

RECORD OF INDIVIDUAL EXECUTIVE DECISION MADE BY A CABINET MEMBER

Decision Maker	Decision Type	Date
Cllr Shah, Deputy Leader and Cabinet Member for Neighbourhood Services	Principal Decision	April 2019

Greater Manchester’s Clean Air Plan – Tackling Nitrogen Dioxide Exceedances at the Roadside – Supplementary Information to accompany the Outline Business Case

Exempt/Confidential Report		No
Key Decision	Yes	NEI – 10 - 18

Reasons for the decision

1 Background

- 1.1 Oldham Council was issued with a Direction under the Environment Act 1995 requiring the Council to produce a feasibility study to identify the option which will deliver compliance with the requirement to meet legal limits for nitrogen dioxide in the shortest possible time. Oldham Council complied with this Direction by the production of a feasibility study submitted to JAQU in July 2018. Oldham Council is also required to address the exceedances that have been identified within its boundary during the Target Determination exercise. Oldham Council confirmed in its supplemental plan that the exceedance identified in Oldham was being considered as part of the Greater Manchester plan. This has been acknowledged by government.



- 1.2 Oldham Council has been developing the study collectively with the other 9 Greater Manchester local authorities and the GMCA, and coordinated by TfGM in line with Government direction and guidance.
- 1.3 The key features of Greater Manchester's feasibility study and its Outline Business Case (OBC) to reduce nitrogen dioxide exceedances in Oldham and across Greater Manchester in the shortest possible time was approved on 25 March 2019 at the Council's Cabinet/ Council meeting for submission to the government's Joint Air Quality Unit (JAQU).
- 1.4 At this time a delegation was given to Cllr A Shah, Cabinet Member of Neighbourhoods and Helen Lockwood, Deputy Chief Executive – People and Place to approve the submission of supplementary information.

2 Introduction

- 2.1 The Greater Manchester Clean Air Plan (GM CAP) is underpinned by analysis and modelling using the best data and tools available. The results of this analysis are presented throughout the OBC and have been written up in full in a series of Technical Reports. These Technical Reports have been produced in line with JAQU guidance.
- 2.2 The purpose of this report is to summarise the purpose and contents of the technical reports that are required to be submitted to JAQU to accompany the OBC.

3 Purpose of the analysis and modelling

- 3.1 The analysis at this stage is required to support the following decisions:
 - The agreement of forecast exceedances that must be tackled by the GM CAP through the Target Determination process and delivered in the shortest possible time;
 - The identification of suitable measures and packages of measures for appraisal; and
 - The decision to proceed with the development of a Full Business Case, including engagement and consultation with the public and stakeholders, on the basis of Option 8.
- 3.2 The Target Determination process – in which the location of forecast exceedances that must be tackled by the GM CAP have been identified – has been completed and approved by JAQU. The agreed exceedances that must be tackled by the GM CAP are set out in Table 1-2 of the OBC.
- 3.3 There are nine supplemental reports, listed below, that are required to accompany the OBC and be submitted to JAQU. They are available for viewing.
 - T1: Local Plan Transport Modelling Tracking Table
 - T2: Local Plan Transport Highway Model Validation Report
 - T3: Local Plan Transport Modelling Methodology Report
 - T4: Local Plan Transport Model Forecasting Report
 - AQ1: Local Plan Air Quality Modelling Tracker Table

- AQ2: Methodology Report
- AQ3: Local Plan Air Quality Modelling Report
- Analytical Assurance Statement
- Economic model sensitivity analysis (supplied as an Appendix to the Analytical Assurance Statement).

4 Contents of the Technical Reports: Methodology Reports T1-3 and AQ1-2

4.1 The GM CAP is underpinned by a programme of transport and air quality modelling which identified the scale of the challenge and tested the effectiveness of the packages of measures. This process is described in the following reports:

- T1: Local Plan Transport Modelling Tracking Table is a living document, which demonstrates that the transport modelling requirements for the study are being met;
- T2: Local Plan Transport Highway Model Validation Report, explains in detail how the road traffic model was validated against real-world data in the base year (2016);
- T3: Local Plan Transport Modelling Methodology Report, describes the approach taken to forecast traffic in 2021 and beyond to 2023 and 2025;
- AQ1: Local Plan Air Quality Modelling Tracker Table, is also a live document, that demonstrates that the air quality modelling requirements for the study are being met; and
- AQ2: Methodology Report, provides an overview of the air quality modelling process.

4.2 The methodology reports described above were submitted to JAQU as part of the Initial Evidence process, have subsequently been updated to reflect their feedback and to describe any changes that have been made to the modelling process. The most substantive update has been to describe the development of additional tools to model future conditions in 2023 and 2025. The initial modelling suite allowed for analysis of 2021 only.

5 Contents of the Technical Reports: Results Reports T4 and AQ3

5.1 The results of this analysis are presented in the Strategic and Economic cases of the OBC and associated appendices, and in the following reports:

- T4: Local Plan Transport Model Forecasting Report, describes the transport modelling process for the Greater Manchester Clean Air Plan Project; and
- AQ3: Local Plan Air Quality Modelling Report, provides details of modelled NOx and NO2 concentrations for the base and forecast years, including comparisons with measured concentrations for the base year.

5.2 T4 and AQ3 are both supported by appendices describing sensitivity analysis that has been undertaken using the transport and air quality modelling tools.

5.3 AQ3 is further supported by an appendix presenting numerous tables of detailed results, as requested by JAQU.



5.4 Both reports reflect the extensive modelling of packages of Options that has taken place between summer 2018 and the completion of the draft OBC in February 2019.

6 Contents of the Technical Reports: Analytical Assurance Statement

6.1 The purpose of the Analytical Assurance Statement is to consider the limitations, uncertainties and risks in the evidence base, and the implications of these for decision makers. It considers whether:

- an appropriate process has been followed, in terms of the modelling process and the source data, what checks have been carried out, what expertise has been utilized and what time and resources have been allocated to the analysis;
- different assumptions in areas of uncertainty could affect when compliance will be achieved in the Do Minimum and Do Something scenarios; and finally
- whether there is a risk that the proposals may prove to be excessive or inappropriate, or alter the preferred option.

6.2 The Analytical Assurance Statement concludes that an appropriate process has been followed and that whilst the forecast date of compliance in both the Do Minimum and Do Something scenarios are sensitive to various assumptions made in the analysis, these assumptions are either:

- Beyond the reasonable control of local authorities, require ongoing monitoring and if necessary revisions to national guidance; or
- The impact is broadly consistent across the three Options under consideration (Options 5(i), 5(ii) and 8) and therefore do not materially affect the recommendations made in the GM CAP.

6.3 Consequently, the overall conclusion is that the evidence is sufficient to support the decision to proceed to the next stage.

7 Contents of the Technical Reports: Economic Appraisal Methodology and Results

7.1 The appraisal of the economic impacts and value for money of the GM CAP is presented in the Economic case of the OBC, and the methodology for this analysis is described in the following appendices to the OBC:

- E1 – Economic Appraisal Methodology Report;
- E2 – Economic Appraisal Model; and
- E3 – Distributional Impacts Report.

7.2 These documents were considered and approved on {insert date} and do not require further approvals.

7.3 An additional appendix has been produced, describing sensitivity analysis that has been undertaken using the economic model. This is supplied as an Appendix to the Analytical Assurance Statement and concludes that the conclusion presented in the GM CAP, that Option 8 is the cheapest option and provides the best value for money, is not considered overly sensitive to the assumptions applied in the economic modelling.



8 Recommendation

8.1 Cllr A Shah is recommended to approve the following documents for submission to the government's Joint Air Quality Unit.

- T1: Local Plan Transport Modelling Tracking Table
- T2: Local Plan Transport Highway Model Validation Report
- T3: Local Plan Transport Modelling Methodology Report
- T4: Local Plan Transport Model Forecasting Report
- AQ1: Local Plan Air Quality Modelling Tracker Table
- AQ2: Methodology Report
- AQ3: Local Plan Air Quality Modelling Report
- Analytical Assurance Statement
- Economic model sensitivity analysis (supplied as an Appendix to the Analytical Assurance Statement)
- Link to above documents: <https://www.cleanairgm.com/outline-business-case>

..... Date:

(Cllr Shah, Deputy Leader and Cabinet Member for Neighbourhood Services)

In consultation with

..... Date:

(Helen Lockwood, Deputy Chief Executive – People and Places)

