

Annex 6-SALFORD CITY COUNCIL

Introduction to the area

A6.1 The City of Salford is situated at the heart of the Greater Manchester conurbation, in the north-west region of England. The City is bordered by Manchester City to the west, Trafford Metropolitan Borough to the south, Wigan Borough and Warrington to the east and Bolton Metropolitan Borough and Bury Metropolitan Borough to the North.

A6.2 Salford is predominantly an urban area. The main industrial complexes in the City include the Northbank Industrial Estate, Clifton and Walkden Industrial Estate.

A6.3 Although large areas of the City are residential there are also substantial green spaces including the Moss Land at Irlam and Cadishead, Botany Bay Woods at Worsley and the Lower Irwell Valley. The Manchester Ship Canal runs along the Southern border of the City and the Bridgewater Canal runs through the West of the City.

A6.4 There are four town shopping and commercial centres at Salford, Eccles, Walkden and Swinton and numerous subsidiary centres.

A6.5 Salford is at the hub of the transport network, with the M602, M60, M61 and M62 motorways all within the City boundaries. There are excellent road, rail and air links, and the Metrolink tram system now extends to Eccles and Salford Quays from Manchester City centre.

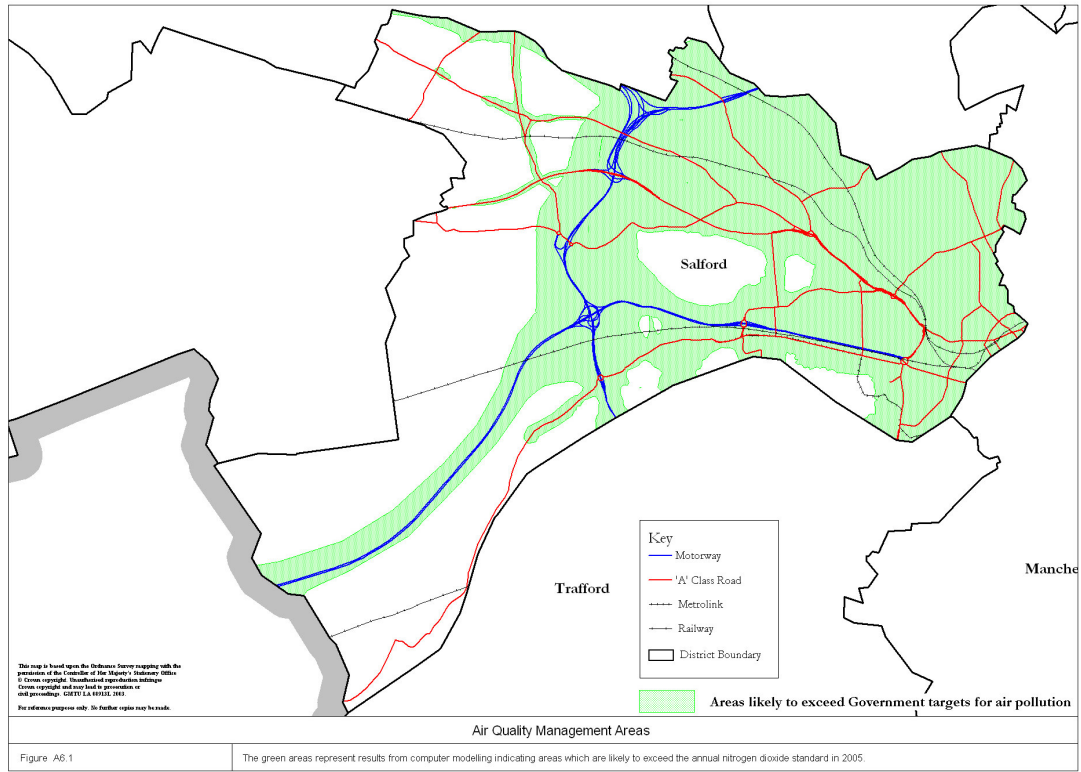
Summary of review and assessment results

A6.6 The review and assessment of air quality in Salford was completed in December 2000 and identified areas within the City that were likely to exceed the national air quality objectives in 2004 and 2005.

A6.7 After an extensive local consultation exercise the Council decided to declare an Air Quality Management Area in June 2001.

A6.8 The attached map shows the Air Quality Management Area in Salford. This was declared because studies showed that levels of nitrogen dioxide in 2005 are likely to exceed the health based standards set in the Air Quality Regulations 2000. Exceedances of particulate matter for 2004 will fall within the same designated area.

Figure A6.9 Salford's Air Quality Management Area



A6.10 The areas most likely to exceed air quality objectives are typically close to main arterial roads and city centres. Goods vehicle are the most significant source of pollution in the Greater Manchester area and for car journeys, trips over 8 miles contribute the most to air pollution.

Strategic context relating to air quality

A6.11 The Council has identified 6 key service pledges which are priorities for action over the forthcoming years:

- Better education for all
- Quality homes for all
- A clean and healthy City
- A safer Salford
- Stronger communities
- Supporting young people

A6.12 Under the six key pledges there are a number of Citywide and local area strategies in place and under development. The table below lists the main strategies:

Table A6.13: Existing and developing strategies within the City of Salford

Strategy	Detail
Salford Strategic Plan	To promote a clean, healthy and sustainable environment is a key objective
Salford Community Plan.	Improve quality of peoples life through sustained cultural and economic growth. Identifies 6 key pledges including: 'A clean and healthy City'.
Salford Unitary Development Plan	Framework for the development of land, transport and the environment.
Local Transport Plan	Transport Plan to improve facilities and improve the environment.
EconomicDevelopmentStrategy	Raise the awareness of business impact on the environment and encourage local companies to introduce environmental management techniques in support of Salford's Local Agenda 21 process
Salford Regeneration Strategy	Policies for regeneration of the City
Chapel Street Regeneration	Environmental, social and economic improvements to the area.
Salford Crime and Disorder Reduction Strategy	To tackle and reduce the incidence of crime and disorder in neighbourhoods across the City
New Deal for Communities	Improve health and other issues in Charlestown and Lower Kersal.
Local Agenda 21 Strategy	Promote environmentally sustainable development in the City
Local Health Improvement Programme	To promote improvements to the health and quality of life of residents of the City

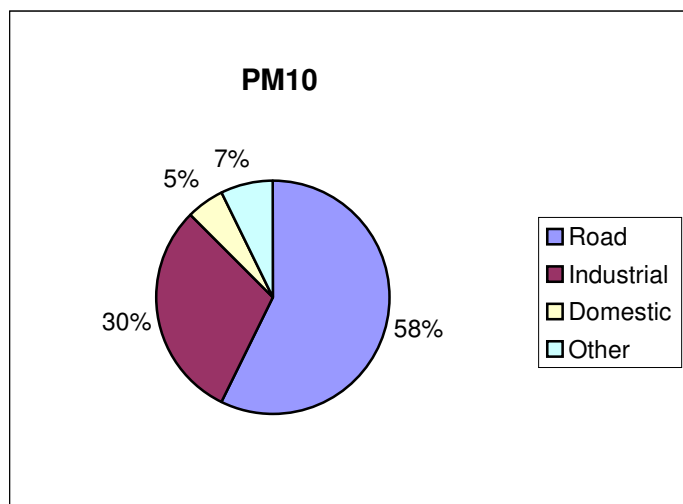
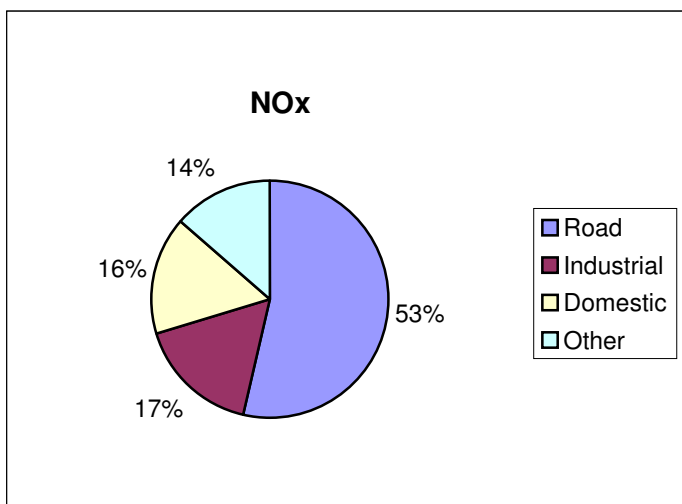
Sources of pollution in the area

Emissions Inventory

A6.14 detailed investigation into the sources of emissions to air has been undertaken for the whole of the Greater Manchester area and Warrington. It groups 3 principle sources of pollution, these are:

- stationary point sources - predominantly industrial processes
- mobile line sources – road, rail and air transportation
- area sources – other influential sources for which it is not practical to resolve into a point or line representation, for example domestic emissions

A6.15 Charts showing the relative contributions of the different sources of pollution to the total NO_x and PM₁₀ in Salford.



A6.16 As the pie charts shows, road traffic forms the most significant source of NO_x and PM₁₀ the City. For NO_x the other sources are fairly evenly split, however a second important source of PM₁₀ is industry which contributes 30% - however this is still only just over half of that caused by road vehicles.

A6.17 When road traffic is broken down in to its constituent parts, HGV's contribute the most pollution. Most of the emissions come from the major roads and motorways within the City, and the table below shows the breakdown of emissions from major roads and motorways within Salford.

A6.18 Percentage of road emissions by category within the City of Salford

	Goods Vehicles	Motorcycles and Cars	Car journeys over 8km	Car journeys under 3km	Car journeys between 3 and 8km	Buses
NO_x						
Major roads*	74.7	18.9	16.4	0.3	2.1	3.1
Motorways	57.9	12.8	12.6	0.0	0.2	0.0
PM₁₀						
Major roads*	71.6	22.3	18.8	0.4	2.7	1.7
Motorways	48.7	14.2	13.8	0.0	0.3	0.0

*Roads over 10000 Annual Average Daily Traffic Flow as vehicles

A6.19 The overall results of the investigations into the sources of air pollution showed that Fiddlers Ferry power station is one of the most significant sources region-wide. While the emissions from this power station are outside the remit of this action plan as it is not located within Salford, there are strict emission limits set upon the station by the Environment Agency.

A6.20 Undoubtedly the most significant source of pollution in Salford is road traffic, and in particular HGV's, using the major roads and motorways within the City. Industry does contribute to a significant proportion of the PM₁₀ emissions, but even so this forms only half of the emissions contributed by road vehicles.

Industrial Processes

A6.21 The Environmental Protection Act 1990 introduced a new regime of controlling industries which emit significant levels of pollution to air. The Environment Agency regulates the larger industries – which are known as Part A processes. Local Authorities regulate the smaller industries, known as Part B processes.

A6.22 As part of this regime, Local Authorities 'authorise' all of the Part B processes within their area. The emission limits set out in the authorisation take into account National Air Quality Standards, and companies are regularly inspected by Officers from the Council to ensure that they are complying with their air quality limits.

A6.23 There are 20 Part A Processes within the City, located mainly in the industrial areas of Cadishead, Eccles and Clifton. Most of these plants manufacture solvents, acids and other chemicals. For more information on these processes visit the Environment Agency's website at: www.environment-agency.gov.uk

A6.24 There are 84 Part B Processes within Salford. The table below shows the distribution of the processes by ward.

Ward	Cement & Crushing	Petrol Stations	Solvent Processes	Other	Total
Barton	-	2	-	1	3
Blackfriars	1	2	4	1	8
Broughton	1	1	1		3
Cadishead	3	2	2	2	9
Eccles	2	2	-	-	4
Irlam	1	1	1		3
Kersal	2	1	-	-	3
Langworthy	-	-	-	1	1
Little Hulton	-	1	1	-	2
Ordsall	1	5	2	1	9
Pendlebury	2	3	1	2	8
Pendleton	-	2	3	-	5
Swinton North	-	1	-	-	1
Swinton South	1	2	2	-	5
Walkden North	-	1	1	1	3
Walkden South	-	3	-	-	3
Weaste & Seedley	3	2	3	2	10
Winton	1	2	-	-	3
Worsley & Boothstown	-	-	1	-	1
Total	18	33	22	11	84

What is being done already

Transport Planning

A6.25 Transport is recognised as a major contributor to pollution in urban areas and the Government has set guidelines on improving local air quality as part of the local Transport Plan (LTP). Greater Manchester, recognising that resolving air quality issues requires a multi disciplinary approach, established the Greater Manchester Air Quality Strategy. The group is working closely with the LTP to improve air quality.

A6.26 Information will be placed in Trading Standard's Spotlight to inform local businesses of ways of reducing pollution from their vehicle fleet using funding from the Energy Saving's Trust.

A6.27 The Council has developed walking and cycling strategies which are designed to help people find alternative methods of transport to their cars. They provide advice and information on safe cycle/walking routes throughout the City.

Unitary Development Plan

A6.28 The development of new facilities can affect air quality as additional sources of pollution are introduced. The Unitary Development Plan (UDP) is currently being revised and sets out air quality objectives for new developments. The land use system can contribute to achieving the air quality standards and objectives by setting out a number of policies for new developments.

A6.29 The UDP sets the context for all new developments within the City. The existing UDP contains environmental guidance on new developments and the revised UDP will contain stricter standards for air quality. A draft copy of the UDP will be available for public consultation towards the end of 2002.

A6.30 Local Air Quality Management (LAQM) .G4(00) advises local authorities that *air quality matters can be taken into account as material considerations in determining planning applications or appeals*. Applications for new developments having a significant impact are assessed against the air quality standards and advice given to the developer and development control on the environmental impact.

Vehicle Improvements

A6.31 The Council has introduced many low emission vehicles into its fleet, including the Mayor's car. As part of a trial programme, several directorates are evaluating the use of LPG/ petrol vehicles, and wherever possible Vehicle Maintenance is promoting LPG vehicles.

A6.32 The Council uses low sulphur diesel in all its vehicles. A new Council fuel dispensing bay includes both LPG and low sulphur diesel pumps. There is an ongoing program to replace older Council vehicles which do not meet the EuroIII standards, with the latest Euro III models. Where this is not possible, the use of Continuous Regeneration Traps (CRT) is considered. CRT traps reduce emissions of harmful particulates from vehicles, raising their emission standard up towards EuroIII from Euro I

/II. The Council has a program of fitting CRT traps to its refuse vehicles, which is assisted by a grant of up to 75% of the total cost from the Energy Saving's Trust / Powershift grant scheme. Six vehicles have been converted under this scheme so far.

Energy Efficiency

A6.33 The Council has a wide range of policies to reduce energy from both Council buildings and its own housing stock.

A6.34 The Affordable Warmth strategy is seen as a corporate priority and is being developed within the City's corporate Anti -Poverty Strategy. This gives priority to improving energy efficiency within the private sector and Council housing stock.

A6.35 Eccles has been designated an energy conservation area with grants available from the Energy Saving's Trust for local energy efficiency advice and improvements.

A6.36 The coal-fired district heating schemes will be phased out and replaced with low emission gas boilers. A £7 million programme is ongoing to improve Council housing energy efficiency. Less use of fossil fuels will produce local improvement while reducing consumption of electricity will give area wide improvements through lower emissions at power stations.

A6.37 All Council buildings have an energy management programme. Large reductions in energy consumption have been achieved which has allowed the money saved to be used to purchase 'green energy'. All of the main Civic Centre Building and 10% of all street lighting is now powered by 'green energy'.

What options are locally achievable

Table A6.38 Local options

Planned Actions	Impacts	Air Quality Improvement	Costs (000's)		Timescale	Who	Link to GM Action Plan	Expected Output
		High/Med/Low			S/M/L/O/C			
Quality Bus Corridors	Reduce car trips improving air quality. Better quality service.	Medium	Leigh Guided Bus Way.	1100	M	DS (LTP)	AP15	Number of schemes implemented.
			A6/A576/A57 Peel Green to Manchester.	1000	C		AP15	
			A6 Chapel Street	30	S		AP15	
			Bury Old Rd/ Bury New Rd to Manchester.	500	S		AP15	
By-passes and road building	Relief congestion of local roads improving the environment and improving air quality.	Medium	Manchester – Salford Inner Relief Road –(Central Manchester) (Stage 3).	23	O	DS (LTP)	AP29	Number of schemes implemented.
			Eccles Relief Road.	H	C		AP29	
			Cadishead Way Extension (Phase 2).	2100	M		AP29	
Walking and Cycling Strategies	Promote alternative transport means. Increase awareness. Improve health.	Low	Local Walking Strategy (draft).	L	S	DS	AP20	Number of plans produced.
			Chapel Street Walking Plan.	L	S		AP20	
			Draft Cycling strategy.	L	S		AP20	
			Cycling schemes	280	S		AP20	
			Renovation of Salford Central Station.	H	S	DS	AP20	Scheme Completion

Safe Routes to School (SRTS) School Travel Plans	Reduce car trips and promote safe, clean routes to school. Reduces congestion / improve air quality.	Low	Madamswood, Little Hulton, Langworthy, Higher Broughton, Swinton, Eccles, Irlam, Walkden, Claremont and Charles Town, Albion School.	L	S	DS	AP22	Number of routes implemented.
Travel Plans	Improve air quality by encouraging alternatives to or better use of cars.	Low	Develop and co-ordinate Green Travel Plans within Salford.	151	S	DS	AP21, AP22	Number of plans.
		Low	Consult with companies employing more that 200 employee's on implementation of Green Travel Plans.	L	M	DS	AP21	Number of companies consulted.
		Low	To promote and develop Council's car sharing scheme.	L	S	DS	AP21	
M60 Jt 18 to 12 Improvements	Reduce congestion. Promote better use of public transport and alternative modes for freight. AQ improvement dependent on scheme.	Medium	Costs dependent on type of scheme implemented by Department for Transport.	H	L	DS/E S/ DoT/ HA	AP24	Access impact of scheme.

Traffic Management	Reduce exposure at local level. Encourage walking.	High	Eccles Town Centre Pedestrianisation.	H	C	DS	AP23	Number of schemes implemented.
		High	Chapel Street Pedestrianisation.	M	M		AP23	
		Medium	Traffic calming measures to improve local environment by reducing speed and through traffic.	L	L		AP28	
		Low	Stricter parking enforcement to improve safety and keep traffic flowing.	L	S			
		Medium	Develop Park and ride strategy with AGMA authorities.	L	L		AP19	
		Low	Minimising the provision of long stay commuter car parks.	L	L			
		High	Promoting the extension of the Metrolink, quality bus corridors and improvements to rail and bus facilities.	H	L		AP11, AP12	

Development plans (UDP)	Minimising the effects of new developments on local air quality. Reducing the personal exposure to pollutants in new developments.	Medium	Promote mixed use development within the regional centre, town centre and close to transport nodes.	H	L	DS	AP31	Number of Planning Applications and 106 Agreements.
		Low	Require major trip generating development to be located where it is well served by a choice of transport nodes.	H	S		AP31	
		Low	Require major development proposals to demonstrate how they will minimise greenhouse gas emissions.	L	S		AP31	
		High	Promote sustainable freight movements using, where feasible, more rail or the Manchester Ship Canal.	L	L		AP10	
		Low	Implement new parking standards for commercial and residential developments.	L	S		AP31	
		Low	New fuel stations to incorporate fuel points for liquid petroleum gas (LPG) and electric vehicles.	L	S		AP31, AP5	
		Low	To encourage existing forecourts to install LPG and electric charging points.	L	S	DS/ES	AP5	
		Low	Seek air quality impact assessments as part of planning applications likely to give rise to significant transport implications.	L	S	DS	AP32	
		Low	Secure mitigation measures for development proposals likely to cause or contribute to a significant increase in air pollution.	L	S		AP31, AP32, AP33	
		Low	Development proposals to include adequate provision for pedestrians, cyclists and disabled people.	L	S		AP31, AP32, AP33	

Energy Efficiency	Reduce energy consumption and use green energy.	Medium	Home Energy Strategy.	L	M	HS	AP36	HECA Report.
		Medium	Home Energy Conservation Act Action Plan (HECA).	L	M		AP36	
	Low	Schools Energy Awareness Programme.	L	S	AP39			
	Medium	Environmental Stewardship Initiative. Improve energy usage in council buildings, schools, and recreational centres.	L	S	AP39			
	Low	Home insulation schemes to reduce energy consumption	L	M	AP36			
Monitor Air Quality	Information on air quality for assessments and local decision-making.	Low	Monitor air quality and report results.	1 FE + 40	S	ES/ *DS (LTP)	AP41	Completion of tasks and data capture.
			Update Review and Assessments as required by national guidance.					
			Develop air quality information on the internet. (12 k \LTP) *					
			Support development of local air quality issues on regional Manchester Air Pollution Advisory Council (MAPAC) website (www.mapac.org.uk).					
			Consult local communities about the Air Quality Action Plan.				AP46	
Technology And alternative fuels	Improves air quality through lower vehicle emissions.	Low	Retrofitting of particle traps to refuse vehicles.	O	S	ES ES	AP5	Number of traps fitted LPG vehicles.
			Promote alternative fuel take up in Council fleet vehicles.				AP5	
Local Agenda 21	Lower emissions.	Low	Promote sustainable environment through Council activities, local communities and businesses in Salford.	L	S	DS	AP36 AP39	

Groundwork Trust/ Red Rose Forest	Reduces pollution locally. Improve environment.	Low	Tree planting in urban areas and open spaces to improve environment.	L	S	Ground Work Trust		No of schemes.
Information on bonfires	Improves air quality.	Medium	Discourage garden bonfires by providing advice to local residents.	L	S	ES/ GM FB	AP44	Number Registered
Industrial controls	Improves air quality. Less harmful emissions.	High	To fit abatement equipment to reduce industrial emissions.	1 FE	M	ES	AP38, AP34	Number of registered Processes
		Low	Encourage changes to process technology to reduce waste and minimise emissions.		M		AP38 AP34	
		High	To apply stricter emission standards if industrial emissions are significant contributors to exceedances of air quality standards.		L		AP34	

Key

Timescales: O Ongoing, S Short Term (0 – 2 years) , M Medium Term (2-10 years), L Long Term (10 years+), C completed
Responsibility: DS Development Services, ES Environmental Services, DfT Department for Transport, HS Housing Services, HA Highways Agency , GMBF Greater Manchester Fire Brigade.
Costs: High (£100 k +), Medium (10-100k+), Low (less 10k), FE Full time equivalent

What options require partnership action by others

A6.39 The Greater Manchester Strategy 'Clearing the Air' provides a framework for addressing air quality issues. The development and implementation of this strategy has, and will continue to require, close co-operation between the local authorities in the Greater Manchester region.

A6.40 To address the impacts of transport upon air quality at the local level, a joint action plan has been developed with the City's transport planners. Actions from the Local Transport Plan will be evaluated to determine both the positive and negative effects a scheme may have on air quality.

A6.41 Options which affect local businesses and industries, such as adopting transport plans, will require the development of good working partnerships between the Council and the businesses affected.

A6.42 The Highways Agency is a key partner in achieving better air quality within the City. The Agency is working with the Local Transport Planners Working Party to discuss options for the regions motorways.

A6.43 The Environment Agency is responsible for controlling the emissions from Part A processes. The source apportionment studies have identified some of these as having an effect on the City and therefore we will continue to work with them to address these problems.

A6.44 Salford and Trafford Health Authority have declared a Health Action Zone and improvements in resident's health fit naturally with Council's strategy on poverty and pledge to provide a Clean and Healthy City

Local Consultation

A6.45 Local community consultation forms an important part of Salford's air quality management process. Consultation was undertaken on Stage 2 in 2000 and Stages 3 & 4 in 2001, and consisted of the following:

Stage 1 & 2 Review and Assessment

A6.46 Representation to the Community Committees and with Directorates within Salford City Council

Consultation in magazine 'Salford People'

Press releases in the local media

Distribution of information to local libraries

Stage 3 and Proposed Air Quality Management Areas, as part of a regional exercise

A6.47 Press releases in the local media

Distribution of leaflets containing questionnaires to core groups and public areas i.e. doctors surgeries, libraries

Representation to the Community Committees and with Directorates within Salford City Council

A6.48 The aim of the various consultations was to both inform the public of our activities, and to find out their thoughts and opinions. The questionnaire was designed to find out what the people of the City of Salford thought about air quality in general, what they thought about the proposed air quality management area and what they thought the Council should be doing to improve air quality. It also included a section where people could add any additional thoughts or comments.

A6.49 The principal results of the survey were:

- most people were concerned about air pollution in the City, particularly its effects on health
- many people felt that improvements to public transport would improve the situation
- a lot of people were unhappy at the prospect of restrictions on private car use being incorporated in the Plan

A6.50 When asked to select what actions the Council should be taking to improve air quality, the most popular were:

- encouraging more people to use public transport (60.4%)
- reduce emissions from industry (54.7%)
- provide more Park and Ride (53.8%)
- emissions testing of vehicles (50%)

A6.51 The least popular options were:

- charging firms who provide free car parking (10.4%)
- charging motorists to enter towns (25.5%)
- provide bus, cycle and car occupancy lanes (28.3%)

A6.52 Over 70% of all the people surveyed agreed with the proposed Air Quality Management Area. The views and comments of Salford residents were similar to the other nine Greater Manchester Authorities.

A6.53 More information on Salford's activities on air quality management can be found on the Council's website at: www.salford.gov.uk