

Overview of the GM Clean Air Plan and GM Minimum Licensing Standards consultations

• GM's current position with Government

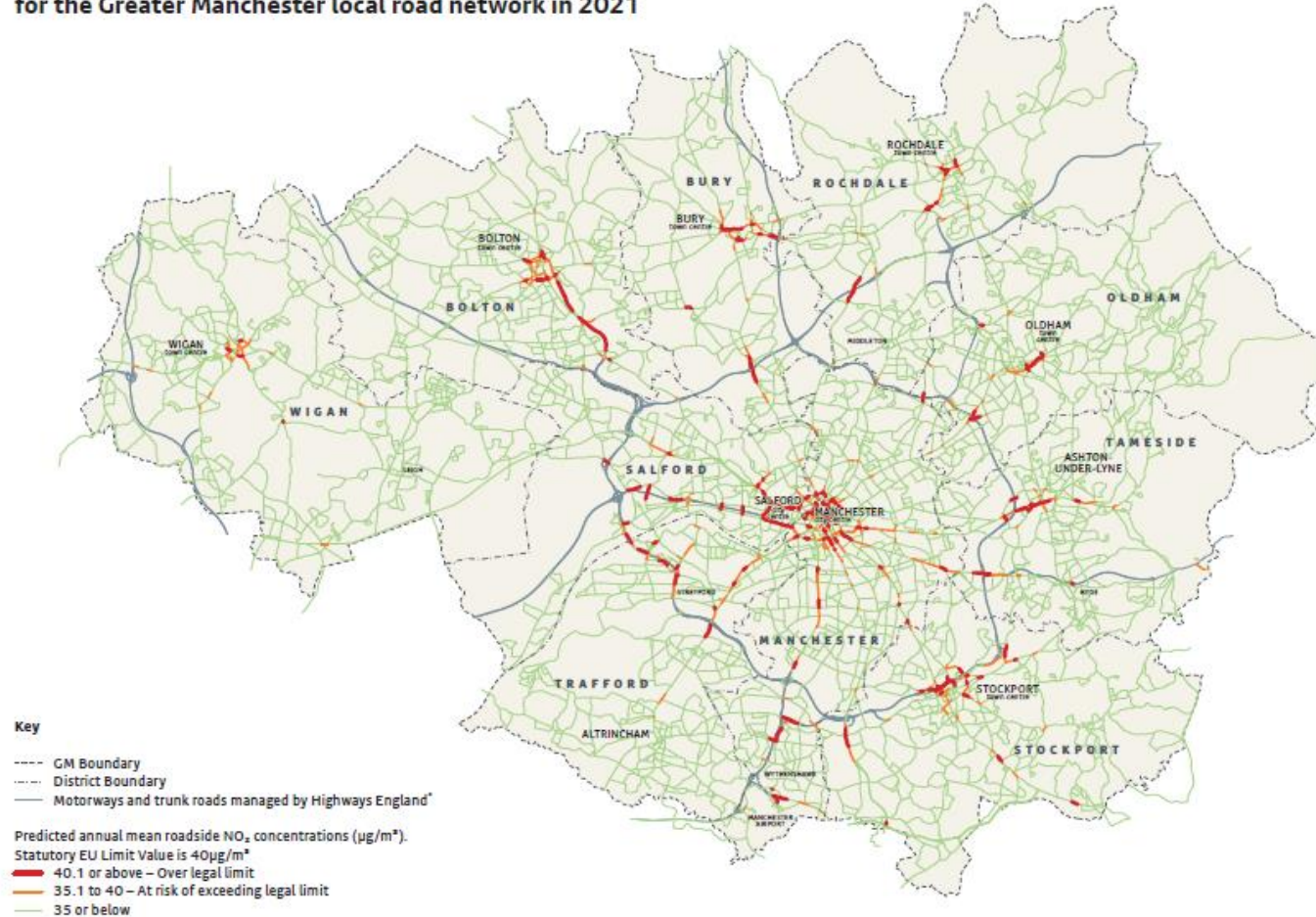
- **Government have:**

- Directed GM to implement a category C Clean Air Zone
- Accepted GM's case for a temporary exemption for LGV's to 2023
- Provided an initial tranche of £41m funding to support businesses upgrade to cleaner vehicles
- Confirmed no direct Clean Air Fund support for Sustainable Journeys measure and electric vehicle charging infrastructure (EVI)
- Said they will work with GM on securing EVI funding from the Office for Low Emission Vehicles (OLEV) (allocated £500m in the 11 March budget).
- Said they expect that the GM CAZ will be introduced in 2021, so compliance with NO₂ legal limits is met in 2024
- Said they would like to be kept informed of progress of the GM minimum licensing standards for hackney and private hire vehicles, as the proposals complement the GM CAP.

Modelling shows that illegal levels of NO₂ will span all GM Local Authorities in 2021 if no action is taken

- Over 150 stretches of road across GM will still be in breach of legal limits for harmful concentrations of NO₂ in two years unless action is taken
- The government's model had identified just 11 locations
- The red sections are over the legal limit, the orange sections are those that are at risk of breaching the limit

Predicted annual mean nitrogen dioxide (NO₂) concentrations for the Greater Manchester local road network in 2021



* Concentrations not included as out of scope for the GM Clean Air Plan

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Greater Manchester Clean Air Plan

- A consultation on the proposed GM Clean Air Plan launched on 8 October and runs until 3 December.
- Air pollution is linked to a range of very serious health conditions and contributes to around 1,200 early deaths in Greater Manchester every year.
- The consultation will ask for views on key elements of the GM-wide Clean Air Zone including its proposed boundary, daily charges, discounts and exemptions, and the funding packages to support local businesses to upgrade to cleaner vehicles.
- Government has already awarded Greater Manchester £41m initial funding and leaders are seeking more than £100m further funding, alongside a £10m 'Hardship fund' to support those considered most vulnerable to the financial impacts of the CAZ.

The impact of COVID-19

The Government has instructed GM to continue to progress the Clean Air Plan, and to undertake the consultation, based on proposals developed before the COVID-19 pandemic that showed compliance would be achieved by 2024.

GM is assessing the possible effects of COVID-19 on the Clean Air Plan and the consultation is asking questions about the impact of COVID-19 on impacted groups.

This information will inform future decisions on each aspect of the final plan and provide a strong evidence base for any changes to GM's funding asks.



• Key elements of the GM Clean Air Zone

CATEGORY C CLEAN AIR ZONE

Boundary	Largely coincidental with the Greater Manchester administrative boundary. The Strategic Road Network (SRN) is excluded.
Time of operation	24 hours a day, 7 days a week, 365 days per year
Date for introduction	Spring 2022. Anticipated that it will remain in full operation until at least the second half of 2026.
Non-compliant vehicles impacted	Licensed Hackney Carriages Licensed PHVs Buses Coaches Minibuses Vans HGVs



A vehicle checker to see whether your vehicle is compliant can be accessed online at: cleanairm.com

• Proposed charges in the GM Clean Air Zone

- **Daily charges would apply for each day a non-compliant vehicle is used within the GM CAZ**, with one charge imposed per vehicle, per 'Charging Day' (midnight to midnight), however much a vehicle drives within the GM CAZ in that 24-hour period.
 - Owners or registered keepers of non-compliant vehicles used within the GM CAZ will be required to pay the relevant charge via a Central Government Payment Portal.
 - **Licensed Hackney Carriages – £7.50**
 - **Licensed Private Hire Vehicles – £7.50**
 - **Minibuses – £10**
 - **Vans – £10**
 - **Buses – £60**
 - **Coaches – £60**
 - **HGVs – £60**
-
- the charge for LGVs and minibuses has increased to £10 compared to £7.50 per day in the conversation
- the charge for HGVs, buses and coaches is reduced to £60 compared to £100 per day in the conversation
- Better understanding of the vehicle fleets and markets in GM and nationally.
 - Better understanding of the likely behavioural response to the charges.
 - A range of options were tested to identify the lowest, most effective charge.

The Government intends that a user can pay 7 days in advance, including the journey date or 7 days retrospectively including the journey date.

Permanent exemptions set by Government

- **Historic vehicles** - Vehicles with a 'historic' vehicle tax class (vehicles built or first registered more than 40 years ago)
- **Military vehicles** - Vehicles in use by UK Armed Forces
- **Disabled passenger vehicles** - Vehicles within the DVLA Disabled Passenger Vehicle tax class, used by organisations providing transport for disabled people.
- **Specialist emergency service vehicles** - Specialist vehicles in use by emergency services, such as aerial ladders and major incident command vehicles.

Permanent local exemptions proposed by GM

- **Specialist Heavy Goods Vehicles** –types of heavily specialised HGVs, such as certain vehicles used in construction or vehicle recovery.
- **Non-road-going vehicles** – types of non-road going vehicles which are allowed to drive on the highway such as agricultural machines and mobile cranes
- **Vehicles used by emergency services** – vehicles associated with front line emergency response, and where it may generally not be practical to upgrade to a vehicle compliant
- **Community Minibuses** – operating under a permit under section 19 or section 22 of the Transport Act 1985
- **Showmen's Guild vehicles** – Fairground/funfair vehicles registered with the Showman's Guild
- **Driving within the zone because of a road diversion** – driving within the zone because of an active diversion, which would otherwise not have entered the GM CAZ.
- **Disabled Tax Class vehicles** – Vehicles used by, or for the purposes of a disabled person which are exempt from vehicle tax.

Temporary local exemptions proposed by GM until 31 December 2022

- **Coaches and buses** registered to a business address within GM and not used on a registered bus service in GM
- GM licensed **wheelchair accessible hackney carriage and private hire vehicles**
- Outstanding finance and lease on non-compliant vehicles until the agreement ends or until 31 December 2022 (whichever is sooner)
- **LGVs and minibuses** (which are not licensed taxis or PHVs)
- **Limited supply** (awaiting the delivery of a compliant vehicle)

Permanent local discounts proposed by GM

- **GM licensed PHVs** owned or exclusively contracted by 1 person can apply for a **discounted charge of 5/7** of the weekly total from 2022.
- Owners or registered keepers of **leisure vehicles (>3.5t) in private ownership** registered to an address in GM can apply for a **discounted charge of £10 per day**.

How the GM CAP will support vulnerable groups

- Depending on your vehicle, individuals and businesses who are eligible for support will be able to choose between:

1.

- A non-repayable grant to support the purchase, leasing or running costs of a new or second-hand compliant/zero emission capable vehicle, as a like-for-like replacement of an existing non-compliant vehicle;

• OR

2.

- A contribution to the cost of financing a replacement vehicle through the GM scheme, providing affordable access to credit to a wider range of applicants, and offering, on average, a value the same as the grant amount, up to a capped per-vehicle limit;

• OR

3.

- Funding towards a CVRAS-accredited retrofit solution, where one is available.

Clean Commercial Vehicle Fund: Offer

- Subject to meeting eligibility criteria and where State Aid allows, funding will be made available to:
 - Small and micro businesses, sole traders, charities and social enterprises, private owners, initially targeted towards individuals and the smallest businesses with the oldest vehicles;
 - Vehicles registered within GM; and
 - For a limited number of vehicles funded per applicant – current working assumption is 10*.



Van

£3,500 per vehicle for replacement



HGV

Up to £5,500 per vehicle for replacement or up to £16,000 for retrofit



Minibus

£5,000 per vehicle for replacement



Coach

Up to £16,000 per vehicle for replacement or retrofit

* Limit of 5 vehicles per applicant for HGV retrofit

Clean Bus Fund – Funding offer

- Subject to meeting eligibility criteria and where State Aid allows, funding will be made available to registered operators of registered bus services operating in GM
- There is no proposed cap on the number of vehicles per applicant. The goal is to ensure all buses operating in GM are compliant with clean air standards.

Bus



- Grant of up to £16,000 per vehicle towards retrofit to a compliant standard via a Clean Vehicle Retrofit Accreditation Scheme (CVRAS) certified system*; or
- A grant of up to £16,000 towards replacement with a compliant bus.
- Bus operators will not be offered access to the vehicle finance scheme.

**In March 2020, Government awarded £14.7m initial funding to retrofit buses running services in GM that have older engines which are not compliant with the GM CAZ emission standards. Government has confirmed that this funding for bus retrofit should be awarded as soon as possible and so consultation feedback is not being sought on this aspect of the fund.*

Clean Taxi Fund: Offer

- Where State Aid allows and subject to meeting eligibility criteria, funding will be made available to:

- Hackney Carriage and PHV owners licensed with one of the ten GM local authorities; and
- For a limited number of vehicles funded per applicant – 8 **Hackney Cabs** and 10 for PHVs.



£10,000 per vehicle (running costs grant or VF contribution) for replacement with a ZEC WAV Hackney Cab; or
£5,000 for LPG retrofit.



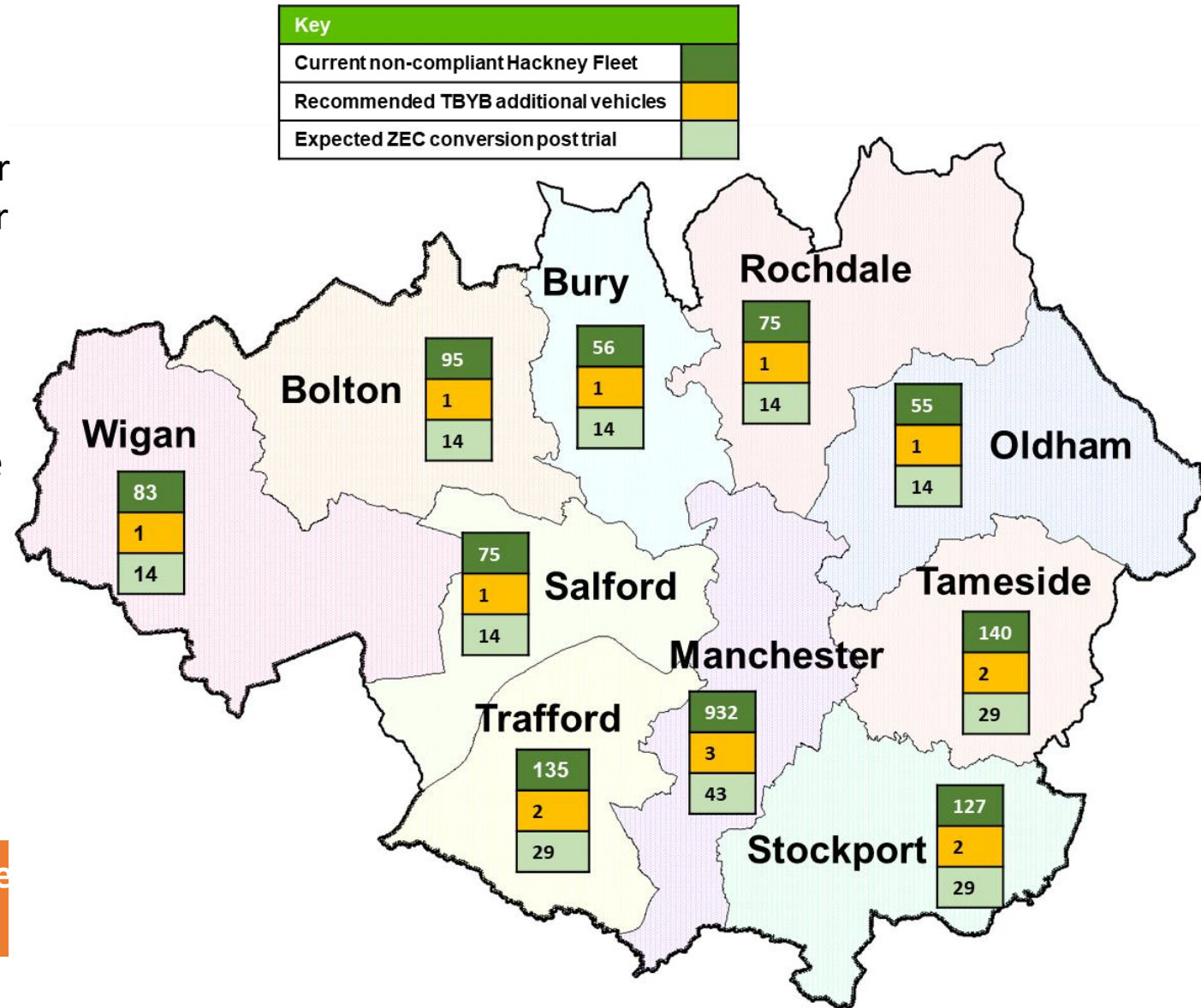
- £1,000 for replacement with a compliant petrol or diesel; or
- £2,000 for replacement with a compliant hybrid or plug-in hybrid; or
- £2,500 to support running costs of replacement with a ZEC; or
- £5,000 for replacement with a compliant minibus or WAV.

Note that those purchasing a new ZEC vehicle are currently also eligible for Government grants of up to £7,500 for Hackney Cabs and £3,000 for PHVs via OLEV

Taxi Try-Before-You-Buy Scheme

- Will offer Hackney carriage drivers the opportunity to try out a ZEC Hackney carriage for one month before committing to upgrading their vehicle.
- Will offer 15 ZEC taxis for trials across GM, including the LEVC, Nissan Dynamo and Mercedes e-Vito models.
- Scheme managed by local authorities for a three year period.
- Aims to address concerns around operating costs, range anxiety and the availability of charging infrastructure.
- Similar scheme in Nottingham has been successful, achieving a 40% conversion rate.

Funding ask of £1.9m - JAQU have not yet indicated support or provided funding.

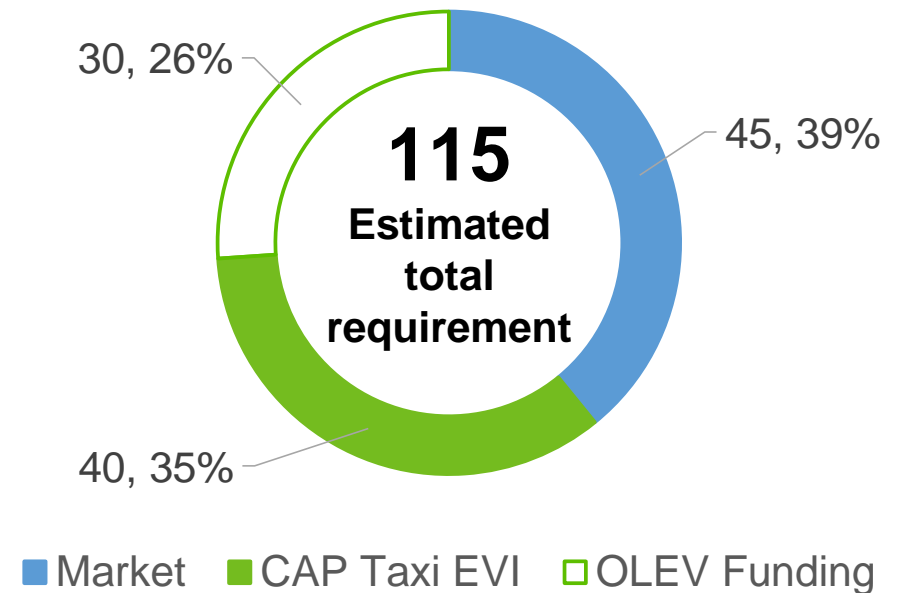


Electric Vehicle Charging Infrastructure for Hackney

Cabs and PHVs

- Analysis suggests that in order to support the necessary upgrade to ZEC Hackney Cabs and PHVs, 115 dedicated charge points will be needed across GM.
- Funding has already been secured to deliver 30 dedicated charge points, and it is estimated that the market will provide 45 further charge points.
- Therefore, GM is proposing a **network of 40 hackney/PHV-only rapid electric vehicle charging points to be funded via the GM CAP.**
- These will be installed in suitable, available and sustainable locations, with a focus on re-purposing public sector assets.
- Supported by the development of an EV Taxi (HC and PHV) charging membership scheme.

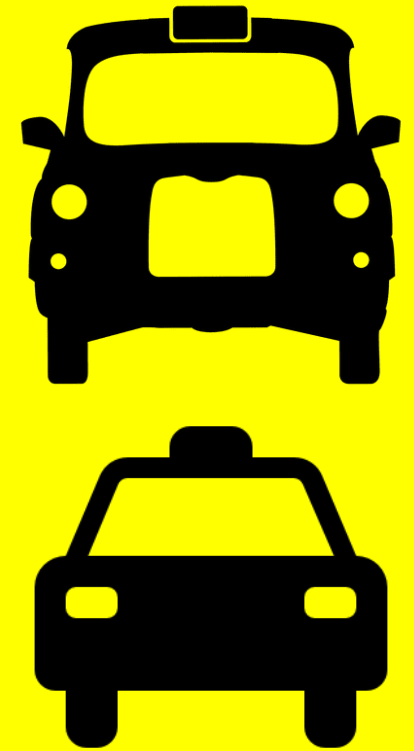
Taxi charge point requirements by provider



Funding ask of £6.5m - JAQU have not yet indicated their support or provided funding.

GM Minimum Licensing Standards for taxis and PHVs

- Consultation on the proposed standards is running alongside the GM Clean Air Plan consultation, so those affected by both can understand the full impact of the proposals and respond to the consultations.
- It was agreed that GM needed to raise the minimum standard across all authorities.
- Some authorities may want to go beyond these, but needed a common foundation:
 - Promote public safety and visibility of the fleet
 - Customer focus – high standards of drivers
 - Supporting a move to a cleaner environment
 - Accessibility improvements
- By establishing and implementing Greater Manchester-wide minimum standards, we can help to ensure that all residents and visitors see these services as safe and reliable, and preferable to those not licensed by Greater Manchester local authorities.
- Questions about the impact of COVID-19 on the trade are also included in this consultation, which will inform the final standards.



- **Licensed Drivers**



CRIMINAL RECORDS
CHECKS



MEDICAL
EXAMINATIONS



LOCAL KNOWLEDGE
TEST



ENGLISH LANGUAGE
ASSESSMENT



DRIVER TRAINING



DRIVING
PROFICIENCY



FIT AND PROPER
CRITERIA



CONDITIONS FOR
LICENCES

- **Licensed Vehicles**

Vehicle
emissions

Vehicle ages

Vehicle colour

Vehicle livery

Vehicle testing

CCTV (Taxi
Cameras)

Executive Hire

Vehicle design
and licensing
requirements

Vehicle
conditions of
licence

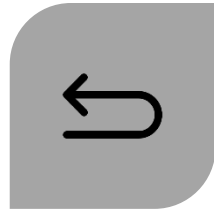
Licensed Operators

- Common Licence conditions
- Conditions to include adoption polices
- Fir and proper criteria for operators
- Criminal checks for Operators and their staff

- **Local authority standards**



APPLICATION
SUBMISSION



ISSUE OF LICENCES



ENFORCEMENT
CONCORDAT
ACROSS GM



FRAMEWORK FOR
LICENSING FEES



MEMBER
TRAINING



DELEGATIONS FOR
EMERGENCY
MEASURES



EXCELLENCE IN
LICENSING AWARD



Clean Air
Greater
Manchester



Greater Manchester
Minimum Licensing
Standards

Share your views

You can respond by:



**Online response
form**



**Hard copy
response form**



Email



Letter



Phone

- Dedicated phonelines and emails will be set up for the consultation period to answer any queries and provide further information
- LanguageLine facility to support non-English speakers



Clean Air
Greater
Manchester



Greater Manchester
Minimum Licensing
Standards

Help shape the final plans

The consultations on Greater Manchester's Clean Air Plan and Minimum Licensing Standards for taxi and private hire services start on Thursday 8 October for eight weeks

People can find out more and give their views at cleanairgm.com and gmtaxistandards.com

The websites will host a virtual engagement space open 24/7 for eight weeks given government guidance around social distancing

A series of virtual meetings and webinars will also be held.