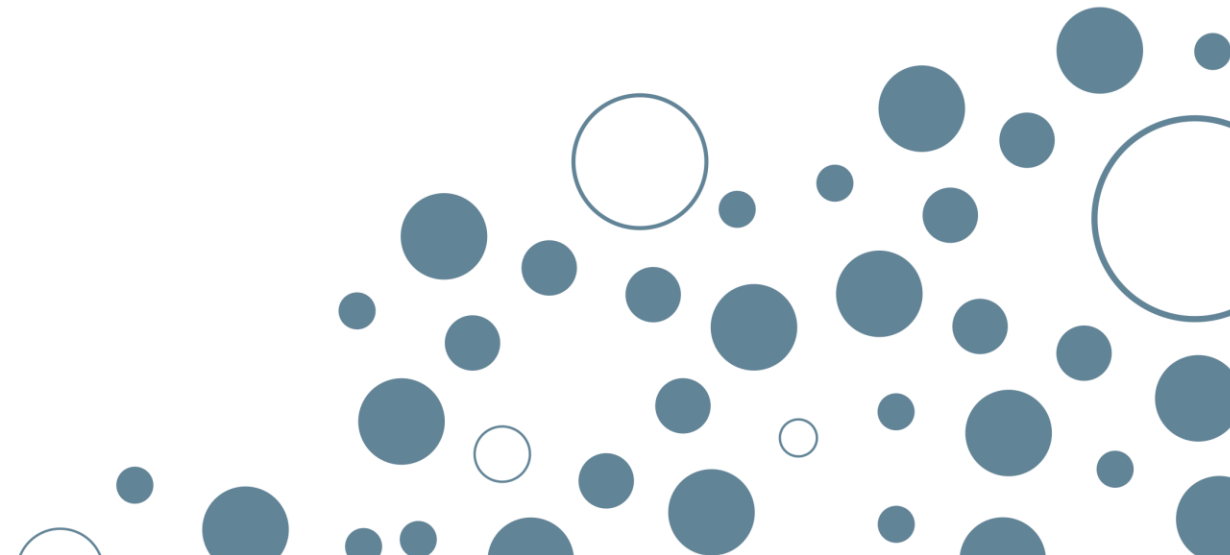


Proposals to improve air quality for Greater Manchester

Join the conversation at 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 (NO₂) which are above legal limits.
- The Government has instructed us (and many other UK cities) to take quick action to reduce NO₂ 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.**



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 NO₂ emissions, which are mainly produced by older diesel engines.
- Responsibility for complying with legal NO₂ limits sits with the local authorities where NO₂ levels are predicted to continue to breach those limits. It has directed more than 60 local authorities to take action to bring NO₂ 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 NO₂ exceedances.
- The 96 potential measures were further refined to a shortlist of 17.

Step 2: Developing the options

- 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.
- 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 NO₂ issue.
- Modelling shows that they would achieve the required reduction in NO₂ 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 NO₂ 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 NO₂ 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.



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
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