

Briefing paper to OVERVIEW AND SCRUTINY BOARD

Clean Air Update – Idling of vehicles and Bus fleet implications

Portfolio Holder:

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Purpose of the Report

The purpose of this briefing paper is to update members on the issues relating to the idling of vehicles and the implications for non-compliant buses after 2021 as Greater Manchester meets the requirements of the Government Directive on air quality.

Recommendations

Members are requested to note the content of the briefing paper.

Clean Air – Update – Idling of vehicles and Bus fleet implications

1 Background

- 1.1 Further to the report considered by the Overview and Scrutiny board on the 18th June 2019, a further briefing paper was requested to provide detail regarding the idling of vehicles and the implications for non-compliant buses after 2021.

2 Current Position

- 2.1 The current position with the idling of vehicles is that the Council has the ability to enforce 'no idling' on public streets. The following information is contained on the Council's website:-

- 2.2 Idling vehicles parked on roads are contributing to the air pollution problems.

Under the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002, local authorities may enforce powers to deal with idling vehicles.

Drivers who refuse to turn off the engine of a vehicle running unnecessarily could be issued with a fixed penalty ticket. This includes buses and taxis idling on stands. The driver of the vehicle has to pay this penalty, not the owner or company which operates the vehicle.

Drivers will **not** be penalised in cases where common sense dictates that the engine needs to be running, eg:

- Where a vehicle is stationary at traffic lights or in a traffic jam
- Where a vehicle is broken down and the engine is being run to find a defect
- Where an engine is needed to refrigerate fresh goods or run a compactor on a refuse vehicle
- Any other situations that may be considered acceptable (e.g. defrosting a windscreen or cooling down on a hot day for a few minutes)

- 2.3 The current fine level is set at £20 for a fixed penalty notice and this can only be issued if the driver refuses to turn off the vehicle. The current resource levels and priorities are focussed elsewhere as this is seen as less of an issue in the summer months. Educational programmes via TfGM and the introduction of the Clean Air Plan are seen as instrumental in achieving this behaviour change.

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- 2.4 The submission of the outline business case by TfGM that described the approach of all 10 Local Authorities across Greater Manchester detailed the approach with regard to the buses that travel across the region.
 - 2.5 It is estimated that over 1,100 buses, which is around 58% of the buses in Greater Manchester, would have to pay a daily penalty if a Clean Air Zone was introduced in 2021.
 - 2.6 With this in mind all 10 Councils have asked Government for £29 million to support those operating registered bus services in Greater Manchester to upgrade their fleets. At this stage we do not know how much funding would be available for each vehicle. We want to find out how much support registered operators would need and how we can offer support to upgrade vehicles and reduce air pollution as quickly as possible.
 - 2.7 If buses are not upgraded to become compliant with regard to their emissions it is proposed that a daily charge of £100 would be applicable from 2021.

3 Key Issues for Overview and Scrutiny to Discuss

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