

Bolton Council

Report to: Executive Cabinet Member
Environmental Services

Date: 19th February 2018

Report of: Director of Place

Report No: ECMES/39/18

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Report Title: **Greater Manchester Clean Air Plan: Strategic Outline Case**

Non Confidential: This report does **not** contain information which warrants its consideration in the absence of the press or members of the public.
(delete as approp)

Purpose: For the Executive Cabinet Member Environmental Services to consider the Strategic Outline Case for the Greater Manchester Clean Air Plan on behalf of Bolton Council.

Recommendations:

1. The Executive Cabinet Member Environmental Services is requested to approve the Strategic Outline Case.
2. Agrees to work in partnership with the Combined Authority; the AGMA Local Authorities and Transport for Greater Manchester in preparing the Outline and Final Business Cases for submission to the Government's Joint Air Quality Unit.
3. Agrees to receive further reports to approve the Outline Business case and Final Business Case.

Decision:

Background Doc(s): Greater Manchester Clean Air Plan Strategic Outline Case.
Briefing notes 1-4

(for use on Exec
Rep)

Signed:

Leader / Executive Member

Monitoring Officer

Date: _____

Summary:

(on its own page)

1. The Government has instructed local authorities to implement action plans to improve air quality where the 2021 targets will not be met.
2. Bolton Council as part of the Combined Authority is required to prepare a Strategic Outline Case which sets out the methodology and approach for a preferred package of measures to ensure the air quality objectives are met in the shortest possible time.
3. A shortlist of possible measures to deliver the improvements have been proposed. An outline and final business case will consider the measures in detail for submission to the government's joint air quality unit (JAQU)

Background Information

Greater Manchester Clean Air Plan Strategic Outline Case.

Greater Manchester Air Quality Action Plan 2016-2021

DEFRA letter to Bolton Council May 2017

1 Background

1.1 Air quality objectives have been set by the Government to protect health. The Government has overall responsibility to meet the objectives, but expects Local Authorities to implement actions to improve air quality in their area. Work has been undertaken locally to determine whether these air quality objectives are being met in Bolton and the other 9 Greater Manchester Authorities. It has been determined that the annual mean air quality objective for nitrogen dioxide will not be met. A Greater Manchester Air Quality Management Area (AQMA) has been declared, which covers areas at risk of exceeding the air quality objectives. A map showing the AQMA is included as Appendix 1. Road transport is the largest contributor to emissions of nitrogen dioxide.

1.2 In addition to the work carried out locally Defra have produced a National Air Quality Plan, based on modelling. This plan has identified 11 road links in seven of the Greater Manchester Authorities where further action is required to improve air quality. . In Bolton sections of the A666 has been identified as not being able to meet the air quality limit value for NO2 until 2021 without intervention. We are required to undertake a detailed feasibility study to set out proposals to tackle air quality exceedances in the shortest possible time against a benchmark measure of a charge based Clean Air Zone (CAZ). A charge based CAZ would mean that certain vehicles not meeting specified emission standards would be charged to enter a defined geographic area. The type(s) of vehicle, emission standards to be met and geographic area would all need to be agreed. Appendix 2 shows the exceedance from vehicles.

1.3 Three Greater Manchester Authorities are not required to undertake this work : Oldham, Rochdale and Wigan. However it has been agreed that all 10 GM Authorities should participate in the study, recognising that schemes implemented in neighbouring boroughs may have implications across boundaries. The work is being lead by TfGM in partnership with the 10 GM Authorities, Highways England and Public Health England.

2 Current Position

2.1 There is a requirement to produce a revised GM Clean Air Plan setting out what actions will be undertaken to address poor air quality in Greater Manchester. The timescales for this plan are set out in the National Air Quality Plan and are very tight so that air quality improvements can be carried out in the shortest possible time. See table 2 below. The Greater Manchester authorities have to report to a Joint Air Quality Unit (JAQU) set up by the Government with details of progress made.

2.2 The initial stage is to agree a Strategic Outline Case, which sets out the methodology and approach that will be applied to develop the shortlisted and preferred package of measures. This will set out the framework for the feasibility study to be carried out to identify relevant locations, air quality benefits, costs and how the measures would be implemented. The primary objective of the report will be the identification of measures that will ensure the air quality objectives in the shortest possible time. The options that are proposed for inclusion in the study are set out in

Table 1, below:

Table 1: Short list of measures to be assessed

Measure	Prioritised List	Description
CAZ		
Charge Based CAZ - Class B or C; different geographical boundaries / time restrictions	Charging CAZ	
Charge Based CAZ - Class D; different geographical boundaries / time restrictions	Charging CAZ	
Parking		
Variable parking charges – related to usage/capacity (e.g. different charges for times of day to reduce congestion) and vehicle type (e.g. free for electric or reduced for car sharers or for emission standard/engine size).	Primary Measures	
Workplace parking levy	Primary Measures	
Public transport		
Retrofitting or upgrade of public transport fleet	Primary Measures	Retrofitting of public transport fleet to cleaner alternatives
Bus - establish stringent emissions standard through contracts or partnership	Primary Measures	Set stretching targets to improve the efficiency of fleet and specify emission standards in bus contracts
Increase capacity of Metrolink on specific routes	Secondary Measures	
Infrastructure - Alternative Fuels		
Switch Bus, HGV/LGV depot fuelling stations or GM fleet to GtL	Primary Measures	Use of GtL fuel as a diesel alternative
Fuel use incentivisation	Primary Measures	Funding of electric, petrol, GtL source
Improve Council run fleet to electric/LPG/low emission through a procurement policy	Secondary Measures	
Infrastructure - Traffic Control		
Traffic management - junction layouts; road space allocation	Secondary Measures	Highly dependent on location and local issues
Congestion Plan - review measures from forthcoming plan and incorporate where appropriate	Secondary Measures	
Taxis		
Incentives for private hire vehicles to change to EV vehicles	Primary Measures	Incentivise private hire vehicles to change to EV/ULEV vehicles through reduced permit fees/ franchise top up at taxi charge points
Installation of rapid EV infrastructure for taxi and private hire vehicles	Primary Measures	Installation of rapid electric vehicle infrastructure for taxi and private hire use
Retrofitting of black taxis hackney carriages to LPG	Secondary Measures	Retrofitting of black taxis to LPG hackney carriages
Increase LPG refuelling infrastructure for Hackney Carriages	Secondary Measures	Increase LPG refuelling infrastructure for Hackney Carriages

Education/awareness		
Non-charge based CAZ - signage and publicity	Secondary Measures	To include other measures in no idling etc.
Communications campaigns/awareness raising of health and cost benefits of different modes or around a particular community/schools.	Secondary Measures	
Travel choices programme (businesses & individuals)	Secondary Measures	Dependent on scale of programme.
Active travel programme - engagement	Secondary Measures	
Cycling & Walking		
Active travel programme - infrastructure	Primary Measures	Including provision of measures to enable travel to PT hubs

2.3 All the options will be compared against a do-minimum scenario and it is a requirement that one of the options considered will be a charge based CAZ designed to achieve a reduction in air pollution to meet the air quality objectives in the shortest possible time. The study does not commit any of the GM Local Authorities to any specific measures at this stage.

3 Timescales

3.1 In order to achieve compliance with the air quality objectives in the shortest possible time the timescales are very tight. The initial deadline is the 20th February 2018 for submission of the Strategic Outline Case to the Government's Joint Air Quality Unit. The Strategic Outline Case will set out the need for a feasibility study and the methodology to be followed to identify which measures should be implemented to improve air quality in Greater Manchester.

3.2 The aim is to have the feasibility study completed and an Outline Business Case submitted to the Joint Air Quality Unit, setting out the preferred **options to be agreed, by the 10th August 2018**. It is likely that public consultation will be required on the options identified by the feasibility study before they can be implemented. This is scheduled to take place from 1st October 2018 for a period of 3 months. check

3.3 Following the consultation period it is planned that a Full Business Case will be submitted to the Joint Air Quality Unit **on the 29th March 2019**, which will set out the additional actions which will be implemented to improve air quality. Table 2, below summarises the proposed key dates. These dates are subject to change as the process develops and the preferred package of measures becomes clearer.

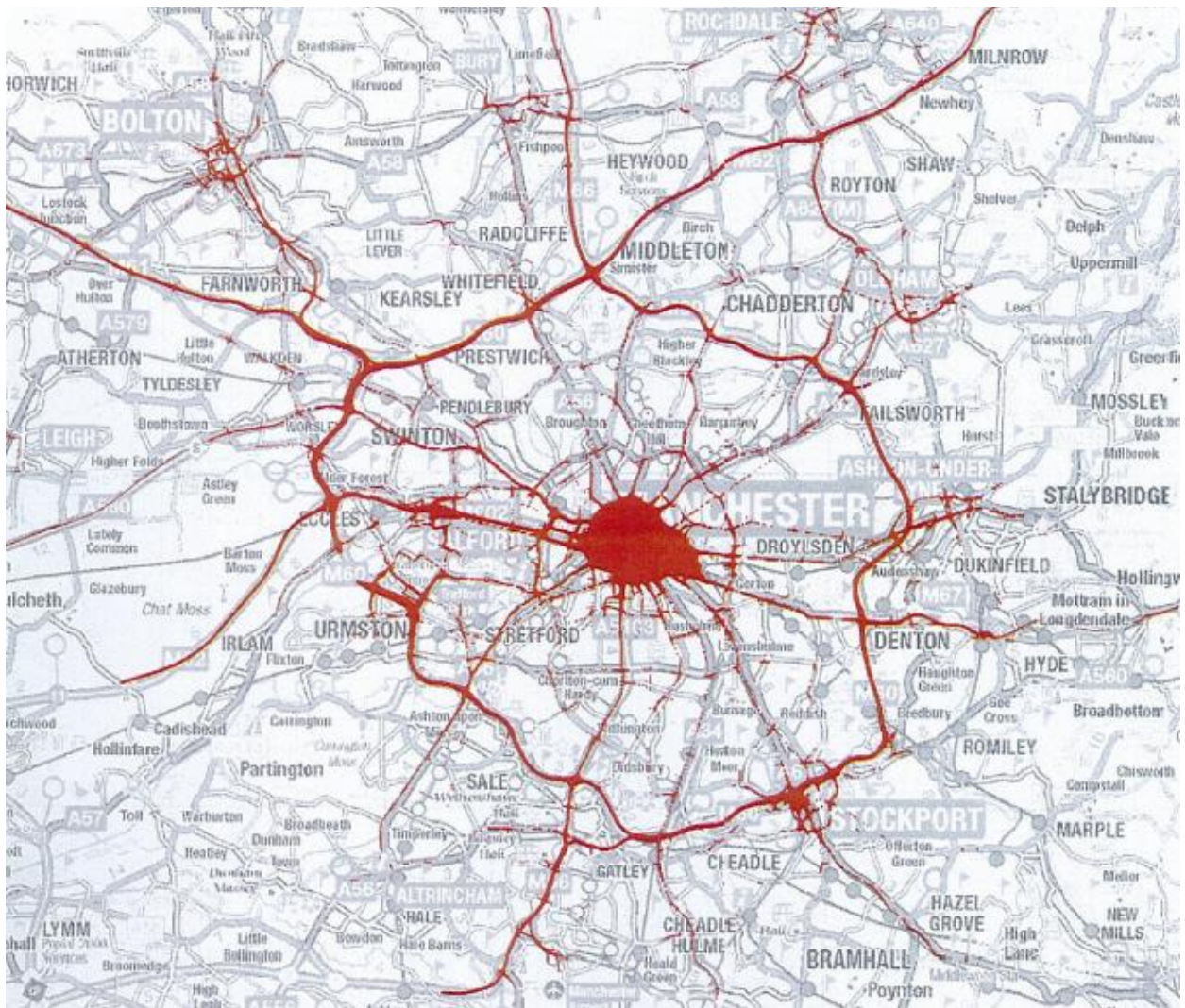
Table 2: Key dates

Milestone	Date
Submit Strategic Outline Case to JAQU (Setting out the need for a feasibility study and the methodology to be followed to identify which measures should be implemented to improve air quality in Greater Manchester.)	20 th February 2018
Submit Outline Business Case to JAQU (Setting out preferred options to be implemented)	10 th August 2018
Commence consultation on the preferred options	1 st October 2018
Submit Full Business Case to JAQU (setting out the additional actions which will be implemented)	29 th March 2019

4 Conclusions/Recommendations

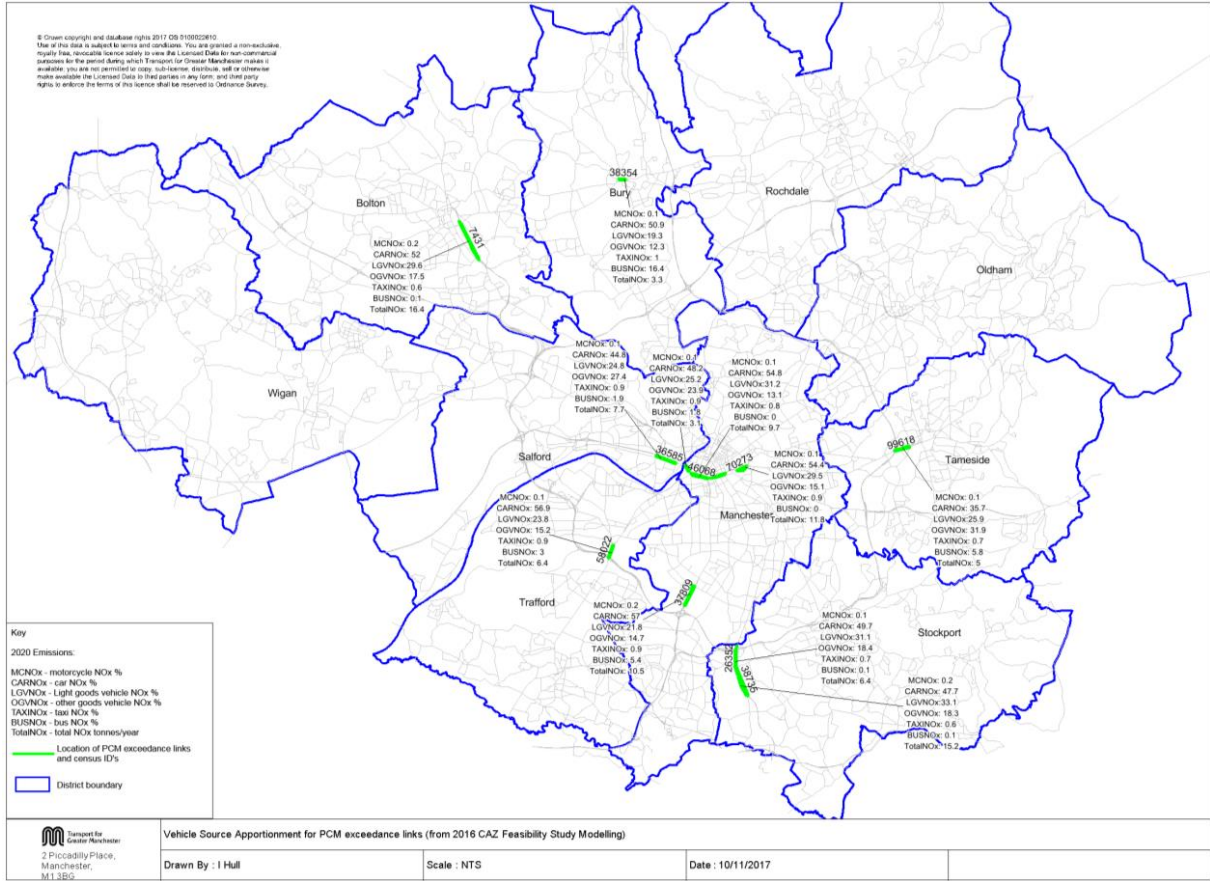
- The Government has given Bolton Council a directive to take measures to improve air quality.
- It is recommended the Executive Member :
 - a) approve the Strategic Outline Case and its associated improvement measures.
 - b) agrees to partner with the Combined Authority; the AGMA Local Authorities and Transport for Greater Manchester in delivering the improvement measures.

GM Clean Air Plan Strategic Outline Case



Appendix 1: Greater Manchester Air Quality Management Area

GM Clean Air Plan Strategic Outline Case



Appendix 2b Exceedance from vehicles - Bolton

