

Greater Manchester Air Quality Action Plan Progress Report 2007/08

July 2008

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PART 1 Overview of progress in Greater Manchester and the way forward

1.1 INTRODUCTION

This is a joint report of the 10 Greater Manchester Local Authorities, the Greater Manchester Passenger Transport Executive (GMPTE) and the Freight Quality Partnership (FQP) on progress with implementation of the Greater Manchester Air Quality Action Plan (GMLTP AQAP). Part 1 provides an overview of the progress across Greater Manchester by partners and identifies a way forward to 2010/11 and beyond. Part 2, which forms the main part of the report, contains individual progress reports by organisations with specific actions attributed to them in the GMLTP AQAP.

In 2006 the Greater Manchester Air Quality Strategy & Action Plan (2006) was published as an integral part of the Greater Manchester Local Transport Plan 2 (GMLTP2) and in accordance with DEFRA's guidance on Local Air Quality Management (LAQM, PART IV). The GMLTP2 highlighted improving air quality and reducing carbon emissions as a key priority in line with the shared priority for air quality between Government and the Local Government Association.

In Greater Manchester there is a long established tradition of joint working in local air quality management between the 10 local authorities and the GMPTE. The strategy and action plan was developed to maximise multi-stakeholder engagement and co-ordination in achieving real health and environmental benefits area wide by reducing local transport emissions and more specifically in contributing towards meeting national air quality objectives and commitments to reducing greenhouse gas emissions.

Below is a summary of the key stakeholders responsible for implementing the GM air quality actions outlined in the action plan.

Delivery Stakeholders

GM Districts

The ten GM Authorities – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan. Transportation managers are primarily responsible for project managing the delivery of relevant GM wide actions and liaising with appropriate internal and external district air quality partners.

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LTP2 Air Quality Working Group

This group was created in 2004 to bring about the integration implementation of the Air Quality Action Plan within GMLTP2. The group consists of air quality, planning, transport and sustainability officers from the GM Districts. The role of the group is to improve co-ordination and partnership working between appropriate air quality stakeholders and provide expertise on air quality issues. Membership of the group has expanded in the LTP2 period to include officers from the GMPTE, Highways Agency and Manchester Airport. The group reports to the LTP2 Steering Group and the GM Air Quality Steering Group.

Greater Manchester Passenger Transport Executive (GMPTE) – GMPTE is the principal delivery organisation for public transport strategy in Greater Manchester and is key to delivering measures aimed at promoting public transport patronage as well as improving the emissions performance of bus operators.

Freight Quality Partnership (FQP) - The FQP was set up in 2002, with the purpose of developing a Freight Strategy to improve the efficiency of freight movement in Greater Manchester, whilst mitigating its environmental impact. The Freight Strategy was a required component of LTP1 and is seen as a key component of LTP2 delivery. Membership is the FTA (chair), RHA, GMTU, Wigan, Trafford, Bury (environmental health re. air quality), Manchester, Stockport, Highways Agency, GM Police, Traffic Commissioner (watching brief only), Freightliner, EWS, Freight Forwarders, and Manchester Airport. The FQP reports to the LTP2 steering group.

Highways Agency (HA) - A significant achievement of the first two years of the GMLTP2 has been the strengthening of joint working with the Highways Agency (HA) and this was prioritised as an action within the GMLTP AQAP. Although no specific actions were included within the GMLTP AQAP for delivery by the HA itself a report from the HA has been included within Part 2, and Part 1 features some actions carried out by HA in liaison with the LTP Air Quality Working Group.

Manchester Airport - Manchester Airport is the third busiest airport in the UK and one of the busiest in Europe. The Airport serves a wide catchment area across Northern Britain, although the majority of passengers are from the North West Region. Airport representatives sit on appropriate LTP2 linked transportation and air quality groups.

1.2 TRENDS IN TRANSPORT EMISSIONS AND AIR QUALITY WITHIN GREATER MANCHESTER

This section deals with local air quality issues along side climate change considerations in view of the need to consider the impacts of the same measures on both aspects. Previous rounds of Review and Assessment of air quality around Greater Manchester have identified likely exceedances of national objectives for nitrogen dioxide (NO₂) and particulates (PM₁₀). This

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indicates that there is still potential for detrimental health impacts from these particular pollutants within Greater Manchester, and therefore, along with carbon dioxide (CO₂) they form the focus of the action plan. We are mindful of the new European and National objectives identified for smaller particulates (PM_{2.5}) which are potentially more harmful to human health.

In looking at air quality trends it is necessary to understand trends in both emission sources as well as using actual monitored data.

From the outset of LTP2 the Air Quality Working Group placed emphasis on improving emissions data to support future appraisal and prioritisation of actions through the LTP AQAP. In order to achieve this a comprehensive upgrade has been undertaken in 2007 to the **Emissions Inventory for Greater Manchester (EMIGMA)**, with more sophisticated modelling of traffic flows and an overhaul of other factor inputs. Crucially we now also have an inventory of CO₂ emissions from electricity at point of use included within the EMIGMA which completes the CO₂ emissions categories required for reporting against Kyoto targets. This also constitutes a significant improvement on the data used to produce the initial Greater Manchester emissions base line within the GMLTP2 document in 2006.

The EMIGMA is now one of the most comprehensive local emissions databases in the country and we believe this should set a benchmark for practice in other areas of the UK.

Emissions from local traffic

As a result of the overhaul of EMIGMA a revision of the 2005 baseline was produced with further updates for 2006 due for completion by the end of 2008 and a 2007 update due in 2009. An emissions forecast for 2010 was also undertaken using inputs from the GM Strategy Planning Model and the sub-regional highway model.

The report for 2005 shows that transport emissions accounted for 60% of total emissions of oxides of nitrogen (NO_x), 54% of total emissions of PM₁₀ and 29% of total emissions of CO₂.

The outputs from EMIGMA show two converse trends between local air pollutants and CO₂. In 2010 road transport remains the largest source of emissions of Nitrogen Oxides (NO_x) at 54% of total emissions although there is a significant reduction of 27% from 2005 levels. This reduction is more significant on the local road network (33%). The picture for PM₁₀ is less marked with a reduction of 14% from 2005 levels.

On the other hand, whilst road transport accounts for a lesser proportion of total CO₂ emissions in 2005 (32%) this increases by 7.5% from 2005 levels. This increase is less than the 9% increase nationally forecasted for 2010 (Sustainable Development Commission, 2005 - Climate Change Programme Review). Importantly the increase is only 1% on the local road network whilst there is a forecasted 17% increase in emissions from the motorway network.

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The EMIGMA data can provide some key information to support prioritisation of future measures. As an example, apportionment of emissions within EMIGMA show that HGVs produce 52% of emissions of NO_x, 30% of CO₂ emissions and 21% of PM₁₀ emissions on the major road network. As they typically account for only 5% of average traffic flows it is clear that actions focused towards HGVs should produce good value for money in reducing emissions.

However, we have further work to do to be able to better understand the emissions benefits of AQAP measures within the context of future scenarios and most notably the combined appraisal of individual authorities' LDF options. We have also submitted a bid to DEFRA to undertake a further round of detailed assessment using this new EMIGMA data for detailed air quality modelling to reassess the forecasts for 2010 and beyond.

Air Quality Monitoring Data

Using the current network of monitoring stations to identify area specific trends over a short period of time can be problematic as the most commonly used monitoring tool (NO₂ diffusion tubes) yields highly variable results at the same location from year to year. For this reason trends can only really be interpreted over longer periods of time and over a wider area. Some data is also presented for NO₂ and PM₁₀ from Automatic Monitoring sites (AURN) which provide much more consistent and accurate measurements. However, these are much fewer and far between and mainly provide data for urban background locations rather than roadside locations.

Figure 1 and Figure 2 overleaf show combined annual average NO₂ concentrations in urban background locations across Greater Manchester. Figure 1 shows a longer downward trend given available diffusion tube data from 1996 although this is not apparent from 2001 onwards. However Figure 2 shows AURN data combined from 5 background sites which shows a consistent downward trend in NO₂ concentrations within a shorter time period from 2004 to 2007. Whilst for the reasons mentioned above it is necessary to add caution to any conclusion drawn from these datasets, the trends would appear consistent in part with the introduction of Euro standards but also with a significant contribution from local level enforcement of industrial processes, vehicle emissions testing and associated awareness raising.

Figure 3 on p8 shows trends in kerbside and roadside concentrations of NO₂ from combined diffusion tube data across Greater Manchester. In these results there is not such a clear downward trend in roadside concentrations particularly post-2001 and it appears that whilst overall emissions of oxides of nitrogen (NO_x) from vehicle exhausts are reducing the proportion of actual NO₂ is higher at the roadside. The reasons are still uncertain but most likely relate to the production of primary NO₂ in engines with newer catalytic converters and particulate traps, higher numbers of diesel vehicles and also the atmospheric chemistry at the kerbside and roadside and the conversion of oxides of nitrogen to NO₂. The need for further national research on this matter has been identified.

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Figure 1 GM Annual Mean NO₂ in Urban Background Sites

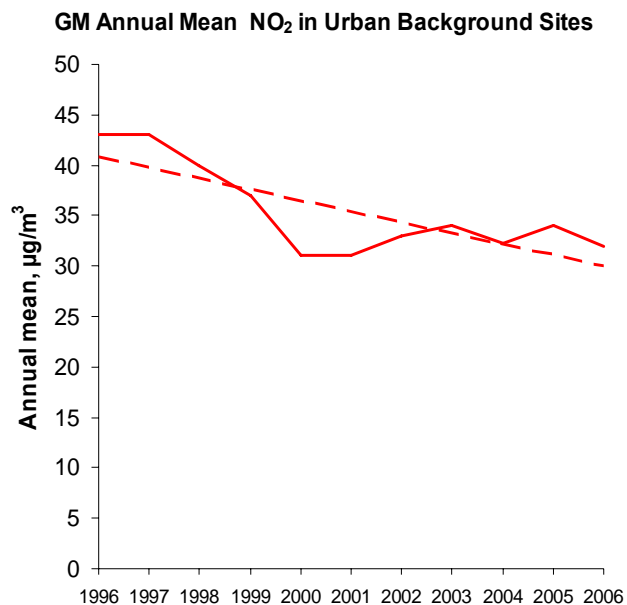
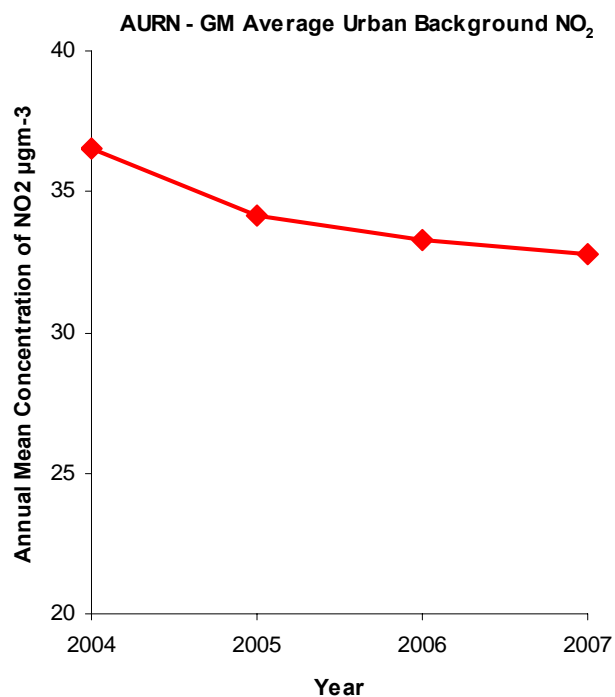
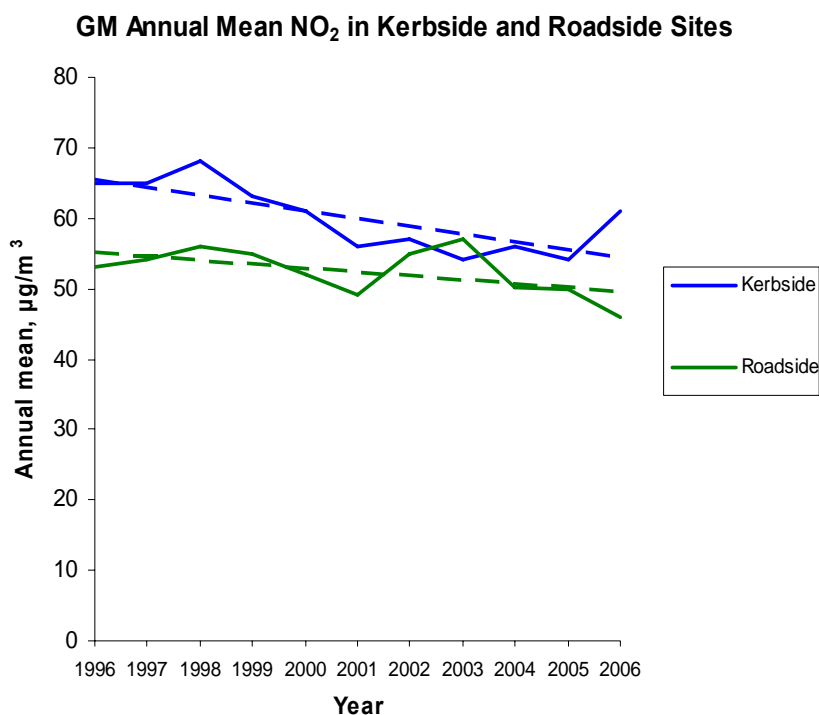


Figure 2 Automatic Monitoring Sites – GM Average Urban Background NO₂



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Figure 3 GM Annual Mean NO₂ Concentrations at Kerbside and Roadside Sites



In the spring of 2008 the working group reviewed the availability and appropriateness of data and performance measures for the AQAP. The upgrade of EMIGMA has provided us with renewed confidence to use local road mass emissions as a performance indicator.

However, further work is required to improve traffic flow data and improved monitoring provision to further enhance forecasts. Availability of monitored data is a particular concern and we are exploring options to expand the network of monitoring sites.

An early priority action identified by the AQ Working Group and HA was the establishment of a baseline across LA and HA sites. In 2007/08 the HA commissioned RPS to undertake a survey of NO₂ concentrations in the AQMAs on the strategic road network in conjunction with Manchester, Rochdale, Salford, Stockport and Wigan.

1.3 AIR QUALITY BENEFITS OF THE TRANSPORT INNOVATION FUND PACKAGE

The Greater Manchester authorities are currently consulting on a proposals to spend up to £3 billion on a package of improvements to public transport, cycling and walking, and the use of the road network, alongside congestion charging proposals for drivers.

The Transport Innovation Fund (TIF) is a central Government fund that supports innovative solutions to congestion problems, involving demand

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management measures. The Greater Manchester TIF package recognises that in order to be truly sustainable, economic growth must be delivered alongside improved environmental outcomes such as better local air-quality and a lower transport carbon footprint. Over recent decades, increases in economic growth in the UK have been associated with consequent growth in the level of pollution and carbon emissions from transport. In developing the package, AGMA and GMPTA have sought to break this negative environmental relationship.

Therefore, as recommended by a European Directive, independent experts were commissioned to produce a Strategic Environmental

Assessment (SEA) of the TIF package. In carrying out the SEA, particular focus has been placed on how the TIF package impacts upon:

- local levels of air pollutants from road traffic, which have serious implications for health, and aggravate pulmonary and respiratory diseases, especially in asthmatics and young children. Tackling this issue is a key priority at national and local levels; and
- greenhouse gas emissions (mainly carbon dioxide, CO₂). These are increasingly having a serious environmental impact at local and global levels.

In summary, the SEA concluded that the implementation of the TIF Package will result in some significant benefits, including;

- a reduction of up to 10% in the amount of nitrogen oxides (NO_x) and particulate matter (PM₁₀) in areas within Greater Manchester where air quality is currently at its worst as compared to the “do minimum” scenario;
- a 6% reduction of carbon dioxide (CO₂) emissions, one of the principal climate change gases, across Greater Manchester as compared to the “do minimum” scenario; and
- a reduction in the number of anticipated avoidable deaths each year due to improved air quality, additional exercise from the increase in walking and cycling, and reduced risk of road traffic accidents.

The overall conclusion is that by implementing the TIF package in full, the link between economic activity and increases in transport related emissions can be broken. In doing so, the health of people in Greater Manchester will improve, the environment will be cleaner and the transport system will be playing an active part in tackling climate change.

1.4 OVERVIEW OF PROGRESS AND CONTEXT

The impacts of the work directly undertaken by GM Authorities must be understood not only in terms of reductions in local pollutants within Air Quality Management Areas but also in terms of negating, minimising or mitigating the air quality and climate change impacts of economic growth in Greater Manchester. This local action is therefore vital to ensure that the emissions reduction potential of on-going technological improvement nationwide can continue to be realised.

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Through a combination of future traffic and congestion management measures, greater outreach with promotion material and development control measures to promote the uptake of renewable and low emission energy sources it will be possible to directly influence further reductions in local emissions over and above those achieved through national initiatives and market forces. However, we recognise that greater reductions can be achieved through stronger alliances with partners such as the Highways Agency, VOSA and bus and freight operators. We have made some progress on this front, but the following sections will highlight where further specific work is required with partners to deliver real impacts.

In the next section we provide an overview of progress under the key Air Quality Strategy headings, namely:

1. Transport management and Infrastructure
2. Regulation and Enforcement
3. Smarter Choices
4. Planning Policy and Development Control
5. Clean/Technology, Fuels and Practices
6. Internal and External Partnerships

However, a few contextual issues are highlighted here that have impacted or will impact on the direction of the delivery of the action plan.

In 2007 we held a workshop with a wide range of partners from the public, private and voluntary sector to raise awareness of the strategy and to identify where improvements could be made to the action plan. The workshop confirmed with the Air Quality Working Group that the direction of the strategy and the content of the action plan were in line with the aspirations of wider stakeholders. Particular lessons from the workshop were:

1. There is a need for greater emphasis on emissions impacts in promotional material on smarter choices ('Hearts and Minds')
2. There is a need to strengthen delivery mechanisms for the action plan
3. A better understanding is needed of the emissions impacts of individual measures within the action plan, and how they fit with wider changes through the LDF for example.

With regards to the latter issue, the working group are exploring the possible development of a toolkit to compare emissions savings locally and area wide as part of future scheme appraisal. This work could hopefully be undertaken in tandem with the next round of detailed assessments across Greater Manchester. In this respect the Air Quality Working Group is considering the recent consultation on Local Air Quality Management guidance (July 2008) with reference to the economic assessment of action plan measures.

However, there are a number of more recent developments particularly in relation to climate change that are influencing the delivery of the strategy and action plan. In particular all 10 Greater Manchester Authorities have signed

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the Nottingham Declaration in 2005, and this commits us to producing Climate Change Action Plans by September 2008

Linking in with this, seven of the ten Authorities have adopted Local Area Agreement targets for NI186 (per capita emissions of CO₂) and two have adopted targets for NI185 (CO₂ emissions from LA operations). This will require the use of a robust evidence base to inform the prioritisation of measures on the basis of emissions savings. Many of these measures will align with the AQAP.

Additionally, studies have been commissioned by PTEG, part funded by GMPTTE, to gain a better understanding of the climate change implications of PTE activities, provide information for carbon footprinting and assess technologies that could reduce climate change gas emissions (and local air pollutants) from buses. This work is due for completion in 2008.

Alongside the focus on reducing carbon emissions from transport, Greater Manchester Authorities will be working to develop Adaptation and Civil Resilience Strategies in order to mitigate the impacts of climate change on the network that are already occurring and future impacts that are deemed inevitable in any scenario.

Finally, proposals are currently being developed for the establishment of an Environment Commission for Greater Manchester. Although the links with existing structures are still being developed there will clearly be an influence on the delivery of the AQAP.

1.5 PROGRESS WITH KEY STRATEGY THEMES

Transport Management and Infrastructure

Infrastructure and traffic management improvements form an important part of the Greater Manchester approach to reduce emissions on two fronts. Firstly, improving network efficiency can reduce emissions from existing motor vehicle traffic. Secondly, a shift away from private motor vehicles can be achieved through provision of improved infrastructure for low emission or zero emission traffic (public transport, walking and cycling).

Improvements in network efficiency can have varying impacts on emissions from motor vehicles. On the one hand reductions in congestion can reduce emissions from idling engines, whereas there is also a potential in certain circumstances for increased speeds to lead to an increase in emissions. However, overall there is a necessity to focus on reducing waiting times at junctions, as well as improving traffic information systems to enable better routing of traffic. Much of this work has been undertaken as part of the implementation of Network Management Plans or derived from other requirements under the Traffic Management Act (2004) such as the maintenance of street works data, which can also be uploaded onto Local Authority websites.

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Intelligent transport systems

A number of authorities in conjunction with UTC have undertaken audits of junction signal timings on identified congestion routes to identify where improvements can be made. SCOOT systems have been introduced to a number of routes in 6 authorities in Greater Manchester with the intention to widen its application to the whole of Greater Manchester. Elsewhere many of the improvements are on-going for example through the introduction of MOVA systems in new junctions or in junction upgrades to improve signal timings.

Improvements in traffic information provision have included the introduction of Variable Messaging Systems to improve routing to car parks, reducing a significant source of emissions from unnecessary traffic movements in Town Centres (for example in Stockport). Work on sharing of traffic information across boundaries is nearing completion with the GMUTC compiling data on traffic events across an identified Greater Manchester Core Strategic Network. The GMADE Traffic Management group have also been working with the HA to ensure better integration of information systems across the whole network including the motorways. In tandem with this work this has enabled much more effective information provision to the public on traffic incidents and roadworks through Council websites.

The HA have carried out several trials of motorway access management, or ramp metering, have been carried out at 10 sites in Greater Manchester, many of which are located within AQMAs. This has demonstrated reductions in peak hour congestion on the motorway although further work will be required to understand the impacts on the local network.

Freight management

We have placed an emphasis on improving information for hauliers in recognition of the considerable potential for emissions savings. A comprehensive study is underway across Greater Manchester to look at key environmental impact points for freight on the road and rail network. A pilot has been undertaken in Bolton to identify where signing can address impact points on the network, and the LTP Steering Group is considering further similar studies elsewhere in Greater Manchester.

Through the Freight Quality Partnership a second edition of the Greater Manchester Drivers' Freight Map has been produced in 2007/08, containing revised guidance on best practice in routing. Further guidance on Sustainable Distribution has been delayed due to staffing shortages.

Bus infrastructure and priority schemes

The continued progression of the Quality Bus Corridor Major Scheme and Topslice programmes has led to improved reliability on specific bus routes. There is some evidence of success in increasing bus patronage in the first two years of LTP2 on these routes. Further work on bus priority elements on these corridors will continue through to 2010/11.

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Integrating pedestrian and cycle infrastructure in scheme design

Through the application of the road user hierarchy principle other measures to improve facilities for pedestrians and cyclists have been integrated with wider improvements on an on-going basis. In particular, there has been considerable progress across all the authorities in embedding the **CO**ncise **PE**destrian and **C**ycle **A**udi**T** (COPECAT) within highway feasibility and design processes. It is clear that this has been a cost effective approach to achieving incremental improvements across the network and ensuring that opportunities are not lost.

Regulation and Enforcement

Greater Manchester Authorities have implemented roadside emissions testing under the umbrella of the Cleaner Vehicles Campaign annually since 2003 and figures have demonstrated a decline in the failure rates year on year. An evaluation of the emissions testing over the first years of LTP2 is to be undertaken for the end of 2008. The campaign has also addressed smoky buses, taxis and commercial vehicles through a 'one stop' reporting system (www.cleanervehicles.org.uk) and partnership working between GMPTA, Taxi Licensing teams and VOSA. Manchester has also implemented an idling vehicles enforcement campaign, and this has led to a high degree of compliance amongst commercial operators.

We have made efforts to develop our partnership with VOSA in the enforcement of dirty diesels through the Cleaner Vehicles Campaign, although this has so far not included enforcement of HGVs. It is vital that we develop a proactive working relationship with VOSA in the next 2 years to address enforcement of HGVs and ensure pressure is maintained on poor performing fleet operators.

Enforcement campaigns have proven to be very successful not only through the action of removing grossly polluting vehicles from the roads, but also through the accompanying publicity and awareness raising. As such this is an effective avenue through which awareness of local air quality issues (particulates in particular) can be raised, and the benefits for carbon emission reduction can be highlighted as well.

The GM Licensing Officers sub-group have considered the potential for incorporating an age limit as a licensing condition for taxi licensing. This policy has been adopted by Manchester, Wigan and Oldham Councils, although this is still being considered by other Councils alongside other safety related conditions. In tandem with this most authorities are also implementing twice yearly emissions testing of 100% of the taxi fleet.

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Smarter Choices

Travel planning

Typically each Greater Manchester Authority has been facilitating the production of an additional 8-10 workplace travel plans every year. Travel plans remain a core action in Local Authorities to reduce emissions from existing and new developments. A significant development in the first years of LTP2 has been the introduction of area wide travel planning to incorporate business parks, for example, generating significant traffic flows. This approach is being used for Trafford Park and Exchange Quay for example.

The particular challenge is however to ensure that the existing travel plans continue be improved and implemented and that awareness is raised and interest maintained amongst employees. One approach is to develop Travel Forums facilitated by the Local Authority. This approach is being developed in Stockport as a voluntary membership scheme.

Over 800 School travel plans have been completed across Greater Manchester since 2003 and all authorities are on target to develop Travel Plans for 100% of schools by 2010. Alongside infrastructure improvements (such as 20 mph zones, or cycle parking), many of these schools are engaged in initiatives such as Walking Buses, Walk-Once-A-Week and Cycle-Once-a-Week (WOW and COW in Tameside) or the production of educational material for example the 'Getting to School in Salford' booklet.

Promotion of walking and cycling as leisure activities

Promoting walking and cycling as leisure activities, through partnership with PCTs or sports and leisure practitioners for example, is a route through which we have sought to bring about behavioural change and the use of walking and cycling ultimately for every day journeys. The individual authority progress reports demonstrate a wide array of promotional activities such as 'Walkaday' in Stockport, organised cycle rides or the production of a new edition of the GM Cycle Map. These activities have great potential in broadening people's view of their local area and the opportunities to use local routes for walking and cycling. In particular, regular events such as Walkaday have been successful in increasing community involvement in organising and participating in events over the first years of LTP2.

Future actions up to 2010/11

One of the outcomes of the Air Quality workshop held in February 2007 was a recommendation to form more explicit links between local air quality measures and hearts and minds work within the LTP. Whilst it is clear that the measures described above will continue to deliver air quality and carbon reduction benefits with comparatively high value for money, there is potential to raise the profile of the emissions perspective in support of, or in conjunction with, the same activities. One particular approach would be to provide more interactive material to enable people to make informed choices about ways in which they can reduce emissions from their day to day travel.

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One such avenue to achieve the above is through further development of a website (www.greatairmanchester.org.uk) to provide interactive features and information to for members of the public and businesses. This recognises that individual informed choices (such as ensuring regular servicing of cars) can have very significant impacts on local emissions.

Planning Policy & Development Control

Planning policy

GM Authorities have continued to embed air quality considerations in development in particular through the transport assessment and travel plan avenues.

UDP and LDF policies have sought to address residential and business development within AQMAs where many of the key centres are located (for example Stockport Town Centre). This has been a balance between the need to reduce exposure to local air pollutants at levels that may be detrimental to health, and the overall approach to reducing local emissions of NO_X, PM₁₀ and CO₂ through concentrating residential and business development in the centres that are well served by public transport and where facilities are accessible on foot and by cycle. The approach adopted by GM Authorities has been to continue to concentrate development in accessible centres accompanied with appropriate parking standards in order to minimise car use, whilst focusing on physical mitigation measures on site and in the immediate locality to reduce exposure to harmful pollutants to within national objectives. This is achieved through measures such as screening with trees and ensuring appropriate standards of ventilation in residential and business premises.

The Greater Manchester authorities via the GM Joint Transport Team and the GM Planning Officers Group are working together with the HA to undertake a conurbation-wide transport modelling exercise. This exercise will look at, amongst other things, the combined impact of the development aspirations through the ten combined core strategies on air quality.

Additional guidance

Work is still underway to develop the common planning policy approach with regards to transport related emissions across Greater Manchester. Wigan Council has adopted a Development and Air Quality SPD in September 2007 and other Councils have produced various additional guidance as part of broader sustainable transport SPDs.

We welcome the consultation on Low Emissions Strategies (Beacons Low Emissions Strategy Group, June 2008). The LTP Air Quality working group are currently considering this document in relation to the production of an agreed GM approach. Wigan Council has opted to lead on this work.

Clean/Technology, Fuels and Practices

Whilst European directives and national timetables on the introduction of lower emission technology (Euro Standards) are likely to achieve significant reductions in emissions nationally through to the end of the LTP2 period, GM Authorities have scope to accelerate uptake of new technology through

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development control mechanisms and partnership working with fleet operators.

In relation to the former, as mentioned above, GM Authorities will be working together to agree an approach in relation to the new national Low Emissions Strategy consultation, as well as developing a Greater Manchester Fuel Strategy.

GM Authorities have been seeking and will continue to seek accelerated uptake of low emissions technology amongst its partners such as the Freight Quality Partnership, Manchester Airport and the bus operators. However, the first and most important action any authority can make to influence partners is to lead the way themselves.

All Authorities have developed baselines and have set ambitious targets for their own fleets, through Green Fleet Reviews. Measures have included accelerated uptake of Euro IV and now Euro V vehicles, such as Rochdale's target to replace their fleet on a 5 year rotation, or Salford's to replace HGVs on a 3 year rotation in order to take advantage of technological improvements. This will also contribute to GM Authorities' work to establish LAA targets for NI185 and 186 as discussed above, as well as reporting on NI194 (% reduction in NO_x and primary PM₁₀ from LA estate and operations).

Authorities have also sought to maximise the use of alternative fuels. Most authorities have reported that their primary fleet fuel is now 5% biodiesel blend whilst a number have also trialled electric vehicles.

GMPTA have made considerable progress in promoting the uptake of new technology by public transport operators. Two out of three buses in Greater Manchester switched to 5% bio-diesel during 2006.

The number of buses with pollution reduction equipment to reduce harmful black smoke increased by 30% as a result of grants offered by the Energy Savings Trust and GMPTA. Almost one in five buses (17%) is now fitted with particulate traps. However the scrapping of the Energy Savings Trust grant programme has made it difficult to persuade operators to fit additional particulate traps. Also an experimental Metroshuttle hybrid bus that was due for operation in 2006/07 has not been operational due to the collapse of the company that supplied it along with other technical issues. This illustrates some of the challenges that are faced in introducing innovative technologies.

A major development has been the switching of the Metrolink network to hydro-electric power in July 2007. Metrolink is now the first UK tram system to use carbon free electricity for its traction current. Additionally, GMPTA have sought to reduce emissions from its own transport infrastructure. As an example following a successful solar-powered bus shelter trial, 50 solar shelters were fitted in 2007/8.

Another significant development through the Manchester Airport Partnership has been a commitment to carbon neutral ground transport by 2015 which

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was expressed in the Manchester Airport Master Plan (2007) and accompanying Ground Travel Plan and Environment Plan.

Future actions to 2010/11

The LTP Air Quality Working Group is monitoring developments nationally and internationally in order to better understand how a GM low emissions strategy can contribute to short to medium term uptake of low emissions technology. In particular the recent recommendations from the King Review of 'Low-Carbon Cars' (March 2008) point to key areas where Local Authorities can contribute to uptake, notably through smarter choices, internal travel plans and fleet procurement policies. As the above sections demonstrate, GM Authorities are already fairly advanced in this respect.

Another recommendation was for the establishment of car clubs. This has been explored by GM authorities, and Manchester has been successful in establishing Whizz Go in the City Centre. Other Authorities have had difficulties in demonstrating the business viability of similar schemes in their areas. However, these remain a potentially powerful mechanism to bring about the replacement of private vehicles with vehicles at the forefront of low emission technology and this should continue to be explored alongside a package of incentive mechanisms such as for parking provision (as implemented in Manchester).

Future development of low emission strategies in the final years of LTP2 should take account of the rapidly diversifying and decentralising energy market. There are unlikely to be any panaceas, as has been highlighted by the potential pitfalls of introduction en masse of first generation biofuels. However, taking this example, second generation biofuels will equally likely be amongst a wide array of viable options from which new developments can pick and chose for their fleets. Whilst electric vehicles will provide local air quality benefits in the short term, the carbon reduction benefits are reliant on future changes in the power generation sector, and potential alterations to the national grid to enable wider uptake. However, early changes in demand patterns should provide a good basis for uptake in the future, and this should be considered as part of low emission strategies to be developed.

Internal and External Partnerships

Many relevant partnership issues have already been discussed above and this section will briefly draw together the main themes and achievements and identify future opportunities for further working.

Internal partnerships

The GMLTP AQAP has been developed to reflect a multi-agency approach to addressing transport related emissions. In the first 2 years we have been very successful in fostering joint working across multiple disciplines within Local Authorities, and most notably between public protection and transport planning. We believe this is a significant achievement arising from the first 2 years of the GMLTP AQAP.

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The implementation of air quality studies has been a particular avenue through which this has been achieved. This has ensured the integration of air quality considerations within transport appraisal and the EMIGMA upgrade, which was funded with LTP monies in 2007, will continue to be an important tool in providing emissions forecasts using data derived from the Sub-regional Highways Model. Annual updates of EMIGMA (for 2006 and 2007) have also been funded through the Planning Officers Group.

External partnerships

The LTP Air Quality Working Group has sought to strengthen working relationships with the HA, freight operators (through the Freight Quality Partnership), bus operators and VOSA in view of the significant potential for these organisations to deliver emissions reductions on the local network. Work with freight operators, bus operators and VOSA has already been discussed in the above sections.

Through regular meetings between the working group and the HA and liaison between the HA and the GMADE Traffic Management Group we have improved sharing of air quality monitoring and traffic data and the HA have undertaken a number of schemes in liaison with GM Authorities such as the trial of NO_x and noise barriers between J13 and J14 of the M60.

Another significant achievement has been made in improvements to Airport ground transport through the Manchester Airport Partnership. The Airport's Ground Travel Plan was revised in 2004 and was subject to wide public consultation as part of the Airport Master Plan in 2006. To date there have been a number of significant outcomes from this including:

- A new Ground Transport Interchange
- A 3rd rail platform, which is due for completion in December 2008
- The introduction of a 24hr continuous bus service to Manchester from the airport
- A reduction in the number of ground vehicle trips per passenger
- A reduction in car usage to/from and within the airport

In addition to the above, below are some of the other organisations or stakeholder forums with which the working group liaise in the implementation of the GMLTP AQAP.

GM Air Quality Steering Group – Responsible for development and management of non-transport linked countywide air quality actions and consultation on actions developed by the Transport Air Quality Working Group. The group consists of senior environmental health, GMPTE and transport officers and planners.

Public Health Bodies & Public Health Directors – Public health bodies, namely the Association of GM Strategic Health Authorities and Association of Greater Manchester Primary Care Trusts, are consulted on the wider

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transport and health agenda, including the negative health impact of poor air quality.

GM Environmental Managers Group – The group consists of GM District environmental and sustainability officers and managers. Part of the remit of the group is to work towards reducing non-transport and transport carbon dioxide emissions across GM.

Planning Officers Group (POG) – The Greater Manchester Planning Officers Group has membership drawn from the ten GM planning authorities and is also supported by representatives of other organisations including Government Office North West (GONW), GMPTE, Manchester Airport and the AGMA Planning Units. It meets regularly to consider matters of concern, such as AGMA's contribution to the Regional Spatial Strategy.

Future arrangements for delivery

The proposals for an overarching Environment Commission for Greater Manchester promises to provide an effective partnership governance structure for delivering local air quality and climate change objectives. In view of the fact that 7 of the 10 GM Local Authorities have adopted LAA targets for per capita emissions of CO₂, it is hoped that this arrangement will facilitate the development of effective working relationships with organisations such as MIDAS (an inward investment agency working in partnership with businesses on behalf of AGMA) in achieving carbon reduction targets.

1.6 OUTLINE OF THE PROGRESS REPORTS

Part 2 of this Annex provides progress reports from individual organisations involved in the delivery of the LTP Air Quality Strategy and Action Plan. The actions are grouped together into the following sections:

- LTP2 Air Quality Working Group Actions
- GM Freight Quality Partnership (FQP) Air Quality Actions
- GMPTE/GMPTA Actions
- Actions implemented by individual local authorities

A report is also included from the HA, although this is not provided in the standard format in view of the fact that specific actions were not allocated to HA in the original action plan.

Figure 1.0 (overleaf) provides a summary of the core Greater Manchester air quality actions. The actions are grouped together into the following coded sections:

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Fig. 1.0 – Greater Manchester Core Air Quality Actions Table

GM LTP2 AQ Ref.	Action
A1	Implement a Roadside Emissions Testing Scheme (“Cleaner Vehicles”)
A2	AQ Studies and Research
A3	Taxi Licensing and Review
A4	Vehicle Clean-Up Programme
A5	Air Quality Training
A6	Manchester Airport Air Quality Partnership
A7	Develop GM Supplementary Air Quality Planning guidance and Mitigation Measures
A8	Promotional Campaign
A9	Air Quality Monitoring
A10	Develop GM Fuel Strategy
B1	Create the Greater Manchester LTP2 Air Quality Working Group
B2	Continue to Build Partnerships with the Highways Agency
B3	Road User and Workplace Parking Charges
B4	Employ Greater Manchester Travel Plan Co-ordinator
B5	Work Jointly with the Manchester “The Green Energy Revolution” Programme
C1	Promote and Develop Freight Air Quality Best Practice Guidance
C2	Produce Greater Manchester Drivers Freight Map
C3	Sustainable Distribution Guidance
C4	Night Time Freight Deliveries
C5	Address Key Environmental Impact Points for Freight on the Road & rail Network
D1	Work with the Bus Operators to Reduce Bus Emissions
D2	Bus Quality Agreements (BQA) that Include Challenging Air Quality Standards
D3	Traffic Regulation Conditions
D4	Real Time Information
D5	Public Transport Subsidies
D6	Clean Bus Research
D7	Metrolink Expansion
E1	Continue to Implement Quality Bus Corridors
E2	“Park and Ride”
E3	Air Quality Promotion and Integration
E4	Enforce Reviewed Taxi Licensing Regime
E5	District Fleet Management Policies
E6	Improve Links with Health Professionals
E7	Encourage and Promote Walking and Cycling
E8	Implement Travel Plans and Smarter Choice Initiatives
E9	Implement School Travel Plans
E10	Improve Traffic Control Systems
E11	Implement “Home Zones”
E12	Car Parking Enforcement and Control
E13	Car Sharing, Car Clubs and Car Pools
E14	Utilise GM Supplementary Air Quality Planning Guidance
E15	Implement Public Transport Priority
E16	Improve the safety and security of the public transport network
E17	Encourage shift to the use of rail transport for freight
E18	Improve Low/Zero emission fuel infrastructure and availability
NTA1	Enforce the Pollution Prevention & Control (England and Wales) Regulations 2000.
NTA2	Continue to enforce Smoke Control Areas.
NTA3	Promote energy efficient and sustainable measures to developers.
NTA4	Promote improved energy efficiency in domestic properties.
NTA5	Encourage the conversion of large boilers (>2MWth) operating in hospital, university and commercial buildings from coal or oil to gas.
NTA6	Promote energy efficiency in industrial and commercial premises
NTA7	Raise awareness of the health effects of burning garden and other waste.
NTA8	Address air quality issues through the planning & development system
NTA9	All districts to produce and implement a “Carbon Action Plan”.

Sections A to D have been grouped together according to the air quality stakeholder specifically responsible for project managing the delivery of the

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action. For example, all the actions in Section A and B are project managed by the GM LTP2 Air Quality Working Group; however, other stakeholders may well be involved with actual delivery of the action. The majority of these actions are specific in nature and will be delivered by stakeholder representatives of AGMA and the GMLTP2 strategy and process.

Section E and NT contains strategically themed countywide actions applicable to all air quality stakeholders within GM. All GM Districts have taken account of these actions when developing local air quality action plans. The first column of the AQ progress tables within this report (**GM LTP2 AQ Ref**) links local District Actions to Greater Manchester Core air quality actions.

Progress Table Explanation

GMLTP2 AQ Ref:	The GM LTP2 Air Quality Strategy & Action Plan core action (Fig. 1) that the specific action relates to.
Action Plan Measure / Target:	Action target or measure.
Original Timescale:	Original action timescale
Progress with measure:	Progress made between April 2007 and March 2008, with reference to the Action Plan measure / target.
Outcome to date:	Outcome since action initiated.
Comments:	Any additional information.

PART 2 PROGRESS TABLES**2.1. AIR QUALITY WORKING GROUP**

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
A1	Implement a Roadside Emissions Testing Scheme ("Cleaner Vehicles")	2004/05-2010/11	<p>In 2007/8 25 test days were carried out, in which 760 vehicles were tested. Only 13 vehicles failed (1.7%).</p> <p>The campaign continues to focus on a regulated approach with formal roadside emission test days.</p>	<p>The campaign began in 2003 and has been a success to date, with indications that fewer vehicles are failing the test year on year. A lower percentage of vehicles failed the test in 2005 compared to 2003 with very low failure rates for petrol engine vehicles (0.5%) but still significant failure rates of 7% for diesel engines.</p> <p>Annual vehicle pass / fail results have shown an overall decline in vehicles failing the test over the 5 years the campaign has been running. Nevertheless, it has identified that there is still a significant number of vehicles on the road that have polluting potential, particularly diesel engines.</p>	<p>A report has been commissioned to evaluate the AQ impacts of the cleaner Vehicles campaign over the last 2 years.</p>

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
				The progress of this project will be reviewed at the end of 2008.	
A2	AQ Studies and Research	On-going	<p>Update of EMIGMA (Emissions Inventory for Greater Manchester) has been completed for the baseline year 2005, and for 2006. A forecast has also been undertaken for 2010.</p> <p>The data base is now one of the most comprehensive in the UK, with the following added features: Improved traffic modelling (Saturn) Modelling of cold start and hot soak emissions distribution Incorporation of CO2 emissions Clear audit trail for emissions factors</p> <p>A bid has been submitted to DEFRA for a further round of AQ Review and</p>	<p>GMTU LEZ study complete. Taxi emission research completed.</p> <p>This study suggested: Setting a strictly applied age limit policy (exemptions only being applied in very exceptional cases). If possible the policy aim should be to try and achieve Euro III compliance (vehicles registered after 2000 should in the main achieve this standard) by 2008/9. Implementing a six monthly test cycle for taxis, although perhaps considering a lesser standard (yearly test?) for newer vehicles (vehicles less than 3yrs old?).</p>	<p>EMIGMA update for 2007 should be completed by Autumn 2008.</p> <p>EMIGMA data will be used to provide AQ inputs to LDF Options Appraisal study in 2008/09</p>

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
			<p>Assessment, including a proposal to undertake AQ modelling as part of Detailed Assessment.</p>	<p>Consider applying incentives to encourage low emissions, through fee discounts, advice and fare charging policies.</p> <p>The study looked at the scenario where all of the existing fleet are compliant with Euro III emission standards, NOx emissions from taxis are estimated to reduce by approximately 15% and PM10 by 28 – 30% for Greater Manchester.</p> <p>A joint study, with the Highways Agency (HA Strategic Road Network Diffusion Tube Survey), of NO2 levels at locations adjacent to motorways began in April 2006. Initial results indicate potential exceedances at relevant exposure locations adjacent to motorways for participating local authorities (Manchester City, Rochdale, Salford, Stockport and Wigan)</p>	

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
				The Greater Manchester Transportation Unit (GMTU) is also developing web-based access for industrial processes and large point source information.	
A3	Taxi Licensing Review	2006	The group via its Taxi Licensing sub-group continued its links with GM Licensing Officers sub-group. Manchester, Wigan and Oldham have revised their licensing policies since the emissions report was provided in 2005. The Taxi Licensing Group plans to review all licensing conditions over the next two years with the aim of standardising applied conditions across the Greater Manchester Area. This will include policies affecting emissions.	Manchester, Wigan and Oldham have revised their licensing policies since the emissions report was provided in 2005.	

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
A4	Vehicle Clean-Up Programme	On-going Implemented in 2004/5 and ongoing.	<p>Working with bus fleet management Dirty Diesel Campaign:</p> <p>Encouraging the public to report smoky, grossly polluting vehicles.</p> <p>Targeted to reduce PM₁₀ but also reflecting badly tuned vehicles that have higher emissions of a range of pollutants. Campaign began in November 2004 and is still publicised via the hotline and websites: www.manchestergreencity.co.uk http://www.cleanervehicles.org.uk</p> <p>Leaflets are also handed out to drivers during the Cleaner Vehicles Campaign days to increase awareness.</p> <p>Idling Vehicles Campaign:</p> <p>Advice and enforcement (Fixed Penalty Notices) against drivers idling</p>	<p>Smoky vehicles are reported to City Council taxi licensing team or VOSA for commercial vehicle operators for enforcement action.</p> <p>Partnership working with GMPTE is also enabling us to deal with individual buses / companies that have excessive emissions.</p> <p>Initial indications are a high level of compliance from commercial operators following publicity as part of the implementation of the scheme.</p>	

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
			<p>their vehicles unnecessarily. Raising awareness of emissions and energy issues of idling vehicles.</p> <p>195 Fixed Penalty Notices have been served since the launch of the campaign up to end of March 08.</p> <p>Partnership working with the Street Crime Wardens has also enabled pro-active work to focus on idling vehicles during periods when air quality is moderate or worse.</p>	<p>In addition, Manchester City Council Street Management Team removed 2041 untaxed vehicles and 81 abandoned vehicles in the financial year 2007/08. This is a decrease of 31% and 12% respectively from last year's figures.</p>	
A5	Air Quality Training	2006-08 – Review of impact in 2007/08	<p>The context for this action is rapidly changing with better integration of AQ impact assessment within transport appraisal, and the further development of proposals for a GM Environment Commission to ensure climate change and AQ priorities are progressed.</p> <p>The group is intending to participate in the development of national Low Emission Strategy Guidance through</p>	<p>Workshop undertaken in 2007. The workshop served to both increase stakeholder awareness of the AQAP as well as to inform a refresh of the plan.</p>	

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
			Peer authority participation in 2008/9 (Wigan acting as lead authority). In particular part of this work is looking to develop training to provide professional qualifications/expertise in climate change and air quality.		
A6	Improve and Develop Manchester Airport Environment Partnership	On-going	<p>A Revised Ground Travel Plan was published 2004. The new plan was part of Manchester Airports Master Plan published in 2007.</p> <p>The Manchester Airport Master Plan was written and a public consultation was undertaken in 2006. The Master Plan was published in 2007 along with 4 supporting policy documents: Environment Plan, Ground Transport Plan, Community Plan and Land Use Plan. The Environment Plan makes a commitment for Manchester Airport to be carbon neutral for energy use and vehicle fuel use by 2015.</p>	<p>Outcomes: Ground Transport Interchange now open. 3rd rail platform under construction, open Dec 2008. Introduced new direct train service to Glasgow and Edinburgh. 43 Bus service to Manchester moves to a continuous 24 hour service. 2006 monitoring results: The vehicle trip per air passenger ratio 1.34 at end 2007. 9% local bus and 3% rail use by staff walk & cycle 4% at end 2007. Car usage was down to 80%, drive alone 70% at end 2007.</p>	

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
			Construction of the third rail platform began in July 2007.	Implemented forecourt management plan to direct private car and taxi pick up into the short stay car parks to cut down on congestion.	
A7	Develop GM Supplementary Air Quality Planning guidance and Mitigation Measures	2006	Wigan Council adopted its 'Development and Air Quality' Supplementary Planning Guidance in September 2007. Consideration is ongoing within the group regarding the proposed approach across the Greater Manchester area bearing in mind LDF developments and pending Low Emission Strategy Guidance/participation in Peer group programme.	Proposed adoption of best practice across wider Greater Manchester to be addressed through participation in Low Emission Strategy development and through related development of LDF strategies, policies and guidance.	

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
A8	Promotional Campaign	On-going	<p>Air quality work is also highlighted on several other websites such as http://www.greatairmanchester.org.uk/ and http://www.cleanervehicles.org.uk/</p> <p>Air quality sites have been updated with key reports and information. Funding for more interactive website features has not been secured, but the focus for the future is still on a more interactive site providing improved facilities and self service for customers. Work on the GreatairManchester website is due for completion 2008/09.</p> <p>In Town Without My Car Day also implemented across Greater Manchester.</p>		

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
A9	Air Quality Monitoring	On-going	Continued to maintain and enhance a network of automatic and passive monitoring sites across GM. GM Authorities also contributed monitoring data from Motorway locations around GM to study by Highways Agency (see A2 above).		
A10	Develop GM Fuel Strategy	2006	This action has slipped. The working group is monitoring developments nationally through LACORS, RTFO and King Review.	Various local authority fleet/vehicle policies (see individual authority Annexes)	

2.2. FREIGHT QUALITY PARTNERSHIP

GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
C1	Promote & Develop Freight Air Quality Best Practice Guidance - Promotion of appropriate air emission reduction practices, fuels, and technologies including lower emission vehicle specifications, driver training, vehicle tuning, and journey planning for circulation amongst HGV and fleet operators	2005/6	Guidance included in GM Freight Map which has just been fully revised. Freight Best Practice Initiative also promoting nationally and regionally, and will be extended for a further 3 year period from 2008.	Euro 4 emission-level vehicles now required for new fleets. 6 vehicles from JPM Ecologistics in Rochdale now running on biodiesel. Progress with local authority fleets –eg Salford City Council’s biodiesel-powered fleet. Evidence from Freight Best Practice programme of fuel savings and CO2 emission reductions by operators. Higher fuel costs likely to yield further progress in this area.
C2	Produce Greater Manchester Drivers Freight Map - Produce Greater Manchester Drivers Freight Map to aid journey planning	2005 2007	First edition (2005) complete and distributed. Second edition (2007/08) completed and circulated, and available on GMLTP website.	No measured outcomes but some anecdotal evidence of route planning savings
C3	Sustainable Distribution Guidance - Seek the support and guidance of	2006	No progress owing to staffing and funding limitations, but this area overlaps with Freight Best	

	<p>Central Government in relation to the promotion and implementation of Sustainable Distribution guidance amongst commercial operations and other agencies in the region.</p> <ul style="list-style-type: none"> Consult with Central government Disseminate Sustainable Distribution guidance to relevant stakeholders Engage vehicle operators 		Practice in any case	
C4	<p>Night time Freight Deliveries - Examine the feasibility of night-time deliveries by investigating the relaxation of delivery curfews relating to existing or proposed commercial premises, ensuring that there is a full consideration of the potential noise/nuisance impact.</p>	2007	<p>Best Practice on how to approach this now published by DfT, and will be referred to by planning authorities deciding on applications for lifting of delivery curfews.</p> <p>At present, no authorities intend to approach site operators with suggestions for reductions in curfews, as elected members consider there are good reasons</p>	<p>Publication of Best Practice has not led to any increase in applications from site operators for modification/lifting of curfews, but this may change if transport investment/congestion charging scheme goes ahead.</p>

			for the restrictions they have approved.	
C5	Identify And Address Key Environmental Impact Points for Freight on the Road And Rail Network - Assessment of all points on the road/rail network where freight has the biggest detrimental impact, or has the potential to have a positive impact, on the environment, and implement any feasible actions.	2007	Pilot freight site signing survey completed in Bolton to investigate potential for reducing impact by better signing of freight attractors/generators to/from the GM Freight Network. Proposals made and costed, and LTP Steering Group Authorities recommended to undertake similar studies.	Signing work under way in Salford

2.3. GREATER MANCHESTER PASSENGER TRANSPORT EXECUTIVE (GMPTE) & GREATER MANCHESTER PASSENGER TRANSPORT AUTHORITY (GMPTA)

GM LTP2 AQ Ref	Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
D1	Work with bus operators to reduce bus emissions.	Ongoing	<p>Regular liaison meetings held with major operators</p> <p>Grant aid was offered to operators for fitting particulate traps, but withdrawal of additional grant from the Energy Savings Trust has made it difficult to persuade operators to further traps.</p> <p>Major operators have invested heavily in new vehicles, particularly as part of the Quality Bus Corridor initiative</p>	<p>17% of the bus fleet are now fitted with particulate traps</p> <p>70.9% of the bus fleet engines are Euro II standard or above</p>
D2	Set Up Bus Quality Agreements (BQAs) that Include challenging air quality standards.	Ongoing	<p>Bus Quality is being taken forward as part of work to establish wider Quality Partnership Agreements. This is part of a Transport Innovation Fund bid, which is the subject of public consultation March 2008-October 2008</p>	<p>Some quality improvements have been achieved through voluntary partnership via the Quality Bus Corridor programme. This has increased the proportion of new vehicles in operation.</p>
D3	Traffic Regulation Conditions (TRC). -	2006	Internal discussions held	None

GM LTP2 AQ Ref	Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
	Traffic Regulation Conditions include powers for a Traffic Commissioner to impose restrictions on bus operators concerning the exhaust emission standards of vehicles used.			
D4	Real Time Information	Ongoing	Limited progress due to problems with supplier and software	None measurable
D5	Public Transport subsidies.	Ongoing	GMPTE continues to subsidise socially necessary bus services. These include a requirement to fit particulate traps to buses used on GMPTE contracts.	<p>Many journeys are made by public transport rather than more polluting modes. 17% of the fleet are now fitted with particulate traps.</p> <p>Limited amount of public subsidy (compared to London) makes environmental conditions (which have a cost) difficult to impose when the demand for subsidy (due to de-registrations) continues to rise.</p>
D6	Clean Bus Research		Hybrid and other research continues. Links with Manchester	The scrapping of Energy Saving Trust (EST) grant aid, including the

GM LTP2 AQ Ref	Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
			and Warwick universities. Pilot hybrid Metroshuttle bus proved unreliable and is currently not operational.	low carbon bus programme makes further development more difficult
D7	Metrolink Expansion	2011 if funding is secured	<p>Funding secured for Phase 3a of Metrolink, Delivery Partner & contractor appointed, some enabling work commenced (including ordering of vehicles). New lines will start opening in 2011.</p> <p>Funding for Phase 3b is dependent on Transport Innovation Fund Bid proceeding. Public Consultation on this is taking place July-October 2008.</p>	<p>None as yet.</p> <p>Metrolink is proved to have huge potential to replace car journeys and is a key element of the Greater Manchester Integrated Transport Strategy</p>

2.4. BOLTON MBC

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure in 2007/08	Outcome to date	Comments
A1	Roadside Emission Testing Implement the Vehicle Emissions (Fixed Penalty) (England) Regulations 2002	Cleaner Vehicles Campaign began in 2003.	Campaign continued into 2007/08	See Gtr Manchester wide actions update.	Campaign utilised in Bolton every year since 2003.
A9	Air Quality Monitoring Produce annual reports and publish results	April annually	No specific air quality report produced	No specific air quality report produced	Monitoring data is in the Air Quality Management Progress Report.
A9	Air Quality Info on Website Publish AQ action plan on web with links to AQ sites and include other service info.	April 2007	Air Quality information now on Council web site including action plan, AQMA and links to other sites.	Item completed	Whilst this item is complete, more air quality information and data will be posted on the site.
A9	Review Current Monitoring Assess suitability of current monitoring sites and amend as appropriate	April 2005	New monitoring sites now operational.	Report produced 2006/07. Monitoring programme now updated in accordance with the	Item now completed – to be reviewed in 2011.

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure in 2007/08	Outcome to date	Comments
				report..	
E7	<p>Pedestrianisation To be included in the walking strategy. Town Centre scheme</p>	Dec 2003/04	No major schemes completed this year.	Churchgate (Town Centre) sheme complete. Bath St and Le Mans Cres/Cheadle Square planned for completion approx 2011.	Programme dependent to some extent on successful TIF bid.
E7	<p>Improved Cycling and Walking Provision Produce and implement a Walking Strategy.</p> <p>Monitor the implementation of the Cycling Strategy.</p>	April 2004	<p>No larger schemes completed. Much activity on small (DDA) schemes across the town.</p> <p>Work done with Sustrans on the planned Bolton to Bury cycle route using</p>	<p>Walking Strategy written, adopted and being implemented.</p> <p>North/south route completed in joint project with GMPTE. Emphasis on use by people with disabilities.</p> <p>Cycling Forum established and active.</p> <p>New Cycling Strategy adopted.</p> <p>Middlebrook cycle route</p>	Successful TIF bid needed for Bolton – Bury cycleway scheme.

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure in 2007/08	Outcome to date	Comments
			old railway.	to Town Centre in operation. Offroad route from town centre to General Hospital completed.	
E11	Home Zones Investigate feasibility of home zones and secure appropriate funding.	May 2004	Homezone type project (at Shepley Avenue) successfully implemented.	Completion of Oldhams Estate Homezone. Completion of Shepley Ave scheme.	
A3	Taxi Controls Investigate the regulation of Taxi emissions. Encourage use of LPG.	Short Term	No change. Approx. 25 cars run on LPG	On-going policy of testing 100% of vehicles twice yearly. Approx. 25 cars run on LPG	Gtr M/c authorities considering standard policy to reduce numbers of 'old' vehicles. See Gtr M/c action plan update.
E5	Use of Cleaner and Alternative Fuels Continue the fitting of particulate traps as part of the annual replacement	On-going	All new vehicle purchases meet Euro 4 standard. Now moving to Euro 5.	Continual improvement in emission standards of new vehicles. Particle traps fitted where	

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure in 2007/08	Outcome to date	Comments
	<p>programme for Council fleet</p> <p>Trial other methods to reduce emissions from the Council fleet.</p>			<p>necessary.</p> <p>5% bio diesel in use for entire fleet (approx. 600 vehicles).</p>	
D2	<p>Quality Bus Partnership</p> <p>Northern Orbital to start 2003/04.</p>	Dec 2006	<p>Work done on planning a Chorley New Rd scheme and a Rapid Bus Transit Route from Bolton to Manchester.</p> <p>Jetts M60 Quality bus corridor.</p>	<p>Quality Bus Partnership operational.</p> <p>Bolton part of Northern Orbital Quality Bus Corridor completed.</p>	<p>On-going programme of schemes. TIF funding important for these schemes.</p>
E8	<p>Travel Plans</p> <p>Develop the key areas of</p>	Medium Term	Council staff travel	Car share scheme	

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure in 2007/08	Outcome to date	Comments
	the BMBC travel plan.		survey completed. Data to feed into Travel Plan review.	implemented. Mileage allowance for larger cars removed. Cycle sheds provided.	
E8	Work in Partnership with Local Businesses to Produce Travel Plans	Medium Term	Small group of companies at Parklands (Mansell Way) with travel plans working together and liaising with the Council.	Approximately 15 businesses have travel plans approved.	
E9	Walk to school plans, etc. Implement kerbcraft child pedestrian training scheme. Evaluate the pilot study of school travel plans	April 2004	793 schoolchildren (mainly Year 6) passed through Safer Cycling classes. This	Pilot completed.	

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure in 2007/08	Outcome to date	Comments
			<p>represents approx. 21% of all Year 6 children.</p> <p>32 school travel plans approved. ST Advisor works with primary, secondary, nursery, independent, special and PRUs. Work continuing.</p> <p>30 schools took part in Support Walk to School Week activities (May 2007)</p> <p>14 schools received grants.</p>	<p>53 (38%) plans in total now approved.</p> <p>9 schools have active weekly walking buses..</p>	<p>Aim to achieve 100% of schools with STPs by 2010. Capital funding available from DCSF.</p> <p>More schools being encouraged to take part. International WTSW also promoted.</p> <p>More to be encouraged -training to be given by the Road Safety Team.</p>
NTA5	<p>Policy Measures Development Control</p> <p>Investigate the practicality of the S106 agreements to</p>	Long Term	Small amount of progress made in researching this	Small amount of progress made in researching this subject.	

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure in 2007/08	Outcome to date	Comments
	secure balancing measures in application where AQ is an issue.		subject.		
NTA5	Development Control Provide guidance in relation to AQ for developers to follow when submitting Planning Applications.	Long Term	Some progress made in developing a Gtr Manchester planning advice document.	Workplace travel guidance note written and provided to applicants.	
NTA1	Industrial Emissions Continue to enforce the Pollution Prevention and Control (England and Wales) Regulations 2000 (as amended)	On-going	All premises permitted and inspected in 2007/08.	Annual programme of inspections maintained.	
NTA2	Domestic Emissions Smoke Control Areas. Whole of Bolton SCA – Publicise implications of SCA Enforce Legislation	On-going	All complaints about domestic emissions are investigated and dealt with appropriately.	Policy of investigation and enforcement maintained.	

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure in 2007/08	Outcome to date	Comments
NTA4	Information on Bonfires and Air Quality Provide information to residents on environmental issues relating to bonfires to discourage inappropriate burning.	Short Term	No further progress.	Bonfire leaflet produced.	
NTA2	Affordable Warmth Strategy (Home Energy and Fuel Poverty) Implementation of the Strategy	Medium term	Funding secured for Affordable Warmth Coordinator for 2007-08. Awareness raising events including Energy Efficiency Advice Shop which over 1600 people attended. Affordable Warmth Project Officer in post to deliver training to newly formed households.	Strategy under review. Affordable Warmth Coordinator – contract extension. Affordable Warmth Project Officer in post (funded from Scottish Power's Energy People Trust). Large number of public and private sector	

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure in 2007/08	Outcome to date	Comments
			<p>629+ heating systems fitted with A rated boilers. 3837 homes insulated to the required standards.</p> <p>Private sector approx. 1874 homes were insulated (2789 measures – Loft insulation, Cavity Wall Insulation and Draught proofing). Better Behaving Boiler Scheme - 111 grants awarded. Warm Front Top Up Scheme - 278 grants awarded.</p>	properties improved.	

2.5. BURY COUNCIL

GM LTP 2 AQ REF *	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
	<i>Reduce Emissions from Vehicles</i>				
A4 A8	Promote the use of alternative fuels such as LPG, CNG and electricity to domestic and commercial vehicle users.	Ongoing	<p>The council use 2 dual fuel LPG/diesel vehicles.</p> <p>Promotional activity is carried out generally by Bury council officers during their daily work activities and at specific promotional events such as European Car Free Day.</p> <p>Energy Saving Trust Have produced an Environmental Audit on the council fleet and have set a target of 13% reduction in CO2 emissions by 2010.</p>	<p>Two dual fuel LPG/Diesel and one electric vehicle used by the council.</p> <p>In 2004/05 - total number of vehicles converted using EST grants in the Greater Manchester Area was 194</p> <p>The calculated reduction in emissions from these conversions was :- 0.8 tonnes - PM10 2.7 tonnes – NOx</p>	
A4	Promote the use and	Ongoing	The Council seeks to use and retrofit		

GM LTP 2 AQ REF *	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
A8	retro fitting of emission limiting technology particularly for older vehicles and heavy goods vehicles.		emission limiting technology whenever possible in keeping with its commitments for improving air quality.		
D3	Investigate the implementation of lower speed limits where appropriate and work with Greater Manchester Police to increase enforcement of speed limits	Ongoing	There are currently seventeen 20mph zones in the borough with a further 3 to be implemented in 2008/9.	Seventeen 20mph zones in the borough	
D3	Carry out an annual review of schemes for possible inclusion in local safety and traffic calming programmes as part of the Local Transport Plan. Pursue all feasible options.	Ongoing	Schemes for implementation form part of the LTP Annual Progress Report submission.	Ongoing.	Schemes may be included in either the local safety or traffic calming programmes
A8	Promote fuel-efficient	Ongoing	Promotion undertaken through Road Safety	Ongoing – see	

GM LTP 2 AQ REF *	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
C3	driving in the domestic and commercial sector.		<p>campaigns which may include driver training. The GM Freight Strategy promotes more fuel efficient driving practices.</p> <p>Articles promoting Safe and Fuel Efficient Driving (SAFED) and the Government funded "Freight Best Practice" programme were placed in "Bury Business News" This is a newsletter circulated to approx 2500 businesses in the borough.</p>	progress	
B2	Support the Highways Agency's (HA) Route Management Strategies (RMS) for the M60 and M66	Med/Long	Support given through Greater Manchester Local Transport Plan (GMLTP) work and Bury TMU. Local authorities of Greater Manchester continue to strengthen links with HA to facilitate a more co-ordinated approach to monitoring and actions. Bury MBC have assisted HA consultants with monitoring at Junction 17 of the M60.	HA has introduced traffic controls at key junctions to control flows on the local motorway network. HA are also carrying out monitoring around the M60.	
E10	Improve road signing in the Borough to reduce unnecessary travel.	Ongoing	Re-signing of the Primary Route Network (PRN) has been completed. The signing of the Borough's highway network is reviewed on a regular basis appropriate to other initiatives and developments in the Borough	PRN re-signed to reduce unnecessary miles.	

GM LTP 2 AQ REF *	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
	<i>Reduce Emissions from Council Vehicles</i>				
E5	Monitor the current five vehicles fitted with diesel/LPG systems prior to fitting of further systems.	Medium	<p>Only 2 vehicles now in service using LPG All fleet now using 5% Bio diesel as part of its main stream fuel supply Energy Saving Trust audit has taken place, with several recommendations made, such as better fuel monitoring, reducing mileage etc. A target of 13% reduction in CO2 emissions by 2010. It is intended that the LPG will be withdrawn due to poor back up service from LPG installers and increases in fuel duty making LPG not as economical as originally calculated</p>	2 Vehicles operating on a mixture of 70% diesel 30% LPG. Also one electric vehicle in the fleet.	
E5	Specification and purchase of improved efficiency vehicles to and above Euro III standard and examine the availability of Euro IV engines.	Med	<p>Ongoing as this is a legal requirement on the vehicle manufacturers Current fleet consists:- Euro I 0% Euro 2 7.3% Euro 3 64.5% Euro 4 26.2% Vehicles outside Eu rules 2.0% 1 vehicle achieves zero emissions During 2007 the following was expected to</p>	See progress	

GM LTP 2 AQ REF *	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
			be achieved:-		
			Euro1 0% Euro 2 1.5% Euro 3 40.0% Euro 4 56.5% Vehicles outside Eu rules 3.0% 1 vehicle achieves zero emissions. These figures can be updated following the delivery of new vehicles this year.		
E5	Improve monitoring of fuel consumption to facilitate reduction programme.	Short	Fuel dispensing and monitoring system installed at Bradley Fold. Estimates have been received for fitting of fuel monitoring systems at Fernhill – currently awaiting decision to proceed.	Fuel dispensing and monitoring system installed at Bradley Fold. Significant progress re installation of fuel monitoring at Fernhill	
E5	Ensure that the Council's vehicle fleet is properly maintained and operating efficiently.	Ongoing	Ongoing requirement of the Operators Licence. A review of servicing frequencies has been undertaken and improvements implemented.	See progress	
E5	Investigate the availability and cost of monitoring equipment to measure diesel	Short	Unit to be trialled during May 08 followed by purchase	See progress	

GM LTP 2 AQ REF *	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
	emissions.				
E5	Raise awareness of fuel-efficient driving amongst local authority drivers and employees generally.	Ongoing	This will be developed further when the fuel use monitoring is in place – so that the impact can be measured. Currently the council operate a “Smart” driving course for council drivers which advocates more fuel efficient driving. As part of the new Drivers Certificate of Professional Competence which commences Sept 09, one of the training modules covers defensive and fuel efficient driving. This will cover all drivers of vehicles over 3500kg GVW. A pilot scheme “Bury Assessment” is to be trialled in May. This will be a one to one driving assessment which is aimed at all drivers as part of risk reduction.	See progress	
E7	Improving the provision of on and off road cycle lanes and tracks in the Borough.	Ongoing	Cycling provision has changed emphasis and schemes are now implemented as part of a wider package to create a more sustainable transport network. Works are combined with initiatives such as the Safer Routes to School, School Travel Plan, and Public Rights of Way programmes	There are now 64.4miles of on highway cycle lanes in the borough. There is a full cycle training programme across the borough and the Council is continuing with its popular staff	

GM LTP 2 AQ REF *	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
				cycle training programme	
E7	Review the Bury Cycling Strategy and raise awareness of it.	Short	Strategy adopted. Schemes identified are currently being implemented.	See above	
E7	Providing advanced stop lines for cycles.	Ongoing	This programme is continuing as junctions are improved/introduced	There are a total of 97 advanced stop lines in Bury	
E7	Improve the provision and security of cycle parking facilities.	Ongoing	All Metrolink stops have secure bike lockers installed. Bury College now has facilities for up to 50 cycles and Holy Cross College 30 cycles. A programme to install secure sheltered facilities in schools is currently continuing	Facilities provided at 22 schools and a programme implemented to provide more secure sheltered facilities in schools. 2 Colleges with facilities for a total of 80 cycles Facilities provided at all Metrolink stations	

GM LTP 2 AQ REF *	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
E9	Implement the Safer Routes to Schools Programmes.	Ongoing	14 schools had Travel Plans authorised in 2004/5 18 Schools had Travel Plans authorised in 2005/6 19 Schools had Travel Plans authorised in 2006/7 11 Schools had Travel Plans authorised in 2007/8 There are currently 18 walking buses operating in the borough. A further walking bus should be operational by the summer	62 schools have now completed authorised School travel Plans	
E7	Rolling programme of local schemes to improve the safety of pedestrians.	Ongoing	All highway schemes should consider the safety of pedestrians and cyclists where appropriate.	Ongoing	
E14	Where appropriate, ensure that the impact of proposed developments on traffic	Ongoing	All applications breaching the size thresholds of PPG13 require a transport assessment.	Ongoing	

GM LTP 2 AQ REF *	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
	emissions is assessed as part of the planning process. Assessment results can then be considered, with all other relevant information relating to a planning application				
E7	Where appropriate request that developers produce a statement on cycle/ pedestrian impact with planning applications.	Ongoing	COPECAT(COncise PEdestrian and Cycling AudiT) introduced across Greater Manchester	Ongoing	

GM LTP2 AQ REF	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
E7 E8	Ensure that the revised Local Development Framework contains policies, which seek to reduce the need to travel and promote the use of modes other than the car.	Ongoing	The Local Development Scheme (LDS) (March, 2006) contains timescales and working arrangements for the production of Local Development Documents. This includes the production of Travel Plan and Parking Standards Supplementary Planning Documents (SPDs) and Managing the Supply of Housing SPD.	<p>Updated LDS approved March 2007.</p> <p>Travel Plans and Parking Standards SPDs (consultation draft) produced January 2007 and scheduled for adoption May 2007.</p> <p>Design and Layout SPD scheduled for adoption in June 2008.</p> <p>The Managing the Supply of Housing SPD was adopted in May 2006 and focuses new housing development into locations accessible by public transport facilities such as town centres and regeneration areas...</p>	

GM LTP2 AQ REF	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
E7	Implement the Bury sections of the National Cycle Network route through Bury.	Ongoing	The Bury section of Route 6 of the National Cycle Network was completed in 2005	Work completed	
E7	Produce a Bury Walking Strategy promoting walking in the Borough.	Short	Strategy was adopted in June 2004. Schemes now being implemented as funding and opportunity permits.	Strategy adopted	
E7	Redesign road systems where appropriate to give pedestrians priority e.g. in Bury Town Centre.	Ongoing	The GM Walking Strategy introduced a road user hierarchy which first considers the needs of pedestrians and disabled people followed by cyclists, public transport and commercial traffic before general traffic, wherever appropriate.	Ongoing	
E8	Promote the implementation of Travel Plans among Bury employers.	Ongoing	Discussions taking place with some of the larger employers in the Borough.	Ongoing. The Bury MBC Travel Plan coordinator has been working on schemes with a number of businesses including	

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				PC World, Holy Cross College, Bury College, PCT, and Bury Police	
E13	Promote measures such as car sharing among residents and businesses in the area.	Ongoing	A car sharing database has been redesigned and relaunched across Gtr Manchester. A separate database has been introduced for Bury MBC employees. Information about the database is included in staff bulletins at regular intervals	See progress.	
E11	Implement the Home Zone at Victoria Estate Whitefield. Implement additional Home Zones wherever feasible and appropriate levels of funding available.	Ongoing/ Long	Work on the Victoria Estate is now complete. No other "Home Zones" proposed at the current time	Completed in 2005.	
	<i>Promote the use of public transport</i>				
E1	Implement the A56/A665/A58 Bus Corridors.	Ongoing	Work on the QBC programme is now virtually complete. Nevertheless there are still hotspots of traffic congestion which are hindering bus lane access and egress and this is being investigated. A real time	QBC programme completed 2007/8. Remedial works ongoing	

GM LTP2 AQ REF	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
			information system has yet to be finalised.		
E16	Promote clean attractive, safe and affordable public transport.	Ongoing	The Extended National Concessionary Fares Scheme was introduced on 1 April 2008 and includes use of trams and trains in Greater Manchester. Discussions are currently taking place with the DfT through the Transport Bill for local government to have more effective control of services over private operators	See progress	
E15 E16 E2	Promote an integrated public transport system.	Ongoing	This is being progressed through joint working between Bury MBC, AGMA and GMPTE. Work on a number of transport initiatives is currently being worked on as part of the Transport Innovation Fund (TIF) submission to the Department for Transport	An announcement on the TIF bid is expected shortly (May/June 08). At this stage it is unknown if congestion charging will be introduced irrespective of any announcement on the bid itself.	
E12	Manage public parking to encourage the use of public transport rather than the car.	Ongoing	This is being progressed through joint working between Bury MBC and GMPTE, and parking policies of Bury MBC. Through the TIF submission it is proposed to double the number of park and ride spaces in Greater Manchester	A new park and ride facility was opened at Whitefield Metrolink Station in June 2006. Use has grown steadily since opening.	Further proposals for Park and Ride are being considered as part of the evaluation of

GM LTP2 AQ REF	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
					schemes in the TIF submission.
E16	Assess current provision of public transport and community needs and work with GMPTE to provide an accessible and suitable service.	Ongoing	A community transport service, funded by Bury MBC and GMPTE, was introduced in July 2007 as a two year pilot project. Operated by Bolton Community Transport funding to continue the service after the pilot period has expired is being investigated.	Since its introduction the service has continued to grow and ways to increase patronage are being explored	
E2 E16	Support the provision of increased security at Park and Ride car parks.	Med	PTE is currently investigating additional Park and Ride facilities throughout Greater Manchester. Increased security is a major component in this study. This will feature as part of the TIF proposal	Ongoing	
E2	Examine the feasibility of introducing a commuter service on the East Lancashire Railway from Rawtenstall to Bury and beyond	Ongoing	A number of options to improve public transport on the South East Lancashire/Bury/Manchester are currently being investigated	Consultants have recently been appointed to investigate the use of the East Lancashire Railway as part of this proposal.	
E2	Support provision of a new Park and Ride Scheme adjacent to Bury	Ongoing	Proposal currently placed on hold due to progression of other town centre initiatives.	For future consideration.	

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	town centre				
	<i>Reduce the volumes of traffic and traffic emissions resulting from Bury MBC employees and activities.</i>				
E8	Implement a Travel Plan for Bury Council.	Short/Med	<p>A Travel Plan for Bury MBC employees located in the town centre has been completed.</p> <p>A car sharing database is now in use. Shower and changing facilities have been installed in all main town centre council buildings. Pool cycles are located in 3 town centre buildings. Cycle training is available for all staff. There is an established bike user group. The introduction of a cycle mileage scheme has now been implemented.</p> <p>Homeworking has been made easier with the introduction of work-life balance flexitime. All new Bury MBC employees are entitled to a month's free travel with First Bus.</p>	See Progress	

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C3	Investigate the feasibility of including a consideration of transport emissions and energy efficiency for insertion into any environmental quality criteria that the authority may wish to introduce.	Med	This is still under consideration		
C3	Investigate the feasibility of co-ordinating the supply of goods and services on a corporate basis to reduce the number of delivery journeys necessary.	Med	The council constantly aims to improve the co-ordination of the supply of goods and services. This improvement will reduce the number of delivery journeys.		
	<i>Reduce emissions from non road traffic sources</i>				
NTA4	Promote improved energy efficiency in the industrial and				

GM LTP2 AQ REF	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
	<p>commercial sector by continuing to support the work of the Groundwork Business Environment Association Bury. Their activities include:-</p> <p><i>Continue the Energy Efficiency Award for companies showing the greatest achievement</i></p>	Short (annually)	Groundwork Bury have a category at the Annual Dinner and Awards Ceremony each year to honour companies who have made an outstanding contributions to energy, water or waste management.	Awarded each year.	
	<i>Raising awareness of energy efficiency amongst businesses in Bury MBC</i>	Long	<p>Energy efficiency awareness raising is carried out when visiting commercial operations particularly when carrying out reviews.</p> <p>Reviews carried out 2007 – 29 2008 – 72 to date</p>	101Resource Efficiency reviews carried out in total	

GM LTP2 AQ REF	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
	<i>Provision of technical advice to assist companies to implement energy efficiency measures and savings</i>	Long	See action above.		
	<i>Promoting take up of free energy surveys through "Action Energy"</i>	Long	Promotion achieved through helpline enquiries and environmental and legal updates through the Search and Send programme. Helplines carried out 2008 – 6 to date Search and Send 2008 - 460	Helplines carried out: 2003 = 144 2004 = 133 2005 = 113 2006 = 43 2007 = 28 Search and Send 2007 - 1936	
	<i>Promoting improved</i>	Long	Groundwork circulate a quarterly	See Progress	

GM LTP2 AQ REF	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
	<i>energy efficient systems by providing advice and access to grant assistance</i>		magazine and monthly bulletin which aims to promote Groundwork's Business Environment activity and promote emissions reduction and energy efficiency		
	<i>Promoting "Enhanced Capital Allowance Scheme"</i>	Long	See previous actions. All relevant schemes and grants are promoted at all points of contact with commercial clients	See progress	
	<i>Arranging seminars for local businesses</i>	Short	Seminars proposed for 2008/09	See Progress	
	<i>Encouraging the use of renewables or energy from waste where appropriate</i>	Long	See previous actions. The use of renewables is encouraged where appropriate at points of contact with commercial clients.	See Progress	
	<i>Use of "energy monitor" in businesses to measure energy and reduce consumption or raise awareness of faults</i>	Medium	See previous actions re reviews	See Progress	
	<i>Provide technical advice on air pollution from processes and promote reductions in pollution</i>	Long	Technical advice provided during audits, via helplines, seminars, bulletins and search and send. All are detailed in previous actions.	See Progress	

GM LTP2 AQ REF	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
	<i>Continue to promote the take-up of grants to improve the environmental performance of industrial and commercial operations</i>	Long	See previous actions. All relevant schemes and grants are promoted at all points of contact with commercial clients.	See Progress	
NTA2	<p>Continue to implement, develop and monitor the Home Energy Conservation Act (HECA) Strategy.</p> <p><i>Measures under this strategy include:- Continue installing energy efficiency measures in public sector housing stock</i></p>	Ongoing	<p>Achieved 7.53% reduction in energy use and 32494 tonnes reduction in CO₂ emissions from March 2006 to March 2007</p> <p>Implemented affordable warmth strategy, 'Bury Action for Warmth', action plan. 2 year review programmed for March 2008</p> <ul style="list-style-type: none"> Installation SEDBUK A condensing boilers 	<p>Cumulative reduction in energy use from 1st April 1996 to 31st March 2007 was 29.51%.</p> <p>On target to achieve 30% saving in energy efficiency by 2010 from baseline figure in 1996</p> <p>479 fitted in 2007-08. As of April 2008 SAP rating 67</p>	

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			<ul style="list-style-type: none"> • Pilot schemes for solar thermal water heating • Installing Low e glazing • Schemes to treat “hard to heat” or non traditional build homes i.e. prefab with external cladding or asbestos cladding of flats replaced with insulated PVC cladding. • Increasing loft insulation to 300mm (specification has increased from 270mm) • Creation of and approval by Six Town Housing Board of an energy vision and statement 	<p>Up and running and commissioned – No further action in 2007/08</p> <p>Ongoing 314 properties in 2007/08</p> <p>One scheme complete. Further external cladding and hard to heat scheme commenced but not yet completed. In 2007/08 13 flats/bungalows at Peel Brow</p> <p>Ongoing projects for loft insulation. In 2007/08 157 properties had loft insulation/top ups. 438 properties had loft insulation with re roofing works</p> <p>Still being developed</p>	

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	<i>Improve energy efficiency in private sector residential properties by means of installation of insulation measures and awareness raising to encourage behavioural changes</i>	Ongoing	<p>and creation of an energy strategy.</p> <ul style="list-style-type: none"> • Installing cavity wall insulation rolling programme • Raising awareness campaigns and miscellaneous promotional activity (see following action for details) <p>Energy efficiency improvement scheme undertaken in Pimhole regeneration area</p>	<p>30 properties had cavity wall insulation 2007/08. Further schemes until 2010 “Decent Homes” deadline using external funding from Scottish Power and Powergen</p> <p>Awareness raising of heating guides, energy events within communities and stakeholder events training for Tenant and Residents Groups.</p> <p>Under previous schemes a total of 1170 households received energy improvements.</p> <p>Under Pimhole scheme 172 properties received insulation measures raising average SAP from</p>	

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				59.68 to 71.29, average running costs per property reduced by £165.30 pa & savings of 1.25 Tonnes CO ₂ per property	
			In 2006/07 1303 households received energy measures under the Warm Front grant scheme, a 47% increase in take up on last year. Value of works £1,236,306 Investigate scheme to fund customer contributions where cost of energy works exceeds Warm Front grant maxima & secure appropriate budget	Total of 4331 households have received Warm Front measures. See progress	
			Save energy, save the planet' presentations given to 1183 primary school children in 38 schools in 2006/07 Developed energy website and Bury Council Intranet pages to include wider range of energy information	3911 primary school children in 128 schools received presentations since 2003/4 186 email contacts since 2003/4	

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			<p>and to promote specific events and schemes. There were 54 e-mail contacts in 2006/07</p> <p>Energy Efficiency posters placed in all public access buildings.</p> <p>Provide display stands at various events to give energy advice and free low energy lightbulbs</p> <p>Information leaflets produced and distributed through various channels eg included in correspondence to blue badge parking permit holders and people receiving or applying for council tax benefit</p> <p>Presentations given to 4 community groups to raise awareness of energy efficiency & encourage take up of energy grants & discount schemes</p>		
	<i>Promote use of the Energy Show House to provide and demonstrate energy efficiency advice to residents Advise on</i>	Short	In 2006/7 the Energy Show House dealt with 1327 enquiries, comprising: 1036 telephone 168 visits	The Show House dealt with 5035 enquiries since April 2003 comprising: 3438 telephone	

GM LTP2 AQ REF	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
	<p><i>grants & schemes to give residents financial help to implement energy improvements.</i></p> <p><i>Work in partnership with the North Manchester Energy Efficiency Advice Centre (NMEEAC) utilising their services to support energy efficiency</i></p> <p><i>Promote the use of renewable sources of small-scale energy generation e.g. solar power in domestic premises when and where it is felt practically and economically feasible.</i></p>	<p>Ongoing</p> <p>Ongoing</p>	<p>54 email 28 home visits 41 others</p> <p>Continue to develop partnership working with NM EEAC utilising services such as fast track referral process for grant surveys & monitoring of referrals</p> <p>Promote micro renewable technologies</p> <p>SRB5 Energy Efficiency project ended March 2006. Officer no longer in post</p>	<p>enquiries 1147 visits 186 e-mail enquiries 50 home visits 214 others</p> <p>No progress report issued by NM EEAC for this period</p> <p>74 renewable energy enquiries to Energy Show House between April 2006 and April 2007.</p> <p>Dedicated pages on</p>	

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			Dedicated energy web page on http://www.bury.gov.uk/energy includes information on domestic renewable energy systems.	Bury Council's website	

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				solar thermal systems in private & public sector properties SRB Project & grant funding ended March 2006. Renewable energy advice will continue via Energy Show House	
NTA4	Improve energy efficiency in Council owned corporate buildings by such measures as:- <i>Ongoing capital programme of boiler replacements and upgrading of heating controls</i>	Ongoing	The following measures have been implemented in 2007/8:- Prestwich Library - New heating scheme Whittaker St Offices - Replacement Heating Controls Springside PS - New DHW Generator Elms Bank - Boiler replacement	St Bernadette's Primary School – boilers and improved controls installed Bury CE High School- improved controls installed Bury Art Gallery and Museum – improved controls installed Barnfield Park - improved controls installed Unsworth Library – Oil to gas conversion, new boiler	

				& improved controls installed Philips Sports Centre – new improved controls Killelea House – upgraded controls Emmanuel Holcombe – new controls Art Gallery & Museum – New boilers Bury Market – New Heating and Air conditioning controls
				Sunnybank PS – New Boiler Controls St Johns Radcliffe - New Boiler Controls
	Investigate the feasibility of installing a solar water-heating panel to heat hot water in one of the Council's administrative buildings	Med/Long	Rationalisation of Admin buildings planned in near future – therefore little progress	
	Set and publish Council targets and performance in relation to energy reductions	Ongoing	Bury Council's Climate Change Strategy published CO ₂ emissions resulting from council activity in 2000. From 1990 to 2000 the	See progress

			<p>council's CO₂ emissions resulting from council activity had been reduced by 29%. The council has set a target to reduce its CO₂ emissions by a further 28% by 2010. This reduction will produce an associated decrease in NO₂ and PM₁₀ emissions.</p> <p>New National indicators NI 185 and NI 194 require local authorities to report on the percentage reduction of CO₂, NO_x and PM₁₀ resulting from the local authorities operations. These indicators will ensure that emissions are measured, targets set and performance monitored.</p>	
	<p><i>Implement Combined Heat and Power wherever appropriate and economically feasible</i></p>	<p>Ongoing</p>	<p>Other potential sites are being sought.</p>	<p>Feasibility of CHP Scheme for Castle Leisure Centre was examined. However scheme was not pursued due to high gas prices and poor paybacks</p>

<i>Audit corporate buildings and develop a programme of improvements prioritising the least efficient buildings</i>	Short/ Ongoing	Poor performing buildings targeted for surveys /energy walkrounds carried out. All records are kept of targeted properties and surveys carried out	See progress
<i>Carry out/ promote basic energy efficiency work (e.g. draught-proofing and other insulation measures)</i>	Ongoing	From 2007/8 the following measures have been implemented :- Haymarket - Replacement Lighting Scheme Greenmount PS - Replacement Windows	Prestwich High School – double glazing, improved external doors Athenaeum House- installed Thermostatic Radiator Valves (TRVs) Whittaker Street office – installed TRVs and variable speed pumps Spurr House – Improved levels of loft insulation Sunnybank Primary School – Installation of Thermostatic Radiator Valves
<i>Continue to offer financial loans for energy conservation measures</i>	Ongoing	Loans offered to facilitate the implementation of energy efficiency measures in buildings such as schools. Loans made available in 2007/8 - £145,000	The loans made available are – £99,646 in 2003/4 and £151,512 in 2004/5, £120,000 in 2005/6 and £36,900 in 2006/7, and £145,000 in 2007/08

	<p><i>Consider making an officer within each Council building responsible for monitoring fuel use, raising awareness and seeking to make improvement</i></p> <p><i>Seek to access grant aid for energy efficiency measures</i></p>	Ongoing	As part of the roll-out of Building Log Books, it is proposed to have an officer responsible for management of the building including energy usage and management	See progress
		Ongoing	Planning approval has been received to install a 6kW wind turbine at Parrenthorn High School	Grants are available through the Low Carbon Buildings Programme for on-site renewables. It is proposed to apply for grants for renewable schemes at 3 High Schools
NTA1	The Council will consider potential exceedences of NAQS objectives when setting emission limits for processes requiring authorisation under the Environmental Protection Act 1990.	Ongoing	All new applications assessed as appropriate	See progress
NTA1	The Council will liaise with the Environment	Ongoing	Environment Agency consult local authority where appropriate	See progress

	Agency to ensure that potential exceedences of NAQS objectives are considered when setting limits for processes requiring authorisations under the Environmental Protection Act 1990.				
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GM LTP AQ REF	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
NTA2 NTA4	Ensure that the LDF Core Strategy contains positive policies to encourage decentralised, renewable and low carbon, energy networks, reduced energy use and pollution through the design, and construction of new development e.g. in terms of layout, use of materials provision, promotion of CHP in new development etc.	Ongoing	The Local Development Scheme (LDS) (March, 2007) contains timescales and working arrangements for the production of Local Development Documents.	LDS approved March 2007 sets out the programme management timetable for the LDF including both Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs).	
NTA5	Ensure that the air quality impacts of proposed potentially polluting operations are assessed as part of the planning process. Assessment results can then be considered with all other relevant information relating to a planning application.	Ongoing	This is an ongoing action. All incoming planning applications are assessed for likely impact on air quality .Those with the potential to have a significant effect are examined in more detail and if necessary the applicant is asked to produce a full assessment of the impact on the air quality objectives	See progress	

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NTA3	Proactively promote energy efficiency and low emissions heating and air conditioning systems in new developments.	Ongoing	<p>North West Sustainability Check List for Developments, the Code for Sustainable Homes and BREEAM standards are being actively promoted by Planning for all major developments and a number have achieved a rating of Excellent and Very Good.</p> <p>Sustainable design and construction is a fast moving area of planning with new policies emerging through regional and national policy. The Climate Change Supplement to PPS1</p>	See progress	
			(December 2007) provides clarity on the role of planning in improving the environmental performance of new developments. This is supported in the draft RSS for the North West (2006), Report of the Panel (2007) and the Secretary of State's Proposed Changes (2008). Good practice principles are also embedded within Bury's Core Strategy Preferred Options Report (May, 2008).	See progress	
A9	Publish real time air quality monitoring results	Short/Med	Bury automatic monitoring data is published on website	Real time monitoring data appears on	

GM LTP AQ REF	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
			www.greatairmanchester.org.uk	www.greatairmanchester.org.uk	
	<i>Raising Awareness re Air Quality</i>				
A8	Support National Initiatives such as European Car Free Day.	Ongoing	Activities carried out annually for European Car Free day	See progress	
A8	Use the Bury Environment Fair to raise awareness re Air Quality and related issues.	Annually	Promotional activities carried out throughout the year to encourage improved energy efficiency	See progress	
A8	Increase awareness and understanding of Council staff on energy efficiency and implications of car use and beneficial actions they can take.	Short	Such understanding and awareness should be increased through the Bury MBC Travel Plan Bury MBC employees regularly receive global emails re all aspects of the developing Travel Plan including the Bike User Group, concessionary deals on public transport, availability of council cycles and similar facilities. Global e-mails are also used to promote energy efficiency particularly during national events such as Energy Efficiency Week.	Ongoing	
	Monitoring Air Quality				
A9	The Council will continue	Ongoing	New software to gather data from all	Bury have 3 automatic	

GM LTP AQ REF	Planned Actions	Original Timescale	Progress with measure	Outcome to date	Comments
	to operate the existing monitoring network in Bury MBC.		<p>automatic monitoring stations has now been purchased</p> <p>Bury's two smaller roadside pollution monitors at Prestwich and Radcliffe have suffered continual problems with air conditioning and leaking cabinets. This has prevented the collection of data and therefore the Council have applied to DEFRA for a grant to provide new cabinets and new air conditioning for these two units</p> <p>A network of diffusion tubes to measure Nitrogen dioxide was re-established in 2007</p>	<p>monitoring stations in the borough :-</p> <p>Bury Roadside, (M60/A56) Whitefield Radcliffe Roadside (A665) Prestwich Roadside (A56) There are also 8 diffusion tube nitrogen dioxide monitoring sites in the borough</p>	

2.6. MANCHESTER CITY COUNCIL

GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
D7	<p>Public Transport:</p> <p>Metrolink Phase 3 extensions to north, east and south of the city.</p> <p>Metrolink including the full completion of Phase III is a cornerstone of Manchester's transport and air quality programmes and encourages modal shift away from the car.</p>	<p>Full Phase 3 funding agreed in 2002 withdrawn by Government in 2004 and reinstated in 2005.</p> <p>£102m funding package for upgrading existing (Phases 1 and 2) system approved July 2006.</p>	<p>Delivery of £102m investment programme commenced July 2007</p> <p>Development and tendering of initial (Phase 3a) expansion programme early 2008.</p>	<p>Renewal of large sections of worn-out track on Bury and Altrincham lines completed on time and to budget in September 2007.</p> <p>Remaining upgrade work on Phases 1 and 2 well underway. This includes procurement of 8 new trams to relieve peak congestion and meet suppressed demand, expected to be operational Spring 2009 and upgraded facilities and infrastructure across the network to meet DDA requirements and improve the passenger experience.</p> <p>Award of the contract for construction of the Phase 3a expansion programme comprising conversion of the Oldham and Rochdale heavy rail line; the Airport (South Manchester) line to Chorlton and the East Manchester line to Droylsden is due to be announced by mid-2008.</p> <p>Funding for the Phase 3b extensions to Oldham and Rochdale town centres; Manchester Airport and Ashton-under-Lyne formed part of Greater Manchester's</p>

GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
				TIF Bid in July 2007. An announcement on TIF programme entry status is expected mid-2008.
E15	City Council Transport Policies: Disabled People's Access Programme.	Ongoing work to permit access to public transport facilities for disabled citizens.	Ongoing reactive work on disabled people's routes. Schemes also include kerb dropping and ramp installation to improve disabled access to shops and other public facilities.	Programme of 15 to 20 routes per year improved for disabled people's access to work and services.
E3	Manchester City Council Travel Change Team.	Travel Change Team in place consisting of 5 full time officers. Developing links with schools and businesses in Manchester.	Travel Change Team working on promotion of sustainable travel in Manchester with particular emphasis on travel planning.	129 Schools progressing travel planning. 80 workplaces progressing travel planning. City Council Travel Plan was established in September 2005.
E8	Manchester City Council Travel Plan.	Pilot scheme in operation since 1998. Ongoing work to monitor the effectiveness of the Travel Plan and measure the impact on mode shift. First full (excluding teachers) staff survey was undertaken	City Council Travel Plan 'Get on Board' launched Sept 05. Get On Board provides employees with sustainable travel choices to reduce car single occupancy.	Some measures / actions include: Discounted public transport tickets Interest free public transport loans Interest free bike loans Car share scheme Emergency ride home scheme Improvement of cycle facilities (showers, lockers and cycle stands, etc.) Measures to reduce emissions from fleet and reduce deliveries

GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
		in October 2007. Analysis and report is currently being produced. Teachers to be surveyed in summer 2007.		City Centre Pay-By-The-Hour Car Club Single vehicle occupancy targets for further reductions to be set in Sept 2008 Cycle Salary Sacrifice scheme is to be recommended for implementation. [NB: political approval outstanding]
	Manchester City Council Travel Plan. (continued)			Annual Bus Ticket scheme is to be recommended for implementation. [NB: political approval outstanding]
E9	School Travel Plans: School travel plans intend to reduce the number of car trips to and from schools, improve road safety and thus indirectly improve local air quality. Began implementation of a programme of Walking Bus schemes throughout	Target for all Manchester schools to have Travel Plans by 2010. 43 schools have successfully applied for a walking bus grant / initiative, over a 3 year rolling programme 2006/07 – 2009/10. There are 12 Walking Bus schemes operating in 9	School Travel Plans: 129 written DfT/DfES approved school travel plans (plans which meet a specified standard and level of achievement). Continuation of the successful Green Miles Competition (sustainable transport competition for schools with travel plans). The following engineering measures implemented to make sustainable transport more attractive:	65 schools took part in the Green Miles competition, which awards prizes to the schools that are most successful in encouraging pupils to travel to school by cycling or walking. The winning school [Temple Primary] achieved a figure of 88% of its pupils arriving by sustainable modes. The most improved school [St Margaret's Church of England] saw an increase of 40% arriving by cycle or walking during the competition period. A total of 109 schools will be monitored and reviewed during 2008/09. This will provide more robust modal shift data.

GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
	Manchester schools.	schools in Manchester.	118 schools with 20 mph zones. 61 schools with Safer Routes to School schemes. 21 schools linked to the National Cycle network.	
E8	Workplace travel plans: The team will continue to engage workplaces in travel planning and encourage mode shift to more sustainable forms of transport thus improving local air quality.	Ongoing work with Manchester businesses to implement Travel Plans.	Currently engaged with 80 organisations to develop workplace travel plans.	Mode shift data for each travel plan is different. Some examples included: Government Office for the North West where single occupancy car journeys dropped from 31% in 2004 to 22% in 2006. Christies Hospital where a single occupancy car trips reduced from 65% 2004 to 60% in 2006.
E1	Quality Bus Corridors (QBC)	Ongoing funding to March 2008 to improve bus service and route time reliability, encouraging modal shift away from the private car and improve air quality.	On going multi million pound investment on QBCs in Manchester. Over £1.5m was spent in 2005/06.	The QBC works have continued throughout 2007/08 (and each year since 2001) and have resulted in more passengers being attracted to bus services on the improved routes. Improved bus reliability and attractiveness has helped in the modal shift.
E1	Bus Lane	Enforcement commenced	Measures introduced	Currently undertaking a rolling

GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
	<p>Enforcement Strategy.</p> <p>To undertake the civil enforcement of bus lanes in Manchester to provide more reliable bus journeys thus encouraging modal shift.</p>	September 2006.	September 2006 with the introduction supported with associated publicity.	<p>programme of enforcement at 30 locations using 13 fixed, two mobile cameras and two camera enabled smart cars.</p> <p>Approximately 100 penalty notices issued daily resulting in a 60-90% improvement in compliance across the city.</p> <p>Any new significant bus lane capital schemes will include costs for camera enforcement.</p> <p>Any enforcement revenue surplus is ring fenced to further transport improvements, including public transport.</p>
E16	Street lighting.	Responsibility for street lighting taken over by contractor Amey Ltd in 2004. Work ongoing to implement policy to encourage walking and public transport use by increasing confidence in the security of using footpaths and bus stops.	Amey are now 3 years into the 5 year 'Initial Asset Replacement Programme'. Progress in fact is ahead of that required by the contract and at the end of 06/07 financial year it was estimated that 70% of the lighting columns had been replaced.	Amey are now planning to complete their asset replacement programme by the end of September 2008. In the main work now only continues on Gorton South and the City Centre.
E7	COPECAT –	Introduced across GM in	Ongoing work to	COPECAT is currently being used to help

GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
	<p>Concise Pedestrian and Cycle Audit:</p> <p>COPECAT has been adopted as part of the design procedure for highway schemes and is a tool to ensure the physical attributes of the pedestrian and cycle environments are sustained and when appropriate enhanced to acceptable levels.</p>	<p>2003.</p> <p>Initial review undertaken in 2005 at MCC level with cycle and walking communities respectively.</p>	<p>localise and increase awareness of COPECAT has been undertaken.</p> <p>Changes in the Disability Discrimination Act (DDA) have resulted in further consultation and investigation to ensure the requirements of the DDA are considered as appropriate.</p>	<p>designers include better pedestrian and cycling facilities within proposed scheme along with current design guides. Proposals have been made to update the COPECAT guide.</p>
E7	<p>Cycling Strategy:</p> <p>The GM Cycling Strategy and proposed Cycling Vision for Manchester will contribute to encouraging modal shift away from the car, reducing emissions.</p>	<p>The production of a revised GM Cycling Strategy was required to respond to changes within GMLTP2 2006/07.</p>	<p>The GM Cycling strategy policies and principles are currently being introduced across the City.</p> <p>The Cycling Vision for Manchester is scheduled for production in 2007, bringing together all cycling activity existing</p>	<p>GM Cycling strategy was updated in 2006 to reflect the LTP2 objectives.</p> <p>The GM Cycling strategy includes the provision of cycleways and installation of secure cycle storage facilities, enhancing the opportunities for cycle use across utility, leisure and sport cycle activity and journeys.</p> <p>Implementation of automatic cycle monitoring of cycling routes in</p>

GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
			and developing across Manchester.	<p>Manchester, especially on key commuter routes into the Regional Centre and leisure routes are showing steady growth in usage.</p> <p>10,000 free cycle maps produced and distributed in 2007. An additional 5,000 being printed for June 'Bike Week' 2008.</p> <p>Greater Manchester Cycle Journey Planner being developed in 2008.</p> <p>Online cycle maps also available in 2008.</p> <p>Cycle route leaflets and 'On Yer Bike' Greater Manchester Magazine produced to encourage cycling in the city.</p>
E7	Walking – MCC Pedestrian Strategy and development of the Public Rights of Way Improvement Plan (PROWIP)	<p>Ongoing work on the MCC Pedestrian Strategy introduced 2001.</p> <p>PROWIP was completed in November 2007.</p> <p>Interrogation of the definitive rights of way map for the PROWIP will identify existing and potentially additional pedestrian networks and</p>	<p>In line with the GM Walking Strategy and the recently updated Action Plan, MCC continue to identify and where appropriate enhance pedestrian accessibility to local services and centres.</p> <p>Funding has been identified for</p>	<p>Increased awareness of pedestrian requirements to encourage walking as part of modal shift and stop the decline.</p> <p>The development of a Manchester Pedestrian Priority Strategy produced March 2006 has identified a programme of pedestrian improvements works for the districts centres. Some district centres have already been targeted: Northenden, Withington, Longsight, Rusholme, Cheetham, Wythenshawe and Gorton.</p>

GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
		access for walking activity.	interventions during 2008/09. Pedestrian Access to centres programme or service clusters.	A £70k programme to drop kerbs across the city to encourage walking.
E15	Congestion Target Delivery Action Plan To out-perform the LTP2 Congestion target.	Delivery during LTP2 period 2005/06 – 2010/11.	Manchester has formed the Congestion Target Delivery Group with responsibility for 6 /15 routes measured for the LTP congestion target.	A programme of interventions has been agreed for the 2008/09 capital programme, including: A57 Bus Lane/Bus Gate scheme; Police Enforcement of moving traffic offences; Bus lane enforcement; Review and alteration to traffic signal timings and; Review of Traffic Regulation Orders.
GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
E16	Public Transport Development of Metroshuttle network.	Launched in 2002 the network has expanded to 3 routes.	Metroshuttle patronage has increased to 2.25 million trips for the year ending February 2008, a 6% increase over the year, with patronage on route 3 increasing by 21%.	A review of the service is to be carried out and will report in July 2008. This will include an appraisal on the current routes and an assessment of the need for new ones. The review will also investigate new vehicle types, including those using alternative fuels and hybrid technology. Metroshuttle operates with low-floor, easy access Optare Solos which use Euro 3 complaint engines.
E13	Promotion of Car Club	Launched in November 2006.	Fastest expanding of any of the WhizzGo	Fleet of 7 low-emission vehicles, at nine dedicated parking locations, with more

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	WhizzGo Manchester	Manchester City Council supports WhizzGo with policy advice and on-street parking bays. The City council is a corporate member. WhizzGo is contributing to an integrated transport system and improving air quality in the city.	cities.	planned. Membership results in lower car ownership – cars being taken off the road – and reduced vehicle miles and emissions.
E5	Council fleet procurement policy The City Council will move towards operating a 'green' fleet of vehicles, by ensuring City Council vehicles are Euro IV or better.	To consider vehicle emissions as part of the vehicle purchasing programme. Vehicles purchased by the Council must be Euro IV standard or better. Targets are under regular review to consider a timescale for moving to a Euro V fleet.	Currently the majority of Council vehicles are Euro IV or better. The whole Council fleet now also runs on 5% bio diesel. Significant reductions in emissions have been achieved with the retirement of older, more polluting vehicles.	A number of Euro V vehicles are now in use and it is the intention to increase this at every opportunity. The Council fleet also includes a number of LPG vehicles, which are targeted to priority air quality locations. The Council researches developments in alternative fuel / vehicle technology and is keen to embrace those which show potential environmental advantages.
E5	Biodiesel emission trial	March 2007	A biodiesel emission trial has been completed to investigate the difference in exhaust emissions when eight Manchester City	Over the trial, Ultra 20 biodiesel showed some evidence of reductions in NO and is therefore thought to be of benefit for local air quality, especially in Manchester where NO ₂ is a primary concern. However, several of the vehicles using

GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
			Council fleet vehicles were changed from 5% to 20% biodiesel.	20% biodiesel experienced mechanical difficulties and so the trial was halted as it was affecting frontline service delivery.
E5 and A8	Electric vehicle trial: Pilot project to trial an electric vehicle and make the vehicle 'emission free' by offsetting emissions produced from the charging of the vehicle using solar power.	Pilot project to be operational by April 2008	The project can now go ahead due to successful funding awarded by DEFRA and the Low Carbon Partnership. The electric vehicle will be supplied by Smart and is due for delivery in June 2008. Solar cells are being supplied by Sundog Energy, with commission due in June 2008.	The project aims to increase awareness of alternative methods of transport and electricity generation from renewable sources. It is estimated that the solar cells will produce over 2300 kWh of electricity per year. Over the lifetime of the cells, this equates to over 20 tonnes of CO2 saved. The energy produced will be used to charge the electric vehicle and save an estimated 1.46 tonnes of CO2 emissions per annum due to business mileage.
E15 and E8	Airport ground travel emissions reduction schemes: Construction of a ground transport interchange. Ongoing implementation and	The airport introduced a ground transport strategy in 1997 and a travel plan in 1998 to reduce ground vehicle movements per air passenger to 1.35 by 2005, and increase staff bus usage to 10% by 2015.	A Revised Ground Travel Plan was published 2004. The new plan was part of Manchester Airports Master Plan published in 2007. The Manchester	Outcomes: Ground Transport Interchange now open. 3rd rail platform under construction, open Dec 2008. Introduced new direct train service to Glasgow and Edinburgh. 43 Bus service to Manchester moves to a continuous 24 hour service. 2006 monitoring results: The vehicle trip

GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
	promotion of staff travel plan. Construction of a third rail platform.	Construction of the third rail platform to be completed by December 2008.	<p>Airport Master Plan was written and a public consultation was undertaken in 2006. The Master Plan was published in 2007 along with 4 supporting policy documents: Environment Plan, Ground Transport Plan, Community Plan and Land Use Plan. The Environment Plan makes a commitment for Manchester Airport to be carbon neutral for energy use and vehicle fuel use by 2015.</p> <p>Construction of the third rail platform began in July 2007.</p>	<p>per air passenger ratio 1.34 at end 2007. 9% local bus and 3% rail use by staff walk & cycle 4% at end 2007. Car usage was down to 80%, drive alone 70% at end 2007. Implemented forecourt management plan to direct private car and taxi pick up into the short stay car parks to cut down on congestion.</p>
E4	Low emission taxi scheme by implementing age limits on vehicles through the Councils Licensing Unit.	<p>To introduce a scheme to lower emissions from taxis by the end of 2007.</p> <p>Report produced in August 2005 on behalf of the GM Authorities and Warrington on</p>	Implementation of a 12-year maximum age limit on all Hackney carriages.	<p>Hackney Carriages: With effect from 1 January 2008 no hackney carriage vehicle licence will be issued or renewed for a vehicle: 1. more than 12 years since the date of its first registration in this or any other country.</p>

GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
		<p>the potential effectiveness of introducing an age limit vehicle licensing policy on controlling exhaust emissions from taxis.</p> <p>A report was also produced by the City Council in June 2007 'Hackney Carriage fares increase and age policy' that went to the licensing appeals committee for agreement on a 12 year maximum age limit.</p>		<p>2. more than 10 years since the date of its first registration in this or any other country, unless the vehicle has been manufactured to Euro III or higher specification or has fitted either a PCO/Energy Saving Trust (EST) approved emissions reduction scheme, installed in a garage approved by the Council, or a conversion approved by the Council to run on alternative fuels such that the vehicle meets Euro III emission standards, such approval not to be unreasonably withheld.</p> <p>Private hire: With effect from 1 November 2006 the Council shall not renew the licence of any vehicle if it is more than 7 years since the date of its first registration in this or any other country. This provision became fully implemented on 1st November 2007 so after this date there would be no private hire vehicle older than 7 years 11months licensed by the Council.</p>
E3	<p>Tree Planting:</p> <p>Tree planting will help to ameliorate air quality issues</p>	<p>The project started in 1995 when feasibility work was carried out to encourage planting and establish more woodland in Manchester.</p>	<p>The Manchester Tree and Woodland Strategy was produced in July 2006.</p>	<p>Since the strategy's inception: Over 14,000 trees have been planted Over 4400 hedgerow trees have been planted, including 2500 in Medlock Valley Over 85 tree related events have been</p>

GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
			<p>The City Council aim to plant 3600 trees per annum and 1000 hedgerow species.</p> <p>It is hoped that woodland management plans will be completed for all Manchester Woodland by 2010.</p>	<p>held, including hosting the NW Regional Tree Forum in October 2007</p> <p>Over 100 tree themed school events have been run</p> <p>The Pilot Scheme for Tree Wardens, launched in October 2006, has been successfully evaluated and extended to 2008/9.</p> <p>The first phase of Manchester's tree Audit has been completed. This is the most detailed appraisal of the extent of tree cover in the City ever undertaken. The total tree and woodland canopy cover for north and east Manchester was found to be 652 hectares (6.52 km²). Given a total project area of 4,236 ha (42.36 km²), this gives a figure of 15.39% woodland canopy cover as the mean average for the entire project area. The remaining 22 wards will be completed in 08/09</p>
A9	Improvement and upgrading of Emissions Inventory for Greater Manchester Area (EMIGMA) database to be used as a tool to	<p>Development of best practice emissions database including CO₂ and energy use (electricity) by June 2007.</p> <p>Annual updates of EMIGMA. Data for 2006 is currently being collected to input into the database for dispersion</p>	A bid has been submitted to Defra to support modelling work across Greater Manchester to enable comparison with the Air Quality objectives for NO ₂ and PM ₁₀ .	EMIGMA 2005 with upgraded pollution information and emissions has been completed. Upgrades for improved source apportionment have been included in the database by the GMTU. The database now provides a measure of carbon dioxide including electricity consumption at point of use, to be used as a comparison with UK Kyoto targets.

GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
	inform the air quality action plan, target priority emission sources and quantify action plan emission reductions.	modelling.	The Greater Manchester Transportation Unit (GMTU) is also developing web-based access for industrial processes and large point source information.	
	Home Energy Conservation Act 1995 (HECA) energy efficiency programme (continued)		Providing an interest free loan to help residents pay for energy saving measures. In 2007/08, 87 new loans were set up; this exceeded the target figure of 60 new loans per year. The Manchester ECO house, which is a working model demonstrating the energy efficiency improvements householders can make to increase energy efficiency, with information on grants and schemes that can	

GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
			help enable them to carry works out.	
NTA2	Energy Efficiency Advice Centre (EEAC)	The EEAC has been operational since October 2001. It is funded by the Energy Saving Trust and provides free and impartial information and advice to householders in Manchester and across the other 9 Greater Manchester Local Authorities. The advice service is ongoing and will expand into a larger Energy Saving Trust Advice Centre in 2008/09.	The following services were delivered by the EEAC to Manchester residents in 2007/08: 3,000 households received advice in the form of a Home Energy Report 3,390 households received telephone advice on a range of energy issues	The assumed CO2 savings as a result of this EEAC activity is 8,677 tonnes.
NTA3	Environmental Business Pledge (now incorporating the City Centre Campaign): A joint venture between the City Council and Manchester businesses to develop and adopt best practice for	Pilot scheme of volunteer companies in 2004. Campaign rolled out to businesses across the City Centre since mid 2005. The scheme is now incorporated into the Manchester City Council Environmental Business Pledge (EBP) to provide a 'one stop shop' for green action across the Council in partnership with businesses in the city.	Since the scheme began, 1280 companies are now involved with the Environmental Business Pledge to improve environmental performance and make reductions in energy use. This has resulted in reducing CO2 emissions by 2043 tonnes and saving	Businesses across the city are working on environmental improvement through awards with a focus on travel and mileage reduction, fleet management and the implementation of travel plans in relation to air quality.

GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
	green travel, fleet management, and energy efficiency to reduce emissions and improve air quality.		51,440m ³ of water.	
NTA4	<p>Planning Policies:</p> <p>Development of policies and supplementary guidance on reducing environmental impact for new developments to reduce emissions.</p>	Manchester City Council will continue to use Unitary Development Plan policies and develop Core Strategy Local Development Framework policies to ensure air quality issues are considered in the planning process. The Core Strategy is timetabled to be adopted in October 2010.	Ongoing implementation of UDP policy E1.1 under the objective 'To Foster a Cleaner and Less Polluted City'.	The Council adopted the updated Guide to Development in Manchester Supplementary Planning Document and Planning Guidance in April 2007. The Environmental Standards section of the Guide sets out design principles to assist developers in achieving energy efficiency targets for new development and measures to increase the use of renewable energy in new developments.
NTA4	<p>Cleaner Vehicles Campaign:</p> <p>A campaign of voluntary and formal regulatory emissions testing of vehicles.</p> <p>Enforcement action taken against</p>	Campaign began in 2003 and is ongoing, initially with publicity and public education followed by enforcement (fixed penalty notices) action.	<p>In 2007/8 25 test days were carried out, in which 760 vehicles were tested.</p> <p>The campaign continues to focus on a regulated approach with formal roadside emission test days.</p>	<p>Annual vehicle pass / fail results have shown an overall decline in vehicles failing the test over the 5 years the campaign has been running. Nevertheless, it has identified that there is still a significant number of vehicles on the road that have polluting potential, particularly diesel engines.</p> <p>In partnership with the Council's Licensing Unit, a test day that focussed</p>

GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
	vehicles that fail to meet MOT test emission limits.			<p>on Hackney Carriage taxis resulted in two immediate suspensions of vehicles producing excessive emissions.</p> <p>The progress of this project will be reviewed at the end of 2008.</p>
NTA4	<p>Dirty Diesel Campaign:</p> <p>Encouraging the public to report smoky, grossly polluting vehicles.</p> <p>Targeted to reduce PM10 but also reflecting badly tuned vehicles that have higher emissions of a range of pollutants.</p>	Implemented in 2004/5 and ongoing.	<p>Campaign began in November 2004 and is still publicised via the hotline and websites: www.manchestergreencity.co.uk http://www.cleanervehicles.org.uk</p> <p>Leaflets are also handed out to drivers during the Cleaner Vehicles Campaign days to increase awareness.</p>	<p>Smoky vehicles are reported to City Council taxi licensing team or VOSA for commercial vehicle operators for enforcement action.</p> <p>Partnership working with GMPTE is also enabling us to deal with individual buses / companies that have excessive emissions.</p>
NTA4	<p>Idling Vehicles Campaign:</p> <p>Advice and enforcement (Fixed Penalty Notices) against drivers idling their vehicles</p>	Enforcement procedures developed and agreed with Council. The Campaign was launched in May 2005 as part of '100 Days to a Clean Manchester' Campaign.	<p>Raising awareness of emissions and energy issues of idling vehicles.</p> <p>195 Fixed Penalty Notices have been served since the</p>	<p>Initial indications are a high level of compliance from commercial operators following publicity as part of the implementation of the scheme.</p> <p>In addition, Manchester City Council Street Management Team removed 2041 untaxed vehicles and 81 abandoned</p>

GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
	unnecessarily.		<p>launch of the campaign up to end of March 08.</p> <p>Partnership working with the Street Crime Wardens has also enabled pro-active work to focus on idling vehicles during periods when air quality is moderate or worse.</p>	vehicles in the financial year 2007/08. This is a decrease of 31% and 12% respectively from last year's figures.
NTA4	<p>Campaign against the Burning of Waste:</p> <p>Proactive policy to stop the burning of waste at domestic and commercial premises and resulting emissions to air.</p>	Updated commercial and domestic bonfire leaflets were produced in February 2006 in partnership with the other 9 Greater Manchester Authorities. The leaflets are now used widely across Greater Manchester.	<p>Domestic bonfire campaign operational throughout Greater Manchester.</p> <p>Commercial bonfire / trade waste leaflet produced and widely used in Manchester.</p>	In 2007/08 there were 111 reported incidents of commercial bonfires and 152 domestic bonfires. There were also 6 reported incidents of commercial chimney smoke and 15 from domestic chimneys. In relation to this, 16 statutory notices were served in 2007/08.
	Campaign against the Burning of Waste: (continued)		The Council is taking a proactive approach to encourage proper disposal of waste to reduce instances of burning. Street Environment Managers	In accordance with the sections 34 and 47 of the EPA, since March 2007: 306 notices have been issued to businesses requiring them to provide written evidence of how they dispose of their waste. 174 notices have been issued to

GM LTP AQ REF	Action Plan Measure / Target	Original Timescale for completion	Progress with Measure	Outcome to Date
			aim to educate local businesses of their responsibilities regarding waste disposal by informal means, providing literature and ongoing advice.	businesses instructing them on how to store and dispose of their waste. 30 businesses have been prosecuted receiving £74118.91 in fines and costs.
NTA1	Regulation of industrial processes under the Environmental Permitting Programme to control emissions to air including particulates, heavy metals and hydrocarbons.	Timescale and emission standards prescribed in, and enforced through legislation and procedures set out by DEFRA.	All targets for regulatory inspections in 2007/08 have been met. Although there have been some excursions from compliance, these have been dealt with effectively with assistance from the process operators. No formal action has been necessary.	Minimising industrial pollution by ensuring emission limits are met. Manchester Council have currently permitted: 1 Part A2 industrial process 33 Part B industrial processes 50 petrol filling stations 25 dry cleaning premises
A8 and A9	Improvements to air quality information on Manchester City Councils website	Staged approach of annual programme of updates and improvements to the Councils website and Manchester Green City website (http://www.manchestergreencity.co.uk/site/). Air quality	Air quality sites have been updated with key reports and information. Funding for more interactive website features has not been secured, but	The Manchester City Council's website was updated in August 2007 to facilitate greater interactivity with customers and ease of use. Air quality work in Manchester, including both LAQM and action plan work, is now well documented on this site and will be further augmented

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		work is also highlighted on several other websites such as http://www.greatairmanchester.org.uk/ and http://www.cleanervehicles.org.uk/	the focus for the future is still on a more interactive site providing improved facilities and self service for customers.	subject to funding.

2.7. OLDHAM COUNCIL

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
Transport related					
D7	Metrolink to be introduced from Manchester – Oldham – Rochdale.	Long. (To be built as part of the contract originally programmed to be awarded in early 2003 for routes to Oldham and Rochdale, South Manchester and Manchester Airport and East Manchester and Ashton-under-Lyne.).	GMPTE have appointed M-Pact Thales to construct the extension of the Greater Manchester wide system which will see the existing rail line converted to Metrolink. The train is expected to stop in the Autumn 2009 and trams will be running from Manchester to Mumps by Autumn 2011 and to Rochdale by Spring 2012. Government have accepted in principle the TIF bid to provide, amongst many other measures, funds to extend Metrolink into Oldham town centre with stops at		

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
			Westwood, King Street, Oldham Central (union Street) and Mumps. This scheme will not be finally decided for some time to come.		
E1	Quality Bus Corridors. The introduction of two QBCs; the A671/A627 Rochdale/Oldham/Ashton/Hyde QBC and the A62/A669 Manchester/Oldham/Grotton/Saddleworth QBC	Short/Medium. Schemes to be completed by March 2008. When the QBC funding programme has ended.	A671/A627 (ROAH Corridor) Rochdale Road/Featherstall Road bus priority scheme was completed in March 2008. The scheme comprised a bus lane and a provision of pedestrian and cycle crossing facilities at the existing traffic signals.	A671/A627 (ROAH Corridor) 24 hour bus lane is in operation and is working satisfactorily. This has improved bus journey times and safety of pedestrians and cyclists crossing on all arms of the Junction. The clearway marking has assisted buses to stop without obstruction. This has	

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
			<p>Bus stop upgrades have been completed including the marking of the bus stop clearway.</p> <p>A62/A669 corridor Mersey Road North/Wickentree Lane junction improvement has been completed. A right hand filter has been provided at the signals for traffic turning right into Wickentree Lane. Pedestrian crossing facilities have been provided at the existing traffic signals. A bus stop has been relocated to provide better traffic flow. All bus stop upgrades have been completed</p>	<p>improved bus journey times, dwell time and headway.</p> <p>Improved the traffic flow on Manchester Road and Traffic turning right into Wickentree Lane. Improved the safety of pedestrians crossing busy Manchester Road.</p>	

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
			<p>except one.</p> <p>Lees Road Improvement (Brewerton Road to Cross Street) CPO for the acquisition of land required for the construction of the lay-by and junction improvement at Moorhey Street was advertised in December 2007. Due to objections received a Public Inquiry took place on 17/6/08</p>	<p>If CPO is confirmed then Lees Road will provide a number of benefits including removing traffic congestion, provide safe parking and loading bay for Tesco and minimise accidents. It will also boost the economic viability of the businesses in the area.</p>	
E16	A new bus station has been built in Oldham Town Centre.	Completed.	The new bus station is being extended through the provision of 8 covered stands at West street. The West street extension opened in July 2006.	New, extended bus station has been constructed in Oldham town centre.	The bus station has provided improved waiting facilities for bus users to make bus usage more attractive. The new structure will provide more covered stands. The West street extension to the bus station was not previously included in the local annex.

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
E7	Preparation of Local Strategies to encourage walking and cycling in Oldham.	Short – completion of draft strategy 2006/07.	Both the Cycling and draft Pedestrian strategies have attracted significant increases in the level of funding from the Local Transport Plan 2 (LTP2) for the period 2006/7 to 2010/11.	<p>A cycling strategy has been produced. A cycling forum meets every 4 months A framework to deliver cycling to schools initiatives has been established. Cycle pages on the council web pages have been established. The future development of 2 National cycle network routes through the Borough has been agreed.</p> <p>In addition, during 2006/07 the following progress has been made:</p> <ol style="list-style-type: none"> 1. A formal Cycle/Pedestrian audit of planning applications by the Cycling and Walking 	The Council's Cycling & Walking Officer, with effect from 1st April 2007, is based in the Safety Engineering Section within The Unity Partnership. The Strategic Transportation function has been retained, by the Council, within the Regeneration Directorate.

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
				<p>Officer has been set up bringing about significant improvements in the quality of pedestrian/cyclist environments created in new housing and commercial sites.</p> <p>2. £10k grant from Cycling England has been won by the Council for 2007/8 to provide cycle training at schools that are developing Cycling to School initiatives as part of their School Travel Plan. This forms part of the increasing emphasis on delivering cycling to school projects across the Borough in partnership with the</p>	

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
				<p>school community and the local authority.</p> <p>3. Oldham Cycle Network master plan consultation leaflet produced and circulated in summer 2006 showing existing and proposed cycle routes in the Borough. In addition, a series of 10 maps covering the 10 Greater Manchester districts has been produced in 2006 showing existing cycle routes in Greater Manchester.</p>	
E12	Continue enforcement of illegal on-street parking.	Ongoing.	Enforcement of illegal on-street parking continues. Limited liability Partnership set up with NCP, which is now very close to completion.	Enforcement of illegal on-street parking continues.	Illegal parking can obstruct the highway causing congestion. Future plans and new Legislation expected next spring.

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
A1	Continuation of Roadside Emission Testing Scheme to encourage owners to maintain their vehicles.	Ongoing	Cleaner Vehicles Campaign introduced by GM Authorities in 2003/04, and has continued since then. An analysis of the testing results for 2006/2008 has shown no failures in the number of vehicles tested.	Campaign consists of formal and informal testing days. Publicity is now targeted towards awareness of the cleaner vehicles campaign website.	In 2008/09 Further testing is continuing. First day of testing completed 23 rd June 2008
E3	Participation in a feasibility study into a Low Emission Zone in partnership with the other Greater Manchester authorities.	Short	Working Party now meeting in 08/09 with a view to producing a report.	Awaiting report 08/09	GM authorities have been focussing on the development of proposals for road user charging. Viability of LEZ will be influenced by the forthcoming report.
Travel Plans					
E8	Continue to	Ongoing.	Completed. Oldham	The work done by the	

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
	employ a Travel Co-ordinator with responsibility to encourage businesses to develop travel plans.		Council now employs a School Travel Adviser (Government funding guaranteed to March 2008) and an Employee Travel Co-ordinator (permanent full time post)	two postholders is covered in the actions below.	
E9 E7	Encourage schools to develop School travel plans and Oldham MBC to implement Safer Routes to School schemes.	Ongoing.	School Travel Adviser still employed (with Government funding for the post guaranteed until March 2010). School Travel Adviser is aiming towards the Government's target of all schools having a travel plan by March 2010 and LAA target of reduced car use. Schools are targeted for travel plan development according to prioritisation criteria developed by the	2004/2005 – 15 schools had completed travel plans; 6 schools had draft plans; a few more schools were well advanced. At the end of March 2006, 25 schools had prepared school travel plans and a number of schools are working on developing school travel plans. By March 2007, a further 24 schools had developed travel plans, taking the total to 54 school travel	Funding for the School Travel Adviser post in 2007/08 has been pooled into the Local Area Agreement. The target for school travel plan take up in 2007/08 is 18 plans. The Target for 2008/9 is 24 plans.

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
			<p>Authority. These criteria have now been amended to include giving priority to schools within or adjacent to the Council's Air Quality Management Area. The School Travel Adviser will target these schools directly to engage them in the travel plan process and will ensure that the need to reduce congestion is addressed in their plans.</p>	<p>plans. By March 2008, a further 21 schools had developed approved school travel plans taking it up to 75.</p>	
E8 E17	Encourage businesses to develop staff travel plans, and alternatives to traditional Heavy Goods Vehicles.	Short.	In 2005/06 the Council had applied for funding to employ a Business Travel Advisor who will focus on businesses in the Town centre Economic zone.	Anticipated European funding for a business travel advisor for Oldham town centre economic development zone was not forthcoming. However it is intended	

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
			Funding was not obtained so the measure will not be achieved in full, however the Council's Employee Travel Coordinator is also working with other organisations on travel plans.	that the Councils staff travel coordinator will begin to work with businesses across the Borough in Autumn 2006. No specific action has been taken to encourage an alternative to traditional Heavy Goods Vehicles although a Greater Manchester freight strategy has now been prepared.	
E8 E13 E3	Implement Oldham MBC travel plan for employees, including: <ul style="list-style-type: none"> • Priority parking spaces for employees car sharing • Flexible working scheme (allowing work from home) • Staff 	Short – to be completed by 2006/07.	Most of the first version of the Travel plan has been implemented. To include: <ul style="list-style-type: none"> * Interest free loans for public transport season tickets and LPG conversions * Cycle mileage rate introduced (32p) for business trips 	OMBC Travel Advisor employed, working on a range of measures to encourage public transport use as well as cycling/walking and also discourage private car use. New staff travel survey currently being undertaken to	A car user review was underway in 2005/06. The car user review has been put on hold due to the equal pay work led by Corporate HR. The review is soon to recommence. The review has recommenced to be implemented 2008/9.

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
	protocol for business travel (Use public transport for journeys to Manchester etc.) • Staff discounts for bus tickets		<ul style="list-style-type: none"> * Cycle lease scheme (tax, NI & VAT free bikes) * Free cycle training for staff * Showers installed at a number of sites * Free parking for alternatively fuelled vehicles. * Salary sacrifice for bus tickets. * Various travel at work policies. 	establish whether modal shift has occurred. 2nd Version of the Travel Plan will then be written based on the survey results.	
	'Healthy Futures' development of a travel plan with Royal Oldham Hospital (as part of the reconfiguration of health services across the north-east of Greater Manchester).	Ongoing	Pennine Acute Hospitals NHS Trust has employed a Travel Coordinator to develop this piece of work. Hoping to provide convenient, accessible transport for patients and staff.	None – New action The Royal Oldham Hospital has applied for an extension; the development of a Travel Plan has been conditioned as part of this application.	
Council Fleet Vehicles					

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
E5	Current Procurement of fleet vehicles requires a Euro 4 specification. Further procurement will still include the consideration of bio-fuelled vehicles. A number of fleet vehicle drivers have been trained to the SAFED STD 2007/2008	Ongoing.	The whole refuse fleet was changed in 2005/06 with vehicles to current EU specification. Drivers of fleet vehicles have been trained in more fuel efficient driving techniques.	Fleet make up analysed and major improvements implemented in 2005/06. (i.e refuse collection service) Continued monitoring occurring with a view to continuous improvement.	The original measure has been amended to reflect the Councils new focus on reducing emissions from fleet vehicles through a package of measures, including driver training and more modern vehicles rather than relying entirely on alternative fuel vehicles. Results of the vehicle fleet monitoring and emission standards will be included in the National Indicator NI 184
Monitoring and Assessment					
A9	Monitoring of air quality carried out at several sites in the Borough to measure air pollution concentrations. These include a 'real-time' site at West End Street.	Ongoing	On Target	Monitoring continues at these sites to allow identification of trends and comparison with the AQ objectives.	Funding was sought to purchase additional real-time monitoring equipment to be located in Shaw but was inadequate to allow this measure to progress.

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
A9	Work is continuing in the updating of the Council's air quality Review and Assessment. A detailed assessment is to be conducted in 09/10. This includes keeping our emissions inventory up to date and computer modeling of air quality concentrations	Ongoing.	Continuing.	Submission of latest AQ Review and Assessment Report was within Defra deadline	Requirement of Defra to complete regular AQ reviews and progress reports.
Publicity and Public Awareness					
E3	Local air quality monitoring information provided to the community	Short.	Target met.	Real-time monitoring data from West End House site available on MAPAC website (www.mapac.org.uk)	Approximately 30 requests received and information supplied in 2007/2008 with regard to air quality.
E3	Consultation with local businesses and community	Ongoing.	Consultation has taken place during 2006/07 on the	Further consultation intended when relevant issues arise.	Comments on the SPD were, on the whole, positive and supported the need to consider

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
	about air quality issues, including Transport Matters via newsletter and public meetings.		development of a new Supplementary Planning Document on air quality and development control.		air quality when making development control decisions.
E3	Increase public awareness of Smoke Control Areas	Ongoing.	Information leaflets are available for the public. House buyers are advised whether or not their potential new home is in a smoke control area when a land registry search comes in to the Council.		A comprehensive publicity campaign has not been implemented as illegal burning of unauthorised fuel is not seen as a significant problem in the borough. This will be reviewed in 2007/08.
Land Use Planning and Air Quality₁					
NAT5	Air Quality Assessments required for large nonresidential development	Long.	Unitary Development Plan includes policy to ensure that air quality is considered in development control decisions. Supplementary Planning Document on air quality and development control setting out which	UDP was adopted in July 2006.	Mechanism now needs to be improved to ensure that air quality is considered for all relevant developments and that this information is recorded.

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
			developments require an air quality assessment and how air quality will be considered as part of the planning process.		
NAT5	Requirement for travel plans to be submitted with applications for large non residential development	Long.	All developments that meet our criteria in the UDP are required to submit travel plans.	UDP was adopted in July 2006. The LDF is due for completion in 2008/09. Over 60 Travel plans have been secured viz this process over the past two years.	
NAT5	Health impact assessment required for sensitive development such as hospitals and Residential homes located within the AQMA (excludes housing)	Long.	SPD produced covering air quality and development control. This requires air quality assessment for certain developments, including sensitive developments meeting certain criteria.	SPD produced was adopted in July 2007.	Close Cooperation exists between case planning officers and air quality officers to ensure that relevant development plans are assessed.

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
NAT5	Section 106 agreements to improve transport links for new development	Long.	Continue to request S106 contributions for improvements to transport infrastructure as and when planning applications warrant such measures.	Highways ask for transport assessment to consider public transport links and sustainable travel information. Transport improvements introduced where appropriate. More recently this has included sites such as the GM Waste Viridor site at Akwright street Oldham.	
	All new major developments are required to have 10% of total predicted energy requirements to be provided from renewable energy sources	Ongoing	This measure has been introduced as part of the adopted replacement UDP and supplementary planning guidance document. All residential developments of 10 or more units and non-residential units exceeding 1000m ² are required to have 10%	Supplementary Planning Guidance document now being implemented.	

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
			of their energy provided from renewable energy sources.		
Industrial Emissions					
NTA1	Continue to control emissions to atmosphere from Part B and A(2) industrial processes.	Ongoing.	Risk Assessment based inspection programme continuing. 100% inspection target met in 2007/08. BVPI 217 outcome was 100% for 2007/08.	Regular inspections of industrial processes are carried out to ensure that processes are complying with conditions to control emissions. 93% inspection target met in 2007/08	On target to meet inspection target 2008/09. Pollution improvements and SED compliance have been achieved from process operators during 2007/08
NTA4	Work with Environment Agency to address waste burning by businesses	Short.	Oldham Council is still contributing to the "Fly capture" database. MAPAC leaflet is updated and being targeted at commercial and industrial contacts.	Partnership previously developed to deal with one problem site. Monitoring of waste burning incidents regularly assessed.	

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
E3	Develop edpartnerships with other organisations that can influence businesses to reduce waste and minimise emissions (e.g. Oldham Chamber and Groundwork)	Ongoing	Progress now being made through recycling initiatives and work of the Environmental Policy Team – particularly aimed at reducing carbon emissions.	The Council is now a member of the Carbon Trust and the Environmental policy team are now auditing operations within the Borough.	Further work continuing to link with the Local development Framework strategy.
Emissions from buildings					
NAT2 *****	Enforce smoke control provisions where possible	Ongoing.	Ongoing in relation to service requests. Total of 222 complaints dealt with in 2006/07 in relation to smoke nuisance (includes waste burning as well as emissions from chimneys), this increased to 227 service requests in 2007/08.	Total of 227 complaints dealt with in 2007/08 in relation to smoke nuisance (includes waste burning as well as emissions from chimneys).	Formal procedure to deal with complaints about smoke has been developed to ensure that enforcement is carried out consistently and fairly.

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
NTA2	Develop partnership with Energy Savings Trust to encourage energy efficiency in the home	Short.	Referral scheme agreed between Oldham MBC and Energy Efficiency Advice Centre to help people on low income receive access to assistance for measures that will improve energy efficiency.		Refresher training is being offered to encourage staff to make fuel poverty referrals to the EEAC.
NAT4 E5 NTA2	Implement Energy Strategy for the Council buildings, housing and fleet	Short. Carbon Management Action Plan - implementation during 2005 - 2010	Work underway to improve energy efficiency in Council buildings. A corporate programme to realise formal accreditation to an internationally recognised Environmental management standard is now in place to further support energy efficiency and resource efficiency programmes Its	The Council has also recently approved a Carbon Management Action plan, with assistance from the Carbon Trust, which may also lead to reduced emissions of local air pollutants. The Carbon Management Action Plan lists a number of proposed actions to be implemented up to 2010 to reduce carbon emissions and energy	Plan now in place- Baseline for C02 2003/04 emissions from, Council fleet, business mileage, public building and Street Lighting estimated to be around 27228 tonnes of C02. (Within plan scope-gas estimated at 68,626942kwh Elec- 22086877kwh Oil 526570kwh) See http://www.oldham.gov.uk/carbon-managementaction-plan2005-10.pdf) The council has also approved its environment and energy Policy.

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Outcome to date	Comments
			anticipated that a system accredited to ISO14000 will be in place by March 2009.	consumption from public buildings, transport and street lighting.	
NTA2	Implement Home Energy Conservation Act Strategy and Action Plan.	<p>Medium. Affordable warmth strategy contains actions up to 2010.</p> <p>Aim to ensure that every First Choice Homes tenant lives in a home meeting the Governments 'Decent Homes' Standard by 2006/07.</p>	<p>HECA Strategy being implemented by First Choice homes – the Council's Arm's Length Management Organisation.</p> <p>The SAP rating of First Choice Homes has increased from 56.5 in 2003/04 to 72.96 in the first quarter of 2006/07.</p> <p>In 2003/04 56.8% of First Choice Homes were 'non-decent', in the first quarter of 2006/07 this had reduced to 19%.</p>	<p>Borough wide partnership Affordable Warmth Strategy launched winter 2004. The affordable warmth strategy aims to eliminate fuel poverty by 2010.</p> <p>Work to improve the standard of housing and improve the energy efficiency of homes will reduce energy consumption and lead to reduced emissions of air pollution.</p>	<p>See http://www.oldham.gov.uk/affordable-warmth-strategyweb.pdf Contains detailed action plan 2004-2010.</p>

2.8. ROCHDALE COUNCIL

GM LTP2 AQ Ref.	Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
D7	Metrolink extension to Rochdale	Preliminary work begun completion now due 2012	<p>Project review of Metrolink Phase 3 has been carried out increased costs and reduced funds have resulted in the scheme to Rochdale being split into 2 Phases. 3a to Rochdale rail station and 3b to Rochdale town centre</p> <p>The contractor for Metrolink 3a has been appointed and discussions are ongoing to secure appropriate design and implementation The delivery of the project</p>	<p>Detailed design guides have been created to consider and accommodate corporate, authority and physical requirements of the delivery partners of GMPTE, Oldham MBC and Rochdale MBC.</p> <p>Programme delivery for phase 3a for Metrolink, at this time is an completion 2012.</p>
E1	Northern Orbital (A58) Quality Bus Corridor	2003-2006	<p>A total of 330 stops have been completed.</p> <p>The Sudden improvement scheme main construction commenced April 2007 and is nearing completion.</p> <p>The signalisation and highway improvements of Sudden will be</p>	<p>The stop improvements are steps towards making Bus travel more attractive and accessible.</p> <p>The Sudden scheme will provide bus priority aimed at making bus travel more reliable. The scheme also includes</p>

GM LTP2 AQ Ref.	Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
			<p>completed summer 2008.</p> <p>Townhead Junction improvements on the A58 commenced on site November 2007 and are due for completion summer 2008.</p>	<p>improved crossings for pedestrians and toucans to give cyclists a safer route through these busy junctions and link to the adjacent old road to avoid the busy dual carriageway.</p> <p>The changes at Townhead junction aim to improve pedestrian safety reduce congestion and improve cycle and bus facilities.</p> <p>improvements</p>
E7	Encourage Transport Modal Shift	Started and ongoing	<p>On going</p> <p>On going An event was held on bike to work day. This year The 2nd Rochdale Grand Prix Cycle race was organised on a circuit around the Town Centre. RESN group working in schools</p>	<p>The benefits of modes of transport other than the private car are being demonstrated to local people. The cycle race attracted over 2000 spectators and significant publicity.</p> <p>Travel/Transport plans that encourage the use of none or</p>

GM LTP2 AQ Ref.	Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
			<p>throughout the year and in the LEAF fortnight in Sept.</p> <p>The authority now has a full time schools transport planner to support the officer whose workloads include Business transport plans and increasing the cycle network in the borough.</p> <p>To date travel plans for 77 schools, 3 Business Parks, the Council the local Hospital, a Further Education college and the PCT have been arranged.</p>	<p>less polluting methods. are a major way of converting the theory in to practical alternatives for staff and visitors</p> <p>The RESN group educates children so that they become aware and familiar with energy saving and less polluting ways of living including the transport they use..</p> <p>The changes in modal shift can be seen from the Greater Manchester Transport Unit Transport Statistics Report both for the Rochdale Borough and Greater Manchester has a whole.</p>
E8	RMBC Vehicle Procurement Policy	Begun 2003	<p>Policy in place</p> <p>Fleet will generally be replaced on a 5 year cycle to take advantage of technological improvements.</p>	<p>The Councils up to date fleet is significantly less polluting than if it had been made up of older vehicles.</p>
	Home Energy	Ongoing from 1997	Ongoing figures for '07 - '08 were an	<p>Significant reduction in the energy needed to heat homes leads to reduction in Nitrogen</p>

GM LTP2 AQ Ref.	Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
	Efficiency scheme		annual improvement in energy efficiency of 1.28% and 16.86% in total since the 1996.	<p>Dioxide produced from burning fuel to produce the energy. NO₂ is the pollutant that lead to the declaration of the AQMA</p> <p>The baseline fig for energy consumption at 1st 1996 was 9,092,224 GJ Current estimated level is 7,559,666 GJ. ie a reduction of 1,532,558 GJ which if it had been produced by natural gas consumption would have produce around 1,100 tonnes of extra NO₂ each year within the Borough</p>
C3	Promote Greener Distribution (Distribution is a major industry in Rochdale MBC)	2004	While an event has not been possible the Freight Partnership is promoting this issue and there have been a number of National initiatives that are being recognised by the companies in the Borough	It is hoped that educating the distribution industry with regards to the pollution caused by their vehicles and how that may be reduced will reduce emissions in the Borough
E7	On Carriageway Cycle Lanes	Started ongoing	On carriageway cycleways in the borough increased by 2 km in 2007-8	On road cycle routes provide much safer access to the road network for cyclists and

GM LTP2 AQ Ref.	Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
			to 43km	therefore allow its use by cyclists for journeys that they would have made by car. Improved VFM and opportunities to increase access to safer sustainable travel of walking and cycling.
E7	Off Carriageway Cycle Lanes	Started ongoing	Off Carriageway Cycle ways in the borough increased by 4,8km in 2007-8 to 38.4	Off road cycle ways are essential in encouraging a modal shift to cycling in that they give confidence to new cyclists who may then progress to regular using a bike instead of a car for some journeys.
E9	Travel to School	Started ongoing	Travel to school Co-ordinator in post	77 schools now have plans that advise pupils and parents in travelling to school in a less polluting way
	Develop a Rail to Road Freight	The Unitary	No progress	Because of its position on the rail and motorway networks the borough has the potential to

GM LTP2 AQ Ref.	Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
E17	Interchange	Development Plan suggests appropriate schemes would be supported.	A long term aim/project	involve rail freight in the distribution activities that are carried out here
E17	Introduce Planning Polices that reduce the need to produce Nitrogen Dioxide		The Development of Planning Guidance that will require that 10% of energy used by new developments is produced from on site renewable	Energy produced from renewable sources usually produces none or very little Nitrogen Dioxide

2.9. SALFORD CITY COUNCIL

GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
AQ1 Quality Bus Corridors (E1)				
	QBC bus corridors	On going	Across Greater Manchester 18.6% increase in patronage between 03/04 and 07/8	Reduced number of car trips – reduction difficult to quantify.
	Leigh/Salford/ Manchester QBC	Potential completion by late 2011/2012	Detailed scheme design in progress. Details on funding being sorted. GMPTE lobbying government. Funding included in TIF bid for which an announcement is expected in May 2008.	Regional funding priorities suggest a possible start on site 2009/10. TIF bid submitted to DfT. If successful completion is planned for 2013.
	A6 Chapel Street		New bus stops and 1 pelican crossing built.	There will be more improvements as part of the LSM QBC
	Bury Old Rd/ Bury New Rd to Manchester	Completed 2006.	Awaiting traffic monitoring figures to detect changes. Improved pedestrian crossing facilities. Cycle lanes & some short inbound bus lanes	Scheme includes improved pedestrian crossing facilities. Cycle lanes & some short inbound bus lanes 33% patronage increase recorded on the 135 bus route between 2003/04 and 2007/08
	Liverpool Road, Irlam	Programme to upgrade	27 Bus stops improved.	Further bus stops along Liverpool Rd,

GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
		bus stops to QBC standard		Cadishead to be improved as part of larger scheme in 2008/09 ..
	A666 Bolton / Manchester Streetcar	Possible completion 2015	Scheme is still at feasibility stage	Scheme has been included within the GM TIF bid. Funding will be dependent on a successful bid.
AQ2 By-passes and Road Building				
	Broadway Link	2011	Air Quality Information submitted with the BBC Media planning application Pre planning discussions on more detailed assessment for Broadway link.	The scheme will provide access to Trafford Park (New Century Bridge) and M602. Air Quality improvements to Eccles New Road predicted No further Development in 2007/8.
AQ3 Walking and Cycling Strategies				
E7	Additional cycle parking facilities	- On going	On going target for 2007/8	8 locations installed 2007/08, totalling 48 spaces
	Secure cycle facilities	April 2008	1 trial scheme	Delayed, expect a trial scheme in 2008/09.
		April 2008	2 more pods	
	Driver Awareness campaign	On going April 2008	4 schemes	
	Cyclist Awareness scheme	June 2006 June 2007	Support Bike Week in Salford with Bike ride and	Events competed. Further event to be held in June 2008.

GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
			awareness scheme. Events in 2006 and 2007	
	Safer Cycle networks	By 2009	8 km cycle path	Support the Bridgewater Way project which will create an extra 8 km of cycle path within Salford and 40 km overall.
	Safer Cycling	On-going by 2009	Train 50% of yr 6	
	Route 55 signage	April 2008	Complete Signage	Scheme complete.
	COPECAT Audit	100%	New developments meet COPECAT guidelines.	The COPECAT Greater Manchester scheme sets guidelines for engineers on cycle / pedestrian routes.
	School Cycle Clubs Shelters	By 2008	50% by 2008.	
	Promote cycle forum	Ongoing	Increase attendance by 2	Forum meets regularly
	Cycle strategy	Achieved	Published and available on line	
		Annually	Bike usage to be monitored annually	
		Dec 2007	Plans / strategies available in all libraries and schools	
AQ4 Safe Routes to School and School Travel				
	Encourage schools to develop Travel Plans	Medium	16 more schools have adopted a travel plan. There are now 76 schools	A travel plan coordinator is working with business and schools to introduce Travel Plans.

GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
			with travel plans	Target is 100% capture by 2010; currently at 72% Surveys are built into plan.
	Educate pupils on travel options	Medium	A Getting to School IN Salford booklet has produced to assist schools to develop and implement travel plans .	Greater Manchester School Travel plan website has been developed to assist pupils, parents and teaches in travel planning issues. (www.traveltoschool.com)
			Parking banners outside schools - successful pilot	All primary schools have now received a parking banner. Removes congestion from near school gates – reduces exposure of children.
		Medium	Capital grants from DfES have been spent on parent waiting shelters, cycle shelters, improved & new lighting and security. Pathways on schools have also been invested in.	A 'Walk to School' CD-ROM and passport scheme has been produced.
	Walk to school initiatives promoted through travel plans	Short	Salford schools took part in national and international Walk to	Took place in May and October 2006

GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
			School Weeks.	
		Short	13 primary schools have successfully bid for funding to operate a walking bus.	Guidance booklet and practical advice provided on how to operate a walking bus
	Educate pupils on travel options	Medium Depending on feedback from schools and securing funding , curriculum resources for years 3& 4 may be developed	A booklet for use as a curriculum resource to educate pupils in years 1 & 2 has been produced.	Available for use as a resource for schools.
AQ5 Travel Plans				
	Develop and co-ordinate Green Travel Plans within Salford.	Launch council plan 2006	Preparation and approval of scheme to fund Cycle2work scheme launched for staff in April 2008 Plans to improve facilities at Civic and Minerva house.	Scheme due to be launched in April 2008. This is a tax incentive aimed at encouraging employees to, cycle to work, thereby reducing air pollution and improving their health. The scheme allows employees to benefit from a long term loan of bikes and commuting equipment such as lights,


GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
	To promote and develop Council's car sharing scheme			locks and panniers completely tax free. Cycle shelters and lockers have been provided at two of the largest places of work within the council, at the Civic Centre and Emerson House
	Greater Manchester Workplace Strategy: Consult with companies employing between 50 to 200 employees on implementation of Green Travel Plans.		36,an increase of 8, workplaces are developing and implementing travel plan measures.	Organisations within 400 m of Quality Bus Corridor and 500 m of Metrolink stop that employ 50-200 people approached.
			Greater Manchester car share scheme re-launched in June 2006. www.carsharegm.com	Salford has the highest usage of the scheme in the 10 participating authorities. Promotion occurs via intranet homepage updates and new staff receive information with starter packs. In 2008 there are 130 members
			New companies continue to be identified through planning applications, business list databases and membership of	

GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
			business groups are contacted by Salford City Council and encouraged to develop a Travel Plan.	
			An area wide travel plan for 25 companies in Exchange Quay has developed a joint Travel Plan. The plan has been developed with the Highways Agency.	Number of organisations with 200+ people approached Measures included in Travel Plans include cycling facilities and discounted public transport tickets
			Salford Travel Partnership seminar in April 2007, Conference on TIF and Congestion Charging	Major stakeholders from business, hospital, transport and the Council to promote future transport plans.
AQ6 M60 Jetts Jt 18 to 12				
E1,E10	M60 Jetts Jt 18 to 12 Multimodal study to reduce congestion and promote better use of public transport and alternative modes for	2013/2015	Jetts Quality Bus Corridors (QBC's) proposal currently awaiting government funding approval. The majority of the JETTS	Included in regional funding allocation programme. If the TIF bid is successful whole corridor completions are planned for 2013-2015

GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
	freight. AQ improvement dependent on scheme.		network has been included in the TIF bid to DfT.	
		Long Term (2020-2025)	HA submitted air quality assessment for preferred option viz: Active traffic management using hard shoulder as an extra lane with by pass lanes to M60/M62 interchange.	Recommended to HA to undertake Health Impact Assessment in areas where AQ deteriorates, to undertake detailed modelling of area of all affected roads in the AQMA using a local NOX/NO2 relationship. No further information available
AQ7 Traffic Management Plans				
E10, E11, E12, E15	Crescent / Chapel St Traffic Calming Masterplan	Summer2007	The Central Salford URC are in the process of preparing masterplans for both the Crescent and Chapel St areas. Proposals will seek to calm traffic along this corridor, providing good priority for public transport, cyclists & pedestrians	This work is still at a very early stage and funding for these proposals is yet to be identified. The plan will absorb the Chapel Street Master Plan reported previously.
	Develop Park and ride strategy with AGMA authorities.	Medium	Bus based P & R study currently in progress	Reduced availability of long stay car parks. URC have proposed study of car parking in central salford

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	Minimising the provision of long stay commuter car parks.	Long	Regional Centre Car Parking Strategy to be identified and agreed with Manchester CC.	General reducing trend in long stay car parks in recent years
			Funding for extensions recently approved by Government.	
	Promoting the extension of the Metrolink, quality bus corridors and improvements to rail and bus facilities.	Medium	Extension proposals to be included in TIF bid July 2007	This will increase access to /from Salford Quays & Eccles by Metrolink, reducing the demand for car travel to these locations. TiF bid submitted and waiting for decision on TiF bid due May 2008
			BBC Media S106 to extend link and purchase additional carriages.	Media City Spur funding agreed – 4 trams orders and track works to be complete by 2010
	SCOOT traffic management technology to be introduced across GM. Continual monitoring at junctions and adjustments of signal times to maximise traffic flow.	Medium	£13.5m funding from LTP Ongoing programme of improvements. A6 corridor to be upgraded in 2007/08 – 2008/09.	

GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
AQ8 Development Plans (UDP/ LDF)				
	Development of Core Strategy	Anticipated adoption in 2010	This will set out the long-term spatial vision for the city (up to 2026), and the overall strategy for delivering that vision identifying key issues and links with other plans. A strategic policy or framework to promote development close to a choice of transport nodes and minimise development impacts on the global environment are likely to feature in the forthcoming Core Strategy.	Draft Core Strategy Issues and Options Report produced. Public consultation on Issues and Options Report to take place from June – August 2008.
	Promote mixed-use development within the regional centre, town centre, neighbourhood centre and close to transport nodes.	UDP period: 2004-2016	UDP Policy MX1 allocates 4 mixed-use areas within which to focus mixed-use development that minimises the need to	Draft Planning Guidance produced for Ordsall Riverside which supplements UDP Policy MX4 to provide further guidance on how mixed-use development can best be achieved in this area.

GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
			<p>travel.</p> <p>UDP Policies MX3 and MX4 allocate 3 sites for mixed-use development.</p>	<p>Construction of Phase 1 of the Lower Broughton mixed-use development scheme is complete. Phase 4 is at construction phase. Phases 2, 3, and 5 are at reserved matters planning permission stage.</p> <p>Public consultation on Charlestown Riverside Master plan for proposed mixed-use development is complete. Pre planning stage is ongoing.</p>
	<p>Require major trip generating development to be located where it is well served by a choice of transport nodes.</p>	<p>UDP period: 2004-2016</p>	<p>UDP Policy ST6 requires major trip generating development to be located where it is well served by a choice of transport nodes.</p> <p>UDP Policy A1 requires major trip generating developments to make adequate provision for access by walking, cycling</p>	<p>Between 2006 to 2007, 82% of planning applications for new major trip generating development within 400m of a high frequency public transport service.</p>

GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
			and public transport.	
	Require major development proposals to demonstrate how they will minimise greenhouse gas emissions.	UDP period: 2004-2016	<p>UDP Policy ST14 requires 'development to minimise its impact on the Global Environment. Major development proposals will be required to demonstrate how they will minimise greenhouse gas emissions.</p> <p>UDP EN22 has specific requirements for development over 100 dwellings or over or 5000m² of floor space to demonstrate that full consideration has been given to the conservation of non-renewable resources and use of renewable energy options.</p>	<p>Between 2006 and 2007, 21 new developments were permitted subject to production of travel plans.</p> <p>Adoption of Sustainable Design and Construction Supplementary Planning Document (SPD) in March 2008. This document provides detailed advice on how new development should be designed to minimise impacts on the global environment.</p>

GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
	Promote sustainable freight and passenger movements using, where feasible, more rail or the Manchester Ship Canal.	UDP period: 2004-2016	<p>UDP Policy ST5 promotes the protection and enhancement of rail and water-based infrastructure to support the movement of freight.</p> <p>UDP Policy E1 allocates 80.9ha of land to include a multi-modal freight interchange, incorporating rail and water-based freight handling facilities and a railway link.</p>	Port Salford planning application will use the Manchester Ship canal creating a multi model freight terminal using water rails and road, reducing emissions in the region.
	Implement new parking standards for commercial and residential developments	UDP period: 2004-2016	UDP Policy A10 requires new development to comply with car parking provision standards for disabled and non-disabled drivers, cyclists, and motorcyclists.	100% of non residential developments (Use Class A, A) complied between 2006 and 2007.
	New fuel stations to incorporate fuel points for liquid petroleum gas	Short	No applications received	

GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
	(LPG) and electric vehicles.			
	To encourage existing forecourts to install LPG and electric charging points.	Short	Complete	There are four LPG stations in Salford. The market appears to have slowed down, and Salford has replaced its LPG light vehicle fleet with new stock meeting Euro IV.
	Air Quality Assessments of planning applications	Ongoing.	UDP Policy EN17 seeks protection of the environment and receptors from significant impacts of emissions from new development.	Planning applications assessed for air quality assessment. Mitigation measures include improved facilities for pedestrians, cyclists, reduced parking, travel plans, BREEM accreditation and S106 for monitoring.
AQ9 Energy Efficiency (NTA2)				
	Schools Energy Awareness Programme.	Ongoing	Energy information packs for school buildings are to be provided for all schools. Also involved with Building Schools for the Future to ensure Sustainable Buildings. Packs are given to schools during their Energy Audits	Meetings with head teachers/site managers undertaken when site Energy Audit conducted.

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	Environmental Stewardship Initiative. Improve energy usage in council buildings, schools, and recreational centres.	Ongoing assessment of needs.	Further installation of Building Energy Management System (BEMS). Upgrade the existing system.	9 installation in 2007/8. Total of 65 of the major council buildings on BEMS
	Energy Accreditation	Every three years	Salford City Council to be re-accredited and aim to improve on previous score.	Previous score improved in September 2007. Due for Re-Accreditation in 2010..
	Local Authority Carbon Management Programme	May 08 – April 09	Salford City Council to be re-accredited and aim to improve on previous score.	In the process of writing it. To be presented to The Carbon Trust in July 2008.
	Energy Performance in Building Directive	October 2008 and then annually	Ensure all buildings over 1,000m2 have a Display Energy Certificate detailing the energy rating of the building	Await the release of the software from DCLG.
	Home Energy Strategy	2006 targets met. New targets for 2011.	Published 'Keeping Warm and Well IN Salford' in 2005. Part of the	Advice on website. http://www.salford.gov.uk/energyadvice Contains number of actions aimed at

GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
			Affordable Warmth Strategy.	improving energy efficiency.
	Home Energy Conservation Act Action Plan (HECA).	2006 targets met. New targets for 2011.	The Home Energy Conservation Act (1995) requires all councils in the UK with housing responsibilities to prepare publish and submit to them an energy conservation report identifying conservation measures in their district. Salford City Council in their report, using a starting point of 1996, have set ourselves the target of making the city 21% more energy efficient by April 2006.	2006 target achieved and the Council has set its own target of making the city 30% more energy efficient by 2011. Between 2001/8 £8m for Warm Grants awarded to the private sector. Thermal imaging survey of Salford to identify building heat emissions for home insulation programmes. Survey complete and reported in 2007. This enables targeting and prioritisation of work to most needed areas while also providing evidence and marketing support.
	Home insulation schemes to reduce energy consumption	Medium	The Council has developed a number of schemes to encourage the domestic sector to install home insulation	The council's partnership with energy companies and Eaga partnership has continued to raise the profile of the help available to make homes more energy efficient. During 2007/2008

GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
			and heating in their homes. They are: <ul style="list-style-type: none"> • HeatStreet Scheme • British Gas's Council Tax Rebate scheme • Accredited Landlord Home Insulation scheme Government's Warm Front scheme	over £1.5m was invested via the Warm Front Grant scheme. Our utility partners have invested approximately £0.7m of their EEC2 or Carbon Emission Reduction Target (CERT) grants in Salford. By partnership with other organisations and government grants Salford has installed over 1100 insulation schemes and 131 heating systems
AQ10 Monitor Air Quality				
	Monitor air quality and report results	Continuous	2 real time monitoring sites at Eccles and M60 Junction 13 (East bound). Additional monitoring for nitrogen dioxide (NO ₂) and PM ₁₀ undertaken to confirm possible exceedences identified in Detailed Assessment modelling report.	Continued operation of two real time air quality stations at M60 and Eccles, diffusion tubes and lead monitoring. Monitoring extended at M60 Jt 13 with Air Quality Grant award from Defra till Dec 2007, To review results and compare with M60. Findings show no exceedences of hourly nitrogen dioxide or particulate PM10 annual or daily standards as

GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
	Review and Assessment	As required by Defra, follow LAQM timetable.	Bid submitted to Defra for funding to further improve air quality pages and include information on industrial processes.	indicated in modelling. Bid awarded writing design and content for website expected completion Dec 2008 MAPAC Air Quality Web pages updated in 2005 http://www.mapac.org.uk http://www.greatairmanchester.org.uk This is a joint venture with Greater Manchester Authorities and LTP. Makes almost real time monitoring results available to the public.
			Updating and Screening Assessment reports submitted.	Progress report 07 and Further Assessment accepted with recommendations.
	Develop air quality information on the internet.			Progress report 07 and Further Assessment accepted with recommendations.
	Support GM Cleaner Vehicles Campaign	Ongoing (awaiting bid outcome)	Two test days undertaken at Worsley Brow, at Junction 13 (M60) and A57 Regent Road.	No failures were recorded during the 2006/7 test days. 'You'd be Fuming' leaflets handed out to all cars tested to publicise the need to keep cars well tuned

GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
AQ11 Technology and Alternative Fuels (2008)				
	Retrofitting of particulate traps to refuse vehicles.	Complete (2006)	All fleet vehicles replaced by August 2006 therefore all refuse vehicles will have particulate traps.	All refuse vehicles have particulate traps fitted to them. Reduced particulate emissions.
	Upgrade council fleet to Euro III	Complete	Light and heavy goods vehicles all Euro III.	New Council fleet of vehicles have been successfully delivered with Euro III engines. Housing City West vehicles mileage capped at 12000 annual limit thus reducing emissions. Scheme to be applied to future procurement with different capping vales
		Complete	Street Cleaning Vehicles	Street cleansing fleet replaced meeting latest Euro standards.
	Promote alternative fuel take up in Council fleet vehicles.	Continuous	Report commissioned on the use of Alternative Vehicle Fuels for the Council fleet.	Bio-Diesel (95/5%) substituted Ultra Low Sulphur Diesel in December 2006 Manufacturers warranty invalid if 80/20% Bio Diesel used. Continued work with manufactures to investigate 80/20% Bio-Diesel usage on vehicles.

GM LTP2 AQ Ref.	District Action Plan Measure	Original timescale for Completion	Progress with measure	Outcome to date
		2008	Electric powered vehicles trials are planned to take place during 2008.	Pending outcome of trials procurement of vehicles for suitable areas e.g. parks of is under consideration.
	HGV to be replaced on rolling programme.	Every three years	HGV vehicles are due to be replaced during 2008.	Refuse collection vehicle fleet is due for renewal Sept 2008, -emissions to meet latest standard.
AQ12 Local Agenda 21				
	Promote sustainable environment through Council activities, local communities and businesses in Salford.	Complete	Sustainable development is promoted through the Community Plan, UDP Policies and in the future by the Core Document Strategy and the work of the Local Strategic Partnership.	Local Agenda 21 and Sustainability will be incorporated in to the Community Plan and Local Development Framework Policies.
AQ13 Ground Work Trust / Red Rose Forest				
E3	Tree planting in urban areas and open spaces to improve environment.	Continuous – Funding is bid for each year from Housing Market Renewal and European Regional Development Fund.	During 2007/8 extra heavy standard trees were planted through the Green Streets Initiative in the following areas; <u>Charlestown / Kersall 54</u> <u>Clifton 22</u>	Red Rose Forest continues to assist in the regeneration of Salford by improving open spaces and streets. Trees can trap particulate matter and lead on their leaves and twigs and also absorb gases such as CO, NO ₂ and

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			In 2008/09 further street tree planting on; <u>West Salford Charlestown / Kersall</u>	SO ₂ . The cooling effects of trees also help reduce the rate of ozone production. In addition they provide a sink for greenhouse gases e.g. CO ₂ , NO and CH ₄ .
AQ14 Information on Bonfires				
NTA4	Prevent and minimise pollution from garden bonfires by providing advice to local residents.	Continuous	Pollution Officers responded to 82 domestic burning complaints and 66, total of 148 complaints between April 2007 and March 2008. 'Don't Burn It' leaflet produced in co-operation with MAPAC to discourage burning of waste and advising of waste disposal options.	When burning complaints are received the 'Don't Burn It' leaflet is included with correspondence. Service aims to responds to burning complaints with in same day.
AQ15 Industrial Controls 2007				
NTA1	Routine inspections by Salford City Council to	Annual inspection programme	Salford City Council ensures that all Part A2	An Enforcement Policy has been developed.

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	determine compliance with authorisations/permits		and B industrial processes operate to the Best Available Techniques for abating emission to atmosphere including fitting emissions abatement equipment.	
	Encourage changes to process technology to reduce waste and minimise emissions.	Continuous	Salford City Council applies current legislation to Part A2 and B industrial processes in Salford.	Achieved 100% inspection of all premises undertaking 156 inspections
	Routine inspections by Salford City Council to determine compliance with authorisations/permits.	Continuous	Prescribed processes Risk Assessed to determine relative risk; used to determine level of 'regulatory' effort to processes.	

2.10. STOCKPORT COUNCIL

GM LTP2 AQ Ref.	Action Plan Measure/Target	Original timescale	Progress with measure	Outcome to date	Comments
D7	Metrolink Extension	Ongoing	<ul style="list-style-type: none"> Continued lobbying to ensure inclusion of metrolink extension to Stockport and Marple 	<ul style="list-style-type: none"> Currently still under consideration 	
E1	Integrated Transport Corridors (ITC)	9 Integrated Transport Corridors (ITC) have been identified for completion. 5 of these should be done by 2010-2011.	<ul style="list-style-type: none"> Completion of all outstanding traffic management construction measures on the A6 - Manchester to Hazel Grove ITC, Substantial completion of B6167, Reddish Corridor, ITC. Completion of bus links at Portwood Roundabout and M60 / Junction 1 / Travis Brow Construction started on A560 Stockport to 	<ul style="list-style-type: none"> 2 ITCs completed (Brinnington and A6) Stockport to Reddish Corridor substantially complete Work currently underway on Stockport to Hyde ITC and Stockport to Urmston (Didsbury Road) ITC 	Improvements to the bus infrastructure are integrated with improvements to pedestrian and cycle facilities and road safety (resulting in ITCs rather than QBCs).

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			Hyde ITC. <ul style="list-style-type: none"> Construction started on Stockport to Urmston (Didsbury Road) ITC 	<ul style="list-style-type: none"> 8 ITCs have had works on bus stops and individual junctions carried out. 	
E2	Park and ride/walk Schemes	Investigate possibility of park and ride/walk schemes.	15 Schools (14 primary schools and 1 secondary) engaged with the Park and Stride scheme.	48 Schools overall engaged with the Park and Stride scheme.	
E3	Low Emission Zones (LEZ)	Promotion of projects that can help improve air quality in the town centre, incorporating the principles of an LEZ without formalized segregation – Ongoing .	Masterplan in place for Town Centre.	<p>The completion of the first phase of the St. Peter's Square urban park scheme.</p> <p>The completion of a dedicated busway adjacent to Junction 1 of the M60 motorway.</p> <p>The submission of a Transport Innovation Fund bid</p>	Discussions also ongoing with key developers around the town centre. Including public consultation on concept proposals for the Bridgefield retail expansion and the Grand Central leisure led schemes.

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				to the Dept. for Transport to support the development of the proposed transport interchange and increased town centre accessibility. (A response to the submission is expected in 2008).	
E3 E7	Sustainable Transport Supplementary Planning Document	2007/08	Sustainable Transport SPD was adopted in December 2007. The document provides further support to developers in assessment and identification of measures to minimise, mitigate or improve the impacts of the development on local traffic congestion and it's effects on local health and environment. The document provides further	Transport and Highways in Residential Areas SPD was adopted in September 2006, providing support to the sustainable design of residential developments. The SPD ensures that design encourages the use of walking and cycling within and in and out of	

GM LTP2 AQ Ref.	Action Plan Measure/Target	Original timescale	Progress with measure	Outcome to date	Comments
			guidance on the requirements for and content of Travel Plans.	developments.	
E3 E7	Rights of Way Improvement Plan	November 2007	The Rights of Way Improvement Plan was adopted in November 2007. Alongside prioritising actions to promote functional trips on the Rights of Way network, the plan also recognises the need to promote walking and cycling for leisure purposes to facilitate behavioural change and promote sustainable leisure alternatives.		The Transport Asset Management Plan will further identify infrastructure investment options to further promote use of RoW network.
E3 E7 E7	Walking promotion	Full Borough Green A-Z coverage by 2009 (initial timescale of 2008 extended due to workload).	Section 6 Green A-Z map (Marple, High Lane and Strines) published and distributed.	Six Green A-Z maps published and distributed.	Section 7 Green A-Z map due to be published and distributed by August 2008.
E3 E7					
E3 E7	Walking promotion	Full Borough Green A-Z	• Stockport Green A	• Annual	

GM LTP2 AQ Ref.	Action Plan Measure/Target	Original timescale	Progress with measure	Outcome to date	Comments
		<p>coverage by 2009 (initial timescale of 2008 extended due to workload).</p> <p>Continue to actively promote walking in the borough – ongoing</p>	<p>to Z Sections 6 (Marple High lane and Strines) published and distributed.</p> <ul style="list-style-type: none"> • Bimonthly meetings of Stockport Walking Forum. • 2007 'In Town Without My Car' day promoted. Event held in the Market Place. • 2007 'Change the Way You Travel' month promoted was dropped in favour of a concentrated bike week programme. Also launched a Carbon Footprint challenge at this time. • Public walk event programme delivered 	<p>promotion of public walk programme.</p> <ul style="list-style-type: none"> • Annual promotion of 'In Town Without My Car Day'. • Annual promotion of bike week. • 6 Green A-Z maps published and distributed. • Continued development of promotional materials. • Continuing meetings of user group. 	

GM LTP2 AQ Ref.	Action Plan Measure/Target	Original timescale	Progress with measure	Outcome to date	Comments
			(Walk-A-Day). <ul style="list-style-type: none"> The revision and update of Stockport's Walking Strategy is being progressed and is expected to go to consultation in 2008. 		
E3					
E5	Use of cleaner and alternative fuels by council fleet.	Continue to reduce air quality emissions associated with the Council's fleet.	Continuing policy that links CO2 emissions of Council employee lease cars directly to the amount of subsidy contribution offered by the Council. The lower the CO2 emission is the higher the subsidy offered. The subsidy level is reviewed and adjusted annually. We have achieved a 3% reduction in CO2 emissions in 2007 alone.	The average CO2 emissions for lease cars have continued to fall and the average at December 2007 was 137.96. This equates to a total reduction of 12% since 2003/04. Diesel fleet vehicles have been running on Bio Diesel since January 2006.	

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			<p>The primary fuel for fleet vehicles is 5% Bio Diesel. The possible use of different mixes of Bio Diesel is being researched.</p> <p>The use of CNG/LNG is also being considered for use in future LGV replacements</p>	<p>The Refuse Collection and Recycling service was brought back in house from 1st April 2007, this involved procuring 24 new Euro IV refuse vehicles and inheriting 15 recycling vehicles.</p> <p>The LGV fleet now comprises of:</p> <p>27% Euro IV 25% Bio Diesel & CRT's 30% Bio Diesel</p> <p>The Light Commercial Fleet comprises of:</p> <p>41% LPG 40% Bio Diesel</p>	

GM LTP2 AQ Ref.	Action Plan Measure/Target	Original timescale	Progress with measure	Outcome to date	Comments
				19% Euro IV.	
E5	Improved fleet management	On-going improvements to routing of fleet vehicles for Council operations	Introduction of Pothole Moles and Street Lighting Find and Fix teams in 2007, has led to reduction in the number of journeys by highway and street lighting operatives by repairing all faults in an area before they are reported.	Reductions in emissions from street lighting operations can be apportioned to a 26% reduction in fault reports from 2005/06-2006/07.	This is an action to be included in the Climate Change Strategy and Action Plan
E7	Safer Routes to school	Implement safer routes to school where appropriate.	<p>Tithe Barn Primary, Heaton Mersey – completed.</p> <p>St. Mary's RC Primary, Heaton Norris – Completed.</p> <p>Lisburne SEN, Offerton Nursery, Dial Park Primary, St. Philips Primary Safer Routes to School, completed 07/08.</p>	<p>Broadstone Hall Primary, Heaton Chapel – completed 2006/07.</p> <p>All Saints Primary School, Heaton Norris completed 2006/07</p>	Scheme included traffic calming and a 20mph zone.

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E7	Cycling promotion	Continue to actively promote cycling in the Borough.	<ul style="list-style-type: none"> • Bimonthly meetings of Stockport Cycle User Group [general issues]. • Bimonthly meetings of Stockport Cycle User Sub-Group [consideration of scheme design]. • 2007 'In Town Without My Car' day promoted. Event held on the Petersgate. • Stockport successfully secured funding as part of the 'People's millions' Connect2 bid, for construction of a new off road cycle link between Marple, Romiley and Offerton providing an 	<ul style="list-style-type: none"> • Annual promotion of 'In Town Without My Car Day'. Connect2 promotion in Marple the same day. • Annual promotion of 'Change the Way You Travel Month'. [check with David B] • Annual promotion of Council 'Bike to Work Day' and Bike Week. • Continuing 	

GM LTP2 AQ Ref.	Action Plan Measure/Target	Original timescale	Progress with measure	Outcome to date	Comments
			<p>alternative to the congested A road network. The proposals include the construction of a new bridge across the River Goyt. The proposals were promoted at various venues prior to TV vote.</p> <ul style="list-style-type: none"> • 2007 'Change the Way You Travel' month promoted. 3 secondary schools took part in the 2007 Council 'Bike to Work' day promoted. • 21 primary schools took part in Bike Week 2007. • Stockport Green A to Z Sections 4 and 5 (Bramhall and Woodford, and Gatley, Heald Green and Cheadle Hulme) 	<p>meetings of user groups, with demonstrable outcomes from sub – group, eg cycle link design at Travis Brow/ M60 Junction1</p> <ul style="list-style-type: none"> • 5 Green A-Z maps published and distributed. • Continued development of promotional materials. Scheme consultation may now reference positive environmental impacts of cycling [eg see <i>Stockport</i> 	

GM LTP2 AQ Ref.	Action Plan Measure/Target	Original timescale	Progress with measure	Outcome to date	Comments
			<p>published and distributed.</p> <ul style="list-style-type: none"> • Stockport Cycle Network Map produced. Updates for 2008 edition being collated • 2007 / 08 'On Your Bike in Greater Manchester' magazine published [no edition the previous year]. Significant editorial input from Stockport; • The revision and update of Stockport's Cycling Strategy is being progressed with the Walking Strategy and is expected to go to consultation in 2008. • Stockport's 	<p><i>Town Centre to Manchester Airport</i> consultation leaflet]</p> <ul style="list-style-type: none"> • Bid document submitted <p>COPECAT Audit process now embedded with scheme feasibility and design process</p>	

GM LTP2 AQ Ref.	Action Plan Measure/Target	Original timescale	Progress with measure	Outcome to date	Comments
			intention to bid for Cycling Town funding publicised although the bid was eventually unsuccessful.		
E8	Implement Travel Plans and Smarter Choice Initiatives	<p>Delivery of 10 green travel plans a year to organisations in Stockport.</p> <p>Delivery of the Pathfinder sustainable travel project to Stockport Colleges (2004-2007).</p>	<p>9 Workplace travel plans submitted and approved.</p> <p>As a result of Pathfinder Funding, Stockport College have hired a travel advisor to provide travel information and advice to staff and students. She has already produced a pocket guide called; planning your journey to Stockport College. The other colleges have used the money to fund PTE information kiosks, produce travel information for staff and students and</p>	43 Workplace travel plans completed to date	

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		Development of Stockport Council Sustainable Travel Plan (2007-2010)	to assist students in cross boundary travel to college. Stockport Council's Sustainable Travel Plan 2007-10 approved by the Council Executive in December 2007.	Several actions implemented including est. Bicycle User Group for employees, implementation of the Government's salary sacrifice cycle to work scheme (due in April)	Targets in the new travel plan are as follows: Car (SOV)= 50% C/sharing = 15% Public Transport = 18% Walking = 12% Cycle = 5%
E9 E11	20mph speed limit zone and School Travel Plans	Delivery of School Travel plans. All Schools in Stockport to have a	24 school travel plans implemented 2007-8.	99 school travel plans implemented since 2003 which	

GM LTP2 AQ Ref.	Action Plan Measure/Target	Original timescale	Progress with measure	Outcome to date	Comments
		travel plan by 2010.		<p>accounts for 70% of all schools in Stockport.</p> <p>Three school travel plan coordinators employed by Stockport Metropolitan Borough Council</p>	
E17	Sustainable Distribution		Input of freight section into the development of the Sustainable Transport SPD.	<p>A section on freight has been written into Stockport's Sustainable Transport SPD. The following areas were highlighted in the SPD –</p> <ul style="list-style-type: none"> - Road signage - Effective management of deliveries including consideration of 	

GM LTP2 AQ Ref.	Action Plan Measure/Target	Original timescale	Progress with measure	Outcome to date	Comments
				night time deliveries - Driver rest facilities and lorry parking provision. - Consideration of other modes of transporting freight.	Updates have been received from all Districts.
	Greater Manchester Drivers' Freight Map		GMTU were commissioned in June 2007 to update the Greater Manchester Drivers Freight Map. The freight map carries a range of information of interest to drivers of goods vehicles.		
E18	Improve low/emission	Low emission fuel	Sustainable Transport		

GM LTP2 AQ Ref.	Action Plan Measure/Target	Original timescale	Progress with measure	Outcome to date	Comments
	fuel infrastructure and availability	infrastructure considerations incorporated into Travel Planning Guidance in Sustainable Transport SPD (December 2007)	SPD was adopted in December 2007.		
E3		Tree Planting	A programme of tree planting was undertaken in 2007/08 using Priority Initiative Funding	See below	
E3		Tree management strategy to be developed for Mar 2009.	Initial report has been prepared for scrutiny committee.	Tree cover has not declined in the Borough and is deemed to be at an adequate level. However, the strategy now focuses on appropriate species and will enable the selection of species that will have positive impacts for local air quality.	
	SEMMMS Relief Road	2011-2013	This scheme was included	Major Scheme	

GM LTP2 AQ Ref.	Action Plan Measure/Target	Original timescale	Progress with measure	Outcome to date	Comments
	Scheme		in the original multi-modal strategy for South-East Manchester as crucial to addressing congestion along the A6 which is within the AQMA for its entire length.	Business Case has been submitted for Programme Entry to Government. Decision awaited.	
NTA1	Enforcement of Part A and B Industrial processes.	BVPI 217 target 85%.	BV217 outcome 100%.		
NTA4	Energy efficiency		In July 2007 Stockport Council became one of five local authorities in the North West working with the Energy Saving Trust (EST) through the Key Account Management Programme (KAM).		

2.11. TAMESIDE COUNCIL

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
Transport					
D7	Metrolink Eastern Extension	Preliminary work begun. Completion date now expected to be by 2013 when congestion charging is proposed to be introduced.	Manchester Piccadilly to Droylsden town centre extension to be built as part of Metrolink Phase 3A, for which funding is now agreed. Droylsden to Ashton town centre extension to be undertaken as part of Phase 3B, funding for which is currently being sought through the Greater Manchester TIFB bid.	None. This is a major long term project for which the outcome will be a significant reduction in car miles.	<p>Metrolink remains the single most important public transport measure to improve air quality (and tackle climate change too).</p> <p>The expansion of the metrolink system to its full extent dependent upon the success of Greater Manchester's TIFB bid.</p> <p>Public consultation</p>

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
					upon the TIF proposals to be undertaken Summer 2008.
E1	A671/A627 Rochdale/Oldham Ashton-under-Lyne /Hyde Quality Bus Corridor and A627/A560 Hyde/Stockport Quality Bus Corridor.	Short / Medium (2003-2006)	Works complete apart from Newton St/Dukinfield Rd junction improvements which will be completed in 2008/09.	<p>Bus Lanes introduced and bus stops upgraded.</p> <p>Total of 61 bus stops and 1.185km of bus lane completed to date.</p> <p>SCOOT system installed in Ashton town centre and Hyde town centre SCOOT system extended to Newton St/Dukinfield Rd junction in Hyde.</p>	Scheme substantially complete.
E1	A635 Manchester/Ashton-under-Lyne /Stalybridge	Medium	On going Bus Lane on Audenshaw Road,	Total of 65 bus stops have been upgraded to QBC standard.	Scheme on-going

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
	Quality Bus Corridor		Audenshaw to be completed in 2008/09.	SCOOT system installed in Ashton and Stalybridge town centres, between Ashton and Stalybridge and between Ashton and the M60.	
E1	A57 Manchester/Denton/Hyde Quality Bus Corridor.	Medium	On target	<p>Bus stops have been upgraded to QBC standard - 32 bus stops in total. 1.41km of bus lanes have been provided on this QBC.</p> <p>SCOOT system provided between Denton town centre and M60.</p> <p>An additional 11 upgraded QBC bus stops provided on Mottram Road between Hyde town centre and Hattersley funded from SEMMMS in 2006/07.</p>	<p>Scheme largely complete.</p> <p>Some additional works under investigation.</p>

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
	Ashton Northern Bypass	2008	Stage 2 progressing, main work to commence in 2009 and be completed in 2013. Main works could commence earlier if funding is available earlier.	Stage 1 opened December 2000. Further work on land acquisition undertaken. Public Inquiry held early 2008 and outcome expected summer 2008.	The bypass will divert traffic away from Ashton town centre.
E2	Examine the potential for Metrolink 'Park and Ride' at Ashton Moss.	Ongoing	Agreement has been secured to site a station on Ashton Moss.	Planning permission for the site has been granted	Awaiting completion of Metrolink
	A57/A628 Mottram to Tintwistle Bypass and Glossop Spur Local Road	Medium (Estimated 2011)	Environmental Impact Assessment has been completed. Public Inquiry started	Main work expected to commence in 2013/14 with completion in 2015/16.	Completion date is subject to statutory procedures being completed.

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
	Element.		summer 2007, but progress has been subject to delay.		Progress of Public Inquiry has been delayed to enable further analysis of revised information by Highways Agency. Inquiry not expected to recommence until January 2009.
D7/E1	SEMMMS 'transport change' measures (See 8.22)	Short / Medium	Travel plans agreed with schools within the SEMMS area of the Borough.	Total 138 Bus stops not on QBC have been upgraded. Agreed travel plans with all primary and secondary schools within the SEMMMS area of the Borough.	Ongoing annual programmes of bus stop improvements and implementation of measures identified within School Travel Plans.
E7	Improved pedestrian /cycling environment.	Ongoing	Improved pedestrian facilities an outcome of the QBC.	3 cycle counters have recently been installed across the Borough and they are measuring an	Provision for cyclist made as part of the QBC programme

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
			<p>Advance stop lines at traffic signals introduced throughout the borough.</p> <p>Tameside has partnered Sustrans to open section of cycle route NCN66 between Ashton town centre and Park Bridge using route of Ashton to Oldham rail line. Tameside is working with British Waterways, Derbyshire CC/Stockport/Cheshire CC to promote and develop NCN66 Peak Forest Canal cycle route.</p>	<p>increase in numbers cycling.</p> <p>A Tameside Cycle Forum has been introduced and meets regularly.</p> <p>Total of 90 cycle parking stands provided in town centres, leisure facilities etc. Secure cycle storage facilities provided at 50% of primary and 75% of secondary schools.</p> <p>New and updated cycle maps produced in partnership with other Greater Manchester districts.</p> <p>The number of accessible pedestrian crossings in Tameside has been</p>	<p>New and upgraded pedestrian crossing facilities have been provided as part of the QBC programme.</p>

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
				<p>increasing and is now 87%.</p> <p>The percentage of Public Rights of Way in Tameside that are easy to use has increased to 95% in 2007/08.</p> <p>96 20 mph zone Traffic regulation Orders have been introduced.</p>	
E11	Home Zones	Completed	Completed	Ashton West End and Haughton Green Home Zones have been completed.	No further Home Zone proposals at present.
A8/D5	Promote the use of clean, attractive, safe and affordable public transport	Ongoing	Promotion via a range of methods including support of local and national campaigns,	Promotion of In Town Without My Car Day – issue of free bus and train tickets	Refer to GMPTE

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
			development of travel plans etc		
Travel Plans					
E8	Develop local authority travel plan.	Short	The measures identified within the action plan have been implemented. Development of updated travel plan is currently underway.	Local Authority Travel Plan has been completed and adopted. An action plan has been devised to implement the travel plan.	Car sharing initiative, cycle purchase and use initiative, and subsidised travel ticket scheme in place
E8	Facilitate company travel plans.	Ongoing	A consultant has been employed to act as Travel Coordinator. The Travel co-ordinator has commenced a	It is a condition on planning applications for large developments to have a plan in place=	

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
			programme of developing travel plans with companies in the borough.		
E8	Facilitate school travel plans.	Ongoing	<p>Template for schools to develop plans available on the Tameside web site.</p> <p>Work underway with schools to introduce measures identified within travel plans.</p> <p>Borough wide initiatives run each year including, Dinosaur trail competition, Walk Once a Week (WOW), Cycle Once a Week (COW) and</p>	<p>All 107 primary and secondary schools now have travel plans in place.</p> <p>61% of primary school children and 42% of secondary school children walk/cycle to school. 39% of secondary school children use public transport to/from school. The use of the car to/from both primary and secondary schools is now beginning to decline.</p>	<p>Project on-going</p> <p>The school travel plans that were undertaken before 2006 are now the subject of a review.</p>

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
			Speed Pledge.		
Council Fleet Vehicles					
E5	Investigate feasibility of LPG / alternative fuels for Council fleet	Medium	<p>New fuel additive trials to take place Aug 2008 for 6 months</p> <p>All new Council vehicles will be euro 4 and above.</p>	<p>100% of fleet now replaced with euro 3 or better.</p> <p>HGV fleet fitted with CRT emission filters.</p> <p>Projected savings on fuel costs = £20K and emissions = 30MT CO₂</p> <p>Trails of electric refuse bin lift planned for June/July 07</p>	<p>New hybrid vehicles now operational for patroller service monitoring taking place of performance</p> <p>New sweeper fleet expected Late 2008 with euro 4 engines</p> <p>Trail completed and proved product to</p>

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
					be unreliable at this time manufacturers to carry out more work on operational issues
E5	Ensure that the Councils vehicle fleet is properly maintained and operating efficiently.	On going	<p>A new contract has been negotiated for the supply of Council Fleet vehicles</p> <p>VOSA vehicle inspection training given to staff in 2005. Positive effects on pass rates realised. Pass rate for 2005 was 75%</p> <p>FTA audits</p>	<p>All new council vehicles will be euro 4 and above</p> <p>New Council fleet now fully implemented and operational</p> <p>Audits carried out with improving performance in operator licence compliance being realised</p>	<p>Ongoing product training.</p> <p>New Vehicle Depot now completed and operational.</p> <p>New investment of 8k into advanced vehicle diagnostic equipment.</p> <p>New National risk scoring system for MOT and operators licence puts us in</p>

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
					the green
Industrial Emissions					
NTA1	Work with Tameside Business Environment Association to promote environmental good practice in businesses	Completed	TBEA assisted 61 businesses with environmental issues in 2005/6.	Project completed, funding ended.	TBEA aims to improve environmental performance of SME's, to protect the environment and promote the local economy

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
NTA2	Industrial Air Pollution Control	Ongoing	From 2006/2007 inspections became risk based depending upon the operator	Inspection targets met in 2006/07 and 2007/08 71 inspections during 2006/07 66 visits during 2007/08	There were 65 permitted processes within the Borough on 31/03/08.
Emissions from Households					
NTA3	Continue to	2010	17.17% overall	The HECA Report from	We are still making

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
	implement, develop and monitor Tameside's Home Energy Conservation Act (HECA) Strategy.		improvement reported from 1996 to the end of March 2006	2005/06 indicated a 5.53% improvement in energy efficiency from 01/04/05 to 31/03/06 Figures for 01/04/06 to 31/03/07 were not reported as Tameside is an excellent authority, estimated to be around the 2% mark.	steady progress year on year towards the 30% reduction target.
NTA4	Enforce smoke control provisions.	Ongoing	In 2007/08 the Environmental Protection section dealt with 173 complaints regarding smoke nuisance	Joint Greater Manchester promotional material has been produced to increase public awareness around	The whole of Tameside is designated as a smoke control area.
Planning and Air Quality					

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
NTA5	Air Quality impact assessment required for large housing and other sensitive development located within the AQMA	Ongoing	4 developments required air quality impact assessments during the period 1 st April 2007 to the 31 st March 2008.	All planning applications that require a Transport Assessment also require an air quality impact assessment.	
NTA6	The promotion of sustainable development consistent with planning guidance and UDP policies.	Ongoing	Sustainable Design and Construction Guide adopted in October 2005.	The submission of Sustainability Statements are now required with planning applications for major development.	

2.12. TRAFFORD COUNCIL

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
E5 E13	Use of cleaner and alternative fuels by council fleet	Continue to reduce air quality emissions associated with the Council's fleet - Ongoing.	<ul style="list-style-type: none"> The average CO2 emissions for lease cars have continued to fall and the average at December 2006 was 142.03 CO2g/km – down from 155.74 CO2 g/km in 2003/4. 3% increase in HGV's on Bio Diesel & CRT's. The primary fuel for fleet vehicles is now diesel Euro 4. 	<ul style="list-style-type: none"> Continuing policy that links CO2 emissions of Council employee lease cars directly to the amount of subsidy contribution offered by the Council. The lower the CO2 emission is the higher the subsidy offered. Intranet resource to encourage "green" motoring has been set up including a link to the Greater Manchester car sharing database. Diesel fleet vehicles have been running on Bio Diesel since January 2006. 52% HGV's on Bio Diesel & CRT's. 48% of smaller vehicles on LPG. 	<p>100% of the fleet are currently running on biodiesel or LPG. The fleet is being phased to 100% diesel (running on biodiesel).</p> <p>The use of LPG is being phased out as advances in diesel technology have eroded many of the advantages of LPG. The</p>

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
				<p>The LPG vehicles will be replaced by the end of 2009.</p> <ul style="list-style-type: none"> • Transport energy fleet assessment undertaken in 2005. • Heavy and medium vehicles fitted with particulate traps where practicable. 	<p>Government subsidy that applied to the Duty on LPG is also being reduced as the environmental benefits offered by LPG no longer justify the reduced Duty.</p>

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
E9	Sustainable School Travel	Our target is for all schools in Trafford to have an approved Travel Plan by April 2010.	<p>There are 110 schools in Trafford. 62 Travel Plans have been completed.</p> <p>We continue to encourage schools to introduce walking initiatives, and 11 schools currently operate a walking bus.</p> <p>Sustainable Modes of Travel Strategy was published in August 2007. The strategy promotes sustainable travel and includes walking, cycling and public transport initiatives. It recognises the benefits of such schemes, which include less pollution, healthier children and increased awareness of road safety issues</p>	<p>A further 48 schools must have a School Travel Plan in place by 2010.</p> <p>Trafford Council Sustainable Modes of Travel Strategy was published in August 2007 and will be updated in August 2008</p> <p>Walking Bus Implementation pack available to all schools.</p> <p>Continuing to work in partnership with our Children and Young People Service to promote School Travel Plans and healthy schools programme.</p>	

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
E3	Encourage local employers and industrial park organisations to use alternative fuels for vehicle fleet,	Ongoing	<p>Trafford Park Area Travel Plan Group established to lead on sustainable travel issues in the Park.</p> <p>Awareness raised on use of alternative fuels and impact on air quality.</p>	Advice on alternative fuels given to local businesses as part of the overall air quality management awareness raising exercise.	Alternative fuels to be promoted through planning application process and other available levers, eg s106
NT	Seek funding from developments through section 106 agreements on major planning developments	Ongoing	Guidance developed for different categories of development to ensure travel plans are included.	<p>All planning applications which contain significant air quality implications are assessed.</p> <p>Development engineer instigates requirements and guidance for specific categories of use.</p>	<p>Monitoring of travel plans to be developed by April 2009.</p> <p>Action Plan for funding allocation being developed.</p>

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
E13 E7 E8	Work from home schemes for employees	Ongoing	Trafford Council Home Working Policy and Guidance is in place.	Trafford Council Home Working Policy and Guidance is in place.	Staff travel plan to be developed in 2008/09. This will include incentives for flexible working. Monitoring of Home Working Policy and Guidance to be developed.

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
E13 E7 E8	Cycle parking facilities improved for staff	2004	Cycle parking available at all council buildings.	Cycle parking facilities reviewed for monitoring in staff travel plan.	Staff travel plan to be developed in 2008/09. This will include an overview of cycle parking facilities.
E13 E7 E8	Subsidised Public Transport for Council Employees	2004 Ongoing	Finance and HR staff are developing an approach to subsidised public transport as part of staff travel plan development.		Staff travel plan to be developed in 2008/09. To include public transport ticket incentives

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
E13 E7 E8	Develop a car sharing scheme for employees	Ongoing	The council offers staff an interactive car sharing scheme through a private Trafford Council staff group on Car Share GM – www.carsharegm.com	There are currently 40 staff registered on the private Trafford Council staff group on Car Share GM	Car sharing will be promoted through the Staff travel plan, to be developed in 2008/09
E13 E7 E8	Encourage main businesses within the Borough to develop green travel plans	Ongoing	Guidance developed for different categories of development to ensure travel plans are included.	All planning applications which contain significant air quality implications are assessed. Development engineer instigates requirements and guidance for specific categories of use.	Monitoring of travel plans to be developed by April 2009. Funding for employing a workplace travel coordinator to unite all aspects of workplace travel agenda to be

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
					developed in 2008.
A7 E14	Development plans- Production of a guide for assessing planning applications with regard to air quality	Ongoing	Ongoing measure All planning applications likely to have an impact upon air quality are assessed in accordance with Trafford's Planning and Air Quality Guidance Air Quality mitigation measures are recommended and secured through planning gain and section 106 measures	Full list of planning applications reviewed for air quality included in Trafford MBC's Progress report.	Future air quality modelling will include the impact of new planning developments.

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
E4 A3	Liase with Licensing to impose conditions requiring taxis to fulfil specific emission standards	Ongoing	Ongoing exercise. Report being prepared for September 2008 to advise members on air quality aspects of taxi licensing.	Continue to iaise with Licensing team regarding various emissions reduction systems. Options to be incorporated into report.	
E3 NT	Public awareness exercises	Ongoing	Updates on local air quality management, air quality monitoring and the local transport plan initiatives provided to the public	Air quality information provided to members of the public via various means	To link publicity with local transport plan awareness raising

GM LTP2 AQ REF	Action plan measure / target	Original timescales	Progress with measure	Outcome to date	Comments
A1	Checking vehicle emissions in areas within the Borough	Ongoing	Vehicle emission testing and publicity to be undertaken as part of the Cleaner Vehicles Campaign	No Formal and Informal testing undertaken to date this year. Testing proposed for remainder of 2008.	
NT A4 E3	Publicity exercises on existing policies in place that impact on air quality	Ongoing exercise to ensure members of the public are kept up to date with relevant policies and initiatives	Progress made in all aspects of this work and further work planned	Trafford TV. Films made to advise members of the public on various air quality issues Anti-Bonfire Campaign-Summer 2006 Dirty Diesel Campaign-ongoing Cleaner Vehicles Campaign-ongoing Inspections targets for the regulation of industrial processes met	

2.13. WIGAN COUNCIL

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
	Wigan Integrated Transport Scheme (WITS), incorporating:- (a)Wigan Inner Relief Road (b)Westwood Park Link Road (c)Modal Hub (rail/bus interchange)	To reduce traffic and encourage modal shift over a wide catchment area by providing inter modal hub, relief road and park and ride	(a) start 2004/5 Completion 2006/7 (b) work start 2004 (c) no dates specified	(a) Removed from regional priorities contingency list. Funding being sought via Greater Manchester Transport Innovation Fund (GM TIF) in conjunction with road charging in wider GM area. (b) Work Completed March 2007. (c) Part of GM TIF bid	(a) Removed from regional priorities contingency list. Funding being sought via Greater Manchester Transport Innovation Fund (GM TIF) in conjunction with road charging in wider GM area. (b) Work started 2005. Completion 2006/7 (c) Part of GM TIF bid.	Greater Manchester TIF bid - expecting an announcement May 2008

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
E1	Leigh Guided Busway	To encourage less car use by providing an attractive alternative	Start 2006 Completion 2009	Scheme close to being fully accepted and funding allocated. Budget shortfall hoped to be secured through GM TIF bid – July 2007 - (Leigh – Salford – Manchester Quality Bus Corridor.	Scheme close to being fully accepted and funding allocated. Budget shortfall hoped to be secured through GM TIF bid (Leigh – Salford – Manchester Quality Bus Corridor.	Earliest expected start on site estimated 2010.
E1 D4	Quality Bus Corridors (QBC's) including - (a)Wigan-Leigh/Atherton (b)Wigan- Standish-Chorley (c)Wigan - Skelmersdale (d)Wigan-Ashton-St Helens (e)Leigh-Atherton-Bolton	To encourage less car use by providing an attractive alternative and improving pedestrian and cycling facilities along the corridors	(a) Start – 2004/5 Completion 2006/7 (b) Start 2001 Completion 2004 (c) Start 2004/5 Completion 2006/7 (d) Start 2001 Completion 2004/5 (e) Start 2001 Completed 2003	(a) Started – 2005/6 (b) Completed 2005 (c) Started 2005/6 (d) Completed 2005 (e) Final part of scheme started 2007/08	(a) Start – 2005/6 Completion 2008/9 (b) Start 2001 Completed 2005 (c) Start 2005/6 Completion 2008/9 (d) Start 2001, Completed 2005 (e) Start 2001 Substantially completed 2003; final scheme completion 2008/09	-

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
E15	Integrated Transport Capital Programme to encourage the use of public transport, cycling and walking; including:- (a)Local safety schemes (b)Safer Routes to School (c)Pedestrian and Cycle schemes	To encourage modal shift from cars to public transport, cycling and walking by improving access and using traffic management measures to restrain car traffic in town centres	Ongoing	Completed schemes: Various Safer Routes to School schemes, Whelley Loop (multi-user route), Standish Town Centre Environmental Improvements, Scholes / Scholefield Lane junction, various Local Safety schemes, various footpath improvements linking town centres and schools, Various footpath and footway improvements linking to PCTs,	Various programmes of work on-going:	-

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
E15	Transport Infrastructure Fund programme (TIF) to promote alternative means of transport; improve accessibility to public transport and improving bus/rail services.	To encourage modal shift from cars to public transport, by improving public transport linkages and services (improvement to rail stations, QBC's)	Ongoing – Funding until 2010/11	Ongoing	Ongoing – funding guaranteed until 2010/11. Examples include Yellow School Buses, Wigan/ Skelmersdale QBC, Hindley Rail Station Car Park (incl. cycle provision).	-

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
E2	Park and Ride	To encourage modal shift, by providing an alternative to the car	Study 2002/3 – not feasible in short term – to be reviewed in future (2005?).	Improvements to car parking at Hindley Train Station including cycle parking provision completed 2006/7. Park and Ride from local train stations (Wigan Hub, Hindley, Atherton, and Appley Bridge) to Manchester, included as part of GM TIF proposal.	Improvements to car parking at Hindley Train Station including cycle parking provision completed 2006/7. Park and Ride from local train stations (Wigan Hub, Hindley, Atherton, and Appley Bridge) to Manchester, included as part of GM TIF proposal. No wider review pending although possible consideration as part of Local Transport Strategy development and A49 Link.	-

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
B3	Work place charges (Parking), including:- (a) Ashton, Leigh and Wigan PCT (b) NHS trust (c) Wigan and Leigh College (d) Wigan Council	To encourage modal shift.	(a) Review of policy ongoing – Charging scheme introduced at Brian House 2003 (b) Charging schemes ongoing at principal hospital sites (1997) (c) Sustainable Travel Plan issued June 2003 – Car Park Registration Fee implemented September 2003 – Car Clamping Scheme implemented October 2003 (d) -	(a) Prioritisation of parking spaces and flat fee at Bryan House implemented. (b) and (c) Ongoing (as listed at 2004) (d) Paper to Budget Review Group January 2007 for charging scheme in Wigan and Leigh town centre car parks. Scheme deferred. To be reviewed 2007/2008	(a) Allocation for essential users. Fee of £10 per month. (b) and (c) Ongoing (as listed at 2004) (d) to be reviewed 2007/2008 (report due September 2008 covering Council controlled parking across the Borough)	-

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
	Traffic Management , Leigh, Ashton , Atherton, Hindley, including:- (a)Leigh – Sustainable Travel Town (b)Ashton – Traffic Transportation Study (c)Hindley - Traffic Transportation Study – gyratory system (d)Atherton – Leigh Bolton Corridor – traffic diversion from main shopping street 10:00 - 16:00 Monday - Saturday	To reduce emissions in the town centres by restraining car use and reduce congestion	(a) short list bid submitted – decision expected February 2004 (b) Study commenced 2003 (c) Feasibility/initial consultation completed 2003- anticipated start 2004 completion anticipated 2006 (d) Started 2001 completion 2006	(a) Bid unsuccessful 2004 (b) Pedestrian safety and accessibility scheme developed 2007/8 (c) Revised scheme to consultation 2006/7 (d) Completion 2006	(a) Bid unsuccessful 2004 (b) Scheme started on site April 2008 – completion expected by July 2008 (c) Revised Scheme constructed 2007/8. Gyratory system not included (see 'Major junction and link road design' below (d) Started 2001, completed 2006	-

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
E11	Traffic Calming programme	To reduce emissions by speed regulation	1997 onwards 1-2 schemes per year	Completing three schemes a year on average since 2004/5 – more detailed work needed therefore programme reduced to 2 schemes per year.	2 schemes to be implemented per year following prioritisation assessment - 26 schemes completed (at 2007/8)	-

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
E7	Pedestrianisation schemes, Wigan, Leigh, Ashton – including:- (a)Market Street Wigan (b)King Street Wigan (c)Bradshawgate Leigh (extend) (d)Ashton town centre (e)Market Street, Atherton (f) Wallgate	To alleviate congestion completely in town centres	(a) Completed 2002/3 (b) Completed 2002/3 (c) Start anticipated 2004 – subject to funding (d) Feasibility study - 2003 (d) Completed 2002/3 (e) Feasibility 2007/8	(d) Pedestrian safety and accessibility scheme developed 2007/8. (f) Local Safety scheme investigated to close Wallgate to through traffic, allowing bus, pedestrian and cycling access only.	(a) Completed 2002/3 (b) Completed 2002/3 (c) Scheme abandoned (due to local objections). (d) Scheme started on site April 2008 – completion expected by July 2008. (e) Completed 2002/3 (f) Scheme currently on hold – may be linked with wider scheme linking Library Street to new Joint Service Centre.	-

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
E11	Home Zones - including:- (a) Browning Street Leigh (pilot scheme) (b) Developer led schemes	To reduce traffic and traffic speeds in residential areas	(a) Start 2004 Completion 2004	(a) Completed 2005 (b) Being considered as a method of implementing future schemes	(a) Start 2004 Completed 2005. (b) Being considered as a method of implementing future schemes	No further Homezones being undertaken (2008)
	Low Emission Zones, Wigan, Ashton, Leigh – Feasibility study to be considered as part of Wigan Hub proposal and as part of Leigh Sustainable Towns programme	To lower emissions within a restricted area leading to improved air quality in longer term by encouraging the use of cleaner vehicles	Bid as part of Leigh Sustainable Towns	-	Bid as part of Leigh Sustainable Towns Programme failed (2005). No other plan to progress LEZ.	-

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
	Ashton in Makerfield Northern By Pass	To reduce emissions in the town centre, by large scale re-routing of traffic	Feasibility study 2003 no commitment to progress at October 2003	Potential developer construction of first phase (July 2006).	Potential developer funded part scheme only as possibility (June 2007). Discussions with developer continuing (May 2008).	

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
B2	M6 Corridor measures: Motorway speed strategy Reduction in traffic volume and local road capacity Junction and link road	To reduce exposure of the public to road traffic related pollution from M6 motorway	Consultation with Highways Agency progressing at Greater Manchester Level (2004)	Local Consultation over possible AQ measures - 2005/6 – no measures forthcoming from consultation.	Consultation with Highways Agency progressing at Greater Manchester Level. Local consultation over possible AQ measures - 2005/6 – no measures forthcoming from initial consultation. Communication with HA enhanced in 2007. HA representative to participate in GM meetings on a regular basis (quarterly). Highways Agency Diffusion Tube Survey Participation ongoing, Results for 2007/8 indicate exceedances of NO2 objective at relevant exposure locations.	See item 'Ramp Metering/ Signalled Junction' below

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
	Major junction and link road design including:- (a) Hindley Gyratory system	To reduce emissions by focussing on the design of specific junctions where adverse impact has been identified	(a) Feasibility/initial consultation completed 2003 – anticipated start 2004, completion anticipated 2006. Revised scheme out to consultation 2006/7	(a) Gyratory scheme abandoned. Scheme to improve pedestrian and cycle access to Hindley centre constructed in 2007. Includes links to off road cycle paths at Amberswood..	(a) Revised scheme not accepted due to local objection. Some improvements from remaining scheme in the form of pedestrian crossing and cycle routes. Works completed 2007/08.	-

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
B1	Local Transport Plan	To reduce emissions from local transport sources	Air Quality Action Plan not incorporated into LTP process (separate AQAP – 2004)	GM Air Quality Action Plan incorporated into LTP 2005/6 – Progress Group meetings initiated July 2006. Local Transport Strategy being Developed (May 2007). Utilising 'Saturn' transport modelling through GMTU.	GM Air Quality Action Plan incorporated into LTP 2005/6 (Greater Manchester LTP2 Air Quality Strategy and Action Plan (2006). Local Transport Strategy being Developed (May 2007) Transport Strategy still being developed (May 2008).	-
	Route Hierarchy	To reduce emissions in problem areas by routing traffic	Feasibility study 2003/4	Primary Route Network and Lorry Route Network, being reviewed continually by GMTU (Primary route marked by green backed signs).	Incorporation of AQ information at part of route and general highway considerations.	Balance between AQ and other issues e.g. access.

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
E7	<p>Wigan Cycling Strategy - Strategy adopted January 2001</p>	<p>To encourage less car use by promoting and encouraging cycling</p> <p>ility Action Plan</p>	Ongoing	<p>Ongoing.</p> <p>Wish in particular to develop and enhance the off road cycle network. Schemes linked to local development. Progress includes:</p> <p>(a) Cycle map update.</p> <p>(b) Greenheart Regional Park Project including :-</p> <ol style="list-style-type: none"> 1. Victoria Fields - 4km of multi-users routes and footpaths, main section links Bickershaw Lane with Park Road, Hindley 2. Whelley Loop Line – 4km multi-user route. Linking Wigan Road, Hindley to Whelley and Haigh Hall. 3. Bridgewater Way 1km Canal 	<p>Ongoing implementation of strategy action plan measures. Strategy to be reviewed 2007/8. Revised strategy under development 2008/9.</p> <p>(a) 5,000 free cycle maps distributed (produced by AGMA/GMPTA).</p> <p>(b) Base year of 2006/7 for Greenheart project.</p> <p>(c) targeting 10% most deprived Super-output areas.</p>	-

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
E7	Wigan Walking Strategy - Strategy adopted August 2001	To encourage less car use by promoting and encouraging walking	Ongoing	Revised strategy underway 2007/8 (a) See 'Greenheart Project' under 'Wigan Cycling Strategy' above. (b) 'Healthy Ways' leaflets to new LIFT health centres commissioned and distributed by PCT – May 2007 (c) Calorie Maps produced for district centres (2008).	Ongoing implementation of strategy action plan measures. Revised strategy under development 2008/9	

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
E3, E7, E8, E9	<p>Workplace Travel Plans, Wigan Council, Wigan and Leigh College, Primary Care Trust – including:-</p> <p>(a) Car Share Database (b) School Travel Plans (WC) (c) Work place travel plans (WC/PCT) (d) Cycle lockers/shelters/ Shower facilities in Council buildings and all college sites (WC/W&LC/PCT). (e) Cycle mileage scheme (WC and PCT) (f) Loans for bicycles (WC/PCT)</p>	<p>To promote modal shift for employees/persons attending larger organisations and reduce traffic congestion</p>	<p>(a) Launched October 2003 (local scheme for Wigan Council/Wigan and Leigh College/NHS also) (b) See above (c) - (d) Ongoing (e) Introduced Wigan Council 2002/3 (f) Introduced Wigan Council 2002/3</p>	<p>(a) Re-launched 2006 – ongoing activities throughout the year. (b) See item below (c) Travel Plan Supplementary Planning Guidance Document in place. 33 travel plans at various stages. iTRACE Travel Plan Management Software due to come online 2007. PCT board adopted TP 2006 and policy ratification completed 2007. (d) Increased facilities at Council buildings. Support for lockers at Hindley Rail Station/ College and ‘Wheels for All’ scheme at Gin Pit Village</p>	<p>a) Proposal to change approach to car sharing and develop a simpler in-house package. (b) All schools to have travel plans by 2010 (c) Ongoing. iTRACE bought and in use. Some 39 workplace Travel Plans at various stages of development. Supplementary Planning Document adopted and in use. Travel Plan Co-ordinator position vacant. (d) Ongoing (shower and cycle facilities at 4 key Council workplaces. More shelters purchased. Locker and shelter facilities at all college sites. (e) Introduced Wigan Council 2002/3 – ongoing. Introduced at PCT 2006/7</p>	212

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
E9	<p>School Travel Plans, prioritised programme including:-</p> <p>(a) All Schools to have STP by 2010</p> <p>(b) Engineering schemes linked to safe routes to schools.</p> <p>(c) Yellow Bus Project</p> <p>(d) Walking Bus Scheme</p>	<p>To reduce traffic congestion at peak times</p> <p>Educate children and parents to the health and environmental benefits of using regular active transport.</p> <p>Support Healthy Schools, Sustainable Schools and Eco Schools Accreditation</p> <p>ility Action Plan</p>	<p>(a) School Travel Plan Strategy adopted 2002 and Steering Group formed.</p> <p>(b) Programme commenced 2001 - 5 schemes implemented at 2003/4</p> <p>(c) Ongoing (Standish High School)</p> <p>(d) Walking Bus Scheme trialled 2002/3</p>	<p>(a) 2007/8 – 87 STPs complete and 47 outstanding (27 primary, 13 secondary and 7 special needs).</p> <p>(b) 'Safer Routes to Schools' schemes rolled out on completion of STPs</p> <p>(c) 14 yellow buses now operating at 5 schools.</p> <p>(d) Several walking bus schemes being developed across the borough and several schools awarded walking initiative grants from DoT.</p>	<p>(a) School Travel Plan Strategy adopted 2002 and Steering Group formed. 2007/8 - 87 STPs completed. STP development on going through 2008/9.</p> <p>(b) SRTS Programme on-going</p> <p>(c) Ongoing at 5 schools (Standish High School, St Peters Orrell and St Marys, Astley and St Edmund Arrowsmith Ashton and Byrchall, Ashton)</p> <p>(d) Several walking bus schemes being developed across the borough and several schools awarded walking initiative grants from DoT.</p>	

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
	Liquid Petroleum Gas (LPG) at Petrol Stations Including - (a)Promoting LPG availability (b)LPG availability at Council Depot	To encourage the use of alternative fuels	Ongoing (available Hindley and Wigan Depots)	Ongoing	Ongoing (available Hindley and Wigan Depots)	Loss of EST Grant funding and decline in vehicles manufactu rer interest has inhibited further progress

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
Gre Pro	<p>Fleet conversions – including:-</p> <p>(a) Policy to purchase LPG vehicles (<3.5 tonnes) where practicable (utilising Powershift grant assistance) – Wigan Council</p> <p>(b) Conversion of fleet where practicable (utilising Powershift grant assistance) – NHS Trust</p> <p>(c) AdBlue (SCR) system used on larger diesel vehicles (7.5 tonnes – e.g. refuse vehicles/road sweepers) – Wigan Council.</p> <p>(d) Vehicle replacement cycle – Wigan Council</p> <p>Wigan Council Sustainability Action Plan</p>		<p>(a) Ongoing</p> <p>(b) 2001 onwards</p> <p>(c) –</p> <p>(d) -</p>	<p>(a) Ongoing but policy no longer being strictly applied due to difficulties in sourcing and using LPG vehicles.</p> <p>(b) EST funding no longer available – policy being reviewed</p> <p>(c) Implemented 2006/7</p> <p>(d) Recommended replacement age for large vehicles reduced from 7 years to 6 years and panel vans from 5yrs to 3 or 4 years.</p>	<p>(e) Ongoing but policy no longer being strictly applied due to difficulties in sourcing and using LPG vehicles. Only limited number of vehicles remain.</p> <p>(b) EST funding no longer available – policy being reviewed as above</p> <p>(c) Use of AdBlue for larger Council vehicles (currently 6 vehicles fitted with AdBlue)</p> <p>(d) Vehicle replacement cycle shortened. Policy to purchase highest Euro standard for replacement vehicles</p>	<p>Due absence of EST Powershift grants, vehicle availability, suitability and maintenance issues, LPG policy has been reviewed. Although not replaced policy has been expanded to incorporate use of highest Euro standard and fleet turnover based policies.</p>

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
A3, E4	Taxis and PHVs Including – (a) Licence fee reduction for LPG vehicles (£20) (b) Taxi survey (c) Review engine capacity policy (d) Review vehicle specification standard (including vehicle age) (e) Promote use of LPG/low emission vehicles (f) Taxi emissions study	To improve emissions from taxis etc by agreeing voluntary/licensing standards.	(a) Ongoing (b) 2004 (c) 2004 – 2008 (d) 2004 – 2008 (e) 2004 – 2008 (f) -	(c) & (d) Taxi Policy amended including age limit and engine size, although individual assessment still applies at discretion of licensing authority. Amended policy performance and effect to be reviewed over 2007/8. (f) Study completed 2005	(a) Ongoing (b) 2004 (c) 2004 – 2008 (d) 2004 – 2008 (e) 2004 – 2008 (f) Study completed 2005 – revised policy adopted October 2006.	-

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
A7 E14	<p>UDP Policies including :-</p> <p>EEV1B - Not permitting development which would result in unacceptable levels of air pollution or which would have an unacceptable effect on air quality particularly in or adjacent to AQMAs declared by the Council. Sensitive development will not be allowed in areas of unacceptably poor air quality</p> <p>EEV1 – Environmental Protection and enhancement (and sub policies)</p> <p>A1 – Accessibility (and sub policies)</p>	<p>To reduce pollution and exposure to pollution.</p> <p>To encourage less car usage by including policies to encourage sustainable transport and location/design /operation of developments to minimise need for travel.</p> <p>Quality Action Plan</p>	Revised Deposit Draft Replacement Plan Published February 2004	<p>Replacement UDP Adopted April 2006</p> <p>Progress with new Planning Framework and Air Quality Planning Guidance (See Development Control Policies below)</p>	Progress with new Planning Framework (Local Development Framework) and Air Quality Planning Guidance (See Development Control Policies below).	<p>Core Strategy Preferred Options consultation due Autumn 2008.</p> <p>218</p>

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
A7, E14	Development Control Policies	To ensure that air quality is properly considered in the planning process by developing policy addressing air quality assessments and mitigation.	UDP Policy and limited brief guidance relating to air quality and development	Development and Air Quality SPD adopted September 2007	<p>Development and Air Quality SPD adopted September 2007. Includes greater use of S.106 agreements and recommended measures to help mitigate AQ impacts.</p> <p>Wigan Council is hoping to participate as a Peer authority in the development of Low Emission Strategy Development Programme through a Beacons Peer Support Fund Project. A bid for AQ Grant funding has been submitted to DEFRA to support this work (April 2008).</p>	

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
NTA 1	Fiddlers Ferry power station (Keadby Generation Limited) Air Quality Management Plan	To ensure that emissions from Fiddler's Ferry do not impact on air quality in Wigan	Regulation by Environment Agency ongoing	Similar NOx emission reported for 2006 (18,000t NOx as oppose to 18,100 for 2005 and 13,500 for 2004r. Also big increase in reported Total Particulate emissions - 907t for 2006 480t total particulate as oppose to 480t for 2005 and 338t in 2004).	Regulation by Environment Agency ongoing.	-

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
NTA 1	Industrial Air Pollution Control	To reduce emissions from industrial processes through IPPC/LAPC/LA PPC regimes and clean air legislation in collaboration with the Environment Agency	Ongoing	Permitting and inspection of 94 Part B process (LA) and 10 Part A processes (EA). Local PPC BVPI - 217 indicator level :- 2005/6 – 83% 2006/7 – 100% 2007/8 – 100%	LAPPC inspection targets met 2004/5, 2005/6, 2006/7 and 2007/8.	-

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
NTA 1 NAT 4	EMAS/ISO14000	To reduce emissions from all business related activities including process and transport by promoting the use of Environmental Management Systems	(a) Groundwork - Ongoing (b) Through PPC Regulation- 2004 - 2007	(a) 6 Companies (SME's) accredited - further 5 in process of accreditation at May 2008. (b) Through PPC Regulation - 2006/7	(c) 6 Companies (SME's) accredited - further 5 in process of accreditation at May 2008. (a) Through PPC Regulation- 2004 – 2008 – 6 Installations with accredited systems.	-

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
NAT 2	Smoke Control Areas	To control emissions of smoke from premises within designated areas	50 Smoke Control Orders made between 1961 and 1988.	No further areas made since 1988. No current plans to make new areas. Existing coverage represents 112.41 km ² (approximately 60% of borough). Designated areas being converted to GIS format.	No enforcement action taken over recent years. Small number of enquires relating to whether premises are located inside or outside an area. Also some informal action (residential). Local search declaration also.	Recognised potential for increased level of complaint due to current interest in renewable energy sources, particularly wood burning stoves/boilers. Press/bullet in article produced for local information on subject (2008)

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
NTA 2	HECA programme	To reduce emissions from domestic premises by promoting and encouraging energy efficiency	<p><i>Overall Improvement in Energy Efficiency (since 1st April 1996)</i></p> <p>-13.6% at March 2003,</p> <p><i>% improvement in energy efficiency per year</i></p> <p>-1.17% - 2002/2003,</p> <p><i>Reduction in CO2 emissions (tonnes per year)</i></p> <p>- 10,919tonnes – 2002/2003</p>	See 'Outcome to date' column	<p><i>Overall Improvement in energy efficiency(since 1st April 1996)</i></p> <p>-17.7% at March 2006.</p> <p><i>% improvement in energy efficiency per year.</i></p> <p>-1.43% - 2005/2006</p> <p><i>Reduction in CO2 emissions (tonnes per year)</i></p> <p>-12,146 tonnes – 2005/2006</p> <p><i>No reported in 2006/7 as no requirement (as excellent authority)</i></p>	-
Gre Pro	lity Action Plan					224

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
NAT 4	Energy Management	To reduce emissions from Council premises by promoting and implementing energy efficiency	Ongoing Currently (July 2005) 60% of electricity used by the Council from renewable sources. Target 100% by end of 2005.	See 'Carbon Management Programme' below	Ongoing Currently (June 2007) still 60% of electricity used by the Council from renewable sources. Target of 100% still in place, but achievement is based on market availability (currently demand is exceeding supply) – linked to CMP.	See (CMP) Carbon Management Programme below
NTA 4	Anti-Burning Campaign	To inform the public and businesses, of existing legislative requirements not to burn material.	-	Draft leaflets produced	Scheme planned to be launched at Kirkless Industrial Estate, Cale Lane, Wigan in 2008 and then rolled out across borough.	-

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
A1 A8 E3 E7 E8 E9	Promotion/Education/Awareness	To raise public awareness and provide public information on air quality, including:- (a) Cleaner Vehicles Campaign (b) In town without my car day (c) Bike Week (d) Eco Schools/Sustainable Schools Programme (e) Environmental Training (f) Energy Advice (g) School Travel Plan (h) Liaison between Health and Transport	(a) 2003/2004 (b) 2003/4 (c) - (d) Ongoing (e) 2003/4 (f) 2003/4 (g) - (h) - (i) -	(a) 2005/ 2006 Formal testing. 66 vehicles tested over two days. 1 vehicle served with a FPN. 572 vehicles tested across Greater Manchester. Most notable statistic is 7.43% of diesel vehicles failed emissions test. Further phase of testing planned for 2007 including testing of Private Hire Taxis. (b) Annual event (c) Annual event (d) All schools to be registered Eco Schools by 2011. (e) - (f) - (g) See above (h) 2005/6 –Liaison Group (i) Commenced 2005 – campaign ongoing. Only two vehicles reported	(a) 2003/2008 Campaign to be assessed and reviewed for 2009. (b) & (c) Now annual events (d) Ongoing - 35 schools with Green Flag award and over 90 schools registered. (e) 2003/4 (W&LC) (f) 2003/4 (W&LC) (g) 2005/10 (h) ongoing (i) Commenced 2005 – 17 referrals made to VOSA and licensing section of Council. Reported vehicles were predominantly taxis.	

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
A9	Air Quality Monitoring	Automatic and diffusion tube air quality monitoring to inform and direct policy and actions	<p>Monitoring undertaken at 45 Diffusion Tube Sites (NO₂) and 2 Automatic Sites (1 AURN site and 1 Calibration Club site).</p> <p>Pollutants Monitored :- NO_x, PM₁₀, CO, SO₂, O₃ and Benzene</p> <p>Further review of diffusion tube site monitoring pending in 2007 following USA.</p>	<p>Ongoing</p> <p>NO₂ Diffusion Tube Network reviewed in Winter/Spring 2006/7 and again reviewed 2007/8.</p> <p>Automatic monitoring (NO_x and PM₁₀) at Leigh, Kennedy House commenced January 2006.</p> <p>Roadside indicative PM monitoring at two roadside locations</p> <p>Continuous automatic monitoring at two local sites (Kennedy House Leigh and Deanery High School, Wigan). Monitoring for CO and SO₂ at the Deanery site was discontinued in 2007.</p>	<p>Monitoring currently undertaken at 67 diffusion tube sites following review in 2007/8.</p> <p>Monitoring also at 2 Automatic Sites (Leigh and Wigan)</p> <p>Particulate (indicative) monitoring began in April 2008 at two roadside locations and also dust/particulate monitoring project in the vicinity of Kirkless Industrial Estate, Cale Lane, Wigan. commenced April/May 2008 (Grant funding was not awarded for this work, which was the subject of a bid in 2007).</p>	<p>Review of monitoring network undertaken in line with LAQM Review and Assessment findings, LTP indicator requirements and local development control issues.</p>
Gre	Quality Action Plan					

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
NTA 7 (New)	Carbon Management Programme	To reduce carbon emissions.	No programme at 2004	<p>Local Authority Carbon Management Plan – Strategy and Implementation Plan approved 22 February 2007.</p> <p>Stage 1 measures include :-</p> <p>(a) Installation of voltage optimisation at various Council sites.</p> <p>(b) Use of Building Management Systems</p> <p>(c) installation of pool covers at leisure centres.</p> <p>(d) Use of low energy lighting.</p> <p>(e) Awareness campaigns including use of energy champions.</p> <p>(f) Exploring possibility of wind farms at four local sites with assistance of</p>	<p>Council seeking energy savings through acceptance into Carbon Trust's Local Authority Carbon Management Programme.</p> <ul style="list-style-type: none"> - Draft Plan produced July 2006. - The Carbon Management Strategy and Implementation Plan approved 22 Feb 2007. - The implementation plan will last for a 5-10 year period. - Data requirements for National Air Quality and Climate Change indicators initiated (to provide baseline data - 2008) <p>Potential link to Low Emission Strategy development (see 'Development Control Policies' above.</p>	<p>Reduction in carbon emissions will also impact on emissions of other AQ pollutants in many, but not all, cases.</p> <p>228</p>

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2007/2008)	Outcome to date	Comment
	Ramp Metering/Signalled Junction (signalled control to traffic onto M6 motorway introduced by the Highways Agency)	To prevent surges of traffic onto the motorway and so reduce congestion	No schemes	(a) Introduced as Part Time signals at Orrell Junction 26 (M6/M58) -2005 (b) Introduction at Ashton in Makerfield (J 24 and 25) – July 2006 (c) M6 not included as priority AQMA for HA.	(a) Introduced at Part Time signals at Orrell Junction 26 (M6/M58) (b) Use of Ramp Metering at Ashton in Makerfield (J 24 and 25) – now operational.	Effect may be beneficial on the M6 although flow on local roads may be affected – air quality impact uncertain. HA advise slight benefit.

2.14. HIGHWAYS AGENCY ACTION PLAN PROGRESS IN GREATER MANCHESTER

There are ten AQMAs in Greater Manchester, five of which have are considered to be priorities by the Highways Agency due to the potential for exceedences of the mandatory EU limit value in 2010 in these areas. The HA has a business plan target to improve air quality in two priority AQMAs nationwide each year. The HA is also committed to meeting its Public Service Agreement (PSA) and as such is continually seeking to reduce concentrations in all AQMAs in order to meet the UK air quality objectives.

To address the air quality issue in Greater Manchester, in particular within the prioritised AQMAs, the Highways Agency has is undertaking the following:

Air Quality Monitoring

The Highways Agency has commissioned RPS to undertake a survey of nitrogen dioxide concentrations in the AQMAs on the strategic road network. Measurements are made using diffusion tubes at the roadside and the closest residential property. Four of the Greater Manchester authorities took part in the survey during 2007/8. The first draft report for the survey has been circulated to the local authorities taking part.

In addition, the Area 10 team commissioned Atkins to undertake a baseline air quality assessment for the area. This survey of AQMA boundaries and monitoring data has been incorporated into a GIS database for HA staff, and can be supplemented with additional data as it becomes available. This database will be invaluable for informed decision making. The survey has collected about six months of data so far.

The HA operates one of its long term continuous monitoring sites near in Kirkhams east of J17 of the M60. The site measures carbon monoxide, oxides of nitrogen, particulate matter, ozone, total hydrocarbons, methane, hydrogen sulphide and sulphur dioxide.

Major projects

In 2006, the widened section of the M60 between Junctions 5 and 8 (Salford) was opened. This scheme has produced journey time savings, alleviating peak period congestion which could cause diversion onto local roads. More information can be found on our website: <http://www.highways.gov.uk/roads/projects/4826.aspx>

Improvements have been made at the M6/M58 junction (Wigan) through part-signalisation. The installation of signals on the roundabout have improved the flow both around the roundabouts and on the M6 itself.

Influencing travel behaviour

The Highways Agency has a target to implement 18 travel plans in 2007/2008. One of these is planned for Trafford Park in Manchester, a large site which includes the Trafford Centre and associated leisure and retail facilities. To date, a travel plan scoping study has been undertaken, a stakeholder meeting with GMPTE has been held and the stakeholder engagement process is well underway with four companies actively engaged in formulating travel plans. These include Chill Factore, Hilti, Kellogg's and Manchester United Football Club. It is expected to be implemented in 2008/9. Travel planning work has also commenced with Exchange Quay in Salford

and it is hoped that successful travel plan measures introduced here and in Trafford Park can be rolled out to a wider area including the Media City development.

Active Traffic Management

Several trials of motorway access management, or ramp metering, have been carried out at 10 sites in Greater Manchester, many of which are located within AQMAs. Some of these junctions also have a large number of residential properties close by. A screening assessment was undertaken to look at potential impacts on pollutant concentrations in the vicinity. This found that emissions would increase slightly on the slip road with ramp metering, but generally this negative impact was offset by the increase in speeds and hence decreases in emissions on the main carriageway. As the length of motorway on which congestion is reduced by ramp metering is typically much greater than the slip road length, there is an overall reduction in emissions for the scheme in total, on a peak hour and on an annual basis.

Route Management Strategy

A Route Management Strategy for the M60 Manchester ring road was published in 2006. Various route and location specific outcomes were identified and prioritised for action. Many of these actions will lead to improvements in air quality including:

- reduced congestion
- improved safety
- encouragement of car sharing
- increased use of public transport
- improved facilities for walkers and cyclists
- more information on traffic and road conditions

Development Control and Local Development Frameworks

The Highways Agency is involved in both the short and long term land use planning systems such as the development control process and the Local Development Frameworks (LDF). The Agency are statutory consultees regarding the preparation of LDFs and certain planning applications and work with the Local Planning Authorities and developers to identify and mitigate, where necessary, any negative impacts such development could have including those relating to Air Quality. Air Quality is obviously an important issue for the Strategic Road Network as it can be affected by significant increases in traffic flows or where new receptors (such as housing) are brought within or close to AQMAs; the M60 is designated as an AQMA in its entirety. The HA has a commitment not to allow a development or scheme to go ahead if it will make pollutant concentrations worse overall or increase exposure in an area where it is expected that an EU Limit Value will be exceeded. If this is the case, the developer may be asked to consider mitigation options, including Influencing Travel Behaviour (ITB) techniques, technical measures or changes to the development itself.

The Agency are also working with the Greater Manchester authorities, the GM Joint Transport Team and the GM Planning Officers Group to undertake a GM conurbation wide transport modelling exercise. This will identify the strategic impact of the 10 Core Strategies being prepared and the land use proposals over the life of the LDFs. This exercise will look at, amongst other things, the combined impact of the development aspirations on air quality for the GM conurbation.

Barrier trial

The Highways Agency is carrying out a trial into the Noxer pollution absorbing barrier between J13 and J14 of the M60, a priority AQMA. The barrier, which will also be a reflective noise barrier, will cover 200 m². Measurements of NO_x and NO₂ would be

taken before and after installation. Four chemiluminescent analysers are being used for the monitoring. The barrier was installed in April 2008. Results are expected in 2009.

Liaison with Local Authorities

In 2007 Highways Agency attended the Greater Manchester “Actions on Air Quality” briefing and workshop and following this was invited to attend the Manchester Area Pollution Advisory Council (MAPAC) meeting where they gave a presentation on work undertaken in the Greater Manchester area. Attendance at these meetings has been well received and communication between both parties is constantly improving.

2.15 MANCHESTER AIRPORT

GM LTP2 AQ Ref.	Action Plan Measure/aim	Original timescale for Completion	Progress with measure (2007/2008)	Outcome to date
A1	Implement Roadside Emissions Testing		A second round of emissions testing in partnership with Manchester City Council was undertaken in October 2007.	2 consecutive annual emissions testing campaigns have been undertaken at the Airport. Results of testing published across airport to raise awareness.
A9	Air Quality Monitoring	Ongoing	Some delay experienced in installing PM2.5 monitor. Anticipated for end of 2008.	Continued to maintain the Manchester South automatic monitoring station for NO2, PM10 and in partnership with Manchester CC.
E5	Fleet management policies	Implement first year of fleet reduction measures by end of 2007. Reduce fleet from 215 to 199 (7%) by 2010.	First phase implemented and on track to meet reduction target	

GM LTP2 AQ Ref.	Action Plan Measure/aim	Original timescale for Completion	Progress with measure (2007/2008)	Outcome to date
		Reduce fleet vehicle vehicle emissions - ongoing	A ban is in force on vehicle 'idling' for airside vehicles. Airport's Operations Department carries out routine & random vehicle testing. Bans failures until improvements are made.	
E8	Implement Travel Plans and Smarter Choice Initiatives	Ongoing implementation of staff travel plan	At end of 2007 staff travel figures were as follows: 4% cycling 3% rail use 9% local bus	
E8	Implement Travel Plans and Smarter Choice Initiatives	Implementation of Ground Travel Plan	Car usage is down to 80%	In 2006 the ratio of ground vehicle journeys per air passenger was reduced to 1.34. This was 1.86 in 1992. Target of 1.28 by 2015.

GM LTP2 AQ Ref.	Action Plan Measure/aim	Original timescale for Completion	Progress with measure (2007/2008)	Outcome to date
			Forecourt management plan has been implemented to reduce congestion by directing private car and taxi pick ups into the short stay car parks	
E15	Public Transport Priority	Implement public transport priority measures within Ground Travel Plan	<p>A 3rd rail platform is currently under construction and due for completion in December 2008.</p> <p>A new direct service is now in operation to Glasgow and Edinburgh.</p> <p>The No. 43 Bus service has now been increased to a continuous 24hr service.</p>	Ground Transport Interchange has opened in 2002.

E18	Improve low emission fuel infrastructure	Increase availability of Fixed Electrical Ground Power (FEGP) for aircraft and ban use of Auxilliary Power Units for aircraft on FEGP stands from 2010 onwards	As of 2007 there is 99.9% availability of FEGP for aircraft. Continue working with airlines and other partners to achieve ban in 2010	
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