

GM Clean Air Quality Administration Committee

Date: 21 September 2021

Subject: GM Clean Air Plan – Clean Air Zone: Camera and Sign Installation

Report of: Simon Warburton, Transport Strategy Director, TfGM

PURPOSE OF REPORT:

To update on the installation of ANPR cameras and road signs required for the GM Clean Air Zone.

RECOMMENDATIONS:

The Air Quality Administration Committee is requested to:

1. Note the progress of the installation of the cameras and signs required for the GM Clean Air Zone.

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Equalities Impact, Carbon and Sustainability Assessment:

The GM CAP is a place-based solution to tackle roadside NO₂ which will have a positive impact on carbon.

Risk Management:

Initial risk register set out in Clean Air Plan OBC (March 2019).

Legal Considerations:

The legal consideration have been set out in the GMCA report of the GM Clean Air Plan, published on 21 June 2021¹.

Financial Consequences – Revenue:

Initial Financial Case set out in Clean Air Plan OBC (March 2019), with all development and delivery costs to be covered by central Government.

Financial Consequences – Capital:

Initial Financial Case set out in Clean Air Plan OBC (March 2019), with all development and delivery costs to be covered by central Government.

Number of attachments to the report: 0 (zero)

Comments/recommendations from Overview & Scrutiny Committee: Not applicable

BACKGROUND PAPERS:

- 25 June 2021, report to GMCA: GM Clean Air Final Plan
- 31 January 2021, report to GMCA: GM Clean Air Plan: Consultation
- 31 July 2020, report to GMCA: Clean Air Plan Update
- 29 May 2020, report to GMCA: Clean Air Plan Update
- 31 January 2020, report to GMCA: Clean Air Plan Update
- 26 Jul 2019, report to GMCA: Clean Air Plan Update
- 1 March 2019, report to GMCA: Greater Manchester's Clean Air Plan – Tackling Nitrogen Dioxide Exceedances at the Roadside - Outline Business Case

¹ <https://democracy.greatermanchester-ca.gov.uk/documents/s15281/GMCA%20210621%20Report%20Clean%20Air%20Plan%20-%20FINAL%20FINAL.pdf>

- 11 January 2019, report to GMCA/AGMA: Clean Air Update
- 14 December 2018, report to GMCA: Clean Air Update
- 30 November 2018, report to GMCA: Clean Air Plan Update
- 26 October 2018, report to GMCA: GM Clean Air Plan Update on Local Air Quality Monitoring
- 15 November 2018, report to HPEOS Committee: Clean Air Update
- 16 August 2018, report to HPEOS Committee: GM Clean Air Plan Update
- UK plan for tackling roadside nitrogen dioxide concentrations, Defra and DfT, July 2017

TRACKING/PROCESS	
Does this report relate to a major strategic decision, as set out in the GMCA Constitution?	No
EXEMPTION FROM CALL IN	
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?	N/A
GM Transport Committee	N/A
Overview & Scrutiny Committee	N/A

1. BACKGROUND

- 1.1 The Government has instructed many local authorities across the UK to take quick action to reduce harmful Nitrogen Dioxide (NO₂) levels following the Secretary of State issuing a direction under the Environment Act 1995. In Greater Manchester, the 10 local authorities, the Greater Manchester Combined Authority (GMCA) and Transport for Greater Manchester (TfGM) are working together to develop a Clean Air Plan to tackle NO₂ Exceedances at the Roadside, herein known as Greater Manchester Clean Air Plan (GM CAP).
- 1.2 The GMCA – Clean Air Final Plan report on 25 June 2021² set out the Final Clean Air Plan and policy following a review of all of the information gathered through the GM CAP consultation and wider data, evidence and modelling work has been agreed by the ten GM Local Authorities. This includes the GM Clean Air Plan Policy, that outlines the boundary, discounts, exemptions, daily charges of the Clean Air Zone (CAZ) as well as the financial support packages offered towards upgrading to a compliant vehicle, including the eligibility criteria to be applied.

² Also considered by the GM Authorities through their own constitutional decision-making arrangements.

- 1.3 The report set out that the geographic scale of the zone (almost 1,300km²) is such that over 2,300 road signs and almost 1,000 automatic number plate recognition (ANPR) cameras will need to be installed on the highway network. The cameras need to be integrated into a technology platform, that will also be connected to the payment and vehicle checking services which are being established by central government.
- 1.4 The GM Authorities in considering the report agreed the locations of ANPR and signage locations. This report provides an update on the installation of the cameras and signs required for the GM Clean Air Zone.

2. SIGNAGE

- 2.1 The Traffic Signs Manual offers advice to traffic authorities and their contractors, designers and managing agents in the United Kingdom, on the use of traffic signs and road markings on the highway network. Mandatory requirements are set out in the Traffic Signs Regulations and General Directions 2016 (as amended) (TSRGD).
- 2.2 The signs required for a Clean Air Zone have been designed centrally by Government's Joint Air Quality Unit to ensure the signs meet the Department for Transport's (DfT) requirements and match with the design principles of existing TSRGD restrictions. However, they are not prescribed i.e. not detailed in the Traffic Signs Manual and so their use requires the Authorisation of the Secretary of State.
- 2.3 Authorisation from the Secretary of State has been secured to place Clean Air Zone signs on the highway network to support the implementation of the GM CAZ.
- 2.4 Signage implementation will commence on 29 September 21 with the current programme schedule showing completion by 31 March 2022. Given the time between installation and the anticipated implementation date of the Clean Air Zone of Monday 30 May 2022³ temporary sign faces have been developed in accordance with existing DfT authorisations to raise awareness about the zone. The "live" signs and "pre-go live" signs are shown at Appendix One. The signs can not include any web addresses or QR codes for reasons of safety.

3. ANPR

- 3.1 The Clean Air Zone will run seven days a week, 24 hours a day. It will be enforced by a network of Automatic Number Plate Recognition (ANPR) cameras to identify non-compliant vehicles travelling in the zone.
- 3.2 The ANPR cameras are purpose built and mounted on either lamp posts or dedicated poles. They are designed to achieve a specific field of view and are fixed to 'look' at the highway and record the Registration Number of passing vehicles. The cameras are not able to be moved by remote operators. Each camera will have sticker that will link to the privacy notice on the Clean Air GM website⁴.
- 3.3 The first ANPR camera was installed on Vernon Street, Bolton in August, with around 850 more to follow.

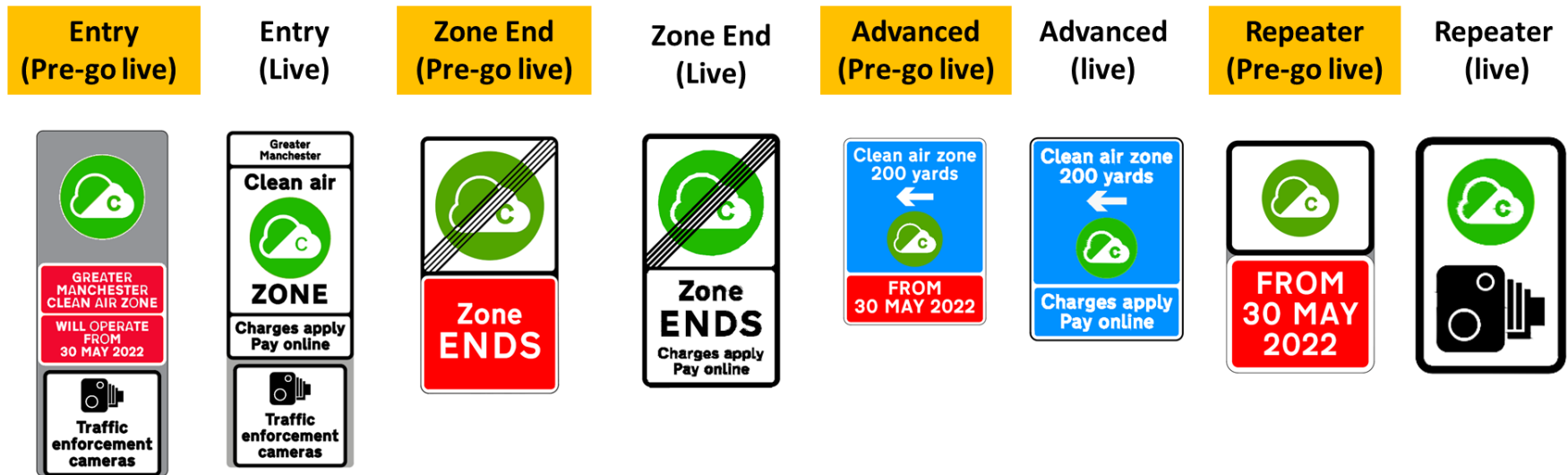
³ Subject to joint GM and JAQU agreement on overall 'readiness', including that the Central Charging Portal and national Vehicle Checker is 'GM ready'.

⁴ [Clean Air Zone ANPR privacy notices | Clean Air Greater Manchester \(cleanairgm.com\)](https://www.cleanairgm.com/privacy-notice)

4. RECOMMENDATIONS

4.1 The recommendations are set out at the front of the report.

5. APPENDIX ONE – CLEAN AIR ZONE “LIVE” SIGN AND “PRE-GO LIVE” SIGNS



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