

**MINUTES OF THE MEETING OF THE GREATER MANCHESTER AIR QUALITY  
ADMINISTRATION COMMITTEE HELD ON 26 OCTOBER 2022 AT MANCHESTER  
TOWN HALL**

**PRESENT:**

Manchester	Councillor Tracey Rawlins
Bolton	Councillor Nadim Muslim
Bury	Councillor Alan Quinn
Oldham	Councillor Abdul Jabbar
Rochdale	Councillor Tricia Ayrton
Salford	Councillor Mike McCusker
Stockport	Councillor Mark Roberts
Tameside	Councillor Laura Boyle
Trafford	Councillor Aidan Williams
Wigan	Councillor Paul Prescott

**OFFICERS IN ATTENDANCE:**

GMCA	Eamonn Boylan
GMCA	Liz Treacy
GMCA	Gillian Duckworth
GMCA	Ninoshka Martins
TfGM	Frank Tudor
TfGM	Megan Black

**AQC 22/17 APOLOGIES**

Apologies for absence were received from Councillor Andrew Western (Trafford).

## **AQC 22/18 CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS**

There were no Chair's announcements or urgent business.

## **AQC 22/19 DECLARATIONS OF INTEREST**

There were no declarations of interest received in relation to any item on the agenda.

## **AQC 22/20 THE MINUTES OF THE MEETING HELD ON 17 AUGUST 2022**

### **RESOLVED /-**

That the minutes of the meeting held on 17 August 2022 be approved, as a correct record.

## **AQC 22/21 GM CLEAN AIR PLAN – OCTOBER 2022 UPDATE**

Megan Black, Interim Head of Logistics & Environment, TfGM introduced the report that provided an update on the Case for a new Greater Manchester Clean Air Plan including further details on the upgrade of non-compliant vehicles, stakeholder engagements and feedback on the use of ANPR cameras.

It was reported that the Greater Manchester Authorities were awaiting government feedback on the new Clean Air Plan (CAP). However, in line with AQAC recommendations noted at the July meeting, GM had continued to progress the policy development for the new GM CAP in support of a non-charging, investment-led approach.

Members expressed their concerns around the delay caused by Government in progressing this piece forward and noted the need to continue to press for a response. Officers advised that should feedback not be received within the next couple of weeks, a revised timeline for engagement would be brought to the next meeting of the Committee. It was felt that it would be useful for the Mayor and the Portfolio Lead for Clean Air to write to the Secretary of State (SoS) requesting a clear timeline for a response.

With regards to the use of ANPR cameras in detecting crime, members were assured that as agreed at the August meeting, the submission had been updated to reflect that GMP would have direct access to ANPR camera data subject to the consideration of the outcome of a public consultation. However, TfGM have obliged to disclosure requests in line with data protection legislation which had proved to useful in crime prevention or detection and apprehension or prosecution of offenders – details of which can be found within the report.

**RESOLVED /-**

1. That the upgrade of non-compliant vehicles through Clean Air Funds be noted.
2. That the targeted engagement undertaken with key stakeholders to inform the policy development process be noted.
3. That the feedback from the engagement session and analysis of the vehicle-owning groups be provided at a future meeting.
4. That it be noted that Greater Manchester Police had advised that the disclosure requests from the Clean Air Zone ANPR cameras have been very useful in detecting crime.
5. That the Mayor and the Portfolio Lead for Clean Air consider writing to the SoS requesting for a clear timeline for when this piece of work would be progressed.

**AQC 22/22 CLEAN AIR PLAN – EXPENDITURE UPDATE**

Frank Tudor, GM Clean Air Plan Programme Sponsor, TfGM introduced the report that provided an update on the funding received from Government, the expenditure made and the funding requirements that had emerged as the new Greater Manchester Clean Air Plan was developed.

The costs related to the business case, implementation and operation of the GM CAP are either directly funded or underwritten by Government acting through JAQU and any net deficit over the life of the GM CAP will be covered by the New Burdens Doctrine, subject to a reasonableness test.

In terms of feedback requested in terms of the revised approach to the Clean Air Plan, members were advised that TfGM were in constant dialogue with JAQU officials in terms of the financial exposure that was faced by GM and as such were advised that the financial issues would be addressed once ministers had considered the proposals on the new Clean Air Plan.

In terms of the distribution of grants, officers explained that this information was shared on a regular basis with relevant district officers, and it was agreed that a breakdown would be provided at the next meeting.

With regards to the installation of EV chargers, a member sought to understand when roll out was expected. Officers advised that chargers had been sourced and that the team had been working towards the deadline of March 2023 for rollout, subject to approval from Government on the new Clean Air Plan. It was requested that a map of the planned locations for the installation of EV infrastructures be appended to a future report of the Committee.

Concerning the funding that had been put towards the upgrade of non-compliant vehicles, it was highlighted that a total of 5 vehicles had been upgraded. Officers reminded the Committee of the arrangement that had been put in place at the January meeting for vehicle owner who were already in the process of upgrading their vehicles.

With regards to the market position of Hackney Vehicles, members sought to understand the current position of the market. Officers advised of the work that was underway looking at the availability of compliant vehicles in the market and in developing the policy that would support the new Clean Air Plan. It was agreed that an update on the market position of Hackney Vehicles would be provided at the next meeting.

## **RESOLVED /-**

1. That the funding received from Government, the expenditure made and the funding requirements that have emerged as the Greater Manchester Clean Air Plan was developed be noted.
2. That it be noted that the additional c£4 million of expenditure, for the FY 2022/23, required funding from JAQU and was subject to an additional funding request to cover the additional development work that the new Direction and review had brought to light.
3. That it be noted that TfGM were in active discussions with JAQU over the funding required to fill the gap that would have been covered by the CAZ revenues for items such as the CAZ Operational Costs and the operation of the Financial Support Scheme.
4. That it be noted that until the Secretary of State had provided feedback on the 'Case for a new Greater Manchester Clean Air Plan', TfGM was unable to materially change or terminate the contracts that had been put in place for the delivery of a charging Clean Air Zone.
5. That it be noted that that whilst much of the activities on the implementation of the CAZ and Financial Support Scheme had been paused, any requirement to remobilise would result in increased costs as the contracts were established on the basis of a fixed price with the suppliers taking the financial risk associated with implementation.
6. That a breakdown of the grants allocated to districts be provided at the next meeting.
7. That a map of the planned locations for the installation of EV infrastructures be provided at the next meeting.
8. That an update on the market position of Hackney Vehicles be provided at the next meeting.

## **AQC 22/22 DATE OF NEXT MEETING**

### **RESOLVED /-**

That the future meeting dates for the rest of the 2022/23 municipal year be noted as below:

- 24 November 2022; 11:00 am
- 13 December 2022; 3:00 pm
- 24 January 2022; 1:00 pm
- 23 February 2022; 11:00 am
- 20 March 2022; 2:00 pm