### THIRD WAVE LOCAL AUTHORITIES – TARGETED FEASIBILITY STUDY TO DELIVER NITROGEN DIOXIDE CONCENTRATION COMPLIANCE IN THE SHORTEST POSSIBLE TIME

# Further information on the content of each section is set out in the guidance.

### Part 1: Understanding the problem

This section should set out background on the information about the road links projected to have exceedances in the PCM national model, in combination with source apportionment data, to provide a description of the severity of the NO2 exceedance and its possible sources and causes. It should set out the scale of the problem and the case for change. Maps and local data should be included. **Each road link should be addressed in turn.** 

The PCM national model has identified three road links (Census IDs 36632, 77006 and 77007) in the Oldham Council area that are expected to have an air quality exceedance. One of the road links (Census ID 36632) is managed by Oldham Council and this feasibility study covers this road link. The other two road links (Census IDs 77006 and 77007) are associated with the M60 motorway, which is managed by Highways England. These road links are not in the same area as the road managed by Oldham Council (Census ID 36632) so these road links are not considered further in this feasibility study.

### Road Link census ID: 36632

The road is a stretch of the A62, which is a dual carriageway with traffic flows of 56,029 vehicles per day. It includes a section of Oldham Way from the King Street Roundabout (A627) to the junction with Bottom O' Th' Moor and Lees Road (A669). There are two sets of traffic signals on Oldham Way the first at the junction with Prince Street and the second at the junction with Bottom O' Th' Moor and Lees Road. The road is located to the south of Oldham town centre.



### Context

The road was built several years ago to provide an East/West route around the town, as a bypass to the South of Oldham town centre.

The road splits naturally into two segments – one with a 30 mph speed limit and the other with a 50 mph speed limit and the different nature of these two segments is explored further below, as is the make-up and destination of traffic using this link.

This is a major link within the Council's administrative boundaries and connects a number of other main roads into Oldham with the M62, the A627 (M) and other conurbations within Oldham such as Shaw, Moorside, Lees, and Springhead. There is a major bus depot at the end of this link, just to the north (although the PCM data does not suggest there is significant bus travel on this road), as well as a large estate of commercial units. On the south-east side of the link lies the Council's main operational depot (Moorhey Street), which is a daily destination for HGVs & LGVs from the waste & highways departments.

To the north of the link lies the town centre and directly next to the link on the north is a major Metrolink hub (Oldham Mumps). There are no dwellings in the immediate vicinity of the link, but to the south of the link are two residential areas called Glodwick & Hathershaw. All these points are shown on Map 2 later in this section.

### PCM data

The PCM projections show the following NO<sub>2</sub> concentrations:

- 45 µg/m<sup>3</sup> in 2018
- 43 µg/m<sup>3</sup> in 2019
- 41 µg/m<sup>3</sup> in 2020
- 38 µg/m<sup>3</sup> in 2021

This feasibility study aims to identify measures which could reduce the concentration of NO<sub>2</sub> on this road link as quickly as possible with the objective of bringing forward compliance in the shortest possible time, which could be achieved by reducing the NO<sub>2</sub> concentration in 2018 by at least 5  $\mu$ g/m<sup>3</sup>. If this is not achievable then compliance could be brought forward to 2019 by reducing the concentration in that year by at least 3  $\mu$ g/m<sup>3</sup>, or to 2020 by reducing it by at least 1  $\mu$ g/m<sup>3</sup>.

The table below shows the source apportionment for the road link once the background contribution (28%) has been removed (background emissions are incorporated into concentration modelling at Part 4):

	Defra % emissions road contribution only (from PCM model)
Diesel cars	43
Petrol cars	9.7
	Total Cars: 52.7
Diesel LGVs	25
Petrol LGVs	0
HGVr	15
HGVa	4.1
	Total HGV: 19.1
Buses	2.8
Motorcycles	Not available
Background emissions and traffic emissions on the link in scope	5% Regional background, 11% Urban background (non-traffic), 21% Urban background (traffic), 63% traffic emissions on the link in scope

Diesel cars are the largest single source followed by LGVs and HGVs.

### Details of the two stretches of Oldham Way

The two stretches of Oldham Way that make up the route covered by this feasibility study operate quite differently. Map 1 shows both stretches of road and the surrounding area as well as relevant destinations and links to other roads.

### Stretch 1: Prince Street - Lees Road/Mumps (in green on Map 1)

This stretch:

- Is subject to a 30mph speed limit;
- Is open to all vehicles;
- Has traffic signal junctions at each end which include at-grade pedestrian/cycle crossing facilities;
- Is the main gateway into the eastern end of Oldham town centre for general traffic, with access to both the town centre and the Mumps Metrolink Park and Ride Stop being via the Prince Street junction (which has a dedicated right turn lane under traffic signal control)?

Although buses can use this stretch of road, they generally do not do so, as they benefit from traffic signal controlled bus priority at the Lees Road junction with the A62 and cross the end of the A62 to go directly into the Mumps Interchange without the need to use the Oldham Way itself. The same arrangement operates for buses leaving the town centre to serve the eastern and northern parts of the borough – they exit Mumps interchange via a signalised bus gate. This may explain the low number of buses in the emissions data.

### Stretch 2: Prince Street - King Street Roundabout (in red on Map 1)

In contrast, on this stretch:

- There is normally a permanent 50mph speed limit in operation (it is temporarily restricted to 30mph as part of the temporary traffic management plan for bridge reconstruction works.
- There is one subway for pedestrians and cyclists (at Clegg Street) and one overbridge at Rhodes Bank;
- Pedestrians and cyclists are prohibited on the road itself and there are no footways or cycle facilities other than alongside a short stretch of the westbound carriageway which provides access to the Rhodes Bank footbridge;
- It has no stopping places and is a clearway;
- There are two roads into the town centre that pass underneath A62 Oldham Way: Wellington Street and Waterloo Street;
- There are no at-grade junctions along its length the King Street junction is a grade-separated roundabout with a direct off-slip from Oldham Way for westbound traffic;
- There is no direct access to A62 Oldham Way from King Street Roundabout access is via parallel roads (Hobson Street and Emmott Way).
- There is an at grade junction with on-off slips roads on the eastern bound section which connects to the Emmott Way roundabout.

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Again, although bus access is not restricted on this stretch of road, it is not generally used by buses as they access the town centre at the Lees Road junction.

Beyond the intersection with King Street, the route continues as 50mph two-lane dual carriageway and becomes part of the Primary Route Network at this point.

### Traffic flow maps

AM Peak Hour journeys - A62



Inter-peak Hour journeys - A62





The road is primarily surrounded by commercial units both sides of the road. Overleaf are maps showing the routes used by traffic on the A62 for the AM peak, PM peak and average inter-peak hours. These maps are based on flows generated by the SATURN traffic model and can be seen at the end of this section. The green lines show where traffic on the A62 has come from or is going to, the width of the green lines are proportional to the traffic flows, with the 'widest' links carrying the most traffic. The analysis shows that approximately 11% of the trips on this section of the A62 have a modelled origin or destination within Oldham town centre in the AM peak hour. The corresponding figures for the PM peak and average inter-peak hours are 20% and 23% respectively. The remainder of other vehicles using the road are from multiple points of origin / destination.

There are no residential buildings adjacent to the link in scope and in terms of footpaths, only a very short walkway for a short stretch next to Wellington Street.

### **Relationship between Oldham and Greater Manchester**

Oldham Council is one of 10 districts within the Greater Manchester area. Seven of those 10 districts were included in the 'Second Wave' of authorities, which were identified as having road links in their area with predicted exceedances of the air quality objectives in 2021. As a result, TfGM are leading on a project to deliver air quality improvements in the shortest possible time, using a Charging CAZ as a benchmark. This work is being carried out in partnership with all 10 Greater Manchester districts, including Oldham (although Oldham was not legally included in this wave of authorities). It is being run in parallel with this targeted feasibility study for Oldham Way.

As this regional TfGM work progresses, it is possible that new information (such as new dispersion modelling results and schemes identified through the project), which could have an impact on Oldham Way and this targeted feasibility study may be identified. Oldham Council are working with TfGM to ensure that the measures set out in this targeted feasibility study and the wider Greater Manchester project are aligned and

complimentary and are aware that detailed discussions are ongoing between JAQU and TfGM on the wider plan.

Since version 1 of Oldham's feasibility study was submitted to JAQU on Monday 30<sup>th</sup> April, there have been further developments with TfGM's regional modelling work. Early indicators show that there may be higher emissions and/or additional links identified across the wider conurbation than originally anticipated. However, TfGM figures are still being refined and are subject to change and so in order to meet the timescales associated with this feasibility study, the focus of Oldham's feasibility study will remain the stretch of road identified in this Part 1 section. Oldham will continue to work with TfGM and JAQU to ensure that we are cognisant of new data once it has been verified and aligned accordingly with all regional developments, as described in Part 3 (e.g. certain measures discounted as deliverability more appropriate at regional rather than local level).

### Summary of Part 1

There is only one location identified in Oldham as being in scope for this feasibility study. It is a by-pass around the town centre and the main source of emissions are diesel cars (including taxis), followed by LGVs and then HGVs. According to the modelled data, buses and motorcycles are not significant contributors to the emissions on this stretch of road.

One of Oldham Council's main fleet-bases is nearby (Moorhey Street depot) as well as a large estate of commercial units (Derker) and a major bus depot. Traffic flow data shows us that between 10-23% of trips are to or from the town centre. However, other than that, there is no clear pattern identifying a significant trip generator/source of traffic. Taking these considerations into account suggests that general reduction measures around car emissions will be most likely to have an impact on this stretch of road.

# Part 2: Developing a long list of measures for addressing the exceedances

This section should provide a long list of possible measures to be considered for each road link. Local authorities should consider the source apportionment set out in part 1.

In relation to the link identified in the PCM (Census ID 36632) and the main sources of emissions, the following section considers

Part 2: A)The wider strategic context for measures already implemented and/or due to be implemented soon

Part 2: B) Measures that have already been implemented since 2015

Part 2: C) Measures that are currently being implemented or due to be implemented soon

Part 2: D) New measures

# Part 2: A) The wider strategic context for measures already implemented and/or due to be implemented soon

As mentioned in Part 1, Oldham is one of the constituent authorities of the Greater Manchester Combined Authority (GMCA) and as such we work in partnership with Transport for Greater Manchester (TfGM) and the other nine GM local authorities to develop and implement transport policy across the Greater Manchester area through a co-ordinated approach.

During 2015, we began to develop a new transport strategy for Greater Manchester, consulting with the public in 2015 on our *2040 Vision for Transport*. The final GM2040 Transport Strategy was published in February 2017, with four key goals, one of which is to protect the environment, including reducing transport emissions.

Our GM2040 ambition is: For Greater Manchester to be known for the quality of its urban areas, natural environments with transport emissions reduced to near zero, and new transport schemes delivering environmental enhancements whenever possible.

GM2040 Policy 8 states that: We will work with partners to reduce, as far as possible, the emissions from transport, particularly CO<sup>2</sup>, NO<sub>2</sub>, particulates and noise.

As part of our co-ordinated approach, a single Greater Manchester Air Quality Management Area (AQMA) was declared on 1st May 2016 (replacing the previous ten District AQMAs) and covering the areas where levels are exceeded (or at risk of being exceeded), which includes the stretch of the A62 Oldham Way (Census ID 36632) which is the subject of this feasibility study.

In order to address the challenge and significantly reduce emissions from transport, not just in the AQMA but across the wider Greater Manchester area, TfGM and the ten Greater Manchester authorities, including Oldham, have developed and adopted a Greater Manchester Air Quality Action Plan 2016-2021 and a Greater Manchester Low-Emission Strategy (both published in December 2016). Oldham Council has set up an Air Quality Steering Group, which reports to Oldham's Health Protection Sub-Group, to co-ordinate and monitor the Council's contribution to delivering the GM Air Quality Action Plan.

Existing and planned measures in the GM2040 Transport Strategy, the Greater Manchester Air Quality Action Plan 2016-2021 and the Greater Manchester Low-Emission Strategy are helping/will help to reduce emissions across Greater Manchester, including Oldham, with the following types of measures expected to have the greatest impact:

- Changing travel behaviour;
- Reducing emissions from HGVs;
- Stimulating the uptake of ultra-low emission vehicles; and
- Reducing emissions from buses on key corridors.

The Air Quality Action Plan and Low-Emission Strategy are just two of the sub-strategies that have been, are being, or will be developed to support delivery of the GM2040 Transport Strategy and will address air quality issues, which is a priority for the Greater Manchester Mayor. Others that have recently been published or are in development include:

- The Greater Manchester Freight and Logistics Strategy this Strategy was adopted in July 2016. The Strategy acknowledges that freight is a significant contributor to poor air quality due to the dominance of diesel-fuelled vehicles and has set an objective to reduce the impacts of freight to improve air quality in line with Government set targets. It has been developed in consultation with a broad range of industry actors and stakeholders from both public and private sector organisations. The Strategy incorporates a balanced package of interventions that seeks to encourage the industry to change its behaviour for the common good. Key interventions in the Strategy are focused around five areas:
  - Strategy and engagement;
  - Safety and Regulation;
  - Operational Activity;
  - Infrastructure; and
  - Planning and Research.

The package of interventions set out in the Strategy is being implemented jointly by TfGM and the 10 Greater Manchester local authorities, including Oldham. The Greater Manchester Freight Forum, which was launched in September 2016, has been established to promote the sharing of good practice and information between freight companies and other organisations.

- Made to Move (published December 2017) the Mayor's 15 steps to transforming Greater Manchester by changing the way people get around and increasing walking and cycling - we are proactively working with the Mayor's Cycling and Walking Team to develop our cycling and walking networks with a view to developing bid proposals for submission to the Mayor's Challenge Fund;
- Congestion Deal (published March 2018) we have worked with the Mayor's Team and TfGM to develop the Greater Manchester Congestion Deal, which includes measures to tackle congestion at air pollution hotspots;
- Streets for All Strategy (publication due Summer 2018) this is a new approach to thinking about the role of streets in creating sustainable, healthy and resilient places and takes its inspiration from London's 'Healthy Streets' initiative. The Strategy will take into account a wide range of emerging priorities including air quality issues. The approach will be tested on a small number of pilot corridors in 2018/19, with development work planned on the Rochdale/Oldham/Ashton corridor, which includes this A62 link. The approach will be tailored to benefit air quality on the A62.
- Bus service reform is another key policy area that will support delivery of Greater Manchester's objectives around air quality. The 2014 Greater Manchester Agreement between the GMCA and Government contained a commitment from the Government to introduce legislation in order to provide the directly elected

Greater Manchester Mayor with new powers related to the provision of local bus services. The resulting Bus Services Act 2017 came into force on 27 June 2017, and provides Greater Manchester with the powers to reform the local bus market that we were seeking. In June 2017, the Combined Authority instructed TfGM to prepare an assessment of a proposed bus franchising scheme in accordance with Section 123B of the Act. This work is now underway.

Preparation of the assessment is being informed by the Vision for Bus set out in the 2040 Transport Strategy and the long-term objectives for the bus network in Greater Manchester that the Combined Authority agreed on 25th May 2018, which have evolved since the publication of GM2040 to reflect the Mayor's priorities and the franchising assessment. The objectives support the reconfiguration of the bus fleet to improve air quality performance, moving as quickly as possible to Euro VI standard or better for the whole GM network in support of the GM2040 Transport Strategy ambition to reduce transport emissions to near zero. If Greater Manchester does take up powers in the Bus Services Act 2017 this could provide the opportunity for Greater Manchester to specify environmental standards for buses. Following completion of the franchising assessment, the Combined Authority will make a decision as to whether to proceed further and hold a public consultation in accordance with the Act.

We are also working with TfGM and the other nine Greater Manchester local authorities on the GM Clean Air Plan and are ensuring that work on this feasibility study and the GM Clean Air Plan is aligned.

As a Council we are working with Transport for Greater Manchester and other partners to encourage and support our staff, visitors and residents to reduce the impact of their travel demands on the environment across the borough by using active forms of travel such as cycling and walking and other more sustainable modes such as public transport and electric vehicles.

The measures we are implementing, while not directly targeted at the A62 Oldham Way link, should have a positive impact on air quality across the borough. The one area that we are targeting which may have a more direct impact on the A62 Oldham Way is the work we are doing focused around Oldham Town Centre. The sustainable regeneration of Oldham Town Centre is a priority for Oldham Council and as part of this we are improving access to and across the centre to make it more attractive for cyclists, pedestrians, public transport users (bus and Metrolink) and owners of electric vehicles. Given that 11% of the trips in the AM peak, 23% in the PM peak and 20% in the interpeak on the section of the A62 covered by this feasibility study have a modelled origin or destination within Oldham Town Centre this work should have a positive impact on air quality on the A62 Oldham Way – see "Measures that are currently being implemented or due to be implemented soon" for further detail.

### Part 2: B) Measures that have already been implemented since 2015

The following section describes measures we have delivered since 2015, both general and targeted at Oldham Town Centre (direct link/impact on A62, the location in scope), which are likely to have improved the air quality situation on this road link. A map of the location of each of these measures is included at the end of Part 2: C (Map 2).

**B1. Direct link/impact on A62: The Oldham Cycle and Pedestrian-Friendly Town Centre scheme** – we completed this scheme last year, which included improvements to the Union Street West pedestrian-cycle bridge and the Campus Oldham Highway Improvement Scheme. The Campus Oldham Scheme included the reallocation of road space to pedestrians and cyclists and new cycle and pedestrian crossings on King Street. King Street runs from north to south on the edge of the town's shopping area and connects Oldham College, Oldham Leisure Centre, the Oldham King Street Metrolink stop and Oldham Sixth Form College. The scheme was partially funded through the Cycle City Ambition Grant 2 Fund (CCAG2), which made a contribution of £1.2 million.

**B2. Direct link/impact on A62: Supporting schools** - On the back of our successful CCAG2 bid, we assisted both the Oldham Sixth Form College and the Oldham (FE) College to bid for CCAG2 funding. Both colleges were successful in securing around £80,000 each to prepare cycling action plans and deliver improvements such as cycle parking that will complement our physical changes and increase levels of cycling to the colleges. They have used their CCAG2 grants to provide more than 140 new cycle parking spaces at Oldham College and Oldham Sixth Form College with improvements to changing rooms and upgraded CCTV. They are now also part of TfGM's Cycle Schools and Colleges project and as a result they have been supplied with pool bikes and students are being offered free cycling taster sessions by TfGM.

**B3. Direct link/impact on A62: Improvements to walking and public transport into the town centre -** we have delivered pedestrian and bus infrastructure improvements with a £2 million Local Growth Deal contribution. Works included the creation of a new pedestrianised link, Parliament Square, as part of the redevelopment of the Old Town Hall into a restaurant and cinema complex, which connects the new development to the Oldham Central Metrolink stop and the town centre's retail core via Clegg Street and Parliament Square.

**B4. Direct link/impact on A62: Further improvements to walking and public transport into the town centre** Greater Manchester Local Growth Deal 2 - we have almost completed delivery of a £5 million programme of Growth Deal 2 funded improvements designed to improve the town centre and make it more attractive for cyclists, pedestrians and public transport users to access - these schemes have focused on the Prince Street/Oldham Mumps area adjacent to the A62 as well as the Yorkshire Street corridor and links including Retiro Street. The programme connects the town centre retail core, the Mumps/Prince's Gate development and the Oldham Heritage and Arts Centre proposed development.

**B5. Direct link/impact on A62: Metrolink** - the Oldham-Rochdale Metrolink line opened in 2012, and was extended to run through Oldham Town Centre from January 2014. Patronage on this line has been growing faster than on any other line since it opened. Tram frequencies were increased and some double units introduced on the line when the Exchange Square tram stop was opened

in Manchester City Centre in December 2015 in advance of Manchester's full Second City Crossing being completed in early 2017. There are still capacity problems on the line, especially at peak times, which has been recognised recently and action taken to address the situation: the GM Mayor has allocated £83 million of the GM Transforming Cities Fund for the purchase of 27 new trams, some of which will be deployed to further increase the number of double units operating on the Oldham line between Manchester and Shaw to provide additional capacity. An initial order for 24 vehicles will be placed before the end of June 2018.

**B6. Direct link/impact on A62: Cycle Hub** - In March 2018, a new cycle hub was opened right next to the Mumps Metrolink Stop which is adjacent to this stretch of the A62 Oldham Way. TfGM has installed the hub, which provides secure, attractive cycle parking for 40 bikes alongside a bicycle pump and repair stand. The hub, which is ideally located at the Metrolink park and ride on Regent Street and is close to the town centre, adds to hundreds of bike parking spaces available at a growing network of local cycle hubs across Greater Manchester aimed at encouraging more people to cycle as part of their journey. It is the second hub to open in Oldham this year: the Hollinwood Metrolink Cycle and Ride Stop hub opened in February 2018.

**B7. Direct link/impact on A62: Partnerships to encourage cycling** Oldham Council has also teamed up with Positive Cycles to create a community bike hub at a prominent location in the heart of Oldham Town Centre, which opened in February 2018. This charity recycles, services, and make bikes roadworthy before selling them back to the community at a discounted price. Bikes are also donated to students accessing the Positive Steps Career Guidance Service, so they can travel to and from college/training. Positive Cycles also works closely with Oldham Council service users and Transport for Greater Manchester (TfGM), providing 'wheels' to jobseekers as part of the "Bike Back to Work" scheme.

**B8. General air quality improvement: Electric vehicles** - we have continued to expand the network of GMEV electric vehicle charging points in Oldham, with new charging points being installed at the Mumps Metrolink car park in January 2018, with usage continuing to increase year on year since the first posts were installed in 2014.

**B9. General air quality improvement: Bikeability with schools** - We also work with schools to promote sustainable travel through our Road Safety Team, including providing cycle training to primary school children through the Bikeability programme having secured over £1/3 million from the Department for Transport to provide training until March 2020, including core Bikeability sessions and the Learn to Ride element of Bikeability Plus

**B10. General air quality improvements: Walk to School Project** We are also involved in delivering the GM Walk to School Project in partnership with TfGM and Living Streets, which aims to increase the number of children walking to school. There are currently 7 Oldham primary schools signed up to

#### TEMPLATE

the project, which have been selected as they either lie within areas of the highest risk for child road casualties or lie within an Air Quality Management Zone.

**B11. General air quality improvements: GM Travel Choices and Active Travel programmes** We also work closely with TfGM to ensure that people living and working in Oldham have the opportunity to access the GM Travel Choices and Active Travel programmes as set out in the examples below. Our aim is to maximise take-up of the initiatives on offer in Oldham. The programme includes:

- Travel Choices Business Engagement, which provides support to facilitate and encourage the use of sustainable transport for commuting and business trips to employers in the Business Travel Network. The cycling and walking packages include events, Dr Bikes, pool/loan bikes, learn to ride training, cycle maintenance classes, cycle champions, grants for cycle parking, changing facilities and loan bikes, and walking programmes. In Oldham, 21 businesses are signed up to the network, 12 of which have developed Sustainable Travel Action Plans. Five businesses in Oldham have received grants for active travel infrastructure. JD Williams and Pennine Acute Trusts (Oldham Royal Hospital) have both received TfGM Travel Plan Accreditation (gold and silver standard respectively).
- Travel Choices Access to Employment, which supports jobseekers to overcome travel barriers to work, including through personalised travel advice, discounted public transport tickets or supply of a free refurbished bicycle and training (Bike Back to Work). A similar offer also exists for apprentices to support them accessing training. In 2016/17, 45 people benefited from Bike Back to Work in Oldham.
- Active Travel initiatives including: Business support for cycling and walking; Information, Events and Marketing; Cycle Parking and Infrastructure; and Cycle Training and Safety. Examples of our activity in this area include the Oldham Cycle Network Map, which we update regularly and is part of the GM cycle network series of maps, and our participation in the GM Walking Festival which takes place throughout the month of May.

## Part 2: C) Measures that are currently being implemented or due to be implemented soon

The following section describes measures that are currently being implemented or due to be implemented soon, both those targeted at Oldham Town Centre (direct link/impact on A62, the location in scope) and more general measures.

**C1. Direct link/impact on A62: Oldham Council staff travel** As a major employer in Oldham Town Centre the Council is working pro-actively to reduce the impact of staff commuting and business travel on the environment. We have a number of arrangements in place with local public transport operators, including First Buses, and have recently reviewed and refreshed some of our existing facilities, including our showers, drying room and lockers at the Civic Centre. As part of a planned relaunch of the Plan, we will be carrying out a staff travel survey in May 2018 and will be using the results to inform further development of the Plan. We are a member of TfGM's Business Travel Network and will be seeking accreditation of our travel plan through TfGM's Travel Choices Accreditation Award Scheme later this year.

**C2. Direct link/impact on A62: Oldham Council Partners staff travel -** We are looking to lead by example with the work we are doing on our staff travel plan by working with our Oldham Plan partners in both the public and private sector through the Oldham Partnership Board over the course of the coming year to encourage and support them to reduce the impact of their commuting and business travel on the environment and become part of TfGM's Business Travel Network

C3. Direct link/impact on A62: Third phase of improvements to walking, cycling and public transport into the town centre We are in the early stages of developing and delivering a £10 million programme of improvements in Oldham Town Centre which have been awarded £6 million from the third bidding round of Local Growth Deals. This programme includes schemes that will improve connectivity to and across the town centre for pedestrians and cyclists, such as high quality public realm and connectivity improvements to the King Street cycle/pedestrian bridge at the western end of the A62 link that is the subject of this feasibility study as well as around the Civic Centre hub and Market Hall area. This programme is still under development and as such not all elements are indicated on the map of measures implemented and underway (Map 2). This programme however, does include the refurbishment of Middleton Road Bridge which is part of a DfT-funded Challenge Scheme and which is temporarily causing queuing and delays on this stretch of Oldham Way as a result of the extensive traffic management needed to deliver the scheme safely. The works are due to be completed by the end of 2018.

**C4. General air quality improvements: Bikeabilty programme with schools** We will continue to work with schools, including on the delivery of the Bikeability training programme for which we have funding up to March 2020.

**C5. Direct link/impact on A62: Streets for All -** We will be working with TfGM on developing the Streets for All corridor proposal for the Ashton-Oldham-Rochdale corridor and will ensure that air quality issues on the A62 Oldham Way, which lies within the corridor, are given a high priority.

**C6. Direct link/impact on A62: Congestion Deal -** We will work TfGM and our partners to deliver the Mayor's Congestion Deal proposals in Oldham.

**C7. General air quality improvements with potential direct link/impact on A62: Oldham Council staff travel survey** We will use the results from our staff travel survey to further develop our staff travel plan to encourage sustainable commuting and business travel.

**C8.** General air quality improvements with potential direct link/impact on A62: Rapid chargers for EVs - We will work with TfGM to identify suitable locations for a rapid charger(s) in Oldham following Greater Manchester's successful £3 million bid to the Clean Air Plan Early Measures Fund.

**C9. General air quality improvements: Work with Mayor's Cycling and Walking team** We will work with the Mayor's Cycling and Walking Team to develop our cycling and walking networks with a view to submitting a funding bid to the Mayor's Challenge Fund;

**C10.** General air quality improvements with potential direct link/impact on **A62:** GM Local Cycling and Walking Infrastructure Plan We will work with TfGM to develop the Oldham element of the GM Local Cycling and Walking Infrastructure Plan by December 2018.

**C11. General air quality improvements with potential direct link/impact on A62: Town Centre surveys -** TfGM will undertake a town centre perceptions survey this summer which will include questions to determine the attractiveness and feasibility of accessing Oldham Town Centre by sustainable modes and enable us to focus our efforts on the type of initiatives that are more likely to result in more people travelling sustainably.

**C12. General air quality improvements: Travel Choices and Active Travel programme in Oldham.** We will continue to work with TfGM to implement the Travel Choices and Active Travel programme in Oldham.

**C13. General air quality improvements: GM Clean Air Day 2018** We will be supporting Greater Manchester's Clean Air Day in June.

It should be noted that this is not a comprehensive list of everything we have done or are planning to do but it services to illustrate that we are committed to improving air quality in Oldham and that we are tackling this problem with a wide range of initiatives.



N3. Retrofitting or upgrade of public transport fleet and introduction of stringent emissions standard through contracts or partnership	Retrofitting of public transport fleet to cleaner alternatives. Set stretching targets to improve the efficiency of fleet and specify emission standards in bus contracts
Infrastructure – Alternative Fuels	
N4. LGV / Cars – EV incentivisation	Funding of electric, petrol, GtL at source
N5. Cars – EV incentivisation for Oldham Council and partner staff	As part of a salary sacrifice scheme
N6. Renewal, upgrading and further expansion of the GMEV electric vehicle charging point network in Oldham.	Working in partnership with TfGM to explore the potential for further expansion of existing infrastructure and provision.
N7. Improve Local Authority fleet to electric/LPG/low emission through a procurement policy	Either incremental replacement of individual vehicles through procurement policy or wholesale replacement of entire fleet through OJEU procurement exercise.
Infrastructure – Traffic Control	
N8. Congestion Deal traffic management	Increased capacity – Review of existing junction improvement plans. Assess existing schemes to understand potential benefit on specified links; with a view to bringing schemes forward sooner Encouraging alternative travel choices – Road space reallocation in order to suppress latent demand released through implementation of other measures Network management– e.g. changes to traffic signal timing to
	optimise flows in order to reduce congestion on specified links
Taxis	

N9. Incentives for private hire vehicles to change to EV vehicles.	Incentivise private hire vehicles to change to EV/ULEV vehicles through free top up at taxi charge points or other measures
N10. Retrofitting of black taxis to LPG/Euro 6. Increase LPG refueling infrastructure for Hackney Carriages	Retrofitting of black taxis to LPG/Euro 6
Awareness raising activities, cycling & wa	lking
N11. Communications campaigns/awareness raising of air quality as an issue and how Oldham residents can do their bit to tackle.	Communications campaigns/awareness and signage
Scrappage scheme	
N12. Develop a scrappage scheme to remove the most polluting vehicles from the road	Encourage the owners of the most polluting vehicles to change to less polluting models. To consider diesel cars, private hire vehicles and /or LGVs
Planning policy	
N13. Build sustainable travel criteria into local planning policy	To ensure sustainable travel considered and built in to all planning decisions.
For completeness and as mentioned at various that there are currently road works taking place Way, not identified by the PCM model, which h carriageway to a single carriageway. This has the area, the work is due to be completed by D	points in this study, it should be noted, to repair a bridge section of Oldham as reduced the road from a dual had an impact on flows and congestion ir ecember 2018. Once completed the work

is not expected to lead to any changes in air quality in the area.

### Part 3: Assessing deliverability/feasibility and delivering a short list

For each of the measures identified in part 2, local authorities should set out an assessment of deliverability including how long it would take to deliver each measure and whether it is practicably feasible to deliver. Based on this assessment of deliverability and feasibility, the local authority should develop a short list of measures to take forward to part 4 of the report.

Measures that have already been implemented since 2015 and/or that are currently

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being implemented or due soon have been discounted from this section as they have (effectively) already proven to be deliverable. Their impact will be considered in Part 4.

This section will therefore focus on the new measures outlined in Part 2 and for each measure, will provide a clear explanation of their deliverability (based on length of time to deliver and practical feasibility) and clarify on this basis if they are to be discounted or taken forward to Part 4.

Measure	Practical feasibility	Length of time to deliver	Discount or take forward
N1. Differential parking charges	Due to limited destination data (only 10-23% of journeys on the road in scope are to or from the town centre), there is insufficient evidence to indicate parking interventions in town centre would have any impact on journeys. This indicates that, whilst this measure may be practically feasible, it will not have the necessary impact to bring about compliance in the required timescales.	Length of time to implement dependent on TRO process and whether or not consultation necessary following statutory advertising. However, this is not relevant as measure already ruled out due to poor evidence base to support that the measure will bring about compliance.	Discount
N2. Increase capacity of public transport on specific routes	Due to limited destination data (90-77% of journeys on the road in scope are to or from multiple and unknown destinations), there is insufficient evidence to indicate that drivers are using cars due to lack of public transport. This indicates that, whilst this measure may be practically feasible and is in fact already underway to some extent through increasing number of trams (see measure B5 on page 11 – being implemented to meet	Length of time to implement not relevant as measure already ruled out due to insufficient evidence base to suggest that the measure will bring about compliance.	Discount

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traveller demand unclear whether the necessary im about compliance required timescal evidence will be through a planne survey later this y however this is o timeframes of this study. Additional relation to this po gathered later thi through the ANP survey planned a TfGM's regional data will inform d about whether to measures to incre capacity on publi on specific route commissioning m public transport h regional rather th	), it is it would have pact to bring e in the les. Further gathered d staff travel year, utside of the s feasibility data in bint will be s year R traffic as part of work. This ecisions take forward ease c transport as nodes of happens at a an local		
level. To provide more context however, figures show the usage of the Met that runs parallel pass. The map 2 also provides cla the proximity and direction of the ro question and this line:	general the below increase in rolink line to the by- on page 15 rification on I parallel pad link in Metrolink		
Oldham-Rochdal patronage (000s)	e link )		
2014	3693.13		
2015	4439.59		
2016	5488.59		
2017	5952.13		

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	2018 1865.62		
	This Metrolink route provides an alternative to the by-pass for car drivers travelling to Manchester and many destinations on the way. Given that the patronage figures have increased since 2015, it is a reasonable working assumption that some of this increase is accounted for by travellers choosing the tram instead of Oldham by-pass and that the capacity on this tram route is being well-used.		
	In terms of measures related to bus travel, these will be addressed at regional level as part of the GM bus reform proposals detailed in Part 2 of this study, rather than at local level where we have more limited influence over this mode of transport.		
N3. Retrofitting or upgrade of public transport fleet and introduction of stringent emissions standard through contracts or partnership	Emissions data from the PCM shows that only 2.8% of emissions are related to bus traffic. This indicates that, whilst this measure may be practically feasible, it will not have the necessary impact to bring about compliance in the required timescales. As above, any measures involving buses will be addressed at regional level as part of the GM bus reform proposals detailed in Part 2 of this study (e.g. objectives related to bus travel, and including links to air quality, are currently being considered by the Greater	Length of time to implement not relevant as measure already ruled out due to insufficient evidence base to suggest that the measure will bring about compliance.	Discount

	Manchester Combined Authority), rather than at local level where we have more limited influence over this mode of transport.		
N4. LGV / Cars – EV incentivisation	Oldham Council backs the principle of national EV incentivisation and is committed to supporting national EV incentivisation schemes through local marketing and promotion. However, practical constraints (e.g. timescales for supply of EV vehicles, legal constraints around Council use of funds) mean this option would not be feasible to deliver at local level.	It is anticipated that even if practically feasible, the implementation of a local incentivisation scheme would take longer than the point by which the link of road in question would become compliant naturally.	Discount
N5. Cars – EV incentivisation for Oldham Council and partner staff	Incentivisation for Oldham Council and partner staff to switch to EVs could be practically feasible in Oldham and has been explored around 2 years ago through the salary sacrifice scheme. At this time, the risks associated were considered too great (related firstly to HMRC's policy on the type of salary sacrifice options were actually tax deductible and secondly, corporate financial risk associated with the Council's direct involvement in lending to employees). However, the risks and benefits of an EV scheme are currently being revisited with a view to moving forward with an offer to staff in January 2019. Depending on the scale of the scheme and level of update, infrastructure may	Incentivisation for Oldham Council and partner staff to switch to EVs could be facilitated. The timescales would be extended (in comparison to the above option), due to the Council's direct involvement in helping to source and regulate the scheme. However, it is anticipated that uptake of EVs would begin from around January 2019 if the scheme	Shortlist

	need to be expanded (as per measure N7) although it is anticipated that initial roll-out could be accommodated through existing charging point infrastructure in Oldham.	is established to be viable.	
N6. Renewal, upgrading and further expansion of the GMEV electric vehicle charging point network in Oldham.	There are currently 14 EV charging points across Oldham. Whilst these points have a healthy usage rate (3,098 charges across all 14 in 2017/18), there is no evidence to suggest that they are being used to capacity and that, based on the current level of EVs in Oldham, an expanded network is needed specifically in relation to the stretch of road in scope. Oldham will however continue to work with TfGM to expand EV charging infrastructure in the long term to accommodate natural increases in the use of electric vehicles and support the broader air quality agenda.	Length of time to implement is not relevant.	Discount
N7. Improve Local Authority fleet to electric/LPG/low emission through a procurement policy	Improving local authority fleet – particularly waste collection HGVs - is practically feasible through inclusion in planned fleet reprocurement exercise in 2019. The link in question is the main route into and out of the Council's main operational depot (where Waste, Fleet & Highways are based) so it is a reasonable assumption that a proportion of LGV & HGV journeys are associated with this destination (although no reliable data currently exists). However, it should be noted	Planned reprocurement exercise in 2019 is anticipated to start introducing new fleet in 2020 so this would not have impact on concentration compliance within the required timescales.	Discount

	that there is a legal requirement for any new HGVs purchased to be Euro 6 engines anyway.		
N8. Congestion Deal traffic management –	Increased capacity There are no short term practically feasible measures that could increase the traffic capacity on the stretch of road in scope (e.g. extra lanes etc.) due to space limitations and surrounding buildings and infrastructure. However, the longer term options around this measure will be examined more closely by TfGM	Length of time to implement not relevant as measure already ruled out due to not being practically feasible.	Shortlist individual elements of this measure (speed limit)
	Encouraging alternatives Similarly to the measure to increase use of public transport, due to limited destination data there is insufficient evidence to indicate that drivers are using cars due to lack of alternative options. This indicates that, whilst this measure may be practically feasible, it will not have the necessary impact to bring about compliance in the required timescales. However, a similar measure related to promoting and ensuring options is picked up in this section at measure N11. Specifically, road space reallocation (e.g. cycle lane) would not be practical feasible on most of this stretch of road due to the majority being a dual carriage way.	Length of time to implement not relevant as measure already ruled out due to not being practically feasible.	

	Network management- Signal optimization: The two sets of signals on this link of road are optimised using a traffic control system called SCOOT. This uses loops in the carriageway to count traffic flows and so uses this information to work out the most appropriate signal timings to match the current traffic conditions. The two sets of signals on Oldham Way are co-ordinated with each other but also the signals on Lees Road and Huddersfield Road. There is a special stage for trams at the Mumps junction – this gives full priority to the trams and this does to some extent disrupt the co-ordination of the signals when the tram appears, however practically speaking this is still a better option as the compromise in traffic flow is far outweighed by the benefits associated with the tram network.	Length of time to implement not relevant.	
	Network management - Speed limit. There are currently two speed limits on this stretch of road (50mph and 30mph). It would be practically feasible to alter these limits.	This measure could be implemented relatively quickly.	
N9. Incentives for private hire vehicles to change to EV vehicles.	There are various ways in which the switch to EVs could be incentivised at a local level, particularly given the Council's statutory responsibility for taxi licencing (e.g. rewards vouchers offered to taxi drivers having	Measures could be implemented in relatively short timescales depending on the nature of the	Shortlist

	an EV taxi licenced instead of a diesel taxi, facilitation of a test/loan scheme for taxi drivers wishing to trial an EV, conversion grants if funding supplied).	incentivisation scheme and whether or not consultation would be necessary.	
N 10. Retrofitting of black taxis to LPG/Euro 6. Increase LPG refuelling infrastructure for Hackney Carriages	This measure would not be practically feasible as it is likely to be impacted upon by a measure to introduce a common policy for taxi licensing, including vehicle age (AGMA work in progress).	Length of time to implement not relevant as measure already impacted on by a related measure.	Discount
N 11. Communications campaigns/awareness raising of air quality as an issue and how Oldham residents can do their bit to tackle.	All of the measures that involve raising awareness of more sustainable travel options (walking, cycling, etc.) and improving sustainable travel infrastructure are practically feasible. This has been demonstrated through the measures described in Part 2 that are already implemented or planned to be (i.e. a wide variety of these schemes have already been (or are being) rolled out successfully in Oldham.	Length of time to roll out is dependent on the specific scheme details however certain types of scheme can be rolled out in as little as 6 months	Shortlist
N 12. Develop a scrappage scheme to remove the most polluting vehicles from the road	This measure could be practically feasible to introduce if supported at a national level and would have significant impact on air quality in general which would in turn impact on this stretch of road.	Introducing a scrappage on a scale which would have the required impact would be a major project with significant timescales associated (2+ years) and therefore has been discounted on this basis.	Discount

N 13. Build sustainable travel criteria into local planning policy	This measure could be practically feasible to introduce however the impact on air quality would be general rather than specific to the link of road in scope, therefore this measure has been discounted for the purposes of this study. However, this measure is under consideration as part of the current work of Oldham's Local Plan and the Greater Manchester Spatial Framework.	Length of time to implement not relevant as measure already ruled out as not possible to link compliance to the stretch of road in scope.	Discount
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To summarise, it has been established that the following measures would be deliverable and have therefore been shortlisted for taking forward to modelling to assess whether they meet the Primary Critical Success Factor in Part 4:

N5. Cars – EV incentivisation for Oldham Council and partner staff

N8. Congestion Deal traffic management – individual elements of this measure.

N9. Incentives for private hire vehicles to change to EV vehicles.

N11. Communications campaigns/awareness raising of health and cost benefits of different modes or around a particular community/schools and programmes to support.

# Part 4: Evidencing the short listed measures to identify options that could bring forward compliance

In this section, local authorities should set out the likely effectiveness of the shortlisted measures in bringing forward compliance. Local authorities should assess each option against the Primary Critical Success Factor.

### N5. Cars – EV incentivisation for Oldham Council and partner staff

To establish whether this measure would meet the Primary Critical Success Factor, the following assumptions have been made:

• **Type of scheme:** The scheme would be a salary sacrifice incentive rolled out to Oldham Council staff and partners, through which staff would have the opportunity to sacrifice a portion of their salary each month in order to pay off the cost of an EV in manageable amounts (rather than a significant initial outlay when

buying outright). This measure assumes trade in of a diesel car only (i.e. not petrol), through targeted marketing towards staff with diesel cars rather than petrol.

- **Timeframes and assumed impacts:** Promotion & facilitation of the scheme would begin from 1 January 2019. Between 1<sup>st</sup> January 2019 and 31<sup>st</sup> December 2020 (24 months), there would be a 0.5% shift from diesel car to EVs by Oldham Council & partner staff who took up the salary sacrifice offer by 2020.
- **Basis for assumed impacts:** The 0.5% take-up rate is based on an Oldham Council report submitted to executive officers in January 2017, reviewing the feasibility of this salary sacrifice option (amongst others). The figure is originally derived from Tusker, the UK's leading Car Benefit Company, who indicated that typical employee uptake of Ultra-Low Emission Vehicles is currently 0.5% in the public sector. This figure is assumed to be based on a salary sacrifice scheme principle, given that Tusker is a salary sacrifice company.
- Oldham Council & partners (not including NHS) currently employ approx. 17,700 staff so a 0.5% take-up would represent 88 staff switching to EVs. Our working assumption is that 50% of the staff who would switch, use this link twice a day to commute so this is equivalent to 44 vehicles, twice a day which equates to 88 AAWTs and therefore a less than 1% shift from diesel vehicles to EVs in terms of the total fleet on this link road. A staff travel survey (due to be carried out this summer) will refine these figures however the results will not be available until after the legal deadline for this feasibility study.

This emissions scenario has been modelled for NOx concentration compliance with the following results:

- Less than 1% shift from diesel cars and LGVs to EVs = 40.77  $\mu g/m3$  NOx per annum in 2020

Baseline NOx concentrations for 2020 are 40.77µg/m3 NOx per annum and the compliance level is 40.5µg/m3 NOx per annum. Therefore this measure would not bring about compliance in the timescale required and as such, will not be progressed through to Part 5 of this study. However, this measure will still be explored outside of the scope of this study.

## N8. Congestion Deal traffic management – individual elements of this measure.

To establish whether this measure would meet the Primary Critical Success Factor, the following assumptions have been made:

• **Type of scheme:** This scheme would involve reducing the speed limit on the current section of road which is 50mph down to 40mph. This is the longer section of road which totals 0.87km. The shorter section of road with a 30mph speed limit is 0.22km and the speed limit would remain 30mph for this section.

- **Timeframes and assumed impacts:** This measure assumes a reduction in speed limits could be implemented by 1<sup>st</sup> January 2019 (or later, pending consultation).
- **Basis for assumed impacts:** As above, the basis for assumed impacts are that the 0.22km stretch of road which is currently 30mph stays the same but the 0.87km stretch of road which is currently has a speed limit of 50mph, would have the speed limit reduced to 40mph.

This emissions scenario has been modelled for NOx concentration compliance, including a sensitivity test, with the following results:

- Reduction in speed from 50mph to 40mph on 0.87km of road link in scope = 42.82 µg/m3 NOx per annum in 2019
- Sensitivity test Reduction in speed from 50mph to 40mph, with a resulting actual average speed of 37mph on 0.87km of road link in scope = 41.40  $\mu$ g/m3 NOx per annum in 2019

Baseline NOx concentrations for 2019 are 42.94  $\mu$ g/m3 NOx per annum and the compliance level is 40.5 $\mu$ g/m3 NOx per annum. Therefore this measure would not bring about compliance in the timescale required and as such, will not be progressed through to Part 5 of this study.

### N9. Incentives for private hire vehicles to change to EV vehicles.

To establish whether this measure would meet the Primary Critical Success Factor, the following assumptions have been made:

- **Type of scheme:** Older diesel taxis operating in Oldham would be incentivised through local measures to switch to 100% battery powered electric vehicles.
- **Timeframes and assumed impacts:** This exercise assumes that incentives would be rolled out from the end of 2018 onwards with a 0.25% shift of diesel vehicles (taxis) to EVs by 2020, which equates to approx. 150 AAWTs on the link of road in scope.
- Basis for assumed impacts: These figures are based on:
  - the taxi fleet licenced in Oldham i.e. which Oldham Council exert a more direct influence over (through statutory licencing responsibilities) than we do over taxis licenced in other boroughs
  - 2. an incentive scheme designed to target older models of taxis within this fleet
  - 3. a working assumption about the proportion of these taxis travelling on the link of road in scope
  - 4. given the limited data available, sensitivity tests have also been carried out on initial results.

This emissions scenario has been modelled for NOx concentration compliance with the following results:

0.25% shift in fleet on this road, specifically from diesel taxis to EVs = 40.68 µg/m3 NOx per annum in 2020

- Sensitivity test (if 15% more Oldham licenced taxi drivers who regularly drive on this link shifted to EVs): 0.29% shift in fleet on this road, specifically from diesel taxis to EVs = 40.66 μg/m3 NOx per annum in 2020
- Sensitivity test (if 15% fewer Oldham licenced taxi drivers who regularly drive on this link shifted to EVs): 0.21% shift in fleet on this road, specifically from diesel taxis to EVs = 40.69 μg/m3 NOx per annum in 2020

Baseline NOx concentrations for 2020 are  $40.77\mu$ g/m3 NOx per annum and the compliance level is  $40.5\mu$ g/m3 NOx per annum. Therefore this measure would not bring about compliance in the timescale required and as such, will not be progressed through to Part 5 of this study. However, this measure will still be pursued outside of the scope of this study and we are engaging with a number of firms to explore potential trial and loan schemes.

## N11. Communications campaigns/awareness raising of air quality as an issue and how Oldham residents can do their bit to tackle.

The difficulties of modelling the impact of softer, behavioural change focussed measures are commonly acknowledged. This is on the basis that firstly, the evidence is not strong enough to prove a direct and quantifiable link between encouraging active travel/discouraging car use based around 'best available evidence'.

Secondly, there is not sufficient evidence to trace reductions back to any modelled link or to back up reductions at a wider scale. Thirdly, there is evidence to suggest that these measures would not in fact deliver the extent of behavioural response needed to achieve a subsequent air quality improvement.

Given the above context, it is not possible to calculate or conclude that the measures laid out in part 2 (i.e. those measures already implemented since 2015 or planned to be implemented) have impacted on NOx concentrations on the road link in scope such that compliance will be achieved ahead of 2021.

It is a reasonable working assumption that a strong, well-structured and long term communications campaign to promote ongoing national incentives (e.g. subsidies for EVs) and local options (e.g. use of tram) could be a significant contributory factor in achieving this shift – either through switch to EVs or actually taking cars off the road.

Based on evidence available in the DfT's 2017 study "Local Sustainable Transport Fund: what works?" <u>https://www.gov.uk/government/publications/local-sustainable-transport-fund-what-works</u> campaigns have shown the following impacts:

- **Bus travel** passengers swapping from car to bus have led to a 10%, 14% and 17% increase in bus travel on each respective project.
- Cycling a 3-6% switch from car commuting to cycling
- Train a 16% increase in train travel, direct swap from car travel.

However, the campaign impacts mentioned here are very specific and linked to infrastructure changes (e.g. increased bike parking, reduced bus travel costs) associated with specific journeys/destination in each case study. As mentioned in Part 1, the fleet and destination make-up of the stretch of road in question is very mixed (as tends to be the nature with by-passes) and as such, does not lend itself to a campaign specifically targeting one mode of transport or destination. As such, it is not possible to associate the modal shift impacts evidenced in the DfT's study with the NOx reductions

modelled on page 28 and therefore this measure will not be progressed through to Part 5.

It is important to note however, that the work being carried out by TfGM's across the conurbation will include a wide variety of communication approaches and campaigns which will include Oldham and that Oldham Council is committed to supporting and maximising the reach and impact of these communications.

### Measures to be taken forward to Part 5

Based on the above calculations, measures taken forward to Part 5 will be as follows:

N5. Cars – EV incentivisation for Oldham Council and partner staff – does not achieve compliance and so will not be taken forward to Part 5

N8. Congestion Deal traffic management (Speed limit) - does not achieve compliance and so will not be taken forward to Part 5

N9. Incentives for private hire vehicles to change to EV vehicles. - does not achieve compliance and so will not be taken forward to Part 5

N11. Communications campaigns/awareness raising of health and cost benefits of different modes or around a particular community/schools and programmes to support – does not achieve compliance and so will not be taken forward to Part 5

### Part 5: Setting out a preferred option

In this section, local authorities should set out a summary of their preferred option to bringing forward compliance (where such measures exist). Where new measures have been identified that could bring forward compliance, local authorities should also assess a range of Secondary Critical Success Factors in order to identify the preferred option.

N/A