

Report to OVERVIEW AND SCRUTINY BOARD

Clean Air Update

Portfolio Holder:

Cllr A Ur-Rehman

Officer Contact: Helen Lockwood, Deputy Chief Executive

Report Author: Carol Brown, Director Environmental Management

Ext. 4452

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Purpose of the Report

The purpose of this report is to provide an update regarding the work currently being undertaken across Greater Manchester to meet the requirements of the Government Directive on air quality.

Recommendations

Members are requested to note the content of the report

Clean Air - Update

1 Background

- 1.1 Oldham Council was issued with a Direction under the Environment Act 1995 requiring the Council to produce a feasibility study to identify the option which will deliver compliance with the requirement to meet legal limits for nitrogen dioxide in the shortest possible time. Oldham Council complied with this Direction by the production of a feasibility study submitted to JAQU in July 2018. Oldham Council is also required to address the exceedances that have been identified within its boundary during the Target Determination exercise. Oldham Council confirmed in its supplemental plan that the exceedance identified in Oldham was being considered as part of the Greater Manchester plan. This has been acknowledged by government.
- 1.1 Oldham Council has been developing the study collectively with the other 9 Greater Manchester (GM) local authorities and the GMCA and coordinated by TfGM in line with Government direction and guidance.
- 1.2 The key features of Greater Manchester's feasibility study and its Outline Business Case (OBC) to reduce nitrogen dioxide exceedances in Oldham and across Greater Manchester in the shortest possible time was approved on 25 March 2019 at the Council's Cabinet meeting for submission to the government's Joint Air Quality Unit (JAQU).

2 Current Position

- 2.1 A key group affected by the clean air proposals is the taxi and private hire trade and it is recognised that GM authorities have three major policy levers at their disposal to secure their agreed objectives for taxis and PH:
- Licensing standards,
 - Clean Air Zone charging and exemptions policy, and
 - Proposed Clean Air mitigation fund for Taxi/PHs.
- 2.2 Whilst GM is delivering its objectives in relation to the Clean Air Plan (CAP) for GM, it is also taking a more co-ordinated approach to develop a common set of MLS for Taxi and PH. Both of these initiatives will be informed by one another and close attention is being made to align their impact with the least long-term negative impacts.
- 2.3 Licensing Standards
- 2.3.1 GM Licensing Managers have been working together to come up with a set of Common Minimum Standards to achieve a single vision for licensed vehicles in future. This is a key part of working together to protect the public and share common goals for an improved and much more integrated transport system in Greater Manchester.
- 2.3.2 The standards developed have been informed in part by a six week conversation in July/Aug 2018, with over 2,000 responses from across GM. They will require all

Districts to make changes to their current policies, with perhaps the most significant aspects of the proposed GM standards being:

- All licensed vehicles must comply with the current Euro standard relating to vehicle emissions at first licensing and must be under five years of age. Current Euro standard is Petrol: Euro 4 (2005 onwards manufacturer) and Diesel: Euro 6 (2015 onwards manufacturer). Hybrid vehicles are generally EU compliant.
- A common “fit and proper” policy, which will ensure that the same strict standards are applied to all drivers across GM in relation to convictions and other conduct-related matters.
- A common template for livery and door signage for Private Hire Vehicles (PHVs), to ensure GM licensed vehicles are easily identifiable. This should help the travelling public be more selective when deciding which vehicles and operators to use.
- A common age policy, namely PHV when licensed must be less than 5 years of age from the date of first registration, and a licensed vehicle will not be relicensed after it reaches 10 years of age from the date of first registration.
- Common authorisation to allow licensing officers from all ten Districts to enforce against each other’s licensing conditions.
 - Common licensing conditions.
 - Common minimum standards for driver applications including English language assessment, safeguarding training and local area knowledge.

2.3.3 The next stage is a formal public consultation period over the summer months, managed by TfGM on behalf of the ten licensing authorities.

2.4 GM Clean Air Plan

2.4.1 The package of measures contained within the OBC submitted to Government aims to deliver compliance in the shortest possible time, at the lowest cost, with the least risk and with the least negative impacts. This includes a proposed Clean Taxi Fund, to support the upgrade of non-compliant Greater Manchester Licensed taxi and PHVs.

2.4.3 The proposed measures and the supporting transport, economic and air quality modelling need to be further developed. This, along with the planned engagement, will inform the detailed design of the measures and will help to refine the proposals.

2.4.4 The conversation which will be used to inform formal consultation planned for the summer is currently underway and is due to end on the 30 June. A further update will be provided following the consultation

3 “Conversation” update

3.1 Attached at Appendix 1 is briefing note which provides a wider update to points which have been previously reported.

4 **Key Issues for Overview and Scrutiny to Discuss**

4.1 Members are invited to discuss the implications of the proposals and note the updated position.

8 **Appendices**

8.1 Appendix 1 – “Conversation” update