

Greater Manchester Clean Air Plan Overview – December 2019

The air quality problem

Air pollution 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.

Nitrogen dioxide (NO₂) is a type of air pollution which is at levels above roadside legal limits at numerous sites in Greater Manchester. The main source of NO₂ is road vehicles, in particular older, diesel vehicles.

Government has instructed many local authorities across the UK to take quick action to reduce harmful NO₂ levels. In Greater Manchester, the 10 local authorities, the Greater Manchester Combined Authority (GMCA) and Transport for Greater Manchester (TfGM) are working together to develop a Clean Air Plan to tackle NO₂ exceedances at the roadside.

The Greater Manchester Clean Air Plan proposals

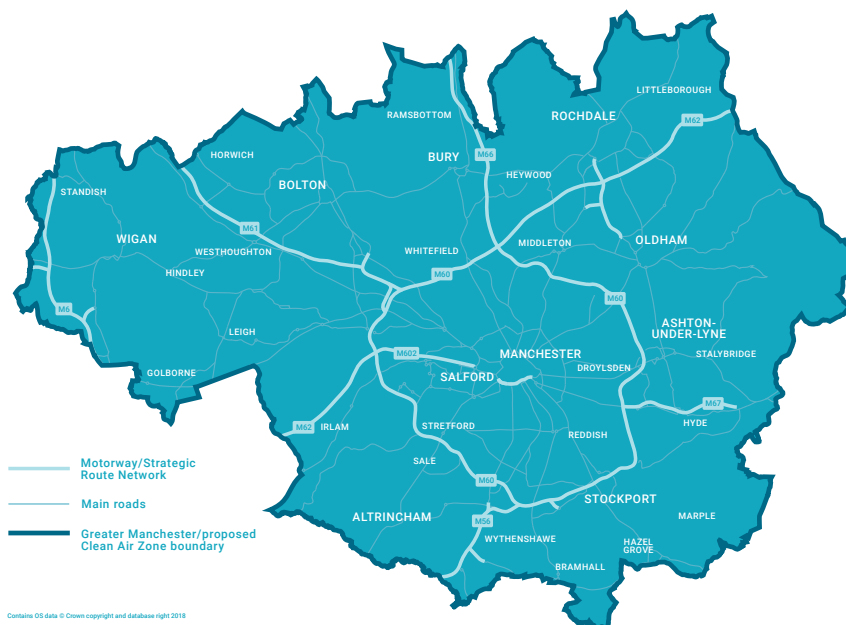
In developing the proposals, 96 potential measures were identified. These were then refined down to a shortlist of 17 measures, from which a number of options were developed.

The different options were assessed against Government criteria, which included considering the wider impacts of the proposals and the cost to implement them. The proposal including a Greater Manchester-wide Clean Air Zone and wide-ranging support measures was identified as the best way forwards for tackling Greater Manchester's NO₂ issue and achieving compliance in the shortest possible time.

Our Outline Business Case (OBC) was submitted to Government in March 2019 and proposed:

1. To introduce a Clean Air Zone across the whole of Greater Manchester in two phases from 2021 and 2023






A Clean Air Zone is a designated area within which certain more higher polluting vehicles would pay a daily charge to drive. The aim is to improve air quality by encouraging drivers to upgrade to cleaner vehicles and reduce the number of the most polluting vehicles travelling in the designated area. This is not the same as a Congestion Charging Zone, which aims to reduce congestion levels in a designated area, and charges all vehicles for entering the zone.



The Outline Business Case proposes that owners of the most polluting vehicles would pay a daily charge to drive into, out of, within or through the Clean Air Zone. This would include some buses, coaches, lorries, vans, taxis, private hire vehicles, minibuses, motorhomes and motorised horseboxes. It would not include cars (other than private hire vehicles), motorbikes or mopeds.

The boundary for the Clean Air Zone covers all roads in Greater Manchester, except for motorways and some major trunk roads (known as the Strategic Road Network). These are being dealt with separately by Highways England.

The current proposed daily charges and penalty charge notice (PCN) are as follows:

Vehicle type	Proposed daily charge 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

A vehicle checker has been developed to show which vehicles would be likely to pay a daily charge to enter or travel within the Clean Air Zone - cleanairgm.com/vehicle-checker.

2. A multi-million pound funding package to support local businesses, including sole traders, to upgrade to cleaner vehicles

Alongside the Clean Air Zone, a number of Government-funded schemes are proposed for people and businesses in Greater Manchester who own vehicles that would be subject to the Clean Air Zone daily charge. This financial support would help them to upgrade to a cleaner vehicle which would not be subject to the daily charge.

At this stage it is not known how much funding would be available for each vehicle.

Clean Freight Fund

£59 million funding ask from Government to support the upgrade of HGVs, coaches, vans and minibuses (which aren't used as a private hire vehicle) which are registered in Greater Manchester.

Clean Bus Fund

£29 million to support those operating registered bus services in Greater Manchester to upgrade their fleets.

Clean Taxi Fund

£28 million to support the upgrade of taxis and private hire vehicles which are licensed in Greater Manchester. Vehicles licensed outside of Greater Manchester would not be eligible for this support under the current proposals.

Greater Manchester Clean Air Loan Scheme

As well as the funds to clean up non-compliant vehicles, the proposals include investigating a scheme which could provide loans at preferential rates for those who are taking advantage of the clean vehicle funds.

3. To treble the number of electric vehicle public charging points

The proposals also include a £25 million funding ask to install another 300 rapid charging points across the 10 council areas of Greater Manchester. Some of these charging points are planned for use by electric taxis and private hire vehicles only.

4. Helping Greater Manchester switch to greener transport

The 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, or to change company cars to electric.

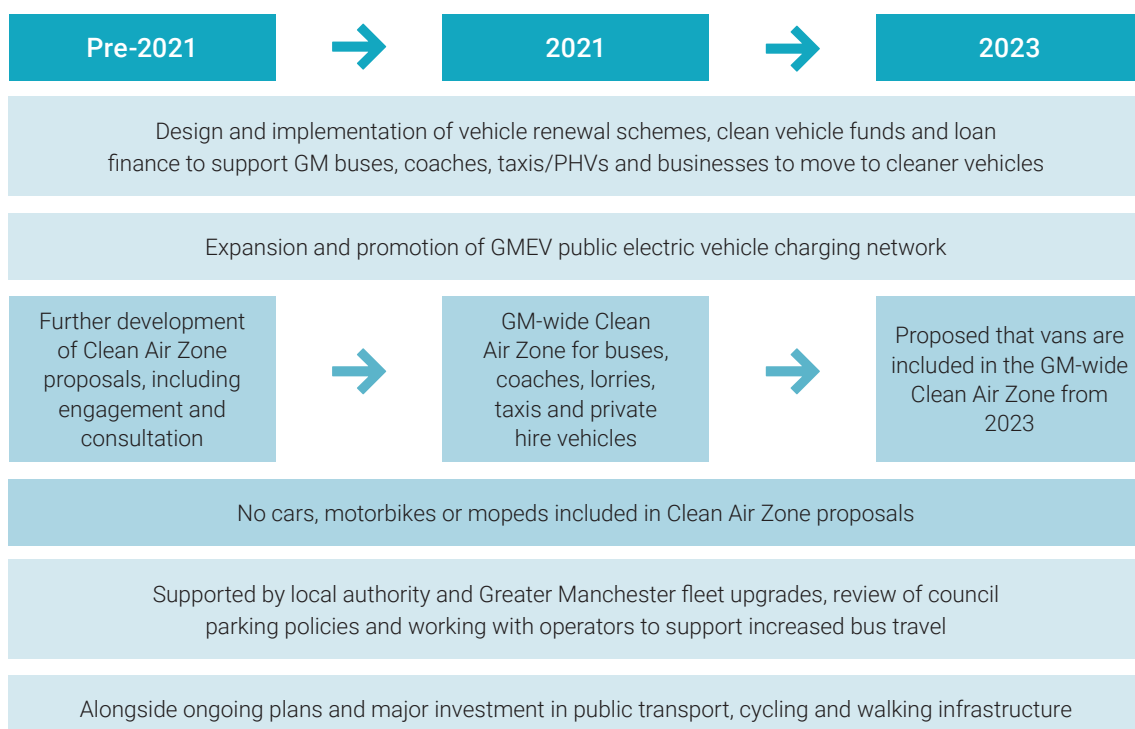
5. Other measures being considered

As well as the proposals already mentioned, as part of the wider measures we are considering local authority and Greater Manchester fleet upgrades (e.g. gritters, park maintenance vehicles); a review of council parking policies; and working with operators to support increased bus travel.

Government feedback

A Ministerial letter providing feedback on the OBC and a Ministerial direction were received on 10 July 2019. Government has directed all 10 Greater Manchester councils to implement a Clean Air Zone in 2021, including vans from that date, rather than in 2023 as Greater Manchester had proposed. We are currently considering the impact of this on our proposals.

Timetable for implementation (pre-government feedback)



Clean Air Conversation

Between 13 May and 30 June 2019, people were asked to share their views on the Greater Manchester Clean Air Plan outline proposals.

Views were sought on how the proposals have been developed; the proposed Clean Air Zone; the proposed funding packages; the electric vehicle infrastructure proposals; and how to best help people, businesses and organisations to reduce air pollution.

Thousands of people shared their views and many more visited the cleanairgm.com website to find out more. Their feedback will help to shape the detailed Greater Manchester Clean Air Plan proposals.

What happens next?

In July 2019 government responded to the Greater Manchester Clean Air Plan Outline Business Case. However, until we receive further legal clarification and confirmation on the clean vehicles funding available from Government to support Greater Manchester businesses, we can't complete our Clean Air Plan proposals. We also won't be in a position to submit a Full Business Case (FBC) to Government, which had previously been requested by 31 December 2019.

Before developing the FBC, a statutory public consultation will take place in 2020 on more detailed proposals, giving a further chance for people to have their say. Subject to Government approval it's anticipated that funding measures would be available during 2020, with the Clean Air Zone being introduced from 2021..

Find out more

For further information on the Greater Manchester Clean Air Plan and to sign up for future updates, visit cleanairgm.com or email info@cleanairgm.com.

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

Clean Air GM is a collaboration between the 10 Greater Manchester local authorities, GMCA and TfGM.

TfGM has been commissioned by the 10 Greater Manchester local authorities to develop the Clean Air Plan to tackle NO₂ exceedances at the roadside.

Clean Air
Greater
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