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## **THE CABINET**

**MEETING, 29<sup>TH</sup> JUNE, 2020**

Councillor Greenhalgh	Leader's Portfolio
Councillor Cox	Deputy Leader's Portfolio
Councillor Haslam	Highways and Transport
Councillor Muslim	Stronger Communities
Councillor Warren	Environmental Service Delivery
Councillor Hewitt	Strategic Housing and Planning
Councillor Galloway	Children's Services
Councillor Morgan	Adult Social Care
Councillor Baines	Wellbeing
Councillor Mrs. Fairclough	Environmental Regulatory Services

### Other Members in Attendance

Councillor Dean  
Councillor Allen  
Councillor Peel  
Councillor Zaman  
Councillor Haworth  
Councillor McKeon (as deputy for Councillor Donaghy)  
Councillor Hayes  
Councillor Hornby  
Councillor Sanders  
Councillor Brady

### Officers

Mr. T. Oakman	Chief Executive
Mr. G. Brough	Director of Place
Ms. S. Johnson	Director of Corporate Resource
Ms. B. Brown	Director of People

Dr. H. Lowey	Director of Public Health
Ms. H. Gorman	Borough Solicitor
Mrs. V. Ridge	Democratic Services Manager

Apologies for absence were submitted on behalf of Councillors Darvesh, Donaghy, Ismail, Walsh and Wild.

Councillor Greenhalgh in the Chair.

## **1. MINUTES**

The minutes of the proceedings of the meeting of the Cabinet held on 22<sup>nd</sup> April, 2020 were submitted and signed as a correct record.

## **2. GREATER MANCHESTER CLEAN AIR PLAN – UPDATE**

The Director of Place submitted a report which set out the progress that had been made following the Government's response to Greater Manchester's Outline Business Case to tackle Nitrogen Dioxide Exceedances at the Roadside (OBC) and the implications of pandemic management policies (the extent of which were not yet fully understood) for the 10 Greater Manchester (GM) local authorities in relation to the schedule of work and statutory consultation on the Clean Air Plan and the link to taxi and private hire common minimum licensing standards (MLS).

The report provided a comprehensive update on the development of the GM Clean Air Plan, it also set out a proposal for public consultation in light of COVID-19 implications and highlighted that the implementation of a GM Clean Air Zone was delayed to 2022.

It recapped on work undertaken to date and highlighted new work to develop a Clean Commercial Vehicle Fund and a new Hardship Fund.

It also included a summary of correspondence between Greater Manchester and DEFRA, including the DEFRA Minister's 18<sup>th</sup> March letter to Cllr Western, GM Green City Region lead, which included a further Ministerial Direction to act and expressing the government's desire for GM to consult on a charging Clean Air Zone Category C, and the reply which emphasised the need for government support for key sectors, including the hackney and LGV business users.

The report also highlighted the close link with work to develop Minimum Licensing Standards for the taxi and private hire trade in GM and set out that it was intended that a public consultation on this was managed in parallel with that for the GM Clean Air Plan, suggesting that GM sets out a clear roadmap to when taxi/PHV fleets should be emission free.

Finally, the report outlined how the GM Clean Air Plan would support the wider programme of activity around decarbonising the transport sector.

**Resolved – (i) That the progress of the Greater Manchester Clean Air Plan be noted.**

**(ii) That the progress in the development of the Clean Commercial Vehicle and Hardship funds be noted.**

**(iii) That the initial funding award of £41 million for clean vehicle funds to award grants or loans to eligible businesses be noted.**

**(iv) That it be noted that the Government has accepted the need for vehicle replacement funds for Hackney Carriages and Light Goods Vehicles, but has requested further development of shared evidence on the needs within that complex sector before responding and does not support the sustainable journeys measure.**

**(v) That it be noted that Transport for Greater Manchester is seeking confirmation that the funding award for Bus Retrofit is a continuation of Clean Bus Technology Funds**

**to be distributed as soon as possible as per previous arrangements.**

**(vi) That it be noted that the government will not support electric vehicle charging infrastructure through Clean Air monies but have committed to work with GM on securing funding from OLEV.**

**(vii) That the position that the GM Local Authorities will move to a statutory public consultation on the GM Clean Air Plan as soon as reasonably practicable be agreed.**

**(viii) That the position that the GM Local Authorities decision to commence a public consultation should be taken once there is a clear timeframe for exiting lockdown and moving to the next phase of the COVID-19 response be agreed.**

**(ix) That it be noted that the implementation of a GM CAZ is delayed to 2022 with a revised implementation date to be confirmed in the consultation commencement report.**

**(x) That the DfT's positioning paper 'Decarbonising Transport – Setting the Challenge' be noted.**

**(xi) That the assessment of the possible impacts of COVID-19 to inform a technical briefing note for decision makers be noted.**

**(xii) That it be noted that the GM Local Authorities intend to consult on GM's proposed MLS, alongside the Clean Air Plan consultation and agree the position for consultation, on when taxi/PHV fleets should be Zero Emission Capable.**