

Item No. 7

GREATER MANCHESTER LOCAL ENTERPRISE PARTNERSHIP BOARD

SUBJECT: Low Emissions Strategy and Air Quality Action Plan update

DATE: 19 September 2016

FROM: Chief Executive, TfGM

1. Introduction and Background

- 1.1 As for many of the UKs major conurbation, air pollution is a major concern for Greater Manchester (GM). The city region has an Air Quality Management Area (AQMA) due to exceedances of the annual objective level for Nitrogen Dioxide emissions.
- 1.2 The declaration of an AQMA requires the city region to set out clear plans on how it will address air pollution and bring harmful emissions within the EU and National objective levels.
- 1.3 On behalf of the combined authority TfGM, working with a range of public and private sector organisations, has developed the Greater Manchester Low Emissions Strategy (LES) and Air Quality Action Plan (AQAP).
- 1.4 The draft documents were submitted to WLT on 6 November 2015 and GMCA on 27 November 2015 and were approved for public consultation. The final documents were approved for publication on 29 July 2016.

2. The Consultation

Summary of the consultation

- 2.1 The consultation commenced on Friday, 4 March with a media launch delivered by the Interim Mayor. The consultation remained open for a period of eight weeks, closing on Friday, 29 April. During this period there was a formal launch and several presentations to a range of business groups.

- 2.2 There were more than 180 responses through the formal channels within the consultation period. These are all included in the quantitative analysis. There have been four additional responses submitted outside of the formal process and timescales. These are taken into account in the qualitative analysis only.
- 2.3 75% of the responses are from members of the public and 25% are from organisations. The range of organisations includes public sector, environmental protection bodies, industry, trade associations and transport operators.
- 2.4 The general responses were overwhelmingly positive with 99.39% of the respondents agreeing that air quality and carbon emissions are important areas of concern for GM and more than 82% agreeing or partially agreeing that the LES and AQAP set out the correct proposals and policies required to tackle the issues.

Responses to specific actions

- 2.5 Consultees were asked whether or not they agreed with each of the main areas of focus and each group of actions set out within the plan. Consultees were then given the opportunity to provide comment. There were fifteen individual areas identified with one question for each.
- 2.6 Eight of these areas received very positive responses with a minimum of 55% of respondents agreeing entirely with the proposals and a minimum of 88% agreeing entirely or partially. This relates to the proposals for HGVs, bus, Clean Air Zone (CAZ), planning and the geographical focus area as well as the actions for managing development areas, freight activities and provision of information.
- 2.7 The proposals for ultra-low emissions vehicles and bus actions received positive responses, each with a minimum of 88% full or partial support and a minimum of 51% full support.
- 2.8 The remaining five areas all received a minimum of 80% full or partial support with between 36% and 50% full support. These scores were received in response to questions about; proposals to promote alternatives to car travel, cycling actions, travel choices programme, car related actions and whether the plan contains the correct actions to tackle emissions from transport sources.

Qualitative Responses

- 2.9 There were many individual comments across a wide range of topics. All comments have been reviewed, considered and grouped into general categories. The main areas of focus are:

- (i) Support for Clean Air Zone – there were a large number of comments which expressed support for some form of clean air zone. On this basis, it is recommended that the proposal remains in the action plan and the feasibility work continues;
- (ii) The need to go further/be more ambitious in relation to cycling and walking initiatives, including the promotion of cycle logistics. On this basis, it is proposed to undertake further investigation into funding options and projects to achieve the GM ambition for an increased modal share for journeys by bicycle;
- (iii) The need to identify additional actions to drive forward public engagement and behaviour change. On this basis, the action plan has been amended to include awareness raising campaigns such as global action days and anti-idling campaigns which would target schools, businesses and local communities;
- (iv) Apparent support from a core group, for the promotion of powered two-wheeled vehicles as an alternative to car. Further work is needed to establish if there is potential conflict with other policy areas such as road safety; and
- (v) Strong support for the consideration of various parking measures and restrictions. The action plan has been amended to include a commitment to review the strategy around parking, including consideration for electric vehicles and workplace parking, and align this with Clean Air Zone options.

2.10 Other individual but relevant comments included suggestions for:

- Clear links with the Manchester Airport and Network Rail air quality plans;
- Targets for businesses to encourage non-car modes of travel to work for employees;
- Green corridors; and
- A more ambitious plan with committed actions for delivery rather than proposals to investigate.

2.11 In response to the individual and general comments, the Action Plan has been amended to include:

- Actions around the promotion and development of green infrastructure;
- An action to support the development and uptake of alternatively fuelled and low emission transport refrigeration units;

- Additional actions in relation to travel choices; and
- Clear linkages with partner organisations.

3. Recommendations

3.1 The Board is recommended to:

- (i) note the outcomes from the public consultation;
- (ii) note the proposals set out in the Low Emissions Strategy and Air Quality Action Plan; and
- (iii) support the implementation of the plan across Greater Manchester.

Dr Jon Lamonte,

Chief Executive, TfGM