

Appendix A11

Detailed assessment of each of the proposed actions

Action AP1 – Apply for Grant funding to resource a Roadside Emissions Testing Scheme to operate throughout the area.
<p>Further details:</p> <p>Local Authorities who have declared AQMAs have been granted the powers to conduct roadside emissions testing for vehicles entering or leaving the AQMA. With the aide of the Police, Local Authorities will carry out formal testing, with vehicles failing the exhaust emissions test given a fixed penalty notice of £60.</p> <p>The Greater Manchester authorities have received grant funding from the Department for Transport to run a joint publicity and enforcement campaign to raise public awareness, reduce the number of grossly polluting vehicles on the road and to encourage motorists to regularly service their vehicles.</p>
<p>Non – Air Quality impacts:</p> <p>There may be some social exclusion implications as low-income groups are more likely recipients of the fixed penalty notice. However, the scheme is aimed primarily as an awareness-raising project, with a long lead in time giving drivers prior notice before the enforcement action begins.</p> <p>The programme will focus on the environmental impact of poorly tuned vehicles, as well as increasing personal awareness and accountability for travel behaviour. Drivers will also save money by reducing fuel bills.</p>
<p>Cost:</p> <p>The cost of the scheme should be covered by the grant application. The main cost to authorities will be in Officer time to cover publicity events and carry out enforcement work.</p>
<p>Air Quality Improvement:</p> <p>Because the programme is taking place across the whole of the conurbation, some improvement in air quality should be delivered. Analysis of the statistics generated on testing days will allow us to assess the number of polluting vehicles that need to be addressed.</p>
<p>Summary:</p> <p>The Roadside Emissions Testing Programme is a joint awareness raising and enforcement exercise aimed at removing grossly polluting vehicles from the roads and encouraging drivers to ensure their vehicles are regularly serviced.</p>

Action AP2 – Work with bus operators to reduce bus emissions. This will include grant-aid for low-pollution technology and changes to conditions for services that GMPTE procures.

<p>Further details:</p> <p>Technologies exist that reduce vehicle emissions. However there is currently no financial incentive to commercial companies that operate 90% of the bus network in</p>

Greater Manchester. There is also a need to develop and trial new technologies.
Non – Air Quality impacts: Creation of local employment and encouragement of local entrepreneurs who wish to develop clean vehicle technologies.
Cost: GMPTE/A has established a budget of £500,000 for 2002/3. This will be reviewed for effectiveness and is anticipated will be an annual budget.
Air Quality Improvement: Significant reduction in particulates emitted by buses in Greater Manchester. Little effect on Nox.
Summary: Cost-effective way of reducing particulates. However new, affordable technologies acceptable to operators are needed for Nox reductions.

Action AP3 – Identify potential funding sources and seek funding to carry out a study to assess the feasibility of Low Emission Zones in the Greater Manchester area.
Further details: The aim of a Low Emission Zone is to reduce vehicle emissions in a given geographical area by allowing only cleaner vehicles to enter or by reducing the number of vehicles in the area overall. The Greater Manchester local authorities would like to carry out a feasibility study to determine whether or not it would be appropriate to introduce Low Emission Zones in Greater Manchester and, if so, where these should be and how they should operate.
Non – Air Quality impacts: Would result in an overall improvement of the environment in the Zone (less traffic, less noise and improved road safety). Could encourage investment in cleaner vehicle technology and use of cleaner fuels. Could result in social exclusion as it may impact on older, more polluting vehicles, owned by lower income groups, particularly where public transport alternatives are limited or expensive. May impact on local retail and commercial sector. May be expensive and difficult to enforce.
Cost: The cost of carrying out the feasibility study is estimated at £100,000. The cost of implementing Low Emission Zones would be assessed as part of the feasibility study.
Air Quality Improvement: Could significantly improve local air quality within the Zone, but also has potential to displace vehicles and emissions to other areas.
Summary: The proposed feasibility study will assess the potential contribution of Low Emission Zones to improving air quality in Greater Manchester. The study will consider the potential air quality and non-air quality impacts of Low Emission Zones.

Action AP4 – Review the regulation of private hire and hackney emissions and ensure it is fully integrated into the taxi-licensing regime.

Further details:

Involves working with the Greater Manchester Licensing Managers Group to examine the current licensing requirements and to identify and implement any feasible actions to help reduce emissions. The licensing regime could also be used to reduce emissions by promoting actions such as use of alternative fuels, and improved fuel efficiency resulting from measures such as good vehicle maintenance and driving practices.

Non – Air Quality impacts:

Potential increased maintenance costs, potential increased license fees, possible resentment of any increased regulation, increased emissions controls could lead to fewer taxis, reduced fuel use leading to financial savings for taxi operators.

Cost:

Will depend on the actions identified. Increased regulation will lead to increased costs for the local authority. However these costs could be recovered by increasing license fees. Promotional work varies from the relatively inexpensive distribution of information to the significant expense involved in offering financial incentives.

Air Quality Improvement:

Actions will reduce emissions of both PM₁₀ and NO_x. However as taxis represent a small section of the total fleet the improvement is likely to be small.

Summary:

This is an area where the local authority can have a direct impact on vehicle emissions for relatively little extra cost. All potential actions will therefore be identified, considered and implemented where appropriate.

Action AP5 Encourage shift to the use of rail transport for freight by:-

- **Highlighting the need for freight capacity improvements to the rail network**
- **Tackling congestion at access points to existing intermodal terminals**
- **Encouraging Development Plans/ Local Development Frameworks to protect suitable intermodal sites and to retain private siding facilities wherever possible when sites are redeveloped.**

.

Further details:

The use of the railway network for freight will reduce the number of HGVs on the roads and thereby reduce emissions. For the railway network to be effectively used for freight it is essential that works of improvement are carried out. There are pinch points for rail freight movement between the Trafford Park freight terminal and Stockport where there are competing demands from both local and longer distance passenger services.

Development Plans and Development Briefs can be used to ensure that existing points where trains can be loaded /unloaded from the road network are maintained and protected whenever re-developments take place.

Non – Air Quality impacts:

Fewer goods vehicles on the roads will reduce congestion generally. Extra demand on the railway network may encourage investment in the longer term from the SRA, which will be beneficial in itself, and may in turn increase capacity for passenger

services. Real improvements in the rail network will require a high level of strategic investment and extensive collaboration with a fragmented railway industry. There is a danger that, without necessary improvement, an increase in rail freight transport will be difficult to achieve. There is likely to be increased local HGV traffic at the loading/unloading points on the railway network.

Cost:
Encouragement and promotional action will be relatively in-expensive. The cost of improvements to the railway network will be very expensive.

Air Quality Improvement:
Reducing HGV traffic in the region will have a significant positive impact on air quality.

Summary:
Goods vehicles have been found to be the most significant source of NO_x and PM₁₀ emissions in Greater Manchester. Actions that effectively shift freight from road to rail have the potential to greatly improve air quality and clearly the greater the shift the greater the improvement. This potential level of improvement could justify the likely major costs involved.

Action AP6 Promote reduced emissions from Goods Vehicles by:

- **Promoting the take up of grant funding for retro fitting of emissions reduction technology or switching to less polluting fuels such as LPG.**
- **Encourage operators to speed up adoption of improved lower emission vehicle specification**
- **Promoting sustainable transport by encouraging measures such as driver training, vehicle tuning and journey planning.**
- **Produce an Air Quality Best Practice Guide for circulation amongst HGV and fleet operators.**

Further details:
The aim is to address the issue of HGV particulate emissions, as identified in the Stage 4 apportionment exercise. The promotion of best practice will be carried out through dissemination by the operator associations and the MAPAC and LTP web sites.

Non – Air Quality impacts:
Fuel bills to operators should be reduced, as will the general environmental impact of HGV's. However, there is a view that servicing and maintenance costs of alternative-fuelled vehicles may rise.

Cost:
This depends on the rate of take up by operators, but the major part will be borne by Government, through Energy Saving Trust grants. The costs of dissemination will be borne by Government, Local Authorities and the operator associations

Air Quality Improvement:

Without a measure of the rate at which operators take up the grants, it is not possible to quantify the improvement in HGV emissions which may be expected, but if campaigns were successful a significant improvement could be expected.

Summary:

This action has the potential to tackle the significant particulate and nitrogen oxide emissions identified as coming from HGV's, but is critically dependent on a positive response from operators. This sector is especially vulnerable to the economic cycle, and parts of it operate in an extremely competitive environment, which makes any increased operating costs difficult to absorb.

Action AP7 – 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 potential noise/nuisance impact.

Further details:

Night-time deliveries will reduce goods vehicle movements during the day and therefore reduce daytime emissions. It is likely that reduced daytime goods vehicle movements will also reduce congestion on major routes, which should also be beneficial to air quality. Any investigation of relaxation in loading and delivery curfews at commercial premises must consider carefully any potential noise, fume or other nuisance impacts at neighbouring properties. There is some evidence that current restrictions have been imposed on an ad hoc basis over a long period without any particular consistency, and may not reflect the current environmental impact of delivery operations.

Non – Air Quality impacts:

Reduced congestion, reduced journey times, less driver fatigue/stress, greater potential for nuisance

Cost:

The costs of the investigation would be relatively small. The main costs of implementation would relate to increased wage payments to operatives and drivers and any additional costs relating to operating premises at night / early morning. The level of increase would depend on the scale of feasible nighttime deliveries. However, these costs could be outweighed by the journey time savings achieved, compared with daytime movement.

Air Quality Improvement:

The transfer of goods vehicle journeys from day to night will reduce congestion during the day on major routes and therefore should lead to a significant reduction in emissions.

Summary:

This action has the potential to result in significant improvements in air quality but should only be actioned if there can be confidence that the change in operation does

not lead to problems with nuisance.

Action AP8 – Promote reduced emissions resulting from supermarket home deliveries by:-

- Encouraging retailers to collect customer orders from local stores rather than specific depots covering large catchment areas
- Encouraging the use of delivery vans powered by low emission fuels such as LPG.

Further details:

Many home delivery services supply goods from specific depots with large catchment areas. If goods could be accessed from local stores this would reduce the mileage of the delivery vans and reduce resulting emissions. If local deliveries could be made by vehicles operating on low emission fuels the emission reduction could be improved still further.

Non – Air Quality impacts:

Reduced mileage for delivery vehicles, less wear and tear, less maintenance, potential financial benefits.

Cost:

Costs relate to reorganisation of supply of goods for home delivery and this would depend on how retailers currently operate and the nature and extent of any necessary changes. Government grants could offset most of the cost of conversion to low emission fuels such as LPG.

Air Quality Improvement:

The reduced mileage of delivery vehicles could reduce emissions. Significant improvements could be achieved if a suitable number of delivery vehicles are operated using low emission fuels such as LPG.

Summary:

The use of supermarket home delivery services is becoming more popular and therefore by encouraging mileage reduction where possible and promoting the use of low- emission fuels such as LPG it is possible to reduce the resulting emissions

Action AP9 – Examine the potential effect on air quality, the feasibility and acceptability of city-transhipment schemes which encourage the change from heavy to light goods vehicles in town centres.

.

Further details:

Transferring goods to LGVs can reduce the number of HGVs travelling through busy town centres. This action may reduce emissions. However if a number of LGVs replace single HGVs the situation becomes complex and it would be difficult to predict the air quality impact. If a significant number of the LGVs are powered by low emission fuels such as LPG then air quality improvements can be achieved.

<p>Non – Air Quality impacts: Reduced HGV noise and fumes in town centres, less stress for HGV drivers, less pollution damage/particle deposition on town centre buildings.</p>
<p>Cost: The examination of feasibility will be relatively inexpensive. The implementation costs will be borne by the freight operators and will include co-ordination, van acquisition and running expenses. It is anticipated that these costs could be significant. Government grants will cover most of the costs of conversion to low emissions fuels such as LPG.</p>
<p>Air Quality Improvement: Reduction in numbers of HGVs in town centres will reduce emissions from the major source of NO_x and PM₁₀s. Replacing single HGVs with numerous LGVs may cancel out this improvement. However if a significant number of the LGVs are operated using low emission fuels then there is the potential to achieve a reasonable improvement in town centre air quality.</p>
<p>Summary: City trans-shipment schemes will reduce numbers of HGVs in town centres and can achieve air quality improvements if the replacement LGVs are operated using low emission fuels. The distribution sector is somewhat sceptical about such schemes, and therefore they could only be introduced with more stringent controls on the maximum weight of vehicles entering sensitive urban areas. There would also need to be an acceptance by the freight industry that local authorities have a role to require such schemes as part of their duty of protecting and improving the environment, and equally customer preparedness to pay for additional costs incurred.</p>

<p>Action AP10 – Identify and address key environmental impact points for freight on the road and rail network.</p>
<p>Further details: A comprehensive assessment of all points on the road and rail network where freight has the biggest detrimental impact or has the potential to have a positive impact on the environment will allow the identification and implementation of any feasible actions to attempt improvements.</p>
<p>Non – Air Quality impacts: May lead to reductions in congestion and general nuisance problems from HGVs, improve use of rail.</p>
<p>Cost: The investigation work will be relatively inexpensive. However implementation work has the potential to have a high level of expense.</p>

Air Quality Improvement:

Potential air quality improvements could be high depending on the actions identified and finance available to implement.

Summary:

This action has the potential to achieve major improvements in air quality. However success will depend on finance available and the necessary commitment from relevant agencies to carry out the actions identified.

Action AP11 – Increase the capacity of Metrolink Phase 1 and pursue proposals to extend the existing Metrolink network to include:

- **Oldham and Rochdale**
- **East Manchester and Ashton-under-Lyne**
- **South Manchester and Manchester Airport**
- **Trafford Park and the Trafford Centre**
- **Lowry spur**
- **East Didsbury and Stockport**

Further details:

Metrolink extensions are a key prong in Greater Manchester’s strategy to provide a quality public transport system which will be an attractive alternative to the private car. Metrolink is a network of modern tram (light rail) routes which operate at a high frequency, either on existing rail alignments, new segregated tracks, or on-street with priority over other traffic. The scheme will be implemented with a combination of Government grants, borrowing approvals and private sector contributions.

Non – Air Quality impacts:

Metrolink is a system with a low level of impact on the community. It will help to achieve regeneration, a reduction in the rate of traffic growth, and hence congestion, as people use it in preference to the private car

Cost:

£593M was originally identified as the scheme cost, although recent tenders are all £820M in excess of this. Light Rail is viewed by some as an expensive mode, but it is cheaper than the heavy rail system, and has proven ability to offer an attractive alternative to the car because of its high frequency and its priority over other traffic.

Air Quality Improvement:

Phases 1 and 2 have removed 2.6 M car journeys p.a. from roads, which has reduced pollution proportionately. Roads running parallel to Metrolink have seen traffic reductions of up to 10%, and within 2 km of the line, between 14 and 50% of car trips to Metrolink-served destinations have switched from car to the system. The three extensions are projected to save a further 6.4 M car journeys p.a., with consequent pollution reductions. It is estimated that the switch from car to tram on Phases 1 and 2 of Metrolink has removed 3,643 metric tonnes of CO₂, 486 tonnes of CO and 15 tonnes of NO_x per annum from the atmosphere. The proposed metrolink extensions therefore have the potential for the following reductions in emissions; 8967 tonnes CO₂, 1196 tonnes CO, 36.9 tonnes NO_x. Further work to assess the air quality impact of Metrolink is planned.

Summary:

This is likely to be a highly effective measure in air quality terms, but only on the specific corridors served. – and provided that newly-generated traffic is not allowed to fill the capacity vacated by car trips diverted to Metrolink.

Action AP12 – Aim to ensure that public transport is co-ordinated, accessible and effectively integrated with other means of transport.

Further details:

GMPTE, as one of the 11 partners in the Greater Manchester Local Transport Plan, will aim to reduce both the impact and the growth of motorised traffic. The public transport network as a whole could play a more significant role, and the LTP gives emphasis to realising this potential. The PTE will develop and promote public transport as a viable alternative to use of the car. One aspect of this is through the effective co-ordination and integration of services and between differing modes to make journeys as seamless and easy as possible, whilst, in tandem, increasing accessibility throughout the network.

Non – Air Quality impacts:

The development of an accessible and integrated public transport network offers many benefits. It can improve the journey opportunities for the mobility impaired who, without access to a car, would otherwise find it difficult to travel. Furthermore, it can also overcome issues related to social exclusion, by, for example, widening access to employment and leisure facilities.

The development of an integrated and co-ordinated network also plays an important part in re-generation projects, in providing access to new developments, employment, homes and leisure facilities.

Public transport is also much less demanding upon resources, such as fuel and road space, for instance.

Cost:

The actual and estimated local transport capital expenditure figures for the LTP programme, for the period 2001-02 to 2005-06 are, as follows (all figures in £000's) 2001-02 £73658, 2002-03 £98461, 2003-04 £91993, 2004-05 £74538, 2005-06 £68631.

Air Quality Improvement:

By improving integration, co-ordination and accessibility of public transport across the county we can attract car drivers onto the network. This is in addition to ensuring that we do not lose existing passengers to car travel. Public transport needs to be able to compete with the car in making journeys as easy, simple and seamless as possible if it is to have any impact upon reducing reliance upon the car. It is limiting the growth of car usage, and ultimately reducing the dependence on the car, which is to have most impact upon air quality.

Summary:

The main improvements to air quality will come about as a result of the investment in major transport projects and initiatives and the resulting reduction in car use. Providing a network that is easy to understand, where different modes work and connect with each other and where access to those less able is not restricted is the key

to these initiatives.

Action AP13 – Improve the safety and security of the public transport network.

Further details:

By improving both the actual and perceived safety and security we can retain existing users of public transport and attract new users to the network from other modes.

Non – Air Quality impacts:

Greater feelings of safety and security by all passengers can lead to an increase in use. This results in greater revenues, which, in turn, can help ensure that the network remains stable and trustworthy.

Actual improvements in safety and security results in less criminal activity, which makes public transport more pleasant to use. In addition, the reduction in criminal activity leads to greater reliability of the network as assets are in use, as oppose to being taken out of service for repair.

Cost:

The nature of improvements to safety and security means that they are small, individual schemes undertaken by many agencies and operators. The cost of fitting CCTV into Rochdale Bus Station was in the region of £16,000 for example.

Air Quality Improvement:

Improving safety and security, as well as the perception of it, encourages a modal shift from car to public transport. In addition, the improvements to safety and security can enhance reliability of services operated, thus retaining existing ridership and avoiding the exodus back to the car. The result is a reduction in car use, or at the least, a reduction in the growth of car use. Thus, air quality does not deteriorate due to excessive use of the car.

Summary:

The delivery of a safe and secure transport system (both real and perceived) will generate trust in existing users and attract additional users from other modes. Additional users to the system will add value to the network by a) encouraging greater numbers onto public transport which itself increases natural security and b) improves revenue streams for operators. Ultimately, less journeys by car improves air quality.

Action AP14 – Continue with the programme of upgrading to provide real time information on the public transport network.

Further details:

Real time information relates to the provision of constantly updated running details for public transport. This can be in two major forms. The first, at the point of use, for example, at the train or tram station, or at the bus stop. The second manner in which real time information can be provided is via the internet and website, including WAP phones. The technology generally uses a tracking system so vehicles or trains can be constantly monitored. Not only can real time information offer details on services for passengers, it can also offer new ways of monitoring services for both the operators and the PTE.

Non – Air Quality impacts:

Real time information systems remove some of the uncertainty of travelling by public transport. With constant updated information the passenger can avoid lengthy waits at a cold bus stop or train station by using the information provided to ensure that they arrive at the stop at the time the service is *actually* going to arrive, as oppose to the time the service is *supposed* to arrive. With constantly updated information passengers can see whether or not their service has already left, is running late, or even if it has been cancelled, before they have even left their house or place of work. The equipment used to operate real time information systems can also be used for monitoring purposes. This can result in improved reliability of the network and so an improved service for passengers, as well as a reduction in costs to the operators.

Cost:

GMPTE is planning on spending approximately £3M on real time passenger information systems in the next 3 years.

Air Quality Improvement:

The provision of real time information makes public transport more competitive against the car. It can remove the uncertainty of using the network, making public transport more attractive, especially for non-users. The result is that emissions are reduced and air quality can be improved.

Furthermore, real time information can be used by operators for monitoring purposes. It can allow buses to be turned short if bunching is occurring for instance, thus reducing the number of ‘wasted’ miles, and as a result, reducing emissions.

Speculatively it could give us information about the pinch points for buses - i.e. where buses are held up. We could target these pinchpoints by bus priority measures so that buses get through more quickly. This will reduce bus emissions and, by improving bus journey times, attract more people away from cars.

Summary:

Anecdotal evidence shows that where Quality Bus Corridors have been introduced, with real time information a feature of these, patronage has increased by up to 70% and traffic levels have been reduced. Real time information is a useful tool in making public transport a more viable option. Whilst it has limited effects on actually improving the services operated it can play an important role in making the network appear to be more reliable. The result is that we can retain existing and attract new passengers to the public transport network, thus reducing the number of car journeys and, as a result, reduce the impact of emissions from cars.

Action AP15 – Continue to implement Quality Bus Corridors as outlined in the Greater Manchester Local Transport Plan.

Further details:

Quality Bus Corridors (QBC’s) are being developed on the main bus routes in Greater Manchester. They comprise bus lanes and other priority measures, bus stop improvements (including more bus shelters), and new low-floor buses. The proposed network is set out in the 5-year LTP to 2005/6. This will be implemented by GMPTE and the District Councils with LTP resources.

Non – Air Quality impacts:

Journey times will become more reliable, thus benefiting existing passengers, with possible savings in operating costs. As QBC's are often implemented in association with other street improvement schemes, there is also a wider local environmental benefit.

Cost:

The programme to complete the Greater Manchester QBC network will cost at least £60M

Air Quality Improvement:

Improvements can be expected from reductions in car journeys arising from modal shift, and from the reduced pollution generated by the new buses themselves, as a result of Euro 2 and 3 engines, and exhaust catalysts.

Summary:

Whilst not having as impressive a record as Metrolink in attracting people from their cars, QBC's do have the potential to enhance the attractiveness of bus services in those areas which will not benefit from Metrolink, such as on the Leigh-Salford-Manchester QBC, where buses will use a segregated route with steering guidance for much of the journey.

Action AP16 – Investigate the feasibility of and implement public transport that produces no pollution at street level.

Further details:

Metrolink produces no pollution at street level, and is very successful. Options for extending Metrolink will be examined. Other technologies such as Trolleybus, and hybrid buses will be evaluated.

Non – Air Quality impacts:

Electric vehicles provide a modern, clean image that attracts inward investment as well as being effective public transport. Regeneration benefits.

Cost:

The costs of fixed infrastructure (such as tracks or wires) and the vehicles are high, so can only be justified for major passenger flows.

Air Quality Improvement:

No pollution at street level. May also provide impetus for banning polluting vehicles from parts of town and city centres.

Summary:

An expensive, but often cost-effective way of regenerating an area and moving people around with no pollution at street level. The only current example is Metrolink which is currently being extended.

Action AP17 – Set up Bus Quality Agreements that include challenging air quality standards.

Further details:

<p>Bus Quality Agreements for Quality Bus Corridors can include air quality standards. However QPAs are voluntary, so must be set at a level that operators find acceptable. This means they are a limited tool for improving air quality</p>
<p>Non – Air Quality impacts: Helps to ensure that better quality buses are used on Quality Bus Corridors.</p>
<p>Cost: No additional cost, otherwise likely to be resisted by commercial operators.</p>
<p>Air Quality Improvement: Marginal improvements in particulates. No improvement in Nox.</p>
<p>Summary: A fairly limited measure, although standards could be tightened through negotiation.</p>

<p>Action AP18 – Implement new ‘Park and Ride’ schemes wherever feasible and appropriate.</p>
<p>Further details: Car parks near existing, or with dedicated public transport services can encourage drivers to use public transport for part of their journey. Some park and ride facilities already exist in Greater Manchester, with further work underway to identify possible sites through the Local Transport Plan and to develop a Park and Ride Strategy.</p>
<p>Non – Air Quality impacts: Increased access to, and viability of town centres, including ability to re-allocate space used for car parking in centres. However significant issues include land requirement (often Green Belt), and unwanted environmental effects (such as noise and congestion) near sites. May result in additional or longer car trips to park and ride sites, and overall there is no evidence that Park and Ride would reduce car mileage in Greater Manchester.</p>
<p>Cost: The cost of providing park and ride facilities will vary depending on the location and scale of individual proposals. However £5,000 capital and several hundred pounds maintenance pa per space is typical. As many people using park and ride would previously have accessed public transport anyway, the real costs are even higher.</p>
<p>Air Quality Improvement: Depends on whether existing public transport is used more efficiently, or new services are provided.</p>
<p>Summary: Overall there is no evidence that Park and Ride will reduce emissions overall in Greater Manchester. Each case needs to be treated on its merits.</p>

<p>Action AP19 – Promote cycling and walking.</p>
<p>Further details: Introduction of the Cycle user Group, Walking Forum, In town without my car day, production of the GM Cycle Cities guide, and GM ‘On Yer Bike Magazine.’</p>
<p>Non – Air Quality impacts:</p>

Reduced Congestion and improved health.
Cost: Unknown
Air Quality Improvement: Taking Journeys away from the private car
Summary: Ongoing awareness campaign of healthy transport options

Action AP20 – Promote the development and implementation of Travel Plans among the companies and organisations in the area. Travel Plans will be aimed at reducing emissions from work activities as well as journeys to and from the workplace.
Further details: A Travel Plan is a package of practical measures to reduce reliance on the car for journeys to work or during work. All Greater Manchester local authorities are developing their own Travel Plans and employ Travel Co-ordinators who help and encourage businesses and other organisations to introduce them.
Non – Air Quality impacts: Travel Plans can reduce on and off-site congestion and parking problems. Travel Plans can improve the environmental image of businesses and other organisations.
Cost: The cost of implementing a Travel Plan can vary significantly and is dependent on the measures included in the Plan. The local authority Travel Co-ordinators, whose role it is to help and encourage other organisations to implement Travel Plans, are being funded by the Government (until March 2004).
Air Quality Improvement: Will help to improve local air quality, particularly during peak periods, and contribute to overall emission reductions throughout Greater Manchester by encouraging cleaner, greener travel and less reliance on individual car use, helping to ease congestion and cut pollution.
Summary: An increase in the take-up of Travel Plans will help bring about a change in travel behaviour, including an increase in the use of more sustainable travel modes and more sustainable travel practices.

Action AP21 – Promote the development of School Travel Plans.
Further details: A School Travel Plan is similar to a workplace Travel Plan and is a document setting out a package of measures for reducing the number of car trips made to a school, or group of schools, by parents and staff, and for improving safety on the school journey. The local authority Travel Co-ordinators also work with schools to help and encourage them to develop School Travel Plans.
Non – Air Quality impacts: School Travel Plans can:

Reduce on and off-site congestion and parking problems.
 Improve relations between school and local community, and increase social cohesion between pupils travelling together.
 Encourage healthier and fitter children.
 Improve environment and road safety around schools for everyone.
 Equip children with better road awareness

Cost:
 The cost of implementing a School Travel Plan can vary significantly and is dependent on the measures included in the Plan. The local authority Travel Co-ordinators, whose role it is to help and encourage schools to implement School Travel Plans, are being funded by the Government (until March 2004).

Air Quality Improvement:
 Will improve local air quality on roads around schools, particularly during peak periods, and contribute to overall emission reductions throughout Greater Manchester as a result of a reduction in car use.

Summary:
 An increase in the take-up of School Travel Plans will reduce the number of cars used on the school run and increase the use of sustainable alternatives, helping to ease congestion and cut pollution, particularly during peak hours.

Action AP22 – Seek the support and guidance of central Government in relation to the promotion and implementation of Sustainable Distribution Plans amongst commercial operations and other agencies in the region.

Further details:
 Government wants to see a reduction in the environmental impact of goods movement and delivery, whilst at the same time maintaining and improving efficiency and safety. These intentions were set out in “ Sustainable Distribution”, one of the daughter documents to the Transport White Paper. Vehicle operators will implement the measures, but Government and Local Authorities have an important role in engaging them, disseminating information, and managing highway networks accordingly.

Non – Air Quality impacts:
 Reduction of the noise impact of deliveries.
 Possibility of easing delivery restrictions, and hence securing more efficient distribution, in return for quieter methods of loading/unloading
 Reduction in empty running mileage.
 More freight carried by rail and water
 Improved safety of operation
 Better integration with planning principles
 Better energy efficiency in distribution

Cost:
 These will include investment in quieter equipment for loading/unloading , and other measures designed to reduce the noise and disturbance from out-of-hours deliveries. They may have a net cost to operators, if they are not balanced by efficiency gains.

Air Quality Improvement:
 More efficient distribution should lead to fewer miles being run, with consequent savings in emissions

<p>Summary: This measure principally relates to achieving optimal distribution patterns, but to the extent that this reduces overall mileage, there will be a reduction in the categories of emission associated with HGV's.</p>
<p>Action AP23 – Investigate the potential to create more pedestrianised areas within Greater Manchester.</p>
<p>Further details: Ongoing District Centre studies</p>
<p>Non – Air Quality impacts: Unknown</p>
<p>Cost: Unknown</p>
<p>Air Quality Improvement: Unknown</p>
<p>Summary: District Centre studies taking place with the aim, amongst others, to create more pedestrian only zones and areas within the Borough.</p>

<p>Action AP24 – Encourage the Highways Agency to identify schemes on motorways and trunk roads where speed control could improve air quality.</p>
<p>Further details: The motorway network is a significant contributor to poor air quality in Greater Manchester. One way to reduce emissions from vehicles on the Highways Agency network could be to reduce the speed limit on motorways in the area. Research has shown that for most vehicles the lowest emissions of nitrogen oxides, the main pollutant of concern, occur when the vehicle is travelling at around 50mph.</p> <p>Authorities in the area are therefore encouraging the Highways Agency to carry out a study to identify schemes where speed control could improve air quality. The studies should also take into account the cost and non-air quality impacts of any scheme. Where schemes are found to be feasible, the local authorities would expect the Highways Agency to produce a plan outlining how and when they will be implemented.</p> <p>The Greater Manchester authorities are currently carrying out their own study assessing the air quality impact of a speed reduction (from 70mph - 50mph) which has already been implemented along a stretch of dual carriageway in a built-up part of the area. The study also assesses the impact of another scheme where the speed limit was reduced from 40 mph to 30 mph. It is felt that there are few roads where the Local Authority is the Highway Authority where speed reductions would contribute to air quality improvements. This will be considered further once the study is complete.</p>

<p>Non-Air Quality impacts: Reducing vehicle speeds may increase journey times at off-peak times but is expected to smooth traffic flows and reduce congestion during busy periods. There may also be a reduction in traffic noise and improved safety. Reductions in speed limits may be unpopular with some motorists and could lead to traffic being displaced onto other roads in the area.</p>
<p>Cost: The cost to implement a scheme may be relatively low as the signage for the scheme could be provided by the existing infrastructure. Costs would increase if significant engineering works were required.</p>
<p>Air Quality improvement: In other parts of the country an improvement in air quality has been demonstrated where speed reductions have been introduced on the motorway network.</p>
<p>Summary: Reduced speed limits on motorways could be an effective way of reducing emissions from the Highways Agency network.</p>

<p>Action AP25 – Continue to identify and secure funding to implement public transport priority schemes and will assess their effect on air quality.</p>
<p>Further details: The Local Transport Plan is the major mechanism to secure funding for public transport schemes. GMPTA intends require an internal Environmental Audit of all capital schemes as they are prepared.</p>
<p>Non – Air Quality impacts: Public Transport schemes are intended to further Sustainable Development objectives in Greater Manchester and improve the quality of life for residents and visitors.</p>
<p>Cost: Large scale</p>
<p>Air Quality Improvement: Public transport schemes will normally lead to reductions in emissions per passenger mile. However increased travel induced by some schemes may erode air quality benefits.</p>
<p>Summary: Scope for significant improvements in air quality.</p>

<p>Action AP26 – Use traffic control systems to reduce congestion and minimise pollution.</p>
<p>Further details: The Greater Manchester UTC system controls a high proportion of the County’s 1,800 traffic signals and pedestrian crossing facilities, and is currently undergoing a £5.5M</p>

replacement. The system gives the ability to co-ordinate signal timings so as to smooth out the pattern of traffic flows, optimising road capacity and reducing the amount of stop-start traffic.

Non – Air Quality impacts:

The capacity of junctions can be maximised, and this should reduce the variability of journey times, whilst in some cases there will be actual savings. There will be opportunities for safer pedestrian movement where such facilities are incorporated.

Cost:

Relatively low, using the equipment being upgraded, as the task is mainly a programming one.

Air Quality Improvement:

Devices to reduce vehicle exhaust emissions work best at constant vehicle speeds, with engines fully warmed up. Start-stop traffic conditions, especially when engines are cold, lead to the worst pollution emissions, and therefore co-ordination of signals which smooths traffic flow can improve local air quality

Summary:

This action should help to reduce the categories of pollution caused by all vehicles, but it should be recognised that standing and stop-start traffic will occur extensively at other locations which are not under signal control.

Action AP27 – Investigate potential schemes to create ‘Home Zones’ and implement where appropriate.

Further details:

Private consultants working with SMBC to investigate potential sites for new ‘Home Zones.’

Non – Air Quality impacts:

Traffic Calming and Safety impacts

Cost:

£50,000 of LTP money available

Air Quality Improvement:

Lower car speeds and less car journeys in specific areas should cut vehicle emissions levels

Summary:

“Home Zones” should reduce the amount of vehicle trips within specific designated areas.

Action AP28 – Assess the air quality impact of all proposed bypasses and new roads.

Further details:

<p>The air quality impact of new roads and bypasses can be assessed using computer-modelling techniques. Information from developers, the Highways Agency and the Greater Manchester Transportation Unit can be used to estimate the pollutant concentrations generated by traffic using the new road.</p>
<p>Non – Air Quality impacts: N/A</p>
<p>Cost: The cost to model the air quality impacts of new bypasses and roads will vary depending upon the scheme, but are small compared to the overall costs of the development. Local Authorities will have considered the costs of each new scheme within their local annexes.</p>
<p>Air Quality Improvement: N/A</p>
<p>Summary: Modelling the impacts of new roads and bypasses will help to determine future air quality in the vicinity.</p>

<p>Action AP29 – Investigate the feasibility of implementing high occupancy vehicle lanes/zones.</p>
<p>Further details: A high occupancy vehicle lane is a priority lane or zone which vehicles with more than one occupant are allowed to use, thereby encouraging car sharing. Pilot schemes have been trialled in Leeds.</p>
<p>Non – Air Quality impacts: Reduced journey times, although perception maybe that reduced roadspace could increase congestion, maybe perceived as an “anti car” measure.</p>
<p>Cost: Likely significant costs include: -</p> <ul style="list-style-type: none"> • Reallocating road space. • Upgrading the existing public transport provision to provide a suitable ,attractive alternative to the car <p>The evaluation of all likely costs will form an essential part of the investigation of feasibility.</p>
<p>Air Quality Improvement: If a high occupancy vehicle lane is implemented and is successful in reducing car use on principal routes the potential reduction in ground level NO_x and PM₁₀ would be significant.</p>
<p>Summary: The introduction of high occupancy vehicle lanes is a substantial commitment requiring major decisions regarding the reallocation of roadspace and investment in the public transport system. The associated costs in relation to finance, traffic impacts and public perception must be carefully considered along with the likely air quality improvement. These considerations will be a major part of the investigation of the feasibility of high occupancy vehicle lanes and will ensure that implementation will</p>

only take place if considered to be appropriate with the potential for genuine significant benefits.

Action AP30 – Explore the contribution that road user and workplace parking charging might make to the improvement of air quality. Any consideration of any such charging schemes will take place in accordance with the following conditions:

- **Full consultation with residents, businesses and other stakeholders will be carried out.**
- **New high quality alternative such as Metrolink and Quality Bus Corridors must be significantly advanced before charges can be introduced.**
- **A regional approach to charging must be taken to ensure that it does not harm overall competitiveness and areas introducing charges are not disadvantaged.**

Further details:

Road user charging involves a payment to cross entry/exit points (“cordons”) to/from congested areas. Workplace parking charging is where employees would be required to pay a fee to park in off-street private car parks, just as they would in public ones. The aim would be to reduce traffic levels in those areas, and hence levels of vehicle-based pollution.

Non – Air Quality impacts:

Congestion would be considerably reduced (at least 20% is projected in the case of the proposed London scheme). Public transport would operate more reliably, and would potentially gain considerable extra numbers transferring from the car. There could be adverse impacts on businesses within the charging zone, especially near the cordon, as a result of drivers going elsewhere to avoid paying the charge.

Cost:

The cost of setting up and operating such schemes would be considerable, but should be outweighed by the revenue received, which could then be ploughed back into transport improvements to cater for the modal diversion achieved.

Air Quality Improvement:

This could be very significant, depending on the amount of traffic reduction achieved, which in turn will reflect the level of charge.

Summary:

This is potentially the action with the largest impact on vehicle-related pollution, but only if it covered the inner parts of Greater Manchester and the motorway network. However, in view of the pre-conditions about improved public transport, this reduction is unlikely to be achieved during the Action Plan period

Action AP31 – Develop Greater Manchester wide guidance for developers submitting planning applications, on air quality information to be provided on submission.

Further details:

The planning system should take into account air quality issues. This includes the location development which may increase air pollution and development which may be significantly affected by existing pollution levels. Planning Policy Guidance Note 23 (PPG 23) provides some guidance on planning and air quality issues.

The Greater Manchester authorities intend to develop guidance for developers which will set out the types of development for which a detailed air quality assessment would be required. It will also set out the information the assessment should contain and the methodology developers should follow.

Decisions about planning application will take account of the air quality assessment, but will also involve other material planning considerations.

Non-Air Quality impacts:

The guidance will improve consistency across the Greater Manchester authorities regarding the types of development for which an air quality assessment is required and the appropriate methodology to follow. This will make the planning process more transparent.

The guidance will also raise awareness of air quality and sustainable development principles.

Cost:

Undertaking the assessment may increase costs to the developer although it is likely that these would be small compared to the total cost of the development.

Air Quality Improvement:

Undertaking the assessment in itself would not improve air quality. However, should the assessment reveal that the air quality impact of the development was significant mitigating measures could be designed into the scheme in order to ameliorate the problem.

Summary:

The guidance will assist local authorities and developers in determining the impact of air quality from new development and enable full consideration of air quality issues prior to planning decisions being made.

Action AP32 – Develop a list of mitigating measure which could be included in the building design, as planning conditions, or Section 106 agreements

Further details:

Mitigating measures may be appropriate where an air quality assessment identifies that:-

- There will be a significant increase in air pollution in the area from a new development; or
- Current or predicted high air pollution levels will affect sensitive new development (e.g. housing, hospitals, schools etc.)

Mitigating measures could be introduced by incorporating features designed to reduce the impact of air quality in the building design, imposing planning conditions or Section 106 agreements.

The Greater Manchester authorities intend to develop guidance on those measures which could be introduced through the planning process to reduce the impact of air

quality from the development.
<p>Non-Air Quality impacts: The introduction of mitigating measures may enable development to take place in circumstances which may otherwise result in refusal of planning consent. Encouraging good design may also enable developers to consider under sustainable development principles. The measures may also lead to other improvements to the natural and built environment, such as reduced noise and visual impact. The guidance would allow more consistent consideration of possible mitigating measures across Greater Manchester.</p>
<p>Cost: The cost of preparing the guidance would be low. The cost of implementing the measures could be minimised by incorporating air quality considerations into the design at an early stage, but there may still be an increase in overall costs to the developer.</p>
<p>Air Quality Improvement: The introduction of mitigating measures may not necessarily improve air quality, but would enable development and urban regeneration to take place without leading to a significant worsening of air pollution levels or impact on health.</p>
<p>Summary: The development of a list of mitigating measures to be used in determining planning applications would improve consistency across Greater Manchester and protect the area's economic viability and urban regeneration.</p>

Action AP33 – Enforce the Pollution Prevention and Control (England and Wales) Regulations 2000.
<p>Further details: The Pollution Prevention and Control Regulations regulate emissions from certain industrial processes. The Environment Agency are responsible for the larger companies, with Local Authorities authorising emissions from the small to medium sized processes. Emissions from these industries can increase ground level pollution concentrations in the surrounding areas.</p>
<p>Non – Air Quality impacts: The regulations also control the release of pollution to land and air from the medium to large sized processes. Authorisation can also lead to possible changes in visual impact of emissions from stacks and a reduction in the number of odour and noise complaints; although fitting abatement technology can be expensive for the company.</p>
<p>Cost: Industrial processes that require authorisation pay annual subsistence fees to either the Environment Agency or the Local Authority to pay for the cost of regulation.</p>
<p>Air Quality Improvement: The Environment Agency have stated that any agency regulated process making a significant contribution to pollution in an AQMA will, where possible, have its operating conditions altered to reduce emissions.</p>
<p>Summary: Although industrial sources are a much less significant source of pollution than road transport, the regulation of new and existing processes will ensure that the</p>

contribution to ambient pollution concentrations from industrial sources is limited.

Action AP34 – Continue to enforce Smoke Control Areas.

Further details:

Following the smogs of the early 1950's, the Government introduced the Clean Air Act in 1956. Local Authorities were given the power to declare smokeless zones. Smoke control areas preventing domestic properties from burning solid fuels now cover the majority of Greater Manchester, unless the fuel or the fire place has been approved.

Non – Air Quality impacts:

Smoke control areas can lead to the improvement of the overall urban and built environment. There is a reduction in the amount of CO₂ and acid rain precursors released into the air. They also encourage the adoption of more efficient heating and combustion processes.

Cost:

The majority of the smoke control areas across the county have been in place for some time now and the cost of Policing these areas will be contained within the day-to-day running costs of each authority's Environmental Health Department.

Air Quality Improvement:

Continuing to enforce smoke control will ensure emissions from coal burning domestic properties are kept as low as possible.

Summary:

Following the introduction of the Clean Air Act, the quality of urban air has improved considerably. Continuing enforcement of these zones will ensure particulate emissions from domestic properties are kept as low as possible.

Action AP35 – Promote improved energy efficiency in domestic properties.

Further details:

Reduced energy consumption in domestic properties can benefit local air quality by decreasing fuel burning which reduces the amount of pollution emitted.

Non – Air Quality impacts:

Financial savings, reduces fuel poverty, helps tackle climate change, assists local authority to meet Home Energy Conservation Act targets.

Cost:

This will depend on the scale of promotion varying from inexpensive simple awareness raising to the heavier expense of funding or part funding the installation of energy efficiency measures.

Air Quality Improvement:

Reduced energy consumption will result in the reduction of gas, oil and solid fuel burning within properties which will reduce NO_x and PM₁₀ emissions into local air. Reduced electricity consumption can help to reduce pollution emissions from power stations which although possibly remote from individual local authorities can disperse pollution over a wide area (emissions from Fiddlers Ferry Power Station have been found to impact on the whole of the Greater Manchester area).

Summary:

Improving the energy efficiency of residential properties will help to improve local air quality, meet Home Energy Conservation Act targets and address climate change. In accordance with the Home Energy Conservation Act the local authorities of Greater Manchester have a commitment to plan and implement measures and actions to improve domestic energy efficiency. The added benefit of improving local air quality provides further justification for local authority's actions in this area.

Action AP36– Promote improved energy efficiency in industrial and commercial premises.

Further details:

Reduced energy consumption in industrial and commercial premises can benefit local air quality by decreasing fuel burning which reduces the amount of pollution emitted.

Non – Air Quality impacts:

Financial savings, helps tackle climate change.

Cost:

This will depend on the scale of promotion varying from inexpensive simple awareness raising to the heavier expense of funding or part funding the installation of energy efficiency measures.

Air Quality Improvement:

Reduced energy consumption will result in the reduction of gas, oil and solid fuel burning within premises which will reduce NO_x and PM₁₀ emissions into local air. Reduced electricity consumption can help to reduce pollution emissions from power stations, which although possibly remote from individual local authorities can disperse pollution over a wide area. (emissions from Fiddlers Ferry Power Station have been found to impact on the whole of the Greater Manchester area).

Summary:

Improving the energy efficiency of industrial and commercial premises will improve local air quality particularly in areas where there is a density of commercial operations or where large combustion processes are used to produce power. The Groundwork organisation already promotes improved energy efficiency in the commercial sector throughout Greater Manchester and therefore any work in this area can build on their existing achievements and contact networks. A further attraction is that the level of expense involved in promotional activity can be varied according to the finance available.

Any reductions in industrial and commercial energy consumption will also reduce CO₂ emissions and therefore help to combat climate change.

Action AP37 – Publish more local air quality monitoring data.

Further details:

The ten Greater Manchester Authorities currently monitor air quality at a large number of sites across the conurbation. Local Authorities who are on the Governments Automatic Urban and Rural Network (AURN) have their real time monitoring data published for them on the internet and on teletext. Other authorities collate the information from their own area and publish it locally.

MAPAC are currently in the process of collating all this air quality information and

displaying it on the MAPAC website (www.mapac.org.uk). The information will include daily updates from the real time sites across the region that are not on the AURN and annual average data for each of the sites on the nitrogen dioxide diffusion tube survey.

Each Authority will also be investigating how to improve how they disseminate their own monitoring data locally.

Non – Air Quality impacts:

Publication of air quality information on a regular basis will help people in susceptible groups (e.g. people with breathing disorders such as asthma) make informed decisions about their travel plans for the day.

Cost:

Monies from the Local Transport Plan are funding the air quality update of the MAPAC web site. The cost of setting up the real-time data pages and annual maintenance will be approx £12,000 initially with a yearly maintenance fee of **£XXX**. Local Authorities will have considered the costs publishing local data within their annexes.

Air Quality Improvement:

There is no direct air quality improvement associated with publicising air quality data other than to help raise public awareness.

Summary:

Giving members of the public access to more air quality information will help to raise public awareness and to reinforce the links between personal travel habits and the effects upon air quality.

Action AP38 – Continue to raise political awareness of air quality issues.

Further details:

Informing relevant Council committees of work in progress **FURTHER DETAIL TO BE ADDED**

Non – Air Quality impacts:

N/A

Cost:

N/A

Air Quality Improvement:

N/A

Summary:

N/A

Action AP39 – Improve links with health professionals.

Further details: DETAIL TO BE ADDED
Non – Air Quality impacts:
Cost:
Air Quality Improvement:
Summary:

Action AP40 - Raise awareness of the pollution and health effects of bonfires.

Further details:

Garden bonfires and waste burning by businesses can cause a significant nuisance to people in the surrounding area and increase air pollution for short periods.

The Greater Manchester authorities already take formal action against businesses and individuals that are causing a statutory nuisance through burning waste.

The Greater Manchester authorities intend to raise awareness of the pollution and health effects of bonfires and to provide advice on alternatives to burning. A leaflet will be produced and press releases circulated to try to increase awareness of the issue.

Non-Air Quality impacts:

This could lead to fewer complaints about smoke nuisance and promote social harmony.

Cost:

The cost to produce a leaflet and promote awareness of the effects of bonfires would be low (less than £10,000).

Air Quality Improvement:

It is expected that the awareness raising campaign will result in a reduction in the number of bonfires. This should result in a reduction in nuisance complaints and an improvement in local air quality, although this may not have a significant impact on annual average pollution concentrations.

Summary:

Raising awareness of the pollution and health effects of bonfires should result in fewer fires and a reduction in complaints.

Action AP41 –Support promotional campaigns such as ‘Don’t Choke Britain’ and ‘European Car Free Day’.

Further details:

Supporting promotional campaigns such as Don’t Choke Britain and Car Free Day can help to raise public awareness of the need to tackle the problems of congestion and air pollution resulting from the over-use of motorised transport. This in turn may lead to a change in travel behaviour. The Greater Manchester authorities and GMPTAE will continue to support these events at a local level and will work together to support them where appropriate.

Non – Air Quality impacts:

Raises awareness of environmental and transport issues. May not bring about a

sustainable change in travel behaviour.
<p>Cost: Low, and can be combined with other events, but can require a lot of staff time to organise.</p>
<p>Air Quality Improvement: Can be used as a precursor and trial for pedestrianisation schemes. Increased awareness may result in air quality improvements, but only if there are changes in travel behaviour.</p>
<p>Summary: Promotional campaigns which raise awareness of the need to tackle congestion and pollution by changing travel behaviour will be supported where appropriate.</p>

<p>Action AP42 – Promote actions to improve air quality using a variety of promotional methods including:- leaflets, displays, seminars, press releases, emission testing and supporting national and local campaigns.</p>
<p>Further details: Consultation with members of the public identified that many people would like more information about air quality in Greater Manchester. A number of initiatives are already planned including:-</p> <ul style="list-style-type: none"> • Making air quality monitoring information available on the Internet (Action AP33). • Raising awareness of the pollution and health effects of bonfires (Action AP36) • A cleaner vehicle emissions campaign (Action AP) <p>Other opportunities to raise awareness will arise during the next 12-18 months and these activities will be reported in the action plan progress report.</p>
<p>Non-Air Quality impacts: Promotional activity will highlight the commitment of the Greater Manchester authorities and their partners to improving air quality.</p>
<p>Cost: The cost of promotional activities is expected to be low, but will depend on the methods used.</p>
<p>Air quality improvement: Air quality improvement would occur if the promotional activities resulted in changes in behaviour.</p>
<p>Summary: Promotional activity will raise awareness of air quality issues and may result in changes in behaviour which will improve air quality.</p>

Actions not currently incorporated into the Action Plan

Consultation with members of the public, businesses and other organisations resulted in a large number of suggestions for schemes that could be included in the Air Quality Action Plan. Most of these ideas have been incorporated into the plan, however a small number have not. The table below lists those actions that are not currently in the Action Plan and summarises the reasons why they have not been included.

Suggested Action	Reason why the action is not currently included in the Plan
<p><i>Industrial emissions</i></p> <ul style="list-style-type: none"> • Changes to process technology • Reduced productivity and output • Reduction in related industrial activity emissions beyond that currently required by the regulatory regime • Relocation of process 	<p>The source apportionment work, summarised in Chapter 2, did not identify any industrial processes in Greater Manchester which were significantly contributing to exceedances of the air quality objectives. The suggested measures would not therefore be a cost-effective means of reducing air pollution levels.</p>
<p><i>Transport</i></p> <ul style="list-style-type: none"> • Car Scrappage schemes • Banning cars on high pollution days 	<ul style="list-style-type: none"> • Funding has not been identified for a car scrappage scheme. • This would only have a short-term impact on air pollution levels and would be very costly to implement.
<p><i>Development control</i></p> <ul style="list-style-type: none"> • Develop Greater Manchester agency for assessing air quality implications of planning applications • Require Health Impact Assessment for new developments and Environmental Management Audits to be completed prior to planning consent • Out or edge of town supermarket development 	<ul style="list-style-type: none"> • Decisions on planning applications are a matter for individual Local Authorities. • The proposed air quality assessment guidance for developers will ensure that air quality is considered for new planning applications • This would be contrary to Planning Policy, which encourages development in town centres
<p><i>Others</i></p> <ul style="list-style-type: none"> • Bonfire bans 	<ul style="list-style-type: none"> • New legislation would be required for an outright ban on bonfires. The Greater Manchester authorities will however continue to enforce the current legislation to address dark smoke and nuisance from fires.

