



Clean Air
Greater
Manchester



Greater Manchester
Minimum Licensing
Standards

Overview of the GM Clean Air Plan and GM Minimum Licensing Standards consultations

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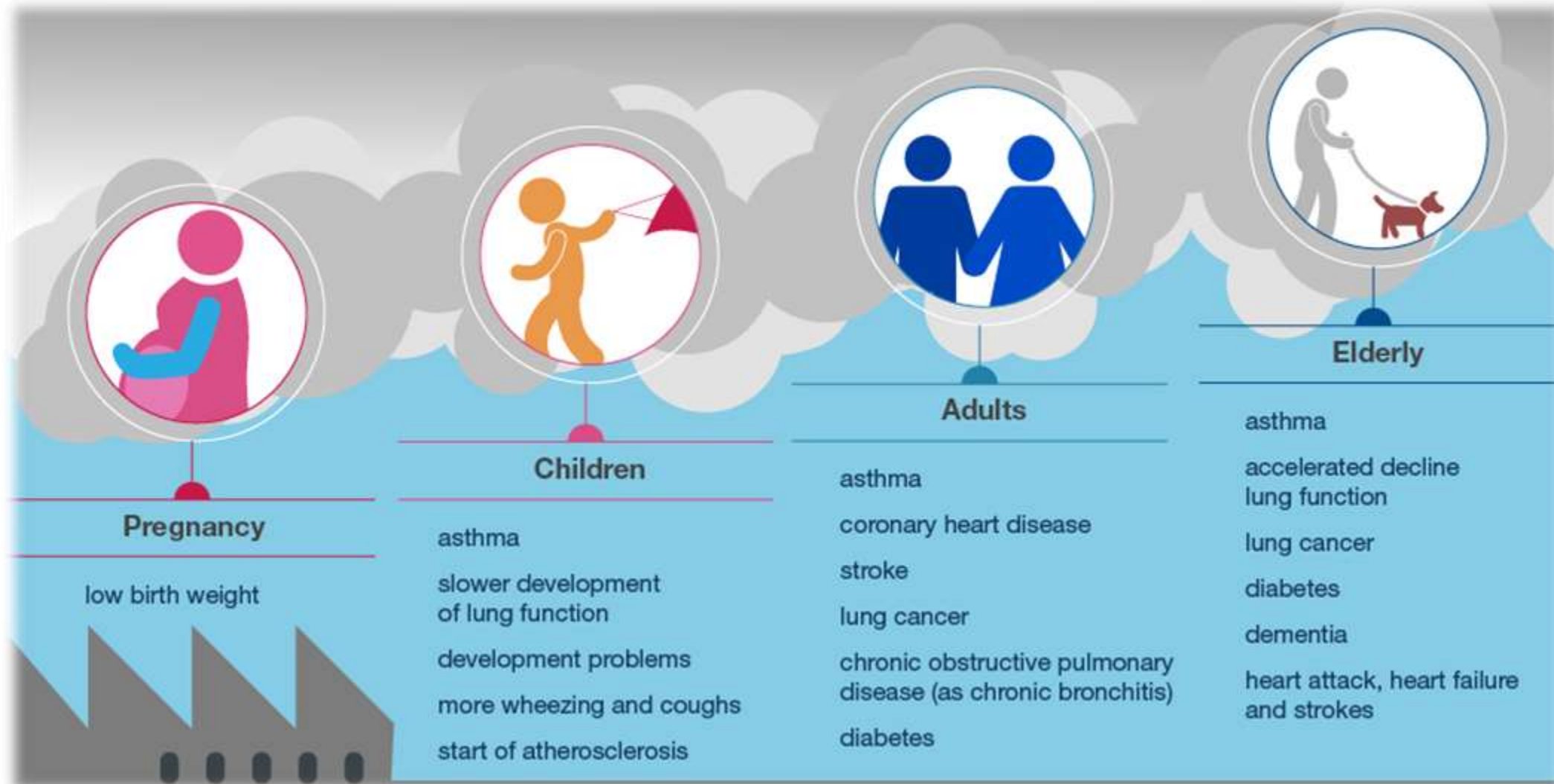


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Today's session will cover

- An overview of the GM Clean Air Plan proposals
- The GM Minimum Licensing Standards consultation
- How to get involved
- Questions and answers from participants

Air quality and health



GM Clean Air Plan overview



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Key elements of the GM Clean Air Zone



CATEGORY C CLEAN AIR ZONE

Boundary	Largely coincidental with the Greater Manchester administrative boundary. The Strategic Road Network (SRN) is excluded.
Time of operation	24 hours a day, 7 days a week, 365 days per year
Date for introduction	Spring 2022. Anticipated that it will remain in full operation until at least the second half of 2026.
Non-compliant vehicles impacted	Licensed Hackney Carriages Licensed PHVs Buses Coaches Minibuses LGVs HGVs



A vehicle checker to see whether your vehicle is compliant can be accessed online at: cleanairgm.com/vehicle-checker

Proposed charges in the GM Clean Air Zone



Daily charges would apply for each day a non-compliant vehicle is used within the GM CAZ, with one charge imposed per vehicle, per 'Charging Day' (midnight to midnight), however much a vehicle drives within the GM CAZ in that 24-hour period.

Owners or registered keepers of non-compliant vehicles used within the GM CAZ will be required to pay the relevant charge via a Central Government Payment Portal.

- **Licensed Hackney Carriages – £7.50**
- **Licensed Private Hire Vehicles – £7.50**
- **Minibuses – £10**
- **Vans – £10**
- **Buses – £60**
- **Coaches – £60**
- **HGVs – £60**

the charge for LGV's and minibuses has increased to £10 compared to £7.50 per day in the conversation

the charge for HGV's, buses and coaches is reduced to £60 compared to £100 per day in the conversation

- Better understanding of the vehicle fleets and markets in GM and nationally.
- Better understanding of the likely behavioural response to the charges.
- A range of options were tested to identify the lowest, most effective charge.

The Government intends that a user can pay 7 days in advance, including the journey date or 7 days retrospectively including the journey date.

Permanent exemptions set by Government



- **Historic vehicles** - Vehicles with a 'historic' vehicle tax class (vehicles built or first registered more than 40 years ago)
- **Military vehicles** - Vehicles in use by UK Armed Forces
- **Disabled passenger vehicles** - Vehicles within the DVLA Disabled Passenger Vehicle tax class, used by organisations providing transport for disabled people.
- **Specialist emergency service vehicles** - Specialist vehicles in use by emergency services, such as aerial ladders and major incident command vehicles.

Permanent local exemptions proposed by GM



- **Specialist Heavy Goods Vehicles** – types of heavily specialised HGVs, such as certain vehicles used in construction or vehicle recovery.
- **Non-road-going vehicles** – types of non-road going vehicles which are allowed to drive on the highway such as agricultural machines and mobile cranes
- **Vehicles used by emergency services** – vehicles associated with front line emergency response, and where it may generally not be practical to upgrade to a vehicle compliant
- **Community Minibuses** – operating under a permit under section 19 or section 22 of the Transport Act 1985
- **Showmen's Guild vehicles** – Fairground/funfair vehicles registered with the Showman's Guild
- **Driving within the zone because of a road diversion** – driving within the zone because of an active diversion, which would otherwise not have entered the GM CAZ.
- **Disabled Tax Class vehicles** – Vehicles used by, or for the purposes of a disabled person which are exempt from vehicle tax.

Temporary local exemptions proposed by GM until 31 December 2022



- **Coaches and buses** registered to a business address within GM and not used on a registered bus service in GM
- GM licensed **wheelchair accessible hackney carriage and private hire vehicles**
- Outstanding finance and lease on non-compliant vehicles until the agreement ends or until 31 December 2022 (whichever is sooner)
- **LGVs and minibuses** (which are not licensed taxis or PHVs)
- **Limited supply** (awaiting the delivery of a compliant vehicle)

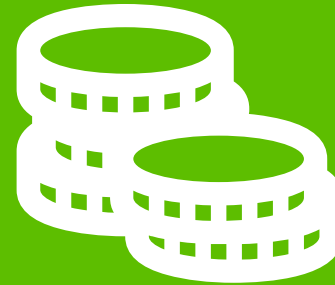
Permanent local discounts proposed by GM



- **GM licensed PHVs** owned or exclusively contracted by 1 person can apply for a **discounted charge of 5/7** of the weekly total from 2022.
- Owners or registered keepers of **leisure vehicles (>3.5t) in private ownership** registered to an address in GM can apply for a **discounted charge of £10 per day**.

The proposals:

Funding to support vulnerable groups



GM's Clean Air Funding



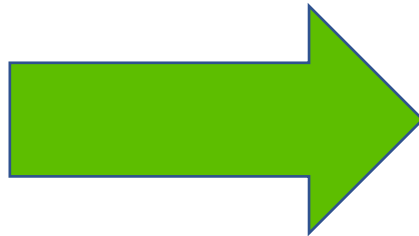
- GM is requesting a package of funding from Government totalling over £150m to support owners or registered keepers of non-compliant vehicles with the cost of upgrading to vehicles that don't incur a charge.
- Of the total request, so far £41m has been confirmed by Government and further awards are anticipated.
- This funding aims to mitigate negative social and economic effects on businesses and individuals most affected by the GM CAZ.
- Before COVID-19, GM was proposing a Hardship Fund of at least £10m to support individuals, companies and organisations who are assessed to be most economically vulnerable to the CAZ charge.
- The consultation is asking questions about the impact of COVID-19 to help establish the amount of hardship funding that GM needs.

Progress on funding to support vulnerable groups



In the OBC, GM said it would investigate a scheme to offer loans at preferential rates for the taking advantage of the Clean Air Funds.

The 'Conversation' also indicated that vehicle finance is needed to help owners upgrade their vehicles.



GM has developed a Vehicle Finance measure to facilitate access to vehicle finance to a wider range of applicants than would ordinarily be the case.

How the GM CAP will support vulnerable groups



Depending on your vehicle, individuals and businesses who are eligible for support will be able to choose between:

- 1.** A non-repayable grant to support the purchase, leasing or running costs of a new or second-hand compliant/zero emission capable vehicle, as a like-for-like replacement of an existing non-compliant vehicle;

OR

- 2.** A contribution to the cost of financing a replacement vehicle through the GM scheme, providing affordable access to credit to a wider range of applicants, and offering, on average, a value the same as the grant amount, up to a capped per-vehicle limit;

OR

- 3.** Funding towards a CVRAS-accredited retrofit solution, where one is available.

Proposed support



Light Goods Vehicles (vans)

Proposed support for those eligible with a non-compliant van.

Applies to these four vehicle types¹⁷

A grant of £3,500 per vehicle for replacement or vehicle finance contribution.

Limit of 10 vehicles per applicant.



Heavy Goods Vehicles

Proposed support for those eligible with a non-compliant HGV

Applies to these four vehicle types¹⁷

A grant of up to £5,500 per vehicle for replacement or vehicle finance contribution. Limit of 10 vehicles per applicant.

or

A grant of up to £16,000 per vehicle for retrofit. Limit of five vehicles per applicant.



Coaches

Proposed support for those eligible with a non-compliant coach.

Applies to these four vehicle types¹⁷

Grant of up to £16,000 per vehicle for replacement or retrofit or vehicle finance contribution.

Limit of 10 vehicles per applicant.



Minibuses

Proposed support for those eligible and have a non-compliant minibus.

Applies to these four vehicle types¹⁷

A grant of up to £5,000 for replacement or vehicle finance contribution for replacement of minibuses (which are not licensed taxis or PHVs or used on a registered bus service in GM).

Limit of 10 vehicles per applicant.

¹⁷ Available for vehicles registered in GM, small and micro businesses, sole traders, charities and social enterprises, private owners, initially targeted towards individuals and the smallest businesses with the oldest vehicles..

Proposed support



Buses

Proposed support for those eligible and have a non-compliant bus which is used on a registered bus service in GM.

Grant of up to £16,000 per vehicle for replacement or retrofit.

Bus operators will not be offered access to the vehicle finance scheme.

No proposed cap on number of vehicles per applicant.



Hackney carriages

Proposed support for those eligible with a non-compliant hackney carriage licensed with the Greater Manchester Authorities.

£10,000 per vehicle for a running costs grant or a contribution for vehicle finance, for a replacement zero emissions capable wheelchair accessible vehicle.

or

£5,000 grant towards an LPG retrofit.

There is also a UK government grant available of up to £7,500 for purchasing a new zero emissions capable vehicle.

Limit of 8 vehicles per applicant.



Private hire vehicles

Proposed support for those eligible with a non-compliant private hire vehicle licensed with the Greater Manchester Authorities.

£1,000 grant or vehicle finance contribution towards replacement to a compliant petrol or diesel vehicle

or

£2,000 grant or vehicle finance contribution towards replacement to a hybrid or plug-in hybrid

or

£2,500 running costs grant for replacement with a zero emissions capable vehicle.

or

£5,000 grant or vehicle finance contribution towards replacement of a minibus or WAV.

Limit of 10 vehicles per applicant.

GM Minimum Licensing Standards for taxis and PHVs

- Consultation on the proposed standards is running alongside the GM Clean Air Plan consultation, so those affected by both can understand the full impact of the proposals and respond to the consultations.
- It was agreed that GM needed to raise the minimum standard across all authorities.
- Some authorities may want to go beyond these, but needed a common foundation:
 - Promote public safety and visibility of the fleet
 - Customer focus – high standards of drivers
 - Supporting a move to a cleaner environment
 - Accessibility improvements
- By establishing and implementing Greater Manchester-wide minimum standards, we can help to ensure that all residents and visitors see these services as safe and reliable, and preferable to those not licensed by Greater Manchester local authorities.
- Questions about the impact of COVID-19 on the trade are also included in this consultation, which will inform the final standards.



**Greater Manchester
Minimum Licensing
Standards**

Help shape the final plan



- The consultations on Greater Manchester's Clean Air Plan and Minimum Licensing Standards for taxi and private hire services start on Thursday 8 October for eight weeks
- People can find out more and give their views at cleanairgm.com and gmtaxistandards.com
- The websites will host a virtual engagement space open 24/7 for eight weeks given government guidance around social distancing.

Any questions

Bolton | Bury | Manchester | Oldham | Rochdale
Salford | Stockport | Tameside | Trafford | Wigan



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