

GREATER MANCHESTER AIR QUALITY MANAGEMENT STRATEGY

'CLEARING THE AIR'



AGMA AIR QUALITY OFFICER STEERING GROUP:

M.S. Ankers	Head of Environmental Health and Consumer Protection Manchester City Council
P. Calverley	Group Engineer, Planning and Engineering Department Tameside M.B.C.
M Cannon	Borough Engineer Bury M.B.C.
J.D. Clegg	Borough Environmental Health Officer Bolton M.B.C.
L.G. Coop	Director of Environmental Services Oldham M.B.C.
M.J. Crawley	Senior Assistant Director of Engineering and Planning (Planning Services) Trafford M.B.C.
D Davison	Assistant Director of Environment Department. Rochdale M.B.C.
M. Eldred	Assistant Director, Engineering Services Stockport M.B.C
M.L. Jassi	Director of Environmental Services City of Salford
R.D. Saunders	Borough Environmental Health and Consumer Protection Officer Wigan M.B.C.

AIR QUALITY MANAGEMENT STRATEGY FOR GREATER MANCHESTER

'CLEARING THE AIR'

1.0 Vision Statement

The vision of the Greater Manchester Air Quality Management Strategy is :

- To make Greater Manchester a more attractive, safer and healthier place in which to live, work, visit and invest.

2.0 Objectives of the Strategy

2.1 The United Kingdom National Air Quality Strategy develops policies on air quality up to the year 2005. It aims to bring a co-ordinated approach to managing, controlling and minimising air pollution by setting targets and objectives for local authorities to achieve.

2.2 Air quality is of key concern to the public, particularly in relation to health and quality of life issues. In order to meet the challenge of improving air quality within an area such as Greater Manchester, it is vital that a co-ordinated approach is adopted by Greater Manchester Authorities and other interested bodies such as Health Authorities, the Highways Agency, Government Departments and the voluntary and private sectors, e.g. Chambers of Commerce. A coordinated approach would enable investment in prevention and protection policies with input to air quality conservation and improvement.

2.3 The objectives of the strategy are set out in Table 1.

3.0 Purposes of the Strategy

The purpose of the strategy can be described as the following key elements :-

- To protect and improve the health of our citizens
- To protect the physical environment
- To support the development of sustainable transportation systems
- To support economic regeneration through promotion of inward investment, tourism, and funding bids (SRB, capital challenge, European funding, etc.)
- To support Local Agenda 21
- To support other local and regional policies e.g. Unitary Development Plans (UDP), Transport Policies and Programmes (TPP) Package Bid, North West Regional Association (NWRA), Regional Planning Guidance.
- To promote public information to encourage energy efficiency and environmentally friendly lifestyles.
- To promote education for cultural changes
- To create a framework for setting local and regional objectives and standards.
- To implement the strategy by effective action and partnerships.

Table 1

OBJECTIVES OF THE STRATEGY

**QUALITY OF LIFE IMPROVEMENTS
PROMOTING LOCAL AGENDA 21
PARTNERSHIPS FOR CHANGE
MAXIMISE INWARD INVESTMENT
OPPORTUNITIES**

ENVIRONMENTAL	TRANSPORT	PLANNING	OTHER
<ul style="list-style-type: none"> ↳ Making the County a healthier place ↳ Achieving National and International Air Quality Standards. ↳ Measuring, modelling and forecasting capabilities. ↳ Reduce number of hot spot. ↳ Improve Energy Efficiency 	<ul style="list-style-type: none"> ↳ Improve public transport, cycling and pedestrian access. ↳ Reduce car dependency. ↳ Reduce volume of car use. ↳ Redirect freight from road to rail. ↳ Improve transport capability and management. ↳ Reduce environmental impact of all modes of transport, including buses and trains. ↳ Promote the use and extension of the Metrolink system. 	<ul style="list-style-type: none"> ↳ Promoting sustainable development. ↳ Reverse de-centralisation trends e.g. out of town development. ↳ Protect natural environment. ↳ Protect built environment. ↳ Achieve urban regeneration 	<ul style="list-style-type: none"> ↳ Promote public education. ↳ Promoting cultural changes. ↳ Promoting health improvements. ↳ Gaining political and community support. ↳ Meeting legislative requirements and enforcing standards.

4.0 Timescale

We are seeking to develop a strategy on a long-term basis. We believe we need to project our co-ordinated activities over the next 8 years until 2005 in line with the National Air Quality Strategy. The strategy must be flexible enough and capable of continuous review and amendment to respond to changes in political direction at both national and local levels and to the requirements of major funding programmes such as the TPP. Having said that the strategy will be based upon combinations of programmes and actions covering varying timeframes i.e.,

- Short-term, up to 2 years
- Medium-term, 3-5 years
- Longer-term, 6 years or more.

5.0 Legislative Framework

Environmental legislation, such as the Clean Air Acts and the Environmental Protection Act 1990, are currently used to control emissions from domestic and industrial sources. New legislation is now being introduced to control other sources of pollution, such as from transport.

5.1 The Environment Act 1995

The framework for air quality management which is embodied in the Environment Act, requires Local Authorities to :

- Undertake a periodic review of air quality, taking into account present and future levels of pollution. The key pollutants, their sources and the standards to be achieved are identified in Appendix 1 and the pollution monitoring which is presently being undertaken by Local Authorities is identified in Appendices 2A, 2B and 3. A number of the Greater Manchester monitoring sites are part of the DoE's national automatic monitoring network, known as the Automatic Urban Network. Information for the sites on air quality, together with health advice is provided hourly through:-
CEEFAX (pg. 410-417), TELETEXT (pg. 106), Freephone No. 0800 556677 and the internet (<http://www.open.gov.uk/doe/doehome.htm>)
- Establish air quality management areas (AQMA) where national air quality standards and targets are unlikely to be achieved.
- Work in consultation and partnership with the community and other relevant bodies to prepare action plans to remedy air quality problems in air quality management areas. Appendix 4 shows the process for air quality management which is proposed for Greater Manchester.

Guidance is presently awaited from the DoE on the practicalities of implementing the legislation for local authorities.

5.2 European Directives

Countries within Europe presently have to comply with EC Directive Limit and Guide Values for Lead, Sulphur Dioxide, Nitrogen Dioxide and Ozone. These values will be updated by the introduction of the new EU Framework Directive on Ambient Air Quality Assessment and Management, which will have many similarities with the requirements of the Environment Act 1995. The finalised document is expected in 1997. The European Air Quality Standards will be specified via daughter directives made under the framework directive. Updates to the existing European air quality standards may therefore not be published for some considerable time.

5.3 Planning Guidance and Legislative Requirements.

Increasingly in recent years the relationship and interaction between pollution controls, including air quality, land-use planning and transport planning have been emphasised by Government guidance.

PPG 13 'Transport' provides advice on how local authorities should integrate transport and land-use planning. Local authorities should plan future development so as to:

- reduce growth in the length and number of motorised journeys
- encourage alternative means of travel which have less environmental impact, and
- reduce reliance on the private car.

A principal goal is to improve our ability to meet the objectives, at national and local levels, for greenhouse gas emissions, for air quality and for the protection of landscape and habitats.

The PPG provides advice on how development might be located to meet these objectives. For example, new housing should be located, wherever possible, so as to provide a choice of means of travel to other facilities. New employment should, so far as practical, be located near to existing population and be served by public transport. New retailing should be promoted in existing shopping centres.

PPG23 'Planning and Pollution Control' seeks to fulfil the commitment in the White Paper "This Common Inheritance" to provide advice on the relationships between the planning system and the pollution control systems. It advises that planning controls should not seek to duplicate pollution controls exercised by statutory authorities. Planning controls are generally not an appropriate means of regulating the detailed characteristics of potentially-polluting activities. However, planning can complement pollution controls by regulating the location of potentially-polluting development, access to the site and what happens to the site afterwards.

This emphasis on closer working relationships between pollution control, land-use and transport planning is clearly endorsed by Government's Regional Planning Guidance, for the North West published on 15th May 1996. RPG13 places great emphasis on sustainable development. It envisages the North West as becoming a green and pleasant region and to do that advocates a development framework be designed which will contribute to reducing emissions from motor vehicles, the region's main source of air pollution. It also advocates that Development Plans should assist in reducing emissions from industry by having policies and sites to facilitate new development which will enable the closure of older, dirtier plant and equipment. Development Plans should be drawn up to take environmental considerations comprehensively and consistently into account including global warming, reducing the need to travel and reliance on the car and the consumption of non-renewable resources. They should seek to:

- improve poor environments..... and air quality
- conserve energy and minimise waste
- facilitate the movement of people and goods by energy efficient modes of transport.

5.4 The Government's Green Paper 'Transport - The Way Ahead' was published in April 1996. This document endorses the principles set out in PPG13 and restates the Government's concerns regarding the environmental impacts of transport. Reducing dependence on the private car as part of a long-term strategy is a principal aim. Fiscal incentives, particularly increased or differential rates of duty on fuels, are seen as effective in meeting air quality targets and will be kept under review. In urban areas the Government advocates locally developed restraint measures to discourage car use together with active encouragement of the use of public transport, together with walking and cycling for short trips.

The TPP Package Approach is currently the principal means of securing funding for transport measures. The Government issues guidelines each year on the TPP process. Whilst it is for Local Authorities to identify needs and develop strategies, funding will only be secured if transport strategies pursued are consistent with the Government's aims. Measures to reduce traffic levels and traffic emissions in sensitive areas are considered to be of particular importance.

5.5 Legislation on Vehicle Emissions

Control over emissions from vehicles and fuel will have a major role to play in reducing pollution. UK legislation has become increasingly stringent since the 1970's. Emissions of carbon monoxide (CO), total hydrocarbons (HC), nitrogen oxide (NO_x) and particles are limited for new vehicles by European Directives.

The use of cleaner road fuel has also contributed to reductions in emissions, including the introduction of unleaded petrol in the 1980's and the reduction of the maximum Sulphur content of diesel fuel by a third in 1994, followed by a further 75% reduction in 1996 under European Directive 93/12/EC.

The European Commission has issued proposals for revised vehicle and fuel standards to take effect from 2000 and indicative standards for vehicles from 2005.

5.6 Road Transport Reduction Act 1997

This Act requires local transport and highway Authorities to prepare road traffic reduction plans and targets, after consultation. The Act does not however stipulate the measures that authorities would need to take to achieve their local targets. The Government will be consulting on guidance and directing Authorities to start work on producing their plans and targets in parallel with the

issue of the Department of Transport's Transport Policies and Programmes Capital Bidding guidance in the spring of 1998.

6.0 Partnerships

The development and implementation of the strategy can only be successful if it is recognised from the outset that an inter-agency approach is essential. This approach must be adopted at all levels: local, regional, national and international.

Certainly to be successful for Greater Manchester, local authorities cannot operate in isolation. A multi-disciplinary approach across the whole conurbation will be adopted with representatives of voluntary and community sectors which will in turn provide the basis for a proactive approach to ensuring the consultation and participation of other organisations, not least business, educational and voluntary establishments and the public.

It is equally essential that we establish positive relationships with organisations at strategic/regional levels including the NWRA, the North West Partnership, and Health Authorities. Above all, we need to ensure a continuing and proactive working relationship with Government organisations: the DoE, Highways Agency, Department of Trade and Industry (DTI), Government Office for the North West and the Environment Agency. Appendix 5 provides examples of potential partnerships.

7.0 Current Activities and Actions

Table 2 shows the current level of activity which is being undertaken in Greater Manchester by Environmental Health, Planning, Transport and other sectors of local authorities.

8.0 Future Actions Towards Air Quality Management

8.1 In order to ensure air quality management is effective there needs to be a planned approach towards the actions initiated by the Greater Manchester Authorities. Table 3 indicates the future actions to be integrated into the air quality management strategy, demonstrating the methods by which the multi-disciplinary approach will work.

To facilitate development of this strategy there is a need for close joint working at both operational and political level. A proposed management and reporting mechanism is shown in Appendix 6.

Table 2: The Current Activities and Actions Within Greater Manchester

ENVIRONMENTAL HEALTH	PLANNING	TRANSPORT	OTHER
* Passive monitoring systems	* Environmental assessment of UDP's	* Promoting and planning cycle and pedestrian routes	* Local Agenda 21
* Extending real-time monitoring systems	* Sustainable patterns of development	* Car Park Management and Park and Ride schemes	* Waste Management
* Modelling and Forecasting development	* Development Control	* Prioritising bus Lanes and bus quality improvements	* Monitor the impacts of air pollution on public health
* Control of industrial emissions	* Sustainable development indicators	* Traffic Calming and Restraint measures	* Environmental Management Systems e.g. BS 7750
* Energy conservation	* Promoting recycling of brown field sites	* Metrolink	* Air quality results provided to the public
* Monitoring vehicles, e.g. overloading and emission checks	* Woodland planning and Red Rose Forest	* Transport Network improvements	* Educational information on Air Quality
* Recycling activities	* Environmental assessment of major developments	* Traffic Information	
* Controlling local nuisance		* Integrating TPP management	
* Roadside AQ monitoring		* Promoting public transport	
* Regional Air Quality events, such as vehicle emission tests.		* Environmental impact assessment of road improvement schemes	

AUDIT	OPTIONS ANALYSIS	DEVELOPMENT OF ACTION PLANS	REVIEW MECHANISMS
<ul style="list-style-type: none"> * Monitor and Evaluate existing levels of air pollution * Extending real-time monitoring networks. 	<ul style="list-style-type: none"> ⇔ Transport Measures 	<ul style="list-style-type: none"> * G.M. TPP Package Strategy * Park and Ride * Promote mass transport <ul style="list-style-type: none"> ↳ reduce commuter trips ↳ school bus sharing ↳ safe cycling/cycle routes ↳ walk to work * Bus emissions * Road pricing and improvements to reduce congestion * Access Restrictions * Metrolink - future routes * Parking controls and pricing * Freight movement - railways * Bus priorities * UDP reviews * Development control * Pedestrianisation * Land use priorities * Out of town v town centres * Urban regeneration * Green belt controls * Nature conservation * Waste management 	<ul style="list-style-type: none"> * Management and reporting mechanism in Appendix 6 * Milestones * Evaluation - continual review of objectives and adjustments made where necessary
<ul style="list-style-type: none"> * Vehicle emission checks and controls. 	<ul style="list-style-type: none"> ⇔ Planning Issues 	<ul style="list-style-type: none"> * Telematics/teleworking * Public Transport * Local Agenda 21 * Car sharing * Efficient use of fuels * Public Education and Campaigns * Energy conservation * Health Monitoring * TPP * SRBs and SCA * HIP - energy etc. * Capital Challenge * EU funding 	
<ul style="list-style-type: none"> * Hot-spot assessment and review 	<ul style="list-style-type: none"> ⇔ Public Attitudes/Actions 		
<ul style="list-style-type: none"> * Modelling and forecasting air quality 	<ul style="list-style-type: none"> ⇔ Resource issues 		

8.2 Working groups will be developed as identified in Appendix 7 which will provide a co-ordinated approach to air quality management between the local authorities.

9.0 Resourcing the Strategy

Whilst the strategy has been formulated, the success or failure will be dependent upon funding available to the region.

10.0 Conclusion

10.1 This air quality management strategy integrates the planning, transport and environmental health functions to ensure the long term improvement of the county's air quality in line with the National Air Quality Strategy. It is vital that a multi-disciplinary approach to air quality management such as this is undertaken.

10.2 The AGMA Air Quality Officer Steering Group and working groups will need to prepare a timetable and procedures to develop and implement the action plans. This will include effective consultation and participation processes.

10.3 Following adoption of the strategy it is intended initially that a workshop be held for all the partners involved, to facilitate ownership and sharing of existing knowledge and experience and enable an understanding of each others role in the process of air quality management.

**PRODUCED BY AGMA MULTI-DISCIPLINARY OFFICERS STEERING GROUP
MAY 1997**

APPENDIX 1

THE KEY URBAN POLLUTANTS AND THEIR SOURCES

POLLUTANTS	SOURCES	Measured as	DRAFT AIR QUALITY OBJECTIVE
Sulphur Dioxide (SO ₂)	Fuel combustion from domestic heating, power stations, industrial boilers and chemical processes, waste incinerators, diesel vehicles	15 minute mean	100 ppb measured as the 99.9 th percentile
Nitrogen dioxide (NO ₂)	Transport (road, rail, passenger and commercial), fuel combustion and domestic heating, power stations, industrial boilers and chemical processes, waste incinerators	1 hour mean annual mean	150ppb hourly mean* 21ppb annual mean*
Particulate (PM ₁₀)	Fuel combustion for domestic heating, power stations, industrial boilers and most industrial processes, transport and waste incinerators	running 24-hour mean	50 micrograms per cubic metre (µg/m ³)
Carbon Monoxide (CO)	Motor vehicles and combustion processes	running 8-hour mean	10ppm
Ozone (o ₃)	Secondary pollutant from primary emissions of NO ₂ and VOC's	running 8-hour mean	50ppb, measured as a 97 th percentile*
Benzene	Petrol combustion products, evaporation from petrol pumps and fuel tanks	running annual mean	5ppb
1,3 - Butadiene	Motor vehicle exhaust	running annual mean	1 ppb
Lead (Pb)	Use of lead additives in petrol	annual mean	0.5 µg/m ³ .

ppb = parts per 1000 million by volume
ppm = parts per million by volume

µg/m³ = micrograms per cubic meter
* = these objective are to be regarded as provisional

APPENDIX 2 (A)

SUMMARY OF NON REAL-TIME AIR QUALITY MONITORING IN GREATER MANCHESTER

AREA	SMOKE	SO ₂	NO _x DT	LEAD	ACID RAIN	NON-CONT BENZENE	DUST	RADIATION	OTHER
BOLTON	4	5	18	2	1	4	7	1 continuous	NO ₂ 6 monthly survey SO ₂ 6 monthly survey
BURY	4	4	6	2	2	1		1 continuous 2 non-continuous	
MANCHESTER	8	8	11	3	2	9	8	1 continuous 2 @ 8 weekly	
OLDHAM	4	4	3	4				1 continuous 6 non-continuous	
ROCHDALE	3	3	11	1	2	5		1 continuous	
SALFORD	1	1	9	5	1		3	1 continuous	
STOCKPORT	3	3	16					1 continuous	
TAMESIDE	1	1	7	3	1	2		1 continuous	
TRAFFORD	11	11	11	8	1			2 continuous	
WIGAN	3	3	7	7	1		1	1 continuous 3 non-continuous	

KEY DT = Diffusion Tubes
 BTX = Benzene, Toluene and Xylene,
 NO_x = Nitrogen Dioxide
 RPM = Roadside Pollution Monitor

Met = Meteorological data
 SO₂ = Sulphur Dioxide
 O₃ = Ozone
 Cont. = Continuous

APPENDIX 2 (B)

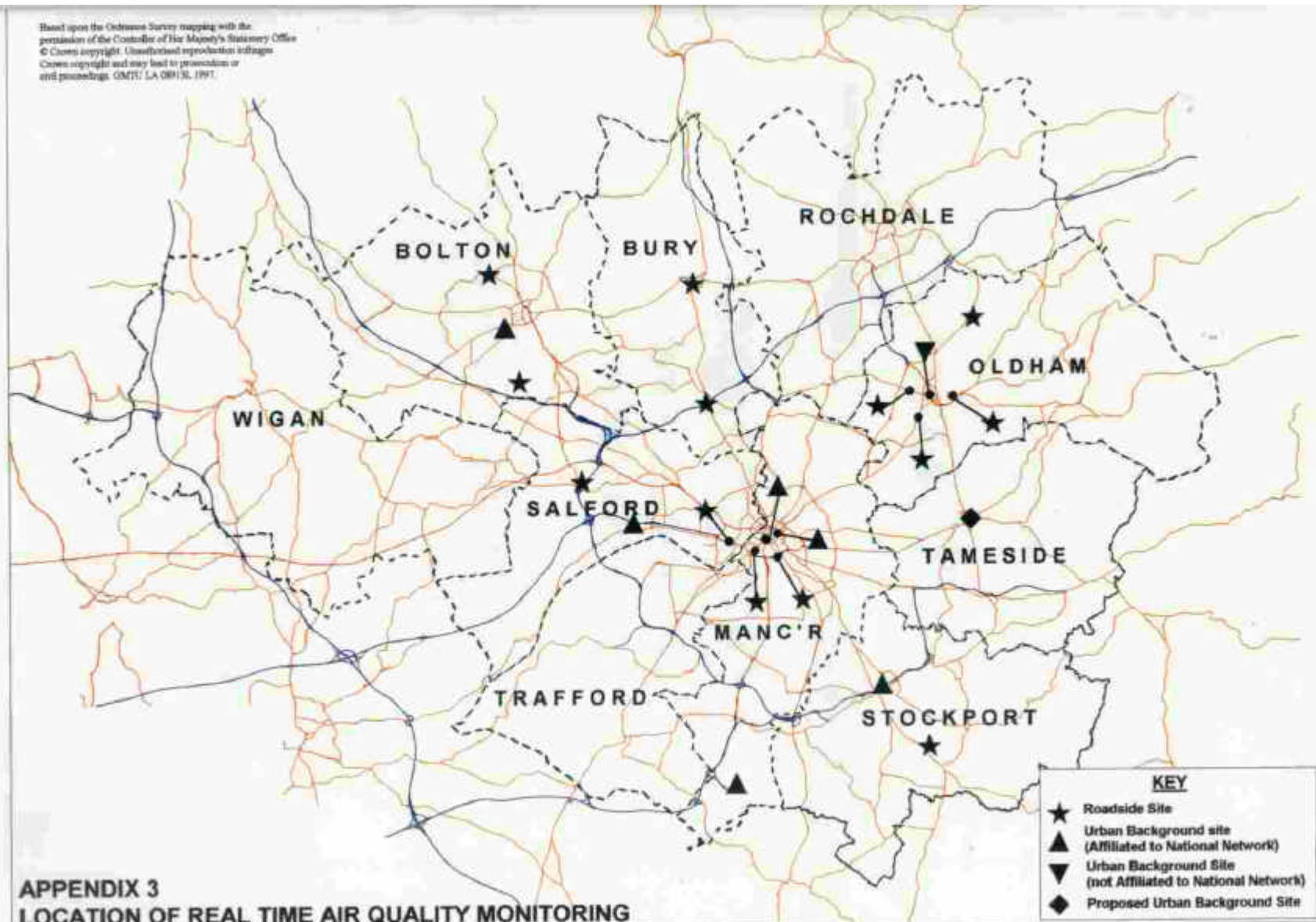
SUMMARY OF REAL-TIME AIR QUALITY MONITORING ARRANGEMENTS IN GREATER MANCHESTER

AREA	LOCATION	POLLUTANTS MONITORED	AFFILIATED TO NATIONAL NETWORK	FUTURE PROPOSALS
BOLTON	Urban Background	NO _x , PM ₁₀ , SO ₂ , CO, O ₃ , Met	Yes	
	Roadside	2 x CO monitors	No - Indicative	
BURY	Roadside	NO _x , PM ₁₀ , SO ₂ , CO, O ₃ , Met	Yes	Town Centre Site, PM _{2.5} , Monitoring, CO Emissions Inventory
	Roadside	NO ₂ , CO, SO ₂	No - Indicative	
MANCHESTER	Urban Background	NO _x , PM ₁₀ , SO ₂ , CO,	Yes	
	Urban Background	CO, NO _x	Yes	
	Suburban	NO _x , SO ₂ , O ₃	Yes	
	Roadside	2 x CO	No - indicative	
OLDHAM	Urban Background	NO _x , PM ₁₀ , SO ₂ , CO, O ₃ , Met Benzene, Toluene, Xylene,	No - DoE Approved	May 1997
	Roadside	2 x NO ₂ , CO	No - indicative	
SALFORD	Roadside	NO _x , PM ₁₀ , SO ₂ , CO, O ₃ , Met Benzene, Toluene, Xylene,	No - DoE approached	Public Information displays
	Urban Background	NO _x , PM ₁₀ , SO ₂ , CO, O ₃ , Met	Yes	
	Roadside	NO ₂ , CO	No - indicative	
	Roadside	NO _x	No - DoE approved	
STOCKPORT	Urban Background	NO _x , CO, PM ₁₀ , SO ₂ , Met	Yes	
	Roadside	NO ₂ , CO	No - indicative	
TAMESIDE	Urban Background	NO _x , CO, PM ₁₀ , O ₃ , SO ₂ , Met	No - DoE Approved	May 1997

Rochdale, Wigan and Trafford not currently undertaking real-time monitoring.

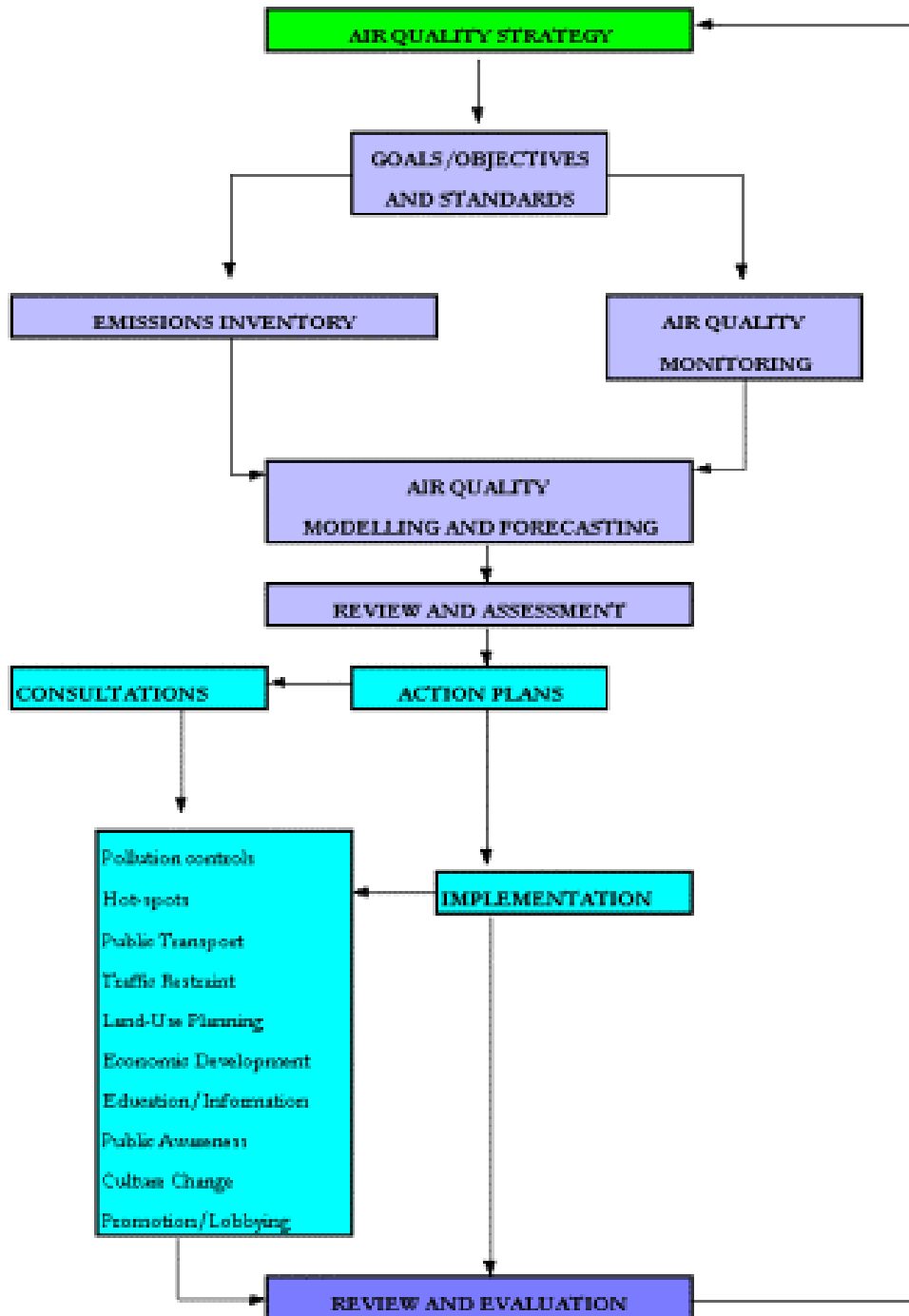
KEY Met = Meteorological data PM₁₀ = Particles less than 10µm Indicative = Not DoE affiliated, but monitoring real-time
 SO₂ = Sulphur Dioxide NO_x = Nitrogen Dioxide O₃ = Ozone

Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office
© Crown copyright. Unauthorised reproduction infringes
Crown copyright and may lead to prosecution or
civil proceedings. GMT/ LA 0013L 1997.



APPENDIX 4

THE PROCESS FOR AIR QUALITY MANAGEMENT

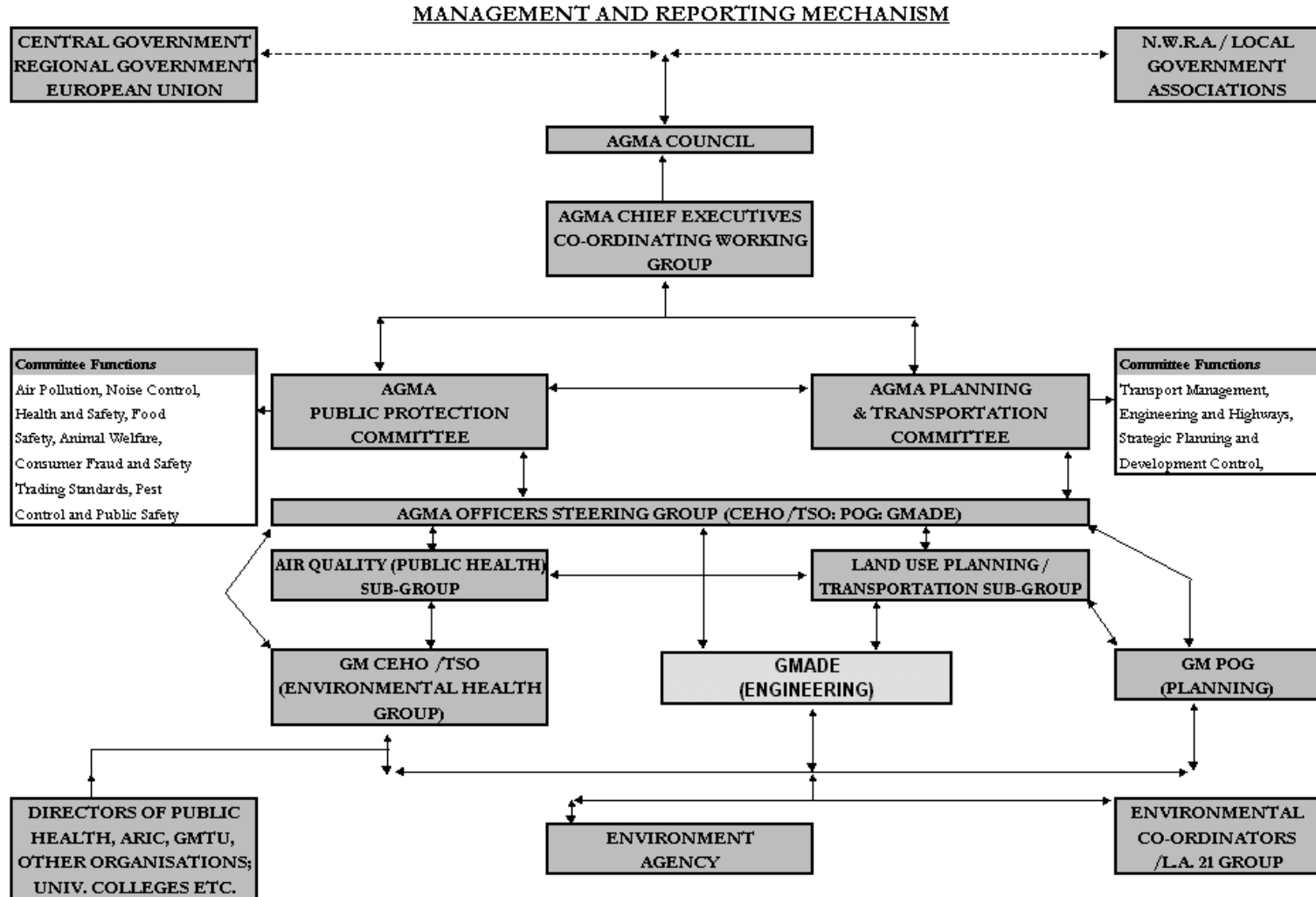


APPENDIX 5

POTENTIAL PARTNERS FOR GREATER MANCHESTER AIR QUALITY STRATEGY

- Councils within the Region
- Health Authorities and NHS Trusts
- Environment Agency
- Central Government Departments and Agencies, including; Highways Agency, Department of Environment and Department of Transport
- Government Office for the North West
- North West Regional Association
- Greater Manchester Transportation Unit
- Greater Manchester Passenger Transport Authority
- Regional Transport Industries
- Commercial/General Industry/Chemical Industry
- The Meteorological Office
- Atmospheric Research Information Centre and local environmental consultants
- Other Research Establishments
- North West Tourist Board
- Voluntary and Community Sectors/Based Organisations
- Universities and Higher Educational Institutes
- Other European Towns and Cities
- Chamber of Commerce
- Local Business and Environmental Groups
- Other Regional Authority Groupings
- Manchester Airport
- Media and Communications Undertakings
- Business and Investment Organisations
- Major Utility Companies

**GREATER MANCHESTER AIR QUALITY
MANAGEMENT STRATEGY**



KEY: GMPOG = Greater Manchester Planning Officers Group, GMADE = Greater Manchester Association of District Engineers, CEHO = Chief Environmental Health Officers, AGMA = Association of Greater Manchester Authorities

**ASSOCIATION OF GREATER MANCHESTER AUTHORITIES
GREATER MANCHESTER AIR QUALITY OFFICER STEERING GROUP
AIR QUALITY (PUBLIC HEALTH) SUB-GROUP**

TERMS OF REFERENCE

Members

Members of MAPAC Air Quality Sub-Group, Representative from the Planning and Transportation Sub-Group

Overall Purpose

To consider and advise the Greater Manchester Air Quality Officer Steering Group, on the strategic environmental and public health aspects of air quality as they relate to Greater Manchester.

Terms of Reference

Reporting through the GM Air Quality Officer Steering Group to:-

- Provide advice and guidance on the suitability and acceptability of proposed standards for air quality, particularly at the consultation stage, to enable representation to be made to the appropriate bodies.
- Prepare draft responses to consultative documents and papers for consideration by the GMAQOSG.
- Consider the potential use of air quality management areas (AQMA's) as a means to reduce public health affects of poor air quality.
- Review the means of air quality measurement available within the conurbation, and taking account of current proposals and future prospects provide advice as to the most cost effective way to establish effective monitoring throughout Greater Manchester.
- Seek the formation of partnerships and funding mechanisms within the Greater Manchester area to enhance air quality measurement and utilisation of the information gained.
- In liaison with the Planning and Transportation Sub-Group, evaluate methods of air quality modelling and forecasting, and provide advice and guidance on how this may best be applied within greater Manchester.
- Consider and advise on the feasibility and best means to develop and maintain an emissions inventory for the Greater Manchester area (or substantially affecting the area).
- Assess and advise on means of providing air quality information for the community and the feasibility of providing warnings when deteriorating air quality may give rise to possible health affects.
- In addition to the provision of specific reports, provide to the GM Air Quality Steering Group an initial work plan of intended action and report progress made on the areas assigned to the sub-group.

Meetings

As and when necessary, not being more than 12 in the first year and 6 in the years following.

Note: The terms of reference of this Sub-Group closely link with those of MAPAC's Air Quality Sub-Group. Rather than form another group it has been decided to utilise the expertise of the existing MAPAC AQ Sub-Group to perform the role of the Public Health Sub-Group, thus avoiding duplication of work effort and resources.

**ASSOCIATION OF GREATER MANCHESTER AUTHORITIES
GREATER MANCHESTER AIR QUALITY OFFICER STEERING
GROUP
LAND USE PLANNING/TRANSPORTATION SUB-GROUP**

TERMS OF REFERENCE

1. Advise and report on land use planning/transportation/air quality issues to the Air Quality Officer Steering Group.
2. Act as a Policy Steering Group on air quality issues to the Package Bid Officers Steering Group.
3. Draw up an action Plan in relation to land use planning/transportation issues to support and supplement national initiatives for the implementation of the National Air Quality Strategy in Greater Manchester.
4. Monitor progress in Greater Manchester on the implementation of the National Air Quality Strategy in terms of land use planning/transportation with the objective of achieving the target of implementation by the year 2005.
5. Liaise and co-operate with all other relevant groups in relation to air quality issues, in particular the Air Quality (Public Health) Sub-Group.
6. **Membership**
Members of POG, members of GMADE and GMTU
7. Frequency of meetings to be agreed.