457 Lamp post near Redwood Trade Park (Murco Petrol Station) Birmingham Rd Oldbury B66 1NU	Roadside	400535	289436	NO2	Sandwell	120.0	3.0	No	2.8

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
GA, GB, GC	Co-Location AQ Monitoring Station Birmingham Road Oldbury B69 4HA	Roadside	399858	289391	NO2	Sandwell	8.2	5.4	Yes	2.8
HA	Crossing Point near Astle Retail Park West Bromwich B70 8NS	Kerbside	400383	291307	NO2	Sandwell	1.0	0.3	No	2.9
HH1	Co-Location AQ Monitoring Station Haden Hill Park Cradley Heath B64 7HS	Urban Background	395754	285492	NO2	Sandwell	87.0	0.5	No	2.9
KE	Lamp-Post entrance to Q3 Academy Wilderness La Great Barr B43 7SD	Roadside	403925	294970	NO2	Sandwell	1.2	1.2	No	2.9
LA, LB, LC	Co-Location AQ Monitoring Station Highfields West Bromwich B70 8RJ	Urban Background	400216	291633	NO2	Sandwell	N/A	26.1	Yes	2.8
MA	Downpipe Mallin Street Smethwick B66 1QZ	Roadside	400712	289296	NO2	Sandwell	2.0	1.8	Yes	2.8
MC	Crossing Point adjacent Ivy Bush PH St Mallin Street Smethwick B66 1QS	Kerbside	400748	289150	NO2	Sandwell	1.6	0.7	No	2.1
N1A	Lamppost Bromford Lane & Brandon Way (Traffic Island) West Bromwich B70 7JW	Kerbside	399647	290355	NO2	Sandwell	5.0	0.1	No	2.8

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
N1B	Lamppost Bromford Lane & Brandon Way (Traffic Island) West Bromwich B70 7JZ	Kerbside	399615	290358	NO2	Sandwell	7.0	0.9	No	2.8
N2A	Street Sign corner of Oakfield Road & Soho Way Smethwick B66 3JZ	Kerbside	403126	288557	NO2	Sandwell	20.0	0.8	No	2.7
OA	Crossing Point Bearwood Road Smethwick B66 4BL (WBBS)	Kerbside	402240	286203	NO2	Sandwell	2.9	0.2	No	2.8
OB	Downpipe Bearwood Road Smethwick B66 4BS	Kerbside	402195	286233	NO2	Sandwell	4.0	1.0	No	2.8
OC	Street Sign Bearwood Road Smethwick B66 4BL	Kerbside	402245	286150	NO2	Sandwell	4.0	1.0	No	2.8
OD	Downpipe Bearwood Road Smethwick B66 4BS	Kerbside	402222	286162	NO2	Sandwell	5.2	1.0	No	2.9
OE	Street Sign Bearwood Road Smethwick B66 4BJ	Kerbside	402212	286234	NO2	Sandwell	4.0	1.0	No	2.9
OG	Crossing Point opp. (Aldi) 565 Bearwood Road Smethwick B66 4BQ	Kerbside	402187	286333	NO2	Sandwell	4.0	0.5	No	2.9
OH	Crossing Point opp. 566 Bearwood Road Smethwick B66 4BS	Kerbside	402192	286244	NO2	Sandwell	4.0	0.5	No	2.9

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
OI	Crossing Point opp. 593 Bearwood Road Smethwick B66 4BJ	Kerbside	402214	286253	NO2	Sandwell	4.0	0.5	No	2.9
OJ	Crossing Point opp. 586 Bearwood Road Smethwick B66 4BS	Kerbside	402194	286246	NO2	Sandwell	4.0	0.5	No	2.9
OP4	Lamp-Post opp. 612 Bearwood Road Smethwick B66 4BW	Roadside	402229	286096	NO2	Sandwell	0.0	5.5	No	2.9
PA1, PA2, PA3	A41 Lamp-Post corner of Halfords Lane & Birmingham Rd West Bromwich (WBA Stadium) B71 4LD	Kerbside	402461	290241	NO2	Sandwell	41.0	0.8	No	2.9
PC1, PC2, PC3	A41 Lamppost near J1 M5 Birmingham Rd West Bromwich B71 4JQ	Kerbside	402221	290290	NO2	Sandwell	25.0	1.0	No	2.9
PD1, PD2, PD3	A41 Lamppost near Sandwell Cricket Club Birmingham Rd West Bromwich B71 4JZ	Kerbside	402111	290331	NO2	Sandwell	75.0	1.0	No	2.8
PE1, PE2, PE3	A41 Lamppost near Starbucks Birmingham Rd West Bromwich B71 4JZ	Kerbside	402334	290279	NO2	Sandwell	55.0	1.0	No	2.8
PS1A	Downpipe Goose & Granite PH West Bromwich B70 7PN	Kerbside	400504	291239	NO2	Sandwell	6.2	0.1	No	2.9

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
RA	Lamp-Post Roebuck Lane West Bromwich B70 6QX	Roadside	401558	290077	NO2	Sandwell	10.0	3.0	No	2.9
SA	Co-Location AQ Monitoring Station Wilderness Lane Great Barr B43 7SD	Roadside	403951	294852	NO2	Sandwell	205.0	5.0	No	3.1
SM1	Pedestrian Crossing 179/181 Bearwood Road Smethwick B66 4HP	Kerbside	402314	287480	NO2	Sandwell	1.9	0.9	No	2.8
SM2	Column Towards Junction With A4030 High Street Smethwick B67 7EF	Roadside	402117	288608	NO2	Sandwell	42.0	2.1	No	2.8
SM3	Column Opp Dibble Road Entrance High Street Smethwick B66 1DS	Roadside	401827	288877	NO2	Sandwell	18.0	2.4	No	2.8
SM4	Column Opp St Albans Road Entrance High Street Smethwick B661EE	Roadside	401646	288988	NO2	Sandwell	13.0	2.3	No	2.8
SM5	Column Corner Of Grosvenor Rd & Causeway Green Road Oldbury B68 8HJ	Roadside	399157	287498	NO2	Sandwell	1.2	3.8	No	2.9
TA	Downpipe Tividale Road Tividale B69 2LG	Roadside	395958	290645	NO2	Sandwell	N/A	5.4	No	2.1

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
TC	Lamp-Post New Birmingham Road Tividale DY4 7TD	Roadside	395854	290643	NO2	Sandwell	44.0	3.9	No	2.9
UA	Lamp-Post Oldbury Road Rowley Regis B65 0PR	Roadside	398135	287603	NO2	Sandwell	32.0	2.0	No	2.7
UB	Street Sign Throne Road Rowley Regis B65 9JS	Roadside	398167	287750	NO2	Sandwell	7.4	1.2	No	2.9
UC	Street Sign Titford Lane Rowley Regis B65 0PT	Kerbside	398170	287746	NO2	Sandwell	7.7	0.2	No	2.9
VD	Lamppost near ABS Carpets Market Place Great Bridge DY4 7EJ	Roadside	397628	292459	NO2	Sandwell	5.3	2.0	No	2.8
WA	Lamp-Post Snapdragon Drive Walsall WS5 4SX	Kerbside	401917	295329	NO2	Sandwell	8.0	0.2	No	2.7
WB	Lamppost Wolfsbane Drive Walsall WS5 4RT	Urban Background	402139	295119	NO2	Sandwell	68.0	1.0	No	2.6
WF	Lamp-Post Woodruff Way Walsall WS5 4RS	Urban Background	402133	295234	NO2	Sandwell	8.0	0.2	No	2.7
WW2	Lamp-Post corner of Westmore Way & Pemberton Crescent Wednesbury WS10 0TZ	Kerbside	400564	296037	NO2	Sandwell	202.0	1.0	No	2.9
WW3	Lamppost Westmore Way Wednesbury WS10 0TR	Urban Background	400598	296035	NO2	Sandwell	195.0	1.1	No	2.9

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
WW5	Column Between High Point Academy & Allotments Friar Park Rd Wednesbury WS10 0JR	Kerbside	400770	295162	NO2	Sandwell	26.0	0.3	No	2.7
WW6	Column Friar Park Rd Wednesbury WS10 0LQ	Roadside	401484	295079	NO2	Sandwell	24.0	1.2	No	2.7
XE	Lamp Post Lochranza Croft Great Barr B43 7AA	Urban Background	404435	294866	NO2	Sandwell	4.3	16.3	No	2.8
ZA	Garage Post Whitecrest Great Barr B43 6EP	Urban Background	404504	294813	NO2	Sandwell	37.0	33.0	No	1.9
ZC	Downpipe Birmingham Road Great Barr B43 6NX	Roadside	404493	294532	NO2	Sandwell	3.0	1.9	No	1.9
ZK	Downpipe Tabitha Home Care Birmingham Road Great Barr B43 6NW	Kerbside	404621	294291	NO2	Sandwell	17.2	0.3	No	1.8
ZO	Downpipe GP Surgery corner of Pages Lane & Newton Road Great Barr B43 6AA	Kerbside	404290	294179	NO2	Sandwell	4.0	0.8	No	2.7
ZP	Street Sign exit from Aldi Newton Road Great Barr B43 6BW	Kerbside	404555	294219	NO2	Sandwell	3.2	0.4	No	2.8
ZQ	Street Sign opp. Meat Centre 20 Newton Road Great Barr B43 6BN	Kerbside	404539	294187	NO2	Sandwell	3.5	0.5	No	2.7

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
ZR	Street Sign Newton Road Great Barr B43 6BW	Kerbside	404410	294170	NO2	Sandwell	5.9	0.4	No	2.8

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable.

Table A.3 – Annual Mean NO₂ Monitoring Results: Automatic Monitoring (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Highfields	400187	291601	Urban Background	99.8	99.2	18	19	17.8	17.2	18.8
Oldbury	399857	289392	Roadside	93.9	93.9	27.7	27.2	25.9	24.3	24.0
Great Barr	403956	294855	Roadside	99.7	99.7	23	24	19.8	20.4	20.3
Haden Hill	395755	285493	Urban Background	90.6	90.6	13	14	9.7	9.5	9.8
West Bromwich	400521	291541	Roadside	98.7	98.7	21	21	19.2	19.1	19.2

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22**

☒ **Reported concentrations are those at the location of the monitoring site (annualised, as required), i.e. prior to any fall-off with distance correction**

☒ **Where exceedances of the NO₂ annual mean objective occur at locations not representative of relevant exposure, the fall-off with distance concentration has been calculated and reported concentration provided in brackets for 2025.**

Notes:

The annual mean concentrations are presented as µg/m³.

Exceedances of the NO₂ annual mean objective of 40µg/m³ are shown in **bold**.

All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.4 – Annual Mean NO₂ Monitoring Results: Non-Automatic Monitoring (µg/m³)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
AD	399639	296095	Roadside	100.0	99.2	22.2	22.6	22.3	21.0	22.5
AF	399672	296042	Roadside	100.0	99.2	28.7	30.0	27.8	28.1	27.5
AG	398545	295192	Kerbside	100.0	99.2	-	-	-	-	30.0
B17	399733	289401	Roadside	100.0	99.2	26.1	23.5	23.3	21.9	22.5
BA	399686	289431	Roadside	100.0	99.2	31.1	25.8	26.9	25.4	25.0
BD	399889	289395	Kerbside	100.0	99.2	34.6	31.3	30.4	30.4	30.8
BDQ	399943	289377	Roadside	100.0	99.2	32.5	29.9	28.7	27.5	26.2
BE	399915	289353	Kerbside	100.0	99.2	39.2	34.4	34.0	32.3	31.7
BF	399807	289408	Kerbside	100.0	91.6	29.4	26.9	25.9	26.2	24.5
BG	399721	289429	Kerbside	100.0	99.2	32.2	32.3	31.3	29.5	29.7
BO	400039	289366	Kerbside	100.0	99.2	32.8	30.4	29.8	27.8	27.7
BP	400149	289424	Kerbside	100.0	91.6	36.2	44.5	44.0	41.4	36.9

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
BR	399814	289407	Roadside	100.0	89.6	30.4	27.8	27.2	26.0	24.9
BS	399864	289427	Roadside	100.0	99.2	28.1	25.7	23.9	23.7	28.1
B52	399692	289428	Roadside	100.0	91.6	31.5	29.3	27.6	27.1	31.5
C10A	402285	286062	Kerbside	100.0	99.2	34.7	32.9	33.0	31.8	34.7
C10D	402298	286073	Roadside	100.0	99.2	36.2	33.4	32.6	31.6	36.2
C11A	397439	286416	Roadside	100.0	80.1	27.5	27.6	29.7	28.9	27.5
C11E	397391	286359	Kerbside	100.0	82.0	30.2	30.2	30.6	27.5	27.5
C12A	396899	286438	Kerbside	100.0	99.2	36.9	34.9	34.1	32.4	32.4
C12D	396872	286454	Kerbside	100.0	99.2	36.9	33.3	29.6	28.5	30.1
C12E	396780	286465	Roadside	100.0	99.2	33.3	29.5	27.5	28.0	26.8
C13D	396411	291471	Roadside	100.0	99.2	30.1	26.1	24.8	24.3	26.0
C14A	397355	293929	Kerbside	100.0	82.0	29.2	30.2	27.5	26.7	24.9
C15A	396867	285536	Roadside	100.0	75.0	33.7	31.1	29.1	26.9	27.6

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
C1A	400668	291726	Kerbside	100.0	91.6	24.5	25.0	22.2	21.6	25.3
C1D	400664	292020	Roadside	100.0	91.6	31.9	37.8	41.4	42.3	36.2
C2A	401050	292898	Roadside	100.0	99.2	30.1	28.8	28.8	27.4	28.9
C2E	401059	292966	Kerbside	100.0	99.2	28.3	27.2	28.5	26.0	28.0
C4A	400619	290153	Kerbside	100.0	99.2	29.7	29.3	26.3	28.8	25.9
C4D	400657	290090	Kerbside	100.0	99.2	35.2	34.6	32.6	34.0	32.8
C4E	400738	290113	Kerbside	100.0	91.6	31.6	30.4	30.2	29.9	27.2
C5A	399267	290084	Kerbside	100.0	99.2	25.6	24.8	25.2	24.1	24.3
C5D	399207	290032	Kerbside	100.0	99.2	32.2	31.9	31.9	30.1	28.6
C5E	399139	289947	Roadside	100.0	99.2	24.0	24.0	24.2	23.0	23.4
C6A	398937	289322	Roadside	100.0	99.2	29.1	28.7	27.2	27.2	26.5
C6E	399229	289315	Kerbside	100.0	75.0	26.9	23.7	24.6	24.7	24.1
C7A	398283	290113	Kerbside	100.0	99.2	26.5	24.0	23.2	25.8	21.0

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
C7D	398136	290226	Roadside	100.0	80.1	35.7	36.9	36.3	35.9	34.4
C7E	398042	290285	Kerbside	100.0	99.2	28.0	26.4	25.4	26.1	27.8
C7F	397493	290628	Kerbside	100.0	99.2	28.7	26.2	26.9	26.5	24.5
C7H	398311	290135	Kerbside	100.0	99.2	16.5	17.3	16.3	16.9	17.2
C9A	402138	286650	Roadside	100.0	99.2	25.3	24.4	22.7	23.1	23.1
C9D	402160	286554	Roadside	100.0	99.2	34.1	31.7	31.0	31.6	29.9
DA1, DA2, DA3	399402	292095	Roadside	100.0	99.2	25.7	24.0	23.6	24.9	23.7
DB1, DB2, DB3	399508	292068	Roadside	100.0	99.2	37.4	35.0	32.4	34.6	30.6
DC1, DC2, DC3	400233	291783	Roadside	100.0	99.2	24.1	23.3	21.1	19.5	20.2
DD1, DD2, DD3	400366	291781	Roadside	100.0	99.2	28.7	26.7	24.5	24.1	24.9
DE1, DE2, DE3	400728	291599	Roadside	100.0	99.2	27.5	24.7	22.0	21.3	21.0

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
DF1, DF2, DF3	400890	291558	Roadside	100.0	99.2	29.8	29.1	26.5	26.0	26.5
DG1, DG2, DG3	401040	291269	Roadside	100.0	99.2	27.6	26.8	24.5	24.9	24.8
DH1, DH2, DH3	401195	290934	Kerbside	100.0	99.2	22.8	22.6	21.3	20.5	21.3
DEF1	398469	288673	Roadside	100.0	91.6	28.2	26.6	24.1	24.9	25.0
DEF2	398405	288722	Roadside	100.0	91.6	18.7	17.7	16.7	15.5	18.0
DP1	397324	292256	Roadside	100.0	89.6	29.1	28.1	27.1	26.6	23.0
DP4	397344	292214	Roadside	100.0	99.2	20.4	20.0	18.0	17.5	18.9
EA	400869	291102	Kerbside	100.0	99.2	21.1	18.7	18.6	17.7	19.2
EB	400921	291001	Roadside	100.0	99.2	20.8	19.1	18.8	19.5	19.3
ED	400555	291257	Roadside	100.0	99.2	26.1	24.0	26.0	24.8	24.8
EE	400275	291132	Kerbside	100.0	89.6	30.4	28.6	29.0	27.9	28.4
EF	399789	290547	Roadside	100.0	99.2	27.2	25.8	28.1	25.9	26.8

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
FA1, FA2, FA3	398756	289622	Roadside	100.0	99.2	34.0	33.1	30.6	30.2	28.9
FB1, FB2, FB3	398717	289574	Roadside	100.0	99.2	26.1	27.7	27.3	27.5	25.2
FC1, FC2, FC3	398788	289451	Roadside	100.0	99.2	30.8	31.4	28.3	29.1	27.2
FD1, FD2, FD3	399162	289413	Roadside	100.0	91.6	23.9	23.6	23.1	23.1	20.9
FE1, FE2, FE3	399375	289398	Roadside	100.0	99.2	34.7	32.9	31.8	31.1	32.0
FF1, FF2, FF3	400370	289532	Roadside	100.0	75.0	31.4	31.3	31.5	32.6	29.8
FG1, FG2, FG3	400535	289436	Roadside	100.0	99.2	33.0	30.5	29.5	29.3	27.9
GA, GB, GC	399858	289391	Roadside	100.0	99.2	30.5	27.8	27.5	26.8	26.0
HA	400383	291307	Kerbside	100.0	99.2	27.4	26.1	27.7	28.7	27.4
HH1	395754	285492	Urban Background	100.0	91.6	11.1	13.8	11.8	9.6	12.3
KE	403925	294970	Roadside	100.0	99.2	33.0	30.5	29.5	29.3	16.8

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
LA, LB, LC	400216	291633	Urban Background	100.0	89.6	30.5	27.8	27.5	26.8	17.3
MA	400712	289296	Roadside	100.0	99.2	27.4	26.1	27.7	28.7	29.0
MC	400748	289150	Kerbside	100.0	99.2	11.1	13.8	11.8	9.6	29.1
N1A	399647	290355	Kerbside	100.0	82.0	32.2	32.3	30.7	27.9	29.5
N1B	399615	290358	Kerbside	100.0	75.0	34.6	32.2	33.8	32.8	30.5
N2A	403126	288557	Kerbside	100.0	99.2	26.2	23.5	21.9	22.3	21.9
OA	402240	286203	Kerbside	100.0	99.2	29.0	27.9	26.3	24.8	25.3
OB	402195	286233	Kerbside	100.0	99.2	30.5	29.6	29.0	28.1	25.5
OC	402245	286150	Kerbside	100.0	99.2	29.8	27.8	26.7	25.9	26.3
OD	402222	286162	Kerbside	100.0	89.6	30.6	28.3	27.1	27.7	23.7
OE	402212	286234	Kerbside	100.0	99.2	30.8	30.2	28.7	27.2	25.6
OG	402187	286333	Kerbside	100.0	99.2	29.0	27.4	24.7	25.8	26.6
OH	402192	286244	Kerbside	100.0	89.6	31.1	30.6	29.1	28.5	26.3

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
OI	402214	286253	Kerbside	100.0	99.2	28.4	27.6	26.1	25.3	26.7
OJ	402194	286246	Kerbside	100.0	99.2	31.1	29.9	28.7	28.6	27.9
OP4	402229	286096	Roadside	100.0	99.2	32.4	31.1	30.0	29.5	33.0
PA1, PA2, PA3	402461	290241	Kerbside	100.0	75.0	34.2	30.8	31.4	32.4	31.8
PC1, PC2, PC3	401950	290355	Kerbside	100.0	91.6	44.2	39.6	34.0	33.5	27.2
PD1, PD2, PD3	402111	290331	Kerbside	100.0	83.9	34.8	32.9	31.3	32.8	32.2
PE1, PE2, PE3	402334	290279	Kerbside	100.0	83.9	35.6	33.0	32.2	32.7	30.0
PS1A	400504	291239	Kerbside	100.0	91.6	28.3	27.6	27.4	27.6	27.3
RA	401558	290077	Roadside	100.0	83.9	28.0	25.1	25.3	25.1	29.2
SA	403951	294852	Roadside	100.0	91.6	21.9	20.4	18.8	17.5	17.5
SM1	402314	287480	Kerbside	100.0	91.6	-	-	-	-	19.6
SM2	402117	288608	Roadside	100.0	99.2	-	-	-	-	24.1

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
SM3	401827	288877	Roadside	100.0	99.2	-	-	-	-	31.6
SM4	401646	288988	Roadside	100.0	91.6	-	-	-	-	22.6
SM5	399157	287498	Roadside	100.0	91.6	-	-	-	-	20.4
TA	395958	290645	Roadside	100.0	91.6	24.5	23.2	21.8	22.2	20.5
TC	395854	290643	Roadside	100.0	91.6	33.3	30.5	32.4	31.5	28.4
UA	398135	287603	Roadside	100.0	99.2	29.5	27.3	27.7	27.0	26.1
UB	398167	287750	Roadside	100.0	99.2	27.2	24.4	22.9	25.0	24.1
UC	398170	287746	Kerbside	100.0	99.2	28.6	26.1	25.4	25.3	23.1
VD	397628	292459	Roadside	100.0	82.0	23.3	21.1	20.1	19.7	20.9
WA	401917	295329	Kerbside	100.0	99.2	22.9	25.7	22.4	22.1	22.0
WB	402139	295119	Urban Background	100.0	99.2	21.7	21.8	19.7	19.5	18.9
WF	402133	295234	Urban Background	100.0	99.2	22.5	22.9	21.9	20.9	20.9
WW2	400564	296037	Kerbside	100.0	99.2	22.1	18.9	17.3	16.0	17.4

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
WW3	400598	296035	Urban Background	100.0	89.6	22.0	19.7	18.0	17.4	17.2
WW5	400770	295162	Kerbside	100.0	75.0	-	-	-	-	15.0
WW6	401484	295079	Roadside	100.0	89.6	-	-	-	-	17.5
XE	404435	294866	Urban Background	100.0	99.2	28.3	25.9	25.4	24.3	24.6
ZA	404504	294813	Urban Background	100.0	99.2	25.8	24.9	23.8	23.8	23.8
ZC	404493	294532	Roadside	100.0	99.2	22.5	21.5	19.1	18.8	19.5
ZK	404621	294291	Kerbside	100.0	99.2	22.5	23.5	21.2	20.1	25.7
ZO	404290	294179	Kerbside	100.0	91.6	26.7	24.2	23.5	23.2	20.4
ZP	404555	294219	Kerbside	100.0	99.2	26.3	23.8	22.3	21.0	23.8
ZQ	404539	294187	Kerbside	100.0	99.2	34.3	33.4	34.7	33.0	34.1
ZR	404410	294170	Kerbside	100.0	99.2	35.2	33.4	33.9	35.1	34.1

☒ Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22

☒ Diffusion tube data has been bias adjusted

☒ **Reported concentrations are those at the location of the monitoring site (bias adjusted and annualised, as required), i.e. prior to any fall-off with distance correction**

Notes:

The annual mean concentrations are presented as $\mu\text{g}/\text{m}^3$.

Exceedances of the NO_2 annual mean objective of $40\mu\text{g}/\text{m}^3$ are shown in **bold**.

NO_2 annual means exceeding $60\mu\text{g}/\text{m}^3$, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

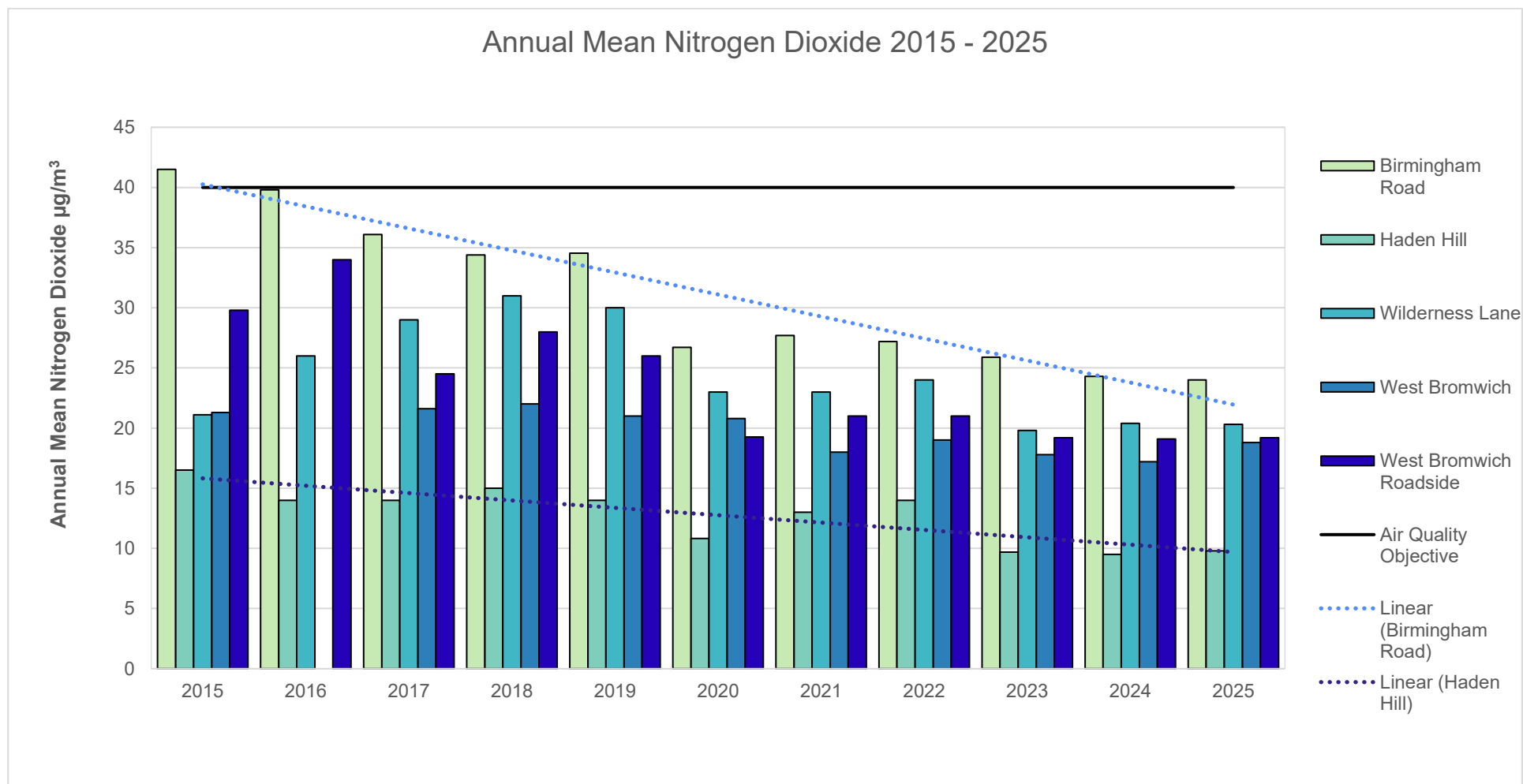
Figure A.1- Trends in Annual Mean NO₂ Concentrations

Table A.5 – 1-Hour Mean NO₂ Monitoring Results, Number of 1-Hour Means > 200µg/m³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Highfields	400187	291601	Urban Background	99.8	99.2	0	0	0	0	0
Oldbury	399857	289392	Roadside	93.9	93.9	0	0	0	0	0
Great Barr	403956	294855	Roadside	99.7	99.7	0	0	0	0	0
Haden Hill	395755	285493	Urban Background	90.6	90.6	0	0	0	0 (72)	0
West Bromwich	400521	291541	Roadside	98.7	98.7	0	0	0	0	0

Notes:

Results are presented as the number of 1-hour periods where concentrations greater than 200µg/m³ have been recorded.

Exceedances of the NO₂ 1-hour mean objective (200µg/m³ not to be exceeded more than 18 times/year) are shown in **bold**.

If the period of valid data is less than 85%, the 99.8th percentile of 1-hour means is provided in brackets.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Table A.6 – Annual Mean PM₁₀ Monitoring Results (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Oldbury	399857	289392	Roadside	99.9	61.7	14	15	13.2	13.2	14.6
Haden Hill	395755	285493	Urban Background	99.5	41.5	12	12	11.2	11.5	13.3
Great Barr	403956	294855	Roadside	99.7	99.7	13	12	10.2	11.7	12.9
Highfields	400187	291601	Urban Background	99.3	98.7	13	14	12.3	13.2	16.1

 **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22**

Notes:

The annual mean concentrations are presented as µg/m³.

Exceedances of the PM₁₀ annual mean objective of 40µg/m³ are shown in **bold**.

All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

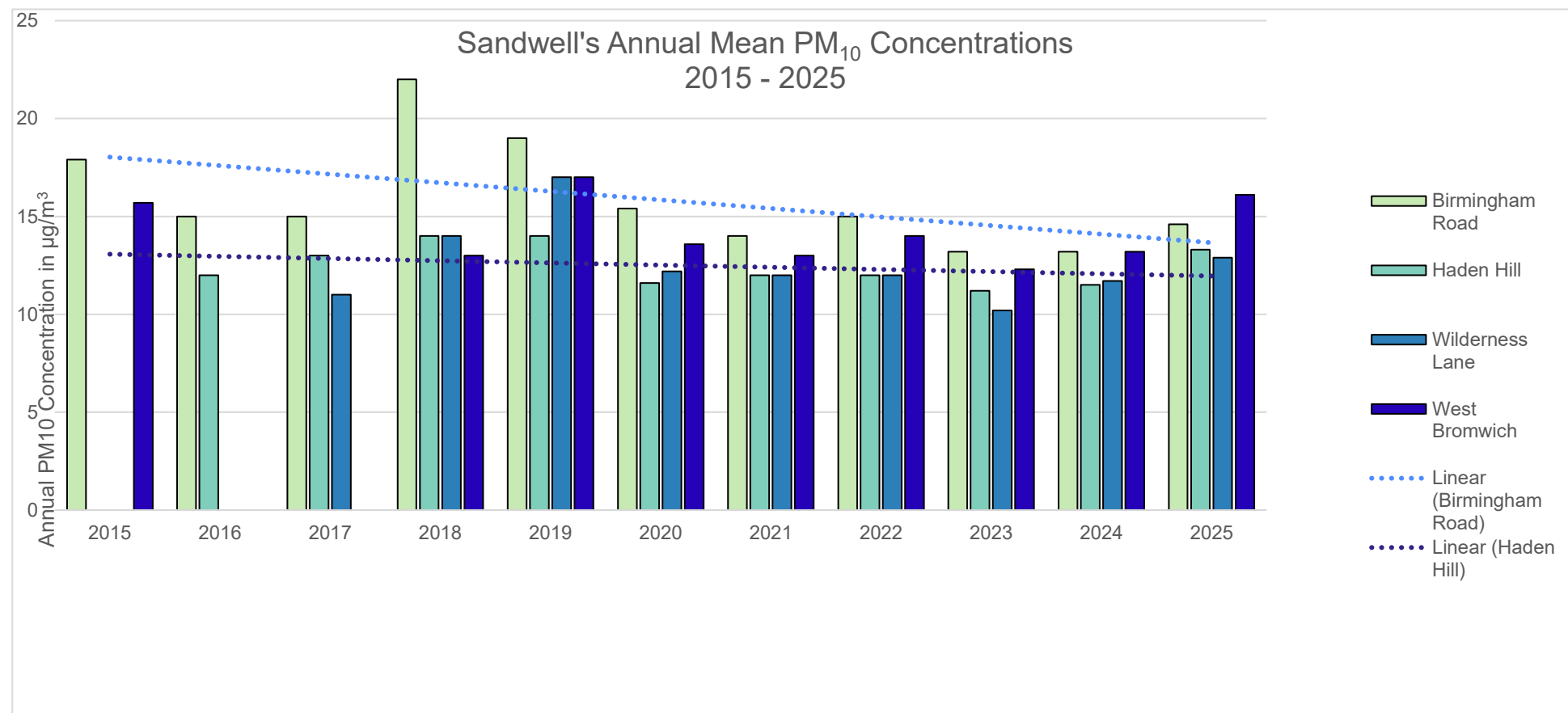
Figure A.2 – Trends in Annual Mean PM₁₀ Concentrations

Table A.7 – 24-Hour Mean PM₁₀ Monitoring Results, Number of PM₁₀ 24-Hour Means > 50µg/m³

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Highfields	400187	291601	Urban Background	99.3	98.7	0	4	1	0	3
Oldbury	399857	289392	Roadside	99.9	61.7	0(19)	2	0	0	0 (21)
Great Barr	403956	294855	Roadside	99.7	99.7	1	4	1	0	1
Haden Hill	395755	285493	Urban Background	99.5	41.5	0	0	0	0(22)	0 (18)

Notes:

Results are presented as the number of 24-hour periods where daily mean concentrations greater than 50µg/m³ have been recorded.

Exceedances of the PM₁₀ 24-hour mean objective (50µg/m³ not to be exceeded more than 35 times/year) are shown in **bold**.

If the period of valid data is less than 85%, the 90.4th percentile of 24-hour means is provided in brackets.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

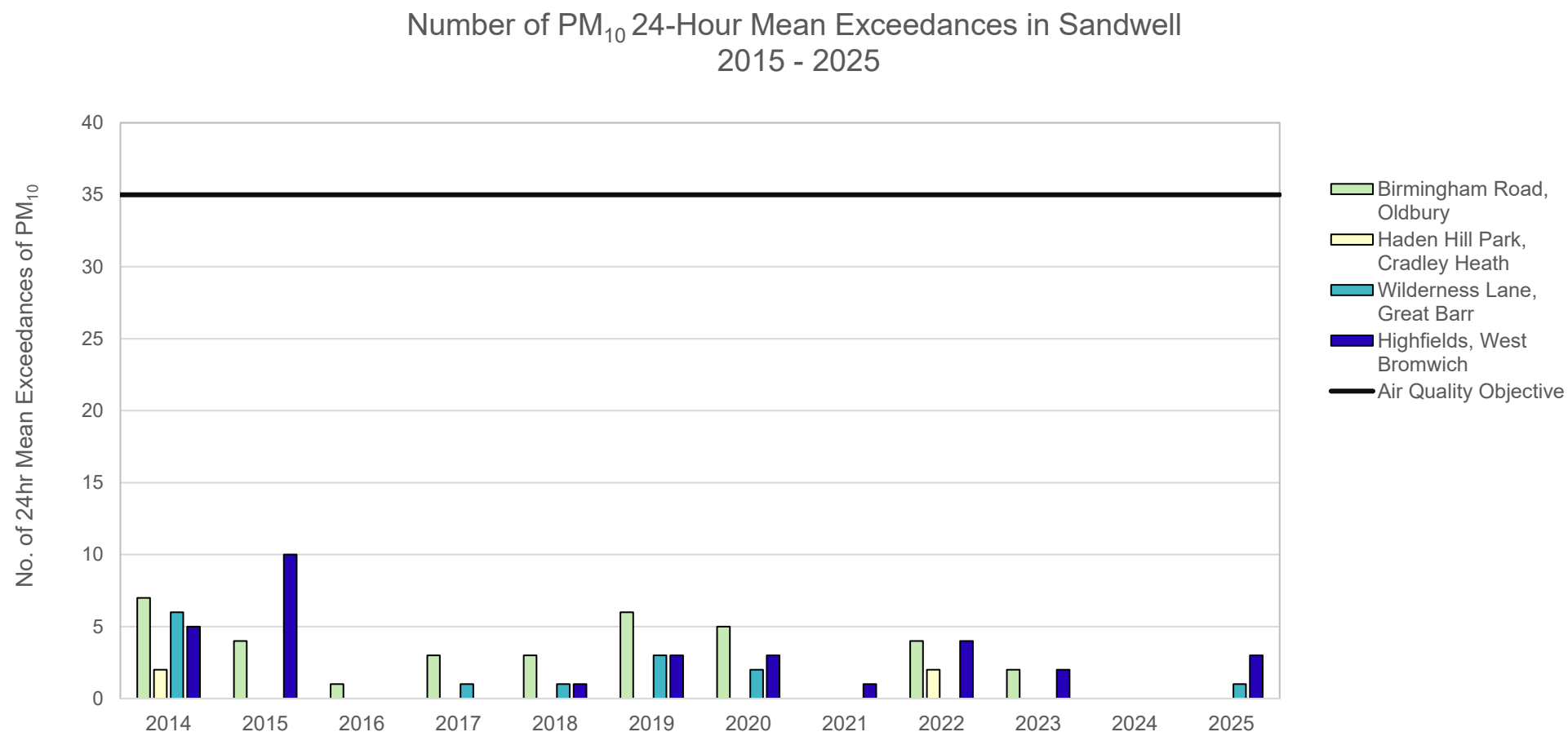
Figure A.3 – Trends in Number of 24-Hour Mean PM₁₀ Results > 50µg/m³

Table A.8 – Annual Mean PM_{2.5} Monitoring Results (µg/m³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2021	2022	2023	2024	2025
Highfields	400187	291601	Urban Background	99.3	98.7	8.2	9	7.3	8.7	9.9
Oldbury	399857	289392	Roadside	99.9	61.7	7	8	7.6	8.3	8.8
Great Barr	403956	294855	Roadside	99.7	99.7	6.8	7	6.1	7.1	8.4
Haden Hill	395755	285493	Urban Background	99.1	41.3	7.7	6.8	7.0	7.7	8.7

 **Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22**

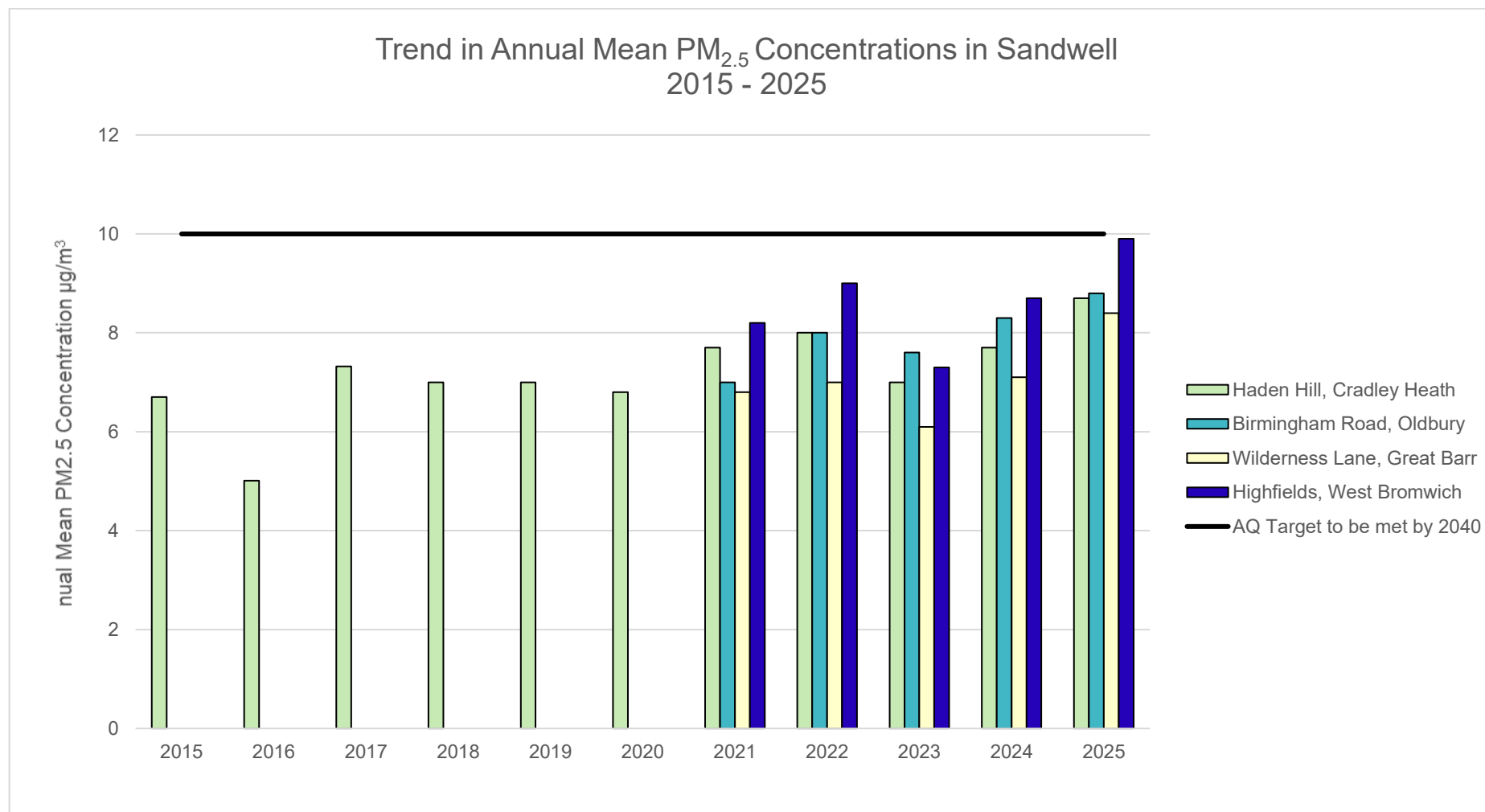
Notes:

The annual mean concentrations are presented as µg/m³.

All means have been “annualised” as per LAQM.TG22 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

Figure A.4 – Trends in Annual Mean PM_{2.5} Concentrations

Appendix B: Full Monthly Diffusion Tube Results for 2025

Table B.1 – NO2 2025 Diffusion Tube Results (µg/m3)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.88)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
AD	399639	296095	36.6	28.5	30.5	26.7	23.2	14.9	16.7	23.0	18.3	24.4	27.4	23.2	24.4	22.5	-	
AF	399672	296042	40.6	29.5	43.5	39.5	32.3	19.2	17.5	27.9	20.5	27.4	32.2	29.1	29.9	27.5	-	
AG	398545	295192	44.3	32.0	41.5	31.5	24.9	29.4	30.1	29.8	26.9	32.7	35.3	33.2	32.6	30.0	-	
B17	399733	289401	26.2	29.8	34.7	31.9	24.1	15.8	21.2	20.2	23.5	24.1	19.0	22.5	24.4	22.5	-	
BA	399686	289431	35.1	33.1	33.9	31.3	23.0	21.3	19.8	24.3	27.5	24.8	26.8	25.1	27.2	25.0	-	
BD	399889	289395	36.2	35.4	41.5	44.6	36.7	22.5	30.5	28.8	34.6	30.6	31.6	28.4	33.4	30.8	-	
BDQ	399943	289377	14.0	31.5	33.5	38.3	30.4	21.0	31.6	25.6	27.7	29.0	31.6	28.1	28.5	26.2	-	
BE	399915	289353	37.8	42.8	36.7	42.5	30.1	28.9	31.0	35.8	31.3	33.6	33.8	28.6	34.4	31.7	-	
BF	399807	289408		28.3	36.7	35.1	26.6	20.1	18.0	25.6	25.3	25.3	26.9	24.4	26.6	24.5	-	
BG	399721	289429	30.8	36.3	40.3	35.2	31.6	24.9	26.8	33.0	33.9	32.8	33.0	28.5	32.3	29.7	-	
BO	400039	289366	33.5	32.3	40.5	38.7	26.4	22.0	28.2	28.5	28.9	27.2	29.8	25.6	30.1	27.7	-	
BP	400149	289424	43.3		26.6	48.9	41.4	34.8	42.1	42.8	44.4	44.9	39.9	32.4	40.1	36.9	28.9	
BR	399814	289407	26.6	29.2	34.1	30.7	22.0	19.8	26.1	24.2	22.5		32.3	29.9	27.0	24.9	-	
BS	399864	289427	34.6	30.5	32.6	31.3	18.4	18.3	18.8	24.1	24.3	25.6	28.4	22.5	25.8	23.7	-	
B52	399692	289428		34.6	40.9	40.4	30.5	25.6	33.9	31.4	30.9	33.2	27.5	27.5	32.4	29.8	-	
C10A	402285	286062	30.7	19.8	34.5	39.7	30.0	27.0	29.2	33.2	33.1	30.8	30.3	30.3	30.7	28.3	-	
C10D	402298	286073	38.9	38.2	42.4	41.6	28.9	30.1	36.2	28.8	28.1	32.9	33.5	28.5	34.0	31.3	-	
C11A	397439	286416	35.9	30.4	35.0	26.6	24.7	22.4		19.7	22.8		25.6	26.9	27.0	24.8	-	
C11E	397391	286359	35.7	34.6	39.0	33.8	25.6	21.7	19.3	24.5			33.2	23.4	29.1	26.7	-	
C12A	396899	286438	38.0	32.9	23.3	41.9	23.3	29.6	21.1	33.0	28.9	30.7	33.1	27.6	30.3	27.9	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.88)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
C12D	396872	286454	36.9	31.3	32.2	37.6	25.3	21.5	25.4	23.4	29.6	27.5	28.3	25.1	28.7	26.4	-	
C12E	396780	286465	28.0	34.5	38.7	36.3	31.1	18.0	23.5	22.9	23.5	25.7	24.1	22.5	27.4	25.2	-	
C13D	396411	291471	31.7	30.7	35.4	35.6	25.7	24.6	17.9	29.4	22.1	27.7	31.7	26.1	28.2	26.0	-	
C14A	397355	293929	35.5	32.4	25.9	40.4	18.2	23.1	18.8	31.9	23.6			21.1	27.1	24.9	-	
C15A	396867	285536	38.7	29.8	36.8	36.7	30.0	20.8	25.5	25.2		26.3			30.0	27.6	-	
C1A	400668	291726	54.7		30.7	21.5	16.9	23.1	19.7	23.0	18.9	35.5	29.4	28.8	27.5	25.3	-	
C1D	400664	292020	15.2	38.2	53.0	45.5	42.1		39.4	42.0	34.3	42.9	40.4	40.2	39.4	36.2	23.4	
C2A	401050	292898	37.6	28.1	41.7	41.6	35.5	24.1	21.1	29.4	23.9	32.6	29.4	32.0	31.4	28.9	-	
C2E	401059	292966	33.1	33.7	33.5	43.9	38.4	21.1	20.3	30.0	19.4	29.8	29.7	32.3	30.4	28.0	-	
C4A	400619	290153	39.0	27.4	29.9	37.3	18.2	25.5	15.6	26.5	24.7	31.6	37.6	24.7	28.2	25.9	-	
C4D	400657	290090	46.3	37.5	44.3	44.8	22.7	30.1	25.5	33.6	29.2	37.7	40.7	34.9	35.6	32.8	-	
C4E	400738	290113	43.6		33.8	37.0	27.7	22.9	13.0	31.8	24.8	27.5	35.4	27.2	29.5	27.2	-	
C5A	399267	290084	39.3	30.1	35.9	25.2	25.7	20.2	17.3	24.0	19.5	28.0	23.6	28.9	26.5	24.3	-	
C5D	399207	290032	38.8	29.6	29.2	38.9	29.3	25.4	25.7	31.8	23.7	35.1	32.0	33.4	31.1	28.6	-	
C5E	399139	289947	30.2	23.0	43.2	30.4	25.0	17.5	19.6	22.6	18.2	23.2	27.4	24.8	25.4	23.4	-	
C6A	398937	289322	38.9	23.4	28.2	36.3	25.4	28.4	25.3	30.1	23.9	32.8	26.1	27.2	28.8	26.5	-	
C6E	399229	289315		24.9	36.6	33.0		16.4		24.1	17.1	28.5	26.0	29.5	26.2	24.1	-	
C7A	398283	290113	28.6	24.5	25.7	24.5	16.4	24.5	11.4	24.4	20.4	27.5	26.9	19.3	22.8	21.0	-	
C7D	398136	290226	41.4	37.4	38.4	39.7	29.1	41.8		43.3	30.2		39.6	32.8	37.4	34.4	-	
C7E	398042	290285	35.8	27.8	38.1	38.6	27.1	25.5	22.6	32.1	26.3	29.8	34.1	25.0	30.2	27.8	-	
C7F	397493	290628	37.6	29.9	27.4	35.9	21.6	25.4	25.0	28.5	9.6	27.2	27.2	24.8	26.7	24.5	-	
C7H	398311	290135	24.0	20.5	24.5	22.3	11.9	12.0	22.5	15.5	15.0	18.4	22.0	15.2	18.6	17.2	-	
C9A	402138	286650	27.6	30.7	33.5	28.8	21.7	17.7	18.4	21.7	26.1	22.2	26.8	25.9	25.1	23.1	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.88)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
C9D	402160	286554	31.9	38.1	42.0	49.4	35.1	26.6	26.0	31.6	19.8	29.3	31.1	29.0	32.5	29.9	-	
DA1	399402	292095	32.7	27.0	30.6	29.0	19.1	21.1	19.6	28.2	18.8	27.4	32.6	26.8	-	-	-	Triplicate Site with DA1, DA2 and DA3 - Annual data provided for DA3 only
DA2	399402	292095		26.1	30.5		16.8	21.2	16.3	24.9	23.5	27.9	34.2	25.1	-	-	-	Triplicate Site with DA1, DA2 and DA3 - Annual data provided for DA3 only
DA3	399402	292095	35.2		26.6	29.6	18.5	21.4	17.1	25.8	22.6	27.4	35.2	20.8	25.8	23.7	-	Triplicate Site with DA1, DA2 and DA3 - Annual data provided for DA3 only
DB1	399508	292068	42.0	31.0	29.8	40.0	16.9	32.2		36.7	23.9	39.5	40.4	33.4	-	-	-	Triplicate Site with DB1, DB2 and DB3 - Annual data provided for DB3 only
DB2	399508	292068	43.2	29.4	40.6	43.2	20.9		28.8	39.3	27.5	43.5	41.0	34.1	-	-	-	Triplicate Site with DB1, DB2 and DB3 - Annual data provided for DB3 only
DB3	399508	292068	45.7	32.4	30.8	43.1	19.6	35.5	15.1	36.5	24.1	34.7	40.6	26.2	33.2	30.6	-	Triplicate Site with DB1, DB2 and DB3 - Annual data provided for DB3 only
DC1	400233	291783	32.4	21.4	33.5	27.8	18.9	13.0	15.5	19.2	16.1	24.9	25.1	26.9	-	-	-	Triplicate Site with DC1, DC2 and DC3 - Annual data provided for DC3 only
DC2	400233	291783	24.8		32.2	29.1	21.8	13.1	15.6	17.1	15.7	24.2	23.5	26.4	-	-	-	Triplicate Site with DC1, DC2 and DC3 - Annual data provided for DC3 only
DC3	400233	291783	27.1		25.9	25.6	20.4	12.8	13.5	18.8	13.8	23.7	22.4	24.5	21.9	20.2	-	Triplicate Site with DC1, DC2 and DC3 - Annual data provided for DC3 only
DD1	400366	291781	27.0	26.8	43.8	36.0	31.7	17.2	22.7	25.9	18.9	28.9	26.6	30.3	-	-	-	Triplicate Site with DD1, DD2 and DD3 - Annual data provided for DD3 only
DD2	400366	291781	30.0	27.5	36.2	35.5	32.7	16.8	24.6	24.7	14.6	26.3	21.9		-	-	-	Triplicate Site with DD1, DD2 and DD3 - Annual data provided for DD3 only
DD3	400366	291781		26.9	32.7	37.9	27.3	18.2	24.5	16.6	17.8	30.6	24.3	30.7	27.0	24.9	-	Triplicate Site with DD1, DD2 and DD3 - Annual data provided for DD3 only
DE1	400728	291599	31.4	23.2	25.7	28.3	21.6	16.0	15.8	20.5	14.2	24.5	27.3	25.0	-	-	-	Triplicate Site with DE1, DE2 and DE3 - Annual data provided for DE3 only
DE2	400728	291599	34.2	24.6	29.7	26.2	22.4	17.1	17.7	19.9	17.7	26.8	25.5	28.3	-	-	-	Triplicate Site with DE1, DE2 and DE3 - Annual data provided for DE3 only
DE3	400728	291599	13.7	22.0	32.4	27.3	17.6	16.1	16.3	20.7	14.6	25.6	24.0	29.3	22.9	21.0	-	Triplicate Site with DE1, DE2 and DE3 - Annual data provided for DE3 only

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DF1	400890	291558	39.5	27.4	40.2	31.7	24.7	21.2	20.0	26.2	22.9	33.2	27.2	29.5	-	-	-	Triplicate Site with DF1, DF2 and DF3 - Annual data provided for DF3 only
DF2	400890	291558	32.6	24.6	40.3	28.3	28.1	20.3	19.4	26.9	19.1	31.1	32.3	29.0	-	-	-	Triplicate Site with DF1, DF2 and DF3 - Annual data provided for DF3 only
DF3	400890	291558	47.0	27.2	38.9	33.7	30.4	22.9	22.0	27.4	17.6	31.5	29.3	35.1	28.9	26.5	-	Triplicate Site with DF1, DF2 and DF3 - Annual data provided for DF3 only
DG1	401040	291269	32.4	29.9	36.9	34.0	29.4	20.1	17.9	25.2	10.4	28.5	28.8	27.8	-	-	-	Triplicate Site with DG1, DG2 and DG3 - Annual data provided for DG3 only
DG2	401040	291269	34.6	27.6	28.3	35.9	23.9	19.8	21.2	23.2	20.3	30.9	27.4	23.6	-	-	-	Triplicate Site with DG1, DG2 and DG3 - Annual data provided for DG3 only
DG3	401040	291269	34.6	24.1	37.5	35.1	32.5	17.5	20.9	24.5	19.0	31.4	29.1	24.6	26.9	24.8	-	Triplicate Site with DG1, DG2 and DG3 - Annual data provided for DG3 only
DH1	401195	290934	28.6	25.2	25.6	29.1	17.0	16.5	13.6	20.1	17.9	22.5	25.7	26.0	-	-	-	Triplicate Site with DH1, DH2 and DH3 - Annual data provided for DH3 only
DH2	401195	290934	37.1	23.1	33.1	28.7	18.4	16.5	13.8	21.3	18.4	21.7	27.6	30.4	-	-	-	Triplicate Site with DH1, DH2 and DH3 - Annual data provided for DH3 only
DH3	401195	290934	34.9	23.9	32.0	28.2	18.7	15.6	15.0	13.6	17.7	23.8	23.6	27.6	23.1	21.3	-	Triplicate Site with DH1, DH2 and DH3 - Annual data provided for DH3 only
DEF1	398469	288673	33.0	29.5	34.4	31.7	19.7	22.7	24.6		29.2	24.4	26.9	22.9	27.2	25.0	-	
DEF2	398405	288722	21.3	24.3	25.0	25.9	17.5		13.9	15.0	17.9	15.9	19.6	18.8	19.6	18.0	-	
DP1	397324	292256	24.8	21.7	27.9	29.6	22.0	22.0	19.4	26.9	22.4		30.0	28.0	25.0	23.0	-	
DP4	397344	292214	31.7	28.2	35.1	22.8	17.5	12.4	11.5	15.2	12.8	20.2	22.6	16.7	20.6	18.9	-	
EA	400869	291102	29.4	22.9	28.8	22.1	17.0	14.4	14.4	17.7	15.4	22.5	21.9	23.9	20.8	19.2	-	
EB	400921	291001	32.5	18.5	31.9	19.6	15.4	15.4	13.9	18.0	15.6	21.8	21.7	27.0	20.9	19.3	-	
ED	400555	291257	35.7	27.5	32.3	29.0	21.3	22.1	20.1	25.3	21.3	29.7	29.5	29.9	27.0	24.8	-	
EE	400275	291132	34.6	32.9	42.0	39.5	33.5	19.7	21.1	31.4	23.7	33.1	28.5		30.9	28.4	-	
EF	399789	290547	42.5	35.1	37.6	32.5	24.5	20.7	16.7	27.3	18.1	31.0	29.4	33.7	29.1	26.8	-	
FA1	398756	289622	30.1	30.7	32.1	37.7	27.3	29.1	28.7	35.0	25.0	32.5	33.5	27.3	-	-	-	Triplicate Site with FA1, FA2 and FA3 - Annual data provided for FA3 only

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FA2	398756	289622	30.8	29.7	37.0	39.5	30.8	29.5	31.4	36.7	26.5	34.6	33.3	32.0	-	-	-	Triplicate Site with FA1, FA2 and FA3 - Annual data provided for FA3 only
FA3	398756	289622	27.2	30.0	33.3	33.6	27.3	29.4	28.8	35.4	22.1	35.5	37.7	28.8	31.4	28.9	-	Triplicate Site with FA1, FA2 and FA3 - Annual data provided for FA3 only
FB1	398717	289574	33.4	29.4	35.2	32.2	18.2	24.1	21.4	26.0	21.0	31.1	37.5	22.4	-	-	-	Triplicate Site with FB1, FB2 and FB3 - Annual data provided for FB3 only
FB2	398717	289574	35.7	27.3	38.4	24.3	22.5	24.2	24.4	28.8	20.7	29.9	37.9	28.0	-	-	-	Triplicate Site with FB1, FB2 and FB3 - Annual data provided for FB3 only
FB3	398717	289574	29.7	27.3	27.5	33.1	23.1	22.4	21.4		21.4	27.8	24.2	26.9	27.4	25.2	-	Triplicate Site with FB1, FB2 and FB3 - Annual data provided for FB3 only
FC1	398788	289451	30.9	28.8	32.3	35.0	23.8	25.8	29.5	30.5	20.8	33.1	33.0	27.1	-	-	-	Triplicate Site with FC1, FC2 and FC3 - Annual data provided for FC3 only
FC2	398788	289451	29.4	29.7	28.8	29.4	26.7	26.8	23.6	31.5	24.5	33.7		28.9	-	-	-	Triplicate Site with FC1, FC2 and FC3 - Annual data provided for FC3 only
FC3	398788	289451	32.6	29.6	38.9	36.9	25.2	26.7	23.9	28.4	24.2	33.4	40.3	23.9	29.6	27.2	-	Triplicate Site with FC1, FC2 and FC3 - Annual data provided for FC3 only
FD1	399162	289413	28.3		24.9	31.6	15.5	17.1	12.9	21.7	15.9	24.3	28.5	18.9	-	-	-	Triplicate Site with FD1, FD2 and FD3 - Annual data provided for FD3 only
FD2	399162	289413	30.1		26.9	32.4	16.1	17.5	15.0	23.0	17.3	26.5	31.0	21.7	-	-	-	Triplicate Site with FD1, FD2 and FD3 - Annual data provided for FD3 only
FD3	399162	289413	28.9		27.9	30.7	16.9	17.7	12.9	22.3	16.0	26.9		22.9	22.7	20.9	-	Triplicate Site with FD1, FD2 and FD3 - Annual data provided for FD3 only
FE1	399375	289398	35.7	33.6	44.0	47.0	34.1	25.0	27.5	34.4	28.4	35.8	41.8	34.7	-	-	-	Triplicate Site with FE1, FE2 and FE3 - Annual data provided for FE3 only
FE2	399375	289398	41.0	32.7	45.3	45.8	30.4	25.2	24.1	36.9	24.4	38.2	38.5	33.6	-	-	-	Triplicate Site with FE1, FE2 and FE3 - Annual data provided for FE3 only
FE3	399375	289398	39.3	33.4	35.8	45.3	36.0	27.6	24.1	38.0	31.1	29.8	38.9	33.6	34.7	32.0	-	Triplicate Site with FE1, FE2 and FE3 - Annual data provided for FE3 only
FF1	400370	289532	40.7		38.2	39.5	18.2	32.8		35.3	25.4	38.5	41.3	32.7	-	-	-	Triplicate Site with FF1, FF2 and FF3 - Annual data provided for FF3 only
FF2	400370	289532	40.5		38.4	38.8	17.1	33.7	27.8	33.9	28.1	40.5	40.2	32.3	-	-	-	Triplicate Site with FF1, FF2 and FF3 - Annual data provided for FF3 only

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FF3	400370	289532	40.7	31.8	20.7		21.5	26.7	24.8	29.4	21.9			25.2	32.4	29.8	-	Triplicate Site with FF1, FF2 and FF3 - Annual data provided for FF3 only
FG1	400535	289436	30.4	34.1	38.6	47.1	33.1	22.7	25.4	32.6	21.5	33.0	30.2	27.6	-	-	-	Triplicate Site with FG1, FG2 and FG3 - Annual data provided for FG3 only
FG2	400535	289436	20.6	31.5	31.4	41.5	36.2	22.6	26.5	27.2	23.7	32.8	26.4	24.3	-	-	-	Triplicate Site with FG1, FG2 and FG3 - Annual data provided for FG3 only
FG3	400535	289436		33.7	34.3	41.0	29.5	22.4	29.0	32.0	24.7	33.1	32.8	31.1	30.3	27.9	-	Triplicate Site with FG1, FG2 and FG3 - Annual data provided for FG3 only
GA	399858	289391	29.9	33.3	37.5	33.5	20.1	23.8	23.6	26.8	30.6	27.4	30.8	27.2	-	-	-	Triplicate Site with GA, GB and GC - Annual data provided for GC only
GB	399858	289391	31.2	33.4	38.8	30.7	22.1	23.4	22.8	28.1	28.3	28.8	28.0	26.1	-	-	-	Triplicate Site with GA, GB and GC - Annual data provided for GC only
GC	399858	289391	24.7	40.2	36.4	33.0	18.6	23.1	17.4	25.5	29.8	27.5	30.9	24.9	28.3	26.0	-	Triplicate Site with GA, GB and GC - Annual data provided for GC only
HA	400383	291307	42.3	27.8	37.7	35.3	29.9	22.9	29.8	30.9	23.4	28.2	22.8	27.1	29.8	27.4	-	
HH1	395754	285492	21.5	18.4	18.8	14.2	13.6	6.5	6.6	9.5	11.0	12.2		14.5	13.3	12.3	-	
KE	403925	294970	30.2	17.0	25.1	21.9	14.1	14.3	9.9	15.2	12.1	19.6	21.5	18.7	18.3	16.8	-	
LA	400216	291633	29.2	19.8	26.0	18.5	13.0	11.6		15.6	14.0	20.2	14.4	21.4	-	-	-	Triplicate Site with LA, LB and LC - Annual data provided for LC only
LB	400216	291633	25.9	20.8	23.1	19.0	12.9	12.4		15.8	12.0	20.4	20.4	22.3	-	-	-	Triplicate Site with LA, LB and LC - Annual data provided for LC only
LC	400216	291633	31.3	21.3	26.9	16.8	11.9	12.3		14.9	13.7	20.2	21.5	21.4	18.8	17.3	-	Triplicate Site with LA, LB and LC - Annual data provided for LC only
MA	400712	289296	37.5	28.5	33.8	38.7	34.4	25.1	24.7	29.6	25.2	32.5	34.6	34.0	31.6	29.0	-	
MC	400748	289150	37.5	26.3	42.4	33.0	29.4	27.8	28.0	34.1	24.9	34.1	29.4	32.2	31.6	29.1	-	
N1A	399647	290355	46.5	32.8	39.1	31.7	21.8			29.1	25.0	29.6	33.4	31.7	32.0	29.5	-	
N1B	399615	290358		33.0	43.1	39.3	27.0			26.3	24.1	32.7	40.4	32.9	33.2	30.5	-	
N2A	403126	288557	25.0	29.4	29.8	29.7	22.5	15.6	23.2	21.0	16.9	24.3	24.8	23.1	23.8	21.9	-	
OA	402240	286203	28.5	31.0	37.7	36.9	27.2	21.9	18.2	24.6	28.0	25.2	27.4	23.5	27.5	25.3	-	

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OB	402195	286233	33.4	28.8	34.1	29.2	22.5	28.4	22.7	26.1	29.2	28.6	29.7	19.7	27.7	25.5	-	
OC	402245	286150	28.3	33.1	36.7	32.8	30.7	22.9	19.9	25.9	29.4	27.2	27.6	28.2	28.6	26.3	-	
OD	402222	286162	29.7	29.2	33.1	31.2	21.5	23.5	19.6	23.7	28.1		16.4	27.3	25.7	23.7	-	
OE	402212	286234	32.5	33.1	24.2	35.6	28.9	22.2	18.9	28.1	32.1	23.3	28.6	26.8	27.9	25.6	-	
OG	402187	286333	35.3	32.3	37.3	39.7	29.2	21.6	22.3	27.1	23.7	25.9	24.1	27.9	28.9	26.6	-	
OH	402192	286244	38.5	29.9	28.4	31.0	19.0	27.8		27.1	32.6	25.6	29.4	25.0	28.6	26.3	-	
OI	402214	286253	28.2	36.6	39.5	39.5	28.8	19.6	20.0	26.3	29.0	29.6	24.7	26.6	29.0	26.7	-	
OJ	402194	286246	39.7	31.0	33.2	37.9	24.0	27.6	25.0	30.1	31.8	26.5	30.2	26.4	30.3	27.9	-	
OP4	402229	286096	37.5	31.5	34.7	28.3	26.0	25.7	27.4	102.5	27.4	28.6	34.3	26.9	35.9	33.0	-	
PA1	402461	290241	34.9	30.3	47.4	47.2	40.8	26.6	29.2	30.3	23.3	32.9	35.7	27.7	-	-	-	Triplicate Site with PA1, PA2 and PA3 - Annual data provided for PA3 only
PA2	402461	290241	39.9		43.2	41.9	40.8	25.1	31.1	32.8	21.9	33.1	40.6	26.5	-	-	-	Triplicate Site with PA1, PA2 and PA3 - Annual data provided for PA3 only
PA3	402461	290241		41.3	48.7	43.9	39.7	26.4	30.5	33.9	26.1		38.1		34.6	31.8	-	Triplicate Site with PA1, PA2 and PA3 - Annual data provided for PA3 only
PC1	401950	290355	35.7	33.0	37.5	45.9	29.6	31.3	31.7		19.2	28.8	36.1	28.3	-	-	-	Triplicate Site with PC1, PC2 and PC3 - Annual data provided for PC3 only
PC2	401950	290355	36.4	34.4	40.6	42.4	32.0	32.4	29.6		22.6	30.6	30.6	22.7	-	-	-	Triplicate Site with PC1, PC2 and PC3 - Annual data provided for PC3 only
PC3	401950	290355	38.2	36.2	44.1	42.9	32.3	33.9	29.2		20.6	32.2	31.0	30.6	32.8	30.2	-	Triplicate Site with PC1, PC2 and PC3 - Annual data provided for PC3 only
PD1	402111	290331	44.1	34.0	38.9	40.5	19.0	35.2	22.3			32.9	41.4	33.0	-	-	-	Triplicate Site with PD1, PD2 and PD3 - Annual data provided for PD3 only
PD2	402111	290331	45.5	33.3	41.3	42.7	17.0	34.0	21.8			36.5	44.1	31.5	-	-	-	Triplicate Site with PD1, PD2 and PD3 - Annual data provided for PD3 only
PD3	402111	290331	47.0	34.7	39.2	43.9	20.1	38.9	25.6			39.2	43.5	27.9	35.0	32.2	-	Triplicate Site with PD1, PD2 and PD3 - Annual data provided for PD3 only
PE1	402334	290279	43.2	35.3	42.8	38.9	27.0	30.0	20.7			36.0	34.4	31.4	-	-	-	Triplicate Site with PE1, PE2 and PE3 - Annual data provided for PE3 only

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.88)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
PE2	402334	290279	40.3	34.8	43.8	36.3	24.2	29.3	22.1			33.6	37.4	32.3	-	-	-	Triplicate Site with PE1, PE2 and PE3 - Annual data provided for PE3 only
PE3	402334	290279	23.9	30.1	33.4	39.4	22.1	28.9	21.8			37.0	40.6	28.0	32.6	30.0	-	Triplicate Site with PE1, PE2 and PE3 - Annual data provided for PE3 only
PS1A	400504	291239	42.3	28.7	35.4	27.6	21.6		20.0	28.4	23.4	29.6	34.0	35.0	29.6	27.3	-	
RA	401558	290077	33.1			34.4	22.4	34.2	34.5	34.2	27.0	33.4	35.4	29.2	31.8	29.2	-	
SA	403951	294852		22.2	21.9	25.8	14.5	16.1	12.9	18.3	15.3	19.1	21.3	21.8	19.0	17.5	-	
SM1	402314	287480	25.5	27.0	26.5	21.2	17.9		14.3	19.1	20.7	20.5	20.3	20.8	21.3	19.6	-	
SM2	402117	288608	29.4	27.5	31.7	33.9	27.2	19.9	20.6	20.4	27.9	25.1	27.2	23.8	26.2	24.1	-	
SM3	401827	288877	38.3	34.2	50.2	38.0	31.6	28.2	28.8	28.5	33.7	32.4	37.4	30.3	34.3	31.6	-	
SM4	401646	288988	27.5		28.5	38.8	22.0	18.7	19.1	21.9	24.1	23.8	27.3	18.7	24.6	22.6	-	
SM5	399157	287498	28.5	25.4	28.2	27.4	18.4		14.2	18.3	18.5	19.1	24.2	21.4	22.1	20.4	-	
TA	395958	290645		22.2	31.6	28.3	15.1	22.3	14.5	21.5	18.7	22.7	29.0	18.9	22.2	20.5	-	
TC	395854	290643	37.2	28.6	30.8	33.8	22.5		23.4	31.6	28.6	36.2	37.7	28.8	30.8	28.4	-	
UA	398135	287603	27.8	31.9	35.9	33.5	22.8	29.9	18.5	26.9	31.4	26.5	27.9	27.1	28.3	26.1	-	
UB	398167	287750	34.0	31.4	27.2	34.0	21.3	18.8	20.7	23.8	26.9	24.6	25.9	25.7	26.2	24.1	-	
UC	398170	287746	30.7	29.1	33.0	34.2	18.5	20.5	19.4	21.5	24.1	21.9	25.1	23.3	25.1	23.1	-	
VD	397628	292459		24.7	30.9	29.2	19.9	16.2		18.2	17.7	22.2	26.5	21.4	22.7	20.9	-	
WA	401917	295329	35.2	22.9	26.9	24.6	14.3	19.8	21.1	22.7	19.6	26.5	26.0	27.2	23.9	22.0	-	
WB	402139	295119	33.5	19.8	19.7	21.4	12.8	17.1	17.2	20.1	14.0	23.1	21.1	27.2	20.6	18.9	-	
WF	402133	295234	40.4	22.7	29.7	21.9	14.3	17.4	20.1	21.2	14.3	22.8	23.0	24.5	22.7	20.9	-	
WW2	400564	296037	24.8	18.4	30.8	19.9	18.2	10.2	14.2	16.6	13.0	21.0	18.8	21.1	18.9	17.4	-	
WW3	400598	296035	28.0	17.3	26.1	7.2	19.5	9.5		16.5	14.3	20.7	21.7	24.5	18.7	17.2	-	
WW5	400770	295162			18.8	18.2	15.5	11.1	11.5	14.9	14.6		20.8	21.6	16.3	15.0	-	

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.88)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
WW6	401484	295079	28.3	16.8	28.9	22.7	18.3	10.4	10.8	16.7	14.0	21.1	21.8		19.1	17.5	-	
XE	404435	294866	40.8	27.2	26.1	36.0	25.5	17.7	19.3	26.0	18.7	29.5	25.8	27.7	26.7	24.6	-	
ZA	404504	294813	34.6	22.1	30.7	27.3	20.6	19.6	23.8	24.0	18.4	27.0	27.9	34.7	25.9	23.8	-	
ZC	404493	294532	31.7	20.7	23.8	24.0	18.6	13.3	16.4	19.0	12.7	22.7	25.9	25.4	21.2	19.5	-	
ZK	404621	294291	37.8	26.1	34.6	31.1	22.3	19.1	22.3	26.8	20.2	30.6	31.3	33.6	28.0	25.7	-	
ZO	404290	294179	27.3	22.5	33.4	24.6	24.2		10.0	19.5	16.1	21.2	20.7	24.7	22.2	20.4	-	
ZP	404555	294219	33.4	25.8	35.5	31.4	24.2	19.0	18.0	25.3	17.7	24.5	26.8	29.6	25.9	23.8	-	
ZQ	404539	294187	50.7	40.0	44.4	47.6	33.1	30.5	27.5	39.3	24.8	38.5	35.2	33.4	37.1	34.1	-	
ZR	404410	294170	49.4	33.4	41.3	43.6	38.5	31.3	32.4	39.3	23.4	37.5	36.2	39.3	37.1	34.1	-	

- ☒ All erroneous data has been removed from the NO₂ diffusion tube dataset presented in Table B.1
- ☒ Annualisation has been conducted where data capture is <75% and >25% in line with LAQM.TG22
- ☐ Local bias adjustment factor used.
- ☒ National bias adjustment factor used.
- ☒ Where applicable, data has been distance corrected for relevant exposure in the final column.
- ☒ Sandwell Council confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.

Notes:

Exceedances of the NO₂ annual mean objective of 40µg/m³ are shown in **bold**.

NO₂ annual means exceeding 60µg/m³, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and annualisation.

Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC

New or Changed Sources Identified Within Sandwell Council During 2025

There are several significant new or ongoing developments within Sandwell which may cumulatively contribute to future local air pollution. These include:

Commercial/industrial development that was under construction or became operational in 2025:

- 'Kelvin', off Kelvin Way, West Bromwich – this is an energy from waste facility, which was granted planning consent in September 2019. Construction began in 2023 and has continued throughout 2025. This is still not operational, but when it does, the plan is that it will burn 395,000 tonnes of non-recyclable household and business waste. With capability of generating 44MW (gross) of energy per annum.

Commercial and other non-residential development coming forward 2025:

- DC/24/68966 - 57 -59 Dartmouth Street, West Bromwich – planning permission requested for new mosque and community buildings. Planning permission granted September 2024.
- DC/24/69771 – Engine Street, Oldbury – planning permission request for new Asphalt plant. Planning permission granted January 2025.

This is also a permitted activity under the Environmental Permitting Regulations – permit (ref: PPC95033) not issued.

- DC/25/70786 - Former Darcast Crankshafts Limited, Cornwall Road, Smethwick - Proposed metal recycling facility with associated infrastructure. Planning permission granted December 2025.

This is also a permitted activity under the Environmental Permitting Regulations.

- DC/25/70861 - Thomas Dudley Foundry Tipton Road Tipton - Proposed single storey rear extension, external extraction system, 1 No. new weighbridge, car park

- extension and re-arrangement and associated works. Thomas Dudley Foundry Tipton Road Tipton. Awaiting decision.

This is also a permitted activity under the Environmental Permitting Regulations.

Residential development currently under construction in 2025/26:

- DC/22/66532 - Former Gas Works Swan Lane West Bromwich - Proposed 147 dwelling houses (65 houses and 82 apartments) with associated highway, parking, landscaping and drainage works. Construction ongoing from 2024 through to 2026.
- DC/24/69509 – 6 to 25 and 70 to 75 Union Street and Albion Street, Tipton. 2 (2 detached 3 and 4 storey apartment blocks creating 55 self-contained apartments). Planning permission granted July 24 – construction started in 2024.

Proposed residential development coming forward 2025/26:

- DC/21/65798 - Duchess Parade, High Street, West Bromwich – Nine storey mixed use development, including retail unit and 60 apartments. Permission granted January 2022. No construction work started.
- DC/21/65798 - Duchess Parade, High Street, West Bromwich – Nine storey mixed use development, including retail unit and 60 apartments. Permission granted January 2022. No construction work started.
- DC/23/68540 – Brandhall Urban Village, Oldbury – 190 residential dwellings, a primary school and park. Permission granted November 2023. No construction work started.
- DC/23/68742 - Friar Park Road, Wednesbury – 105 residential dwellings with associated public space. Planning permission granted October 2024.
- DC/23/67924 - Edwin Richards Quarry, Portway Road, Rowley Regis - 276 residential dwellings. Planning permission granted December 2023. No construction work started.
- DC/25/70460 - Former F and L Smout and Sons, Woods Lane, Cradley Heath - Proposed residential development comprising of No. 82 dwelling houses and 1 No. apartment block with No.10 maisonettes and No.5 duplex apartments. Awaiting decision.

- DC/24/69630 - Kingston House 438 - 450 High Street West Bromwich - Proposed conversion of office building into 128 co-living units. Planning permission granted March 2025.

Major Planned/Proposed development:

Friar Park Urban Village

DC/26/71402 & DC/26/71520 - Friar Park Urban Village. This is a proposed development of homes and open spaces in Wednesbury. The site covers approximately 27 hectares (around 40 football pitches) which will make it one of the largest brownfield development sites in the region. Work was due to start in 2025 but was delayed. The application references relate to screening opinions, both decisions reached that no EIA was required in February and March 2026 respectively.

DC/25/71065 related to additional development in the wider Friar Park Urban Village, with planning permission granted November 2025.

All new developments are assessed via the planning system. Where appropriate detailed air quality assessments must be submitted and, if required, mitigation measures are 'conditioned' to help offset potentially negative impacts on local air quality. Data from our diffusion tube monitoring and air quality monitoring stations is utilised by Sandwell Council and other stakeholders to help understand the impact of proposed developments on local air quality, taking into account known pollution hotspots as well as long term trends.

All activities regulated under the Environmental Permitting Regulations are routinely monitored to ensure they operate in compliance with their permit conditions. Emissions from these permitted installations are assessed through submitted reports, site inspections, and ongoing regulatory oversight. Where necessary, operators must implement improvement measures or additional controls to minimise their impact on local air quality. Information from our diffusion tube monitoring and automatic monitoring stations is used by Sandwell Council and partner agencies to understand how permitted activities influence local pollution levels, taking account of existing hotspots and long-term air quality trends

Additional Air Quality Works Undertaken by Sandwell Council During 2025

Sandwell Council has not completed any additional works within the reporting year of 2025.

QA/QC of Diffusion Tube Monitoring

Air quality monitoring data must meet the requirements of the Quality Assurance and Quality Control (QA/QC) procedures to ensure that reported pollutant concentrations are representative of ambient conditions. The data must also be sufficiently accurate, precise and consistent over time to enable comparison with the National Air Quality Objectives. Sandwell Council follows the QA/QC procedures set out in Defra's Local Air Quality Management Technical Guidance (LAQM.TG22).

In 2025, diffusion tubes used by Sandwell Council were supplied and analysed by Gradko International; further details are provided below. The diffusion tubes were deployed and exposed on a monthly basis in accordance with the Diffusion Tube Monitoring Calendar published by Defra.

Table C.1 – NO₂ Diffusion Tube Details

Diffusion Tubes Deployed in Sandwell in 2026	
Supplier	Gradko International
Period	2025
Type of Tube	Nitrogen Dioxide NO ₂
Type of Absorbent	Triethanolamine
Method of Tube Preparation	50% TEA in Acetone
Exposure Dates	LAQM Exposure Calendar 2025
Exposure Duration	One Month
Bias Adjustment Factor Applied	0.92

Gradko International follows the procedures set out under the Air Proficiency Testing Scheme (AIR-PT), an independent analytical proficiency testing scheme operated by LGC Standards. AIR-PT provides a series of test samples designed to assess the performance of laboratories analysing chemical pollutants in ambient air.

In 2025, the reported tube precision for nitrogen dioxide, as part of the 'Annual Field Intercomparison' exercise, was rated as 'good' for Gradko International using the 50%

TEA in acetone preparation method. This rating was based on 18 studies undertaken by participating local authorities.

Diffusion Tube Annualisation

All diffusion tube monitoring locations within the borough of Sandwell recorded data capture of 75% therefore it was not required to annualise any monitoring data. In addition, any sites with a data capture below 25% do not require annualisation.

Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2026 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG22 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO_x/NO₂ continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Sandwell Council have applied a **national** bias adjustment factor of 0.92 to the 2025 monitoring data. A summary of bias adjustment factors used by Sandwell Council over the past five years is presented in **Table C.2**.

Table C.2 – Bias Adjustment Factor

Sandwell Council has applied the national bias adjustment factor of 0.92 to the 2025 monitoring data. A summary of bias adjustment factors used by the Council over the past five years is presented in **Table C.2**.

Monitoring Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/26	0.92
2024	National	04/25	0.88
2023	National	03/24	0.83
2022	National	03/23	0.82
2021	National	03/22	0.83

A national bias adjustment factor was applied to the 2025 data in preference to the local bias adjustment factor. This approach was adopted as the national factor (0.92) is slightly lower than the locally derived factor (0.94) and therefore represents a more conservative adjustment. The continued use of the national bias adjustment factor also ensures consistency with previous years' reporting.

Table C.3 – Local Bias Adjustment Calculation

	Local Bias Adjustment Input 1	Local Bias Adjustment Input 2
Periods used to calculate bias	11	10
Bias Factor A	0.86 (0.8 - 0.93)	1.05 (0.9 - 1.26)
Bias Factor B	16% (8% - 25%)	-4% (-20% - 12%)
Diffusion Tube Mean ($\mu\text{g}/\text{m}^3$)	27.9	18.8
Mean CV (Precision)	6.7%	5.0%
Automatic Mean ($\mu\text{g}/\text{m}^3$)	24.0	19.7
Data Capture	97%	98%
Adjusted Tube Mean ($\mu\text{g}/\text{m}^3$)	94%	98%

Notes:

Table C.3 is included to demonstrate the calculations undertaken to derive the combined local bias adjustment factor, which was determined to be 0.94. However, for the 2025 diffusion tube results, Sandwell Council has chosen to apply the national bias adjustment factor of 0.92, for the reasons outlined above. This information has been provided in the interests of transparency, to show how the locally derived factor compares with the national adjustment applied.

NO₂ Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO₂ concentration at the nearest location relevant for exposure has been estimated using the Diffusion Tube Data Processing Tool/NO₂ fall-off with distance calculator available on the LAQM Support website. Where appropriate, non-automatic annual mean NO₂ concentrations corrected for distance are presented in **Table B.1**.

During the 2025 monitoring year, fall-off with distance calculations were required at two monitoring locations in Sandwell. This was necessary as the recorded annual mean

concentrations exceeded 36 $\mu\text{g}/\text{m}^3$ and the monitoring locations were not representative of relevant exposure, taking into account the limitations of the Defra fall-off with distance calculator. The results of these calculations are presented in **Table C.4**. The locations are as follows:

- **BP** – Birmingham Road, Oldbury
- **C1D** – Grafton Road, West Bromwich

Table C.4 – Non-Automatic NO₂ Fall off With Distance Calculations (concentrations presented in $\mu\text{g}/\text{m}^3$)

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted)	Background Concentration	Concentration Predicted at Receptor	Comments
BP	0.7	6.5	36.9	17.8	28.9	
C1D	2.0	20.0	36.2	12.5	23.4	

QA/QC of Automatic Monitoring

All routine calibration and maintenance of the automatic monitoring equipment is undertaken by Sandwell Council's Air Quality Technician, acting as the Local Site Operator (LSO). The LSO has received appropriate training in the operation and maintenance of AURN monitoring equipment and follows the procedures set out in the AEA Technology Site Operator's Manual.

To ensure the ongoing quality and reliability of the monitoring data, the LSO carries out fortnightly calibration visits. These visits enable any analyser drift since the previous calibration to be identified and corrected. During each site visit, the following activities are undertaken:

- General site inspection
- Pre-calibration checks
- Calibration of analysers
- Filter changes (where required)
- Post-calibration checks and final site inspection

In addition to routine visits, non-routine site visits are undertaken as necessary in response to issues such as power failures, instrument faults, or vandalism.

Verification and Ratification

Air Quality Data Management (AQDM) undertakes all data verification and ratification of automatic monitoring data on behalf of Sandwell Council, in accordance with the requirements of LAQM.TG22 and using AURN methodology.

Verification and ratification processes involve the assessment of provisional data alongside all relevant supporting information to produce a final dataset that is as accurate as possible, with known measurement uncertainties, enabling meaningful comparison with National Air Quality Objectives.

Data verification is carried out on an ongoing basis and involves the initial “cleaning” of provisional data. This process includes the review, inclusion or exclusion of data, identification of instrument faults or calibration issues, and the application of updated calibration factors where appropriate.

Data ratification is a more detailed, manual assessment of the dataset, undertaken on a monthly, quarterly and annual basis. This process incorporates a longer-term review of the data, including the results of independent QA/QC audits and expert judgement by air quality specialists. Ratification considers factors such as inter-pollutant relationships, air pollution episodes, seasonal and climatic influences, and regional and national trends.

Following completion of these processes, the dataset is assigned a “fully ratified” status.

Automatic Monitoring Equipment

The following automatic analysers are operated within Sandwell’s monitoring network:

Highfields, West Bromwich (AURN)

- APNA370 – Ambient NO_x
- APOA370 – Ambient O₃
- FIDAS – PM₁, PM_{2.5} and PM₁₀ (installed 15 April 2021)

West Bromwich Roadside

- Teledyne API T200 – Ambient NO_x

Birmingham Road

- APNA370 – Ambient NO_x
- FIDAS – PM₁, PM_{2.5} and PM₁₀ installed 25 March 2021)

Wilderness Lane, Great Barr

- APNA370 – Ambient NO_x
- FIDAS – PM₁, PM_{2.5} and PM₁₀ (installed 8 June 2021)

Haden Hill

- APNA370 – Ambient NO_x
- FIDAS – PM₁, PM_{2.5} and PM₁₀ (installed 15 April 2021)

Accessing Monitoring Station Data

Historic data for the Birmingham Road, Oldbury AURN site can be viewed at www.uk-air.defra.gov.uk.

PM₁₀ and PM_{2.5} Monitoring Adjustment

The FIDAS PM₁₀ and PM_{2.5} monitors utilised within Sandwell Council do not require the application of a correction factor.

Automatic Monitoring Annualisation

Annualisation of PM₁₀ and PM_{2.5} automatic monitoring station data was required for both the Oldbury and Haden Hill sites. This was required because data capture for these pollutants was less than 75% but greater than 25%.

Background sites used to annualise the data from the Oldbury and Haden Hill sites had data capture greater than 95%. A summary of the annualisation data for PM₁₀ and PM_{2.5} is provided in **Table C.5** and **C.6** respectively.

Table C.5 – Automatic PM₁₀ Annualisation Summary (concentrations presented in $\mu\text{g}/\text{m}^3$)

Background Site	Annual Data Capture (%)	Annual Mean (A_m)	Oldbury		Haden Hill	
			Period Mean (P_m)	Ratio (A_m / P_m)	Period Mean (P_m)	Ratio (A_m / P_m)
Coventry Allesley	99.6	12.2	9.7	1.257	9.5	1.286
Birmingham, Hall Green	99.6	13.3	10.8	1.236	11.0	1.206
Birmingham, Ladywood	95.2	13.0	10.6	1.230	10.4	1.245
Average (R_a)			1.241		1.246	
Raw Data Annual Mean (M)			11.8		10.6	
Annualised Annual Mean ($M \times R_a$)			14.6		13.3	

Table C.6 – Automatic PM_{2.5} Annualisation Summary (concentrations presented in $\mu\text{g}/\text{m}^3$)

Background Site	Annual Data Capture (%)	Annual Mean (A_m)	Oldbury		Haden Hill	
			Period Mean (P_m)	Ratio (A_m / P_m)	Period Mean (P_m)	Ratio (A_m / P_m)
Coventry, Allesley	99.6	7.6	5.4	1.394	5.4	1.390
Birmingham Hall Green	99.6	7.8	5.7	1.356	5.9	1.325
Birmingham Ladywood	95.2	8.1	6.1	1.328	6.2	1.317
Average (R_a)			1.359		1.344	
Raw Data Annual Mean (M)			6.5		6.5	
Annualised Annual Mean ($M \times R_a$)			8.8		8.7	

NO₂ Fall-off with Distance from the Road

Wherever possible, monitoring locations are representative of exposure. However, where this is not possible, the NO₂ concentration at the nearest location relevant for exposure has been estimated using the NO₂ fall-off with distance calculator available on the LAQM

Support website. Where appropriate, automatic annual mean NO₂ concentrations corrected for distance are presented in **Table A.3**.

No automatic NO₂ monitoring locations within Sandwell required distance correction for the 2025 data.

Summary of Low-Cost Air Quality Sensor Monitoring

Zephyr® Low-Cost Sensors

In 2025, Sandwell Council supplemented its air quality monitoring network with data from 19 Zephyr low-cost sensors, of which 15 are owned and managed by the West Midlands Combined Authority (WMCA) and 4 by Sandwell Council.

The Zephyr sensors measure key pollutants relevant to local air quality management, including nitrogen dioxide (NO₂), nitric oxide (NO), ozone (O₃), and particulate matter (PM₁, PM_{2.5} and PM₁₀). All sensors are solar powered and installed on street furniture, providing enhanced spatial coverage and high temporal resolution data to support the assessment of pollutant concentrations across the Borough.

A map showing the location of all the Zephyrs can be found in **Appendix D: Figure 14**, with further details of each site location provided in **Table C.8**.

Measurement Technique and Data Interpretation

Gas-phase pollutants are measured using electrochemical sensors, which are subject to cross-sensitivities and environmental influences. Calibration, validation and correction algorithms are applied to improve data reliability. Particulate matter is measured using optical techniques, with appropriate corrections applied.

Data obtained from low-cost sensors has greater uncertainty than reference-equivalent monitoring techniques and should therefore be considered indicative. The data is used to complement, rather than replace, results from the Council's automatic monitoring network.

Zephyr Monitoring Results (2025)

Measured concentrations of NO₂, PM₁₀ and PM_{2.5} obtained from the Zephyr monitors are presented in Tables C.9 to C.11. Across all sites, concentrations were below relevant UK air quality objectives and target levels.

Nitrogen Dioxide (NO₂)

Annual mean NO₂ concentrations ranged from approximately 13 to 26 µg/m³, with the highest levels recorded at Cradley Heath Community Link (26.2 µg/m³) and the lowest at Midland Met Hospital (urban background). All sites remained below the UK annual mean objective of 40 µg/m³.

Particulate Matter (PM₁₀)

Annual mean PM₁₀ concentrations ranged from approximately 10.5 to 15.4 µg/m³, with the highest concentration observed at Holyhead Primary School (roadside) and the lowest at Ferndale Primary School (urban background). All sites were below the objective value of 40 µg/m³.

Fine Particulate Matter (PM_{2.5})

Annual mean PM_{2.5} concentrations ranged from approximately 7.0 to 9.4 µg/m³, with a similar spatial distribution to PM₁₀. All sites were below the UK target level of 10 µg/m³ (2040 target), although above the WHO guideline of 5 µg/m³.

Comparison of Zephyr Data with Continuous Monitoring Station Data (2025)

Table C.7 presents a comparison between Zephyr low-cost sensor data and continuous monitoring station data at two key locations in Sandwell: the Highfields Registry Office, West Bromwich (a co-located site), and the Birmingham Road (Oldbury) roadside site.

At the Highfields Registry Office, the co-located comparison shows that NO₂ concentrations differ by only 0.5 µg/m³, indicating very close agreement between the two monitoring methods. For particulate matter, the Zephyr sensor has consistently recorded lower concentrations, with a difference of 3.3 µg/m³ for PM₁₀ and 1.5 µg/m³ for PM_{2.5} compared to the continuous monitor.

At the Birmingham Road (Oldbury) roadside site, where the Zephyr sensor is located approximately 60 metres from the continuous monitoring station, NO₂ concentrations differ by 1.9 µg/m³, with the Zephyr reading slightly higher. For particulate matter, Zephyr measurements are again lower than the continuous monitor, with a difference of 0.5 µg/m³ for PM₁₀ and 1.1 µg/m³ for PM_{2.5}. Although the difference in PM_{2.5} is modest in absolute terms, it represents a noticeable proportion of the measured concentration and reflects a consistent under-reading by the Zephyr sensor for particulate matter.

Table C 7- Comparison of Zephyr Data with Continuous Monitoring Stations (2025)

Zephyr Site Name & ID	Continuous Monitoring Station Site	Site Type	Pollutant	Zephyr Annual Mean ($\mu\text{g}/\text{m}^3$)	Continuous Monitor Annual Mean ($\mu\text{g}/\text{m}^3$)	Notes
Highfields Registry Office (Co-located) Z315	Highfields – West Bromwich	Urban Background	NO ₂	18.3	18.8	Direct co-location; demonstrates very close agreement
Highfields Registry Office (Co-located) Z315	Highfields – West Bromwich	Urban Background	PM ₁₀	12.8	16.1	Agreement is less close, Zephyr under reading
Highfields Registry Office (Co-located) Z315	Highfields – West Bromwich	Urban Background	PM _{2.5}	8.4	9.9	Close agreement; Zephyr under-reading
Birmingham Road (Oldbury) WMCA044	Birmingham Road, Oldbury	Roadside	NO ₂	25.9	24.0	Very close agreement, Zephyr slight overreading
Birmingham Road (Oldbury) WMCA044	Birmingham Road, Oldbury	Roadside	PM ₁₀	14.1	14.6	Very close agreement, Zephyr marginally lower
Birmingham Road (Oldbury) WMCA044	Birmingham Road, Oldbury	Roadside	PM _{2.5}	8.8	9.9	Close agreement, Zephyr under reading

Conclusions

Validating the performance of the Zephyr sensor network against reference-equivalent (MCERTS-certified) continuous monitoring stations is important for establishing its role in assessing local air quality. The close agreement observed at both the co-located Highfields site and the Birmingham Road roadside site demonstrates that Zephyr sensors provide a reliable indication of ambient pollutant concentrations.

Whilst Zephyr sensors are subject to greater uncertainty than continuous monitoring stations and are therefore considered indicative, the results at these two sites demonstrate that they show good overall agreement with reference measurements. Continuous monitoring stations continue to remain the primary method for compliance assessment; however, the Zephyr network provides a useful supplementary dataset, supporting the understanding of local air quality conditions across Sandwell

Table C.8– Details of Zephyr Low-Cost Sensor Sites in Sandwell

Zephyr ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	Inlet Height (m)
WMCA041	Sandwell General Hospital	Urban Background	400876	292171	NO2, NO, O3, PM1, PM2.5 & PM10	2.8
WMCA042	Midland Metropolitan University Hospital	Urban Background	403603	288658	NO2, NO, O3, PM1, PM2.5 & PM10	2.8
WMCA043	Rowley Regis Hospital (Moor Lane)	Urban Background	396550	287085	NO2, NO, O3, PM1, PM2.5 & PM10	2.8
WMCA044	Birmingham Road	Kerbside	399947	289346	NO2, NO, O3, PM1, PM2.5 & PM10	3.0
WMCA045	St Philip's Catholic Primary School	Urban Background	402822	288587	NO2, NO, O3, PM1, PM2.5 & PM10	2.8
WMCA046	Penncricket Lane	Kerbside	398496	287184	NO2, NO, O3, PM1, PM2.5 & PM10	2.8
WMCA047	Sandwell Aquatics Centre	Roadside	400778	287801	NO2, NO, O3, PM1, PM2.5 & PM10	2.75
WMCA048	Birchfield Lane	Urban background	398640	288578	NO2, NO, O3, PM1, PM2.5 & PM10	2.8
WMCA049	Cradley Road Medical	Roadside	394316	285706	NO2, NO, O3, PM1, PM2.5 & PM10	2.8
WMCA050	Brandhall Primary School	Roadside	399764	285990	NO2, NO, O3, PM1, PM2.5 & PM10	2.8
WMCA051	Joseph Turner Primary School	Roadside	396676	293128	NO2, NO, O3, PM1, PM2.5 & PM10	2.75
WMCA052	Holyhead Primary Academy	Kerbside	397984	295204	NO2, NO, O3, PM1, PM2.5 & PM10	2.7
WMCA053	Spon Lane South	Roadside	400640	289860	NO2, NO, O3, PM1, PM2.5 & PM10	2.8
WMCA070	Walsall Road	Kerbside	401830	295676	NO2, NO, O3, PM1, PM2.5 & PM10	5.7
WMCA078	Park Hill Primary School	Roadside	400319	295656	NO2, NO, O3, PM1, PM2.5 & PM10	3.5
Z1019	Ferndale Primary School, Wednesbury	Background	404509	293460	NO2, NO, O3, PM1, PM2.5 & PM10	4.0
Z315	Highfields Registry Office, West Bromwich	Background	400222	291612	NO2, NO, O3, PM1, PM2.5 & PM10	4.5
Z870	Langley Primary, Oldbury	Roadside	399124	288234	NO2, NO, O3, PM1, PM2.5 & PM10	4.0
Z916	Cradley Heath Community Link, High Street, Cradley Heath	Roadside	394452	285985	NO2, NO, O3, PM1, PM2.5 & PM10	4.0

Table C 9 - Nitrogen Dioxide (NO₂) Zephyr Monthly Monitoring Results and Annual Averages

Site ID	Site Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean
WMCA041	Sandwell General Hospital	39.3	29.8	31.2	26.8	29.4	40.5	13.9	7.4	11.6	17.1	17	17.2	23.4
WMCA042	Midland Met Hospital	17.9	11.1	17.5	12.8	9.0	7.9	7.9	8.2	14.0	18.2	15.2	15.9	12.9
WMCA043	Rowley Regis Hospital	30.2	24.2	24.5	25.0	24.6	27.6	12.8	9.5	13.5	18.7	17.1	18.1	20.5
WMCA044	Birmingham Road	39.9	31.8	29.9	35.1	13.4	8.1	13.0	17.4	17.6	17.7	47.1	39.9	25.9
WMCA045	St Phillips Primary School	13.4	12.1	12.0	16.4	9.3	7.4	13.1	17.7	13.5	17.2	14.4	9.0	13.0
WMCA046	Penncricket Lane	32.7	27.7	26.4	35.6	13.0	9.6	14.5	19.1	17.9	17.5	38.0	30.7	23.6
WMCA047	Sandwell Aquatics Centre	20.7	15.7	18.5	15.7	15.8	21.5	11.5	9.5	13.3	18.7	33.0	17.3	17.6
WMCA048	Birchfield Lane	36.9	31.6	32.0	29.0	30.6	37	14.1	9.9	13.6	18.2	17.9	18.0	24.1
WMCA049	Cradley Road Medical Centre	37.2	29.9	32.8	30.5	30.2	41.8	14.5	11.1	13.9	19.2	17.7	18.0	24.7
WMCA050	Brandhall Primary School	20.5	16.4	16.9	14.0	16.2	18.8	11.0	10.2	13.7	17.9	19.5	21.0	16.3
WMCA051	Joseph Turner Primary School	30.3	24.9	23.8	19.5	19.2	27.6	11.9	9.1	13.5	18.1	17.0	17.4	19.4
WMCA052	Holyhead Primary School	36.1	28.0	29.7	21.0	19.4	28.7	11.9	8.3	12.3	17.7	16.8	17.0	20.6
WMCA053	Spon Lane South	41.3	33.3	35.7	28.6	30.4	38.1	13.3	8.6	0	0	0	0	19.1
WMCA070	Walsall Road	36.3	30.1	32.4	28.1	29.0	34.0	14.8	9.8	13.7	18.1	23.9	18.1	24.0
WMCA078	Park Hill Primary	30.1	25.6	31.5	25.7	21.8	24.0	12.5	9.2	13.7	18.0	14.8	16.7	20.3
Z1019	Ferndale Primary School	26.5	21.4	21.3	18.4	18.5	27.7	30.5	28.5	23.7	24.7	28.6	29.7	25.0
Z315	Highfields Registry Office	23.7	17.0	20.7	14.2	11.2	22.3	23.3	19.0	15.5	15.8	18.8	18.0	18.3
Z870	Langley Primary	n/a	2.8	16.2	15.7	17.4	23.7	31.0	27.5	16.4	26.9	19.8	24.6	20.2
Z916	Cradley Heath Community Link	26.5	21.4	21.3	18.4	18.5	27.7	30.5	28.5	23.7	24.7	28.6	29.7	25.0

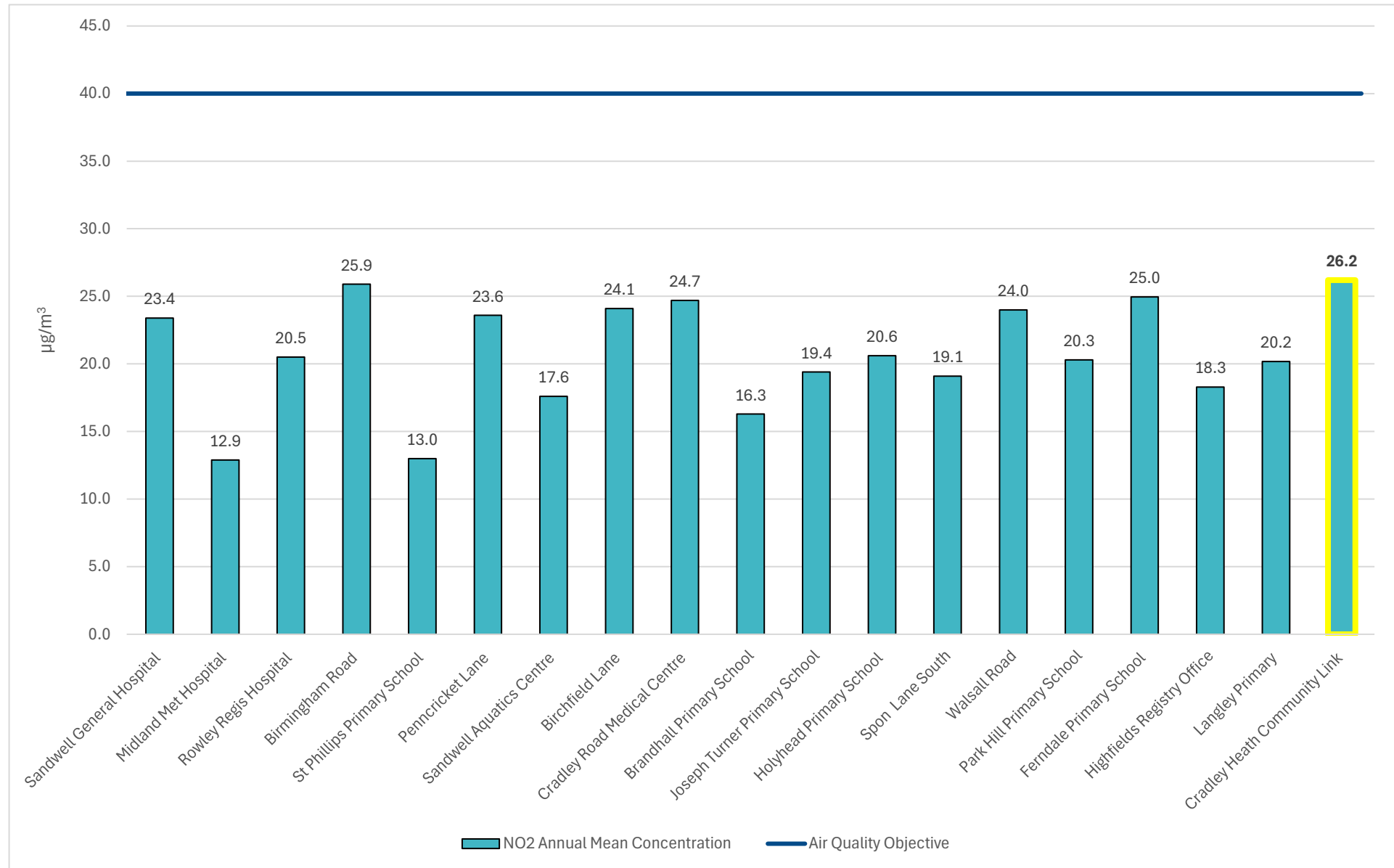
Figure C 1 – Annual Mean NO2 Concentrations from Zephyr Monitoring in Sandwell in 2025

Table C 10 - Particulate Matter (PM₁₀) Zephyr Monitoring Results

Site ID	Site Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean
WMCA041	Sandwell General Hospital	15.7	18.4	18.8	15.4	10.1	9.7	10.4	11.6	9.0	10.7	9.4	10.7	12.5
WMCA042	Midland Met Hospital	14.1	17.6	17.5	14.3	9.6	9.3	10.0	11.4	8.5	9.9	8.6	11.8	11.9
WMCA043	Rowley Regis Hospital	17.3	20.2	19.9	16.5	10.7	10.1	10.6	11.6	8.7	10.7	9.5	11.3	13.1
WMCA044	Birmingham Road	19.2	22.2	21.5	16.7	11.4	10.5	11.4	12.6	10.5	11.2	10.6	11.6	14.1
WMCA045	St Phillips Primary School	18.0	21.3	20.6	15.6	10.8	9.8	10.6	11.8	9.1	10.9	9.5	11.6	13.3
WMCA046	Penncricket Lane	19.3	21.8	21.7	17.2	11.5	10.4	10.9	12.1	9.4	10.5	9.7	11.1	13.8
WMCA047	Sandwell Aquatics Centre	17.9	21.3	20.3	16.1	10.4	9.7	10.4	11.7	9.0	10.5	9.4	11.6	13.2
WMCA048	Birchfield Lane	15.9	19.6	19.1	15.2	9.6	8.9	9.7	10.9	9.6	9.5	8.8	10.1	12.2
WMCA049	Cradley Road Medical Centre	22.9	22.6	22.5	17.1	11.1	10.2	10.6	12.9	11.1	10.8	11.1	11.7	14.6
WMCA050	Brandhall Primary School	18.2	21.4	21.2	17.0	11.2	10.3	10.9	12.1	9.3	8.9	10.0	10.4	13.4
WMCA051	Joseph Turner Primary School	20.8	22.4	22.8	17.0	10.9	9.9	10.5	11.8	9.5	10.6	9.8	11.3	13.9
WMCA052	Holyhead Primary School	22.2	24.5	24.7	18.5	12.1	10.9	12.1	13.0	11.1	11.8	11.5	12.0	15.4
WMCA053	Spon Lane South	19.2	21.8	22.2	17.5	12.5	10.7	12.5	13.0	9.7	11.0	10.0	11.0	14.3
WMCA070	Walsall Road	21.5	23.4	23.4	17.0	11.3	10.6	11.2	12.7	10.0	11.2	10.9	11.7	14.6
WMCA078	Park Hill Primary	22.0	23.9	24.3	17.3	11.1	10.1	10.9	12.2	10.1	10.9	11.2	11.3	14.6
Z1019	Ferndale Primary School	15.4	18.7	19.0	13.4	8.6	7.2	6.9	6.8	5.5	8.6	7.7	7.8	10.5
Z315	Highfields Registry Office	19.0	22.0	22.7	16.0	10.7	8.9	8.8	8.6	7.1	10.8	9.1	9.7	12.8
Z870	Langley Primary	n/a	17.2	21.3	15.9	10.4	8.7	8.7	9.1	6.8	9.6	7.9	8.1	11.2
Z916	Cradley Heath Community Link	18.3	18.7	19.7	13.4	8.6	7.0	6.7	6.7	6.3	8.8	8.6	9.0	10.9

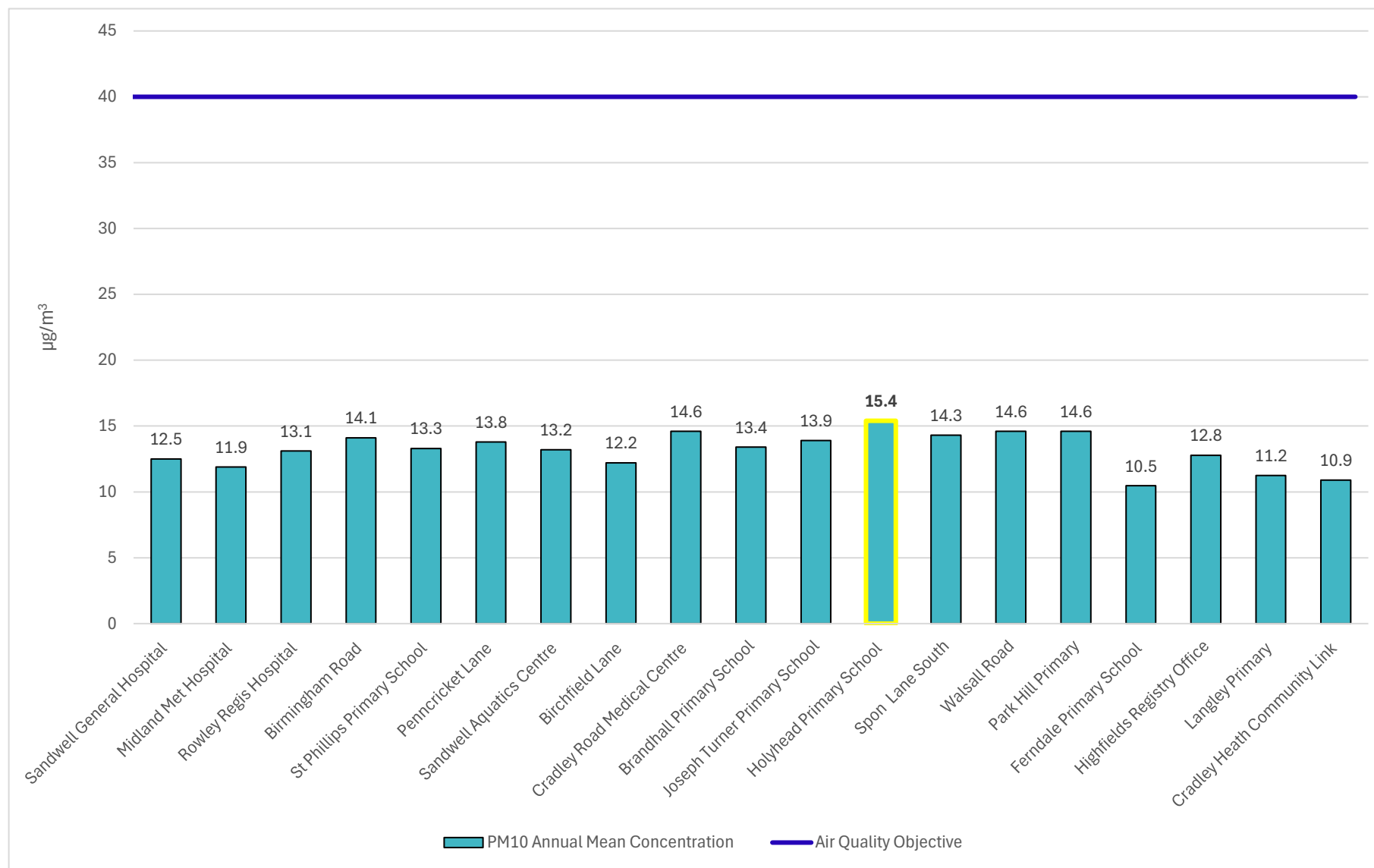
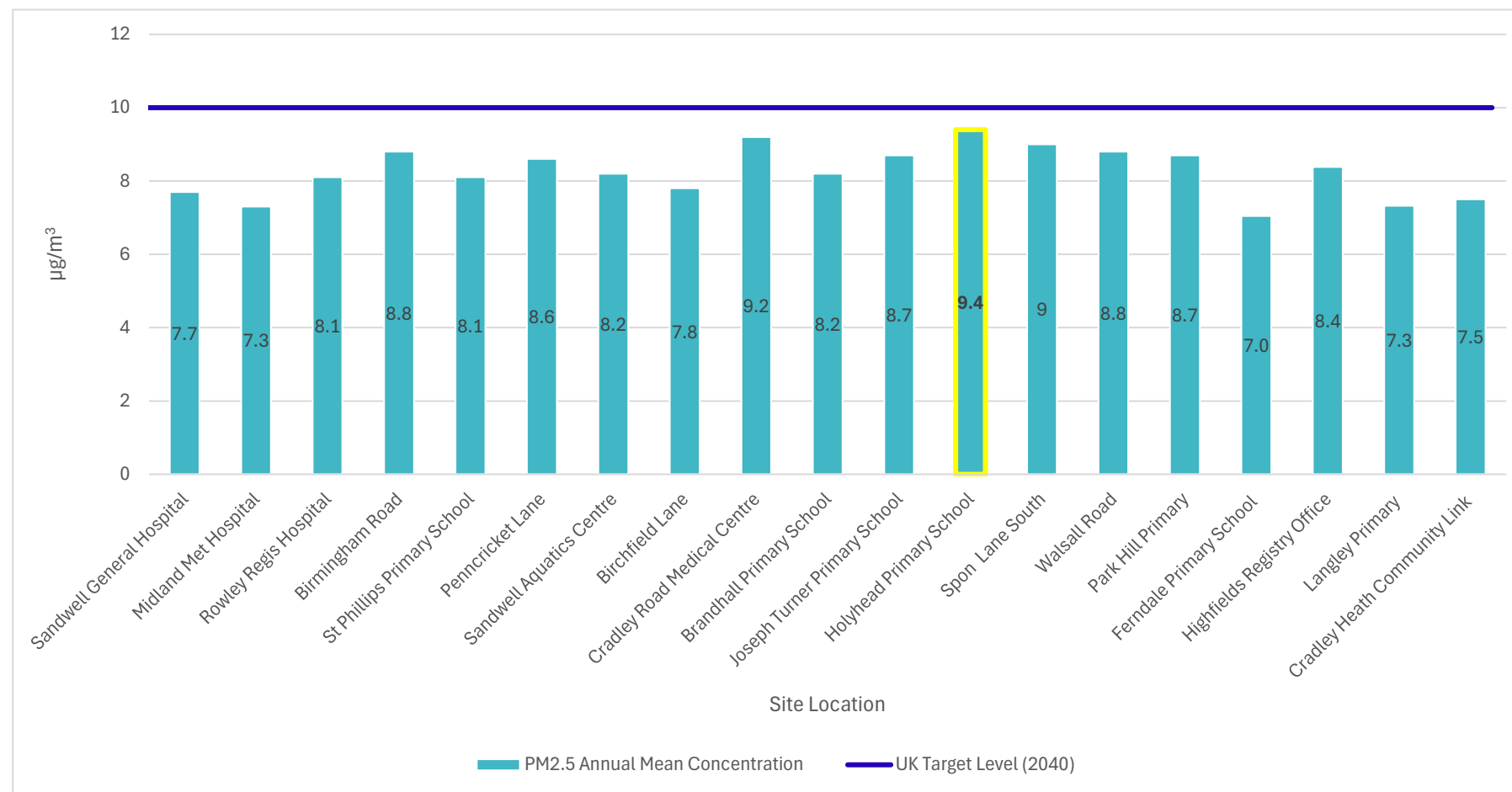
Figure C 2 - Annual Mean PM₁₀ Concentrations from Zephyr Monitoring in Sandwell (2025)

Table C 11 - Fine Particulate Matter (PM_{2.5}) Zephyr Monitoring Results

Site ID	Site Name	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean
WMCA041	Sandwell General Hospital	10.3	12.0	12.4	9.6	7.4	6.1	5.4	6.0	4.7	6.5	5.3	7.0	7.7
WMCA042	Midland Met Hospital	9.1	11.4	11.4	9.0	7.0	5.7	4.9	5.7	4.3	5.9	4.8	7.8	7.3
WMCA043	Rowley Regis Hospital	11.4	13.0	13.1	10.5	7.8	6.3	5.6	6.0	4.4	6.5	5.4	7.6	8.1
WMCA044	Birmingham Road	12.6	14.3	14.1	10.4	8.1	6.6	6.2	6.6	5.7	7.0	6.3	8.1	8.8
WMCA045	St Phillips Primary School	11.5	13.4	13.5	9.7	7.7	6.1	5.5	6.0	4.7	6.6	5.4	7.5	8.1
WMCA046	Penncricket Lane	12.8	14.0	14.3	10.8	8.2	6.5	5.8	6.3	4.9	6.3	5.6	7.4	8.6
WMCA047	Sandwell Aquatics Centre	11.7	13.7	13.4	10.1	7.6	6.1	5.4	6.1	4.7	6.4	5.3	7.6	8.2
WMCA048	Birchfield Lane	10.7	13.1	12.9	10.0	7.3	5.7	5.1	5.6	5.2	5.9	5.0	6.6	7.8
WMCA049	Cradley Road Medical Centre	15.5	14.5	14.9	10.9	8.0	6.5	5.7	7.4	6.2	6.7	6.5	8.2	9.2
WMCA050	Brandhall Primary School	11.6	13.5	13.9	10.7	8.0	6.5	5.7	6.3	4.8	5.0	5.8	7.0	8.2
WMCA051	Joseph Turner Primary School	13.9	14.4	15.2	10.7	7.8	6.3	5.5	6.2	5.0	6.5	5.7	7.6	8.7
WMCA052	Holyhead Primary School	15.5	14.5	14.9	10.9	8.0	6.5	5.7	7.4	6.2	6.7	6.5	8.2	9.4
WMCA053	Spon Lane South	13.0	14.1	14.6	10.9	8.7	6.8	7.1	7.1	5.2	6.8	5.9	7.5	9.0
WMCA070	Walsall Road	13.2	14.4	15.0	10.4	8.0	6.6	5.9	6.6	5.3	6.8	6.3	7.8	8.8
WMCA078	Park Hill Primary	13.1	14.3	15.2	10.4	7.7	6.1	5.6	6.1	5.1	6.4	6.3	7.8	8.7
Z1019	Ferndale Primary School	10.2	12.1	12.6	9.5	6.4	5.3	5.0	5.0	3.6	5.5	4.7	4.6	7.0
Z315	Highfields Registry Office	12.3	12.7	14.9	11.1	7.8	6.4	6.3	6.2	4.7	6.9	5.6	5.7	8.4
Z870	Langley Primary	n/a	11.0	13.9	10.8	7.4	6.0	6.0	6.5	4.3	5.9	4.4	4.4	7.3
Z916	Cradley Heath Community Link	12.3	12.2	13.1	9.6	6.4	5.1	5.0	5.0	4.8	5.7	5.4	5.5	7.5

Figure C 3 – Annual Mean PM_{2.5} Concentrations from Zephyr Monitoring in Sandwell (2025)

Appendix D: Map(s) of Monitoring Locations and AQMAs

Figure D.1 – Map of Automatic (Continuous) Air Quality Monitoring Stations in Sandwell

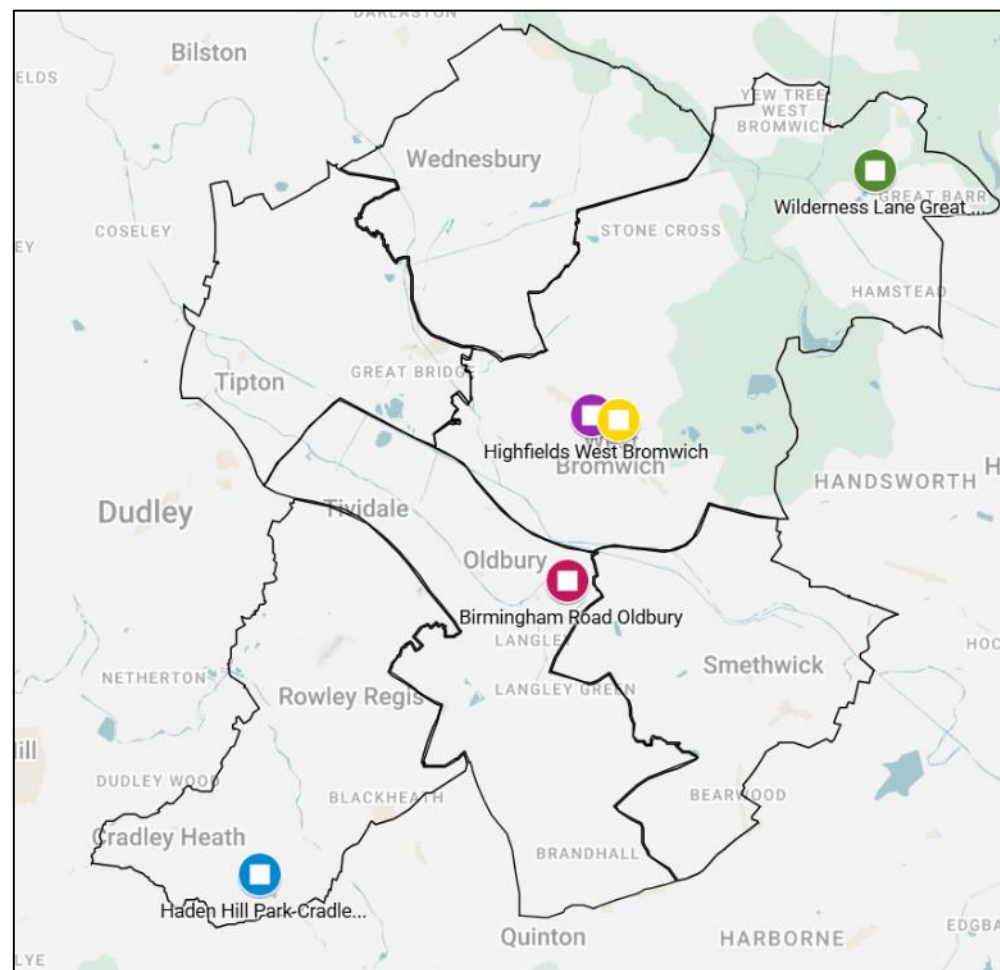
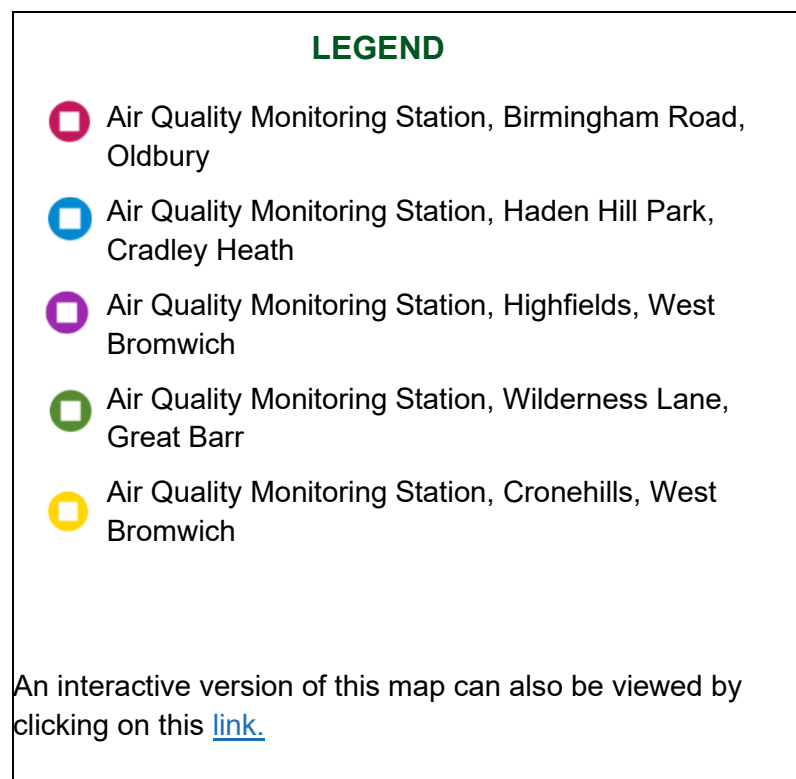


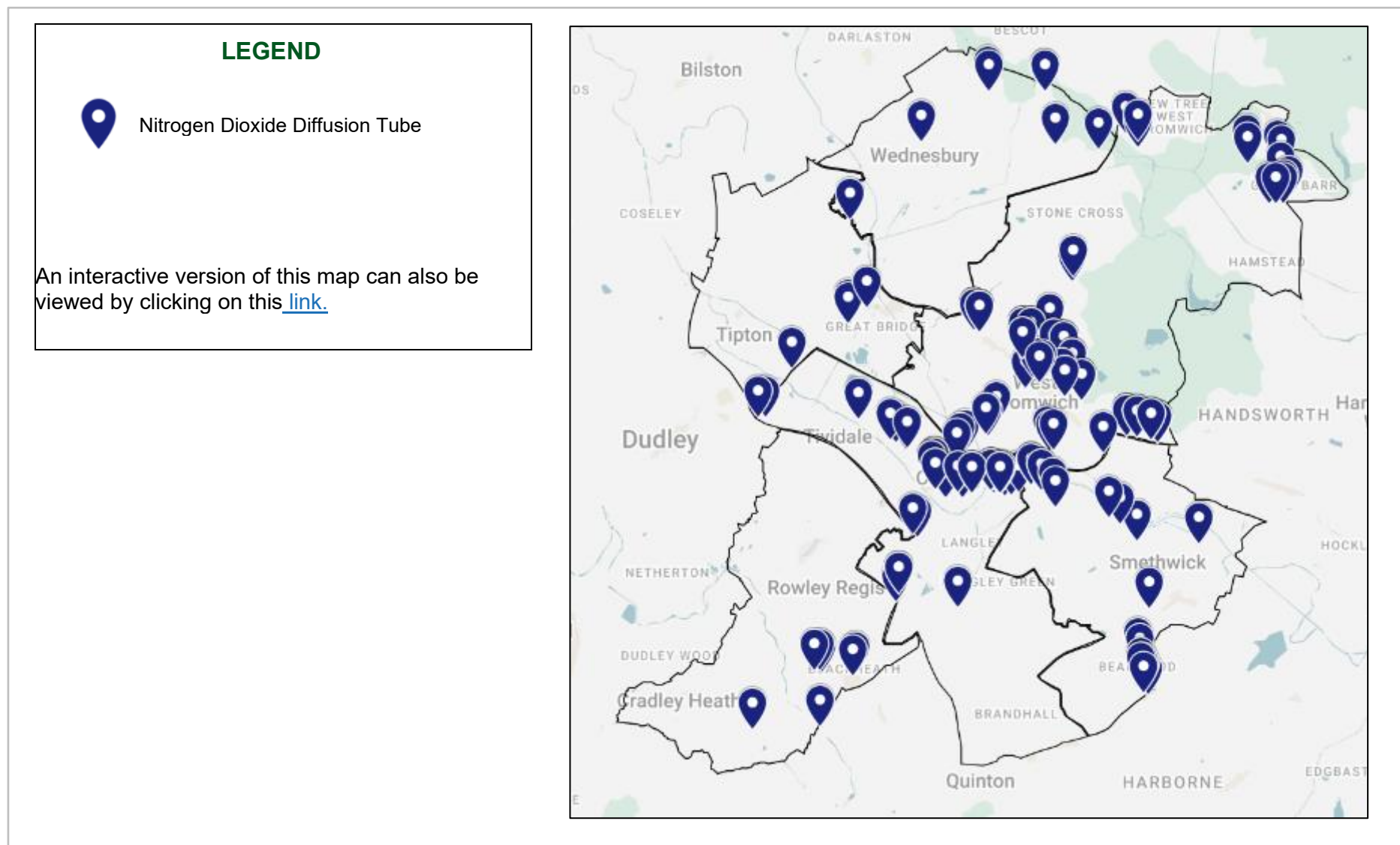
Figure D.2 – Map of Nitrogen Dioxide (NO₂) Diffusion Tube Sites

Figure D.3 – Map of NO₂ Diffusion Tube Monitoring Sites, Automatic Monitoring Stations and Air Quality Priority Zones in Oldbury

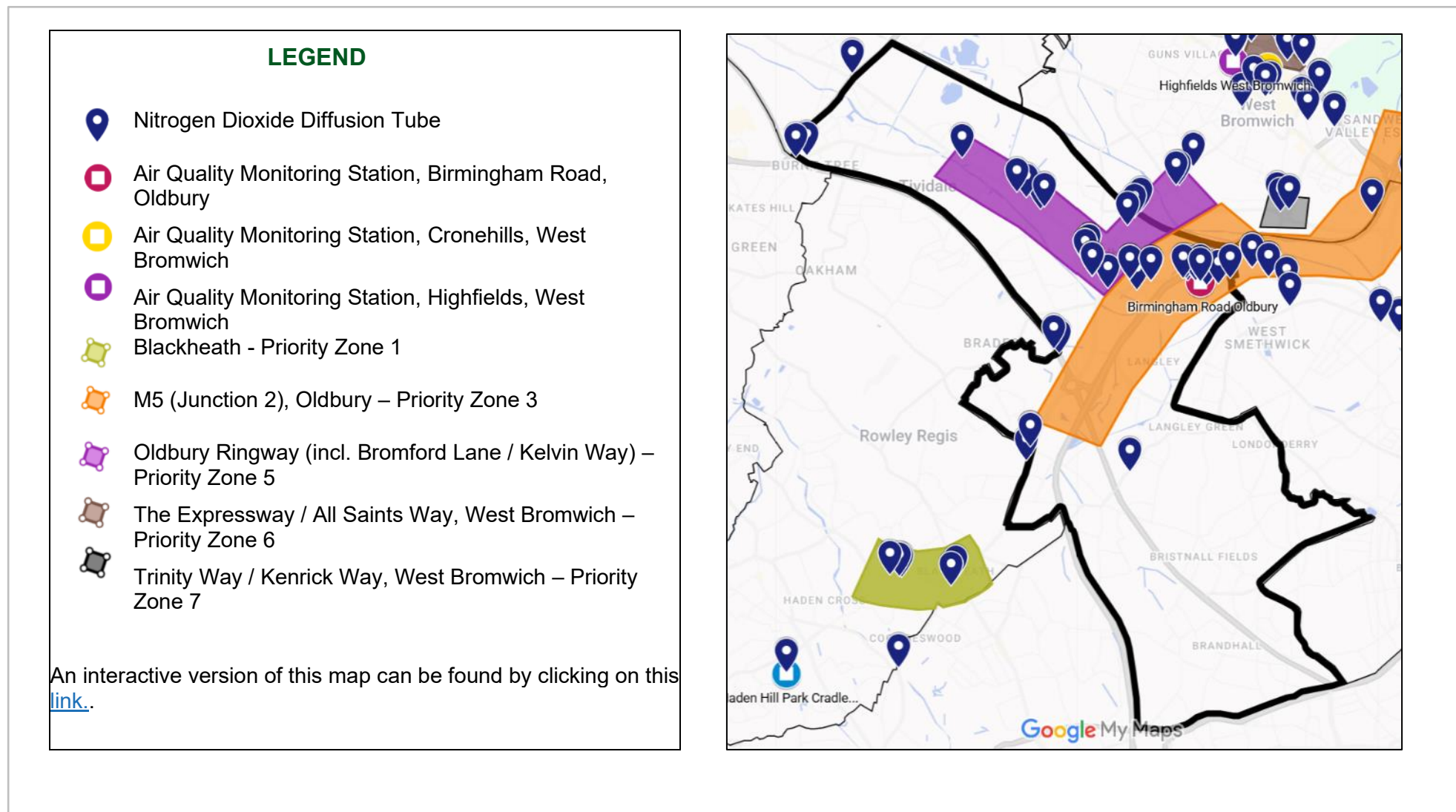


Figure D.4 – Map of NO₂ Diffusion Tube Monitoring Sites, Automatic Monitoring Stations and Air Quality Priority Zones in Rowley Regis

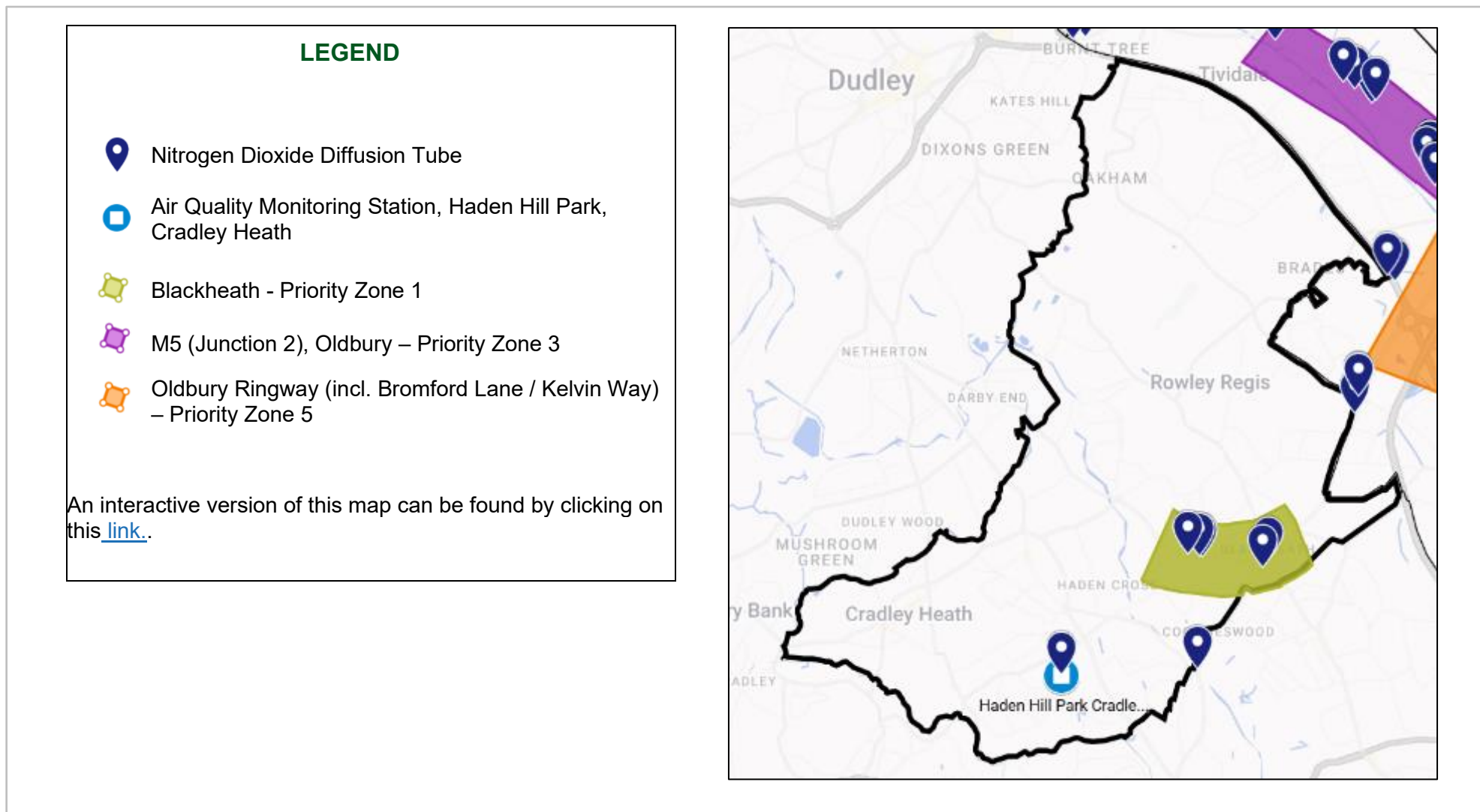


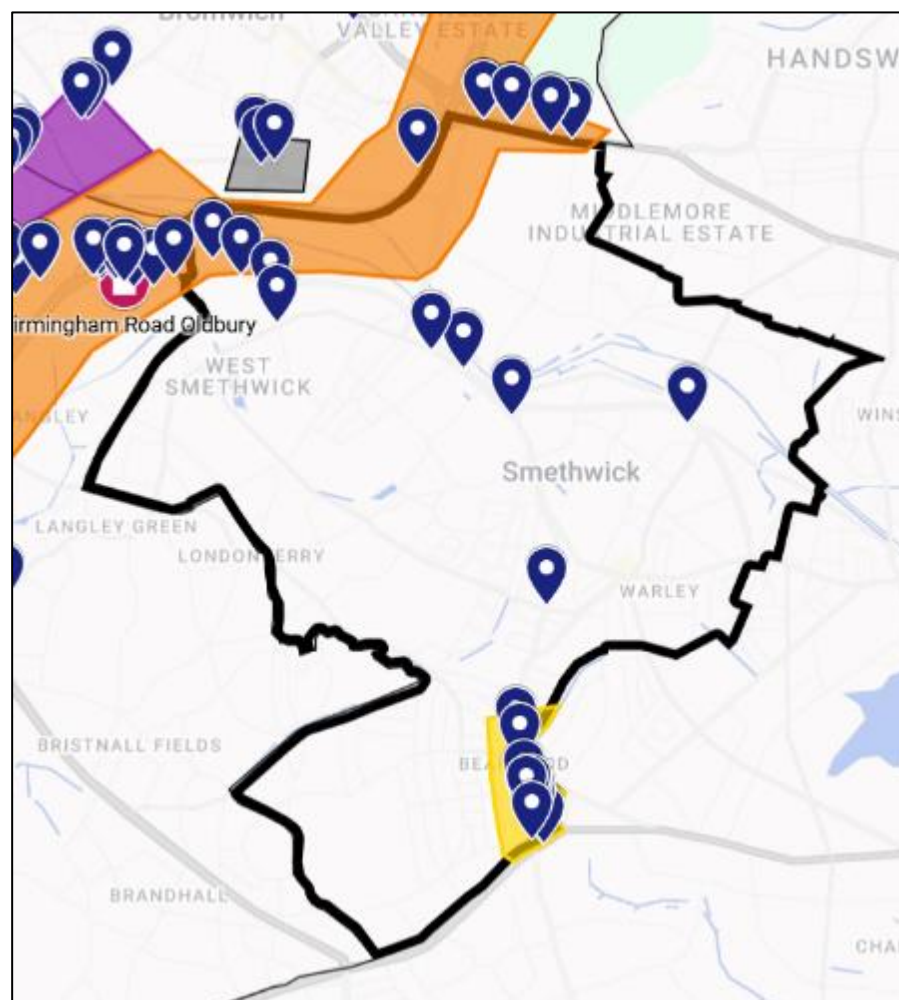
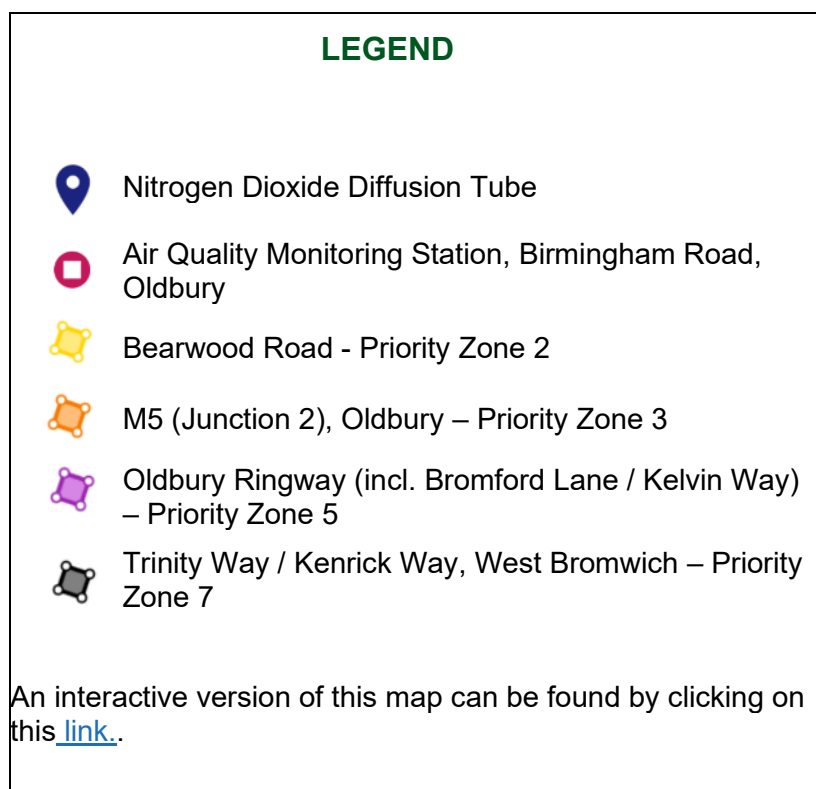
Figure D.5 – Map of NO₂ Diffusion Tube Monitoring Sites and Air Quality Priority Zones in Smethwick

Figure D.6 – Map of NO₂ Diffusion Tube Monitoring Sites, Automatic Monitoring Stations and Air Quality Priority Zones in West Bromwich

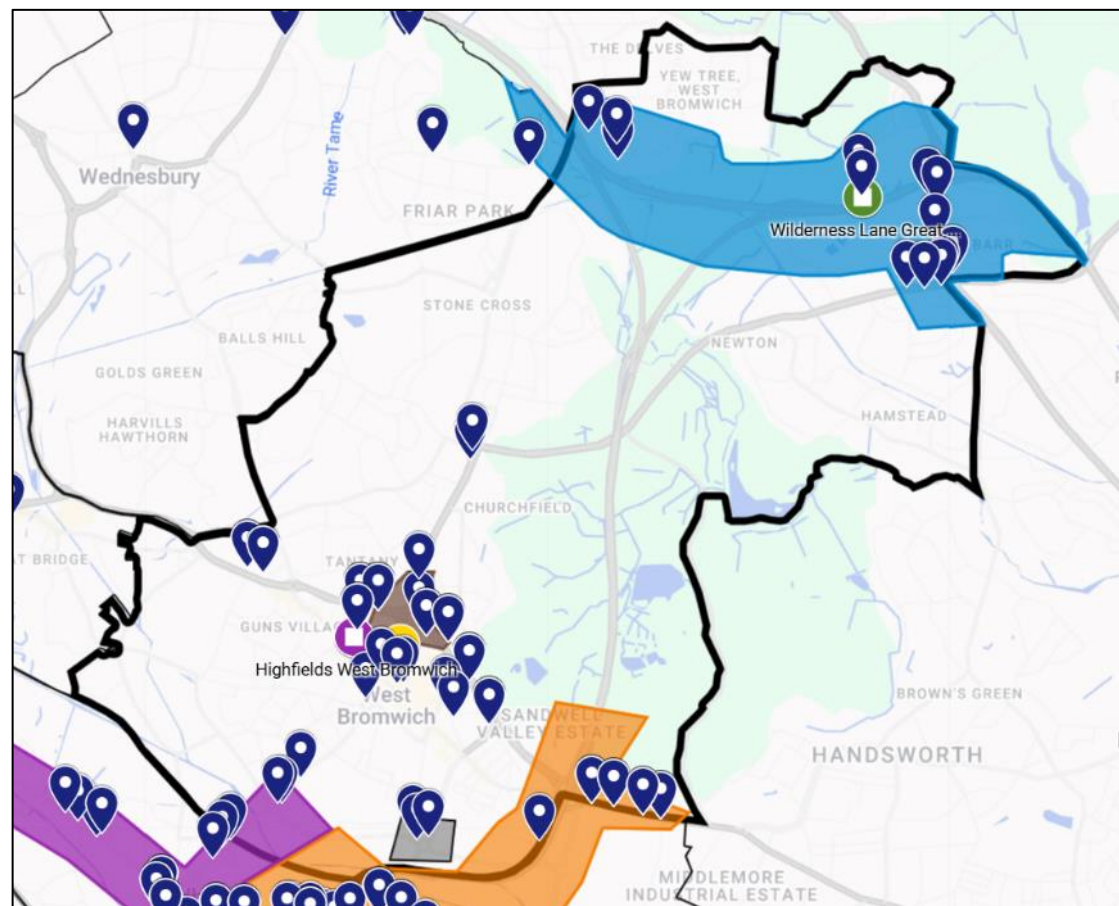
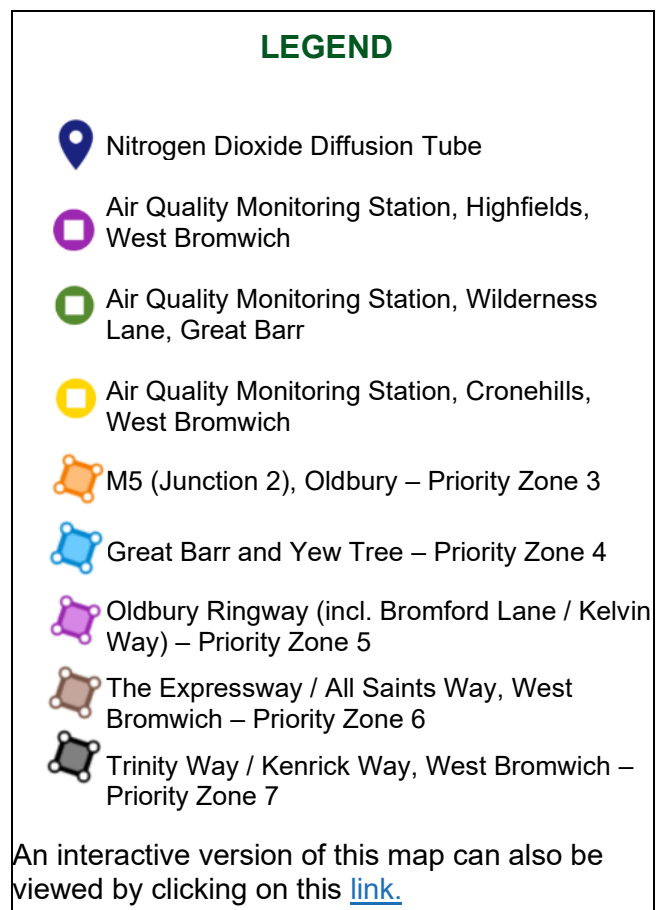


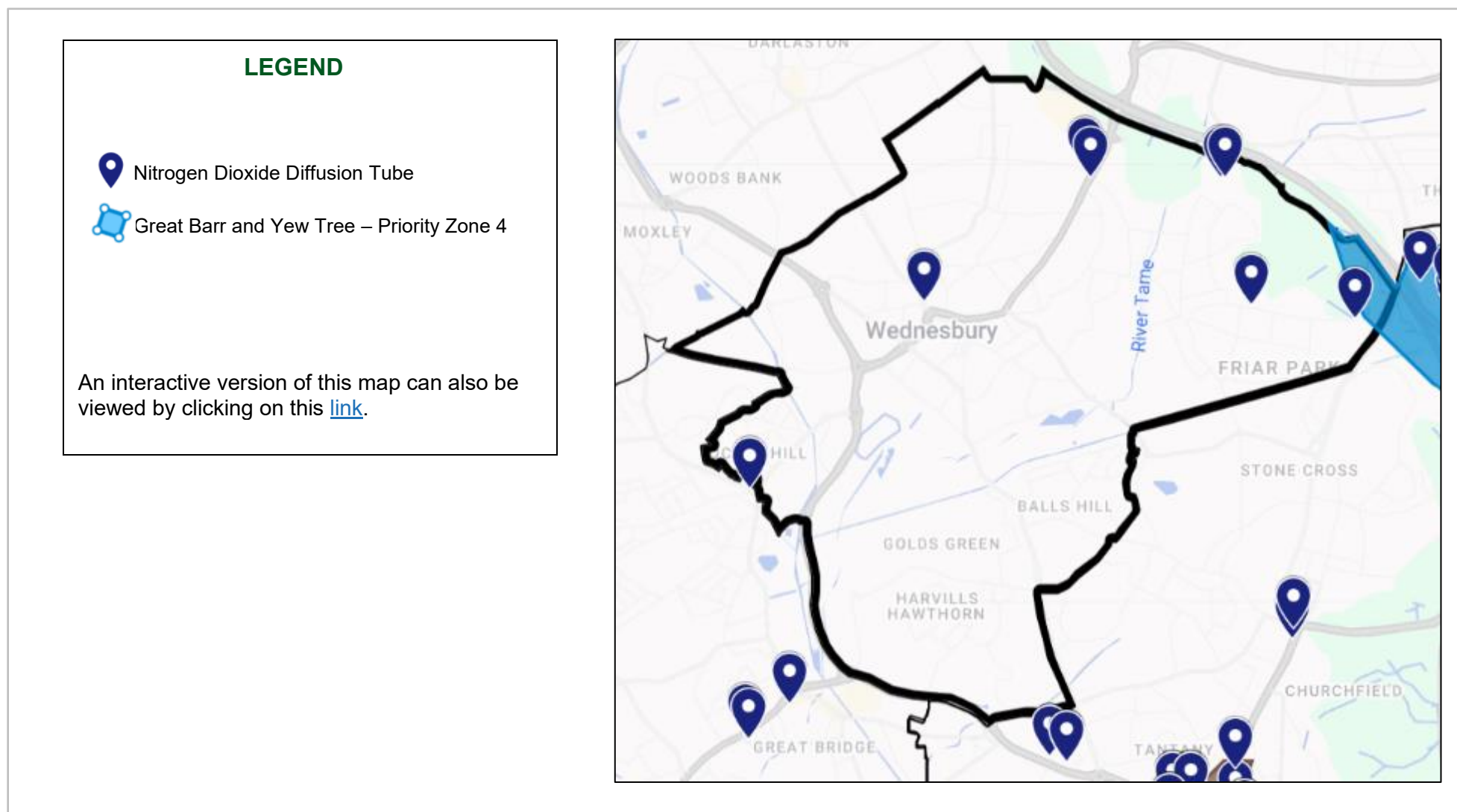
Figure D.7 – Map of NO₂ Diffusion Tube Monitoring Sites and Air Quality Priority Zones in Wednesbury

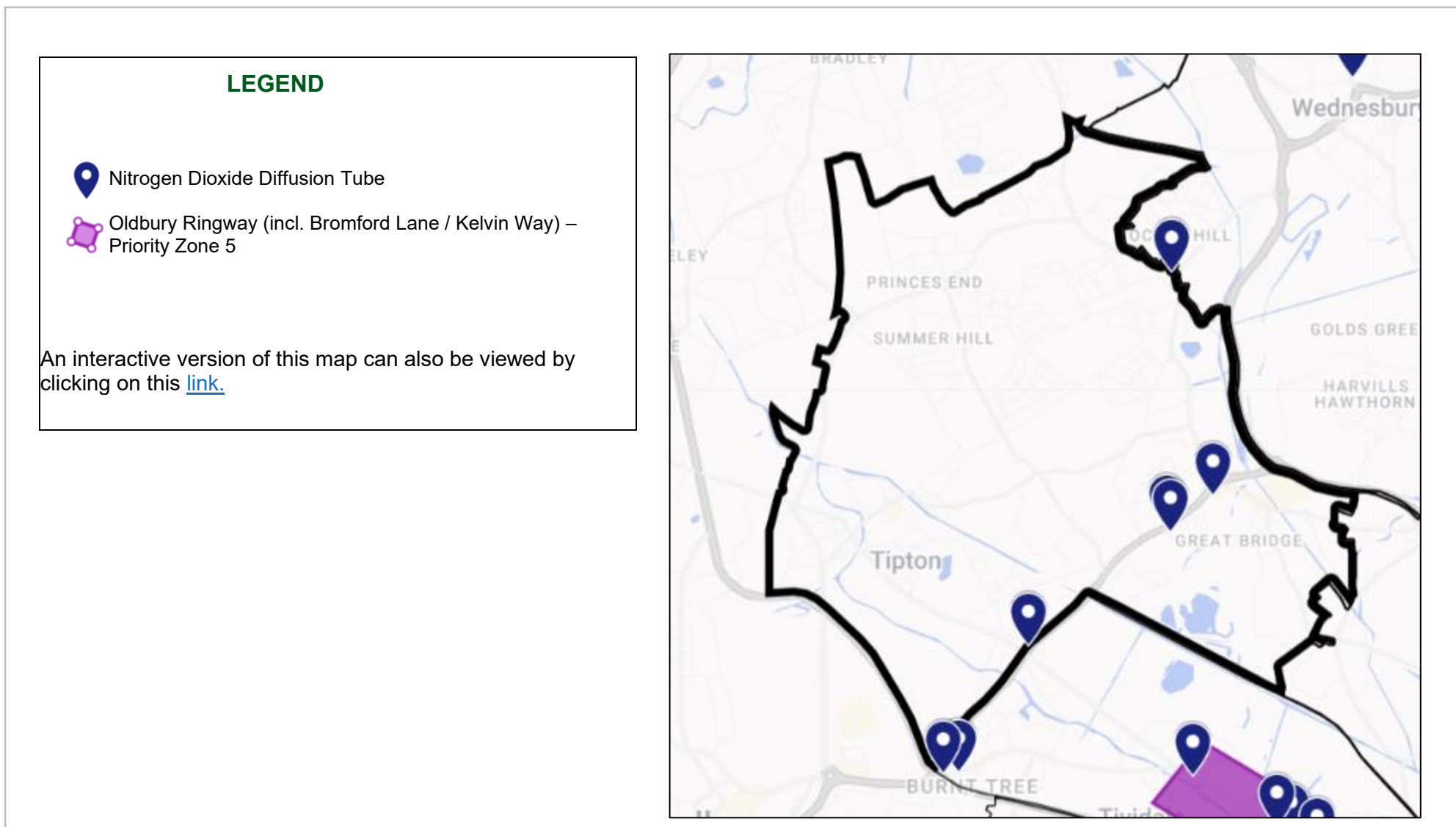
Figure D.8 – Map of NO₂ Diffusion Tube Monitoring Sites in Tipton

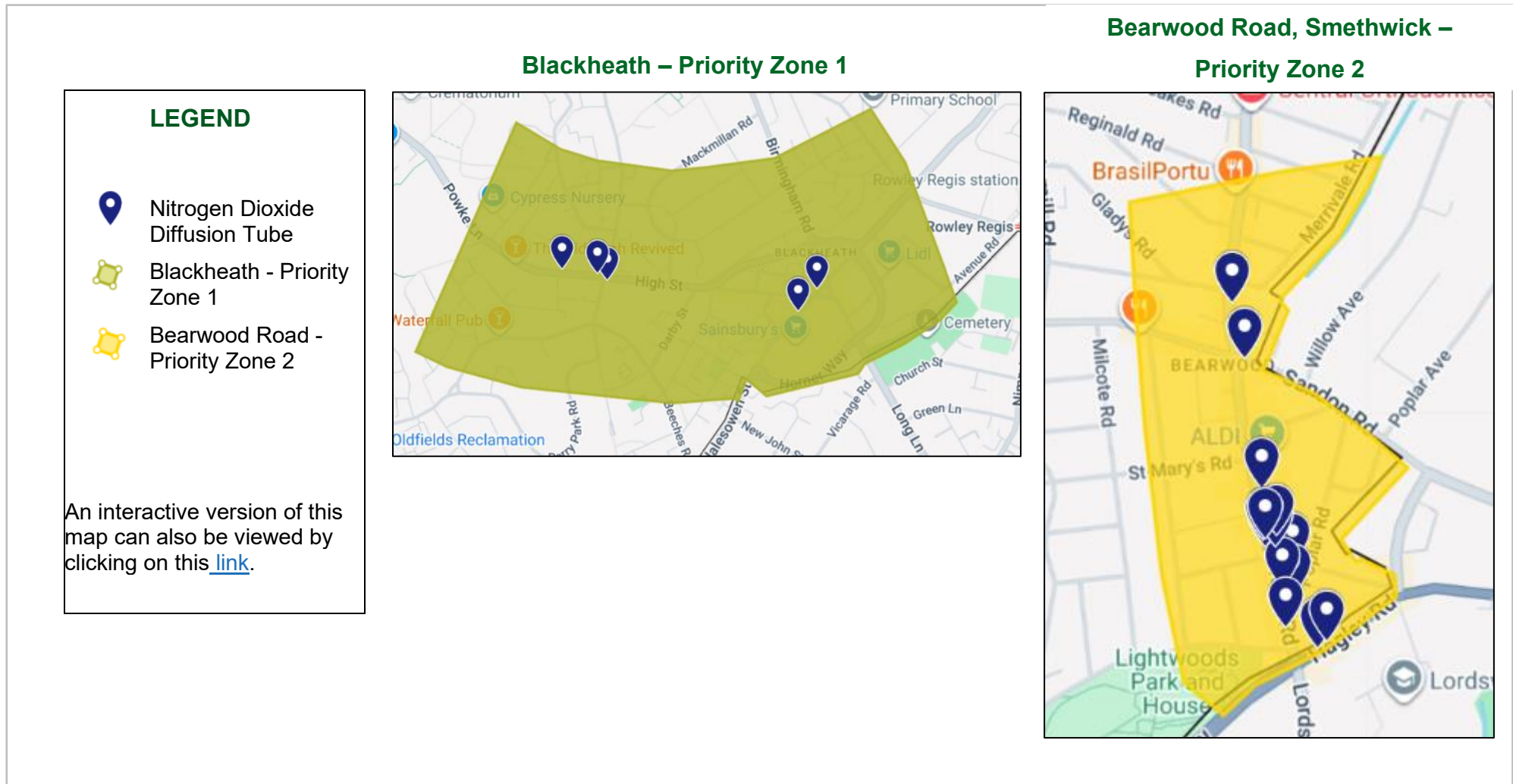
Figure D.9 – Map of NO₂ Diffusion Tube Monitoring Sites within Air Quality Priority Zones 1 and 2

Figure D.10 – Map of NO₂ Diffusion Tube Monitoring Sites and Automatic Monitoring Stations within Air Quality Priority Zone 3

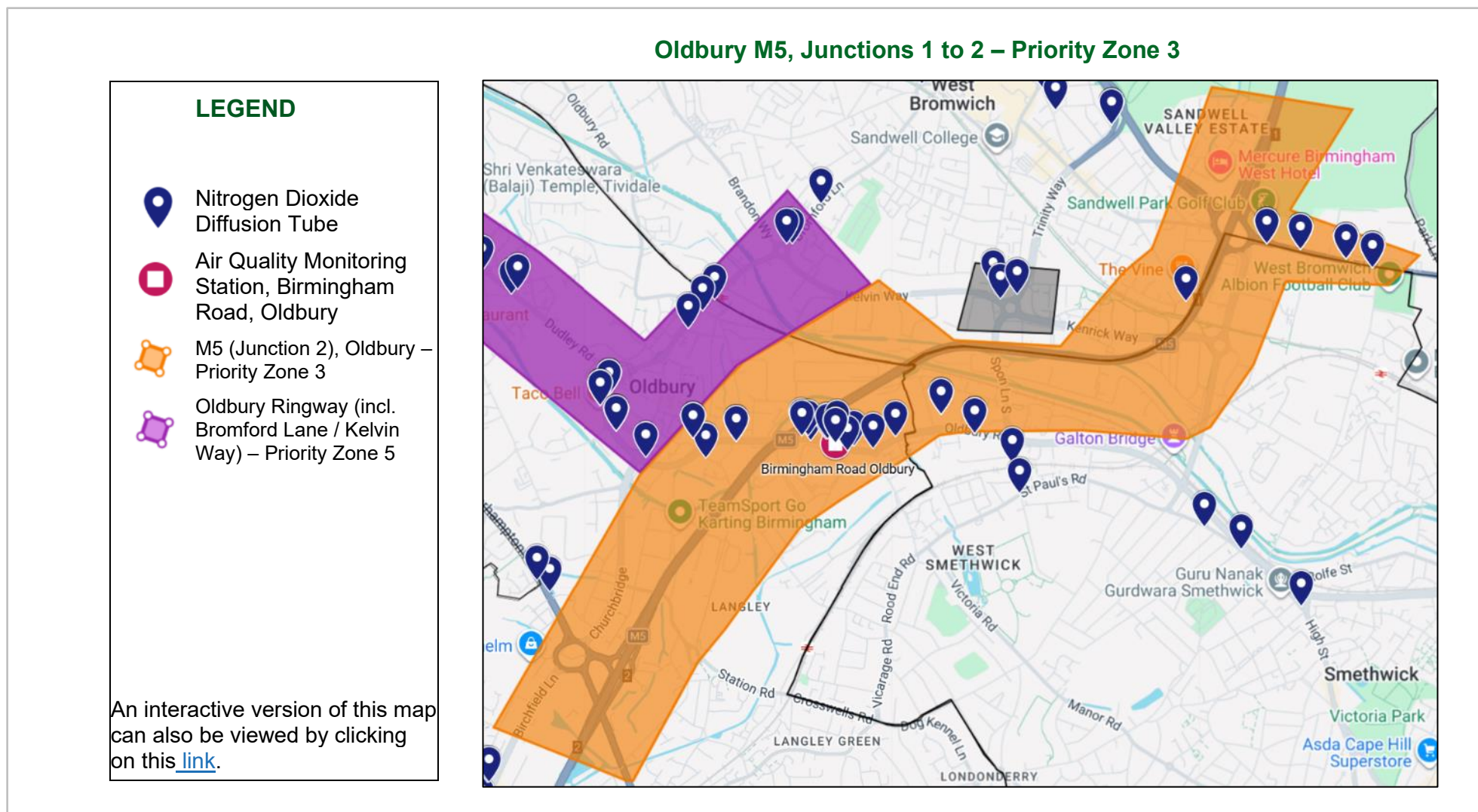


Figure D.11 - Map of NO₂ Diffusion Tube Monitoring Sites and Automatic Monitoring Stations within Air Quality Priority Zone 4

Figure D.12 - Locations of NO₂ Diffusion Tube Monitoring Sites and Automatic Monitoring Stations within Air Quality Priority Zone 5

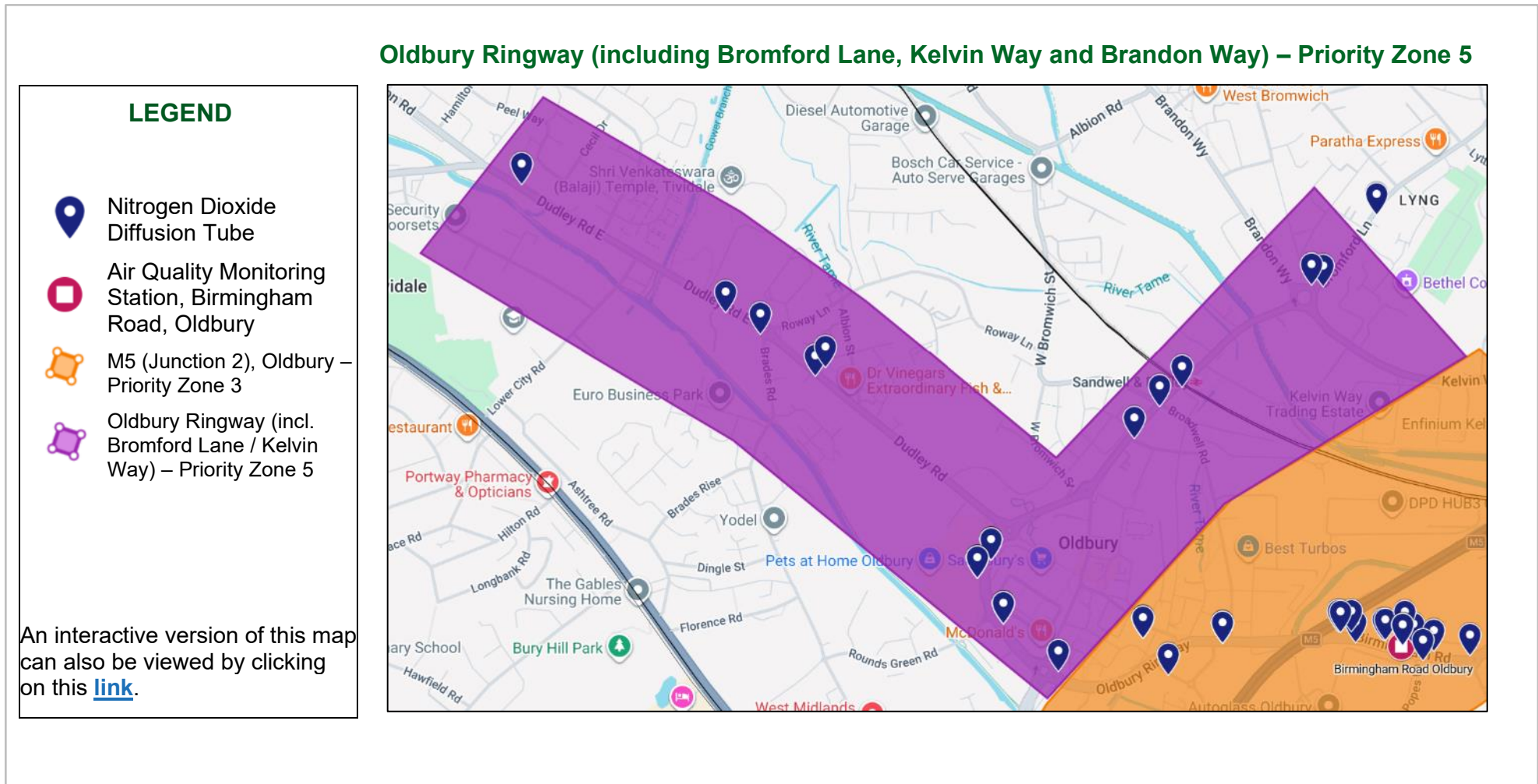


Figure D.13 - Locations of NO₂ Diffusion Tube Monitoring Sites and Automatic Monitoring Stations within Air Quality Priority Zones 6 and 7

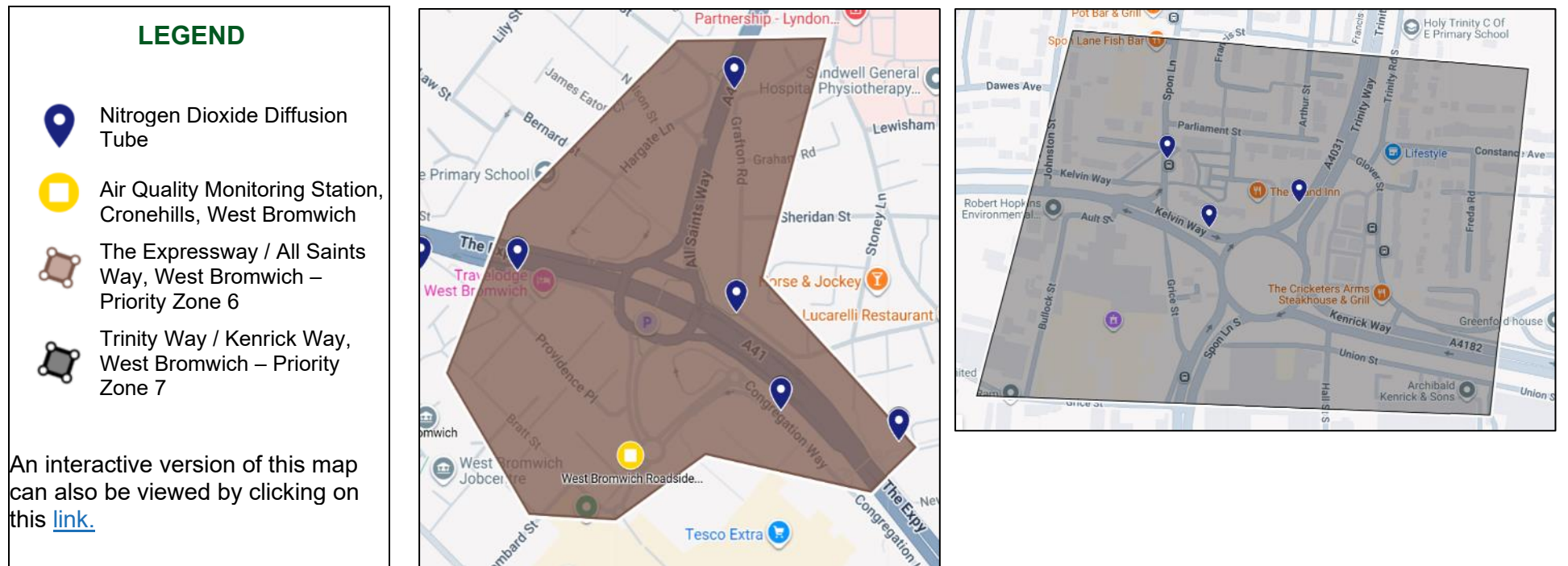
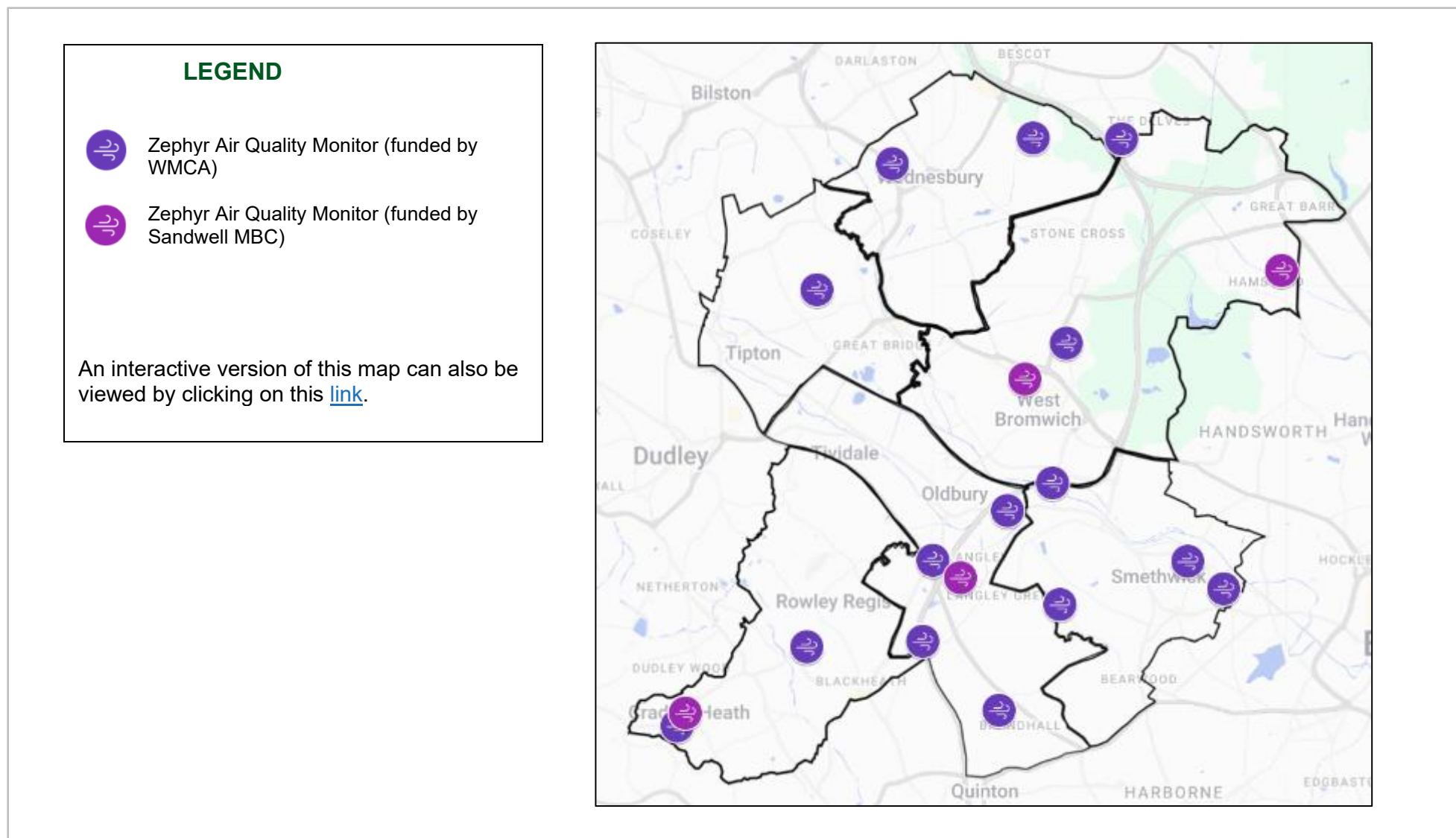


Figure D.14 – Map of Zephyr Air Quality Monitors in Sandwell

Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England⁸

Pollutant	Air Quality Objective: Concentration	Air Quality Objective: Measured as
Nitrogen Dioxide (NO ₂)	200µg/m ³ not to be exceeded more than 18 times a year	1-hour mean
Nitrogen Dioxide (NO ₂)	40µg/m ³	Annual mean
Particulate Matter (PM ₁₀)	50µg/m ³ , not to be exceeded more than 35 times a year	24-hour mean
Particulate Matter (PM ₁₀)	40µg/m ³	Annual mean
Sulphur Dioxide (SO ₂)	350µg/m ³ , not to be exceeded more than 24 times a year	1-hour mean
Sulphur Dioxide (SO ₂)	125µg/m ³ , not to be exceeded more than 3 times a year	24-hour mean
Sulphur Dioxide (SO ₂)	266µg/m ³ , not to be exceeded more than 35 times a year	15-minute mean

⁸ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Annual Status Report
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by National Highways
FDMS	Filter Dynamics Measurement System
LAQM	Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
NHS (ICB)	National Health Service – Integrated Care Board
OZEZ	Office for Zero Emissions Vehicles
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO ₂	Sulphur Dioxide
TfWM	Transport for West Midlands
WHO	World Health Organisation
WMCA	West Midlands Combined Authority

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