

STOCKPORT COUNCIL

REPORT TO CABINET– SUMMARY SHEET

Subject: GREATER MANCHESTER CLEAN AIR PLAN CONSULTATION REPORT
Report to Cabinet

Date: 9.2.2021

Report of: (a) Cabinet Member Adult Care and Health

Key Decision: (b) Y

Forward Plan ☒ General Exception ☐ Special Urgency ☐ (Mark with a Y if applicable)

Summary:

This report sets the progress of the GM CAP and the next steps for the development of the Clean Air Plan and the closely linked Minimum Licensing Standards (MLS) for taxi and private hire services. Key developments since the last GMCA report include:

- Since the last report there has been no confirmation or offer of government funding for LGVs or hackneys, or the taxi and private hire electric vehicle charge points.
- Government ministers have agreed to consider extending Greater Manchester's Clean Air Zone (CAZ) charges to the sections of the A628/A57 in Tameside which form part of the Strategic Road Network, within the proposed CAZ boundary. The extension of any charges to the A628/A57 will be subject to a full assessment of the potential impacts, to be led by Highways England. Following the assessment ministers will take the final decision on whether or not charging should be implemented on the A628/A57.
- GM was awarded £14.7m of funding for the retrofitting of buses, and this work commenced in December 2020. GM's bus retrofit fund offers operators of locally registered bus services up to £16k of funding per vehicle towards the retrofit of non-compliant buses. The funding is available for vehicles, including minibuses and coaches, operating on a registered bus service within Greater Manchester. This includes cross-boundary services operating within the GM CAZ boundary.

The report sets out the near-term impacts of COVID-19 government restrictions on movement on air quality. It sets out how air quality is legally monitored, and how the Government has directed GM (and other areas) under UK law to address exceedance of the Annual Average standard for NO₂ which is set at 40 ug/m³. As GM Clean Air Plan is required to take action to tackle nitrogen dioxide exceedances until compliance with legal limits has been demonstrated (over a number of years), the nearer term influence of COVID-19 on air quality is not expected to lead to sufficiently long term reductions in pollution such that the modelled exceedances of the legal NO₂ limits will be met without implementing a Clean Air Zone.

The report sets out that following the conclusion of the consultation, both GM CAP and MLS consultation responses are being analysed and reported on by an independent research agency. GM authorities will fully consider all of the information and evidence gathered during the consultation, so that they can understand the consequences COVID-19 has had on vehicle owners and trades which will be directly affected by the GM CAP and MLS.

The report and appendices also set out the work TfGM is undertaking on behalf of the ten

Greater Manchester Authorities in the preparatory implementation and contract arrangements required to deliver the CAZ and other GM CAP measures. Preparatory work is required in order to maintain delivery momentum in line with the funding arrangements agreed with JAQU, for example in relation to automatic number plate recognition (ANPR) cameras, back office systems and service providers.

The report then covers the consultation approach, engagement activity, additional research undertaken and the number of responses to both the GM CAP and MLS consultations.

The report also sets out the governance approach to both GM CAP and MLS, with the GM CAP final plan to be brought forward for decision makers as soon as is reasonably practicable and no later than summer 2021, and the outputs of the MLS to be reported alongside the GM CAP at the same time.

Due to the dynamic context of COVID-19 and national and regional/local lockdowns, progress on the development of the final plan will be provided by the Green City Region Lead, as required at GMCA meetings.

Comments/Views of the Cabinet Member: (c)

“I am glad to see the continued progress being made to deliver the required Clean Air Plan and the work that is being undertaken to recognise the difficult circumstances that have resulted from COVID-19. I would ask that the Cabinet support the recommendations in the report to enable this work to continue.”

Recommendation(s) of Cabinet Member: (d)

The Cabinet be recommended to consider and approve the report.

In the event that Cabinet agree the report and the recommendations contained therein, then the Cabinet duly recommend the report be placed on the agenda of a future Council Meeting (date to be confirmed) for its consideration due to the recommendation for establishment of Joint Committees.

The Cabinet are requested to agree to the following recommendations:-

1. Note the progress of the Greater Manchester Clean Air Plan;
2. Note the next steps for the development of the Clean Air Plan and Minimum Licensing Standards, listed at Section 12;
3. Note the distribution of Bus Retrofit funding commenced in December 2020;
4. Note that Government ministers have agreed to consider extending Greater Manchester's Clean Air Zone (CAZ) charges to the sections of the A628/A57 which form part of the Strategic Road Network, within the proposed CAZ boundary, subject to the outcomes of an assessment, which is expected to be completed by early 2021;
5. Note that the GM Clean Air Plan is required to take action tackle nitrogen dioxide exceedances until compliance with the legal limits has been demonstrated and that the nearer term influence of COVID-19 on air quality is not expected to lead to sufficiently long term reductions in pollution such that the exceedances of the legal limits of nitrogen dioxide will not occur without implementing a Clean Air Zone;
6. Note that the GM CAP final plan will be brought forward for decision makers as soon as is reasonably practicable and no later than summer 2021;
7. Note that the outputs of the MLS will be reported alongside the GM CAP as soon as is reasonably practicable and no later than summer 2021;

8. Agree to the establishment of joint committees and to delegate to those committees the Authority's functions as set out in report at paragraph 10.5 with specific terms of reference, as set out in Appendix 6.
9. Appoint the Lead Cabinet Member with portfolio responsibility for Clean Air to sit on both committees for the purposes as set out in this report at paragraph 10.5 with specific terms of reference, as set out in Appendix 6.
10. Note the requirement for the appointment of a further Cabinet Member as substitute for both committees for purposes as set out in this report at paragraph 10.5 with specific terms of reference, as set out in Appendix 6.
11. Stockport Council agrees to enter into a collaboration agreement with the other 9 GM local authorities and GMCA/TfGM to clarify amongst other matters the rights, responsibilities and obligations of the authorities in relation to those contracts set out in Appendix 2 that are required to maintain delivery momentum in line with JAQU funding agreements.
12. Agree a delegation to the Corporate Director (Place) and Deputy Chief Executive in consultation with the Lead Cabinet Member with portfolio responsibility for Clean Air and Director of Public Health to agree the final form of the collaboration agreement; and
13. Agree a delegation to the Corporate Director (Place) and Deputy Chief Executive in consultation with the Lead Cabinet Member with portfolio responsibility for Clean Air and Director of Public Health to award the contracts set out in Appendix 2 (subject to government funding) that are required to implement a charging Clean Air Zone in Spring 2022 to ensure the achievement of Nitrogen Dioxide compliance in the shortest possible time and by 2024 at the latest as required by the Ministerial Direction.
14. Agree a delegation to the Strategic Head of Service (Legal & Democratic Governance) and Monitoring Officer to make any consequential amendments to the Constitution with regard to, but not limited to, the incorporation of the joint committees' terms of reference into Stockport Council's Constitution.

Relevant Scrutiny Committee (if decision called in): **(e)**

Adult Social Care & Health

Background Papers (if report for publication): **(f)**

Contact person for accessing
background papers and discussing the report

Officer: Mark Glynn/ Sue Stevenson
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'Urgent Business': **(g)**

Yes/ No (Please circle)

Certification (if applicable)

This report should be considered as 'urgent business' and the decision exempted from 'call-in' for the following reason(s):

The written consent of Councillor _____ and the Chief Executive/Monitoring Officer/ Borough Treasurer for the decision to be treated as 'urgent business' was obtained on /will be obtained before the decision is implemented.
