

# Cabinet

Held on Tuesday 27 July 2021 in person at 100 Embankment, Salford

## Present

Paul Dennett	City Mayor (in the chair)
John Merry CBE	Deputy City Mayor

## Lead Members

Sharmina August	Inclusive Economy, Anti-Poverty & Equalities
Jim Cammell	Children's and Young People's Services
David Lancaster MBE	Environment, Neighbourhoods & Community Safety
Mike McCusker	Planning & Sustainable Development

## Executive Support Members (at the invitation of the City Mayor)

Barbara Bentham	Workforce and Industrial Relations
Philip Cusack	Skills, Work and Business
John Walsh	Education and Learning
Jack Youd	Procurement and Social Value

## Officers

Muna Abdel Aziz	Director of Public Health
Debbie Brown	Strategic Director of Service Reform
Shoaib Mohammad	Assistant Director – Technical Services
Peter Openshaw	Strategic Director - Place
Charlotte Ramsden	Strategic Director - People
Jacquie Russell	Assistant Director – Strategy and Performance
Tom Stannard	Chief Executive
David Wilcock	Interim City Solicitor
Carol Eddleston	Democratic Services

One member of the public was in attendance.

## 1. Apologies for Absence

Apologies were submitted on behalf of Councillors Damian Bailey, Stephen Coen, Bill Hinds and Tracy Kelly.

## 2. Declarations of Interest

There were no declarations of interest.

### **3. Minutes of Proceedings**

Approval of the minutes was moved by Councillor Philip Cusack and seconded by Councillor John Walsh.

RESOLVED, THAT: the minutes of the meeting held on 13 July 2021 be approved as a correct record.

### **4. GM Clean Air Final Plan**

The Lead Member for Planning and Sustainable Development, Councillor McCusker, introduced the report which set out the progress made on the GM Clean Air Plan (GM CAP) to tackle NO<sub>2</sub> exceedances at the roadside. The 10 local authorities had worked together with the Greater Manchester Combined Authority (GMCA) and Transport for Greater Manchester (TfGM) on drafting the plan and nine supporting appendices, all of which were subject to approval by the 10 GM local authorities.

In Greater Manchester, road transport was responsible for approximately 80% of NO<sub>2</sub> concentrations at the roadside and particulate matter, of which diesel vehicles were the largest source.

The anticipated implementation date of the charging Clean Air Zone (CAZ) was 30 May 2022 for non-compliant buses, HGVs, and Hackney Carriages and Private Hire Vehicles licensed outside of Greater Manchester. A temporary exemption was in place for non-compliant LGVs, minibuses and coaches, and GM licensed Hackney Carriages and Private Hire Vehicles which would be subject to the charges from 1 June 2023. This was to allow those with non-compliant vehicles more time to upgrade, alongside support funds to assist businesses, individuals and organisations to upgrade their non-compliant vehicles.

The Assistant Director – Technical Services highlighted the following:

- The 10 local authorities in Greater Manchester had been mandated by government to devise a Category C CAZ to bring down NO<sub>2</sub> exceedances at the roadside in the shortest possible timescales and by 2024 at the latest.
- The 10 GM local authorities had conducted an eight-week consultation from October to December 2020 seeking views from residents, visitors, stakeholders and businesses on the proposals to achieve legally NO<sub>2</sub> levels in Greater Manchester.
- Changes to the proposals following the consultation included the temporary exemption for non-compliant LGVs, minibuses and coaches, and GM licensed Hackney Carriages and Private Hire Vehicles and the inclusions of the A575 and A580 in Worsley in the CAZ
- The 10 GM local authorities were now being asked to approve a six-week consultation from 1 September on the inclusion of motorhomes classified as MSP1 in the GM CAZ and on the inclusion of the A575 and A580 at Worsley.
- There were a number of financial support packages (in the region of £120m) in the form of Clean Air Fund grants or loans towards upgrading to a compliant vehicle.
- Applications for Clean Air Funds were due to open in November 2021.
- The Government had declined to establish a Hardship Fund, citing other schemes available to address wider business impacts. Feedback from the consultation and the impact of COVID-19 research finding indicated strongly that further support was required for GM businesses.

The City Mayor invited questions and comments from Cabinet Members:

- The Lead Member for Inclusive Economy, Anti-Poverty & Equalities, Councillor August, welcomed the report, saying that 'dirty air kills' and disproportionately affected people in more deprived areas. Additionally, the longer term effects of COVID-19 on lungs were as yet unknown. She expressed her disappointment that there was not to be a Hardship Fund.
- The Lead Member for Environment, Neighbourhoods & Community Safety was disappointed that the Strategic Road Network (SRN) was not included in the CAZ as motorways were by far the greatest source of pollution in Greater Manchester.
- The City Mayor echoed the comments above and said it was scandalous that the SRN was seemingly exempt as motorways (M60, M61, M62, M602) were the main arteries into the central business district. It was known from the modelling that had been undertaken that it was the poorest who suffered most as a result of poor air quality. He welcomed the 12 months' extension for the hackney carriage and private hire vehicle as there were significant costs associated with upgrading or replacing non-compliant vehicles. He welcomed the funding that was being made available but lamented the lack of a Hardship Fund and assured Cabinet that Greater Manchester would continue to take an evidence based approach and lobby government in this regard.

RESOLVED, THAT: the City Mayor in consultation with the Cabinet:

1. Note the progress of the Greater Manchester Clean Air Plan;
2. Note the progress in the distribution of Bus Retrofit funding;
3. Note Ministers' agreement to include the sections of the A628/A57 in Tameside which form part of the Strategic Road Network within the Greater Manchester's Clean Air Zone (CAZ) and their request for Tameside MBC, TfGM and Highways England to establish the most appropriate solution for the charging mechanism to be applied on this section of the Strategic Road Network (SRN);
4. Approve the GM Clean Air Plan Policy, at Appendix 1 noting that the policy outlines the boundary, discounts, exemptions, daily charges of the Clean Air Zone as well as the financial support packages offered towards upgrading to a compliant vehicle, including the eligibility criteria to be applied;
5. Agree the Equalities Impact Assessment, as set out at Appendix 2;
6. Agree the AECOM Consultation Report, as set out at Appendix 3;
7. Agree the proposed Response to the Consultation at Appendix 4 which has been prepared by TfGM on behalf of the ten GM local authorities;
8. Agree the Impacts of COVID-19 Report, as set out at Appendix 5;
9. Agree the Modelling report of the final CAP package, as set out at Appendix 6, and in particular that the modelling outputs of the final plan scheme show the achievement of compliance with the legal limits for Nitrogen Dioxide in the shortest possible time and by 2024 at the latest as required by the Ministerial Direction;

10. Agree the economic implications of the CAP Report, as set out at Appendix 7;
11. Note the update on the GM Minimum Licensing Standards, set out in section 3.1, and in particular that licensing conditions will not be used to support delivery of the GM Clean Air Plan;
12. Approve a 6-week public consultation on the inclusion of motorhomes classified as MSP1 in the GM Clean Air Zone and on the inclusion of the A575 and A580 at Worsley commencing on 1 September 2021 and delegate authority to the Strategic Director Place approve the consultation materials;
13. Note that the GM Clean Air Charging Authorities Committee has the authority to make the Charging Scheme Order which establishes the GM Charging Scheme in line with the agreed GM Clean Air Plan Policy;
14. Note that the GM Charging Authorities Committee has the authority to vary the Charging Scheme Order if this is established as the most appropriate charging mechanism to be applied on sections of the A628/A57 part of the Strategic Road Network (SRN) in Tameside;
15. Note that the Air Quality Administration Committee has the authority to agree the final form of the Operational Agreement for the Central Clean Air Service, and to authorise the making of the Agreement, on behalf of the ten GM local authorities;
16. Note that the Air Quality Administration Committee has the authority to:
  - a. establish and distribute the funds set out in the agreed GM Clean Air Plan policy;
  - b. approve the assessment mechanism agreed with JAQU to ensure that Clean Air Funds can be adapted if necessary;
  - c. keep the use of the funds under review and to determine any changes in the amounts allocated to each and their use and
  - d. Monitor and evaluate the joint local charging scheme.
17. Approve the reallocation of funding from the Try Before You Buy scheme to provide additional electric vehicle charging points dedicated for use by taxis;
18. Delegate to the GM Charging Authorities Committee the authority to determine the outcome of the consultation on both the inclusion of motorhomes classified as MSP1 within the scope of Clean Air Zone charges and on the inclusion in the GM Clean Air Zone of the A575 and A580 at Worsley following the conclusion of that consultation;
19. Agree the Clean Air Zone ANPR and signage locations, as set out at Appendix 10;
20. Agree a delegation to the Strategic Director Place to approve the submission of the Interim Full Business Case if required and the Strategic Director Place the Full Business Case (FBC) to the Government's Joint Air Quality Unit to support the GM Clean Air Plan and any supplementary information to that Unit.

## **5. Any Other Urgent Business**

There were no items of any other business raised.