



2012 Air Quality Action Plan Progress Report for Greater Manchester

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

Contents

PART ONE

Greater Manchester Actions	3
----------------------------	---

PART TWO

Bolton Council Action Plan Progress	22
Bury Council Action Plan Progress	30
Manchester City Council Action Plan Progress	83
Oldham Council Action Plan Progress	125
Rochdale Council Action Plan Progress	144
Salford Council Action Plan Progress	149
Stockport Council Action Plan Progress	169
Tameside Council Action Plan Progress	174
Trafford Council Action Plan Progress	181
Wigan Council Action Plan Progress	189

Introduction

The Greater Manchester Combined Authority consists of the 10 Greater Manchester councils namely Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan. The Combined Authority has statutory powers for transport, regeneration and economic development across the city region. These powers include among others Local Air Quality Management (LAQM) under Sections 82 to 84 of the Environment Act 1995.

In Greater Manchester we have a long established tradition of working together on air quality and in 2004 all 10 councils found that they were likely to exceed national objectives for nitrogen dioxide and in some cases fine particles (PM10). The areas of likely exceedence were mainly related to motor transport and closely followed the main roads and motorways in our region. As a result we worked with our colleagues in the Greater Manchester Transport Executive to produce the Greater Manchester Air Quality Action Plan. This Plan described all the actions we would take in pursuit of the national air quality objectives.

The actions in the Action Plan were divided into two main parts. The first described actions that would be taken at a Greater Manchester level and would be likely to impact on all 10 local councils. The second part consisted of 10 local annexes which described the actions that would be taken in each of the Greater Manchester councils.

This Action Plan Progress Report provides an update on progress with the Greater Manchester Air Quality Action Plan up to the beginning of 2012. Like the original plan the update is produced in tabular format and is divided into Part One – Greater Manchester Actions and Part Two – Local Annexes for each council.

Greater Manchester Actions

PART ONE

Greater Manchester Actions

Air Quality Working Group

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
A1	Implement a Roadside Emissions testing Scheme ("Cleaner Vehicles")	MCC	Phase 1 of the campaign began in 2003 and was completed in March 2009. Phase 2 of the campaign commenced in 2009 and is ongoing.		Phase 1 of the campaign focused on a regulatory approach and formal test days, and was completed in March 2009. A report was produced by GMTU in March 2009, which analysed the results of the roadside tests of vehicle emissions in Greater Manchester and Warrington from 2003-2009. Phase 2 of the campaign continued to include a regulated approach with formal roadside emission test days, but also encompassed targeting fuel saving and CO ₂ reduction through informal educational events for the general public and local authority staff in partnership with the Energy Savings Trust.	In 2011-12, 8 formal and informal vehicle emissions test days were completed across Greater Manchester, with 278 vehicles tested.	Annual vehicle pass / fail results have shown an overall decline in vehicles failing the test over the 8 years that Phase 1 of 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. The progress of Phase 2 of the campaign was	The use of the Energy Saving Trust's driving simulator was withdrawn in July 2011, affecting the success of the informal educational element of the Campaign.

Greater Manchester Annual Progress Report 2012

Greater Manchester Actions

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
							reviewed in 2011 and was considered to have been successful. Based on staff fuel usage prior to and following receiving training on techniques for saving fuel, a 6.5 percent improvement was observed in fuel consumption and therefore vehicle emissions.	
A2	Air Quality Studies and Research		On-going		<p>The Emissions Inventory for Greater Manchester (EMIGMA) is updated annually. The Association of Greater Manchester Authorities is planning to use the CO2 emissions figures from EMIGMA to measure performance towards carbon reduction target.</p> <p>Defra Air Quality Grant to measure the impact of Greater Manchester Local Transport Plan schemes along the A6 in Stockport using MOTES to measure</p>	GM working with the Low Emissions Partnership on the Greater Manchester Low Emissions Action Planning (Pilot Study)		

Greater Manchester Annual Progress Report 2012

Greater Manchester Actions

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					NO2 levels.			
A3	Taxi Licensing Review		2006		Currently most Greater Manchester councils have a maximum age policy and are working towards a standard approach across Greater Manchester			
A4	Vehicle Clean-Up Programme		Implemented 2004/05 and ongoing		<p>The campaign began in November 2004 and is still publicised via the hotline and website:</p> <p>www.cleanervehicles.org.uk. The website was redesigned and updated in 2010/11.</p> <p>Leaflets are also handed out to drivers during the Cleaner Vehicles Campaign days to increase awareness. The leaflets were updated during 2010/11 and distributed to public Council buildings such as libraries, leisure centres and museums, and also to universities, student unions and local environmental groups.</p>		<p>Smoky vehicles are reported to specific Council's Licensing Unit for taxis or VOSA for commercial vehicle operators for enforcement action. Private vehicles are investigated through the DVLA.</p> <p>Partnership working with TfGM is also enabling us to deal with individual buses / companies that have excessive</p>	

Greater Manchester Annual Progress Report 2012

Greater Manchester Actions

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					Also Manchester City Council has operated an Idling Vehicles Campaign – please see Manchester City Council's annex for further information.		emissions.	
A5	Air Quality Training		2006/08 and ongoing		Officer resources have diminished in recent years and therefore there hasn't been any formal air quality training. However we continue to work with Greater Manchester Local Transport Plan officers to maintain awareness ion air quality issues. Also continue to work with officer working on climate change issues at AGMA level to combine air quality and climate change actions	Officers attend EMAQ, air group meetings, courses and support the GM LES Study.	Maintain and develop skills of air quality officers, transport and planners in Local Authorities.	
A6	Improve and Develop Manchester Airport Environment Partnership.		The airport introduced a Ground Transport Strategy in 1997 and a travel plan in 1998 to		A Revised Ground Travel Plan was published in 2004. The new plan was part of Manchester Airport's Master Plan published in 2007.	MAN secured Green Bus Funding and has invested in 6 hybrid buses. These	Outcomes: <ul style="list-style-type: none"> Ground Transport Interchange now open. 	

Greater Manchester Annual Progress Report 2012

Greater Manchester Actions

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
			<p>reduce ground vehicle movements per air passenger to 1.35 by 2005, and increase staff bus usage to 10% by 2015.</p> <p>Construction of the third rail platform to be completed by December 2008.</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>The third rail platform opened on time in December 2008.</p>	<p>will reduce emissions by 30% (compared with its diesel equivalent), use 22% less fuel and save 19.1tCO₂ per year.</p>	<ul style="list-style-type: none"> • 3rd rail platform opened in December 2008 - rail modal share has increased from 7% to 10% in 2009 • Rail discount card, this offers all MAN and service partner employees based at the Manchester Airport site 25% discount. • Work has been undertaken by the airport with train operators to adjust rail timetable to match air travel movements • Introduced new direct train service to Glasgow and 	

Greater Manchester Annual Progress Report 2012

Greater Manchester Actions

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
							<p>Edinburgh in 2008, enhanced in 2009, and followed by 3 services to N Wales and Chester in 2009</p> <ul style="list-style-type: none"> • £200K was invested in bus services in 2009 to support off peak and weekend travel to encourage employee use of public transport. • Implemented forecourt management plan to direct private car and taxi pick up into the short stay car parks to cut down on congestion. • Bike to work scheme is in operation at MAN • The onsite Bike User 	

Greater Manchester Annual Progress Report 2012

Greater Manchester Actions

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
							<p>Group was re-launched 2009.</p> <ul style="list-style-type: none"> • Work began in early 2011 on the construction of a new Metrolink tram line to the Airport and a new platform for the trams at The Station. • MAN secured Green Bus Funding and has invested in 6 hybrid buses for the onsite bus fleet. These will reduce emissions by 30% (compared with its diesel equivalent), use 22% less fuel and save 19.1tCO₂ per year. <p>Latest monitoring</p>	

Greater Manchester Annual Progress Report 2012

Greater Manchester Actions

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
							results: <ul style="list-style-type: none"> The vehicle trip per air passenger ratio 1.34 at end 2009 9% local bus and 4% rail use by staff walk & cycle 4% at end 2007 Car usage was down to 80%, drive alone 73% at end 2009 	
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. Presentations to Greater Manchester senior planning officers to encourage consideration of air quality in LDF proposals and to promote Low Emissions Strategy approach to development control.	GM working with the Low Emissions Partnership on the Greater Manchester Low Emissions Action Planning (Pilot Study)	See progress columns	
A8	Promotional Campaign		On-going		Our air quality activity is highlighted on http://www.greatairmanchester.org.uk This site provides information on real	Websites kept up to date with news and live air quality	See progress columns Delivering information to the	

Greater Manchester Annual Progress Report 2012

Greater Manchester Actions

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					<p>time air quality measurements and an interactive tool to calculate an individuals NOx and PM 10 footprint</p> <p>Information on the Cleaner Vehicles Campaign is provided on www.cleanervehicles.org.uk. This website was redesigned and updated in 2010/11.</p>	information.	public in a proactive manner with current and historical information.	
A9	Air Quality Monitoring		On-going		Work completed to set up a Greater Manchester Air Quality Monitoring Network to be operated on behalf of the Greater Manchester Combined Authority. This network rationalises and shares the cost of operating existing monitoring provisions. The network should commence in September 2013.	Network developed to the point of going out to tender for service and maintenance and data management	<p>See progress columns</p> <p>Comprehensive quality assurance and control monitoring programme for GM with accurate and reliability measurements.</p>	
A10	Develop GM Fuel Strategy		2006		Local authorities are developing their own approaches to reducing fleet fuel use. Details on this is included in the local annexes.			

Greater Manchester Actions

Freight Quality Partnership

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
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	TfGM & Districts	On-going	Requires further investigation of impacts	Guidance included in GM Freight Map which was fully revised in 2008. Freight Best Practice Initiative also promoting this nationally and regionally, and has been continually extended since inception in 2005.	Discussions with operators at Greater Manchester Freight Quality Partnership. Developed Abnormal Loads routing strategy which will have air quality benefits.	It has been identified that on the main transport routes and motorways, goods vehicles are the major contributors to GM's exceedence of European standards for NO2 emissions. Euro 5 emission-level vehicles are now required for new fleets. Evidence from Freight Best Practice programme of fuel savings and CO2 emission reductions by operators.	Carbon measurement tools have been developed by the FTA and the CILT to establish the carbon emissions of individual companies, which, if employed widely, should increase awareness of the need for action. There is still a need to spread the best practice amongst smaller operators who traditionally are less able to find the time to address these issues.

Greater Manchester Annual Progress Report 2012

Greater Manchester Actions

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
							Despite the current recession delaying fleet replacement, and currently lower fuel costs, higher taxes and costs in the longer term are 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	TfGM & Districts	2005	Requires further investigation of impacts		Travel Planning in key locations for freight is part of LSTF bid. This will look at the issue of mapping.	Anecdotal evidence of savings	Unlikely to use 'hard copies' in future but to tie in with electronic forms of mapping.
C3	Sustainable Distribution Guidance - Seek the support and guidance of Central Government in relation to the promotion and	TfGM & Districts	2007	Requires further investigation of impacts	Consideration being given to working with the Energy Saving Trust and VOSA to achieve better targeting of operators of vehicles under 3.5T gross weight.	Travel Planning in key locations for freight is part of LSTF bid. This will look at sustainable distribution		Tied in with travel planning approach and looking at reducing the number of deliveries, especially at peak times.

Greater Manchester Annual Progress Report 2012

Greater Manchester Actions

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	implementation of Sustainable Distribution guidance amongst commercial operations and other agencies in the region.					planning.		
C4	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.	2010	<p>Best Practice on how to approach this 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 for the restrictions they have approved. However the FQP is investigating if a suitable operator and a</p>	Requires further investigation of impacts		TfGM and Districts are exploring a wide range of national and European freight measures to determine which would be the most appropriate to Greater Manchester.	Enquiries are currently under way with Districts, and the issue is being considered with Districts and the FQP as part of LTP3.	The Quiet Deliveries Demonstration Project has been analysed by transport policy, planning policy and development control.

Greater Manchester Annual Progress Report 2012

Greater Manchester Actions

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
			willing council can be identified for a trial.					
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.	2010	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.	Analysis of detailed synchronised monitoring of freight and NO2 concentrations in the A6 study will yield location specific and widely applicable findings to support identification of appropriate measures.	A6 QPS Survey providing detail through wheel-in-motion data. This is helping to provide data to aid the meeting of this objective.		Signing work under way in Salford and Wigan	<p>It is now considered that secondary destinations depicted on the Primary Route Network (PRN) signs may need to be reviewed first before dealing with the next level down, in order to provide a seamless routing system.</p> <p>Case Study: Pilsworth Experimental 18 tonne weight restriction order in Rochdale which had localised air quality and noise benefits (See LTP3 document)</p>

Greater Manchester Annual Progress Report 2012

Greater Manchester Actions

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
								<p>Greater Manchester advocating rail measures such as Northern Hub and HS2 which could increase capacity for rail freight movements</p>

Greater Manchester Actions

Greater Manchester Passenger Transport Executive (GMPTE) & Greater Manchester Passenger Transport Authority

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
D1	Work with bus operators to reduce bus emissions.	TfGM	Ongoing		89 new hybrid (EEV) buses have been ordered by TfGM through the first 2 rounds of the Green Bus Fund, and another 74 by private operators. TfGM's buses were deployed in 2010/11 on the Metroshuttle services in the city centre, and in 2011/12 tendered services and for Yellow School Buses.	All remaining TfGM hybrid buses are now in operation. A further round of the Green Bus Fund has been held and TfGM won funding to support the purchase of 11 hybrid vehicles by operators of tendered services. Furthermore, private bus operators have contributed significantly to uptake of EEVs. TfGM observations for 2011/12	TfGM statistics show that 51.8% of journeys observed are operated by vehicles with an emissions standard of Euro IV or better, and 98.2% Euro II or better.	Improving standards to date linked to Green Bus Fund and Code of Conduct. Further improvements are on the cards thanks to the A6 Quality Partnership Scheme, with new hybrids due to be introduced on the 192 later this year.

Greater Manchester Annual Progress Report 2012

Greater Manchester Actions

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
						<p>show that 55.1% of journeys observed are operated by vehicles with an emission standard of Euro IV or better. This represents an increase of 4.9 percentage points from the level observed in 2010/11 (50.2%). The proportion of the fleet Euro III or better is 70.8% (67.0%, 2010/11). The network mileage is estimated to be 60,965,183 miles per annum (April</p>		

Greater Manchester Annual Progress Report 2012

Greater Manchester Actions

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
						2012).		
D2	Set Up Bus Quality Agreements (BQAs) that include challenging air quality standards.	TfGM	Ongoing		TfGM have developed a bus operator's code of conduct that includes targets for engine emission standards (e.g. 100% of engines to be Euro III or better by 1st Jan 2015). TfGM have also implemented the A6 Quality Partnership Scheme which sets the standard for the busy service 192 to be all Euro IV or above by the 1 st April 2012 and Euro V and above by 1 st Jan 2014.	7 Operators have signed up to the Code of Conduct over FY2011/12 which gives coverage of 86.2% (52,573,691 miles per annum) on the network mileage.		The main barrier to further progress on Hybrid uptake on a purely commercial basis lies with the vehicles not demonstrating sufficient savings against fuel to justify additional capital investment
D3	Traffic Regulation Conditions (TRC). - Traffic Regulation Conditions include powers for a Traffic Commissioner to impose restrictions on bus operators concerning the exhaust emission standards of vehicles used.	TfGM	2006		These are unlikely to be effective unless financial support is provided to operators. Disproportionate impacts on smaller operators may harm competitiveness on affected corridors.		None	

Greater Manchester Annual Progress Report 2012

Greater Manchester Actions

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
D4	Real Time Information	TfGM			Alternative methods of providing real time information to passengers are being pursued through, for example, the informed personal traveller pilot project, Open Data(Data GM)and mobile distribution	Real Time information 'apps' are part of the LSTF bid.	RTPI can be provided where buses are fitted with AVL (Automatic Vehicle Location). At present 220 buses in Bury are fitted with AVL.	
D5	Public Transport subsidies.	TfGM	Ongoing		TfGM continues to subsidise socially necessary bus services. Service specifications require certain vehicle types linked to accessibility which tends to ensure that vehicles with a Euro category are employed. This has increased the incidence of Euro II and above across the overall GM fleet.	TfGM observations show that for 2011/12, 80.2% of the tendered network features vehicles of Euro III or better which is an improvement of 5.2 percentage points on the level observed in 2010/11 (75.0%), and		TfGM regularly review all subsidised service contracts to identify services that carry an insufficient number of passengers, that could potentially be served by alternative means, such as Demand Responsive Services or be withdrawn.

Greater Manchester Annual Progress Report 2012

Greater Manchester Actions

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
						9.4 percentage points higher than the equivalent network figure (70.8%). Subsidised network mileage is estimated to be 12,248,579 per annum (April 2012).		
D7	Metrolink Expansion	TfGM			<p>A substantial Metrolink expansion continued to be delivered during the year, with further lines to Rochdale, Ashton, Mcr Airport, Didsbury and Oldham under construction.</p> <p>Each line contributes to the reduction target of 5m car journeys</p>	Oldham line opened June 2012	Metrolink extension to Media City and Chorlton is now complete	

Local Annexes - Bolton

PART TWO

Local Annexes

Bolton Council Action Plan Progress 2012

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Progress in last 12 months	Outcome to date	Comments
A1	Roadside Emission Testing Implement the Vehicle Emissions (Fixed Penalty) (England) Regulations 2002	On-going	Vehicle emission testing in greater Manchester and smarter driving tips	Bolton was unable to take part. Vehicles tested and advice given. Joint program With the energy savings trust to promote smarter driving and reduce emissions of CO ₂ , PM ₁₀ and NO _x emissions. 375 vehicles tested across GM excl Bolton	2003 - 2009 4000 vehicles tested. Results showing fall in vehicle emissions for hydrocarbons and CO. NO _x trend not as clear	the Energy Saving Trust's driving simulator was withdrawn in July 2011, affecting the success of the informal educational element of the Campaign
A9	Air Quality Monitoring Produce annual reports and publish results	April annually	No specific air quality report produced	Monitoring results now incorporated into the Review & Assessment reports	Reports submitted to DEFRA Last report submitted Jan 12	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.	On-going	Air quality Management area is now on the web			Councils web site update. Next stage to upload AQ reports

Greater Manchester Annual Progress Report 2012

Local Annexes - Bolton

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Progress in last 12 months	Outcome to date	Comments
A9	Review Current Monitoring Assess suitability of current monitoring sites and amend as appropriate	April 2005	New monitoring sites now operational. Review of Monitoring sites brought forward due to savings and efficiencies review 2010	Combined authority producing a joint monitoring program for real time AQ monitoring to try to ensure monitoring location representative of the region	Report produced 2006/07. Monitoring programme now updated. Real time site closure 1 April 2011 Also stopped, smoke and SO ₂ and lead	
E7	Pedestrianisation Town Centre schemes	Dec 2003/04		Extensive public realm pavement improvement schemes implemented throughout town centre improving footpaths and pedestrian areas	The pedestrianisation and shared surface scheme on Bath St has been complete. Plans for the pedestrianisation of Le Mans Cres/Cheadle Square is currently on hold due to budget restraints.	National funding cuts and a prioritisation of major schemes at the Greater Manchester level as well as a slow down in economic growth and therefore a reduction in section 106 funding will delay any further pedestrianisation of the town centre.
E7	Improved Cycling and Walking Provision Produce and implement a Walking Strategy. Monitor the implementation of	April 2004	Much activity on small (DDA) schemes across the town including improved public realm works. Bolton to Bury cycle route using old railway forms part of the Greater Manchester Local Sustainable Transport Fund Bid. Successful Greater Manchester Local Sustainable Transport Fund Key Component Bid includes new cycle point		Cycling Forum established and active. Adopted Cycling Strategy. Middlebrook cycle route to Town Centre in operation. Off-road route from town centre to General Hospital completed. Sustrans has taken on the maintenance liability for the two viaducts of the proposed Bolton to Bury Off Road Cycle Route.	The Council's walking strategy is now out of date and replaced by the guidance set out in the Greater Manchester Local Transport Plan 3 and Bolton Local Area Implementation Plan Bolton – Bury cycleway scheme is part of the GM Local Sustainable Transport

Greater Manchester Annual Progress Report 2012

Local Annexes - Bolton

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Progress in last 12 months	Outcome to date	Comments
	the Cycling Strategy.		in Bolton town centre to be complete 2014.			Fund Bid to DfT.
A3	Taxi Controls Investigate the regulation of Taxi emissions. Encourage use of LPG.	Short Term	No change. Approx. 25 cars run on LPG	No change	On-going policy of testing 100% of vehicles twice yearly. Approx. 25 cars run on LPG	Trade have requested the Council have an age policy.
E5	Use of Cleaner and Alternative Fuels Continue the fitting of particulate traps as part of the annual replacement program for Council fleet Trial other methods to reduce emissions from the Council fleet	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 necessary. 5% bio diesel in use for entire fleet (approx. 600 vehicles)	
D2	Quality Bus Partnership Northern Orbital to start 2003/04	Dec 2006	Bolton has signed a Quality Partnership Scheme with Transport for Greater Manchester and Bus Operators on the existing Quality Bus Corridor between Bolton and Leigh. Outline Planning Permission granted for new bus station in Bolton town centre.	Planning permission has been secured for the new Bolton Interchange. Land acquisition is current taking place and development expected to start on site next financial year.	Quality Bus Partnership operational. Bolton part of Northern Orbital Quality Bus Corridor completed.	On-going programme of schemes. Full planning permission will be sort in September for a new bus station in Bolton town centre.

Local Annexes - Bolton

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Progress in last 12 months	Outcome to date	Comments
E8	Travel Plans Develop the key areas of the BMBC travel plan.	Medium Term	Development of staff travel plan delayed and linked with the implementation of the pay and grading review.	Final phase of pay and grading has been complete and the Council has made a commitment to implement a Cycle Salary Sacrifice Scheme in the coming months Successful major scheme bid to LSTF. Delivery of the East Bolton Cycle Route (Bolton to Bury Off Road Cycle Route) expected to start in this financial year.	Car share scheme implemented. Mileage allowance for larger cars removed. Cycle sheds provided.	Travel benefits will be considered in the final phase of the pay and grading review.
E8	Work in Partnership with Local Businesses to Produce Travel Plans	Medium Term			Approximately 15 businesses have travel plans approved. Travel Plan guidance in place as part of the planning application process	Limited resources available to work with local employers to progress travel plans. The Council will require new employment units over the specified criteria to provide a workplace travel plan to be approved by the Council
E9	Walk to school plans, etc.	Aim to achieve 100% of schools with STPs by 2010	The School Travel Adviser post ended in March 2011. The council no longer has any officer supporting schools with travel plans or reviews etc. Encouragement with walking schemes. Living Streets have been able to support Schools with the	25 schools took part in the WOW walking scheme for 2010/2012 with 50% funding from the Department of Health and 5 with an extra 50% from the local PCT. Nationally before WoW in 2010	125 schools in Bolton have approved travel plans as of April 2010 which equates to 96.1% of mainstream schools. The schools received £489, 207 in capital grants. 13 schools took part in WOW for 2010/2011 with 50% funding from the Department of Health. 17 schools will be undertaking the Walk on Wednesday (WOW)	Aim to achieve 100% of schools with STPs by 2010. Capital funding available from DCSF. Schools taking part have actively seen a percentage rise in the numbers of pupils walking to school at least once a week and normally more than once.

Greater Manchester Annual Progress Report 2012

Local Annexes - Bolton

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Progress in last 12 months	Outcome to date	Comments
			<p>Walk on Wednesday (WOW) scheme due to funding for schools to be part-funded by 50% by the Department of Health. The Greater Manchester Public Health Network have provided additional funding, enabling them to offer resources to a limited number of schools in the Lower Super Output areas with low walking rates to school free of charge.</p> <p>The School Travel Adviser has been able to promote the scheme to school up to March 2010.</p> <p>Walking Buses encouraged.</p> <p>Primary School s which are expanding due to the need for primary school places are currently reviewing their travel plans and given support by officers in the Asset Management Team, Children's Services. They will be encouraged to take part in schemes such as WOW and Walk To School Week.</p> <p>A high percentage of primary schools and</p>	<p>around 43% of children walked to school, and in 2011 after WoW 59% walked to school. Other findings show that travelling in a car or taxi has fallen from 42% to 36% across the same period.</p> <p>Bolton schools have shown similar results with good weeks being e.g. up to 71% from 28% in one school The funded WOW scheme has now come to an end. It is not yet known how many schools will continue to fund the scheme themselves for 2012/13. It costs on average about £288 per year for a one form entry primary school of 210 pupils. This is for badges for 60% of pupils and class wallcharts. It has proven to be a very good scheme and has increased walking</p>	<p>scheme from September 2011 – 12 are receiving 50% funding from and 5 are receiving 100% funding from GM Public health.</p> <p>8 schools currently have active weekly walking buses.</p>	<p>More schools being encouraged to take part in Walk to School Week.</p> <p>Training is still available via Bolton Council Road Safety Team. Schools will need to contact them directly.</p>

Greater Manchester Annual Progress Report 2012

Local Annexes - Bolton

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Progress in last 12 months	Outcome to date	Comments
			nurseries do take part in Walk to School Week. However resources and support from the Schools Travel Adviser is no longer available.	to school at all those who participated. It is believed that about 15 schools took part in Walk to School Week. All schools and nurseries were sent printable resources by the officer in the Asset Management Team, Children's Services.		
NTA5	Policy Measures Development Control Investigate the practicality of the S106 agreements to secure balancing measures in application where AQ is an issue.	Long Term	Small amount of progress made in researching this subject.		Small amount of progress made in researching this 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.	none	Workplace travel guidance note written and provided to applicants.	Need to develop one for Bolton
NTA1	Industrial Emissions Continue to enforce the Pollution	On-going	All premises permitted continue to be inspected as per their risk rating	Continued inspection program	Annual programme of inspections maintained.	

Greater Manchester Annual Progress Report 2012

Local Annexes - Bolton

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Progress in last 12 months	Outcome to date	Comments
	Prevention and Control (England and Wales) Regulations 2000 (as amended)					
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. Review of procedure underway to be more effective. Review of procedure underway to be more effective.	Continued review of procedure.	Policy of investigation and enforcement maintained.	Revised procedure operational before 1 Jan 2012 now due Jan 13
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.	Continued Review of procedure	Bonfire leaflet produced. Draft procedure produced	Leaflet to go out to all those alleged to have had bonfires operational before 1 Jan 2012 now due Jan 13
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	In 2011-12 over 600 private sector properties (this figure does not include loft insulation measures) received energy efficient measures, thus reducing their	Affordable Warmth Officer in post (funded from Carbon Emission Reduction Target). Large number of private sector properties improved. Funding secured for measures in 2013-14, 2014-15	

Greater Manchester Annual Progress Report 2012

Local Annexes - Bolton

GM LTP2 AQ Ref.	Action plan measure/target	Original timescale	Progress with measure	Progress in last 12 months	Outcome to date	Comments
			<p>deliver training to newly formed households.</p> <p>Public sector 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>	<p>annual carbon dioxide emission and annual fuel bill.</p> <p>This totals to an annual carbon dioxide saving for Bolton of approximately 421,620kg (this figure does not include loft insulation measures).</p> <p>In 2012 to date, over 600 private sector properties (this figure will increase by the end of this financial year) have received energy efficient measures, thus reducing their annual carbon dioxide emission and annual fuel bill.</p> <p>This totals to an annual carbon dioxide saving for Bolton of approximately 430,430kg (this saving will increase by the end of this financial year).</p>		

Local Annexes - Bury

Bury Council Action Plan Progress 2012

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
*ref for the associated action in the GM Plan.	Reduce Emissions from Vehicles							
A4 A8	Promote the use of alternative fuels such as LPG, CNG and electricity to domestic and commercial vehicle users.	HTW/PT O/UME	Ongoing	Electric Road sweeper will save 22kgs of NOx and 2kgs of PM10 per year compared to a similar diesel model	<p>The council have phased out their 2 dual fuel LPG/diesel vehicles due to poor back up service from LPG installers and increases in fuel duty making LPG not as economical as originally calculated</p> <p>Council promotional activity is now encouraging more fuel efficient vehicles and electric and hybrid vehicles</p>	<p>Provided a list of potential charging points for the Greater Manchester Electric Charging Infrastructure.</p> <p>One electric vehicle currently used by the council and we have ordered an electric road sweeper.</p>	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
A4 A8	Promote the use and retro fitting of emission limiting technology particularly for older vehicles and heavy goods vehicles.	HTW/PTO/UME	Ongoing	See later actions regarding improving fuel efficiency of the council fleet	The Council seeks to use and retrofit emission limiting technology whenever possible in keeping with its commitments for improving air quality.	See later actions regarding improving fuel efficiency of the council fleet	See progress columns	
D3	Investigate the implementation of lower speed limits where appropriate and work with Greater Manchester Police to increase enforcement of speed limits	PTO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	There are currently twenty four 20mph zones in the borough	One experimental scheme now made permanent. One further experimental scheme is currently being evaluated.	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
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.	PTO	Ongoing		<p>Schemes for implementation form part of the LTP Annual Progress Report submission.</p> <p>Whilst it has already been noted that a significantly reduced Local Transport Capital Settlement from Central Government is having a severe impact on future Council programmes it is hoped this situation will ease in the next 2-3 years</p>	See "Progress with Measure"	See progress columns	Schemes may be included in either the local safety or traffic calming programmes
A8 C3	Promote fuel-efficient driving in the domestic and commercial sector.	PTO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	<p>Promotion undertaken through Road Safety campaigns which may include driver training. The GM Freight Strategy promotes more fuel efficient driving practices.</p> <p>During 2010/11 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</p>	See "Progress with Measure"	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					approx 2500 businesses in the borough.			
B2	Support the Highways Agency's (HA) Route Management Strategies (RMS) for the M60 and M66	PTO	Med/Long	HA monitor the impact of their schemes	<p>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 continue to assist HA consultants with monitoring at Junction 17 of the M60.</p> <p>HA has introduced traffic controls at key junctions to control flows on the local motorway network. They are also carrying out monitoring around the M60</p>	GM Combined Authority Transport for Greater Manchester should produce more co-ordination partnership working with Network Rail and The Highways Agency and improved network management.	See progress columns	
E10	Improve road signing in the Borough to	PTO	Ongoing	Action will have a positive impact on air quality but this is difficult	Re-signing of the Primary Route Network (PRN) has been completed. The	See "Progress with Measure"	PRN re-signed to reduce unnecessary	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	reduce unnecessary travel.			to assess	signing of the Borough's highway network is reviewed on a regular basis appropriate to other initiatives and developments in the Borough.		miles.	
	<i>Reduce Emissions from Council Vehicles</i>							
E5	Monitor the current five vehicles fitted with diesel/LPG systems prior to fitting of further systems.	HTW	Medium	<p>From 2008/9 to 2010/11 emissions of CO2 from council vehicles reduced from 1499 tonnes to 1486 tonnes which represents a 0.9% reduction.</p> <p>The electric road sweeper will save 22.28kgs of NOx and 1.75kgs of PM10 per year compared with the equivalent diesel model</p>	<p>All fleet now using 5% Bio diesel as part of its main stream fuel supply</p> <p>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.</p> <p>Electric road sweeper to come into operation in June 2012</p>	One electric vehicle in the fleet and electric road sweeper to delivered in June 2012	See progress columns	
E5	Specification and purchase of improved efficiency vehicles to and	HTW	Med	Emissions of NOx from the council fleet reduced from 6546kgs in 2008/09 to 2950kgs	Ongoing as this is a legal requirement on the vehicle manufacturers	See "Progress with Measure"	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	above Euro IV standard and examine the availability of Euro V engines.			<p>in 2009/10</p> <p>Emissions of PM10 from the council fleet reduced from 187.kgs in 2008/09 to 107kgs in 2009/10.</p> <p>These figures are no longer calculated due to phasing out of NI 194</p>	<p>Current fleet consists:-</p> <p>Euro 1 0.00%</p> <p>Euro 2 0.82%</p> <p>Euro 3 7.35%</p> <p>Euro 4 83.66%</p> <p>Euro 5 7.76%</p> <p>Electric 0.41%</p> <p>During 2012/13 the following is expected to be achieved:-</p> <p>Euro 1 0%</p> <p>Euro 2 0.82%</p> <p>Euro 3 4.18%</p> <p>Euro 4 85%</p> <p>Euro 5 9%</p> <p>Electric 1%</p>			
E5	Improve monitoring of fuel consumption to facilitate reduction	HTW	Short	Impact of the fuel management system and fuel efficiency projects will be assessed over the next	Fuel dispensing and monitoring system installed at Bradley Fold and Fernhill.	Almost complete use of Fleet Management System.	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	programme.			few years.	<p>Not all departments are using the fuel monitoring system but we are now inputting fuel use into our new Fleet Management System which should allow better monitoring and assessment – we will still need to ensure participation of all departments to get the full picture.</p> <p>A series of fuel reduction measures have been introduced in the last 12 months</p>	<p>14 New Refuse Collection Vehicles have been purchased which include within the specification an eco Hydraulic system, this reduces the vehicle engine revs from 1200 to 1000 rpm when operating the packing mechanism. Performance figures will be calculated once the vehicle has been through its teething problems</p> <p>4 New Narrow Track Refuse</p>		

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
						<p>Collection Vehicles are on order which have been specified with a fuel saving pack, which includes Eco hydraulics, dynamic accelerator control etc. Performance figures to be produced in late 2012.</p> <p>A Dynamic accelerator system has been fitted and trialed, with the expectation of fitting to two other Refuse Collection Vehicles. Current results showing a 10% improvement on fuel consumption</p>		

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
E5	Ensure that the Council's vehicle fleet is properly maintained and operating efficiently.	HTW	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	Ongoing requirement of the Operators Licence. A review of servicing frequencies has been undertaken and improvements implemented.	See "Progress with Measure"	See progress columns	
E5	Investigate the availability and cost of monitoring equipment to measure diesel emissions.	HTW	Short		This action currently not being pursued due to financial and time constraints	See "Progress with Measure"	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
E5	Raise awareness of fuel-efficient driving amongst local authority drivers and employees generally.	HTW	Ongoing	546 council drivers have received "Smart" driver training since the training commenced in 2004. If each of these drivers achieved a 5% improvement in fuel efficiency this could save 96.1kgs of NOx and 4kgs PM10 per year	<p>Currently the council operate a "Smart" driving course for council drivers which advocate more fuel efficient driving. Since these courses commenced in 2004 a total of 546 officers have received training.</p> <p>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.</p>	546 council drivers have received driver training since the training commenced in 2004.	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	Reduce traffic volumes							
E7	Improving the provision of on and off road cycle lanes and tracks in the Borough.	PTO	Ongoing	Data and traffic counts from the GMTU show that the number of cycle kms on Bury's A and B roads has increased by 24% from 2005 to 2010. There was an increase in cycle kilometres covered of 0.49 million kms. Using the NI 194 spreadsheet this indicates that this increase represents a reduction of 89.33kgs of NOx and 4kgs of PM10 per year.	<p>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 to provide a more comprehensive network of routes.</p> <p>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 cycle training programme. Even though capital funding through the LTP has been reduced significantly walking and cycling have gained greater prominence through the Local Sustainable Transport Fund</p>	Woolfold Gap bridged and associated new cycle route completed Spring 2012. Further works are in preparation to provide a greater 'linked' network of routes	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
E7	Review the Bury Cycling Strategy and raise awareness of it.	PTO	Short	See calculations above re increases in cycle usage in Bury	Strategy adopted. Schemes identified are currently being implemented.	See above	See progress columns	
E7	Providing advanced stop lines for cycles.	PTO	Ongoing	See calculations above re increases in cycle usage in Bury	This programme is continuing as junctions are improved/introduced	A number of further advanced stop lines are to be introduced in the next 12 months	There are a total of 100 advanced stop lines in Bury	
E7	Improve the provision and security of cycle parking facilities.	PTO	Ongoing	See calculations above re increases in cycle usage in Bury	All Metrolink stops have secure bike lockers installed. 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. The school cycle facilities programme is continuing	As part of the Local Sustainable Transport Fund a secure cycle parking facility is to be provided in Bury Town centre close to the bus rail interchange. Work to commence Summer 2012	See progress columns	
E9	Implement the Safer Routes to Schools Programmes.	PTO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	14 schools had Travel Plans authorised in 2004/5 18 Schools had Travel Plans	2 further walking buses implemented.	80 schools have now completed authorised School travel Plans	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					<p>authorised in 2005/6</p> <p>19 Schools had Travel Plans authorised in 2006/7</p> <p>11 Schools had Travel Plans authorised in 2007/8</p> <p>9 Schools had Travel Plans authorised in 2008/09</p> <p>9 Schools had Travel Plans authorised in 2010/11</p> <p>There are currently 14 walking buses operating in the borough although a lack of resources may hinder retention and further development.</p>			
E7	Rolling programme of local schemes to improve the safety of pedestrians.	PTO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	All highway schemes should consider the safety of pedestrians and cyclists where appropriate. A new walking website introduced in Bury in Autumn 2010	See "Progress with Measure"	See progress columns	
E14	Where appropriate, ensure that the impact of proposed	PTO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	All applications breaching the size thresholds of PPG13 require a transport assessment.	See "Progress with Measure"	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	developments on traffic emissions is assessed as part of the planning process.							
E7	Where appropriate request that developers produce a statement on cycle/ pedestrian impact with planning applications.	PTO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	COPECAT(CONcise PEdestrian and Cycling AudiT) introduced across Greater Manchester	See "Progress with Measure"	See progress columns	
E7 E8	Ensure that the revised Local Development Framework seeks to reduce the need to travel and promotes the use of modes other than the car.	GPM	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	The Local Development Framework (publication draft) core strategy (June 2012) includes a number of relevant policies to progress this action: SF1 promotes development in accessible locations by directing it to existing developed areas. T1 aims to increase the	Second draft publication version of core strategy to be submitted to Members in July 2012.	See progress columns Updated LDS approved November 2009. Travel Plans and Parking Standards SPDs adopted May 2007.	The Council no longer has a cycling officer. The Council no longer has a Travel Plan Officer.

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					<p>proportion of non-car journeys through improvements to the public transport network and encouragement of walking and cycling.</p> <p>T2 expects new developments to maximise opportunities for walking and cycling and to produce travel plans.</p>		Design and Layout of New Development SPD adopted October 2008.	
E7	Implement the Bury sections of the National Cycle Network route through Bury.	PTO	Ongoing	See calculations above re increases in cycle usage in Bury.	<p>The Bury section of Route 6 of the National Cycle Network was completed in 2005.</p> <p>Nevertheless this has been improved significantly with the bridging of the Woolfold Gap, a major section of route which provides an off highway alternative north of the town centre. Other works will improve the route further.</p>	Woolfold Gap bridged and associated new cycle route completed Spring 2012. Further works are in preparation to provide a greater 'linked' network of routes.	See progress columns	
E7	Produce a Bury Walking Strategy promoting	PTO	Short	Action will have a positive impact on air quality but this is difficult	Strategy was adopted in June 2004. Schemes now being implemented as	See "Progress with Measure"	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	walking in the Borough.			to assess	funding and opportunity permits. Although this strategy is in need of updating this will not be undertaken until work has progressed on an update of the GM Walking Strategy as part of the preparation of 4 th GM Local Transport Plan.			
E7	Redesign road systems where appropriate to give pedestrians priority e.g. in Bury Town Centre.	PTO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	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.	See "Progress with Measure"	See progress columns	
E8	Promote the implementation of Travel Plans among Bury employers.	PTO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	Discussions take place with employers in the Borough as and when the opportunity arises. For larger planning applications a Travel Plan forms part of the transport assessment required on submission	See "Progress with Measure".	See progress columns.	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
E13	Promote measures such as car sharing among residents and businesses in the area.	PTO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess.	A car sharing database has been redesigned and relaunched across Gtr Manchester. Investigations are ongoing to establish the reluctance of people to join such a scheme	See "Progress with Measure"	See progress columns.	
E11	Implement the Home Zone at Victoria Estate Whitefield. Implement additional Home Zones wherever feasible and appropriate levels of funding available.	PTO	Ongoing/ Long	Action will have a positive impact on air quality but this is difficult to assess	Work on the Victoria Estate is now complete. No other "Home Zones" proposed at the current time	See "Progress with Measure"	Victoria Estate Home Zone completed in 2005	
	<i>Promote use of public transport</i>							
E1	Implement the A56/A665/A58 Bus Corridors.	PTO	Ongoing	We monitor NO2 using a diffusion tube on the A58 close to Bury town centre where there is a bus lane with surveillance and enforcement. The concentration of NO2 measured at this point has shown a significant	Work on the QBC programme is now 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 information system has yet to be finalised.	QBC programme completed 2007/8. Remedial works ongoing subject to availability of funding.	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
				decrease in the annual mean concentration from 51ug/m ³ in 2007 to 39ug/m ³ in 2011.				
E16	Promote clean attractive, safe and affordable public transport.	PTO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	The Extended National Concessionary Fares Scheme was introduced on 1 April 2008 and includes use of trams and trains in Greater Manchester. The issue concerning more effective control of private operators is still ongoing.	See "Progress with Measure"	See progress columns	
E15 E16 E2	Promote an integrated public transport system.	PTO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	This is being progressed through joint working between Bury Council and Transport for Greater Manchester (TfGM). A number of transport initiatives have been included in the 3 rd Local Transport Plan. Major schemes currently being planned or implemented include extensions to the Metrolink tram network and the Manchester 'Hub' rail proposals	The 3 rd Local Transport Plan for Greater Manchester was adopted in Spring 2011. Some Metrolink works have been completed or are nearing completion.	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
E12	Manage public parking to encourage the use of public transport rather than the car.	PTO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	<p>This is being progressed through joint working between Bury Council and TfGM, and parking policies of Bury Council. Schemes are being developed to increase capacity at Radcliffe, Whitefield, and Prestwich Metrolink Stations.</p> <p>A new park and ride facility was opened at Whitefield Metrolink Station in June 2006. Investigations continue to identify further sites for park and ride.</p>	See "Progress with Measure"	See progress columns	
E16	Assess current provision of public transport and community needs and work with TfGM to provide an accessible and suitable service.	PTO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	<p>A community transport service, funded by Bury Council and TfGM, and operated by Bolton Community Transport was introduced in July 2007 as a two year pilot project. Since its introduction patronage has almost tripled and is continuing to rise.</p> <p>Because of budgetary pressures the scheme is currently funded year on year. However, a more robust funding mechanism may need to be adopted if</p>	See "Progress with Measure"	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					patronage continues to rise			
E2 E16	Support the provision of increased security at Park and Ride car parks.	PTO	Med	Action will have a positive impact on air quality but this is difficult to assess	TfGM is currently investigating additional Park and Ride facilities throughout Greater Manchester. Increased security is a major component in this study.	See "Progress with Measure"	See progress columns	
E2	Examine the feasibility of introducing a commuter service on the East Lancashire Railway from Rawtenstall to Bury and beyond	PTO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	A number of options to improve public transport on the South East Lancashire/ Bury/ Manchester corridor are currently being investigated	This work remains part of a study by TfGM and Bury Council and is ongoing	See progress columns	
E2	Support provision of a new Park and Ride Scheme adjacent to Bury town centre	PTO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	Scheme may be considered as part of the proposal to improve public transport on the South East Lancashire/Bury/Manchester corridor identified above. Park and Ride is being considered as part of a package of initiatives across Greater Manchester to improve the transport network in the conurbation. Restrictions in capital funding through the LTP	See "Progress with Measure"	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					settlement may delay implementation of projects.			
	<i>Reduce traffic emissions resulting from Bury Council employees and activities.</i>							
E8	Implement a Travel Plan for Bury Council.	PTO	Short/Med	<p>Since the introduction of the Bike to Work salary sacrifice scheme in February 2008 to April 2012</p> <p>a total of 260 officers have purchased bikes. If we assume half of these use their bikes for commuting for three months per year this will save 13.79kgs of NOx and 0.55 kgs of PM10 per year</p>	<p>A Travel Plan for Bury Council employees located in the town centre is being implemented. A car sharing database is now in use.</p> <p>Shower and changing facilities have been installed in all main town centre council buildings. Pool cycles are located in the 2 main town centre buildings. Cycle training is available for all staff and there is an established bike user group. The introduction of a cycle mileage scheme has been implemented. The Council's Bike to Work Cycle Salary Sacrifice Scheme continues to be popular. Homeworking has been made easier with the introduction of work-life balance flexitime.</p>	See "Progress with Measure"	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
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.	PPPPO	Med	Action will have a positive impact on air quality but this is difficult to assess	Our Procurement Strategy 2010 – 2012 establishes our vision for a sustainable procurement solution which places environmental, economic and social considerations at the heart of our procurement decision-making process.	See “Progress with Measure”	See progress columns	
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.	PPPPO	. Med	Action will have a positive impact on air quality but this is difficult to assess	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	See “Progress with Measure”	See progress columns	
	<i>Reduce emissions from non road traffic sources</i>							
NTA4	Promote improved energy efficiency in the industrial and	EDG						

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	commercial sector by continuing to support the work of the Groundwork Business Environment Association Bury. Their activities include:-							
	<i>Continue the Energy Efficiency Award for companies showing the greatest achievement</i>	EDG	Short (annually)	Action will have a positive impact on air quality but this is difficult to assess	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. Furthermore, outstanding companies can be put forward to the annual NW Business Environment Awards in the Environment Best Practice category. Environmental good practice is further recognised by the production of case studies and the issuing of press releases.	See "Progress with Measure"	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	<i>Raising awareness of energy efficiency amongst businesses in Bury MBC</i>	EDG	Long	<p>In 2010/11 37 reviews of businesses were carried out resulting in potential savings of £3 million being identified. Potential CO₂ savings of 8,000 tonnes were identified and 1,500 tonnes achieved.</p> <p>In 2011/12 48 reviews have been carried out resulting in potential savings of £2.5 million being identified. Potential CO₂ savings of 9,011 tonnes were identified and 256 tonnes achieved</p>	Energy efficiency awareness raising is carried out when visiting commercial operations particularly when carrying out free resource efficiency diagnostic reviews and action plans. Awareness also raised by the presentation of results of energy monitoring undertaken with businesses, the delivery of energy training for business clients and the implementation of environmental management systems and consultancy projects which focus on resource efficiency	<p>In 2010/11 37 reviews were carried out.</p> <p>In 2011/12 48 reviews were carried out.</p>	See progress columns	
	<i>Provision of technical advice to assist companies to implement energy efficiency measures and savings</i>	EDG	Long	Action will have a positive impact on air quality but this is difficult to assess	Groundwork provide free access to technical energy monitoring equipment and expert consultancy for energy efficiency projects. Also provide a sign-posting service to other organisations who may be in a position to assist a business with a specific	Conducted one consultancy project which was to the value of £2,970 for The Bury Black Pudding Company. We also	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					need.	commissioned a consultant to run a half day seminar on resource and water efficiency. This cost £1,080 bringing a total consultancy spend for the year to £4,050.		
	<i>Promoting take up of free resource efficiency diagnostic reviews through the ENWORKS Environmental Business Support Programme. Additionally support to provide an environmental legal update service to the business community (Search & Send)</i>	EDG	Long	Action will have a positive impact on air quality but this is difficult to assess	Promotion achieved through Green Intelligence Service, use of telesales support, press releases, e-shots, bulletins and environmental and legal updates through the Search and Send service. Search and Sends service ended in 2010 and now replaced with the green intelligence. This is a fortnightly newsletter.	Green intelligence is the current service that Groundwork offers in relation to this. 18 business signed up this year.	Green Intelligence: 2010 – 5 businesses 2011 – 25 businesses signed up 2012 – 18 business signed up	Helpline no longer measured

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	<i>Promoting improved energy efficient systems by providing advice and access to grant assistance</i>	EDG	Long	Action will have a positive impact on air quality but this is difficult to assess	Groundwork circulates a quarterly magazine and monthly bulletin which aims to promote Groundwork's Business Environment activity and promote emissions reduction and energy efficiency. E-shots of the Green Intelligence information service to businesses in the area to raise the profile of available services and the available grant assistance for resource efficiency projects. Access to free expert consultancy for all businesses for resource efficiency projects.	These are still occurring and Groundwork distribute whilst on site visits and at network / promotional events.	See progress columns	
	<i>Promoting "Enhanced Capital Allowance Scheme" and Carbon Trust Interest Free Loans</i>	EDG	Long		See previous actions. All relevant schemes and grants are promoted at all points of contact with commercial clients	Signpost for further advice regarding capital allowance Carbon Trust interest free loans no longer available	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	<i>Arranging seminars for local businesses</i>	EDG	Short	Action will have a positive impact on air quality but this is difficult to assess	Breakfast briefings, seminars and CIEH certificated training events have been held. Topics have included waste minimisation, energy management, pollution prevention and Environmental Management Systems.	In 2011 – 2012 9 companies attended breakfast briefings, training events, and certified training courses.	See progress columns	
	<i>Encouraging the use of renewables or energy from waste where appropriate</i>	EDG	Long	Action will have a positive impact on air quality but this is difficult to assess	See previous actions. The use of renewables is encouraged where appropriate at points of contact with the local business community. This is linked to the promotion of the capital grants (see below) and through engaging with partner organisations who specialise in the promotion, sourcing and implementation of environmental technology solutions (e.g. Envirolink)	See “Progress with Measure”	Continued signposting for individual organisation as appropriate.	
	<i>Use of “energy monitor” in businesses to measure energy and reduce consumption or raise awareness</i>	EDG	Medium	Action will have a positive impact on air quality but this is difficult to assess	Companies in Bury have accessed this support both as part of the ENWORKS activity and on a consultancy basis. The support offered is free to all companies. Use of this technical	Current services include thermal imaging, energy monitoring and compressed	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	<i>of inefficiencies within process operations</i>				equipment helps to identify cost savings and CO2 savings with businesses	air leak detection surveys.		
	<i>Provide technical advice on air pollution from processes and promote reductions in pollution</i>	EDG	Long	Action will have a positive impact on air quality but this is difficult to assess	Technical advice provided during audits, via helplines, seminars, bulletins and search and send. All are detailed in previous actions.	See "Progress with Measure"	See progress columns	
	<i>Continue to promote the take-up of grants to improve the environmental performance of industrial and commercial operations</i>	EDG	Long	Action will have a positive impact on air quality but this is difficult to assess	See previous actions. All relevant schemes and grants are promoted at all points of contact within the local business community. All grant programmes are subject to the outcomes of national, regional and local spending reviews	See "Progress with Measure"	See progress columns	
NTA2	Continue to implement, develop and monitor the Home Energy Conservation Act (HECA) Strategy.			Achieved 10.39% reduction in energy use and 800,861 tonnes reduction in CO ₂ emissions from April 2007 to March 2008 Reporting re HECA not required since 2008 so				

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
				<p>no updated data available.</p> <p>Cumulative reduction in energy use from 1st April 1996 to 31st March 2008 was 36.84%.</p> <p>Exceeded Government target of 30% saving in energy efficiency by 2010 from baseline figure in 1996</p>				
	Measures under this strategy include:-							
	<i>Continue installing energy efficiency measures in public sector housing stock</i>	ERA-STH	Ongoing	1926 boilers fitted since 2007 will save 2196kgs of NOx and 39kgs of PM10 per year	Installation SEDBUK A condensing boilers - 479 fitted in 2007-08. 607 fitted in 2008/09 347 plus fitted in 2009-10 225 fitted in 2010/11 268 fitted in 2011/12	See "Progress with Measure"	See progress columns	
		ERA - STH	Ongoing	Performance will be assessed at the end of	Pilot schemes for low carbon technologies -	See "Progress with Measure"	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
				the pilot schemes	<ul style="list-style-type: none"> 8 properties had low carbon technology trials. These included solar PV and heat pumps 			
		ERA-STH	Ongoing	Double glazing fitted since 2007 will save 235kgs of NOx and 4kgs of PM10 per year	Installing Low e glazing B rated windows	No further action reported this year	See progress columns	
		ERA-STH	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	<p>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.</p> <ul style="list-style-type: none"> Completed. External insulation cladding at Peel Brow. 2009/10. Undertaken feasibility study on low carbon heating options for non traditional construction properties. 	No further action reported this year	See progress columns	
		ERA-STH	Ongoing	The savings resulting from loft insulation improvement in council properties since 2008/9 is 2031kgs of NOx and 36kgs of PM10 per	<p>Increasing loft insulation to 300mm</p> <ul style="list-style-type: none"> In 2010/11 300 properties had top ups to 300mm In 2011/12 233 	See progress	Since 2008/9 there have been 2437 council properties provide with loft insulation or improved loft insulation	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
				year.	properties had top ups to 300mm			
		ERA-STH	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	Environmental Strategy and action plan was agreed in July 2011.	Development of energy group and team to deliver energy advice. 5 staff members received City and Guilds level energy awareness training	See progress columns	
		ERA-STH	Ongoing although most activity is now complete	Cavity wall insulation installed since 2008 will save 534kgs NOx and 9kgs of PM10 per year	Installing cavity wall insulation rolling programme	Most cavity wall insulation activity has now been completed.	920 council properties have received cavity wall insulation since 2008/9	
		ERA-STH	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	Raising awareness campaigns and miscellaneous promotional activity.	Awareness raising of heating guides, energy events within communities and stakeholder events training for Tenant and Residents Groups. 5 staff members	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
						received City and Guilds level energy awareness training		
		ERA-STH	Ongoing	Improvements relating to new gas wet systems have been quantified under the action above re replacement boilers	Development of an eco home trial to include wider ranging environmental issues including water See above action re pilot schemes for low carbon technology Also in 2011/12-86 properties were converted from electric storage heaters to gas wet systems with zoning.	See "Progress with Measure"	See progress columns	
	<i>Improve energy efficiency in private sector residential properties by means of installation of insulation measures and awareness raising to encourage behavioural changes</i>	ESO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	Continuing budget for Affordable Warmth Officer (AWO) Affordable Warmth Strategy reviewed March 2011 & new strategy & action plan developed for 2011-2016 and is being implemented. Negotiations taking place with community energy co-operative regarding wind and hydro schemes.	Affordable Warmth Strategy developed and commenced implementation Private hydro electricity plant developed at Warth. Feasibility study prepared	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					The feed-in tariff has encouraged private small scale electricity generating projects	for Council-owned Hydro Electric Power at Chamberhall. PV installations on Bury College, Bradley Fold Villa and various private domestic sites. Private wind energy developments completed at Sillinghurst and Brookvale		
		ESO	Ongoing	Further data required to assess improvements	Total of 11,516 households have received Warm Front measures since 2003/04. Value of works £12,000	In 2011/12 - 200 households received energy measures under the	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
						Warm Front grant scheme. Value of works £285,110		
		ESO	Ongoing	<p>Since September 2011 the “Get Me Toasty” Campaign has achieved the following:-</p> <p>Cavity Wall installations have achieved a saving of 89kgs of NOx and 1kg of PM10 per year</p> <p>Loft insulation installations have achieved a saving of 62kgs of NOx and 1 kg of PM10</p>	<p>Identify funding & investigate areas to implement energy improvement schemes</p> <p>2010/11 a further 33 householders assisted at cost to Council of £12,299. Without this funding, these grants may not have progressed, Initiative will not continue due to budget constraints.</p> <p>2 area based schemes commenced from 2010/11.</p> <p>In 2011/12 £40,000 of funding was secured from the Department of Health - The Healthy Homes Bury Scheme was developed which enabled the install of basic energy efficiency measures such as</p>	See “Progress with Measure”	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					<p>draughtproofing to approximately 300 vulnerable Bury residents who either have a health problem that is exacerbated from living in cold conditions or are in fuel poverty.</p> <p>Subject to conditions The Get Me Toasty campaign offers free cavity wall and loft insulation to Bury residents. For 2011/12 there have been 524 referrals for the scheme - insulation measures have been installed in 226 properties.</p>			
		ESO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	<p>Explore new primary school activity to promote energy efficiency & environmental issues - Discussed primary school curriculum with 3 trial schools to aid research but no further action at this stage</p> <p>Review & develop energy website and Bury Council Intranet pages to include wider range of energy</p>	See "Progress with Measure"	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					<p>information.</p> <p>In 2010/11 there were 30 contacts and in 2011/12 there were 11 contacts received as a result of Bury Council website – many of these went on to receive free energy improvements.</p> <p>Energy Efficiency posters placed in all public access buildings. - Material updated throughout year Kill the Chill message promoted during Winter period alongside the Get me Toasty campaign</p> <p>Provided display stands at various events to give energy advice and free low energy lightbulbs - 5 Kill the Chill events held 2500 winter warmth packs distributed to Bury residents over the age of 50. Packs included gel handwarmers and low energy lightbulbs. 2 Get me Toasty events were also held</p> <p>In 2011/12. Presentations given to a community group to raise awareness of energy efficiency &</p>			

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					encourage take up of energy grants & discount schemes			
	<i>Promote use of the Energy Show House to provide and demonstrate energy efficiency advice to residents Advise on grants & schemes to give residents financial help to implement energy improvements.</i>	ESO	Short	Action will have a positive impact on air quality but this is difficult to assess	<p>In 2010/11 the Energy Show House dealt with 1141 enquiries, comprising: 897 telephone 71 visits 35 email 9 home visits 43 fax 67 others</p> <p>In 2011/12 the Energy Show House dealt with 407 enquiries, comprising: 281 telephone 7 visits 11 email 1 home visits 7 letters 100 others</p> <p>Significant drop in calls due to reduced officer resource in energy team. Also Energy Show House was closed in 2011 due to limited resources.</p>	See progress	The Show House dealt with 11,417 enquiries since April 2003.	The Energy Show House was closed in 2011
	<i>Work in partnership with the North Manchester Energy Efficiency Advice Centre (NMEEAC)</i>	ESO	Ongoing	Greater Manchester energy Saving Trust Advice Centre reported 16,971 lifetime tCO ₂ savings generated from their activities during 2010/11 and an	Continue to develop partnership working with Greater Manchester Energy Saving Trust Advice Centre (ESTac) utilising services such as fast track referral process for grant surveys &	See "Progress with Measure"	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	<i>utilising their services to support energy efficiency</i>			estimated 10,000 tCO ₂ from their activities in 2011/12.	monitoring of referrals			
	<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>	ESO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	<p>Promote micro renewable technologies.</p> <p>19 renewable energy enquiries to Energy Show House in 2010/11.</p> <p>7 renewable energy enquiries to Energy Show House in 2011/12.</p> <p>In November 2011 the Council installed a domestic scale PV system at The Villa Bradley Fold with accompanying press coverage.</p> <p>New Millwood school completed in 2012 incorporates solar hot water, ground source heat pumps, grey water system and combined heat and power.</p>	See "Progress with Measure"	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
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>	EM/UM E	Ongoing	<p>Projects completed in 2011 saved an estimated 826kgs of NOx and 23kgs of PM10 per year</p> <p>Projects completed since 2008 have saved an estimated total of 3,846kgs of NOx and 101kgs of PM10 per year.</p>	<p>.The following measures were implemented in 2011:-</p> <p>PV at The Villa,</p> <p>Variable Speed Drives at Bury Town Hall,</p> <p>Full roll out of virtual desk tops and servers,</p> <p>Sports hall Heating controls at Castlebrook High School, Upgrade of heating controls at Wesley Methodist Primary School, Whitefield Primary School and Greenmount primary School,</p> <p>Double glazing at Elton Primary School. Peel Brow primary School and St Mary's Hawkshaw,</p> <p>Building Energy Management System at</p>	<p>Bury Council took part in the Carbon Trust's Local Authority Carbon Management Programme in 2009/10.</p> <p>There is an ongoing commitment to reduce carbon emissions with an aspirational reduction target of 35% on 2008/09 emissions by 2014 All actions taken are likely to reduce emissions of NOx and</p>	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					Peel Brow Primary School, Wall insulation and TRVS at Wesley Methodist Primary School, Closures of two buildings, new curtain window at Bury Town hall, Voltage Optimisation at Parrenthorn High School, LED streetlighting, improved loft insulation at Prestwich High, double glazing at Ramsbottom Civic Centre, roof insulation at Radcliffe Primary School, pipework insulation at Sunnybank Primary School, heating refurbishment at Butterstile Primary School, new boiler at St Margaret's Primary School, full time Schools Carbon Reduction Officer.	PM10.		
	<i>Investigate the feasibility of installing a solar water-heating panel to heat hot water in one of the Council's administrative buildings</i>	EM/UM E	Med/Long	Villa PV system will save 1.1 tonnes of carbon, 2.56kgs of NOx and 0.1kgs of PM10 per year	Rationalisation of Admin buildings planned in near future – therefore little progress. Funding options will be considered under the Carbon Trust's Carbon Management Programme Solar Thermal Hot water system provided at Heaton	PV system installed at the Villa at Bradley Fold. Feasibility studies for PV at Bury Town Hall Bury Market and	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					<p>Park Primary School in 2010.</p> <p>The council have installed a PV system at The Villa and are looking at the feasibility of installing solar PV scheme on further buildings.</p> <p>New school at Millwood has solar hot water, ground source heat pumps and combined heat and power</p>	Bradley Fold Trading Estate. Blue Sky survey commissioned to establish the potential for PV across the council's portfolio of buildings.		
	<i>Set and publish Council targets and performance in relation to energy reductions</i>	UME	Med	<p>From 2008/09 to 2010/11 council carbon dioxide emissions reduced by 1%. With the demise of NI 194 in 2010/11 the council stopped monitoring NOx and PM10 emissions resulting from council activity.</p> <p>However data from 2008/9 and 2009/10 showed that total emissions from all our activities showed a 4% decrease in NOx and 2% decrease in PM10 emissions.</p>	<p>In 2009 Bury Council were accepted onto the Carbon Trust's Carbon Management Programme and published our Carbon Management Plan in March 2010. The Council have set an aspirational target to reduce carbon emissions by 35% of a 2008/09 baseline by 2014.</p> <p>Although aimed at carbon it is expected that the Carbon Management Plan and targets set will produce an associated decrease in NO₂ and PM₁₀ emissions.</p> <p>The Carbon Reduction Energy Efficiency Scheme and Green house Gas</p>	A 1% reduction in carbon emissions achieved from 2008/09 to 2010/11	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					reporting regimes will provide financial and reputational incentives to strive to reduce carbon emissions which should also lead to reductions in emissions of NOx and PM10			
	<i>Implement Combined Heat and Power wherever appropriate and economically feasible</i>	EM	Ongoing	<p>Bury Heat Network would save 4750kgs of carbon dioxide , 4280 kgs NOX and 70.6kgs of PM10 per year.</p> <p>Performance of the CHP at Millwood will be monitored during next 12 months and savings in emissions will be reported in future progress reports</p>	<p>Schemes in Carbon Management Plan include:- CHP to Castle Leisure Centre and Radcliffe Pool. Pursuit of these projects will depend on accessing resources.</p> <p>Carbon Trust funded a feasibility study for a district heating scheme for Bury Town Centre using waste heat from electricity generation at nearby landfill site. Study shows that project is feasible and provides a business case for seeking funding. If implemented this will reduce fossil fuel combustion for a network of council and other town centre buildings.</p> <p>Combined Heat and Power system installed at the new school at Millwood to run alongside Ground Sources</p>	<p>See progress.</p> <p>Bury Council are currently working with partner councils in Greater Manchester and have applied for funding to progress district heating schemes.</p>	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					Heat Pumps and Solar Hot Water			
	<i>Audit corporate buildings and develop a programme of improvements prioritising the least efficient buildings</i>	CRSO/UME	Short/ Ongoing	Further data will be available when insulation projects are developed and more projects generated from the audits.	<p>List of energy efficiency projects produced under our Carbon Management Plan published in March 2010.</p> <p>Display Energy Certificate (DEC) advisory reports used to draw up a list of 12 insulation projects.</p> <p>DEC ratings and energy use data used to identify 16 council premises for energy audits to lead to identification of further projects.</p> <p>Building Rationalisation is ongoing two main admin buildings closed in 2010 and replaced by new building with BREEAM rating "very good"</p> <p>Development of the role of Schools Carbon Reduction Officer to become a more general Carbon Reduction and Sustainability Officer – post is funded for further 2 years. This role to continue energy efficiency work at</p>	See "Progress with Measure"	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					schools and also with council buildings generally.			
	<i>Carry out/ promote basic energy efficiency work (e.g. draught-proofing and other insulation measures)</i>	EM	Ongoing	Salix Cavity Wall schemes will save 18 tonnes of carbon, 16.26kgs of NOx and 0.27kgs of PM10 per year.	<p>List of potential projects including installation of double glazing, roof insulation etc is included in our Carbon Management Plan.</p> <p>Salix funding awarded for cavity wall insulation in 6 primary schools.</p> <p>Developing a further 12 insulation projects from DEC advisory reports.</p> <p>Further Energy Audits and the work of the Carbon Reduction and Sustainability Officer will identify further basic energy efficiency projects.</p>	See "Progress with Measure"	See progress columns	
	<i>Continue to offer financial loans for energy conservation measures</i>	EM	Ongoing	Loan funded projects in 2010/11 and 2011/12 is estimated to save 30kgs NOx and 0.5kgs of PM10 per year	Loans offered to facilitate the implementation of energy efficiency measures in buildings such as schools. Loans made in 2010/11 covered Ramsbottom Civic, Heating refurbishment at Butterstile PS, roof insulation at Radcliffe PS, pipework insulation Sunny	<p>The loans made available are – £99,646 in 2003/4</p> <p>£151,512 in 2004/5</p> <p>£120,000 in</p>	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					Bank PS Loans made in 2011/12 covered boiler replacement at St Margaret's, and replacement BEMS and heating controls at Peel Brow	2005/6 £36,900 in 2006/7 £145,000 in 2007/08 £40,000 in 2008/9 £75,000 in 2009/10 £193,685 in 2010/11 £54,000 in 2011/12		
	<i>Consider making an officer within each Council building responsible for monitoring fuel use, raising awareness and seeking to make improvement</i>	CRSO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	The "Carbon Cost Challenge". campaign was launched in January 2011 with the aim of ensuring that all employees take responsibility for reducing the carbon footprint of the council A network of 45 Green Champions was established in 2011.	See "Progress with Measure"	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	<i>Seek to access grant aid for energy efficiency measures</i>	UME	Ongoing	<p>Salix funded projects completed in 2010 should produce savings of 408 tonnes of carbon, 817 kgs of NOx and 23kgs of PM10 per year</p> <p>Salix funded projects in 2012 should produce savings of 18 tonnes of carbon, 16.26kgs of NOx and 0.27kgs of PM10 per year.</p>	<p>Carbon Management Plan includes a list of energy efficiency projects for council buildings and schools. With the help of £220,000 Salix loan funding we completed 8 energy saving projects in 2010.</p> <p>We have been awarded £20,700 of Salix funding in 2012 for cavity wall insulation at 6 primary schools</p> <p>Funding from the Carbon Trust, NWDA and private sector allowed us to carry out a feasibility study for Bury Town Centre's District Heat Network which was completed in late 2010. We have applied for further EU funding in 2012 to progress our Town Centre Heat Network</p>	See "Progress with Measure"	See progress columns	
NTA1	The Council will consider potential exceedences of	EPO	Ongoing	Difficult to assess specific savings from this action	All new applications assessed as appropriate	See "Progress with Measure"	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	NAQS objectives when setting emission limits for processes requiring authorisation under the Environmental Protection Act 1990.							
NTA1	The Council will liaise with the Environment Agency to ensure that potential exceedences of NAQS objectives are considered when setting limits for processes requiring authorisations under the Environmental Protection Act 1990.	EPO	Ongoing	Difficult to assess specific savings from this action	Environment Agency consult local authority where appropriate	See "Progress with Measure"	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	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.	GPM	Med	Action will have a positive impact on air quality but this is difficult to assess	<p>The LDF core strategy (Policy EN11) promotes decentralised, low and zero carbon development, subject to a number of assessment criteria.</p> <p>The energy performance of new buildings is primarily directed by Part L of the Building Regulations. However, Policy EN10 of the LDF core strategy supports and encourages energy efficiency by requiring new developments to submit a carbon budget statement.</p>	Core strategy programmed for Member consideration in July 2012.	See progress columns	
NTA5	Ensure that the air quality impacts of proposed potentially polluting operations are assessed as part	EPO	Ongoing	Difficult to specify specific savings from this action	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	See "Progress with Measure"	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	of the planning process. Assessment results can then be considered with all other relevant information relating to a planning application.				if necessary the applicant is asked to produce a full assessment of the impact on the air quality objectives. LDF Core strategy policy T2 encourages new development to promote low-emission vehicles and modes of travel			
NTA3	Proactively promote energy efficiency and low emissions heating and air conditioning systems in new developments.	HBC	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	Lead on this will be through Building Regulations. The council will take opportunities through the planning processes to promote reduced car use, the development of renewable energy and district heating. See earlier actions re Town Centre District Heat Network, and renewable energy projects	See "Progress with Measure"	See progress columns	
A9	Publish real time air quality monitoring results	EPO	Short/Med	Difficult to assess specific savings from this action	Bury automatic monitoring data is published on website www.greatairmanchester.org.uk and also	Real time monitoring data appears on www.greatairmanchester.org .	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
						uk		
	<i>Raising Awareness re Air Quality</i>							
A8	Support National Initiatives such as European Car Free Day.	CRSO	Ongoing	Action will have a positive impact on air quality but this is difficult to assess	A list of relevant national promotional activity has been collated and the council will support a number of these. Also involved in more local campaigns such as the TfGM Cycle Challenge and council campaigns to promote walking and cycling	See "Progress with Measure"	See progress columns	
A8	Use the Bury Environment Fair to raise awareness re Air Quality and related issues.	CRSO	Annually	Action will have a positive impact on air quality but this is difficult to assess	Environment Fair no longer held. However promotional activities carried out throughout the year to encourage improved energy efficiency. The Council's awareness campaign – the Carbon Cost Challenge includes promotion of walking cycling, use of public transport and also energy efficiency at work and at home.	Carbon Cost Challenge activities included – poster campaign, E-zines released to promote walking, cycling, use of public transport and energy efficiency, Switch off	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
						fortnight, e-learning package, articles in "Our Voice" council e-zine, articles in local press.		
A8	Increase awareness and understanding of Council staff on energy efficiency and implications of car use and beneficial actions they can take.	CRSO/T PO	Short	Action will have a positive impact on air quality but this is difficult to assess	Such understanding and awareness should be increased through the Bury MBC Travel Plan 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. Carbon Cost Challenge also promotes behavioural change and encourages improved energy efficiency and reduced motor vehicle use. See above.	See above	See progress columns	

Local Annexes - Bury

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	Monitoring Air Quality							
A9	The Council will continue to operate the existing monitoring network in Bury MBC.	EPO	Ongoing	Difficult to specify specific savings from this action but will help to monitor changes and trends over time	Bury have 3 automatic monitoring stations in the borough :- Bury Roadside, (M60/A56) Whitefield Radcliffe Roadside (A665) Prestwich Roadside (A56) There are also 8 diffusion tube nitrogen dioxide monitoring sites in the borough	Local air quality monitoring is still ongoing. A new location is being sought for Bury Roadside which no longer fulfils the relevant criteria for monitoring EU Limit Values.	See progress columns	

Notes for Table 9.1.

Key to lead Directorate/section or Officer for Action Plan Reporting.
Notes for Table 9.1.

Key	Post	Name
HTW	Head of Transport and Workshop	S Fleming
GPM	Greenspace Project Manager	C Wilkinson
PPPPO	Principal Procurement and Projects Planning Officer	R Starkie

Greater Manchester Annual Progress Report 2012

Local Annexes - Bury

EDG	Executive Director Groundwork	T Taylor
ESO	Energy Support Officer	M Stott
ERA STH	Energy and regeneration Advisor Six Town Housing	F Hill
EM	Energy Manager	J Kelly
UME	Unit Manager Environment	C Horth
CRSO	Carbon Reduction and Sustainability Officer	T Afzal
EPO	Environmental Protection Officer	A Sutton/R Harris
HBC	Head of Building Control	R Thorpe

Local Annexes - Manchester

Manchester City Council's Action Plan Progress 2012

Local Transport Measures

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
A9	Improvement and upgrading of Emissions Inventory for Greater Manchester Area (EMIGMA) database to be used as a tool to inform the air quality action plan, target priority emission sources and quantify action plan emission reductions.	Greater Manchester Authorities in partnership with Transport for Greater Manchester (TFGM)	Development of best practice emissions database including CO2 and energy use (electricity) by June 2007. Annual updates of EMIGMA. Data for 2008, 2009 and 2010 is currently being collected to input into the database for dispersion modelling.		TFGM has developed web-based access for industrial processes and large point source information. Dispersion modelling work across Greater Manchester to enable comparison with the national air quality objectives for NO2 and PM10 has been commissioned by the GM local authorities and is currently being undertaken by TFGM.	EMIGMA 2007 was published in Oct 2011 with updated source apportionment information	Since 2005 the database has provided a measure of carbon dioxide including electricity consumption at point of use, to be used as a comparison with UK Kyoto targets. Collection of more recent years' data is progressing.	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
D7	Public Transport: Metrolink network development: including the full completion of Phase 3, - the cornerstone of Manchester's transport and air quality programmes encouraging modal shift away from the car.	Transport for Greater Manchester (TfGM)	Chorlton: 2011 Droylsden: 2012 Oldham: 2011 Rochdale: 2011 East Didsbury: 2013 Oldham & Rochdale Town Centres: 2014 Airport: 2016 Second City Crossing: 2016	It is estimated that Metrolink 3a will save 5 million car journeys each year	Line to St Werberghs Road opened in Summer 2011 and it is expected that the line to Oldham will open in Spring 2012. The section to Rochdale will open later in 2012. Phase 3b extensions to East Didsbury and Manchester Airport are under construction and on schedule. The Second City Crossing alignment has been approved by MCC and TfGMC and a TWA application is expected later in 2012 with the line to be completed in 2016 Additional M5000 vehicles to be		There has been an increase in Metrolink patronage from 18.2 million passengers (2009/10) 22 million passengers in 2010/11	Opening of some lines delayed due to issues with the new signalling system. Delays are approx 3-6 months on each line.

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					procured to replace the oldest T68 vehicles due to ongoing unreliability issues.			
E1	<p>Bus Lane 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>	Manchester City Council	Enforcement commenced in September 2006.		<p>As part of the review of the City Centre CPZ, resources were provided to procure additional cameras to monitor / enforce bus lanes.</p> <p>In addition to this, a programme of work has been undertaken to ensure that all bus lanes are fully covered by TROs and that the signing and lining is to standard.</p>		<p>Bus lane enforcement figures for 2011/12:</p> <ul style="list-style-type: none"> • 40,000 Penalty Charge Notices (PCNs) have been issued • Currently issuing an average of 900 PCNs per day • High recovery rate for fines at around 75% 	
E3	Activities by Manchester City Council Travel	Manchester City Council	Ongoing.		Travel Change service working on promotion of	See below	Almost all LA schools have travel plans.	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	<p>Change service to increase journeys made by sustainable modes.</p> <p>Work includes:</p> <ul style="list-style-type: none"> • Linking workless residents with jobs • Improving residents' health through active travel • Delivering MCC's staff travel plan (see below) • Promoting active travel to schools and reducing school-run car use (see below) • Travel plans, particularly for major traffic generators (e.g. large employers) (see below) • Expansion of car club (see below) • Cycling promotion events to promote 				<p>sustainable travel in Manchester with particular emphasis on Smarter Choices.</p> <p>Also see below.</p>		<p>This has delivered a fall in number of children going to school by car (more detail in School travel plans section below).</p> <p>A range of workplaces have travel plans in place, helping deliver modal shift particularly in the city centre.</p> <p>See E7</p> <p>700 Adult Cycle Training places were delivered from July 2010 - October 2011. Cycle training continues as part of Cycle Commute project.</p>	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	sustainable travel <ul style="list-style-type: none"> Delivering cycle training Lead on cycling in Manchester 							
E7	Jobseekers Travel service 1. Identification of local issues that act as a barrier to the community using sustainable modes of travel (Public Transport, Cycling and Walking) 2. Developing a range of transport solutions to tackle issues 3. Improving residents' access to employment and training opportunities to tackle worklessness.	Manchester City Council	Pilot project completed in March 2010		Formed stakeholder steering group	Funding secured in 2011 and 2012 to continue project Bicycle recycling project set up to offer an alternative to bus travel Partnerships with Housing Associations, JCP local Neighbourhood Delivery Teams set	826 people assisted with attending interviews, 373 with starting new jobs and 88 to attend training to April 2012. 12 people given a second hand bicycle to cycle to work to April 2012	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
						up Pilot project in second area (central Manchester) launched.		
E7	<p>Increase in Cycling:</p> <p>The Manchester Cycling Strategy and proposed Cycling Vision for Manchester will contribute to encouraging modal shift away from the car, reducing emissions.</p> <p>Improving cycling infrastructure at Rail/Tram stations</p>	<p>MCC / British Cycling</p> <p>Transport for Greater Manchester (TfGM)</p>	<p>June 2012</p> <p>Cycle storage at Piccadilly Station 2010/2011</p> <p>Ongoing Bikeability training in schools.</p>		<p>The Third Local Transport Plan has a key aim of increasing the Active Travel across Greater Manchester. Furthermore, the Local Sustainable Transport Fund bid will be focused on these modes.</p> <p>MCC is working with British Cycling and the Joint Health Unit to deliver a combined cycling strategy covering commuter, leisure and sport activities.</p>	<p>Further distribution of popular free cycle maps</p> <p>Promotion of national bike week</p> <p>Sky Ride now in fourth year</p> <p>Major commuter cycling project launched by TfGM in partnership</p>	<p>The proportion of journeys to the Regional Centre by cycle has increased by 4% between 2009-2010 and have more than doubled since a baseline of 2002.</p> <p>Pedal cycles formed a higher proportion of the total traffic in Manchester compared to Greater Manchester as a whole.</p> <p>Number of participants increasing year-on-year</p> <p>Post-training surveys indicate that people are riding more often and</p>	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	Deliver Cycle Training				<p>This process is also being replicated at a Greater Manchester level.</p> <p>Implementation of automatic cycle monitoring of cycling routes in Manchester, especially on key commuter routes into the regional centre and leisure routes are showing steady growth in usage.</p> <p>Cyclegm website redesigned and re-launched, including online cycle maps</p> <p>Greater Manchester Cycle Journey Planner developed and available on Transport Direct</p> <p>Involvement in planning applications for</p>	with local authorities, funded by the Local Sustainable Transport Fund	further as a result of the training.	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					expansion of light rail network to encourage adequate cycling facilities.			
E7	Walking – Delivery of Greater Manchester Walking Strategy and the Public Rights of Way Improvement Plan (PROWIP)	Greater Manchester Integrated Transport Authority (GMITA) & Manchester City Council	<p>Ongoing work to deliver the Greater Manchester Pedestrian Action Plan</p> <p>PROWIP was completed in November 2007 a programme of priorities was developed in 2008 following interrogation of the definitive rights of way map for the PROWIP to identify existing and potentially additional pedestrian networks and access for walking activity.</p> <p>Launched March</p>		<p>In line with the GM Walking Strategy and the recently updated GM Action Plan, Manchester continues to identify and where appropriate enhance pedestrian accessibility to local services and centres.</p> <p>Some district centres have already been targeted: Northenden, Withington, Longsight, Rusholme, Cheetham, Wythenshawe and Gorton.</p> <p>A further</p>		<p>Between 2006 and 2009 walking trips into the Regional Centre have increased by 19%.</p> <p>The Green Corridor project is ongoing.</p> <p>New analysis tools are</p>	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
			2009. Sport and Physical Activity Alliance developed the Green Corridor project that links Manchester's parks through Active Travel.		improvement programme of access to district centres has been developed and will be delivered by the end of 2009. Walkit.com user statistics growing and highest in Greater Manchester.		being investigated to specifically monitor the high levels of use the website has in Manchester.	
E8	Workplace travel plans: Travel Change service to continue to engage workplaces in travel planning, including from Environmental Business Pledge referrals. To deliver modal shift reducing car use and improving local air quality. To assess planning applications and conditioned travel plans to relevant	Manchester City Council	Ongoing work with Manchester workplaces to implement Travel Plans both through the Planning process for future developments and voluntary arrangements by existing organisations.		Currently work with organisations to deliver their workplace travel plans.		Quality travel plans in major employers including: <ul style="list-style-type: none"> • Higher Education Precinct (universities & hospital) • The Co-Operative headquarters complex • Manchester Airport • The Christie hospital • Manchester City Football Club • Wythenshawe & North Manchester hospitals • Siemens • North West ambulance Service 	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	developments in Manchester and assist in the production of effective full travel plans.							
E8	Manchester City Council Travel Plan 'Get on Board'	Manchester City Council	<p>Pilot scheme in operation since 1998, full launch in 2005.</p> <p>Ongoing work to deliver, improve and monitor the effectiveness of the Travel Plan.</p>	Reduction in carbon emissions of 277 tonnes each year (latest available figures)	<p>Delivery of a strong package of measures that has cut emissions.</p> <p>Bike to Work, salary sacrifice scheme</p> <p>Car Sharing scheme re-launched June 2010.</p> <p>Corporate usage of the car club now a major part of this work programme.</p>	<p>Get On Board included in the wider Environmental Strategy communications plan for 2012/13</p> <p>Involved with revising the Low Carbon Service Plans, to ensure that green travel is</p>	<p>Fall in the number of city council staff driving to work (single occupancy) from 42% in 2007, 35% in 2009 to 32% in 2011 staff survey.</p> <p>12% cycle</p> <p>40% public transport</p> <p>7% walk</p> <p>Launch and promotion of walkit.com/Manchester, pedestrian journey planner, March 2009. User statistics growing and highest in Greater Manchester.</p> <p>Actions include:</p> <ul style="list-style-type: none"> Discounted public transport tickets 	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
						included Re-tender of car club service secured advantageous rates.	<ul style="list-style-type: none"> ▪ Interest free public transport loans ▪ Over 800 staff have taken up the salary sacrifice, bike to work scheme (May 2012). ▪ Improvement of cycle facilities (showers, lockers and cycle stands, etc.) ▪ Pool Bikes at 3 council buildings ▪ Promotion of walkit.com, online pedestrian journey planner and 'Bike to Work' campaign ▪ Car Club extended to Didsbury and Chorlton districts. ▪ Car sharing website service 	
E9	<p>Work in schools on sustainable travel i.e. to reduce the number of car trips to and from schools thereby improving local air quality</p> <p>Travel Plans and reduction in overall numbers of pupils travelling by car</p>	Manchester City Council	<p>Almost all Manchester schools had a Travel Plan by March 31 2010.</p> <p>Implementation continues but is dependent on willingness of the school, and is delivered within the</p>		<ul style="list-style-type: none"> • Work continues in schools to assist with updating travel plans • Schools requested to send mode of travel data in January. After removal of measure from DfE requirements 		<ul style="list-style-type: none"> ▪ 95% of state schools had a travel plan by March 2010, plus some independents. • Fall in travel to school by car delivered from January 2007, when 28% of Manchester school journeys were made by car. In Jan 2012, this had fallen to 25% • 48 schools took part in the Green Miles 	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	<p>Green Miles and Miles Further Walk to School Week schemes offered (teaching resources)</p> <p>Intensive work with 'Focus Schools' as requested</p> <p>Maintain the annual Sustainable Modes of Travel Strategy as per the Education and Inspections Act</p>		context of reduced Council resources.		<ul style="list-style-type: none"> Continuation of Green Miles and Miles Further Competitions Database of school contacts maintained to target resources, and record progress Sustainable Modes of Travel Strategy revised and published for 2011/12 academic year 		<p>and 45 in Miles Further</p> <ul style="list-style-type: none"> Some pupils issued with cycle vouchers instead of a bus pass 	
E13	<p>Promotion of Car Club</p> <p>City Car Club Manchester</p>	Manchester City Council	<p>Launched in November 2006.</p> <p>Manchester City Council supports City Car Club with policy advice and on-street parking bays. The City Council is a corporate member. Work is in progress to include car club within the planning framework.</p>		<p>Highest demand of any of the City Car Club 14 cities and 20 London Boroughs.</p> <p>Average car usage of over 20% i.e. 4 hours and 48 minutes a day.</p> <p>Over 1,600 members, 45% corporate members.</p> <p>Increase in number</p>		<p>Fleet of 32 low-emission cars, at 18 dedicated parking locations, with more planned for 2012.</p> <p>Membership results in lower car ownership – every car club car replaces up to 20 private vehicles – equivalent to over 640 cars across Manchester.</p> <p>Members typically drive fewer miles over time, and significant behaviour</p>	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
			City Car Club is contributing to an integrated transport system and improving air quality in the city.		<p>of locations and cars across the city, growth according to demand.</p> <p>In 2012 further expansion after City Car Club won a tender for a new three year exclusive contract to operate the Car Club on street in Manchester.</p> <p>Expansion will include locating cars close to new Metrolink stops to promote integrated sustainable transport and discourage car ownership.</p>		<p>change has been affectively demonstrated. Public transport usage, cycling and walking is significantly higher among car club members than the national average.</p> <p>Car club cars are typically 30% more efficient than the national average, and are well maintained, so emissions are lower.</p> <p>New contract requires City Car Club fleet to be 80% sub 100g by April 2013. Residential members and organisations report significant cost savings versus pool cars and use of employee vehicles for business travel</p> <p>Recent emissions comparison completed for MCC mileage in direct comparison with taxi mileage. Estimated savings 198kg CO₂, 0.04 kg NO_x, 0.01 kg PM₁₀. Very conservative</p>	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
							<p>estimate, with savings growing over time.</p> <p>Corporate members typically replace rush hour journeys into the city centre in private vehicles with journeys by public transport based upon the car club service meeting their needs for business travel. Very significant emissions and carbon savings are created as result and travel by public transport is reinforced as the norm.</p> <p>City Car Club has two VW transporter Vans in Manchester also available on a pay as you go basis. Residents and organisations find this service very cost effective compared to hiring a van for 24/48 hours and as the Van is picked up close to places of work or residence these vans also help reduce carbon emissions.</p>	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
E15	<p>City Council Transport Policies:</p> <p>Delivering a highway network that is safe, sustainable and accessible for all.</p>	Manchester City Council	Ongoing improvements to highway network through Local Transport Plan to address air quality objectives and promote cleaner, more sustainable modes of travel and improve efficiency of network.		Over £1m spend on Congestion Management schemes to be deliver 2010/11		<p>The inbound modal share in 2011 was 30% car and 70% non-car in the morning peak and 30% car and 70% non-car in the off peak.</p> <p>All trips in the morning peak increased by 5% between 2002 and 2011. Car trips decreased by 16% and bus trips decreased by 11% while rail trips increased by 40%. Metrolink trips increased by 8%, walking by 74% and cycle trips more than doubled.</p> <p>Traffic flows have decreased substantially in the morning and off-peak between 1997 and 2011. The car parking strategy and the completion of the Inner Relief Route and have both contributed to the increase in non-car mode share for Manchester.</p>	
E15	Congestion Target	TfGM / MCC	Delivery during LTP2 period		Congestion has fallen on the key		Average journey time rates in Manchester	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	Delivery Action Plan To out-perform the LTP2 congestion target.	Highways	2005/06 – 2010/11		routes in Manchester		increased in all time periods between 2008/09 and 2009/10, with the exception of the 1000-1600 time period. Average speeds for Manchester were slower than for Greater Manchester as a whole.	
E5 and E8	Installation of electric vehicle infrastructure through the Department of Transport 'Plugged in Places' programme - a partnership between the public and private sectors and intended to incentivise the market for electric vehicles (EV)	Greater Manchester Environment Commission/ Transport for Greater Manchester	Provision of electric vehicle infrastructure from 2011.		In December 2010 a consortium of Greater Manchester authorities and businesses was awarded £3.6 million from the Government's 'Plugged in Places' programme to provide match funding for over 300 charging points for electric vehicles across Greater Manchester, including points in Manchester city centre and along a number of major roads.	The project is currently being reviewed to ensure financial and technical implementation is sound, and roll-out is intended to commence within the next 12 months.	Scheme is in development - it is intended that it will include several electric vehicle hubs that will provide charging points, vehicle sales and consumer information. Details of the scheme e.g. the precise mix of facilities, the source of electricity to be used and the potential to work with neighbouring authorities, are still to be developed.	
E5 and	Electric vehicle trial: Pilot project to trial an electric vehicle	Manchester City Council	Pilot project to be operational by April 2008	Total CO ₂ , NO _x and PM ₁₀	Solar cells were installed in August	Findings of trial publicised	The project has increased awareness of alternative methods of transport and	Emission reductions calculated

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
A8	and make the vehicle effectively 'emission free' by offsetting emissions produced from the charging of the vehicle using solar power.			emissions were reduced by 118%, 127% and 50% respectively over the study period. This resulted in savings of 1.69 tonnes of CO ₂ , 2.54 kg NO _x and 0.13 kg PM ₁₀ .	2008. The Smart electric vehicle was delivered in July 2008, and is being used by staff in the Council's Regulatory and Enforcement Services to travel around the city in the course of their duties.	on City Council website. The original vehicle has been replaced with an upgraded version and repeat emissions comparisons will be made.	electricity generation from renewable sources. Results have been publicised and will be incorporated into the continuing awareness raising campaign to encourage greater rates of utilisation.	on the basis of comparing an average internal combustion engine vehicle to the smart electric vehicle (including accounting for emissions created from national grid electricity consumption)
E15 and E8	Airport ground travel emissions reduction schemes: <ul style="list-style-type: none"> • Construction of a ground transport interchange • Ongoing implementation and promotion of staff travel plan • Construction of 	Manchester Airport	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		A Revised Ground Travel Plan was published in 2004. The new plan was part of Manchester Airport's Master Plan published in 2007. The Manchester Airport Master Plan was written and a public consultation was undertaken in	MAN secured Green Bus Funding and has invested in 6 hybrid buses. These will reduce emissions by 30% (compared with its	Outcomes: <ul style="list-style-type: none"> • Ground Transport Interchange now open. • 3rd rail platform opened in December 2008 - rail modal share has increased from 7% to 10% in 2009 • Rail discount card, this offers all MAN and service partner 	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	a third rail platform		2015. Construction of the third rail platform to be completed by December 2008.		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. The third rail platform opened on time in December 2008.	diesel equivalent) , use 22% less fuel and save 19.1tCO ₂ per year.	employees based at the Manchester Airport site 25% discount. <ul style="list-style-type: none"> • Work has been undertaken by the airport with train operators to adjust rail timetable to match air travel movements • Introduced new direct train service to Glasgow and Edinburgh in 2008, enhanced in 2009, and followed by 3 services to N Wales and Chester in 2009 • £200K was invested in bus services in 2009 to support off peak and weekend travel to encourage employee use of public transport. • Implemented forecourt management plan to direct private car and taxi pick up into the short stay car parks to cut down on congestion. • Bike to work scheme is in operation at MAN • The onsite Bike User Group was re-launched 2009. 	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
							<ul style="list-style-type: none"> Work began in early 2011 on the construction of a new Metrolink tram line to the Airport and a new platform for the trams at The Station. MAN secured Green Bus Funding and has invested in 6 hybrid buses for the onsite bus fleet. These will reduce emissions by 30% (compared with its diesel equivalent), use 22% less fuel and save 19.1tCO₂ per year. <p>Latest monitoring results:</p> <ul style="list-style-type: none"> The vehicle trip per air passenger ratio 1.34 at end 2009 9% local bus and 4% rail use by staff walk & cycle 4% at end 2007 Car usage was down to 80%, drive alone 73% at end 2009 	
E3	Tree Planting: Tree planting will	Manchester City Council	The project started in 1995 when feasibility work was carried out to encourage planting		The Manchester Tree and Woodland Strategy was produced in July		In 2011/12 highlights included: <ul style="list-style-type: none"> In total, approx 8160 trees were planted 	A revised 5 year tree strategy action plan is being

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	help to ameliorate air quality issues		and establish more woodland in Manchester.		<p>2006.</p> <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>		<ul style="list-style-type: none"> • 7Community orchard/fruit tree groves planted • Manchester now has nearly 100 registered voluntary tree wardens. • New trees along Whitworth Street and Portland St in City Centre • Over 2000 People attended the Manchester Tree Party in Heaton Park in October. • Long-term woodland Management Plan has been produced for Park Wood in Sharston • A new Tree Audit for Greater Manchester has been produced. 	developed in 2012/13, and tree related actions will feature significantly within a new Green Infrastructure Plan to be produced in 2012/13.
E4	Low emission taxi scheme by implementing age limits on vehicles through the Council's Licensing Unit.	Manchester City Council	To introduce a scheme to lower emissions from taxis by the end of 2007. Report produced in		Implementation of a 12-year maximum age limit policy on all hackney carriages, and 7-year age limit on all private hire		Hackney carriages: With effect from 1st January 2008 no hackney carriage vehicle license will be issued or renewed	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
			<p>August 2005 on behalf of the GM Authorities and Warrington on 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>vehicles.</p> <p>The policy was updated in February 2009 to close a loophole of vehicle proprietors purchasing Euro 3 compliant vehicles and then replacing the engine with one that was not Euro 3 compliant.</p> <p>Emission testing is carried out on all vehicles when first licensed thereafter annually.</p> <p>The policy was further updated in April 2011 to allow for additional testing of older vehicles – it is hoped that this will improve the maintenance of the vehicles- which should in turn have a positive effect on emissions.</p>		<p>for a vehicle:</p> <ol style="list-style-type: none"> 1. more than 12 years since the date of its first registration in this or any other country. 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 3 or higher specification or has fitted either a PCO/Energy Saving Trust 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 3 emission standards, such approval not to be unreasonably withheld. <p>With effect from 16 February 2009, any vehicle that has been manufactured with an engine that is Euro 3 or higher specification (manufactured after 1 January 2001) that has been replaced with an engine that is not Euro 3</p>	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					<p>The Committee also agreed to emission testing at every mechanical inspection which will also assist in maintaining satisfactory emission levels</p>	<p>The introduction of three tests per year and emission testing at</p>	<p>compliant will be required to have an approved emission reduction kit fitted. Any reduction kit must be fitted by the next routine scheduled vehicle inspection.</p> <p>With effect from 16 February 2009, any vehicle which has been manufactured with an engine that is Euro 1 or Euro 2 specification (manufactured before 1 January 2001) which has been replaced with a re-conditioned engine, will not be required to have an approved emission reduction kit to achieve Euro 3 fitted until the vehicle has reached the age of 10 years since the date of its first registration in this or any other country.</p> <p>Private hire: With effect from 1st November 2006 the Council shall not renew the license 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</p>	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
						<p>every vehicle inspection has seen a reduction in the amount of vehicles that fail their emission test. A report is currently being compiled that will provide accurate data in relation to the testing of vehicles'. Included in this will be specific data on emission testing. This report should be</p>	<p>implemented on 1st November 2007 so after this date there would be no private hire vehicle older than 7 years 11 months licensed by the Council.</p> <p>With effect from 16 February 2009, any vehicle that has been manufactured with a diesel engine that is Euro 3 or higher specification (manufactured after 1 January 2001) that has been fitted with a replacement engine will be required to have an approved emission reduction kit fitted. Any reduction kit must be fitted by the next routine scheduled vehicle inspection.</p> <p>Private Hire and Hackney Carriage Vehicles – Additional testing:</p> <p>With effect from 1 April 2011 all hackney carriage vehicles that have reached the age of 7 years will be subject to an additional annual inspection, to take effect</p>	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
						<p>available in August this year.</p> <p>This data will be used to in the response to the Law Commission on their reform of taxi legislation.</p>	<p>following the renewal of the licence. These vehicles to then have three tests in all subsequent licensed twelve-month periods. Such tests to be undertaken at 4 monthly intervals.</p> <p>With effect from 1 April 2011 all private hire vehicles that have reached the age of 5 years will be subject to an additional annual inspection, to take effect following the renewal date of the license. These vehicles to be then have three tests in all subsequent twelve-month licensed periods. Such tests to be undertaken four monthly intervals.</p> <p>Emissions: With effect from 1 April 2011 emission tests will be carried out on all hackney carriage and private hire vehicles at every mechanical inspection.</p>	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
E9	<p>Eco-Schools / Sustainable Schools</p> <p>Eco-Schools is an international award programme that guides schools on their sustainable journey, providing a framework to help embed these principles into the heart of school life and has nine themes, including Transport and Energy.</p>	Manchester City Council	Ongoing		<p>Schools continue to progress through the award level</p> <p>Encourage schools to complete School Travel Plans</p> <p>Encourage schools to take part in transport related</p>		<p>142 schools taking part in Eco-Schools (over 82% of Manchester Schools)</p> <p>Of these, 49 have achieved Bronze award,</p> <p>45 schools have achieved Silver and 14 have achieved the highest level of award – the Eco Schools Green Flag.</p> <p>23 children’s centres taking part in Eco-Schools (around 50%)</p> <p>Of these, 15 have achieved Bronze award,</p> <p>2 have achieved Silver and 2 have achieved the highest level of award – the Eco Schools Green Flag</p>	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					<p>initiatives and events such as Green Miles Competition, Walk to School Week and Bike Week.</p> <p>Encourage schools to use school grounds, parks and local green spaces for environmental studies thus reducing need to use transport for longer journeys for field trips</p> <p>Eco-bulletin sent to all schools each half term with advice and information on resources, training and events around the environment and sustainability.</p>		<p>Over 130 Wildaboutnature Environmental Education handbooks distributed to schools and children's centres and purchased by others. Handbook now available on-line as a free download.</p> <p>Carried articles on Transport related activities that schools can take part in such as Green Miles Competition, Walk 4 Life Campaign, The Big Pedal etc.</p>	<p>Copy of "Wildaboutnature Environmental Education Handbook available free of charge to all Manchester schools and children's centres.</p> <p>Frequency of bulletins has increased from termly to each half term.</p>

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	Sustainable Schools Working Group with membership of lead councillors and departmental representatives aims to mainstream learning about sustainable development issues and encourage inclusion of sustainable practices into everyday school life.	Manchester City Council			Sustainable Schools Working Group meets bi monthly with feedback and updates from members and presentations from guests. Includes representatives from Travel Change Team and Energy Management Unit.		MCC website has been updated to include pages on Sustainable Schools with information, contacts and case studies.	
E5	<p>Council fleet procurement policy.</p> <p>The City Council will move towards operating a 'green' fleet of vehicles, by ensuring City Council vehicles are Euro 4 or better.</p> <p>Plan submitted to include in the "green fleet policy" all vans purchased for MCC will be speed limited</p>	Manchester City Council	<p>Vehicle emissions are now part of the vehicle purchasing programme. All vehicles purchased by the Council must meet the latest European emission standards.</p> <p>Targets are under regular review to consider a timescale for moving to a Euro 5</p>	10 wagons at Manchester Contracts that have had fuel saving remapping undertaken, continue to be monitored on a monthly basis, and monitoring	<p>Currently the majority of Council vehicles are Euro 4 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.</p> <p>As part of the Carbon Reduction</p>	A fleet of new sweepers have been procured and these have been speed limited to 45 kph (28mph) reducing fuel usage.	<p>A number of Euro 5 vehicles are now in use and it is the intention to increase numbers of these at every opportunity.</p> <p>The Council fleet includes a fully electric car, producing zero emissions, which is used in the city centre and other ward locations. An all electric coffin and personnel carrier for use in Blackley Cemetery and an electric powered push bike for use</p>	The 03 and 04 registration vehicles currently being used by Community Transport have not been progressed for replacement as this service only

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	<p>to 62mph reducing emissions and providing fuel savings.</p> <p>Due to budget cuts and the plan to introduce the SRF areas no new vehicles have been ordered or procured until the effects on the status of MCC's current fleet are known next year.</p>		<p>fleet.</p> <p>As previous note in column 1.</p>	<p>is still showing a consistent 10% reduction in fuel usage since the remapping took place.</p>	<p>plan 2010/11 and after successful trials, we have recommended the fitment of secondary fuel saving devices to the MCC fleet of vehicles reducing emissions and fuel usage by 10% 15 wagons and 25 sweepers have been modified and the monthly monitoring report is showing a 10% reduction in fuel usage with subsequent reduction in emissions.</p> <p>and that all new vehicles are speed limited to 62mph reducing emissions by as much as 18% when measured against 70mph. As per previous note in column 1, no new vehicles have been procured since the</p>		<p>in Southern Cemetery.</p> <p>An electric petrol hybrid car has been procured for the Licensing enforcement unit for their work across the city.</p> <p>Work will continue to follow the development of electric vehicles until the cost of purchase and reliability becomes realistic on a working scale.</p> <p>Trials are being undertaken using all electric mopeds to see if they can be included in the fleet.</p> <p>□ The Fleet section continually researches developments in alternative fuel / vehicle technology and is keen to embrace those which show potential environmental advantages.</p> <p>MCC have been working</p>	<p>has about 17 months left to operate before being outsourced.</p> <p>The 15 wagons at Manchester Contracts that have had fuel saving remapping undertaken, continue to be monitored on a monthly basis, unfortunately due to budget cuts and reductions in operatives, 5 of these have now gone off hire. Monitoring is still showing</p>

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					recommendation to speed limit.		<p>with SCC to produce an AGMA framework for suppliers to fit or re-map engines to provide fuel savings and reduce emissions. The tender is still in the "in progress " stage, but hopefully will be completed later this year.</p> <p>No electric moped will be added to the fleet in the short term, as no mainstream manufacturer produces these yet. Trials have been undertaken, but extensive problems with parts delays and excessive down times awaiting repairs response and importers folding have made this a no go. However Manchester Parking's enforcement section, who use these mopeds, have been trialling electric mountain bikes. The evaluation is still ongoing.</p>	a consistent 10% reduction in fuel usage since the remapping took place.
E16	Street lighting installations and	Manchester	Responsibility for street lighting taken		In January 2009 Amey completed		Amey continue to carry out planned and reactive	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	associated lighting levels to comply with British Standard recommendations, to encourage pedestrian activity within the night time environment and thus encourage the use of public transport.	City Council	over by contractor Amey Highways (Manchester) Ltd in 2004, following the award of a 25 year PFI Contract. Works continue for the duration of the contract.		their 'Initial Asset Replacement Programme'. Replacing 41,698 dilapidated lighting columns.		maintenance on all the street lighting stock to ensure lighting levels are maintained and lights are kept working. Due to recent progress in LED technology a trial is being carried out on a number of street lights across the City. Amey have started a planned replacement of all illuminated bollards with energy efficient LED units.	

Energy Efficiency Measures

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	Eco-Schools / Sustainable Schools Eco-Schools is an international award programme that guides schools	Manchester City Council	November 2011		Annual Eco-Schools Conference. 2011 theme of "Climate Change and Carbon Reduction in Schools". Working in partnership with OPAL to encourage schools to		Over 100 people attended Eco-Schools Conference 2011 with representatives from 30 different schools.	Due to financial constraints, event was smaller scale than previous years and was held on two separate dates to meet

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	<p>on their sustainable journey, providing a framework to help embed these principles into the heart of school life and has nine themes, including Energy and Transport.</p> <p>Sustainable Schools Working Group with membership of lead councillors and departmental representatives aims to mainstream learning about sustainable development issues and encourage inclusion of sustainable practices into</p>	Manchester City Council	Ongoing		<p>complete Climate Surveys and learn about climate change.</p> <p>Encourage schools to take part in National Climate Week.</p> <p>Encourage schools to participate in Green Day – run by Landscape Institute to learn and take action on climate change in the school environment.</p> <p>Sustainable Schools Working Group meets bi monthly with feedback and updates from members and presentations from guests. Includes representatives from Travel Change Team and Energy Management Unit.</p>		<p>MCC website has been updated to include pages on Sustainable Schools with information, contacts and case studies.</p> <p>Invited to run workshop at training event for School Catering Managers on Green Management, including energy reduction and recycling. 150 attendees.</p>	<p>demand.</p> <p>This was a previously untargeted audience, who have a considerable responsibility for energy usage in school kitchens.</p>

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	everyday school life.							
NTA2	Home Energy Conservation Act (HECA) 1995 energy efficiency programme	Manchester City Council	In line with HECA 1995, the Housing Services Energy Team aims to improve the energy efficiency of housing stock across the city and collate information about improvements carried out by other housing providers. The target set by the Government was a 30% improvement by 2010.		Delivering the Warm Homes and TOASTY project that offers free and discounted insulation measures to homeowners and people living in private rented accommodation throughout the city. Since the last report in 2010, the outputs for the scheme up to the end of March 2012 are: 5,090 energy efficiency measures installed The lifetime saving of CO2 as a result of these measures being installed is 87,539 tonnes of CO2. Energy saving improvements to council owned housing		Since HECA reporting began in 1996, Manchester has reported the following: a percentage improvement of 25.75% up to 31st March 2008 Total tonnes of CO2 saved: 331,684 DEFRA has not requested information for 2008/09 or 2009/10 as they are due to repeal the HECA Act. Ongoing work for 2012/13 includes: Continuation of the TOASTY project; offering free cavity wall and loft insulation. Continuing with energy saving improvements made to Council owned housing stock by	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					<p>stock and Registered Social Landlords energy Improvements is ongoing. Unable to report outcomes at this time.</p> <p>Warm Front heating and insulation grants for owner occupiers and people living in private rented accommodation</p> <p>2010-11: 1,394 measures installed. The estimated lifetime saving of CO₂ as a result of these measures being installed is 10,503 tonnes of CO₂.</p>		registered social landlords and arms length management organisations (ALMO).	Warm Front installations reduced dramatically for 2011/12. Warm Front quote the reason for this as "the budget was not all spent during this period due to the mild winter and funding going back to the treasury".
NTA3	<p>Environmental Business Pledge (now incorporating the City Centre Campaign):</p> <p>A joint venture</p>	Manchester City Council	Pilot scheme of volunteer companies in 2004. Campaign rolled out to businesses across the city centre since mid 2005. The	3016.79 tonnes of CO ₂ identified for as potential for reduction	The scheme is seen as a delivery mechanism for the Businesses to achieve environmental improvements in line with the Manchester - A Certain Future. The scheme has seen significant outputs	2093.34 tonnes of CO ₂ reduced from direct emissions	Businesses of all sectors and sizes across the city are working on environmental improvements through structured criteria with a focus on measuring and reducing their Carbon Footprint by identifying and reducing areas of	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	between the City Council and Groundwork Manchester to promote and develop best practice for green travel, fleet management, and energy efficiency to reduce emissions and improve air quality across the cities business community.		scheme is now incorporated into the Manchester City Council Environmental Business Pledge (EBP) to provide a 'one stop shop' for green action across businesses in the city, in partnership with the Council.		over the last 12 months, with increases in all monitored areas. The scheme has expanded to over 1800 registered businesses and organisations city wide with a greater focus on carbon reduction since 2009.		energy consumption throughout their business. To date outputs achieved are: <ul style="list-style-type: none"> • CO₂ savings of 7806.06 tonnes • Water savings of 52,451m³ • 8,834 tonnes of waste diverted from landfill 	
NTA3	Environmental Management System (EMS) project: A pilot project to engage with selected commercial organisations to assist them with implementing an EMS through the British Standard	Manchester City Council	Financial year of 2010/11.		Defra funding was received through the air quality grant programme in August 2009. 2 organisations were engaged with the project: <ol style="list-style-type: none"> 1. Stormproofings Ltd - a Part B industrial process 1. Arriva UK Bus - A major bus operator in the city. 	A further Part B industrial process has engaged with the project – E3g Limited	Assistance has been given with meeting the requirements of Phase 1 of the standard. This project has raised participating organisations awareness of their wider impact on air quality and begins to address changes in their operations that reduce emissions of key pollutants such as NO _x and PM ₁₀ .	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	BS 8555 EMS guidance.							
NTA4	<p>City Council 'Green' energy policy:</p> <p>The City Council is moving towards the use of electricity generated by renewable resources.</p>	Manchester City Council	The switch to renewable electricity generation to take place by end of 2004.	CO2 emission savings occur outside Manchester and are accounted for "upstream" by suppliers	Renewable energy contracts have been secured from certified renewable sources for 100% of all operational building electricity and 100% of all street lighting electricity. This has resulted in annual savings of 32,382 tonnes of CO ₂ .	100% green contracts renewed	<p>Green energy tariffs have been renewed for council contracts.</p> <p>Other operational building electricity contracts have been extended on the basis of 100% CCL exempt renewables.</p>	GM Traffic signals electricity no longer part of MCC procurement. Now arranged through TfGM.
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	Manchester City Council will continue to use Unitary Development Plan (UDP) policies which will ultimately be superseded by Local Development Framework Core Strategy policies to ensure air quality issues are considered in the planning		<p>Ongoing implementation of UDP policy E1.1 under the objective 'To Foster a Cleaner and Less Polluted City, until superseded by the Core Strategy.</p> <p>Core Strategy policy EN16 has been prepared that will require emissions created by both the development and traffic generated by the development to be</p>	<p>Ongoing implementation of UDP policy E1.1 under the objective 'To Foster a Cleaner and Less Polluted City.'</p> <p>Draft Core Strategy submitted to Secretary of State July 2011. Public</p>	<p>The Core Strategy has gone through the Examination in Public and has been found sound by the Inspector. It is due to be adopted in July 2012.</p> <p>The Environmental Standards section within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) will largely be superseded by</p>	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
			<p>process. The Core Strategy is timetabled to be adopted in July 2012.</p> <p>The guidance contained within the Guide to Development SPD will be kept under review</p>		<p>minimised and mitigated. Core Strategy policy also seeks to improve the air quality within Air Quality Management Areas, and states that the City Council will consider the impacts on air quality, including cumulative impacts, when assessing appropriate locations for development.</p> <p>Core Strategy Policy EN4 will require all development to apply the energy hierarchy, reducing the need for energy, applying energy efficient measures and using renewable energy sources, in order to reduce carbon emissions. Policy EN6 sets a target framework for carbon reductions for individual developments.</p>	<p>hearings into draft policy undertaken November 2011.</p>	<p>the Core Strategy policies.</p>	

Local Annexes - Manchester

Regulatory and Enforcement Measures

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
NTA4	<p>Cleaner Vehicles Campaign:</p> <p>A campaign of voluntary and formal regulatory emissions testing of vehicles.</p> <p>Enforcement action taken against vehicles that fail to meet MOT test emission limits.</p> <p>Phase 2 of the CVC also includes educating drivers on fuel saving measures, leading to emission reductions from</p>	Manchester City Council	<p>Phase 1 of the campaign began in 2003 and was completed in March 2009.</p> <p>Phase 2 of the campaign commenced in 2009 and is ongoing.</p>		<p>Phase 1 of the campaign focused on a regulatory approach and formal test days, and was completed in March 2009.</p> <p>A report was produced by GMTU in March 2009, which analysed the results of the roadside tests of vehicle emissions in Greater Manchester and Warrington from 2003-2009.</p> <p>Phase 2 of the campaign continued to include a regulated approach with formal roadside emission test days, but also encompassed targeting fuel saving and CO₂ reduction through informal educational events for the general public and local authority staff in partnership with the Energy Savings Trust.</p>	In 2011-12, 8 formal and informal vehicle emissions test days were completed across Greater Manchester, with 278 vehicles tested.	<p>Annual vehicle pass / fail results have shown an overall decline in vehicles failing the test over the 8 years that Phase 1 of 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>The progress of Phase 2 of the campaign was reviewed in 2011 and was considered to have been successful. Based on staff fuel usage prior to and following receiving training on techniques for saving</p>	The use of the Energy Saving Trust's driving simulator was withdrawn in July 2011, affecting the success of the informal educational element of the Campaign.

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	transport.						fuel, a 6.5 percent improvement was observed in fuel consumption and therefore vehicle emissions.	
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>	Manchester City Council	Implemented in 2004/5 and ongoing.		<p>The campaign began in November 2004 and is still publicised via the hotline and website:</p> <p>www.cleanervehicles.org.uk</p> <p>The website was redesigned and updated in 2010/11.</p> <p>Leaflets are also handed out to drivers during the Cleaner Vehicles Campaign days to increase awareness. The leaflets were updated during 2010/11 and distributed to public Council buildings such as libraries, leisure centres and museums, and also to universities, student unions and local environmental groups.</p>		<p>Smoky vehicles are reported to the City Council's Licensing Unit for taxis or VOSA for commercial vehicle operators for enforcement action. Private vehicles are investigated through the DVLA.</p> <p>Partnership working with TfGM is also enabling us to deal with individual buses / companies that have excessive emissions.</p> <p>The total number of vehicles reported in Manchester during 2011/12 was 48.</p>	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
NTA4	<p>Idling Vehicles Campaign:</p> <p>Advice and enforcement (Fixed Penalty Notices) against drivers idling their vehicles unnecessarily.</p>	Manchester City Council	<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>		<p>Raising awareness of emissions and energy issues of idling vehicles.</p> <p>393 Fixed Penalty Notices (FPNs) have been served since the launch of the campaign up to end of March 2010 (2 FPNs in 2011-12).</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>Initial indications showed 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 582 untaxed vehicles and 46 abandoned vehicles in the financial year 2011-12.</p>	
NTA4	<p>Campaign against the Burning of Waste:</p> <p>Proactive policy to stop the burning of waste at domestic and commercial premises and</p>	Manchester City Council	<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>		<p>Domestic bonfire campaign operational throughout Greater Manchester.</p> <p>The Council is taking a proactive approach to encourage proper disposal of waste to reduce instances of burning. Street Environment Managers aim to educate local businesses</p>	<p>In 2011/12 there were 70 reported incidents of commercial bonfires and 127 domestic bonfires. There were also 5 reported incidents of</p>	<p>The campaign has raised awareness of alternative, more environmentally acceptable methods of disposing of waste</p>	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	resulting emissions to air.				of their responsibilities regarding waste disposal by informal means, providing literature and ongoing advice. Commercial bonfire / trade waste leaflet produced and widely used in Manchester.	commercial chimney smoke and 6 from domestic chimneys. In relation to this, 2 statutory notices were served.		
NTA1	Regulation of industrial processes under the Environmental Permitting Programme to control emissions to air including particulates, heavy metals and hydrocarbons.	Manchester City Council	Timescale and emission standards prescribed in, and enforced through legislation and procedures set out by DEFRA.		All targets for regulatory inspections in 2011/12 have been met. Although there have been some minor excursions from compliance, these have been dealt with effectively with assistance from the process operators. No formal action has been necessary. All permitted activities were risk assessed during this period as required.		Minimising industrial pollution by ensuring emission limits are met. Manchester City Council have currently permitted:	<ol style="list-style-type: none"> 1. 2 Part A2 industrial process 2. 34 Part B industrial processes 3. 49 petrol filling stations 4. 20 dry cleaning premises

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
A8 and A9	Improvements to air quality information on Manchester City Council's website	Manchester City Council	<p>Staged approach of annual programme of updates and improvements to the Council's website air quality pages.</p> <p>Air quality work in Manchester is also highlighted on several other websites such as http://www.greatairmanchester.org.uk/ and http://www.cleanervehicles.org.uk/</p>		Air quality sites have been re-written and updated to include key reports and information. The pages now include a customer feedback section in order to promote continual improvement. The focus for the future is on more interactive sites providing improved facilities and self-service for customers.	Air quality pages have been reviewed and updated following customer feedback.	<p>The Council's air quality pages are regularly reviewed so that information is regularly updated and any broken links can be rectified.</p> <p>The GreatAir Manchester website is updated periodically with air quality news items and daily with air pollutant levels.</p> <p>Air quality work in Manchester, including both LAQM and action plan work, is now well documented on this site and will be further augmented subject to funding.</p>	
A8 & A9	Development of web-based user friendly guidelines on air quality for construction and demolition sites across the Greater	Greater Manchester Authorities	Financial year of 2010/11.		<p>Defra funding was received through the air quality grant programme in August 2009.</p> <p>A stakeholder consultation event was held in February</p>	Development of guidelines progressing	<p>A website has been set up for the project (www.greatairconstruction.org.uk).</p> <p>Views of</p>	

Local Annexes - Manchester

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduction	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	Manchester region - a partnership between Environmental Protection UK and the Greater Manchester Public Protection Partnership.				2010 to consult on the possible content of guidelines that could be developed for the Greater Manchester area to minimise the air quality impacts of construction/ demolition sites. Development of interactive best practice guidelines is underway.		stakeholders from the consultation event have been collated into a report and are being considered as a way forward. Interactive best practice guidelines are to be published on the website.	

Local Annexes - Oldham

Oldham Action Plan Progress 2012

No.	Measure	Focus	Lead Authority	Emissions reduction	Progress to completion of last progress report	Progress in last 24 months	Estimated Completion date
D7	Introduction of Metrolink from Manchester - Oldham - Rochdale	Encourage modal shift from cars to public transport. Metrolink is electric and has no tail-pipe emissions.	TFGM	Not quantified, but journeys taken by metrolink will reduce emissions where they replace journeys previously undertaken by car.	GMPTe appointed M-Pact Thales to construct the extension of the Greater Manchester wide system which will see the existing rail line converted to Metrolink.	Work is well underway on the Metrolink construction. The line opened in Spring 2012 with a link to Mumps Station. The town centre extension is due to be completed by 2014.	Spring 2012 2014 (t/c)

Local Annexes - Oldham

No.	Measure	Focus	Lead Authority	Emissions reduction	Progress to completion of last progress report	Progress in last 24 months	Estimated Completion date
E1	2 QBC's to be introduced: the A671/A627 Rochdale / Oldham / Ashton / Hyde (ROAH) QBC and the A62/A669 Manchester / Oldham / Grotton / Saddleworth QBC	Encourage modal shift from cars to public transport.	TfGM/ Oldham Council		A671/A627 (ROAH corridor) was completed in March 2008. The scheme comprised a bus lane and provision of pedestrian and cycle crossing facilities at the existing traffic signals. The 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 improved bus journey times, dwell time and headway. 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. The works have improved the traffic flow on Manchester Road and traffic turning right into Wickentree Lane. It has also improved the safety of pedestrians crossing busy Manchester Road. Lees Road improvement (Brewerton Road to Cross Street). A public inquiry was held on 17/6/08 into the CPO for the acquisition of land that would enable improvements to this stretch of road to take place.	Lees Road QBC was completed. This involved the installation of pedestrian crossings and the upgrading of bus stops and footways. Parking Bays were provided for loading, unloading and general waiting, and off Street parking was provided at Cranbrook Place. There was also a junction improvement at Lees Road/Moorhey Street and Mount Pleasant Street.	Completed

Local Annexes - Oldham

No.	Measure	Focus	Lead Authority	Emissions reduction	Progress to completion of last progress report	Progress in last 24 months	Estimated Completion date
E16	New Bus Station	Encourage modal shift from cars to public transport.	TfGM/ Oldham Council		A new, extended bus station has been constructed in Oldham town centre. This has provided improved waiting facilities for bus users to make bus usage more attractive.	No update	Completed
D1, D2	Introduction of Quality Bus Partnerships	Encourage modal shift from cars to public transport. Include conditions to encourage bus operators to use lower emission vehicles.	TfGM		No Quality bus Partnerships have been drawn up, although the Council continues to work with GMPTE and bus operators to improve the environmental performance of buses. An agreement has been signed with First Bus to work together and address the problems on the highway encountered by buses.	TfGM has worked with bus companies to draw up a code of conduct. First Manchester have signed up to this voluntary partnership, which covers areas such as punctuality, reliability and customer service.	-

Local Annexes - Oldham

No.	Measure	Focus	Lead Authority	Indicator	Progress to completion of last progress report	Progress in last 24 months	Estimated Completion date
E7	Preparation of local strategies to encourage walking and cycling in Oldham	Encourage shift from cars to walking and cycling that do not produce any emissions.	Oldham Council		A cycling strategy and draft pedestrian strategy have been produced. To encourage cycling the following progress has been made: 1. A formal cycle/pedestrian audit of planning applications by the Sustainable Transport Officer has been set about bringing about significant improvements in the quality of pedestrian/cyclist environments created in new housing and commercial sites. 2. An annual £100k grant from Cycling England has been awarded to the Council to provide cycle training in schools. 3. A series of cycle network maps is updated and published each year to promote existing cycle routes in the borough and across Greater Manchester.	Information on cycling in Oldham is available on the cycling.tfgm.com . This includes a journey planner, cycle route maps. Information is also available on the greater Manchester cycle campaign website gmcc.org.uk	Ongoing work to improve walking and cycling

Local Annexes - Oldham

No.	Measure	Focus	Lead Authority	Emissions reduction	Progress to completion of last progress report	Progress in last 24 months	Estimated Completion date
E12	Continue enforcement of illegal on-street parking	Prevent vehicles from causing obstructions that can lead to congestion and increased emissions.	OMBC		Enforcement of illegal on-street parking continues. The Council actively enforce all restrictions throughout the borough on a daily basis with major routes in and out of Oldham a priority at peak times. Any areas that are deemed to be a problem are treated as Hot Spot areas which means that the Officers have permission to issue instant penalty notices (no need to take initial observations)	In addition the Council has just made the decision re funding to introduce mobile camera enforcement . Initially enforcing School Hot Spots and other Hot Spots and then in approx. 18 months looking into doing the bus lanes. The car has been purchased and has been out collecting data. It is currently awaiting DfT approval to 'go live', which is expected by the end of October 2012.	Ongoing
A1	Continuation of roadside emission testing scheme (Now expanded to Cleaner Vehicles Campaign)	Reduce emissions from poorly maintained vehicles.	OMBC in partnership with Manchester City Council		Cleaner Vehicles Campaign introduced by GM authorities in 2003/4 and has continued since them. Initially a significant number of vehicles failed the test, but more recently there have been far fewer failures. A website was set up containing information on the campaign.	Further information is contained on the website : www.cleanervehicles.org.uk/ The number of failures has reduced significantly and recently there have been no failures in Oldham. No further emission testing days are planned as recent test days have resulted in no failures.	Completed

Local Annexes - Oldham

No.	Measure	Focus	Lead Authority	Emissions reduction	Progress to completion of last progress report	Progress in last 24 months	Estimated Completion date
E3	Participation in a feasibility study into a Low Emission Zone in partnership with the other Greater Manchester Authorities	To consider possible options for an LEZ and determine the likely costs and benefits.	AGMA		Some initial work done on a feasibility study, but work stalled. This is likely to be reviewed	Discussions held between Defra and TfGM on LEZ principles. Further information needed on development of a national framework for LEZ and air quality benefits.	
Travel Plans							
E8	Employ a Travel co-ordinator with responsibility to encourage businesses to develop travel plans	To reduce emissions from vehicle journeys to and from/ at work.	Oldham Council		School Travel Plan advisor and Employee Travel Plan advisor employed. School Travel Plan advisor aiming towards target for all schools to have a travel plan by March 2010. Schools are targeted for travel plan development according to prioritisation criteria developed by the authority, which include giving priority to schools within or adjacent to the AQMA. By March 2008 a total of 75 Schools had developed travel plans.	There is no dedicated employee travel co-ordinator, however a Transport Policy Officer has been employed and taken on some of the key travel planning duties. The funding for school travel work is no longer available – some of this work is picked up by Transport Policy Team.	ongoing

Local Annexes - Oldham

No.	Measure	Focus	Lead Authority	Emissions reduction	Progress to completion of last progress report	Progress in last 24 months	Estimated Completion date
E9 E7	Encourage schools to develop school travel plans and Oldham MBC to implement Safer Routes to School schemes.	To reduce emissions from vehicle journeys to and from school.	Oldham Council			All primary schools and most secondary schools have a travel plan in place. These will need reviewing periodically. Information on school travel plans for Oldham and the wider Greater Manchester area are available from www.traveltoschool.com	ongoing

Local Annexes - Oldham

No.	Measure	Focus	Lead Authority	Emissions reduction	Progress to completion of last progress report	Progress in last 24 months	Estimated Completion date
E8 E17	Encourage businesses to develop staff travel plans and alternatives to traditional HGVs	To reduce emissions from vehicle journeys to and from/ at work.	Oldham Council		Council's staff travel coordinator is to begin work with businesses across the Borough from autumn 2006. Greater Manchester freight strategy has been developed, but no specific local actions to date.	Travel plans are required for new developments or extensions over certain thresholds – these are requested and assessed by the Transport Policy Team. Oldham Council is a member of the GM Freight Quality Partnership.	ongoing
E8 E13 E3	Implement Oldham MBC travel plan for employees	To reduce emissions from vehicle journeys to and from/ at work.	Oldham Council		Oldham travel plan produced and implemented. This includes: Interest free loans for public transport season tickets and LPG conversions. Cycle mileage rate (32p) for business trips. 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.	The key travel plan measures are still being offered, including staff discounted bus ticket scheme, Cycle to Work Scheme and car sharing scheme.	ongoing

Local Annexes - Oldham

No.	Measure	Focus	Lead Authority	Emissions reduction	Progress to completion of last progress report	Progress in last 24 months	Estimated Completion date
	Development of a travel Plan with Royal Oldham Hospital 'Healthy Futures'	To reduce emissions from vehicle journeys to and from/ at work.	Oldham Council		Pennine Acute Hospitals NHS Trust has employed a Travel Coordinator to develop a Travel Plan. The aim is to provide accessible transport for patients and staff. The development of the travel plan is required as a planning condition following an application to extend the hospital.	A draft travel plan was developed to satisfy a planning condition for the hospital extension. This is yet to be completed.	
Council Fleet							
E5	Improve air quality emissions from Council Fleet Vehicles	To address emissions from vehicles by looking at fleet procurement, driver training and alternative fuels.	OMBC Fleet Management		The original action plan measure was based on procuring alternative fuelled vehicles. This action has been extended to include other opportunities to improve emissions from the Council Vehicle Fleet.	The Council continues to work on fleet improvements, route planning and smart driving to reduce emissions from its activities. This will be reported in more detail in the next report.	Ongoing
Monitoring and Assessment							

Local Annexes - Oldham

No.	Measure	Focus	Lead Authority	Emissions reduction	Progress to completion of last progress report	Progress in last 24 months	Estimated Completion date
A9	Monitor air quality	To monitor air quality to identify pollution trends and to contribute to the regular air quality review and assessment reports.	OMBC Environmental health		Real-time monitoring of nitrogen dioxide, PM10, CO, SO2, Ozone takes place at the West End House Monitoring site in Oldham. Passive diffusion tube monitoring takes place in a number of locations across the borough for NO2 and benzene.	<p>Real-time monitoring sites have been closed down due to budget cuts. Work is currently underway to develop a Greater Manchester monitoring network.</p> <p>Diffusion tube monitoring continues to take place.</p> <p>Work is currently ongoing to re-establish a real-time monitoring site in the Oldham area, which will form part of the GM monitoring network.</p>	Ongoing

Local Annexes - Oldham

No.	Measure	Focus	Lead Authority	Emissions reduction	Progress to completion of last progress report	Progress in last 24 months	Estimated Completion date
A9	Review and Assess air quality in the area	To identify locations where air quality is not meeting health-based standards to inform the air quality action plan and other Council Plans and strategies including LTP, LDF and development control.	OMBC Environmental health		Air Quality Review and Assessment Reports regularly completed.	From 2012 a joint GM air quality review and assessment report will be produced.	ongoing
E3	Provide air quality monitoring information to the community	To make people living and working in the area aware of air quality. To provide advice on how to reduce emissions and what to do if air quality is poor.	OMBC Environmental health		Real-time monitoring data from West End House site available on MAPAC website www.mapac.org.uk	Monitoring information is now available on an updated website www.greatairmanchester.org.uk . News and Information on how to reduce emissions is also available on this site.	ongoing

Local Annexes - Oldham

No.	Measure	Focus	Lead Authority	Emissions reduction	Progress to completion of last progress report	Progress in last 12 months	Estimated Completion date
E3	Consultation with local businesses and community about air quality issues	To obtain information on how local people think air pollution problems should be addressed.	OMBC Environmental health		Consultation took place on a new SPD on air quality and development control during 2006/7	Further consultation intended when relevant issues arise.	
E3	Increase awareness of Smoke Control Areas	To reduce domestic emissions from wood burning.	OMBC Environmental health		Information leaflets are available for the public. House purchasers 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. Complaints about smoke control issues are investigated by the Council.	Ongoing – investigations carried out following complaints
NAT 5	Air quality assessments required for large non-residential developments	To reduce the impact of new development on air quality and to ensure that the occupiers of new developments are not adversely affected by poor air	OMBC Strategic Planning, OMBC Development Control, OMBC Environmental Health,		UDP includes a policy to ensure that air quality is considered in development control decisions. SPD has been produced on air quality and Development Control.	Air quality assessments, including mitigation measures are requested for relevant developments.	

Local Annexes - Oldham

No.	Measure	Focus	Lead Authority	Emissions reduction	Progress to completion of last progress report	Progress in last 12 months	Estimated Completion date
		quality.					
NAT 5	Requirement for travel plans to be submitted with applications for large non residential applications		OMBC Strategic Planning, Development Control, Environmental Health, Transportation		Travel plans are requested for large developments.		ongoing
NAT 5	Health impact assessment required for sensitive development such as hospitals and residential homes located within the		OMBC Strategic Planning, Development Control, Environmental Health, Transportation		Air quality assessments are requested for large developments, although health impact assessments are not routinely requested.		

Local Annexes - Oldham

No.	Measure	Focus	Lead Authority	Emissions reduction	Progress to completion of last progress report	Progress in last 12 months	Estimated Completion date
	AQMA						
NAT 5	Section 106 agreements to improve transport links for new development		OMBC Strategic Planning, Development Control, Environmental Health, Transportation		S106 contributions are requested for improvements to transport infrastructure when planning applications warrant such measures. Highways ask for transport assessment to consider public transport links and sustainable travel information. Transport improvements achieved through S106 agreements include sites such as GM Waste site at Arkwright Street, Oldham		
	All new major developments are required to have 10% of total predicted energy requirements to be provided from renewable energy sources		OMBC Strategic Planning, Development Control, Environmental Health, Transportation		This measure has been adopted. All residential developments of 10 or more units and non-residential units exceeding 1000 m2 are required to have 10% of their energy from renewable energy sources.	This continues to be implemented.	

Local Annexes - Oldham

No.	Measure	Focus	Lead Authority	Emissions reduction	Progress to completion of last progress report	Progress in last 12 months	Estimated Completion date
NTA 4	Work with Environment Agency to address waste burning by businesses		OMBC / Environment Agency		The Council works with the Environment Agency to deal with specific sites where illegal tipping is a problem.	This continues to be implemented.	
NAT 2	Implement the Industrial permitting regime.	To ensure that LA permitted installations do not contribute significantly to areas of poor air quality.	OMBC Environmental health		Risk Assessment based inspection programme has been developed to ensure that LA permitted installations do not contribute significantly to areas of poor air quality.	This continues to be implemented.	
	Enforce smoke control provisions where possible	To reduce emissions and localised poor air quality associated from burning of waste.	OMBC Environmental health		Complaints about smoke emissions in a smoke control area are investigated, advice and enforcement action is taken where appropriate.	Ongoing. Formal procedure to deal with complaints about smoke has been developed to ensure that enforcement is carried out consistently and fairly.	Ongoing

Local Annexes - Oldham

No.	Measure	Focus	Lead Authority	Emissions reduction	Progress to completion of last progress report	Progress in last 12 months	Estimated Completion date
NTA 2	Develop partnership with Energy Savings Trust to encourage energy efficiency in the home	To improve the energy efficiency of buildings and therefore reduce the need to produce energy to heat them.	OMBC Environmental Strategy		Referral scheme agreed between Oldham MBC and Energy Efficiency Advice Centre to help people on low income receive access to assistance for measure that will improve energy efficiency.	Oldham has adopted an Affordable Warmth Strategy (2010 – 2013) and has developed an action plan to tackle fuel poverty and improved energy efficiency of homes in Oldham. In the first year of the scheme there has been over £6 million of investment in affordable warmth in Oldham, over 3,000 energy efficiency measures have been installed and over 200 people have been given one to one support through AWARM.	
NAT 4 E5 NTA 2	Implement Energy Strategy for Council buildings, housing and fleet	This will reduce emissions from local sources such as domestic boilers / generators as well as demand for electricity.	OMBC Environment Strategy		Work underway to improve energy efficiency in Council buildings. The Council has approved a Carbon Management Action Plan, with assistance from the Carbon Trust. This lists a number of proposed actions to reduce carbon emissions from public buildings, transport and street lighting.	Oldham is part of the Greater Manchester Low Carbon Economic Area for the Built Environment. To continue the	

Local Annexes - Oldham

No.	Measure	Focus	Lead Authority	Emissions reduction	Progress to completion of last progress report	Progress in last 12 months	Estimated Completion date
NTA 2	Implement Home Energy Conservation Act Strategy and Action Plan	This is linked to reducing climate change pollutants as well as reducing fuel poverty.	First Choice Homes Oldham		SAP rating of FCHO increased from 56.7 in 2003/4 to 72.96 in the first quarter of 2006/07. A borough wide Affordable Warmth Strategy was launched in winter 2004, containing a detailed action plan to eliminate fuel poverty. Work to improve the standard of housing and improve energy efficiency will reduce energy consumption and lead to reduced emissions of air pollution.	work already summarised above targets have been set to: <ul style="list-style-type: none"> • Fill 75% of all remaining homes with under-insulated lofts or cavities by 2013 • Offer eco-upgrades to 27% homes • All homes to be fitted with Smart Meters and have access to energy saving advice by 2015. 	
	Development of air quality and construction site guidance in partnership with Environmental Protection UK		OMBC Environmental Health in partnership with EPUK and other 9 Greater Manchester districts		New action	To develop guidance for developers, construction and demolition contractors on methods to use to reduce emissions (PM10 and NOx) from construction sites. A workshop was held with key stakeholders at Manchester Airport. A website has been set –up, which will be developed further over the coming months to incorporate detailed guidance that can be accessed electronically.	

Local Annexes - Oldham

No.	Measure	Focus	Lead Authority	Emissions reduction	Progress to completion of last progress report	Progress in last 12 months	Estimated Completion date
	Introduction of GM Electric Vehicle Infrastructure Scheme	Introduce EV charging points across Oldham to encourage the use of electric vehicles, reducing CO2 emissions.	Oldham Council / Manchester Electric Car Company		New action	First phase of charging point locations have been agreed for the town centre. The GM electric infrastructure scheme has been put on hold and is awaiting a decision from AGMA as to whether it will be progressed or not. No electric charging points have yet been installed.	Awaiting a decision by AGMA
	New electric vehicle POD in Hollinwood	A POD showcasing electric vehicles will be developed, to enable the rapid charging, hiring and purchasing of EVs.	Oldham Council / Manchester Electric Car Company		New action	A potential location has been identified in Hollinwood, subject to planning approval. This is part of the electric infrastructure scheme described above and is on hold awaiting a funding decision by AGMA.	Awaiting a decision by AGMA

Local Annexes - Oldham

No.	Measure	Focus	Lead Authority	Emissions reduction	Progress to completion of last progress report	Progress in last 24 months	Estimated Completion date
	New town centre cycle hub in Oldham town centre	A new facility is to be provided in through the LSTF to encourage commuting by bicycle and reduce congestion / emissions.	Oldham Council/TfGM		New action	The funding has been confirmed. It is due to be installed in 2014 to coincide with the opening of metrolink 3b. The location is still being determined but will be in the town centre.	2014
	Local Sustainable Transport Fund main bid	Input into GM LSTF main bid	Oldham Council/TfGM		TfGM have submitted a bid to DfT for sustainable transport measures across the region. Oldham have put forward several schemes as a part of this bid.	The bid was successful and Greater Manchester was awarded £32 million. Oldham Council is currently working with TfGM to arrange the roll out of schemes in the Oldham area.	Progress to be reported once schemes have been agreed.

Local Annexes - Rochdale

Rochdale Action Plan Progress 2012

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
D7	Metrolink extension to Rochdale	Transport for Greater Manchester	Preliminary work begun completion now due 2012		All preparatory and funding work complete for a 2 stage approach in Rochdale MBC –Phase 3A to Rochdale station by end of 2012 Phase 3B to Rochdale Centre by 2014	Heavy rail line from Oldham to Rochdale closed and construction and adaptations works begun and progressing well.	Permissions and funding in place and construction work on first stage in Rochdale MBC underway.	
E1	Northern Orbital (A58) Quality Bus Corridor	Rochdale MBC Highways/ TfGM	2003-2006		Original Work Complete including 330 Stops and 3 Junction redesigns	Further modifications to a junction have been identified which will reduce queuing times and hence pollution emissions they will be implemented in 2012	The stop improvements are steps towards making Bus travel more attractive and accessible. Monitoring after completion of the new layouts showed that Bus Journey time during the AM peak had been reduced by an average of 18% (one minute through this section).	

Local Annexes - Rochdale

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
E7	<p>Encourage Transport Modal Shift</p> <p>Including Travel to School Plans.</p>	Rochdale MBC	Started and ongoing		<p>On going</p> <p>Up to 2009 the Rochdale Grand Prix Cycle race was organised on a circuit around the Town Centre. To add an inspirational angle to participating in cycling</p> <p>RESN group working in schools throughout the year and in the LEAF fortnight in Sept.</p> <p>The authority had a schools transport officer in the team whose workloads include</p> <p>Business transport plans and increasing the cycle network in the borough.</p> <p>To date travel plans for 88 schools against a target of 94, 3 Business Parks, the Council</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>The RESN group educates children to become aware and familiar with energy saving and less polluting ways of life including transport .</p> <p>Travel plans encourage the use of none or less polluting methods.</p> <p>The changes in modal shift can be seen from the Transport Statistics Report both for Rochdale and Greater Manchester</p>	

Local Annexes - Rochdale

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					the local Hospital, a Further Education college and the PCT have been arranged.		has a whole. Bike It projects working directly with schools has changed travel behaviour, the best example St Edwards where nearly all cycle trips replace car trips, and cycle use is up to 44%.	
E8	RMBC Vehicle Procurement Policy	Rochdale MBC Fleet Managers	Preliminary work begun completion now due 2012		Policy in place Fleet will generally be replaced on a 5 year cycle to take advantage of technological improvements.	Discussions have begun on the increases use of Electric vehicles due to the resurgence of their availability.	The Council's up to date fleet is significantly less polluting than if it had been made up of older vehicles.	
	Home Energy Efficiency scheme	Rochdale MBC Housing Service	2003-2006 extended	If this energy reduction had been produced by natural gas consumption it would have produced around 0.777	Ongoing figures for '08-09' were an annual improvement in energy efficiency of 0.94% and 17.63% in total since the 1997. A 70,708GJ reduction for the year	Approx 14.56 tonnes of NO2 saved each year by previous work from	Significant reduction in the energy needed to heat homes leads to reduction in Nitrogen Dioxide produced from burning fuel to produce the energy. NO2 is the pollutant that lead to the declaration of the AQMA	

Local Annexes - Rochdale

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
				Tonnes of extra N02		1997.		
E7	On Carriageway Cycle Lanes	Rochdale MBC Sustainability	Started and ongoing		There are now approximately 200 Kms of on carriageway cycle ways in the borough	Approximately 28 kms of on carriageway cycle ways have been added since 2008	On road cycle routes provide much safer access to the road network for cyclists and therefore allow its use by cyclists for journeys that they would have made by car thus reducing the amount of fuel used and Nox emitted	
E7	Off Carriageway Cycle Lanes	Rochdale MBC	Started and ongoing		There are now approximately 59Kms Off Carriageway Cycle ways in the borough	Approximately 20,6 kms of off carriageway cycle ways have been added since 2008	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	

Local Annexes - Rochdale

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
E17	Develop a Rail to Road Freight Interchange	Rochdale MBC/Developers	Ongoing		The Unitary Development Plan and the Local Development Framework that succeeded it suggests appropriate schemes would be supported.	None – this is a long term aspiration	Because of its position on the rail and motorway networks the borough has the potential to involve rail freight in the significant distribution activities that are carried out here	
E17	Introduce Planning Policies that reduce the need to produce Nitrogen Dioxide	Rochdale MBC	By 2010		The Development of Planning Guidance that will require that 10% of energy used by new developments is produced from on site renewable	All new developments within the Borough will be built to the new standards.	The guidance is in place. Energy produced from renewable sources usually produces less Nitrogen Dioxide than conventional energy production.	

Local Annexes - Salford

Salford Action Plan Progress 2012

AQ1 Quality Bus Corridors (E1)						
Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
	QBC bus corridors	ES(T)	On going	Salford has seen a rise in bus patronage over the last 10 years.	Bus patronage increased steadily until 2009/10, until effects of recession were felt.	Reduced number of car trips – reduction difficult to quantify, again due to unknown effects of the recession.
	Leigh/Salford/ Manchester QBC	ES(T)	Potential completion by late 2013/14	Detailed scheme design in progress, and subject to review. Funding has now been approved.	The Leigh / Salford / Manchester busway has been allocated funding as part of the GM transport Fund. All necessary Traffic Regulation Orders were approved in February 2012.	Start on site is currently expected in June 2012, with a view to the scheme being completed and operational by the end of 2014.
	A6 Chapel Street	ES(T)	Works now complete.	New bus stops and 1 pelican crossing built.	Further proposals for traffic calming along Chapel St, are almost complete, including 20mph speed limit, wide pedestrian crossings, outbound bus lane and wider footways.	These works form part of the Leigh / Salford / Manchester Busway route and Cross City Bus Package.
	Liverpool Road, Irlam / Cadishead.	ES(T)	Programme to upgrade bus stops to QBC standard.	27 Bus stops improved.	Works are now complete.	Works complete.

Local Annexes - Salford

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
	Salford Quays / Crescent Station Bus Service	ES(T)		Funding agreed between the City Council, TfGM & Salford University.	Service is now operational and well used.	Subsidised funding will continue for 3 years, by which time it is hoped that the demand for the service will be well established.

AQ2 Bypasses and Road Building

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
	Broadway Link	ES(T)	2011	Complete and open to traffic.	None	The scheme will provide access to Trafford Park (New Century Bridge) and M602. Air Quality improvements to Eccles New Road..

AQ3 Walking and Cycling Strategies

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
E7	Additional cycle parking facilities	ES(T)/ UV	- On going annual programme	Ongoing target for 2012/13 Annual target for 10 additional sites.	Additional sites have been identified and are being progressed. There were 16 new stands (32 spaces) installed across 6 new locations during 2011/12.	A total of 168 additional cycle stands (336 parking spaces) across 53 separate locations have been implemented across the city between 2005 – 2012.

Local Annexes - Salford

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
	Secure cycle facilities		April 2008	2 more pods installed	Programme of organised rides led by Cycling Projects as part of the Green Exercise Programme has increased usage of the pods.	A total of 4 pods at Clifton and Blackleach Country Parks, Buile Hill Park and Princes Park.
	Driver Awareness campaign	ES(T)/ UV(TP)	On going annual programmes of campaigning	Aim for 4 campaigns per year.	No campaigns in 2011/12, due to budget cuts.	No local nor GM campaigns due to budget cuts. Limited campaigning even nationally during 2011/12.
	Cyclist Awareness scheme	ES(T)/ UV(TP)	On going annual programme of events tied to national campaigns – Bike Week & In Town Without My Car Day.	Support cycling in Salford with awareness campaigns and promotional events. Cyclegm website is also online. www.cyclegm.org	National Bike Week event promoted and held at Civic Centre	Further promotion of National Bike Week to be carried out in 2012.
	Safer Cycle networks	ES(T)/ UV(TP)	By 2011	8 km cycle path	A further 1.1km of towpath upgraded between M602 and Westwood Park.	Support the Bridgewater Way project which will create an extra 8 km of cycle path within Salford and 40 km overall.

Local Annexes - Salford

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
	Cycle Centre at Salford Quays	ES (T)	End 2013	Scheme to develop a Cycle Centre, providing secure parking, lockers and showers / changing facilities.	LSTF Funding approved. Negotiations in progress with TfGM and developers,	Part of a GM-wide initiative to provide cycle centres / cycle hubs in key centre locations.
	Cycle Routes to Salford Quays	ES(T)	April 2015	LSTF bid submitted to DfT. Decision expected in June 2012.	Routes identified. Design for Ph1 in progress.	Part of a GM-wide bid for LSTF funding.
	Irwell River Park	ES(T) / CE(D)	April 2015	LSTF bid submitted to DfT. Decision expected in June 2012.	Scheme is being progressed as and when further funding can be identified.	Scheme to provide pedestrian and cycle route along the River Irwell, providing link between Manchester City Centre and Salford Quays.
	Safer Cycling	ES(T)/ UV(TP)	On-going, annual programmes	Train 50% of yr 6 pupils to bikeability level 2	Approximately 737 pupils trained to level 2 standard during 2011/12. .	18% of Yr 6 pupils were trained to bikeability level 2 during 2011/12. In addition, 15% of Yr 5 pupils were also trained.
	School Cycle Shelters	UV	By 2008 Revised timescale 2012	50% by 2008. Revised target of 100% of high schools with an adopted travel plan to have cycle shelters.	The 50% target has been achieved; work is ongoing to provide shelters at all high schools with a travel plan.	All existing High Schools have bike shelters, except those currently in the BSF programme, which will all also include bike shelters as part of the new builds.
	Promote cycle forum	CE(S)	Ongoing annual target	Increase attendance by 2 annually.	The forum has met quarterly and has increased its membership by 20 to 68 members	The forum meets regularly on a quarterly basis to discuss cycling facilities. The forum has worked with external organisations such as TfGM / Sustrans to develop improvements for cyclists.

Local Annexes - Salford

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
	Online Cycle Route Journey Planner	ES(T)/ UV(TP)	Winter 2009	.Service is now operational.	The Transport Direct online cycle journey planner is now at http://www.cycle-route.com/routes/Greater_Manchester-Routes-8.html	Part of a combined Greater Manchester initiative. Further promotion of the journey planner is proposed during 2012/13.
	'Walkit' online pedestrian route journey planner	ES(T)/ UV(TP)	Completed in 2010	Now online. www.walkit.com	The walkit journey planner for Salford is now live. The planner has been promoted at Bike Week and In Town Without My Car Day events. http://walkit.com/cities/manchester/	Part of a combined Greater Manchester initiative. Usage of the planner is increasing with an average of 300 journeys per month plotted in Salford. Further promotion is planned to coincide with European Mobility week in September.
	Cycle strategy	ES(T)/ UV(TP)	Annually	Bike usage to be monitored annually	Cycle trips are monitored annually by Greater Manchester Transportation Unit (GMTU) at 6 sites across Salford.	Average cycle flows on A and B roads increased by 3% between 2007 & 2008, by 5% between 2008 & 2009, and by 12.6% between 2009 & 2010. (ref)
			Dec 2007	Plans / strategies available in all libraries and schools	A cycle network maps revised in 2010/11	Cycle network maps have been distributed to all libraries and schools.

Local Annexes - Salford

AQ4 Safe Routes to School and School Travel						
Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
	Encourage schools to develop Travel Plans	UV(TP)	100% by 2010.	10 more schools have adopted a travel plan. There are now 91 schools that have a travel plan 80% (SCC only), 71% including independents	10 more schools developed a travel plan in 2010 and will receive the capital grant funding for on-site improvements from the DfE in September.	Travel plan coordinators are working with business and schools to introduce Travel Plans. Surveys are built into plan.
	Educate pupils on travel options	UV(TP)	Medium	Travel Plan Team working with schools to promote travel	Technical support and advise to schools by officers and websites.	Greater Manchester School Travel plan http://www.traveltoschool.com/
			Medium	Support schools and encourage walking cycling programs. cycling	From September 2010, 8 primary schools with less than 50% walking will be taking part in a 2 year walking initiative 'WoW (Walk Once a Week), which is 50% funded by Department for Health and 50% from Salford PCT. In October 2010, primary invited to participate in the 'Green Miles' scheme. Over 25% schools took part.	
	Walk to school initiatives promoted through travel plans	UV(TP)	Short	Sustainable Travel and Road Safety (STARS).	13 schools with 50% or more travelling by car invited with 3 actively involved	Designed to promote sustainable transport means to school, to raise children's awareness of travel, and its impact on the environment.

Local Annexes - Salford

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
				Walk to school	Average 2% year on rise in walking to school.	Since 2008 the proportion of children driven to school has dropped from by 3% Walking to school increased by 6% to 61% (2008-11)
				Walk to school week	16-20 May 2010. 15 schools or 2583 pupils took part in the scheme.	Part of a national campaign supported by SCC and Urban Vision (UV)

AQ5 Travel Plans

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
	Develop and co-ordinate Green Travel Plans within Salford.	UV(TP)	Launch council plan 2006		Survey in 2009 will be used to developed a revised plan. Car share scheme 33 members. Website http://www.carsharegm.com/	Cycle to work scheme, improved cycling changing and parking facilities. Greater Manchester districts rebrand car share web site.
	Greater Manchester Workplace Strategy: implementation of Green Travel Plans.	UV(TP)		Develop travel plans with major commercial and manufacturing firms.	Exchange Quay travel plan with car share scheme launched May 2010. 50 employees registered.	Since 2007 27 travel plans developed by planning applications A GM wide travel planning advice site http://www.travelplans.org.uk/

Local Annexes - Salford

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
	BBC Media City		2012	Improvements to the areas transport infrastructure and public transport services, enabling people to take greater advantage of sustainable modes of travel .	New bus and tram services	
	To promote and develop Council's car sharing scheme	UV(TP)	Car sharing	Promote car sharing	A new car-share scheme for Greater Manchester was launched in May 2010	
	Company Travel Plans			Promote green travel plans	Companies over 100 staff contacted about travel plans and targeted from SCC planning and business contacts.	Since 2007 27 travel plans developed by planning applications A GM wide travel planning advice site
	Salford Travel Partnership (STP)		Ongoing	Support better transport links between SCC and major business in the area. www.salfordtravelpartnership.org.uk	10 partners meet regularly.	Major stakeholders from business, hospital, transport and the Council to promote future transport plans.

Local Annexes - Salford

AQ6 M60 Jetts Jt 18 to 12						
Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
E1, E10	M60 Jetts Jt 18 to 12 Multimodal study to reduce congestion, promote better use of public transport, alternative modes for freight.	HA	2013/2015	Jetts Quality Bus Corridors (QBC's) Are not currently included within the Greater Manchester Transport Fund priorities.	No progress, due to a lack of funding.	
	NOx Barrier		Complete	Trial NOx barrier on M60 using Titanium oxide (TiO2)	2007-9 The results of this trial indicated that the barrier did remove NOx at the barrier face under optimum weather conditions. However, these conditions occurred so infrequently that over the course of the trial the barrier had no overall effect.	Laboratory trials had shown that the NOxer® material was capable of removing up to 80% of oxidized nitrogen pollutants from the air.
	Highways Agency. Managed Motorways		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.		The JETTS QBC programme currently has no funding identified for it. However, the programme remains an aspiration, should funding become available. Comments to HA that hard shoulder running will increase pollution at nearby receptors.

Local Annexes - Salford

AQ7 Traffic Management Plans						
Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
E10, E11, E12, E15	Crescent / Chapel St Traffic Calming master plan	ES(T)/ UV	Summer2007 (Phase 1) 2008/9 (Phase 2) Completion by 2011	Improved traffic management better public transport and environment for pedestrians and cyclist.	Works are now complete in 2012 .	£10.76 million infrastructure and environment improvements . TfGM and the City Council are now working with Network Rail to firm up on a scheme for Crescent Station, to be implemented by April 2014.
	Promoting the extension of the Metrolink, quality bus corridors and improvements to rail and bus facilities.	ES(T)/ UV	Medium	Metrolink Ph 3a funding now in place. Works continuing on lines to Chorlton and airport .	Work on the phase 3a extensions are underway and expected to be completed in stages between 2012 and 2014	This will increase access to /from Salford Quays & Eccles by Metrolink, reducing the demand for car travel to these locations.
			Metrolink extension to MediaCity due to be operational by 2010.	BBC Media S106 to extend link and purchase additional carriages.	Work on the MediaCityUK spur is complete, and the line is now operational.	Complete and operational.

Local Annexes - Salford

AQ8 Development Plans (UDP/ LDF)						
Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
	Development of Salford Core Strategy	ES(EP)	2012	This will set out the long-term spatial vision for the city up to 2028. It aims to promote development close to transport nodes and minimise impacts on the environment .	The Publication Core Strategy was published for consultation in February 2012.	To be submitted to Secretary of State along with the publication core strategy by the end of May 2012. An independent inspector to examine the core strategy
	Promote mixed-use development within the regional centre, town centre, neighbourhood centre and close to transport nodes.	ES(EP)	UDP period: 2004-2016	UDP Policy MX1 allocates 4 mixed-use areas within which to focus mixed-use development that minimises the need to travel. UDP Policies MX3 and MX4 allocate 3 sites for mixed-use development.	Phases 1 and 4 of the Lower Broughton mixed-use development scheme are completed. School and park opened in 2011 Public consultation on the Draft Crescent Development Framework took place over the period 7 November to 16 December 2011.	
	Major development proposals to demonstrate how they will minimise greenhouse gas emissions.	ES(EP)	UDP period: 2004-2016	Green house gas polices and ST14 and renewable energy policy EN22 in place.	Continual assessment in planning applications for major developments.	Adoption of Sustainable Design and Construction Supplementary Planning Document (SPD) in March 2008. Policies ST14 and EN22 requires certain developments to reduce green house emissions, conserve and develop renewable energy options.

Local Annexes - Salford

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
	Promote sustainable freight and passenger movements using, where feasible, more rail or the Manchester Ship Canal.	ES(EP)	UDP period: 2004-2016	<p>UDP Policy ST5 develop freight on water / rail and environmental protection. Promotes the protection and enhancement of rail and water-based infrastructure to support the movement of freight.</p> <p>UDP Policy E1 to develop multi-modal freight interchange using rail, road and water.</p>	The application remains at the planning stage.	Port Salford will use the Manchester Ship canal creating a multi modal freight terminal using water rails and road, reducing emissions in the region.
	Air Quality Assessments (AQA) for planning applications	UV	Ongoing.	UDP Policy EN17 seeks protection of the environment and receptors from significant impacts of emissions from new development.	Major planning applications were assessed, by an air quality assessment report.	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.

Local Annexes - Salford

AQ9 Energy Efficiency (NTA2)						
Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
	Schools Energy Awareness Programme	SR(EM)	Ongoing	Building Schools for the Future and the Primary Capital Programme to ensure Sustainable Buildings.	Ongoing programme of work with schools to implement energy saving measures, energy audits including energy audits	Meetings with head teachers/site managers undertaken when site Energy Audit conducted.
	Environmental Stewardship Initiative. Improve energy usage in council buildings, schools, and recreational centres.	SR(EM)	Ongoing assessment of needs.	Further installation of Building Energy Management System (BEMS). Proposals being sought to Upgrade the existing phone line system to an Ethernet based system.	Further buildings are being added and this has continued to be the case in 2011/2012. Upgrading to the Ethernet system has been delayed due to an IT systems upgrade that is to be carried out in the first instance.	More than 90 of the major council buildings and schools are now on the BEMS which is linked to the central supervisor situated within the Energy Management Team
	Energy Accreditation	SR(EM)	Every two years	Salford City Council to be re-accredited and aim to improve on previous score	Re-accreditation process was carried out in 2011	Salford City council has been successfully re-accredited in April 2011 and achieved the overall maximum 5 star rating on the Carbon Saver Gold Standard.
	Local Authority Carbon Management Programme	SR(EM)	5 year programme 2008 – 2013	Projects identified through the Carbon Management Plan will continue to be implemented in 2011/2012. A 40% reduction in carbon dioxide emissions through Council buildings and transport was agreed for the duration of the programme.	Total CO2 emissions in Council operations reduced by 4% over the last 12 months	Total reduction in CO2 emissions since the inception of programme is just over 9%. Similar sized reductions expected for NOX/PM10.

Local Annexes - Salford

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
	Energy Performance in Building Directive	SR(EM)	Ongoing	Ensure all buildings over 1,000m ² have a Display Energy Certificate detailing the energy rating of the building.	All relevant buildings displaying a certificate and the majority now have the 3 year Certificate.	Display Energy Certificates are updated on a regular annual basis for all buildings that qualify.
	Carbon Reduction Commitment Energy Efficiency Scheme	SR(EM)	Ongoing, Government initiative commenced April 2010.	Mandatory emissions trading scheme. Commenced April 2010.	Data being collected for the footprint and annual year (2010/11)	Data being collated and awaiting internal audit verification. To be submitted by 29 July 2011
	Greenhouse Gas Emissions (Successor to N1185)	SR (EM)	Data to be collated and published locally on Salford's website by 31 July 2011	For the first year, data for 2009/10 and 2010/11 will need to be collated and published	Data has been collated and published on Salford's website for 2009/10 and 2010/11 for Scope 1 and Scope 2 emissions only	Data can be found at the following website: www.salford.gov.uk/carbonmanagementprogramme.htm
	Home Energy Strategy	SR(HF)	New targets for 2010-2016.	Published Partners IN Salford's Affordable Warmth strategy in 2005. Updated Action Plan for 2010-2016	Updated Action Plan (2010-2016) published Autumn 2010	Advice on website_ http://www.salford.gov.uk/energyadvice Contains number of actions aimed at improving energy efficiency.
	Home Energy Conservation Act Action Plan (HECA)	SR(HF)		The government planned to repeal HECA but has now had a change of policy HECA will be reintroduced winter 2012/13. Details of LA obligations are not yet available.		NB: Government announced in May 2011 it was considering re-introducing HECA in some form.

Local Annexes - Salford

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
	Aerial Thermal Imaging			Thermal imaging survey of Salford to identify building heat emissions for home insulation programmes	Complete.	Information for every dwelling now on internet & accessible by residents.
	Home insulation schemes to reduce energy consumption	SR(HF)	Medium	<p>The Council has developed a number of schemes to encourage the owner occupied and private rental sector to install home insulation and heating in their property. They are:</p> <ul style="list-style-type: none"> • Owner Occupier insulation scheme • Low-Rise Flats insulation scheme • Government's Warm Front scheme 	<p>During 2011/2012 the following measures were installed via the Toasty Salford and other schemes supported financially or promoted in partnership by the council scheme</p> <ul style="list-style-type: none"> • 1,671 lofts insulated • 1,550 cavities were insulated • 336 central heating systems installed. 	<p>The council's partnership with energy companies and Carillion p has continued to raise the profile of the help available to make homes more energy efficient. During 2011/2012 over £465K was invested via the Warm Front Grant scheme. This is a significant reduction on previous years as the qualifying criteria have been changed.</p> <p>Our main scheme is the GM Get Me Toasty scheme,</p> <p>During 2011-2012 council worked with will be working with other GM authorities to promote basic home insulation to 400,000 property owners via their Low Carbon Economic Area project. This scheme is marketed as Get Me Toasty. During 2011/2012 the scheme's utility partners invested approximately £612,624 of their Carbon Emission Reduction Target (CERT) grants in Salford.</p>

Local Annexes - Salford

AQ10 Monitor Air Quality						
Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
	Monitor air quality and report results	ED(R S)	Continuous	3 real time monitoring sites at Eccles and M60 Junction 13 and Glazebury.	Funding and resources for monitoring provide for 2 stations. Defra fund Glazebury	Continued operation of real time air quality stations at M60 and Eccles, and diffusion tubes .
	Emission Inventory	ED(R S)	Annual Report	Annual reports, improved guidance on industrial emissions and web based entry system.	2007 data collected report due in 2011	Web based entry system for collecting point source data, enabling direct reporting of emissions and management of emission factors and data collected in 10 districts. This will improve accuracy of emission and modelling.
	Review and Assessment	ED(R S)	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.	Revised emissions factors delayed modelling; results expected in 2013 and revised AQMA in 2014.	Bid awarded writing design and content for website. Tenders issued and contracted awarded. Revised emission factors delayed modelling. Expected 2014
	Develop air quality information on the internet.	ED(R S)			Updates to web site.	Comprehensive Air Quality information at Councils web site. And greatairmanchester.org.uk .

Local Annexes - Salford

AQ11 Cleaner Vehicles						
Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
	Refuse vehicles replacement program .	ED(L)	Complete 2006/9 Next 2012		No action due	Council fleet has remained the same and will continue for the next 2 ½ years
	Upgrade council fleet to Euro III	ED(L)	Complete Next 2011	Light and heavy goods vehicles all Euro III.	No action due.	New Council fleet of vehicles have been successfully delivered with Euro IV engines. Due to be replaced in 2012
			Complete	Street Cleaning Vehicles	Euro 5 compliant, 9 in service 2010. To be replaced in 2013	Street cleansing fleet replaced meeting latest Euro standards.
	Promote alternative fuel take up in Council fleet vehicles.	ED(L)	Continuous	Report commissioned on the use of Alternative Vehicle Fuels for the Council fleet.	Biodiesel continues to be used. Review of using 80/20 bio diesel not possible as not supported by vehicle manufactures Tender for fuel saving engine mapping to achieve 10% fuel saving. Procurement in 2012/3	Bio-Diesel (95/5%) in use and to continue looking at options for greater biodiesel during procurement
	Better Driving Skills		2011/12	Cab training on driving	Subject to tender	Programme to be implemented following procurement in August/September 11. 'Smarter driver training is claimed to reduce fuel consumption by up to 20%

Local Annexes - Salford

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
			2008	Electric powered vehicles during 2010	No demand for new vehicles of this type. .	Pending outcome of trials procurement of vehicles for suitable areas e.g. parks of is under consideration.
	Support GM Cleaner Vehicles Campaign	ED(R S)		Vehicle emission testing in Greater Manchester and smarter driving tips.	Vehicles tested advice and information given. Joint program with Energy Saving Trust to promote smarter driving to reduce CO2, Pm10 and NOx emissions. Across GM 375 vehicles tested.	Over 4000 vehicles tested between 2003 and 2009. Better informed public air quality and vehicle emissions. Report published in 2009, GMTU 1490. Results show fall in vehicle emission, for hydrocarbons and CO. NOx trend not as clear.

AQ13 Ground Work Trust / Red Rose Forest

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
E3	Tree planting in urban areas and open spaces to improve environment.	RR	Continuous – Funding is bid for each year from Housing Market Renewal and European Regional Development	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> In 2008/09 further street tree planting on;		Red Rose Forest continues to assist in the regeneration of Salford by improving open spaces and streets. Trees can trap particulate matter on their leaves and twigs and also absorb gases such as CO, NO ₂ and SO ₂ . The cooling effects of trees also help reduce the rate of ozone production. In addition they provide a sink for

Local Annexes - Salford

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
			Fund.	<u>West Salford</u> <u>Charlestown / Kersall</u>		greenhouse gases e.g. CO ₂ , NO and CH ₄ . Reduces heat island effect, giving less ozone reducing formation of NO ₂

AQ14 Information on Bonfires

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
NTA4	Prevent and minimise pollution from garden bonfires by providing advice to local residents.	ED(R S)	Continuous	Pollution Officers responded to domestic and industrial burning complaints. The 'Don't Burn It' leaflet is included with correspondence	Pollution Officers respond to burning complaints within the same day. ¹	The 'Don't Burn It' leaflet is included with correspondence.

Local Annexes - Salford

AQ15 Industrial Controls						
Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Progress with measure	Progress in Last 12 months	Comment
NTA1	Routine inspections by Salford City Council to determine compliance with authorisations/permits	ED(RS)	Annual inspection programme	Salford City Council ensures that all Part A2 and B industrial processes operate to the Best Available Techniques for abating emission to atmosphere including fitting emissions abatement equipment.	100% compliance	An Enforcement Policy has been developed. Fall in industrial emissions since legislation commenced.

Local Annexes - Stockport

Stockport Action Plan Progress 2012

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n*	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
E2	Delivery of SEMMMS Relief Road	Stockport		Outcomes of DMRB assessments are still awaited. Emissions will be displaced away from receptor points within the AQMA along the A6 in the south of Stockport.		Preparation of the MSBC is now nearing completion although a number of stakeholder consultations are underway prior to submission for Programme Entry.		
E3	Walking promotion	Stockport	On-going	<0.5%	Stockport elements of the Local Sustainable Transport Fund bid have been approved for funding as part of the DfT decision on the overall Greater Manchester bid.	Local Sustainable Transport Fund bid contains a number of local schemes to improve walking and cycling access in the Town Centre and to Rail Stations. Communities Living Sustainably funding bid is also in preparation and will contain a number of walking and cycling improvements in the Reddish Vale area of Stockport.		

Local Annexes - Stockport

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n*	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
E5	Promotion of uptake of cleaner fuels: Plugged in Places	Consortium of GM Authorities/ Private Sector	2012/13	Market forecasts suggest that there will be no measurable reductions from electric vehicle promotion in the short term. However, this is a fundamental stage in the long term strategy to enable a shift away from Internal Combustion Engine based technology, and ultimately decarbonisation of road transport.	Stockport is a partner in the GM Consortium Bid for Plugged in Places (charging infrastructure)	Implementation has been stalled as uptake of EVs in Greater Manchester (only 14 in 2012) is far lower than even the low end projections. This has constrained private sector interest. OLEV are aware of this situation and continue to be supportive of the GM project, albeit that we need to explore alternative options for delivery. At present public sector route is the preferred option as it is unlikely that the private sector can deliver charging infrastructure as a prerequisite to uptake of EVs.		
E5	Promotion of uptake of cleaner fuels: Emission standards through A6 Quality Bus Partnership	TfGM/ Manchester/ Stockport	April 2012-2017	29% reduction in NOx and 44% reduction in primary NO2 emissions from 192 and 191 bus services. This takes account of sampled bus speeds at ATC sites.		The A6 Quality Bus Partnership has been agreed and is in progress from April 2012. This contains targets to achieve 100% of the high frequency 192 service on the A6 corridor to be of Euro 5 standard by January 2014. Targets will		

Local Annexes - Stockport

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n*	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
				This is equivalent to approx. 6.4% and 6.8% reduction in total road traffic emissions of NOx and primary NO2 respectively.		be phased for services operating only part of their routes on the A6.		
E7	Cycling promotion	Stockport	On going	<0.5%	New cycle bridge link will open in July 2012. This will provide an important off-road link between Marple and Stockport.	GM Local Sustainable Transport Fund bid contains a number of local schemes to improve cycling access to and within the Town Centre and to Rail Stations across the borough. This will contribute significantly to addressing gaps within the wider cycling network. Communities Living Sustainably funding bid is also in preparation and will contain a number of cycling improvements in the Reddish Vale area of Stockport.		
E9	Review of Stockport Sustainable Travel Plan	Stockport	2012/13	+	Review of the Council Travel Plan is underway and will be completed in 2012/13. The Council is also	The Travel Plan achieved the following: 1. A reduction of 8% points in the proportion of Single Occupancy Car journeys to work	Modal split from 07 Survey: Car(SOV)=59.5% Car share=4.3%	

Local Annexes - Stockport

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n*	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					re-running a cycle loan scheme.	<p>(although the 50% target was not met)</p> <p>2. 5% reduction in business mileage by car</p> <p>3. An increase by 8% points in the proportion of public transport usage to work (19%).</p> <p>4. Levels of cycling to work have recovered to pre-2003 levels (from a low of 3% at the start of the plan to 5% at the end of the plan).</p>	<p>Public transport=17.1%</p> <p>Walking=15%</p> <p>Cycle=3.7%</p> <p>Modal split from 09 travel Survey:</p> <p>Car(SOV)=56%</p> <p>Car share=4%</p> <p>Public transport=18%</p> <p>Walking=15%</p> <p>Cycle=5%</p>	
E9 E11	School Travel Plans	Stockport	On going	<0.5%	Delivery of School Travel plans. Previous target for 2010 was reviewed as the focus is on quality and delivery of existing STPs rather than 100% coverage.	Draft 2011 figures show an increase in walking to 55.3% of journeys to school from a base of 41.8% in 2007. However, the indicator has now been withdrawn from the national single data list and so no further figures are available.	Car mode share to schools has declined by 2.3% between 2006/07 and 2009/10. Most of this has been due to a switch to walking.	

Local Annexes - Stockport

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n*	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
NTA1	Enforcement of Part A and B Industrial processes.	Stockport	On going	+	Inspection programme completed and all processes are compliant	100% compliance has been achieved every year for the period of LTP2 and the current LTP3.		

* A "+" symbol indicates that the action will have a positive effect on air quality but it is difficult to measure or there is no data.

Local Annexes - Tameside

Tameside Action Plan Progress 2012

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	Metrolink Eastern Extension	Transport for Greater Manchester (TfGM)	From 2011			Work on the construction of Metrolink through to Ashton is underway. Completion date for Phase 3a to Droylsden and Phase 3b to Ashton is expected to be Winter 2013/14.		Metrolink remains the single most important public transport measure to improve air quality (and tackle climate change too).
	A671/A627 Rochdale/Oldham/ Ashton-under-Lyne /Hyde Quality Bus Corridor and A627/A560 Hyde/Stockport Quality Bus Corridor.	Tameside MBC			Bus Lanes introduced and bus stops upgraded. Total of 61 bus stops and 1.185km of bus lane completed. SCOOT system installed in Ashton town centre and Hyde town centre SCOOT system extended to Newton St/Dukinfield Rd junction in Hyde.	Work on QBC's now completed		
	A635 Manchester/Ashton-under-Lyne /Stalybridge Quality	Tameside MBC			Total of 65 bus stops have been upgraded to QBC standard and 0.36km of bus lane have			

Local Annexes - Tameside

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	Bus Corridor				<p>been provided.</p> <p>SCOOT system installed in Ashton and Stalybridge town centres, between Ashton and Stalybridge and between Ashton and the M60.</p>			
	A57 Manchester/Denton/ Hyde Quality Bus Corridor.	Tameside MBC			<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 17 upgraded QBC bus stops provided on Mottram Road and Woolley lane between Hyde town centre and the Derbyshire boundary funded through SEMMMS in 2006/07 and 2007/08.</p>			
	Ashton Northern Bypass	Tameside MBC	2010		Stage 1 opened December 2000.	Stage 2 completed and open to traffic	Completed	

Local Annexes - Tameside

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					Stage 2 construction work begun and retaining walls completed. Carriageway construction due to start January 2011.			
	Examine the potential for Metrolink 'Park and Ride' at Ashton Moss.	Tameside MBC			Agreement has been secured to site a station on Ashton Moss. Construction of station and car park will take place as part of Metrolink Phase 3b extension to Ashton.	Planning permission for the site has been granted		
	A57/A628 Mottram to Tintwistle Bypass and Glossop Spur Local Road Element.	Tameside MBC	2014		This scheme was withdrawn by the Highways Agency in July 2009	TMBC subsequently approved the development of the Longdendale Integrated Transport Strategy (LITS)	The funding available for developing LITS was withdrawn in the October 2011 Comprehensive Spending Review.	
	SEMMMS 'transport change' measures				Travel plans agreed with all schools within the SEMMMS area of the Borough. The majority of the bus stops within the SEMMMS area have been upgraded.	Total 145 Bus stops not located on the QBC have been upgraded. Agreed travel plans with all primary and secondary schools within the SEMMMS area of the	Ongoing annual programmes of bus stop improvements and implementation of measures identified within School Travel Plans.	

Local Annexes - Tameside

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
						Borough.		
	Improved pedestrian/cycling environment.	Tameside MBC	On going		<p>Improved pedestrian facilities are an outcome of both the QBC and school travel plans.</p> <p>Advance stop lines for cyclists 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.</p> <p>Tameside is working with British Waterways, Derbyshire CC/Stockport/Cheshire CC to promote and develop NCN66 Peak Forest Canal cycle route.</p> <p>Cycle route linking Ashton to Stalybridge is being implemented during 2009/10 and 2010/11. Works being undertaken at Scotland St/Whitelands Rd/Whitelands/Wharf St</p>	<p>3 cycle counters have been installed across the Borough and they are measuring an increase in numbers cycling. These cycle counters are being moved to alternative sites within the SEMMMS area in 2010/11.</p> <p>A Tameside Cycle Forum meets at regular intervals.</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</p>	<p>Provision for cyclist made as part of the QBC programme</p> <p>New and upgraded pedestrian crossing facilities have been provided as part of the QBC programme.</p> <p>New and improved pedestrian and cycle facilities identified through the school travel plans are being provided.</p>	

Local Annexes - Tameside

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					junction to provide cycle friendly facilities at the traffic signals.	<p>other Greater Manchester districts.</p> <p>The number of accessible pedestrian crossings in Tameside has been increased.</p> <p>The percentage of Public Rights of Way in Tameside that are easy to use has been increased.</p> <p>96 20 mph zone Traffic Regulation Orders have been introduced.</p>		
	Home Zones	Tameside MBC	2009		Ashton West End and Haughton Green Home Zones have been completed.	Completed	No further Home Zone proposals at present.	
	Develop local authority travel plan.	Tameside MBC			<p>The measures identified within the action plan have been implemented.</p> <p>Development of updated travel plan is currently underway.</p>	<p>Local Authority Travel Plan has been completed and adopted.</p> <p>An action plan has been devised to implement the travel</p>	Car sharing initiative, cycle purchase and use initiative, and subsidised travel ticket scheme in place	

Local Annexes - Tameside

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
						plan.		
	Facilitate company travel plans.	Tameside MBC	On going		Companies are encouraged to develop travel plans when submitting planning applications.	It is a condition on planning applications for large developments to have a plan in place.		
	Facilitate school travel plans.	Tameside MBC	2009		<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>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 declining.</p>	Project on-going	
	Investigate feasibility of LPG / alternative fuels for Council fleet	Tameside MBC	On going		Fleet in transition period with the expiry of a number of supply contracts, expected to retain current fleet for 12 months to allow for	<p>100% of fleet now replaced with euro 3 or better.</p> <p>HGV fleet fitted with CRT emission</p>	Use of hybrids vehicles extended for a further 6 months due to service review	

Local Annexes - Tameside

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
					<p>service redesigns in line with spending reviews</p> <p>Fuel additive trial completed</p>	<p>filters.</p> <p>Projected savings on fuel costs = £20K and emissions = 30MT CO₂</p> <p>Latest reports show a saving of 23k with a reduced CO₂ of 96 tonnes</p>	<p>Reductions in fleet currently stands at 9 vehicles for 2011</p> <p>Demonstration Electric vehicle due March-June</p> <p>Peugeot Ion and Nissan leaf. Also an electric 3.5ton tipper from ALKE</p>	
	Ensure that the Councils vehicle fleet is properly maintained and operating efficiently.	Tameside MBC	On going		<p>As some contracts for fleet provision due to expire expected to keep current fleet for a further 12 months</p> <p>VOSA vehicle inspection training given to staff in 2005. Positive effect 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>Shift review completed and operating satisfactorily with a 45% improvement in services returned to user following day.</p> <p>Vosa fleet Mot pass rate now at 91.6%</p> <p>Last O licence audit report by FTA satisfactory on all points with no recommendations</p>	

Local Annexes - Trafford

Trafford Action Plan Progress 2012

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
E5 E13	Use of cleaner and alternative fuels by council fleet	LTP Team	Continue to reduce air quality emissions associated with the Council's fleet - Ongoing.	Action will have positive effect on air quality but is difficult to measure or there is no data	<p>The primary fuel for fleet vehicles is now diesel. We are investigating potential to introduce electric vehicles into the fleet as part of the Greater Manchester 'Plugged in Places' project.</p> <p>Council fleet has been reduced in size by 30 vehicles during 2011 as departments have streamlined their operations</p> <p>The majority of the fleet is now equipped with Masternaut (Vehicle Tracking). Monitoring of the system by the department managers can help reduce fuel costs, mileage and emissions by cutting down on wasted journeys.</p>	Council fleet has been reduced in size by 30 vehicles during 2011 as departments have streamlined their operations	<p>100% of the fleet are currently running on B5 bio diesel or LPG. .</p> <p>The use of LPG has been phased out as advances in diesel technology have eroded many of the advantages of LPG.</p>	Further work proposed for 2012/13
E9	Sustainable School Travel.	LTP Team	All schools in Trafford to have an approved Travel Plan by April 2010.	Action will have positive effect on air quality but is difficult to measure or there is	<p>There are 108 schools in Trafford. 89 Travel Plans have been completed.</p> <p>We have switched our emphasis in this area of work to implementing sustainable travel measures at those schools where there</p>	<p>Trafford Council Sustainable Modes of Travel Strategy was published in August 2007 and updated in August 2008.</p> <p>Direct support to available to all schools in setting up</p>	Target for 20% of pupils in participating Bike It schools to be cycling once a week by July 2012.	Further work proposed for 2012/13

Local Annexes - Trafford

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
				no data	<p>is most opportunity to influence travel behaviour, rather than continuing to try to implement travel plans at schools where there is little enthusiasm or interest from the school.</p> <p>With this in mind, we have launched two new projects this year, 'Trafford School Travel Revolution' and 'Trafford Bike It', part funded in the latter case by the Trafford Environment Partnership. Each aims to get more children involved in active, sustainable modes of travel for the journey to school.</p> <p>We continue to encourage schools to introduce walking initiatives, and 11 schools currently operate a walking bus.</p>	<p>walking buses.</p> <p>Continuing to work in partnership with our Children and Young People Service to promote sustainable school travel and the healthy schools programme.</p> <p>Both new projects initially very well received by schools and pupils alike, with very high rates of participation so far.</p>		
E3	Encourage local employers and industrial park organisations to use alternative	LTP Team	Smarter Travel Trafford Park initiative established to lead on sustainable travel issues in Trafford Park.	Action will have positive effect on air quality but is difficult to	Advice on alternative fuels and modes given to local businesses as part of the overall air quality management awareness raising exercise.	Smarter Travel Trafford Park initiative promoted to all organisations in the Park during 2010 and 2011.		Further work proposed for 2012/13

Local Annexes - Trafford

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
	fuels for vehicle fleet.		Awareness raised on use of alternative modes and alternative fuels and impact on air quality	measure or there is no data				
NT	Seek funding from developments through section 106 agreements on major planning developments.	LTP Team Planning Team Pollution Team	Guidance developed for different categories of development to ensure travel plans are included.	Action will have positive effect on air quality but is difficult to measure or there is no data	All planning applications which contain significant air quality implications are assessed. Development engineer instigates requirements and guidance for specific categories of use. Trafford's Local Development Framework Core Strategy provides guidance on this aspect.	Action Plan for funding allocation being developed. Monitoring of travel plans to be investigated through Core Strategy.		Further work proposed for 2012/13
E13 E7 E8	Work from home schemes for employees.	LTP Team	Trafford Council Home Working Policy and Guidance is in place. Staff Travel Plan adopted 2010. Actions coming forward through this including: 1) Cycle to work scheme launched	Action will have positive effect on air quality but is difficult to measure or there is no data	Trafford Council Home Working Policy and Guidance is in place. Flexitime, compressed hours and home working schemes in place	Staff travel developed. The action plan will include incentives for flexible working		Further work proposed for 2012/13

Local Annexes - Trafford

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
			2011 2) Improvements to staff cycle parking 3) Staff shuttle bus as part of office move 4) Opportunities being taken for move to new town hall					
E13 E7 E8	Cycle parking facilities improved for staff.	LTP Team	Cycle parking available at all council buildings. Cycle parking facilities upgraded at Sale Waterside in 2011 through staff travel plan Cycle parking facilities at Quay West upgraded as part of relocation in 2011 Greatly improved staff cycle parking and shower facilities being provided as part of Town Hall redevelopment in	Action will have positive effect on air quality but is difficult to measure or there is no data	Cycle parking facilities reviewed for monitoring in staff travel plan.	Cycle parking facilities upgraded at Sale Waterside and Quay West	Greatly improved staff cycle parking and shower facilities being provided as part of Town Hall redevelopment in 2013	Further work proposed for 2012/13

Local Annexes - Trafford

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
			2013.					
E13 E7 E8	Subsidised Public Transport for Council Employees	LTP Team	Not yet implemented. Being considered through Travel Plan as part of relocation back to new Town Hall, with potential for offering as an alternative to casual/essential car user/lease car. Staff shuttle bus provided as part of temporary relocation to Quay West	Action will have positive effect on air quality but is difficult to measure or there is no data	Being considered through Travel Plan as part of relocation back to new Town Hall in 2013	Staff shuttle bus provided as part of temporary relocation to Quay West		Further work proposed for 2012/13
E13 E7 E8	Develop a car sharing scheme for employees	LTP Team	The council offers staff an interactive car sharing scheme through a private Trafford Council staff group on Car Share GM – www.carsharegm.com		Car sharing will be promoted through the Staff travel plan.	Ongoing car sharing scheme		Further work proposed for 2012/13
E13	Encourage main businesses	LTP Team	Guidance developed for different categories of	Action will have positive	All planning applications which contain significant air quality implications are	Monitoring of travel plans to be investigated through		Further work proposed for

Local Annexes - Trafford

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
E7 E8	within the Borough to develop green travel plans		development to ensure travel plans are included. Further guidance to be developed as part of the emerging Local Development Framework. Resource for monitoring travel plan implementation is extremely limited	effect on air quality but is difficult to measure or there is no data	assessed. Development engineer instigates requirements and guidance for specific categories of use	LDF process GM has submitted a bid for funding under the Local Sustainable Transport Fund which, if successful, would enable a step change in travel planning activity with local businesses to take place in Greater Manchester from summer 2012		2012/13
A7 E14	Development plans- Production of a guide for assessing planning applications with regard to air quality.	Planning Team Pollution Team	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	Action will have positive effect on air quality but is difficult to measure or there is no data	Full list of planning applications reviewed for air quality are included in Trafford's Progress reports. Trafford will amend guidance to be in line with best practice across Greater Manchester (which is to be addressed through participation in Low Emission Strategy development and through related development of LDF strategies, policies and guidance).	Planning forms an important part of the Councils local air quality management work	Future air quality modelling will include the impact of new planning developments.	Further work proposed for 2012/13

Local Annexes - Trafford

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
			section 106 measures.					
E4 A3	Liase with Licensing to impose conditions requiring taxis to fulfil specific emission standards.	Licensing Team Pollution Team	Ongoing.	Action will have positive effect on air quality but is difficult to measure or there is no data	Ongoing exercise	Continue to liaise with Licensing team regarding various emissions reduction systems and licensing policies.		Further work proposed for 2012/13
E3 NT	Public awareness exercises	Pollution Team Licensing Team LTP Team Planning Team	Ongoing .	Action will have positive effect on air quality but is difficult to measure or there is no data	Updates on local air quality management, air quality monitoring and the local transport plan initiatives provided to the public. Link air quality publicity with various initiatives undertaken by the Councils sustainability team.	Air quality information provided to members of the public via various means, which include the internet. The Councils website includes comprehensive air quality information and the regional websites, www.gretairmanchester.org.uk also provide air quality information to the public.	To link publicity with local transport plan awareness raising	Further work proposed for 2012/13
A1	Checking vehicle emissions in areas within the Borough.	Pollution Team	Ongoing.	Action will have positive effect on air quality but is difficult to	Vehicle emission testing and publicity to be undertaken as part of the Cleaner Vehicles Campaign. Campaign also encompasses targeting fuel	The lessons took place between 12 th and 23 rd July 2011 at Trafford Town Hall, Sale and Carrington Depot. The lessons were free for all council		Further vehicle emission testing is proposed for the latter part of 2012/13

Local Annexes - Trafford

Ref.	District Action Plan Measure	Lead	Original timescale for Completion	Emission Reduct'n	Progress with measure	Progress in Last 12 months	Outcome to date	Comments
				measure or there is no data	<p>saving and CO₂ reduction.</p> <p>The Council worked with the Energy Savings Trust to provide "Smarter Driving Lessons" with the aim of improving local air quality, reducing CO₂ emissions and saving money.</p>	<p>employees.</p> <p>Drivers were made aware that smarter driving involves using gears, acceleration and powers of anticipation to adopt a more fuel-efficient driving style.</p> <p>An extensive publicity exercise was planned around the lessons providing drivers with The Energy Savings Trust top ten smarter driving tips</p>		

Notes for Table 9.1.

Key to lead Directorate/section or Officer for Action Plan Reporting.
Notes for Table 9.1.

Key	Directorate- Section	Officer
ED(RS)	Environment Directorate Regulatory Services	Name
GMEC	Greater Manchester Environment Commission	

Emission Reduction

+ Action will have positive effect on air quality but is difficult to measure or there is no data.

Local Annexes - Wigan

Wigan Action Plan Progress 2012

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
	<p>Wigan Integrated Transport Scheme (WITS), incorporating:-</p> <p>(a)Wigan Inner Relief Road</p> <p>(b)Westwood Park Link Road</p> <p>(c)Modal Hub (rail/bus interchange)</p> <p>(d)Saddle/Pottery Road Relief Scheme</p>	<p>To reduce traffic and encourage modal shift over a wide catchment area by providing inter modal hub, relief road and park and ride</p>	<p>(a) start 2004/5 Completion 2006/7</p> <p>(b) work start 2004</p> <p>(c) no dates specified</p> <p>(d) Started 2011</p>	<p>(a) Funding for committed scheme uncertain. No works likely before 2015.</p> <p>(b) Work Completed March 2007.</p> <p>(c) Part of unsuccessful GM TIF bid – not on list of schemes secured via GM Transport Fund in 2009</p> <p>(d) Work proceeding 2012</p>	<p>(a) Funding for committed scheme uncertain. No works likely before 2015.</p> <p>(b) Work started 2005. Completion March 2007.</p> <p>(c) Elements of scheme are being implemented. Multi-storey car park opened (2009) at Wigan North Western Station. Pedestrianisation of road area between two stations underway and cycle centre at WNW Station funded through Sustainable Transport Fund bid award.</p> <p>(d) Work commenced to construct road</p>	<p>Negative response to GM TIF bid – GM re-prioritised major schemes focusing . Road scheme funding not forthcoming. (see below Re TIF funding)</p>

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
	A5225 Wigan and Hindley Bypass and Town Centre Link Road	To reduce traffic flow through town centres of Wigan, Ince and Hindley	Start 2005/6 Completion 2010/11	Amended planning application submitted for section of part of initial scheme (A49 link scheme) linking Westwood Park to A49 Warrington Road and relieving the B5238 Poolstock Lane. Planning Approval obtained July 2007.	<p>Planning Permission received for A49 link road section.</p> <p>Funding not currently available to implement scheme but alternative funding sources being investigated. Provision of road scheme considered essential for development of Westwood site</p> <p>Future completion of A49 link and remainder of A5225 scheme uncertain.</p>	<p>AQ benefits of this isolated section scheme are limited. Poolstock is the identified beneficiary. Modelling indicates small benefit in terms of the number of persons exposed along reallocated route. Wider deterioration due to reallocation of traffic and planned additional development.</p>

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
E1	Leigh Guided Busway	To encourage less car use by providing an attractive alternative	Start 2006 Completion 2009	Scheme now due to start 2012 and completed 2015/16 - Scheme to be funded by GM Transport Fund agreement (part of Leigh – Salford – Manchester Quality Bus Corridor).	GM TIF bid unsuccessful. Funding obtained from GM Transport Fund 2009 – anticipated start 2010 (Leigh – Salford – Manchester Quality Bus Corridor).	Expected start on site estimated 2012.
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) Completed 2008/9 (b) Completed 2005 (c) Completed 2008/9 (d) Completed 2005 (e) Completed 2008/9	(a) Start – 2005/6 Completed 2008/9 (b) Start 2001 Completed 2005 (c) Start 2005/6 Completed 2008/9 (d) Start 2001, Completed 2005 (e) Start 2001 Completed 2008/09	Programme completed 2008/09 – no further works
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	No funding provided this year (under the programme 2011) and not expected until after 2015. Fund anticipated to be limited after this date (£600k). Some schemes may be funded through Sustainable Transport Fund bid. £121K awarded for Cycle Centre at Wigan NW Train Station. GM Sustainable Transport Fund includes (i) Sustainable access to key destinations and hubs (ii) Supporting sustainable choices (iii) Smarter travel – smarter public transport ticketing	Various programmes of work on-going: Completed schemes: Various Safer Routes to School schemes, 20mph outside schools, off road walking and cycling (including NCN 55) network improvements linking residential areas to town centres, schools, health centres and employment; pedestrian facilities at junctions; technology improvements	-

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
				and information (iv) Community transport – purchase and operation	to reduce congestion at junctions (MOVA & SCOOT); bus stop upgrades; various Local Safety schemes.	
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	Last Funding year for programme (2011/12)	Active Travel / Smarter choices packages being rolled out to encourage walking, cycling and pt usage, including calorie maps, pedestrian and cycle signage by time instead of distance, network maps and personalised travel planning. Examples include Yellow School Buses, Wigan/ Skelmersdale QBC, Hindley Rail Station Car Park (incl. cycle provision), cycle infrastructure improvements.	-
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.	Borough Parking strategy to be written in 2012. Through Sustainable transport Fund bid proposals to enhance and develop Park and Ride at	Improvements to car parking at Hindley Train Station including cycle parking provision completed 2006/7.	-

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
				Hindley, Atherton and Gathurst train stations	<p>GM TIF proposal unsuccessful.</p> <p>Multi storey car park facility operational at Wigan North Western train station</p> <p>Review of park and ride proposed as part of Parking Strategy Development (Jan 2009)</p> <p>Consideration of Park and Ride enhancement at Pemberton Station as part of Pemberton Colliery development.</p>	

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	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) Parking Strategy Development Issues Paper – Jan 2009 – Identifies :- 1) variable charging policies in town centres 2) need to review staff parking. 3) review cycle parking and park and ride provision 4) Link to parking LDF policies and travel plan requirements	(a) Allocation for essential users. Fee of £10 per month. (b) and (c) Ongoing (as listed at 2004). (d) Parking Strategy Development – Issues paper – Jan 2009 covering all Council controlled parking across the Borough).	-

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
	<p>Traffic Management , Leigh, Ashton , Atherton, Hindley, including:-</p> <p>(a)Leigh – Sustainable Travel Town</p> <p>(b)Ashton – Traffic Transportation Study</p> <p>(c)Hindley - Traffic Transportation Study – gyratory system</p> <p>(d)Atherton – Leigh Bolton Corridor – traffic diversion from main shopping street 10:00 - 16:00 Monday - Saturday</p>	<p>To reduce emissions in the town centres by restraining car use and reduce congestion</p>	<p>(a) short list bid submitted – decision expected February 2004</p> <p>(b) Study commenced 2003</p> <p>(c) Feasibility/initial consultation completed 2003 – anticipated start 2004 completion anticipated 2006</p> <p>(d) Started 2001 completion 2006</p>		<p>(a) Bid unsuccessful 2004. Scheme resubmitted as part of sustainable transport Bid . Decision expected Christmas 2011</p> <p>(b) Scheme started on site April 2008 – completed 2009</p> <p>(c) Revised Scheme constructed 2007/8. Gyratory system not included (see 'Major junction and link road design' below).</p> <p>(d) Started 2001, completed 2006</p>	-
E11	Traffic Calming programme	To reduce emissions by speed regulation	1997 onwards 1-2 schemes per year	Programme ceased 2011	2 schemes to be implemented per year following prioritisation assessment – 30 schemes completed (at 2008/9)	AQ benefit of these schemes uncertain.
E7	<p>Pedestrianisation schemes, Wigan, Leigh, Ashton – including:-</p> <p>(a)Market Street Wigan</p>	To alleviate congestion completely in town centres	<p>(a) Completed 2002/3</p> <p>(b) Completed 2002/3</p> <p>(c) Start anticipated 2004 – subject</p>	(f) Local Safety scheme to close Wallgate to through traffic, allowing bus, pedestrian and cycling access only. Works ongoing. Scheme completed in	<p>(a) Completed 2002/3</p> <p>(b) Completed 2002/3</p> <p>(c) Scheme abandoned (due to local objections).</p> <p>(d) Completed 2009. .</p> <p>(e) Completed 2002/3</p>	-

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
	(b)King Street Wigan (c)Bradshawgate Leigh (extend) (d)Ashton town centre (e)Market Street, Atherton (f) Wallgate		to funding (d) Feasibility study -2003 (e) Completed 2002/3 (f) Feasibility 2007/8	2011	(f) Scheme currently being implemented - linked with wider scheme linking Library Street to new Joint Service Centre. Due for completion 2011.	
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	No further schemes implemented or planned	(a) Start 2004 Completed 2005. (b) Being considered as a method of implementing future schemes(2008)	No further Home Zones 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.	Consideration as part of national EU derogation measures (2011)	Bid as part of Leigh Sustainable Towns Programme failed (2005). Resubmitted as part of sustainable Transport Fund bid. No other commitment to progress LEZ.(2011)	-

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	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	No further development.	Potential developer funded part scheme only as possibility (June 2007). Discussions with developer continuing (May 2008). No further development (2011)	-
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. HA local/national motorway diffusion tube survey halted in April 2011.	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 2007/8/9/10 indicate exceedances of NO2 objective at relevant	See item 'Ramp Metering/ Signalled Junction' Below - Potential significant impact associated with Parkside Rail Freight Interchange proposal. AQ issues under assessment.

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
					exposure locations monitored.	
	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) Works completed 2008	(a) Works completed 2008.	-
B1	Local Transport Plan	To reduce emissions from local transport sources	Air Quality Action Plan not incorporated into LTP process (separate AQAP – 2004)	Local Transport Strategy (Wigan) current out for public consultation. And will inform local LTP - See http://www.wigan.gov.uk/Services/GettingAbout/TransportStrategy/ Plans to be put in place to deliver proposals in 2012. Funding key issue for delivery. Defra AQ Grant bid awarded (subject project approval) to investigate impact of implementation of Low Emission Strategy across region (results to inform national implementation)	GM Air Quality Action Plan incorporated into LTP 2005/6 (Greater Manchester LTP2 Air Quality Strategy and Action Plan (2006). GM Local Transport Strategy being Developed (May 2007) Transport Strategy still being developed (May 2008). Wigan Strategy written and consultation ongoing (Sept 2011). Proposal to adopt a local Low Emission Strategy	-

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
					and Plan.	
	Route Hierarchy	To reduce emissions in problem areas by routing traffic	Feasibility study 2003/4	Redirection really limited to construction of new road infrastructure. (A49 link, Sections of A5225, Saddle relief road, Wigan Inner relief Road)	Incorporation of AQ information at part of route and general highway considerations. Primary Route Network and Lorry Route Network, being reviewed continually by GMTU (Primary route marked by green backed signs).	Balance between AQ and other issues e.g. access.
E7	Wigan Cycling Strategy - Strategy adopted January 2001	To encourage less car use by promoting and encouraging cycling	Ongoing	Cycling Infrastructure delivery plan to be made in 2012 (following Wigan Transport Strategy Consultation in 2011). Sustainable Transport Fund bid. £121K awarded for Cycle Centre at Wigan NW Train Station.	Ongoing implementation of strategy action plan measures. Revised strategy proposed Sept 2009. (a) 5,000 free cycle maps distributed (produced by AGMA/GMPTA). (b) Base year of 2006/7 for Greenheart project. Victoria Fields - 4km of multi-users Whelley Loop Line – 4km multi-user route.. Bridgewater Way – phase 1 - 1km Canal towpath improvement Amberswood 4km multi-user routes.	-

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
					<p>Creation of 1.1 km of footpath promenade across the Wigan Flashes.</p> <p>Bridgewater Way Canal towpath improvements phase 2. 1km of surfaced towpath.</p> <p>(c) targeting 10% most deprived Super-output areas.</p> <p>(d) Introduction of Development and Air Quality Supplementary Planning Document - delivery of cycling infrastructure, particularly off road routes. Funding to be used to help deliver infrastructure delivery plan..</p>	
E7	<p>Wigan Walking Strategy</p> <p>- Strategy adopted August 2001</p>	<p>To encourage less car use by promoting and encouraging walking</p>	<p>Ongoing (Strategy adopted 2001)</p>	<p>Being delivered and monitored through the new Active Travel Group.</p> <p>Walking Strategy to be revised and delivery plan to be made in 2012 (following Wigan Transport Strategy Consultation in 2011).</p>	<p>Ongoing implementation of strategy action plan measures.</p> <p>Revised strategy approved April 2009.</p> <p>Link to 'Development and Air Quality' SPD in terms of footpath infrastructure delivery. Link to Green</p>	-

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
					<p>heart project.</p> <p>'Healthy Ways' leaflets to new LIFT health centres commissioned and distributed by PCT (2007).</p> <p>Calorie Maps produced for district centres (2008).</p> <p>Revised Walking Strategy - Active Travel: A Strategy for encouraging walking – approved – April 2009.</p> <p>Walking Strategy to be revised and delivery plan to be made in 2012 (following Wigan Transport Strategy Consultation in 2011)</p>	

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
E3, E7, E8, E9	<p>Workplace Travel Plans, Wigan Council (WC), Wigan and Leigh College(W&LC), Primary Care Trust (PCT) – including:-</p> <p>(a)Car Share Database(WC)</p> <p>(b)School Travel Plans (WC)</p> <p>(c)Work place travel plans (WC/PCT/W&LC)</p> <p>(d)Cycle lockers/shelters/ Shower facilities in Council buildings and all college sites (WC/W&LC/PCT).</p> <p>(e)Cycle mileage scheme (WC and PCT)</p> <p>(f)Loans for bicycles (WC/PCT)</p> <p>(g)Working from Home (WC/PCT)</p> <p>(h)Cycle route planner (GMPTA/AGMA)</p> <p>(i)Bus ticket Warrant (WC)</p> <p>(j)Train ticket Warrant (WC)</p> <p>(k)Flexible Working (WC/PCT)</p> <p>(l)Promotional Events (WC/PCT)</p> <p>(m)Car park fee and clamping</p>	<p>To promote modal shift for employees/persons attending larger organisations and reduce traffic congestion.</p> <p>Reduce car usage, particularly single occupancy car use, and increase walking, cycling and public transport for access to individual businesses.</p> <p>Reduce the impact of traffic arising from around developments and continue to promote and install safe pedestrian and cyclist access.</p>	<p>(a) Launched October 2003 (local scheme for Wigan Council/Wigan and Leigh College/NHS also)</p> <p>(b) See item below</p> <p>(c) -</p> <p>(d) Ongoing</p> <p>(e) Introduced Wigan Council 2002/3</p> <p>(f) Introduced Wigan Council 2002/3</p> <p>(g) Feasibility study 2003/4</p> <p>(h) Requirement recognised (2004)</p> <p>(i) pilot scheme 2003/4</p> <p>(j) Ongoing</p> <p>(k) Ongoing</p> <p>(l) -</p> <p>(m) -</p> <p>(n) -</p> <p>(o) -</p> <p>(p) -</p> <p>(q) -</p> <p>(r) -</p> <p>(s) -</p> <p>(t) -</p>	<p>(a) Promoted car share through the Greater Manchester car share web site to all workplace/residential Travel Plans uptake is 25% and still ongoing</p> <p>(b) See separate entry below</p> <p>(c) Wigan Life Centre Travel Plan now in progress and due to complete site audit and staff travel survey in January 2012. Over 85 travel plans inputted onto iTrace. 10 NHS clinics around the borough have agreed to complete voluntary Travel Plans</p> <p>(d) 60 lockers and 30 internal storage spaces and a shower provided at new Wigan Life Centre.</p> <p>(e) Ongoing (21p mile).</p> <p>(f) Ongoing – ‘Cycle to Work’ salary sacrifice scheme – delivered 2010 (WC).</p> <p>(g) Adopted in various departments. ‘Hot desking’ integral to new Wigan Life Centre. Development ongoing.</p> <p>(h) ongoing</p> <p>(i) ongoing</p>	<p>a) as 2010/11</p> <p>(b) All schools to have travel plans by 2010 (currently 79%).</p> <p>(c) Ongoing. iTRACE bought and in use. Over 85 workplace Travel Plans at various stages of development. Supplementary Planning Document adopted and in use.</p> <p>(d) Ongoing (shower and cycle facilities at key Council workplaces.. Locker and shelter facilities at all college sites.</p> <p>(e) Introduced Wigan Council 2002/3 – ongoing. Introduced at PCT 2006/7.</p> <p>(f) Introduced Wigan Council 2002/3. Cycling policy including loans adopted by PCT 2006/7. “Cycle to Work” salary sacrifice</p>	<p>-</p>

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
	<p>scheme (W&LC).</p> <p>(n) Priority car sharer spaces (W&LC).</p> <p>(o) College provides a subsidy to full time students using public transport to encourage them to use the bus (W&LC).</p> <p>(p) Cycle team events (W&LC).</p> <p>(q) Pool bike scheme pilot (WC)</p> <p>(r) Introduce a pilot cycle schemes throughout the borough to encourage more women cyclists.</p> <p>(s) Promote sustainable transport throughout the borough in conjunction with LTP & Road Safety.</p> <p>(t) Promote 597 bus routes in Leigh.</p>		-	<p>(k) ongoing</p> <p>(l) ongoing (see item (s) below)</p> <p>(m) Car park fee and clamping scheme implemented 2010/11(W&LC)</p> <p>(n) Priority car sharer spaces implemented 2010/11(W&LC).</p> <p>(o) College provides a subsidy to full time students using public transport to encourage them to use the bus – Implemented 2010(W&LC).</p> <p>p) Cycle team events ongoing</p> <p>(q) Scheme in place at Wigan Life Centre, Civic offices, Unity Hse and Progress Hse.</p> <p>(r) “Heels & Wheels for women was launched in June 2011 – ongoing.</p> <p>(s) Engagement with workplaces and the general public using the Road Safety trailer; Two key events :- May 2011 “Walk to Work Week”. June 2011 “National Bike Week”</p> <p>(t) Timetable distribution at LSV and Leigh Infirmary – bus shelter/stop relocated to Leigh</p>	<p>scheme delivered 2010.</p> <p>(g) Adopted and implemented on a service need basis. Further development ongoing.</p> <p>(h) GMPTA map produced (Map 1 of GM series). Online resource being developed.</p> <p>(i) Consideration of salary sacrifice scheme for bus commuting. “Warrant” approach not adopted across authority.</p> <p>(j) Not offered by rail companies.</p> <p>(k) Ongoing WC. Ongoing at PCT since 2005/6.</p> <p>(l) Bike Week/ Green Transport Week/ In Town Without my Car.</p> <p>(m) (n) (o) (p) as 2010/11.</p>	

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
				Infirmery	(q) introduced July 2009. Ongoing (r) as 2010/11 (s) as 2010/11 (t) as 2010/11	
E9	<p>School Travel Plans, prioritised programme including:-</p> <p>(a) All Schools to have STP by 2010 (b) Engineering schemes linked to safe routes to schools. (c) Yellow Bus Project (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>(a) School Travel Plan Strategy adopted 2002 and Steering Group formed. Target 100% by 2010</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) 2010/11– STP's at all but two schools (Marsh Green Primary School and Hindley High School).</p> <p>(b) 'Schemes stopped due to lack of funding.</p> <p>(c) 25 buses in use at 10 schools. Includes 5 Hybrid buses (2011).</p> <p>(d) 14 schools awarded walking bus/ walking initiatives grants from DfT. DfT funding now stopped.</p>	<p>(a) STP's at all but two schools See Table A10.2 below for monitored transport mode change)</p> <p>(b) 28 Safer Routes to Schools schemes completed.</p> <p>(c) 25 buses in use at 10 schools including 5 hybrid buses(this is the highest number across GM).</p> <p>(d) Funding stopped.</p>	

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	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 manufacturer interest has inhibited further progress
	Fleet conversions – including:- (a) Policy to purchase LPG vehicles (<3.5 tonnes) where practicable (utilising Powershift grant assistance) – Wigan Council (b) Conversion of fleet where practicable (utilising Powershift grant assistance) – NHS Trust (c) AdBlue (SCR) system used on larger diesel vehicles (>7.5 tonnes – e.g. refuse vehicles/road sweepers) – Wigan Council. (d) Vehicle replacement cycle – Wigan Council (e) Vehicle tracking system to monitor speed	To encourage use of alternative fuels in fleet vehicles	(a) Ongoing (b) 2001 onwards (c) – (d) – (e) -	(a) Ongoing but policy no longer being strictly applied due to difficulties in sourcing and using LPG vehicles. Only one vehicle (dual fuel post delivery van) currently using limited LPG. (b) EST funding no longer available – policy being reviewed (c) 23 replacement refuse vehicles on the road in early 2012 – vehicles to be Euro 5 fitted with AdBlue NOx abatement (d) Replacement age for large vehicles reverted to 7 years	(a) Ongoing but policy no longer being strictly applied due to difficulties in sourcing and using LPG vehicles. Only limited number of vehicles remain. (b) EST funding no longer available – policy being reviewed as above (c) Use of AdBlue for larger Council vehicles (currently 6 vehicles fitted with AdBlue further 23 planned for 2012) (d) Vehicle replacement cycle shortened.	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

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
				and panel vans 5yrs (subject to economic argument for earlier replacement). (e) Leigh Building services vehicles utilise tracking system to monitor speed.	Policy to purchase highest Euro standard for replacement vehicles (e) Speed monitoring/tracking promotes smoother more efficient driving.	based policies.
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 (g) Licence fee reduction for lower emission vehicles	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) Study completed 2005 (g) -	(c) & (d) Policy under review. Proposal formulated to impose minimum Euro 4 requirement for all taxis from 2012. (g) License fee reduction of £20 for vehicles less than 150g CO2 and 50% fee reduction for electric vehicles	Ongoing 2004 2004 – 2008 2004 – 2008 2004 – 2008 Study completed 2005 – revised policy adopted October 2006. Currently under proposed revision again (move to Euro 4 minimum) Results of Policy Change (% of taxis (private hire and hackney carriages) achieving Euro Emission Standards) :- at 2005 (701 vehicles) - 46% Euro1 or PreEuro - 38% Euro 2 - 16% Euro 3 or higher at 2008 (896 vehicles) - 4% Euro1 or Pre Euro	-

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
					- 33% Euro 2 - 63% Euro 3 or higher at 2009 (906 vehicles) - 0.5% Euro 1 or Pre Euro - 12.5% Euro2 - 57.4% Euro 3 - 29.5% Euro 4 or higher. At Sept 2011 (875 vehicles) - 20% - Euro 2 or less -57% Euro 3 -23% Euro4 or higher	
A7 E14	UDP Policies including :- 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	To reduce pollution and exposure to pollution. To encourage less car usage by including policies to encourage sustainable transport and location/design/operation of developments to minimise need for travel.	Revised Deposit Draft Replacement Plan Published February 2004	Replacement UDP Adopted April 2006 Progress with new Planning Framework and Air Quality Planning Guidance (See Development Control Policies below) Local LDF Core Strategy proposal submitted to Secretary of State (Sept 2011)	Progress with new Planning Framework (Local Development Framework) and Air Quality Planning Guidance (See Development Control Policies below).	

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
	<p>quality</p> <p>EEV1 – Environmental Protection and enhancement (and sub policies)</p> <p>A1 – Accessibility (and sub policies)</p> <p>S1 – Hierarchy and role of centres (and sub policies)</p> <p>G1A – Impact of Development on Amenity</p> <p>G1B – Planning Obligations</p> <p>G1D – Renewable Energy</p>					
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	<p>Development and Air Quality SPD adopted September 2007</p> <p>Wigan Council participate as a Board authority in the development of Low Emission Strategy Development Programme.</p> <p>August 2011 provisional grant funding has been obtained for development of emissions national/regional/local case demonstration for LES (£50,950)</p>	<p>Development and Air Quality SPD adopted September 2007.</p> <p>Includes greater use of S.106 agreements and recommended measures to help mitigate AQ impacts (measures sought with regard to over 100 separate developments over period 2006 – Nov 2011). AQAP Contributions of £98,500 collected, a further</p>	

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
				in partnership with other Low Emissions Strategy Programme and other grant funded authorities.	£106,000 is expected to date. Wigan Council participated as a Peer authority in the development of Low Emission Strategy Development Programme. And particularly in development of Low Emission strategies Toolkit.(emissions quantification/assessment of benefits tool (to be available nationally) to help quantify transport based AQAP measures.	
NTA1	Fiddlers Ferry power station 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	Ongoing restrictions at plant due to EU Large Combustion Plant Directive and flue gas desulphurisation implementation.	Regulation by Environment Agency ongoing. NOx(tonnes) 2004 - 13,500 2005 - 18,100 2006 - 18,000 2007 – No Data 2008 – 5,810	Emissions may increase in future years due to increased throughput following plant modification.

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
					2009 – 8,203 2010 – 10,939 Particulate (TP/tonnes) 2004 - 338 2005 – 480 2006 – 907 2007 – No data 2008 – 378 2009 – 397 2010 – 404 High particulate levels reported in 2006 due to short period/high load type operation and precipitators at end of 4yearly replacement cycle.	

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
NTA1	Industrial Air Pollution Control	To reduce emissions from industrial processes through IPPC/LAPC/LAPPC regimes and clean air legislation in collaboration with the Environment Agency	Ongoing	Permitting and inspection of 89 Part B/A2 process (LA) and 10 Part A processes (EA). Local PPC inspection target indicator level :- 2005/6 – 83% 2006/7 – 100% 2007/8 – 100% 2008/9 – 100% 2009/10 – 100% 2010/11 – 100% 2011/12 – 100%	LAPPC inspection targets met 2004/5, 2005/6, 2006/7, 2007/8, 2008/9, 2009/10 and 2010/11. Emissions Inventory used for Greater Manchester (EMIGMA) updated during 2006-2008. Web based system introduced June 2008.	
NTA1 NAT4	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 (no update at 2011). (b) Through PPC Regulation - 2009/11	(c) 6 Companies (SME's) accredited - further 5 in process of accreditation at May 2008. (a) Through PPC Regulation- 2004 – 2011 – 6 Installations with accredited systems.	To be updated at next report
NAT2	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 converted to GIS format (completed 2009).	No enforcement action taken over recent years. Small but increasing number of enquires relating to whether premises are located inside or outside an area. Also some informal action (residential). Local land	Recognised potential for increased level of complaint due to current interest in renewable energy

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
					<p>search declaration also.</p> <p>Designated areas converted to GIS format (completed 2009).</p>	<p>sources, particularly wood burning stoves/boilers.</p> <p>Press/bulletin article produced for local information on subject (2008)</p>
NTA2	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><i>13.6% at March 2003,</i></p> <p><i>% improvement in energy efficiency per year :-</i></p> <p><i>1.17% - 2002/2003,</i></p> <p><i>Reduction in CO2 emissions (tonnes per year):-</i></p> <p><i>10,919tonnes – 2002/2003</i></p>	Programmes are continuing but no longer monitored at borough level following the removal of the annual HECA reporting requirement by the Government.	<p>Overall Improvement in energy efficiency(since 1st April 1996):-</p> <p>18.6% at March 2008.</p> <p>% improvement in energy efficiency per year:-</p> <p>0.4% - 2007/2008</p> <p>Reduction in CO₂ emissions (tonnes per year):-</p> <p>5,300 tonnes – 2007/2008</p> <p>Remained on track to meet our 'Overall energy efficiency target' of 22.8% by 31 March 2011.</p>	

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
NAT4	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.		Ongoing Currently (4 yr contract Nov 2010) still 60% of electricity used by the Council on Green Tariff. 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.
NTA4	Anti-Burning Campaign	To inform the public and businesses, of existing legislative requirements not to burn material.	-	Factsheet produced (July 2011) and used to inform on 'Don't Burn It' campaigns on two local Industrial Estates in partnership with the Environment Agency and the Fire Service. Followed by formal action by agencies.	As 2010/11.	-
A1 A8 E3 E7 E8	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	(a) 2003/2004 (b) 2003/4 (c) - (d) All registered by 2011	(a) Test day in Feb 2010 – no failures. GM programme still funded until April 2012. (b) Annual event (c) Annual event (d) New emphasis on getting schools to obtain green Flag awards (summer 2011). (e) – (f) promoting energy advice for the public through the Energy	(a) 2003/2008 Campaign to be assessed and reviewed for 2009. GM based Eco Driving campaign initiated linked to testing. Partnership with EST. Wigan test day in Feb 2010 – no vehicle failures.	-

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
E9		Schools/Sustainable Schools Programme (e) Environmental Training (f) Energy Advice (g) School Travel Plan promotion (h) Liaison between Health and Transport practitioners (i) Dirty Diesel Campaign	(e) 2003/4 (f) 2003/4 (g) - (h) - (i) -	Saving Trust and as part of the Toasty Campaign (www.getmetoasty.com) WC committed to addressing this through the Climate Change Strategy and Action Plan (WC) (g) See above section (h) - (i) Commenced 2005 – campaign ongoing. Very low reporting of vehicles.	(b) & (c) Now annual events (d) Ongoing – 120 of 135 (89%) schools are registered, 33 schools have Green Flag award. (e) 2003/4 (W&LC) (f) As 2010/11 (g) 2005/10 ongoing (h) 2005/6 liaison group (i) Commenced 2005 – 18 referrals made to VOSA and licensing section of Council and 1 to private owner. Reported vehicles were predominantly taxis.	
A9	Air Quality Monitoring	Automatic and diffusion tube air quality monitoring to inform and direct policy and actions	Monitoring undertaken at 45 Diffusion Tube Sites (NO ₂) and 2 Automatic Sites (1 AURN site and 1 Calibration Club site). Pollutants Monitored :- NO _x , PM ₁₀ , CO, SO ₂ , O ₃ and Benzene (VOC)	NO ₂ Diffusion Tube Network reviewed annually Automatic monitoring (NO _x and PM ₁₀) at Leigh, Kennedy House finished 2012 Dust/particulate monitoring project in the vicinity of Kirkless Industrial Estate, Cale Lane, Wigan commenced April/May 2008. To cease October 2011. Results indicated compliance with Objectives.	Monitoring currently undertaken at 86 diffusion tube sites following review in 2010/11. Monitoring also at 2 Automatic Sites (Wigan Leigh and Wigan Centre) Pollutants Monitored :- NO _x , PM ₁₀ , PM _{2.5} , O ₃ and Benzene (at two automatic sites and diffusion tube locations (NO ₂ only)	Monitoring used for Review ad assessment, local indicators (SPD and LDF), and planning applications.

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
			Further review of diffusion tube site monitoring pending in 2007 following USA.	Highways Agency run diffusion tube monitoring ceased Spring 2011 (funding stopped).	Monitoring for CO and SO ₂ discontinued 2007. Indicative particulate monitoring at various roadside sites indicated compliance with AQ Objectives. (only continuing at Cale Lane Wigan for 2010/11) Highways Agency run diffusion tube monitoring ceased Spring 2011 (funding stopped).	

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
NTA7 (New)	Carbon Management Programme (Wigan Council)	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) 2 voltage optimisation units installed to date. Programme of further 11 installations (3 currently outstanding (2011) – estimated 235 tonnes CO2 annual saving.</p> <p>(b) BMS improvement programme underway for 35 sites - ongoing.</p> <p>(c) Covers installed at 3 pools. Estimated annual saving of 149 tonnes of CO2 .</p> <p>Greater Manchester Climate Change Strategy being developed. Proposal to adopt EMIGMA inventory (used for air quality emissions) as top metric.</p> <p>4 wind turbines installed at new Abram Guest (Lamberhead) School.</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. - Estimated annual saving at April 2010 1945 tonnes CO2 <p>Potential link to Low Emission Strategy development (see 'Development Control Policies' above.</p>	Reduction in carbon emissions will also impact on emissions of other AQ pollutants in many, but not all, cases.

Local Annexes - Wigan

GM LTP2 AQ Ref.	Action Plan Measure/aim		Original timescale for Completion (position at 2004 unless otherwise stated)	Progress with measure (2010/2012)	Outcome to date (2011)	Comment
NTA7	Carbon Management (cont) (Wigan and Leigh College)		-	Reviewing measures to reduce carbon footprint. Salix funding obtained.	-	-
	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) M6 not included as priority AQMA for HA.	(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. However exceedances predicted from local HA Diffusion Tube Survey. To raise with HA regarding possible change in status. (d) HA Diffusion tube survey ended by HA April 2011	Effect may be beneficial on the M6 although flow on local roads may be affected – air quality impact uncertain. HA advise slight benefit.