

## PLACE AND EXTERNAL RELATIONS SCRUTINY PANEL

**Day:** Tuesday  
**Date:** 11 June 2019  
**Time:** 6.00 pm  
**Place:** Committee Room 1, Tameside One

Item No.	AGENDA	Page No
1.	<b>APOLOGIES FOR ABSENCE</b>	
2.	<b>MINUTES</b>  To approve as a correct record, the Minutes of the proceedings of the Place and External Relations Scrutiny Panel held on 12 March 2019.	1 - 2
3.	<b>STATUTORY GUIDANCE FOR OVERVIEW AND SCRUTINY</b>  The Panel to receive a briefing note on the national scrutiny guidance published in May 2019, to inform the approach and activity for 2019/20.	3 - 4
4.	<b>ANNUAL WORK PROGRAMME</b>  The Panel to agree the Annual Work Programme for 2019/20.	5 - 6
5.	<b>GREATER MANCHESTER CLEAN AIR PROPOSALS</b>  The Panel to meet Gary Mongan, Regulatory Services Manager, to receive an update on the Greater Manchester Clean Air Proposals and information related to the open conversation.	7 - 32
6.	<b>DATE OF NEXT MEETING</b>  To note that the next meeting of the Place and External Relations Scrutiny Panel will take place on Tuesday 30 July 2019.	
7.	<b>URGENT ITEMS</b>  To consider any additional items the Chair is of the opinion shall be dealt with as a matter of urgency.	

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## **Place and External Relations Scrutiny Panel** **12 March 2019**

**Commenced:** 6.00pm

**Terminated:** 7.30pm

**Present:** Councillors Glover (Chair), Bailey (Deputy Chair), Bowerman, Choksi, J Fitzpatrick, A Holland, S Homer, J Lane, Lewis, Pearce, Sharif, Sidebottom.

**Apologies for absence:** Councillors Chadwick, Gosling, Patrick, Sweeton, Taylor.

### **33. MINUTES**

The minutes of the meeting of the Place and External Relations Scrutiny Panel held on 8 January 2019 were approved as a correct record.

### **34. ECONOMIC DEVELOPMENT AND GROWTH**

The Panel welcomed Councillor Ged Cooney, Executive Member for Economic Growth, Employment & Housing; Jayne Traverse, Director of Growth; David Berry, Head of Employment and Skills; and Matthew Kershaw, Project Manager, to receive information relating to future priorities for economic growth and development.

It was reported that Greater Manchester is one of three national trailblazers working to develop a Local Industrial Strategy. Tameside has already contributed to a draft which ensures greater focus on inclusive growth across the conurbation. Some of the issues for GM to consider are industries for the future and strengthening economic foundations.

A report from the Independent Prosperity Review recommends that the following areas are the focus for the GM Local Industrial Strategy.

- Advanced Materials
- Health innovation
- Manufacturing
- Digital and Creative Industries
- Professional Services
- Potential of Green Industries

During development stages it is important for Tameside to fully consider strategy implications and to submit a formal response where required. As a borough there is a requirement to review future objectives on how best to utilise local economic strengths to deliver growth. Cllr Cooney advised members that there is a need to upgrade physical and social infrastructure, to promote innovation and to establish strong connections with initiatives aimed at growing skill levels and pay.

It was reported that there is a local priority to increase the scale of programmes aimed at supporting links between health, access to employment and general productivity. There is also a wider opportunity to further develop advanced manufacturing to create future industry.

Panel members asked about future opportunities for Scrutiny to remain informed of strategy development and options to respond and inform local and regional consultation and engagement activity linked to economic growth and development incentives.

Ms Traverse advised members that there is a need to utilise local economic strengths to deliver growth and also consider the range of strategies currently open and in development. It is important for Tameside to deliver core documents and ensure strategies are aligned to deliver improvements in social and economic outcomes for residents and business, with a strategic ambition to deliver 'grow on' space and supporting businesses to remain in Tameside.

It will become increasingly important for Scrutiny to contribute to local and regional issues. Options will be explored to ensure all relevant consultation and engagement projects are shared with members to formulate a collective response on behalf of the Panel. Future developments can also inform topics to be considered during 2019/20 and beyond.

**Resolved:** That Councillor Cooney and officers be thanked for attending the meeting.

### **35. RESPONSE TO COMMUNITY SAFETY**

Members reviewed the Panel's formal response letter on Community Safety, which provides a summary of discussion points and concerns raised at the meeting of 8 January 2019. The Chair confirmed that the letter had been sent to the Executive Member for Neighbourhood Services on 23 January 2019.

### **36. SCRUTINY BUDGET LETTER**

The Chair updated members on the Scrutiny Budget Letter submitted to the Deputy Executive Leader and the Director of Finance (Section 151 Officer) on 30 January 2019. This was the first occasion that the invitation had been extended to all scrutiny members, with briefing sessions held on 28 January 2019. The letter provides a formal response to the consultation and includes a summary of the main discussion points.

### **37. CHAIR'S UPDATE**

The Chair provided a verbal update and recap on activity undertaken by the Panel, the improved responsiveness in reporting and links with the Executive. This included:

- Air Quality
- Economic Strategy
- Response to STAR Procurement and Community Safety
- Training for all Scrutiny Members
- Monthly update emails
- Scrutiny budget session for all members

### **38. DATE OF NEXT MEETING**

To note that this is the last meeting of the Place and External Relations Scrutiny Panel for the 2018/19 municipal year.

### **39. URGENT ITEMS**

The Chair reported that there were no urgent items for consideration at this meeting.

**CHAIR**

## **Statutory Scrutiny Guidance – May 2019**

The new statutory guidance, published in May 2019, is from the Ministry of Housing, Communities and Local Government. Local authorities must have regard to it when exercising their scrutiny functions and it is directly aimed at local authorities in England. In particular attention is drawn to the purpose of overview and scrutiny, what effective scrutiny looks like, general conduct and the benefits it can bring.

There is recognition to the way each authority approaches scrutiny, the different procedures in place and acknowledgement that what works well for one may not work for another. This briefing note summarises the key points and recommendations published in the guidance to inform scrutiny practice in Tameside.

### **Effective Overview and Scrutiny should:**

- Provide constructive 'critical friend' challenge.
- Amplify the voices and concerns of the public.
- Be led by independent people who take responsibility for their role.
- Drive improvement in public services.

While everyone in an authority can play a role in creating an environment conducive to effective scrutiny, it is important that this is led and owned by members, given their role in setting and maintaining the culture of an authority. It is important to remember that the effectiveness of scrutiny, or lack thereof, is often considered by external bodies such as regulators and inspectors.

Authorities can establish a strong organisational culture by:

### **Recognising Scrutiny's legal and democratic legitimacy**

All members and officers should recognise and appreciate the importance and legitimacy scrutiny is afforded by law. Councillors, by nature, have a closer connection and insight to residents and local people, which in itself brings a unique legitimacy with the ability to consult and seek views and opinions.

### **Identifying a clear role and focus**

Prioritisation is necessary to ensure the scrutiny function concentrates on delivering work that is of genuine value and has relevance to the wider work and priorities of the authority. This is often one of the most challenging parts of scrutiny and a critical element to get right if it is to be truly recognised as a strategic function.

A clear division of responsibilities between scrutiny and audit functions. While it is appropriate for scrutiny to pay due regard to the authority's financial position, this will need to happen in context of the formal audit role.

### **Engagement between the Executive and Scrutiny**

To ensure early and regular discussion takes place between Scrutiny and the Executive, especially with regarding activity and work programmes. The Scrutiny Chair should determine the nature and extent of an Executive Member's participation in both formal and informal activity of the Panel.

### **Influence**

Scrutiny does have the power to 'Call In' decisions and to ask the Executive to reconsider before implementation. This should not be viewed as a substitute for early involvement in the decision making process or as a party political tool.

Appointed Scrutiny Chair's should pay special attention to the need to guard the Panel's independence. Importantly, they should take care to avoid the committee being viewed as, a de facto opposition to the Executive.

## **Access to information**

Scrutiny members should have access to a regularly available source of key information. This can link directly to performance and risk to inform work priorities. While each request for information should be judged on its individual merits, it is best practice to adopt an agreed position of sharing information that is deemed to be appropriate for the remit and role of scrutiny.

## **Planning work**

While scrutiny has a range of oversight powers, it can be difficult for authorities to support a function that carries out generalised reviews across a wide range of issues experienced by residents. Prioritisation is necessary, which means that while there might be things that, despite being important, scrutiny will not be able to look at.

Applying this focus does not mean that certain subjects are 'off limits'. It is more about looking at topics and deciding whether their relative importance, given available timescales and resource, justifies the positive impact that scrutiny involvement could bring.

The approach to shortlisting topics should reflect scrutiny's overall role within the authority. When considering whether an item should be included in the work programme, the questions to consider are:

- Do we understand the benefits scrutiny would bring to this issue?
- How could we best carry out work on this subject?
- What would be the best outcome of this work?
- How would this work engage with activity of the Executive and other decision makers, including partners?

Scrutiny Panels should consider keeping work priorities under regular review. It is likely to be easier to do this outside of the committee, or to bring a more formal update as a matter of course.

## **Carrying out work**

Selected topics can be scrutinised in several ways, including:

- **Single agenda item at a formal panel meeting** – can present limited opportunity for effective scrutiny, but may be appropriate for some issues or where the committee wants to maintain closer oversight to a specific issue.
- **A single (one-off) meeting** – This can provide an opportunity to have a single public meeting about a given subject, or to have a meeting at which evidence is taken from a number of witnesses.
- **Task and finish** – short, sharp scrutiny reviews are likely to be most effective even for complex topics. The focused approach can ensure members can swiftly reach conclusions and make recommendations.
- **Longer and more in-depth reviews** – activity spread over a longer period can still be appropriate in certain instances. However, the nature of this work and time commitments can present further issues, unless for the most complex matters.
- **Establishing a standing panel** – this may be necessary to keep a watching brief over a local issue, especially where members feel a need to convene regularly to carry out such oversight.

## **Planning and preparation**

Good preparation is a vital part of conducting effective evidence sessions. Members should have a clear idea of what is needed from each meeting and appreciate that success will depend on their ability to work together on the day. Effective planning should mean that at the end of a session it is relatively straightforward for the Chair to draw together themes and highlight key findings.

In order to improve the responsiveness of scrutiny activity it may be necessary for the Chair to seek approval of members to progress review activity outside of the formal meetings in a way to prevent delay in key findings and recommendations being shared with the Executive.

## **SCRUTINY ACTIVITY AND WORK PROGRAMMES – 2019/20 / 2020/21**

Work has been undertaken to develop a list of topics for consideration. This includes review topics and planned updates, 'check and challenge', for the year ahead. The discussion will directly inform the Scrutiny Annual Work Programmes for 2019/20 and into 2020/21, to be tabled at the meeting of Overview (Audit) Panel on 29 July 2019.

In the main, Scrutiny activity will be planned and delivered in line with 2018/19. The six formal meetings will be used to receive updates, approve reports, the evaluation of past recommendations and shorter reviews.

Plans are in place to keep scrutiny members informed on the range of engagement and consultation activity taking place both within the Council and across partners. Where deemed appropriate, the wider development of scrutiny may include project support and service development work under the supervision of the Executive.

### **Topics for consideration**

<b>Integrated Care and Wellbeing Scrutiny Panel</b>	
<b>Consultation Response / Input to Policy Development</b>	
•	Age Friendly (ongoing)
•	GM Drug and Alcohol Strategy (ongoing)
•	Support for victims of domestic abuse in safe accommodation (National – 2 August 2019)
•	SEND and AP provision: call for evidence (National – 31 July 2019)
•	The Panel to receive regular updates during the year regarding new and emerging areas.
<b>Quick review 'Check and Challenge'</b>	
•	Children's Services Improvement
•	Urgent Care - impact
•	Children's safeguarding arrangements
•	Adults – homecare commissioning and new delivery model
•	SEND – commissioning and provision
•	Foster Carers – recruitment and retention
<b>In-depth Review</b>	
•	Children's mental health and wellbeing
•	School Attendance / Exclusions
•	Early Help Offer to Children and Families – demand/sustainability
<b>Follow-up / Past Recommendations / Ongoing</b>	
•	Children's Services Improvement
•	Suicide Prevention
•	Quality of Care Homes

<b>Place and External Relations Scrutiny Panel</b>	
<b>Consultation Response / Input to Policy Development</b>	
•	GM Clean Air (30 June 2019)
•	GM Plan for Homes, Jobs and Environment (2 <sup>nd</sup> phase autumn 2019)
•	GMCA Culture Strategy (Consultation mid 2019)
•	GM 5 Year Environmental Plan (launched March 2019)
•	Local Industrial Strategy (ongoing)
•	The Panel to receive regular updates during the year regarding new and emerging areas.
<b>Quick Review 'Check and Challenge'</b>	
•	Private Rented Sector – improving quality and standards
•	Community Safety Partnership / Strategy
•	Libraries – Open+ implementation and impact
•	Outdoor spaces - public realm / parks / playgrounds / countryside
<b>In-depth Review</b>	

• Green Agenda – environmental impacts / energy use / plastics / key partners
• Customer contact – experience / impact / complaints / tracking
• Asset management / land sales
<b>Follow-up / Past Recommendations / Ongoing</b>
• Homelessness
• Procurement arrangements – contracts / delivering value for money / STAR

### **Proposed Timetable**

**11 June 2019** – PER Scrutiny Panel – approves / signs off the programme.

**13 June 2019** – ICW Scrutiny Panel – approves / signs off the programme.

**29 July 2019** – Overview (Audit) Panel - to receive the final Scrutiny work programmes.



# Proposals to improve air quality for Greater Manchester

Join the conversation at [cleanairgm.com](https://cleanairgm.com)

## In brief

- Pollution from road traffic is linked to a wide range of serious illnesses and conditions.
- It contributes to the equivalent of 1,200 deaths a year in Greater Manchester alone.
- Many local roads in our region have levels of harmful nitrogen dioxide (NO<sub>2</sub>) which are above legal limits.
- The Government has instructed us (and many other UK cities) to take quick action to reduce NO<sub>2</sub> emissions, which are mainly produced by older diesel engines.
- Greater Manchester local authorities are working together to develop a Clean Air Plan to tackle air pollution on local roads.

# Greater Manchester Clean Air Plan proposals

- To introduce a **Clean Air Zone** across the whole of **Greater Manchester** in two phases from 2021.
- In 2021 non-compliant buses, coaches, taxis, private hire vehicles and HGVs would pay a daily penalty.
- In 2023 non-compliant vans and minibuses would pay a daily penalty.
- Cars (other than private hire vehicles), motorbikes and mopeds are out of scope.



# Greater Manchester Clean Air Plan proposals

- **A multi-million pound funding package** to support local business to upgrade to cleaner vehicles.
- Under our current proposals, the funds will support:
  - Taxis and private hire vehicles licensed in GM.
  - HGVs, vans, minibuses and coaches registered in GM.
  - Buses/coaches operating as registered services within GM.
- **Treble the number of electric vehicle public charging points in GM.**
- **Helping Greater Manchester switch to greener transport.**

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# Greater Manchester Clean Air Plan proposals

Sitting alongside this package of measures is the ask of actions needed from government:

- 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;
- Replacement of non-compliant buses;
- A clear instruction to Highways England with regard to air pollution from the strategic highway network in GM.



# How the GM Clean Air Plan Proposals have been developed

## The legal requirements

- The Government has instructed us (and many other UK cities) to take quick action to reduce NO<sub>2</sub> emissions, which are mainly produced by older diesel engines.
- Responsibility for complying with legal NO<sub>2</sub> limits sits with the local authorities where NO<sub>2</sub> levels are predicted to continue to breach those limits. It has directed more than 60 local authorities to take action to bring NO<sub>2</sub> levels within legal limits in “the shortest possible time”.

## The Greater Manchester approach

- Greater Manchester local authorities are working together to develop a Clean Air Plan to tackle air pollution on local roads.



# Progress so far

## Step 1: The Strategic Outline Case

- This set out 96 potential measures to tackle NO<sub>2</sub> exceedances.
- The 96 potential measures were further refined to a shortlist of 17.

## Step 2: Developing the options

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From the shortlisted measures a number of options were developed.

We assessed these options using the Government's 'primary and secondary success criteria'.

- Three options were identified which would **deliver compliance by 2024**, they were:
  - Proposals including a GM-wide Clean Air Zone to include non-compliant cars within the inner ring road, and wide-ranging support measures.
  - Proposals including a GM-wide Clean Air Zone with an Ultra-Low Emission Zone within the inner ring road, and wide-ranging support measures
  - Proposals including a GM-wide Clean Air Zone and wide-ranging support measures

# Identifying the best way forward for GM

## Identifying the best way forward for Greater Manchester

- The Government's secondary success criteria were applied to arrive at a preferred option.
- These include consideration of the wider impacts of the proposals and the cost to implement them.

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This identified **the proposals including a GM-wide Clean Air Zone and wide-ranging support measures** as the best way forward for tackling Greater Manchester's NO<sub>2</sub> issue.

- Modelling shows that they would achieve the required reduction in NO<sub>2</sub> levels in the shortest possible time, in the most cost effective way, whilst minimising the wider impacts on the people and economy of Greater Manchester.

## Estimated date of compliance

- Once the GM Clean Air Plan is in place, it is estimated that every site within Greater Manchester will have NO<sub>2</sub> within the legal limit (of 40 micrograms per cubic metre) by **2024**.
- If no action was taken the estimated date of legal compliance is **2027**.



# A Greater Manchester Clean Air Zone

- We are proposing to introduce a Clean Air Zone across the whole of Greater Manchester in two phases from 2021.
- Vehicles with the highest NO<sub>2</sub> emissions would need to pay a daily penalty to travel into and within the whole of Greater Manchester.



## What is a Clean Air Zone?

- This is a designated area within which certain higher-pollution vehicles would pay a charge (referred to as a daily penalty) to drive.
- Vehicles which **do not comply with the required emissions standards** would pay a **daily penalty** for each day on which they drive into, out of, within or through the Clean Air Zone.
- Failure to pay the daily penalty would result in the issue of a penalty charge notice (PCN), requiring an additional payment.
- A Clean Air Zone is not the same as a Congestion Charging Zone, which charges all vehicles that enter the Zone



# The proposed Clean Air Zone boundary

- The Clean Air Zone would cover the whole of Greater Manchester, so we don't shift pollution from one area to another.
- The exact boundary will be developed by looking in detail at:
  - the layout of the road network
  - and using feedback from this conversation.
- It will be included in the statutory public consultation for further feedback.

Greater Manchester  
Clean Air Zone






# Which vehicles are affected by the proposed Clean Air Zone?

Vehicle type	Will be affected by the Clean Air Zone	Emission standards for a non-compliant vehicle that would pay a daily penalty	Date the Clean Air Zone would come in, so a non-compliant vehicle would pay a daily penalty	Emission standards for a compliant vehicle that would not pay a daily penalty
 Buses and coaches	Yes	Euro 5 or earlier engines (typically registered before 2013).	2021	Euro 6 (typically registered 2013 onwards).
 Taxis and private hire vehicles	Yes	Euro 5 or earlier diesel engines (typically registered before 2016).  Euro 3 or earlier petrol engines (typically registered before 2005).	2021	Euro 6 diesel engines (typically registered 2016 onwards).  Euro 4 or later petrol engines (typically registered 2005 onwards).




# Which vehicles are affected by the proposed Clean Air Zone?

Vehicle type	Will be affected by the Clean Air Zone	Emission standards for a non-compliant vehicle that would pay a daily penalty	Date the Clean Air Zone would come in, so a non-compliant vehicle would pay a daily penalty	Emission standards for a compliant vehicle that would not pay a daily penalty
 HGVs	Yes	Euro 5 or earlier engines (typically registered before 2013).	2021	Euro 6 (typically registered 2013 onwards).
 Vans, minibuses, motorhomes and motorised horseboxes (with a maximum weight of 3.5 tonnes when not carrying a load)	Yes	Diesel engines which are Euro 5 or earlier (typically registered before 2016).  Petrol engines which are Euro 3 or earlier for petrol (typically those registered before 2005).	2023	Diesel engines which are Euro 6 (typically registered 2016 onwards).  Petrol engines which are Euro 4 or later for petrol (typically those registered 2005 onwards).  Ultra low emission vehicles.
 Cars (other than private hire vehicles), motorbikes and mopeds	No	N/A	N/A	N/A

## How would the Clean Air Zone work?

- The Clean Air Zone would operate 24 hours a day, seven days a week.
- Non-compliant vehicles entering and/or travelling within or through Greater Manchester would be subject to a daily penalty, except for journeys made only on the Strategic Road Network
- The details of how the Clean Air Zone would work are still being developed, our current expectations are that:
  - A central payment portal will be in place.
  - Signage will be the same across the UK – designed by Government.
  - ANPR cameras would be deployed across the region
  - More detail on the workings of the Clean Air Zone will be included for feedback in the statutory public consultation.

# How much is the proposed daily penalty?

Vehicle type	Proposed daily penalty for non-compliant vehicles driving into, out of, within or through Greater Manchester	Proposed PCN charge (additional to the daily penalty)
 Taxis/private hire vehicles	£7.50 from 2021	£120
 HGVs	£100 from 2021	£120
 Buses/coaches	£100 from 2021	£120
 Vans, minibuses, motorhomes and motorised horseboxes	£7.50 from 2023	£120
 Cars, motorbikes and mopeds	N/A	N/A




- We are seeking views on the proposed daily penalties and PCN charges through the conversation.
- The proposed daily penalties and PCN charge will be included for further feedback in the statutory public consultation.
- Any income from the Clean Air Zone would be used to cover its running costs. After that, any leftover money would be spent on improving transport in Greater Manchester.

## Proposed exemptions to the Clean Air Zone

- Government has set out a list of specific vehicle types that should generally be exempt from a daily penalty, for example because of their age or unsuitability for replacement or upgrading.
- There are no proposals at this stage for any other vehicle types to be exempt from the daily penalty.
- Feedback from this conversation may highlight additional vehicles for consideration for an exemption.



# Funding to clean up GM's non-compliant vehicles

 HGVs, coaches, vans, minibuses, motorhomes and motorised horseboxes	Clean Freight Fund	£59m*
 Buses and coaches	Clean Bus Fund	£29m*
 Taxis and private hire vehicles	Clean Taxi Fund	£28m*

Under our current proposals, the funds will support:

- Taxis and private hire vehicles licensed in Greater Manchester.
- HGVs and vans, minibuses and coaches (not used as a registered bus service) and other commercial vehicles may be eligible, which are registered in Greater Manchester.

- Buses/coaches operating as registered services within Greater Manchester.
- Your responses to this conversation will help us to develop the detail of these funds. Further information on how these funds will operate will then be set out in the statutory public consultation.

\* The indicative funding amounts above are subject to Government approval and further refinement.

# The GM Common Minimum Standards

- The ten local authorities in Greater Manchester have been working together to come up with a set of Common Minimum Standards for taxis and private hire:
  - vehicles,
  - drivers,
  - operators,
  - and licensing authorities.
- A public consultation will be held on the GM Common Minimum Standards.
- This will take place alongside the consultation on the detailed Clean Air Plan, to make sure the two proposals complement each other.

# Helping Greater Manchester go electric

- We want to almost treble the number of electric vehicle charging points in GM.
- Our proposals include a £25 million funding ask to install another 600 rapid charging points (300 double-headed chargers) across the 10 council areas of GM.
- Some of these charging points are planned for use by electric taxis and PHVs only.
- There will also be activity to promote electric vehicles across Greater Manchester.
- We want to hear from you about how this could work for you or your business or organisation.
- Your feedback will help shape the development of the proposals.

## Helping GM switch to greener transport

- Our proposals aim to help people, businesses, and organisations including schools across Greater Manchester play their part to reduce air pollution. This could include:
  - helping people to use their car less, especially for shorter journeys,
  - helping businesses to change their fleet so it is cleaner,
  - Working with businesses to promote cycle to work schemes.
  - Promoting and supporting car share and car club schemes.
  - Further work to improve cycle lanes and cycle routes across Greater Manchester.
  - And more.
- At this stage we want to hear your views about these initiatives and how they could work for you.

## Other measures being considered

- As well as the proposals already mentioned, we are also looking at:
  - Local authority and Greater Manchester fleet upgrades (e.g. gritters, park maintenance vehicles).
  - A review of council parking policies.
  - Working with operators to support increased bus travel.

## Next steps

- The proposals have been submitted to Government, and we are awaiting feedback.
- More work is being undertaken to understand the impacts of the proposals at this stage.
- The GM Clean Air Plan Outline Business Case includes an Equality Impact Assessment.
- This conversation will help us to identify any additional issues and further develop the Equality Impact Assessments for the detailed proposals which will be set out in the subsequent statutory consultation.
- The GM Clean Air Plan proposals will be developed in more detail over the coming months, informed by your responses.

# **Have your say on the proposals - We are asking about...**

**1. The process to develop our proposals and the other options that were considered.**

**2. The Greater Manchester Clean Air Zone, including:**

- The proposed boundary.
- The proposed daily penalties and Penalty Charge Notice (PCN).
- The proposed timescales for introducing the Clean Air Zone.
- The vehicles that should be exempt from paying the daily penalty.
- And any other feedback you have about the Clean Air Zone proposals.

# Have your say on the proposals We are asking about...

## **3. Funding to clean up GM's non-compliant vehicles, including:**

- How the funds should work.
- Whether other financial support should be available to help people and businesses move to cleaner vehicles.

## **4. Helping Greater Manchester go electric, including:**

- Where the additional points should be located.

## **5. Helping Greater Manchester switch to greener transport, including:**

- How best to help people, businesses and organisations, including schools across Greater Manchester, to play their part to reduce air pollution.



## Join the conversation

- Visit **cleanairgm.com** to have your say on the proposals.
- The survey is open between **13 May – 30 June 2019**.
- The GM Clean Air Plan proposals will be developed in more detail over the coming months, informed by your responses.
- In the future, there will be a statutory public consultation which will give you an opportunity to have your say on the detailed Clean Air proposals.



Join the conversation  
**cleanairgm.com**

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