

Clean Air Greater Manchester

Preparing for cleaner air in Greater Manchester

17 August 2022



In summary

- **Greater Manchester (GM) remains under a legal direction** to deliver compliance with legal nitrogen dioxide (NO₂) limits in the shortest possible time and **by 2026 at the latest**.
- GM local authorities have submitted the case for a new Greater Manchester Clean Air Plan (GM CAP) to government. A response is expected from government after the new Prime Minister is in place.
- The case for a new plan sets out evidence supporting an investment-led approach, **with no charging Clean Air Zone**, to address the city-region's NO₂ air pollution problem.
- An investment-led, **non-charging GM CAP** will aim to encourage upgrade to cleaner vehicles, leading to better air quality, by targeting financial support at category B vehicles, which includes **buses, coaches, taxis, PHVs and HGVs**. Funding is **NOT** proposed for **vans, LGVs and minibuses** (unless a minibus is licensed as a PHV), as these are category C classified vehicles.
- **Private cars, motorbikes and mopeds** are **NOT** included in Greater Manchester's Clean Air Plans.
- Modelling shows that NO₂ exceedances become more localised from 2025 onwards, with breaches only forecast at specific locations in Manchester, Salford and Bury. New opportunities - via the approval of bus franchising and new funding for electric buses – mean GM could directly tackle sources of emissions in a different, more targeted way.
- Unlike the previous charging category C Clean Air Zone scheme defined by government guidance, the investment-led approach seeks to attend to the cost-of-living crisis, actively considers the ongoing impacts of the pandemic and the global vehicle supply chain.
- **Next steps:** while GM waits for feedback from government, participatory policy development will take place with key stakeholders to develop and shape the new Clean Air Plan Policy, including proposals for funding support, in line with the investment-led, non-charging approach. A public consultation on the new Clean Air Plan proposals will then take place in early 2023, subject to government feedback.

Cleaning up the air

Greater Manchester (GM) has illegal levels of nitrogen dioxide (NO₂) air pollution on local roads across the city-region. This affects everyone's health, particularly the most vulnerable people in our society: deprived communities, children, elderly people and those with chronic conditions like asthma, heart disease, stroke and some cancers. Public Health England calculate that poor air quality contributed to the equivalent of 1,200 early deaths per year in Greater Manchester in 2016 through its **Public Health Outcomes Framework**, which gave a spatial breakdown of deaths attributable to air pollution.

The 10 GM local authorities remain committed to cleaning up the air residents breathe. The investment-led, non-charging approach intends to help people to make a change to cleaner vehicles in a way that does not put jobs, livelihoods and businesses at risk.

Why a new plan?

The previous Clean Air Plan was designed to comply with a legal direction from government issued before the coronavirus pandemic. However, since then challenging economic conditions, ongoing pandemic impacts and rising vehicle prices mean the original plan of a city-region charging Clean Air Zone is no longer the right solution to achieve compliance.

In addition, new opportunities have arisen – via the approval of bus franchising and new funding for electric buses – that mean GM could directly tackle a major source of emissions in a different, more targeted way. Modelling shows that NO₂ exceedances become more localised from 2025 onwards, with breaches only forecast at specific locations in Manchester, Salford and Bury. Therefore, action can be targeted at those locations suffering the worst air quality.

Following evidence submitted by the GM Mayor and Leaders that the previous Clean Air Plan was unworkable, government agreed in February 2022 to lift the legal direction requiring the 10 GM local authorities to implement a category C Clean Air Zone to deliver compliance with NO₂ legal limits on the local road network in the shortest possible time and by 2024 at the latest.

The government issued a new direction to the GM authorities to review plans and achieve compliance in the shortest possible time and by 2026 at the latest.

An investment-led, non-charging Clean Air Plan

The case for a new GM CAP sets out evidence supporting an investment-led approach, with no charging Clean Air Zone, to address the city-region's NO₂ air pollution problem in a way that does not cause negative socio-economic impacts to residents.

An investment-led, non-charging GM CAP will aim to encourage upgrade to cleaner vehicles, leading to better air quality, by targeting financial support at category B vehicles, which includes buses, coaches, taxis, PHVs and HGVs. Funding is NOT proposed for vans, LGVs and minibuses, as these are category C classified vehicles. The funding amounts and eligibility will be thoroughly explored, analysed and worked out through the participatory policy approach in the coming months. **Private cars, motorbikes and mopeds are NOT** included in Greater Manchester's Clean Air Plans.

The new plan will use the £120 million of Clean Air funding that the government has awarded to GM to deliver an investment-led approach through category B vehicle upgrades, rather than imposing daily charges. The new plan also considers the significant beneficial effects that the delivery of electric buses will have along key routes. This includes the 170 zero-emission buses – equal to 10% of the whole bus fleet in the city-region – due to run from Stockport by 2024, and the 50 new zero-emission buses which will be brought into service from September 2023 with the launch of the regulated bus system in Wigan and Bolton. GM's City Region Sustainable Transport Settlement (CRSTS) funding also provides significant funding to deliver additional zero-emission buses, with £115m earmarked for a third of the bus fleet in GM to be zero emission by 2027.

What will happen with the ANPR cameras?

Under an investment-led, non-charging GM CAP, rather than a formally signed charging Clean Air Zone, the automatic number plate recognition (ANPR) cameras could be used to help identify vehicles that could be upgraded. The cameras could also help GM better understand where the city-region would get the greatest emissions reduction from non-compliant vehicles travelling regularly through GM's most NO₂ polluted places. This is being explored in further detail, alongside other approaches to targeting the funds in the most impactful way.

Once GM's local authorities meet their air quality legal limits, the ANPR cameras will no longer be used for Clean Air Plan purposes. GM wants to work with government to consider whether they could be used for potential law enforcement activity related to the detection of crime. There would be a full public consultation on any such measures.

The [Greater Manchester Clean Air Plan Privacy Policy](#) explains how GM's local authorities and Transport for Greater Manchester will use and process data for the Plan, including data collected by the ANPR cameras.

Funding for cleaner vehicles








Under the previous plan, £120m in government funding was secured to support eligible owners of vehicles which would be non-compliant in a category C charging Clean Air Zone to upgrade to cleaner, compliant vehicles (through upgrades or retrofit). **Government has said this funding will continue to be available to support the implementation of the new plan.**

As the new GM CAP policy is shaped and informed by stakeholder engagement, **delivery of Clean Air funding support is under review.** This is to ensure the right funding is in place to enable those most polluting category B vehicles to be upgraded to those with cleaner engines, while mitigating any additional economic risk or hardship to residents and businesses.

The case for a new non-charging GM CAP would see financial support targeted at upgrading category B vehicles, which includes **buses, coaches, taxis, PHVs and HGVs.** Funding is **NOT** proposed for **vans, LGVs and minibuses** (unless a minibus is licensed as a PHV), as these are category C classified vehicles.

The funding amounts and eligibility will be thoroughly explored through the participatory policy approach in the coming months. A public consultation on the new Clean Air Plan proposals will then take place in early 2023, subject to government feedback.



Vehicle type		Clean Air Funding – Case for a new GM CAP approach
	Bus	Continue existing Bus Fund. Revisit funding amounts.
	HGV	Review existing Clean Commercial Vehicle Fund. Revisit funding amounts and explore focusing eligibility to areas of exceedance.
	Coach	
	Van/LGV	Not in scope for funding, unless a minibus is licensed as a PHV.
	Minibus	
	GM Hackney Cab	Review existing Taxi Fund. Revisit funding amounts and explore focusing eligibility to areas of exceedance.
	GM PHV	

Funding applications for HGVs, including small businesses, and buses have remained open to support people to upgrade their vehicle and help deliver improved air quality.

During 2022, over 80 per cent of the bus fleet in Greater Manchester will meet the emission standards set out in the Government's Clean Air Zone Framework, compared to around 10 per cent in 2018. This has been made possible due to financial support from the GM Clean Air Bus fund to support the retrofit or replacement of non-compliant vehicles.

Clean Air funding was due to open for eligible vans, coaches, GM licensed taxis and private hire vehicles at the end of January 2022. Applications for funding for these vehicle groups, have been paused while the new plan is developed.

Vehicle owners who had already placed orders in preparation for the opening of these funds at the end of January 2022 can contact Clean Air GM for advice to ensure they are not detrimentally affected by the decision to pause the opening of the funds.

Next Steps

To ensure the development of the new policy is well-grounded in evidence, GM is undertaking a participatory development approach. This means the new policy will be informed by the input of key stakeholders – vehicle-owning groups and other impacted individuals, such as community and equality-based groups.

There will be various channels that give stakeholders the opportunity to give us their unique perspective as impacted groups. These are:

- Stakeholder engagement sessions – all groups
- For vehicle-owning groups only an online survey and supporting qualitative research activity

Input from those engaged will inform the policy development process and GM will develop and assess a package of measures forming a proposed new GM CAP. A public consultation on the new Clean Air Plan proposals will then take place in early 2023, subject to government feedback.



Find out more and get in touch

If you have any enquiries about the Greater Manchester Clean Air Plan, please contact info@cleanairgm.com or call **0161 244 1333** (support for non-English speakers is available)

The Growth Company can also help businesses, sole traders and self-employed people understand their options and provide support, via a dedicated team of advisors www.cleanairbusinesssupport.co.uk

To sign up for updates as the new plan is developed, visit: cleanairgm.com/#newsletter
For media enquiries, call 0161 244 1055 or email mediarelations@tfgm.com