

## **THE CABINET**

### **MEETING, 25<sup>TH</sup> MARCH, 2019**

Councillor Mrs. Thomas	Leader Portfolio
Councillor Adia	Deputy Leader Portfolio
Councillor Peel	Environmental Services
Councillor Zaman	Corporate Resources
Councillor Cunliffe	Children's Services
Councillor J. Byrne	Culture and Sport
Councillor Watters	Community Issues
Councillor Donaghy	Strategic Housing and Planning
Councillor Chadwick	Highways and Transport

#### Other Members in Attendance

Councillor Haworth  
Councillor Greenhalgh  
Councillor Mrs. Fairclough  
Councillor Cox  
Councillor Haslam  
Councillor Hayes  
Councillor Hornby  
Councillor Sanders

#### Officers

Mr. T. Oakman	Chief Executive
Mr. G. Brough	Director of Place
Ms. S. Johnson	Director of Corporate Resources
Ms. H. Lowey	Director of Public Health
Ms. B. Brown	Interim Director of People
Ms. K. Hopkins	Assistant Director of Place
Ms. C. Owen	Principal Lawyer

Mrs. V. Ridge

Democratic Services Manager

Councillor Mrs. Thomas in the Chair.

## **66. MINUTES**

The minutes of the proceedings of the meeting of the Cabinet held on 11<sup>th</sup> March, 2019 were submitted and signed as a correct record.

## **67. GREATER MANCHESTER'S CLEAN AIR PLAN – TACKLING NITROGEN DIOXIDE EXCEEDANCES AT THE ROADSIDE – OUTLINE BUSINESS CASE**

The Director of Place submitted a report which summarised the key features of Greater Manchester's feasibility study and its Outline Business Case (OBC) to reduce nitrogen dioxide exceedances in Bolton and across Greater Manchester in the shortest possible time.

Members were advised that Government had instructed Bolton Council and other local authorities to develop and implement plans to improve air quality where health-based standards for nitrogen dioxide would not be met by 2021.

In view of the above, Bolton Council and the other nine Greater Manchester Councils had been working together with Transport for Greater Manchester to develop an Outline Business Case (OBC) which set out proposals to improve air quality.

The report stated that various options had been considered and it had been determined that only a charge based Clean Air Zone supported by a package of supportive measures would deliver compliance with the air quality standards in the 'shortest possible time' as required by the Government.

The proposals were made up of a package of measures including, viz:-

- A Charge based Clean Air Zone Class C across Greater Manchester (GM) - which did not include cars

- Phase 1: (assumed from 2021) daily penalty for non-compliant buses, taxis/PHV and HGV's;
- Phase 2: (assumed from 2023) expanding to non-compliant LGV's;
- Vehicle Renewal Schemes including a Clean Freight Fund, Clean Taxi Fund and Clean Bus Fund;
- Development of a loan finance scheme;
- Electric Vehicle Infrastructure and Promotion; and
- Sustainable Journeys (behaviour change activity).

It was also stated that implementation of the proposals was dependent upon funding from central government.

In conclusion, members were advised that further development of the proposals and public consultation would take place during the Summer 2019 to enable the production of a Full Business Case by the end of 2019 which would set out the final plans to achieve compliance.

Resolved – (i) That it be noted that the Council is legally obliged to produce a feasibility study to identify the option which will deliver compliance with the requirement to meet legal limits for nitrogen dioxide following the Secretary of State issuing a direction under the Environment Act 1995.

(ii) That the feasibility study undertaken to date be adopted.

(iii) That it be noted that further stakeholder engagement and public consultation is an essential part of the process to help inform and refine ongoing work to produce a Full Business Case by the end of the calendar year.

(iv) That the Outline Business Case (for submission to the Government's Joint Air Quality Unit) be approved.

(v) That the Government be required to provide the financial and other support necessary to enable the Council to meet its legal limits for nitrogen dioxide, including clear arrangements and funding to develop workable, local vehicle scrappage/upgrade measures, short term effective interventions in vehicle and technology manufacturing and

distribution, led by national Government with local authorities and replacement of non-compliant buses.

(vi) That it be noted that despite this Council being required to address nitrogen oxide exceedances the government has not yet addressed this issue for its own assets, including Highways England and the motorway network and asks government to give a clear instruction to Highways England with regard to air pollution from the strategic highway network to Greater Manchester.

(vii) That the commencement of the public conversation and engagement activity from 15<sup>th</sup> May, 2019 be approved.

(viii) That it be noted that further reports will be submitted to Cabinet on:

- The proposals for statutory consultation, informed by the outcome of the public conversation and engagement; and
- Formal approval of the Full Business Case.

(ix) That it be agreed that Transport for Greater Manchester continue with the activity to produce the Full Business Case on their behalf under the direction of the Greater Manchester Clean Air Steering Group.

(x) That the Director of Place be given delegated authority to approve the submission of supplementary information.