

Greater Manchester Clean Air Plan

June 2021



Cleaning up our air

Air pollution is linked to a range of very serious health conditions and contributes to early deaths. Greater Manchester (GM) is taking action to improve air quality on local roads – now and for future generations.

All ten GM local authorities have worked together to develop a joint Clean Air Plan. This includes:

- A government-mandated category C charging GM-wide Clean Air Zone, to secure compliance with nitrogen dioxide (NO₂) legal limits on local roads in the shortest possible time, and by 2024 at the latest.
- Multi-million pound funding support for GM businesses and organisations to upgrade eligible non-compliant vehicles.

Following a review of all the information gathered through the eight-week long public consultation in 2020 – and wider data, evidence and modelling work – the final Clean Air Plan has now been published. The plan will be considered by ten GM local authorities by the end of July 2021.

Changes to the GM Clean Air Plan

Analysis of Greater Manchester's air quality has shown that short term improvements in air quality during the pandemic will not be enough to meet legal limits for harmful nitrogen dioxide emissions in the longer term without a Clean Air Zone.

The final plan takes into account the impact of the pandemic on GM businesses who need support to upgrade their vehicles, while making sure that the city-region improves its air quality in the shortest possible time.

Key changes include:

- Temporary exemption from the daily Clean Air Zone charge until 31 May 2023 for taxis and private hire vehicles (PHVs) licensed in Greater Manchester. Vans, minibuses, GM-registered coaches and wheelchair-accessible taxis were already exempt from daily charges until 2023. This is due to the economic impact of the pandemic on those sectors.
- Increased grant funding will be available for those who need it most, including PHVs, coaches, HGVs and vans.
- More options for replacement and retrofit for hackney carriages, PHVs, minibuses and vans.
- Feedback from the consultation highlighted motorhomes can be classified in more than one way by the DVLA. It is recommended that a consultation is held on the inclusion of motorhomes classified as M1SP in the GM Clean Air Zone charges.
- Following feedback, minor modifications have also been made to the Clean Air Zone boundary to include the A575 and A580 at Worsley, subject to consultation.
- Insufficient government funding has been allocated to deliver the 'Try before you buy' electric vehicle hackney carriage scheme. It's proposed the £0.5m allocated will be used to install up to eight additional electric vehicle charging points dedicated for hackney carriage and PHV drivers.

Daily charges remain the same, as lower charges mean more are likely to 'stay and pay', which imposes costs onto businesses without delivering air quality benefits.



Proposed Final GM Clean Air Zone changes at a glance

GM-wide CAZ C implemented from 31st May 2022* - with more time, more money and more options for those most affected

*Temporary exemptions to 31 May 2023 for LGVs, coaches, GM-licensed hackney carriages and private hire vehicles.

- Propose to consult on the inclusion of the A575 and A580 at Worsley.
- No change to the hours of operation or management of the scheme proposed.
- Propose to consult on inclusion of M1SP motorhomes for parity between vehicles of the same type.

Daily charge levels

No change to charges proposed.

Lower charges mean more people stay & pay imposing costs on businesses without delivering air quality benefits - so improving support (more time / more money) is a better mitigation.

Permanent discounts & exemptions

Public support for principles.

New exemptions proposed for specific groups in line with principles; and definitions of discounts & exemptions improved to better meet objectives.

Proposed private hire vehicle discount replaced with temporary exemption as more appropriate means of support.

*Temporary exemptions

Feedback that vulnerable groups needed more time due to pandemic.

Propose widening scope so all LGVs, minibuses, coaches, GM-licensed hackney carriages and private hire vehicles can benefit and a temporary exemption for these groups until to 31 May 2023 to allow more time without affecting the year of compliance with legal limits for nitrogen dioxide.

Clean Vehicle Funds

Greater Manchester has secured over £120m in government funding to help Greater Manchester's people, businesses and organisations prepare:

- **£87.9m Clean Commercial Vehicle Fund:** LGV (£70m), HGV (£7.6m), coach (£4.4m), minibus (£2m).
- **£21.4m Clean Taxi Fund:** private hire vehicles (£10.2m), hackney carriages (£9.5m).
- **£14.7m Bus Retrofit Fund:** to retrofit non-compliant buses running services in GM.
- **£3.2m Bus Replacement Fund:** to support replacement of non-compliant buses that can't be retrofitted.

An additional 5% has been awarded to the ten GM local authorities by government to administer this funding.

Additional funding has also been secured for over 30 taxi-only electric vehicle charging points at strategic sites across the city-region.

This clean vehicle funding will help eligible small and micro businesses, sole traders, self-employed, charities and social enterprises to upgrade non-compliant commercial vehicles and avoid a daily charge. Clean Vehicle Funds will be open for application from November 2021. This would be as a lump sum grant, contribution towards vehicle financing or a combination. Full details of financial support for vehicle owners is available at cleanairgm.com/clean-air-plans



Hardship Fund

The final GM Clean Air Plan does not include a Hardship Fund. Although feedback from the consultation and the impact of COVID-19 research found that further support was required for GM businesses, government ministers do not agree that a Hardship Fund is the best way to mitigate the impact of uncertainty due to the pandemic. Ministers cite other COVID-response government schemes (not specific to Clean Air Plans) being available to address wider business impacts. However, government has confirmed that they wish to ensure that Clean Air Funds can be adapted if necessary and that they will continue to work with GM to understand the situation, including the funding position if the impacts prove to be more severe than forecast.

As further funding to address potential cases of hardship may be needed, Greater Manchester authorities will be monitoring the situation very closely to ensure that they can take up the government's offer to review the need for further funding if the need can be demonstrated.

Next steps

1. Final Clean Air Plan considered by ten Greater Manchester local authorities **(by end July 2021)**.
2. Subject to local authority approval, a consultation will be held on the proposed inclusion of M1SP class motorhomes within the scope of Clean Air Zone charges **(September/October 2021)**.
3. Subject to local authority approval, a consultation will be held on a modification to the Clean Air Zone boundary to include the A575 and A580 at Worsley **(September/October 2021)**.
4. Clean Vehicle Funds open for applications from Greater Manchester businesses **(November 2021)**.
5. Clean Air Zone is anticipated to launch on 30 May 2022, subject to joint agreement with government on scheme readiness, including the Central Charging Portal and national vehicle checker.

Find out more

To find out more about the proposals and to sign up for updates, visit cleanairgm.com. If you have an enquiry please email info@cleanairgm.com.

For media enquiries, call **0161 244 1055** or email mediarelations@tfgm.com

Greater Manchester Clean Air Zone

Government has directed Greater Manchester to introduce a Category C Clean Air Zone. The Zone is expected to be introduced in phases:

- Monday 30 May 2022 for HGVs, buses, hackney carriages and private hire vehicles not licensed in GM.
- Thursday 1 June 2023 for LGVs, minibuses, coaches and GM-licensed hackney carriages and private hire vehicles.

Vehicles that do not meet emission standards will pay a daily charge to travel in the Zone. Private cars, motorbikes and mopeds are not included.

The Clean Air Zone is designed to improve air quality by encouraging upgrades to cleaner vehicles. It is not the same as a Congestion Charge Zone, where all or most vehicles are charged to drive.

What area will it cover?

All roads within Greater Manchester¹, apart from roads managed by Highways England such as motorways and trunk roads, will be included in the Clean Air Zone. However, ministers have agreed to include a section of the A57 and A628 within the Zone. This is subject to Tameside Council, Highways England and TfGM establishing how the charging will be applied to this section of road, therefore this stretch of road may not be included from the start of the Clean Air Zone operation. You can find out more detail by visiting cleanairm.com/clean-air-zone-map



How will it operate?

The Zone will run seven days a week, 24 hours a day. It would be enforced by a network of Automatic Number Plate Recognition (ANPR) cameras. Those vehicles liable to pay the charge will pay using the government’s online portal. Discounts and exemptions will be available for some vehicle types. Some exemptions are temporary, some are permanent, and some are for taxis and private hire vehicles licensed with the ten Greater Manchester local authorities only.

Proposed final daily charges and funding support

Given more time
 Offer increased per vehicle
 New Offer

Vehicle type	Daily Charge	When charged from	Replacement Funding	Retrofit Funding
Bus	£60	End May 2022	£16k	£16k
HGV	£60	End May 2022	Up to £12k	£16k
Coach	£60	End May 2023	£32k	£16k
Van	£10	End May 2023	Up to £4.5k	£5k
Minibus	£10	End May 2023	£5k	£5k
GM Hackney Cab	£7.50	End May 2023	Up to £10k	£5k
GM PHV	£7.50	End May 2023	Up to £6k	£5k

¹ There is a proposal to exclude a small stretch of the A555 from the junction with the B5166 in the west to the junction with A523 in the east (from Styal Road to the Macclesfield Road junction). This is to enable movements between Poynton and Handforth (which are towns located in the district of Cheshire East), to continue uncharged, given the expectation that implementing a charge would result in local journeys returning to the roads that the A555 was designed to reduce.