Audit Summary Report

							IN PHASE 1	
PCM Link 17377		Road/Location		A663, Oldham, Greater Manchester		Area NW		
PCM prediction	ons of NO	₂ concentratio	ons (µg/m³)					
Year		2018	2019	2020	2021	2022	2023	
PCM Modelled concentration (34	33	31	29	28	26	
Qualifying Fea	ature							
Satellite image	ry indicate	es Public Acce	ss and Sensiti	ve Recepto	rs within 15m	from the	PCM link.	
Air Quality Mo	nitoring?	,						
Yes								
Is the Air Qua	lity Monit	oring within 1	10m, to suppo	ort Phase 1	decision?			
No								
Air quality mon recent years. I concentration of	Monitoring	data from 20°						
Mitigation req	uired?							
Whilst PCM mo						ended for	mitigation	
Possible Mitig	ation Op	tions						
KEY:		× - Not poss	sible	✓ - Possible		res	More earch juired	
Option	ption Feasible to bring compliance forward?			Summary				
Source – redu	cing emis	ssions from t	he SRN					

Electric vans	×	Research completed for Highways England indicates that it would only be possible to bring forward a maximum of 250 electric vans over the next few years in any one location. To achieve this would require the creation of a specialist centre.	
Management m w if m lo		As part of Phase 1, it has not been possible to look into this measure in any great detail. However, as part of Phase 2 we will work with our traffic and operations colleagues to see if there are any attainable local traffic management measures, beyond speed limits, that could be applied in this locality and are likely to result in different driver behaviours to those seen in the research project.	
		As part of Phase 1 we are unable to determine the likelihood of traffic management being an achievable measure along this PCM link.	
Speed Management of 60mph	×	The average speed limit along the A663 is 35mph. Consequently, speed management would not be appropriate for this part of the network.	
Bus Retrofit	×	It has been agreed with JAQU that given the incredibly small number of bus journeys on the motorway network this mitigation will result in no discernible reduction in NOx emissions along this link and therefore, this measure is not being progressed.	
HGV Retrofit	×	No accredited retrofit system is currently available for HGVs nor is it known the mechanism for delivery. As such, it is anticipated that this measure would require a Government led scheme for delivery and Highways England is not able to progress this measure at this time.	
Pathway – preve	enting the emissions	reaching receptors	
9.5m high barrier	×	Emerging evidence based on air quality monitoring research undertaken by Highways England indicates a $2-5\mu g/m^3$ reduction in annual mean NO $_2$ concentrations behind a 9.5m overhanging barrier.	
		This PCM link has been reviewed and based on professional judgement it is not considered possible to build a barrier at this location because of the physical constraints.	
Tunnels / canopies, Bypass	×	The current programme to build a tunnel / canopy or a bypass is estimated to be at least between 5 – 10 years. This means that none of these measures could be delivered earlier than the reported compliance date set out in the PCM model.	
Receptor – deali	ng with concentratio	ns at the affected receptors	

Any other local measures	×	Footpaths
		Footpaths are located within 15m along the length of this PCM link. A review of the existing footpaths has identified that there is no potential alternative route for footpath mitigation.
	×	Low Friction Road Surfacing
		Highways England has recently undertaken research looking into the difference in measured exhaust emissions for a range of vehicles driven on a section of road with the low friction road surface and hot rolled asphalt. The outcomes of the research concluded there was no statistically significant difference in measured NOx emissions between the two road surfaces. Therefore, the empirical evidence does not support this as a measure to achieve compliance in the shortest possible timescales.
Summary		

This audit report has identified:

- Defra's PCM modelling has identified a modelled annual mean NO₂ concentration of 33µg/m³ in 2019.
- Sensitive receptors and public access are located within 15m of the PCM link.
- Traffic management measures will be considered as part of the Phase 2 assessment to determine whether there are potential measures, which may assist in bringing forward compliance.

Recommendation

It is recommended that PCM link 17377 is taken forward to Phase 2 for more detailed assessment as part of Commission No. 3.

Supporting Activities

• Air quality monitoring

JAQU Comments