

Air Quality in Greater Manchester

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Ambitions for Greater Manchester

We want to be an exemplar and leader in air quality reduction, and ensure that we are doing the best we can to improve health

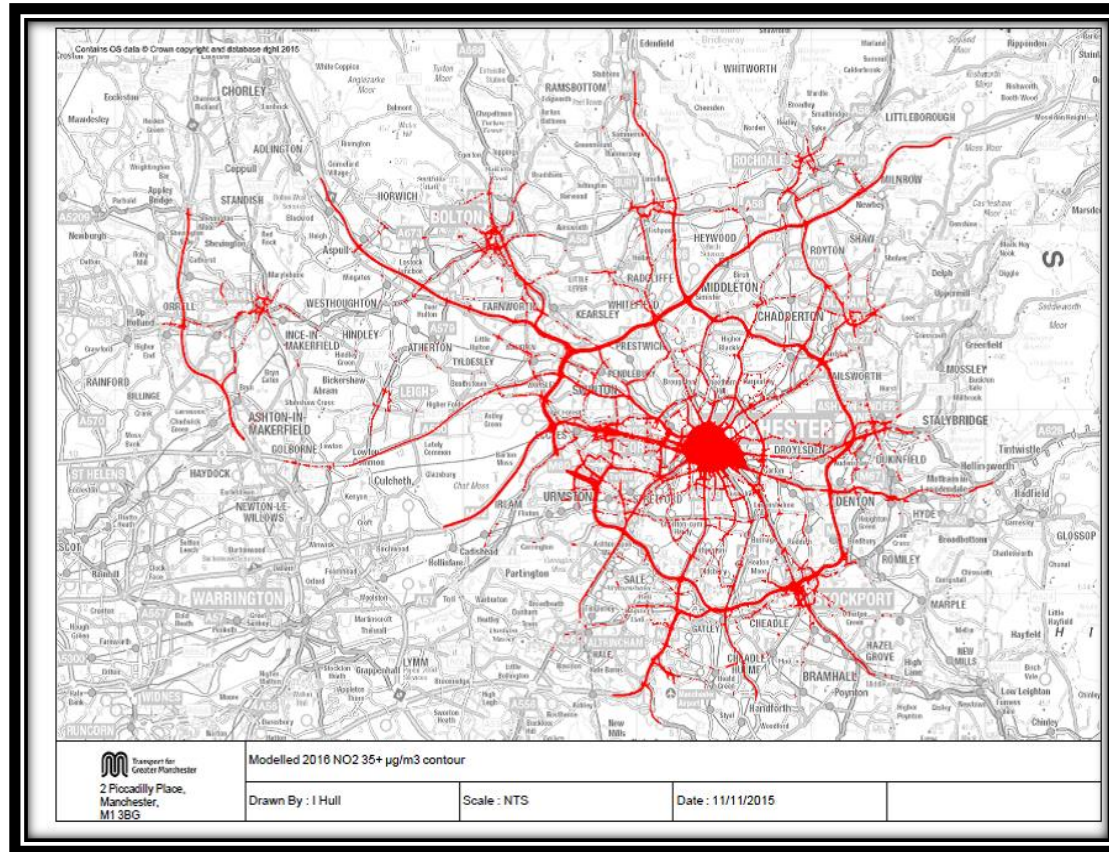


The challenge

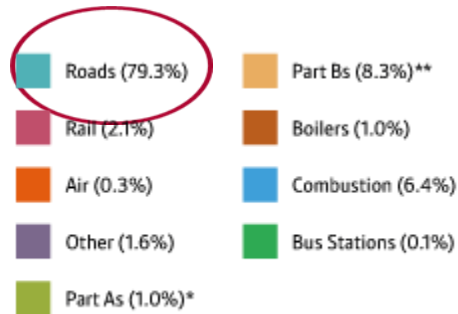
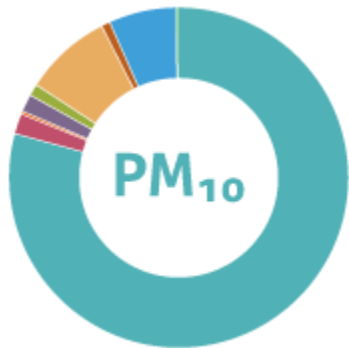
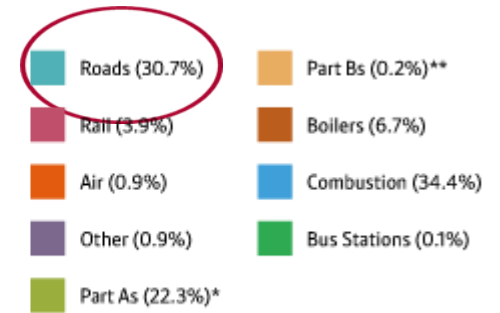
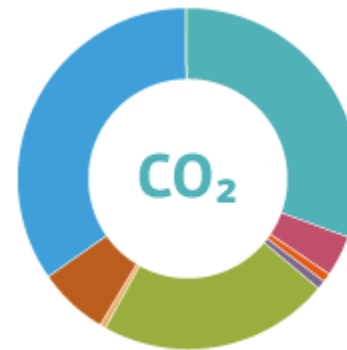
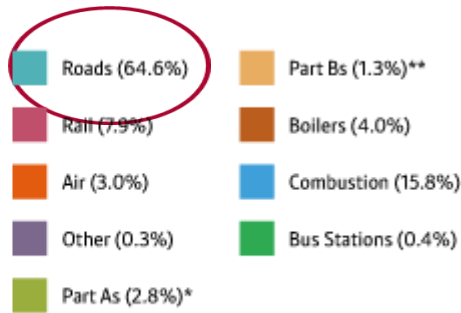
- Air quality and carbon emissions are two of the key challenges
- Outdoor air pollution is linked to the deaths of at least 40,000 people across the UK annually
- This could mean that more than 2,000 people in GM are dying prematurely each year from diseases and conditions affected by air pollution



Air Quality Management Area (AQMA)



Road emissions in Greater Manchester



Air quality data – nitrogen dioxide

National objective annual mean concentration is 40 µg/m³

Site ID	Local Authority	Site Type	NO ₂ Annual Mean Concentration (µg/m ³)				
			2011	2012	2013	2014	2015
Manch Oxford Rd	Manchester	Urban Traffic	66	62	55	68	66
Salford M60	Salford	Urban Traffic	64	62	61	60	52



Air quality data – particulate matter

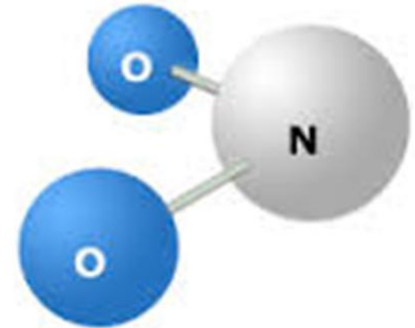
National objective annual mean concentration is 40 $\mu\text{g}/\text{m}^3$

Site ID	Local Authority	Site Type	PM ₁₀ Annual Mean Concentration ($\mu\text{g}/\text{m}^3$)				
			2011	2012	2013	2014	2015
Manch Oxford Rd	Manchester	Urban Traffic	32	30	31	28	28
Salford M60	Salford	Urban Traffic	25	23	26	24	19



Low Emissions Strategy – an integrated approach

- Greater Manchester and TfGM have produced integrated climate change and low emissions strategies
- Greater Manchester strategy aims to reduce CO2 emissions by 48% by 2020 from 1990 levels
- Given the need to meet EU limits for NO2 as soon as possible, the short-term focus will need to be on NO2
- Air quality and health in Greater Manchester will improve



What we're already doing to improve air quality...



- Metrolink expansion
- Rail electrification and capacity increase
- Smart ticketing
- 300+ electric vehicle charging stations
- Improved bus fleet
- Improved network management



Air Quality Action Plan's key focus areas

1. Development control and planning regulation
2. Freight and heavy goods vehicles
3. Cars
4. Buses
5. Cycling and walking
6. Travel choices
7. Information and resources



The role of Low Emission Vehicles (LEV) and Ultra Low Emission Vehicles (ULEV)

- ULEV numbers in GM are currently low
- Price of vehicles and infrastructure are key to expansion

Key measures:

- Expansions of rapid charging points
- Improving taxi and car club EV infrastructure
- Leasing schemes for businesses to trial EVs





Improving buses

- GM has largest number of hybrid buses outside London
- All electric buses
- TfGM have introduced a voluntary bus operator's code of conduct
- Natural vehicle fleet turnover
- Will look to set minimum standards for buses using cross-city bus infrastructure and future bus priority schemes



The role of bus priority packages

- 25 miles of bus routes in GM have already been created or enhanced
- Guided busway is a traffic-free route
- Encourages active travel due to better and cyclists
- Improved links to the wider public transport network
- Environmental considerations during construction





Oxford Road Scheme





Improving goods vehicles

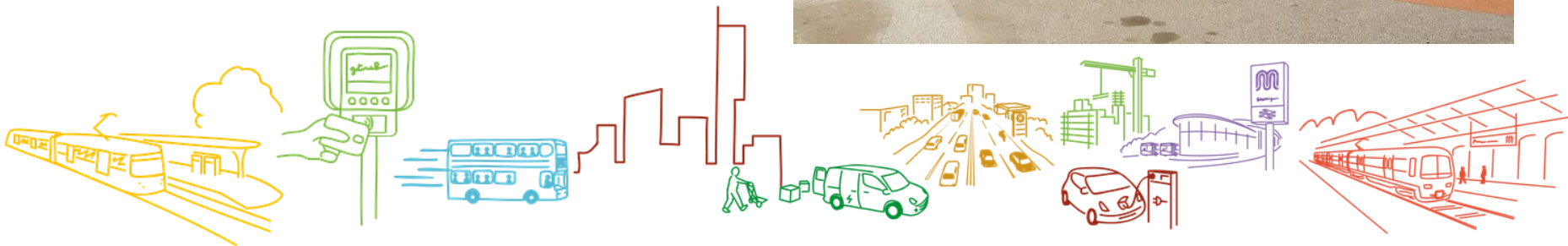
- HGVs have a disproportionate impact on air quality
- Potential impact of measures is high
- Improvements in the short to medium term:
 - Accelerating vehicle replacement
 - Consolidation
 - Encourage more modal shift to rail and/or water





The role of walking and cycling

- Cycle Hubs
- Planned improvements through the Cycle City Ambition Grant (CCAG)
Cycleway expansion
- Oxford Road's "Dutch-style" cycle lanes
- Make walking more accessible





The role of Metrolink



The role of schools

- Appraise opportunities to reduce impacts from school car travel
- Green screens and/or walls
- Possible interventions will be identified in consultation with local authorities



Raising awareness

- Air quality awareness programmes to encourage people to take action against air pollution
- Greater Manchester Clean Air Day – 15 June 2017
- Engage with schools and businesses – workshops/ competitions
- Car Free Day/ Anti-idling campaign
- Working with Health partners to deliver messages to the specific audiences

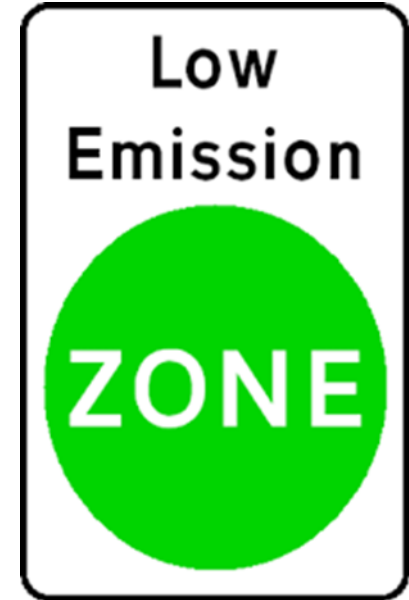


Air pollution cases in High Court

- ClientEarth won a High Court case against the government over its failure to tackle illegal air pollution across the UK
- The case is the second the government has lost due to its failure to clean up air pollution in two years
- The Department for Environment, Food and Rural Affairs (Defra) has announced it will consult on a revised Air Quality Plan by 24 April 2017, and publish a final plan by 31 July 2017
- The previous plan mandated five cities to implement Clean Air Zones – Greater Manchester was NOT included



Next steps – Clean Air Zones Feasibility



- Two geographical zones looked at
- Economic Analysis
- Health impact assessment

Clean Air Zone class	Vehicles included
A	Buses, coaches and taxis
B	Buses, coaches, taxis and heavy goods vehicles (HGVs)
C	Buses, coaches, taxis, HGVs and light goods vehicles (LGVs)
D	Buses, coaches, taxis, HGVs, LGVs and cars





Next steps – Intelligent Transport Systems

- ‘Smart’ city projects
- Sensors placed at traffic signals
- Periods of high pollution the signalling can be changed to improve the traffic flow



To conclude...

- There are many challenges
- Local authorities can set a policy framework, but have limited budgets
- A national framework will ensure benefits can be shared
- Give cities and city regions practicable tools

