

**MINUTES OF THE MEETING OF THE GREATER MANCHESTER AIR QUALITY
ADMINISTRATION COMMITTEE HELD ON 27 FEBRUARY 2023 AT GMCA OFFICES**

PRESENT:

GMCA Portfolio Leader for Clean Air	Councillor Eamonn O'Brien
Bolton	Councillor Nadim Muslim
Bury	Councillor Alan Quinn
Manchester	Councillor Tracey Rawlins
Oldham	Councillor Abdul Jabbar
Rochdale	Councillor Tricia Ayrton
Salford	Councillor Mike McCusker
Stockport	Councillor Mark Roberts
Trafford	Councillor Aidan Williams
Wigan	Councillor Paul Prescott

OFFICERS IN ATTENDANCE:

GMCA	Eamonn Boylan
GMCA	Kerry Bond
TfGM	Simon Warburton
TfGM	Frank Tudor
TfGM	Megan Black
TfGM	Nigel Bellamy

AQC 22/24 APOLOGIES

No apologies for absence were received.

AQC 22/25 APPOINTMENT OF CHAIR

Eamonn Boylan, GMCA and TfGM Chief Executive opened the meeting and invited nominations for the role of Chair for the 2022/23 Municipal Year.

The Committee agreed the appointment of Councillor Eamonn O'Brien, GMCA Portfolio Lead for Clean Air as Chair for the 2022/23 Municipal Year.

RESOLVED /-

That Councillor Eamonn O'Brien be appointed as Chair for the 2022/23 Municipal Year.

AQC 22/26 CHAIR'S ANNOUNCEMENTS AND URGENT BUSINESS

There were no Chair's announcements or urgent business.

AQC 22/27 DECLARATIONS OF INTEREST

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

AQC 22/28 MINUTES OF THE MEETING HELD ON 26 OCTOBER 2022

RESOLVED /-

That the minutes of the meeting held on 26 October 2022 be approved, as a correct record.

AQC 22/29 GREATER MANCHESTER CLEAN AIR PLAN – FEBRUARY 2022 UPDATE

The Chair opened the item by requesting that thanks to all officers involved in the work on the Greater Manchester (GM) Clean Air Plan (CAP) and for their support to residents and businesses throughout this process be placed on record.

The Chair gave a brief update on the GMCA and the ten districts position and its broad agreement on the case for an investment led approach of a non-charging clean air zone (CAZ). Following a meeting with Minister Pow a case for an investment led approach to GM's CAZ has been submitted to government. GM have been asked to provide modelling results for a benchmark CAZ to address the persistent exceedances identified in central Manchester and Salford, for these to be compared against our existing proposals. Public investment in the introduction of electric buses as part of the franchising proposal has led to commensurate investment from the private sector, highlighting the effectiveness of an investment led approach.

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 (GM CAP) including:

- details on the latest position with Government
- the approach to address persistent exceedances of nitrogen dioxide (NO₂) on the A58 Bolton Road, Bury
- the approach as requested by Government to model a Central Manchester Clean Air Zone (CAZ) as a benchmark
- the proposals to support electric buses and to open the funds for taxis and private hire vehicles (PHVs)
- Local Authority funding distribution
- targeted engagement and research that was undertaken as part of the Participatory Policy Development activity and the delivery of electric vehicle (EV) charge points funded by the GM CAP.

Government have requested that we provide additional evidence to support the case for an investment led Clean Air Plan, to demonstrate that the new plan will achieve legal limits for nitrogen dioxide within the shortest possible time, that the proposal are deliverable and that we have sufficient uptake in funding to achieve compliance. GM have provided a first draft of the requested evidence to Government setting out how investment in zero emission buses will help meet legal NO2 limits on the A58 in Bury and through the launch of the regulated bus services in Bolton and Wigan.

GM have also been asked to model how an investment led approach performs in terms of delivering compliance against the benchmark of a CAZ to address the persistent exceedances in Salford and Central Manchester, this evidence will be provided to government by the end of June 2023.

Further evidence has also been requested on the ask for further funding to support electric buses and the upgrade of taxis and private hire vehicles (PHV's), proposals to open the funding will be submitted to the Government's Joint Air Quality Unit.

The allocation of funding through the City Region Sustainable Transport Settlement (CRSTS) has enabled clean air standard compliant upgrades and retrofit of 89% of the bus fleet serving Greater Manchester.

Headlines from the engagement and research as part of the participatory approach to the development of the CAP along with the Participatory Policy Development (PPD) Summary of Stakeholder Engagement Report and the AECOM PPD Online Survey and report are set out in Appendix 5 and 6 of the report.

The Early Measures project have delivered 22 of the 24 EV rapid charging points funded by the Clean Air Funds. Work is underway through the Taxi EV Project to deliver 60 rapid charging points across GM for use by private hire and hackney vehicles licensed by a GM Authority, and will become part of the Be.EV charging network, these works are due for completion by the end of the summer.

Members expressed their concerns around the delay caused by Government in progressing this piece forward and the request to model against a benchmark of CAZ and asked that we impress on government that GM have a strong data backed case that the proposal for an investment led non-charging Clean Air Plan can achieve compliance.

Members were advised that evidence continues to be gathered around the Regent Road corridor and officers continue to meet with National Highways and have a positive data sharing arrangement.

TfGM will continue to promote alternative travel arrangements; the GM Mayor continues to request through government further collaborative powers be extended to GM around the rail network.

Following review of replacement vehicle costs, investment funds can be directed to best effect where licence allows, critically around becoming a fully compliant GM bus fleet. An inflation related factor is being built into the proposed investment model for businesses.

Officers will continue to respond to Government and will raise the points discussed including around the removal of signage and the importance of the involvement of National Highways particularly around the Regent Road corridor.

Members were advised that officers will continue to work on clear communications, including that it is the government's request for GM to provide modelling results for a benchmark CAZ to address the persistent exceedances identified in central Manchester and Salford.

RESOLVED /-

1. To note the latest position with Government.

2. To agree the report 'Greater Manchester's approach to address persistent exceedances of nitrogen dioxide identified on the A58 Bolton Road, Bury' attached at Appendix 3 of the report as final to the Secretary of State.
3. To note the approach to modelling a Central Manchester Clean Air Zone as a benchmark.
4. To agree the delegation to the Chief Executive of GMCA and TfGM, in consultation with the Chair to approve the submission of proposals to support electric buses and to open the funds for taxis and PHVs to the Government's Joint Air Quality Unit.
5. To note the Clean Air funding distribution to end January 2023 by Local Authority.
6. To note headlines from targeted engagement and research that was undertaken as part of the Participatory Policy Development activity as detailed at Appendix 4 of the report.
7. To note the update to deliver Electric Vehicle charge points funded by the Greater Manchester Clean Air Plan.
8. To agree that thanks to all officers involved in the work on the Greater Manchester (GM) Clean Air Plan (CAP) and for their support to residents and businesses throughout this process be placed on record.

AQC 22/30 DATE OF NEXT MEETING

RESOLVED /-

That the future meeting dates be confirmed by the Governance and Scrutiny Officer following the meeting.