

Greater Manchester's Clean Air Plan to tackle Nitrogen Dioxide Exceedances at the Roadside

Note 23: GM CAP: Summary update of ongoing work on local exceedances Post-OBC approach



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COVID-19 Pandemic Statement

This work has not considered the impact of the COVID-19 pandemic. Whilst we are continuing, where possible, to develop the Greater Manchester Clean Air Plan, the pandemic has already had an impact on our ability to keep to the timescales previously indicated and there may be further impacts on timescales as the impact of the pandemic becomes clearer.

We are also mindful of the significant changes that could result from these exceptional times. We know that the transport sector has already been impacted by the pandemic, and government policies to stem its spread. The sector's ability to recover from revenue loss, whilst also being expected to respond to pre-pandemic clean air policy priorities by upgrading to a cleaner fleet, will clearly require further thought and consideration.

The groups most affected by our Clean Air Plan may require different levels of financial assistance than we had anticipated at the time of writing our previous submission to Government.

More broadly, we anticipate that there may be wider traffic and economic impacts that could significantly change the assumptions that sit behind our plans. We have begun to consider the impacts, and have committed to updating the government as the picture becomes clearer over time.

We remain committed to cleaning up Greater Manchester's air. However, given the extraordinary circumstances that will remain for some time, this piece of work remains unfinished until the impact of the COVID-19 pandemic has been fully considered by the Greater Manchester Authorities.

1 Introduction

- 1.1 This note has been prepared following feedback on Note 14 issued to JAQU on 12th July 2019 regarding the proposed methodology related to the CAP local exceedances locations (exceedances project). This note summarises the current position the exceedances project has reached, next steps and timescales for evaluating a preferred option.

2 Progress to date

- 2.1 The exceedances project team have met with the CAP subject matter leads covering the fleet improvements, infrastructure and behaviour change to identify issues and options relevant to the local exceedances. This format has taken the form of meetings and attendance at the respective group's meetings of relevance to, for example, Clean Bus Group and, Electric Vehicle Infrastructure Programme. Furthermore, interactive workshops have been conducted involving the CAP internal project teams to develop infrastructure and non-infrastructure options, and this has been followed-up by workshops with senior officers from each of the local authorities where a local exceedance site has been identified. These include; Manchester City Council; Salford City Council and Bury Council.
- 2.2 Site visits have also been conducted by the traffic engineers to observe conditions that are potentially contributing to the exceedances. These include:
- traffic behaviour at junctions;
 - traffic signal issues; and
 - bus and freight vehicle behaviours of note.
- 2.3 Non-infrastructure solutions related to behaviour change activity identified by the TfGM Sustainable Journeys Team have also been defined further. In this regard, measures related to schools, new workplace / residential development and last-mile logistics are emergent through discussions and workshops to date.

3 Next Steps

- 3.1 All the option development workshops described above have been concluded during week commencing 29th July 2019. The next steps in early August are with regard to;
- Undertake tests of traffic signal improvements via the TfGM UTC team with regard to the city centre exceedances at Deansgate / Bridge Street options – TfGM have approved this work internally;
 - Qualitatively appraise the options against the CAP objectives – RAG rating and use of the Multi-Criteria Tool used for the GM CAP more widely;

- Write-up the workshop-based option identification process and package the identified infrastructure and non-infrastructure solutions;
- Prepare indicative plans of the draft highway scheme by the highway engineers for circulation;
- Review the existing local highway scheme models held by TfGM relevant to city centre locations where non-CAP development schemes are planned; and
- Prepare Initial costings of the proposals by the project QS resources.

3.2 The next steps will generate further objective evidence specific to each of the exceedance locations, which will inform the option appraisal process, in particular, delivery timescales; scheme costs, potential air quality improvement, strategic fit, achievability and supply-side capacity.

3.3 A feasibility report will be prepared in August documenting the findings of the Local Exceedances work.

4 Timescales for appraisal of a preferred option

4.1 The next steps above, in particular the testing of traffic signal improvements will support the refinement of a preferred option by mid to late August.

4.2 Project team meetings are taking place with regard to testing proposed improvements, this will include TfGM colleagues and senior officers at the local authorities concerned. In parallel to this, the non-infrastructure behaviour change interventions identified in the workshops will be advanced with the TfGM Sustainable Journeys Team including resource costs. The infrastructure and non-infrastructure activities will form a final recommended package.