

Greater Manchester Clean Air Plan

CONSULTATION DOCUMENT

Consultation runs from 8 October to 3 December 2020

Find out more and get involved at cleanairgm.com



About this document

This document sets out the proposals for the GM Clean Air Plan, which are being consulted on between 8 October and 3 December 2020.

It presents the policies that have been developed, as well as explaining which parts of the policies you can have your say on. At the end of each section, you'll find the questions relevant to that section, that are asked in the consultation.

The policies for consultation have been agreed by the 10 Local Authorities of Greater Manchester, who are responsible for the GM Clean Air Plan. Throughout this document, when Greater Manchester or GM is used to describe the decision-making body for the proposals, it refers to the 10 Local Authorities of Greater Manchester.

The GM Clean Air Plan proposals are a collaboration between the 10 Greater Manchester Local Authorities. The proposals have been coordinated by Transport for Greater Manchester.

Contents

Section 1 – Foreword by Councillor Western	4
Section 2 – Overview of the plan	6
Section 3 – Introduction and background	
3.1 Why are we producing a Clean Air Plan?	8
3.2 Why this plan?	9
3.3 The journey so far	10
3.4 What is the consultation about?	12
3.5 Additional information for hackney carriages/private hire vehicles	13
Section 4 – Clean Air Zone	
4.1 Clean Air Zone at a glance	14
4.2 Scope	15
4.3 Enforcement	19
4.4 Discount and exemptions	20
Section 5 – Funding support	
5.1 Summary of funding	31
5.2 Vehicle finance	33
5.3 Support at a glance	35
5.4 Funding to support bus operators – Clean Bus Fund	36
5.5 Funding to support coaches, minibuses, HGVs and vans – Clean Commercial Vehicle Fund	39
5.6 Funding to support hackney carriages and private hire vehicles – Clean Taxi Fund	45
5.7 Hardship fund	51
5.8 Fraudulent activity and misappropriation	52
Section 6 – Impacts	
6.1 Impact of the proposals	53
6.2 Impact of COVID-19	53
Section 7 – Equalities	
7.1 Equality Impact Assessment	55
Section 8 – Next steps	
8.1 Who can take part?	56
8.2 Where can I get more information?	56
8.3 How do I respond?	56
8.4 Access to all	57
8.5 What happens to my response?	57
Appendix 1: Clean Air Zone vehicle categories and minimum emission standards as set out in the UK Government's Clean Air Zone Framework	58
Appendix 2: Consultation questionnaire	59



1. Foreword by Councillor Andrew Western

Green City-Region Lead and Leader of Trafford Council

Now more than ever, we are thinking about the air that we breathe.

Air pollution affects us all, but particularly our poorest communities, those with health problems, older people, and children. It's also damaging our economy.

At the start of the pandemic, lockdown led to a huge improvement in air quality across our city-region, with reduced traffic on our roads and many choosing to cycle or walk.

We've been able to experience what a future with cleaner air might look like if we tackle the vehicle emissions that expose us all to harmful nitrogen dioxide (NO₂).

But as restrictions have been reduced and more vehicles have returned to the roads, the levels of air pollution are quickly returning. Many sites are once again above legal limits across Greater Manchester.

As part of our efforts to build back better from the pandemic, we want everyone to continue enjoying the benefits of improved air quality.

Our Clean Air Plan is an important part of our post-lockdown recovery, cleaning up our commercial vehicles and providing bus operators and hackney carriage and private hire drivers with access to funding to move to a modern, cleaner fleet.

It will help us reach legal limits of NO₂ as soon as possible, by 2024, making our city-region a cleaner, greener place to live, work and grow old. Where we can all breathe more easily.

We're now asking businesses and residents across Greater Manchester and beyond to give their views and help shape the final plan. At the same time, we are further considering the ongoing impacts of the pandemic.



The plan remains a progressive and ambitious strand of our green road to recovery. It proposes:

- A Greater Manchester-wide charging Clean Air Zone covering all ten local authority areas – the largest outside London.
- A comprehensive package of funding support to help Greater Manchester businesses upgrade to cleaner vehicles before that zone is introduced.

It's the result of a tremendous amount of hard work and continues Greater Manchester's proud history of collaboration.

During the public "conversation" in 2019 we had thousands of responses – and nearly 70% of individuals who responded were supportive of the proposals.

Since then we've used that feedback to make some key changes to the plans:

- Adjusted the proposed daily charges and made some changes to the proposed Clean Air Zone boundary.
- Increased our ask of government funding to more than £150 million, with £41 million already committed.
- Developed supporting financing schemes so Greater Manchester businesses can access funding support in a way that suits them.
- Proposed a wide range of temporary and permanent exemptions and discounts to limit the impact on key industries.

The Greater Manchester Council Leaders and I believe that the resulting plan is the right one, to clean up the air we all breathe now, but also to protect future generations. It will support Greater Manchester's plans to build back better and greener.

This plan will impact all of our lives. I hope you will set some time aside to get involved, fill out our questionnaire, and help shape the final plan we submit to government.

Help us get it right. Let's clean up our air together.



2. Overview of the plan

The proposed GM Clean Air Plan includes launching and operating a GM-wide Clean Air Zone (CAZ), with a number of temporary and permanent discounts and exemptions for some vehicle types. Private cars and motorbikes are not included in the scheme. As well as that, the proposals include a package of support funding, to help upgrade vehicles across Greater Manchester.

What is a Clean Air Zone?

This is a designated area which certain higher pollution vehicles would pay a charge to drive.

Vehicles which do not comply with the required emissions standards would pay a daily charge for each day on which they drive into, out of, within or through the Clean Air Zone. Failure to pay the daily charge would result in the issue of a penalty charge notice, requiring an additional payment of £120.

A Clean Air Zone is not the same as a Congestion Charge Zone. The purpose of a Clean Air Zone is to improve air quality by encouraging drivers to upgrade to a cleaner vehicle. It is not designed to tackle congestion.

The GM Clean Air Zone will launch in Spring 2022. You can check if your vehicle is compliant by using the GM vehicle checker cleanairgm.com/vehicle-checker

Where will the Clean Air Zone cover?

All roads within Greater Manchester (GM) will be included in the Clean Air Zone, with the exception of those roads managed by Highways England, such as motorways and trunk roads, and you can see this in detail by visiting cleanairgm.com/clean-air-zone-map

How will it operate?

The CAZ will operate 7 days a week, 24 hours a day. Those vehicles liable to pay the charge will use the Government's online portal to do so.

Discounts and exemptions will be put in place for some vehicle types. Some exemptions are temporary, some are permanent, some are for vehicles licensed with the Greater Manchester Authorities.



The daily charges are:

Vehicle type	Proposed daily charge at consultation
Buses and coaches	£60
Hackney carriages/private hire vehicles	£7.50
HGVs	£60
Vans	£10

Failure to pay the daily charge would result in a penalty charge notice (PCN) of £120, in addition to the daily charge. See section 4.4 for more information

Funding to upgrade to compliant vehicles

Greater Manchester is requesting a package of funding from Government totalling over £150m to support owners or registered keepers of non-compliant vehicles with the cost of upgrading to vehicles that would not incur a charge. Of the total request, so far £41m has been confirmed by Government and further awards are anticipated.

This funding aims to mitigate negative social and economic effects on businesses and individuals most affected by the GM CAZ.

The funding proposals are:

- A **Clean Commercial Fund** to provide financial support for the upgrade of non-compliant vans and HGVs, minibuses and coaches, which will be targeted to support smaller local businesses, sole traders, individuals and the charity/voluntary sector.
- A **Clean Taxi Fund** to provide financial support for the upgrade of non-compliant GM-licensed hackney carriage and private hire vehicles.
- A **Clean Bus Fund** to provide financial support for the upgrade of non-compliant buses registered to run services across GM.
- A **Hardship Fund** to support individuals, companies and organisations who are considered to be the most vulnerable to the potential negative economic impacts of the GM CAZ.

This means that owners or registered keepers of non-compliant vehicles that would be subject to the GM CAZ charges may be eligible to apply for financial support towards upgrading to a compliant vehicle (subject to meeting eligibility criteria and state aid restrictions).

Vehicle finance

The proposals also include an offer to access affordable finance (through a panel of GM appointed finance providers) for eligible applicants who require assistance in funding the cost of upgrading to a compliant HGV, van, coach, minibus, GM-licensed hackney carriage or GM-licensed private hire vehicle. It has been designed to address some of the potential reasons that finance might typically be refused.

Try before you buy hackney scheme

To tackle the barriers to switching to electric vehicles, GM is proposing a 'Try Before You Buy' initiative for GM-licensed hackney carriage drivers.

Electric vehicle charging infrastructure for hackney carriages and private hire vehicles

GM is proposing a £6.5m network of 40 taxi-only rapid electric vehicle charging points tailored to locations to support zero emissions capable taxis to operate across GM.

The funding to upgrade to compliant vehicles is explained in pages 31 – 52.

3. Introduction and background

3.1 Why are we producing a Clean Air Plan?

Government is working with more than 60 local authorities across the UK to improve air quality. Greater Manchester has received a direction from Government to introduce a Clean Air Plan to bring nitrogen dioxide (NO₂) levels within legal limits in "the shortest possible time"¹.

GM needs to take action to improve air quality, now and for future generations. Pollution from road traffic is linked to a wide range of serious illnesses and conditions. It contributes to the equivalent of around 1,200 deaths a year in GM alone.

As air pollution does not respect geographic boundaries, the ten GM local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Trafford, Tameside, Wigan) have come together to produce a joint plan. This co-ordinated approach is seen as the most effective way to deal with a problem that affects all parts of GM and will not be remedied on a site-by-site or district-by-district basis. The Clean Air Plan is being co-ordinated by Transport for Greater Manchester (TfGM).

The core aim of the GM Clean Air Plan (GM CAP) is to remove all concentrations of NO₂ that have been forecast to exceed the legal limits "in the shortest possible time and by 2024 at the latest", in line with Government's direction to Greater Manchester.

The GM Authorities are now consulting on the key elements of the zone, including the proposed daily charges, discounts and exemptions, and the proposals for funding packages to help local businesses upgrade to cleaner vehicles.

What about COVID-19?

The Government has asked Greater Manchester to continue to progress the Clean Air Plan, and to undertake the consultation, based on proposals developed before the COVID-19 pandemic that showed compliance would be achieved by 2024.²

GM is assessing the possible effects of COVID-19 on the Clean Air Plan and the consultation is asking questions about the impact of COVID-19 on impacted groups. This information will inform future decisions on each aspect of the final plan.



GM needs to take action to improve air quality



3.2 Why this plan?

This plan has been in development since 2018 when a Strategic Outline Case was submitted to Government. It has been designed to meet Government's "primary and secondary success criteria". You can find out more detail through the technical documentation available at cleanairgm.com/technical-documents

The GM local authorities undertook a process to identify and assess the interventions that could be implemented to reduce annual mean NO₂ concentrations on the roads they manage, following Government guidance.

The Strategic Case of the Outline Business Case (OBC) sets out a robust case for change, based upon local modelling. It revealed a much wider problem with current NO₂ levels at the roadside than initially identified by Government. It sets out the approach GM took to identifying a preferred option for achieving compliance. As part of this process, GM identified a number of possible solutions, which were assessed against primary and secondary success criteria based upon modelling and analysis; engagement with stakeholders and professional experts, and the use of a Multi-Criteria Analysis tool to assess the performance of each option against the success factors and relative to each other. A full economic appraisal was then undertaken of the best performing options. More detail is available in the Options Appraisal Report, Appendix 1 to the Strategic Case.

GM has identified a preferred option based on which of the best performing options delivers compliance in the "shortest possible time" and that improves air quality with the least detrimental impact on GM. This means GM has taken account of its wider responsibilities to its people and businesses, and has sought to develop proposals that bring the most benefit, with the least negative impact. In particular, evidence suggests that some of GM's most vulnerable residents are most likely to suffer the effects of poor air quality. This plan improves air quality for those residents without damaging their quality of life in other ways.



¹ assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/746095/air-quality-no2-plan-directions-2017.pdf

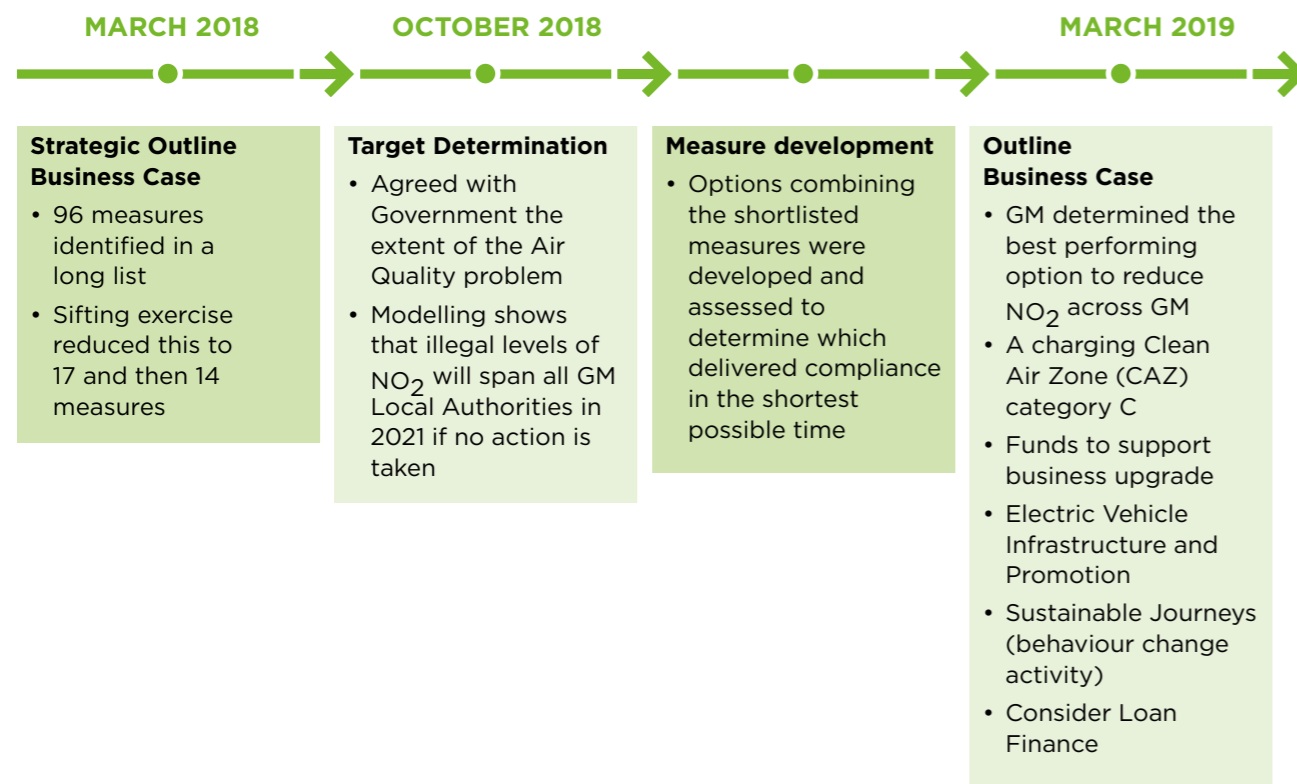
² GM CAP Data, Evidence and Modelling - Consultation Summary Report

The GM CAP is supported by an evidence base consisting of modelling, analysis and research. The approach to developing the evidence base, along with key research findings, is set out in the Data, Evidence and Modelling Consultation Summary Report³. Further information can be found in a series of Technical Reports⁴ produced to support the consultation, and in Technical Notes setting out analysis, research and modelling carried out since the OBC to support the development of the consultation option.

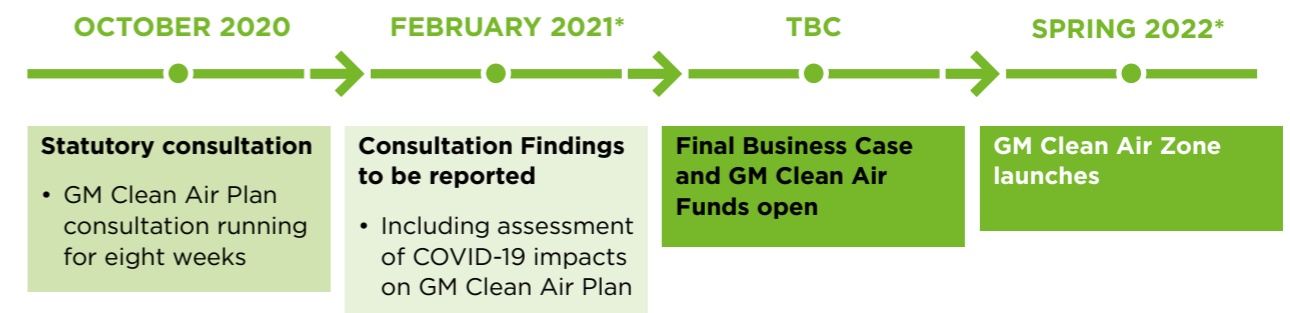
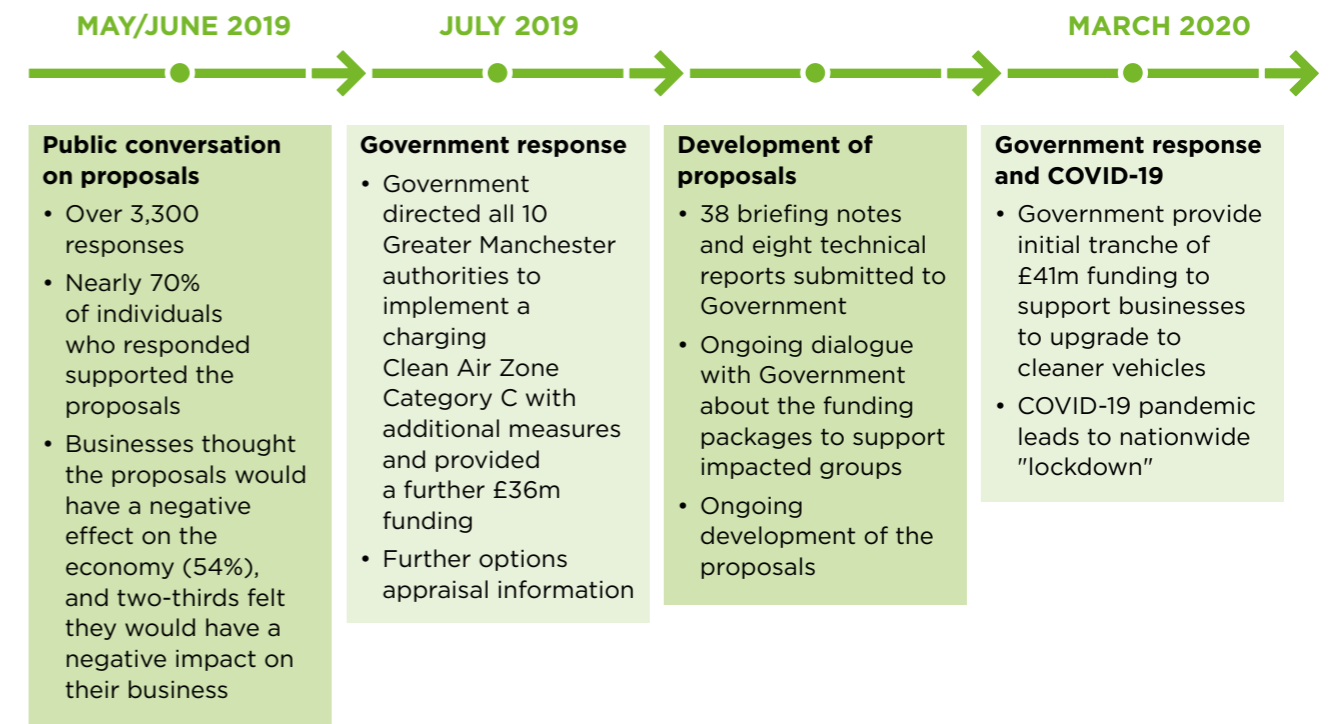
Once the GM Clean Air Plan is in place, it is estimated that GM will have NO₂ within the legal limit of 40 micrograms per cubic metre (ug/m³) by 2024. If we do not all take action, the dirtiest vehicles will remain on GM's roads longer, meaning that the estimated date of legal compliance is 2027, which is not the "shortest possible time".

3.3 The journey so far

The Clean Air Plan process has a number of development stages. These are outlined below:



³ Data, Evidence and Modelling Consultation Summary Report, available at cleanairgm.com/technical-documents
⁴ Technical reports available at cleanairgm.com/technical-documents



* To be confirmed



3.4 What is the consultation about?

Based on local analysis by GM, the 10 GM authorities have been legally directed by Government to introduce a Category C Clean Air Zone (CAZ) across the region. This means that buses, coaches, hackney carriages, private hire vehicles, HGVs, vans and minibuses that do not meet the required emission standards would be required to pay a daily charge for driving into or within the CAZ.

Private cars and motorbikes are not included. Some permanent and temporary discounts and exemptions are proposed for some vehicles that otherwise would be required to pay the daily charge.

In addition to the plans for implementation of the charging CAZ, GM is sharing details of the wider proposals as part of this consultation, including funding to support impacted vehicles. This will help to ensure that respondents have as much information as possible to inform them, before they answer the questions in this consultation.



3.5 Additional information about taxis: hackney carriages and private hire vehicles

Hackney carriages and private hire services are a significant part of GM's transport offer. In 2018, the Greater Manchester authorities agreed to collectively develop a common set of Minimum Licensing Standards (MLS) for these services that cover the whole of GM.

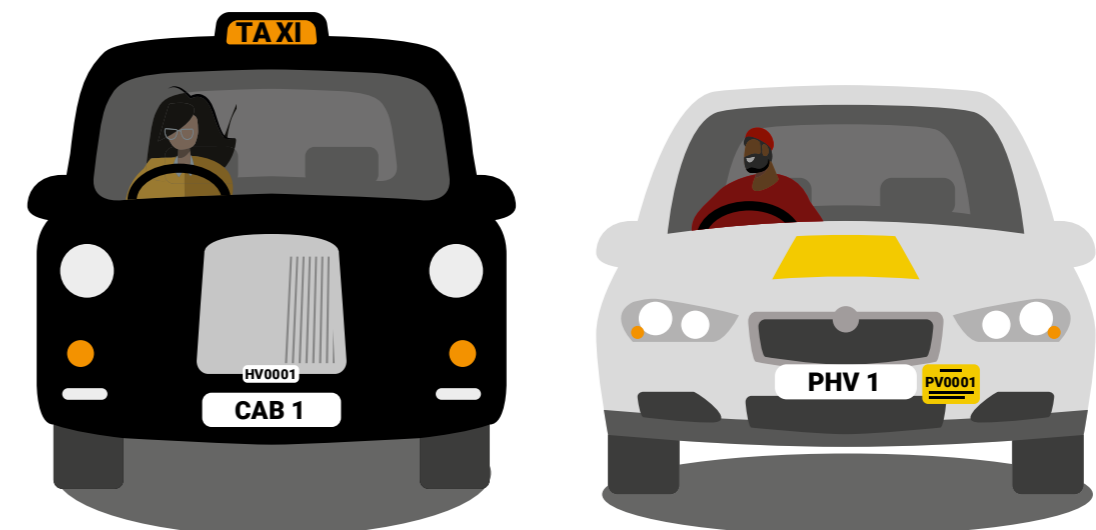
To make sure there is as much certainty and clarity as possible for the trade on any proposed changes they might need to make to their vehicles, as a result of both the CAP proposals and the proposed GM MLS, the consultation on both these policies is running at the same time.

For more information on the MLS, visit gmtaxistandards.com

There are two types of vehicles that the general public call "taxi"

- **Hackney carriages** are licensed to pick up people who wave for the vehicle to pull over and stop at the roadside or from an authorised taxi rank. Hackney carriages are often purpose built "black cabs" but don't have to be (depending on local policy) and they may also do pre-booked work.
- **Private hire vehicles (PHVs)** are only permitted to pick people up via a pre-arranged booking. This might be over the phone, on the web or using an app based booking system.

In this document, if referring to a specific vehicle type, "hackney carriage" or "private hire vehicle" will be used. If referring to this form of public transport generally, "taxi" will be used.



4. Greater Manchester Charging Clean Air Zone

4.1 Clean Air Zone at a glance

What is a Clean Air Zone?

This is a designated area which certain higher pollution vehicles would pay a charge to drive.

Vehicles which do not comply with the required emissions standards would pay a daily charge for each day on which they drive into, out of, within or through the Clean Air Zone. Failure to pay the daily charge would result in the issue of a penalty charge notice, requiring an additional payment of £120.

A Clean Air Zone is not the same as a Congestion Charge Zone. The purpose of a Clean Air Zone is to improve air quality by encouraging drivers to upgrade to a cleaner vehicle. It is not designed to tackle congestion.

The GM Clean Air Zone will launch in Spring 2022. You can check if your vehicle is compliant by using the GM vehicle checker cleanairgm.com/vehicle-checker

Where will the Clean Air Zone cover?

All roads within Greater Manchester (GM) will be included in the Clean Air Zone, with the exception of those roads managed by Highways England, such as motorways and trunk roads, and you can see this in detail by visiting cleanairgm.com/clean-air-zone-map

How will it operate?

The CAZ will operate 7 days a week, 24 hours a day. Those vehicles liable to pay the charge will use the Government's online portal to do so.

Discounts and exemptions will be put in place for some vehicle types. These are explained in the following pages. Some exemptions are temporary, some are permanent, some are for vehicles licensed with the Greater Manchester Authorities.



The daily charges are:

Vehicle type	Proposed daily charge at consultation
Buses and coaches	£60
Hackney carriages/private hire vehicles	£7.50
HGVs	£60
Vans	£10

Failure to pay the daily charge would result in a penalty charge notice (PCN) of £120, in addition to the daily charge. See section 4.4 for more information

4.2 Scope

Greater Manchester has been directed by Government to introduce charging Clean Air Zone Category C across the region. This means that owners or registered keepers of the following vehicle types will be required to pay a daily charge for driving inside the zone, if the vehicle does not comply with the vehicle emission standards in Government's CAZ Framework⁵:

- Licensed hackney carriages
- Licensed private hire vehicles (PHVs)
- Buses
- Coaches
- Minibuses
- Light Goods Vehicles (LGVs) such as vans
- Heavy Goods Vehicles (HGVs)

The CAZ vehicle categories and minimum emission standards as set out in the Government's CAZ Framework⁶ are provided in Appendix 1. Vehicles which meet the emissions standards will not be subject to charges. Private cars and motorbikes will not be charged under these plans.

A central Government database (vehicle checker) will determine if a vehicle is in scope for a charge. This vehicle checker is primarily linked to the Driving and Vehicle Licensing Agency (DVLA) database holding information on the classification of vehicles (often found on a V5C document). The vehicle checker can be accessed at cleanairgm.com/vehicle-checker. Any queries relating to the classification of vehicles are a matter for the registered keeper and the DVLA.

The GM CAZ will be implemented through a Road User Charging Scheme Order⁷ with an anticipated start date of Spring 2022.

GM anticipates that once the CAZ has been implemented, compliance for NO₂ levels will be reached by 2024 and the CAZ will remain in full operation until at least the second half of 2026.

GM intend to review the need for a CAZ following two consecutive years of compliance, so if in 2026 it's found that GM has met the legal limit value for NO₂, and there is confidence the limits will continue to be maintained, GM will write to the Government to notify them of GM's intention to revoke the daily charge and decommission the GM CAZ.

Table 1 provides a summary of the key characteristics of the proposed GM CAZ.

⁵ Department for Environment, Food & Rural Affairs and Department for Transport. 2020. Clean Air Zone Framework. Available at: assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863730/clean-air-zone-framework-feb2020.pdf

⁶ Department for Environment, Food & Rural Affairs and Department for Transport. 2020. Clean Air Zone Framework, Annex A – Clean Air Zone minimum classes and standards. Available at: assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863730/clean-air-zone-framework-feb2020.pdf

⁷ Secondary legislation which empowers traffic authorities to charge road users, in accordance with the Transport Act 2000.

Table 1: Key Characteristics of the GM CAZ

Clean Air Zone: Boundary	<p>The proposed boundary of the CAZ would follow the existing administrative boundary of Greater Manchester as closely as possible, excluding the Strategic Road Network (SRN)⁸ which is managed by Highways England. The CAZ boundary has been set with the principle that signage would be clear so that vehicle drivers who do not wish to enter the CAZ can take an alternative route.</p> <p>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).</p> <p>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.</p> <p>See the full detailed boundary by visiting cleanairgm.com/clean-air-zone-map</p>
Clean Air Zone: Times of Operation	24 hours a day, 7 days a week, 365 days per year.
Clean Air Zone: Vehicles Affected	<ul style="list-style-type: none"> Hackney carriages Private hire vehicles Buses Coaches Minibuses Vans HGVs
Clean Air Zone: Exemptions	Certain vehicle types may be eligible for exemptions as detailed in section 4.4.
Clean Air Zone: Discounts	Certain vehicle types may be eligible for discounts as detailed in section 4.4.

Clean Air Zone: Daily Charges	<p>Daily charges would apply for each day a non-compliant vehicle is used within the GM CAZ, with one charge imposed per vehicle, per "Charging Day" (midnight to midnight), however many journeys the vehicle makes within the GM CAZ in that 24-hour period.</p> <ul style="list-style-type: none"> • Hackney carriages – £7.50 • Private hire vehicles – £7.50 • Buses – £60 • Coaches – £60 • Minibuses – £10 • Vans – £10 • HGVs – £60 <p>Owners or registered keepers of non-compliant vehicles used within the GM CAZ will be required to pay the relevant charge via a central Government payment portal. Government intends that a user can pay 7 days in advance, including the journey date (Charging Day), up to 7 days in advance after the journey date including the journey date (Charging Day).</p>
Penalty for non/late payment of CAZ charge	£120 (in addition to the daily charge) will be applied to all relevant vehicles. This will be reduced to £60 (plus the daily charge) if paid within 14 days of the Penalty Charge Notice being issued.



⁸ The SRN consists of roads which are not managed by local and regional GM authorities, namely motorways and trunk roads managed by Highways England. The SRN is illustrated on the Highways England Network Management Map available at: gov.uk/government/publications/roads-managed-by-highways-england

Some of the key characteristics of the GM CAZ are specified by Government, but you can have your say on the elements identified in the questions below.

-
- Q1:** The proposed Clean Air Zone Boundary would follow the existing administrative boundary of Greater Manchester as closely as possible.
Do you have any comments on the proposed boundary?
- Q2:** The Clean Air Zone would operate 24 hours a day, seven days a week, signage would be used to clearly identify the Clean Air Zone, and the daily charges would apply from midnight to midnight.
Do you have any comments on these proposals?
- Q3:** Please tell us what you think of the proposed daily charges for each of the vehicles?
- a) Buses / Coaches and HGVs – £60
 - b) Hackney carriages and private hire vehicles – £7.50
 - c) Vans and Minibuses – £10
- Q3a:** Do you have any comments on the proposed charges?
-



4.3 Enforcement

Enforcement of the Greater Manchester Clean Air Zone will be undertaken in line with the prescribed process set out within Road User Charging Schemes (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2013 (the Penalty Charges Regulations).

The GM CAZ will use a network of automatic number plate recognition (ANPR) cameras to identify non-compliant vehicles. Where the ANPR system identifies non-compliant vehicles travelling in the GM CAZ and charges have not been paid, owners or registered keepers will be notified of a penalty charge of £120 via a Penalty Charge Notice (PCN).

If the person or organisation named on the PCN pays the amount specified on the PCN within 14 days of service of the PCN (as indicated on the PCN), the amount payable is reduced to £60 (payable in addition to the daily charge).

If the person or organisation named on the PCN does not either pay the amount specified on the PCN or make a representation in relation to it (on certain grounds specified in the Penalty Charges Regulations), within 28 days of the date of service of the PCN then a Charge Certificate would be issued and the penalty charge would be increased by 50% (as set out in the Penalty Charges Regulations) to £180 (payable in addition to the daily charge).

A representation against a PCN cannot be made once the Charge Certificate has been served. However, the person or organisation named on the Charge Certificate can make a Statutory Declaration if they did not receive the PCN or they have not received a response to a representation against the PCN.

A representation against a PCN is considered and if it is accepted the PCN will be cancelled and any sums paid in respect of the PCN will be reimbursed. If the representation is rejected the person or organisation named on the PCN may appeal to an independent adjudicator within 28 days of rejection of the representation.

Where a charge certificate has been served and is not paid within 14 days of service, enforcement action may be taken to recover the increased penalty charge along with the daily charge. If these steps are taken, the associated additional costs would increase the sum sought from the individual or organisation.

Data collected through the ANPR system will be used for the purposes of managing the GM CAZ and will be handled in accordance with the General Data Protection Regulations (GDPR) and Data Protection Act 2018.



4.4 Discounts and Exemptions

In general, all non-compliant vehicles in the same category will be required to pay the Clean Air Zone charge. However, there will be certain circumstances where discounts or exemptions from a charge will be appropriate.

Government's CAZ Framework sets out a series of permanent exemptions, which are those vehicles that will be exempt from charges for all CAZs across the country, including the Greater Manchester CAZ. These exemptions are in place because some types of vehicle are particularly difficult or uneconomic to adapt to comply with the Framework's requirements. The exemptions also cover vehicles that are engaged in unique or novel operations. The national, permanent exemptions that apply to all CAZs are set out in Table 2.



Table 2: Permanent Exemptions to CAZ Charges, set by Government

Permanent exemptions	Description	Rationale	Further Information
Historic vehicles	Vehicles with a "historic" vehicle tax class (vehicles built or first registered more than 40 years ago).	Exempt due to age and unsuitability for compliant retrofitting.	A database of these nationally exempt vehicles will be managed via the central Government payment portal, so vehicles will be automatically exempt with no additional action required by the owner or registered keeper.
Military vehicles	Vehicles in use by UK Armed Forces.	Exempt from charges by virtue of Section 349 of the Armed Forces Act 2006.	
Disabled Passenger Vehicle	Vehicles within the DVLA Disabled Passenger Vehicle tax class, used by organisations providing transport for disabled people.	This group of vehicles may include a range of specialist and/or novel or adapted vehicles, where it may generally not be practical to upgrade to a vehicle compliant with the emission standards of the GM CAZ.	
Specialist Emergency Service Vehicles	Specialist vehicles in use by emergency services, such as aerial ladders and major incident command vehicles.	This group of vehicles may include a range of specialist and/or novel or adapted vehicles where it may generally not be practical to upgrade to a vehicle compliant with the emission standards of the GM CAZ.	

In addition to stipulating national exemptions, Government's CAZ Framework allows local authorities to consider additional exemptions or discounts based on particular local circumstances, specifically highlighting the need to work with local emergency services to understand the vehicles they use and what they use them for. Further local exemptions and discounts can be proposed on this basis so long as they do not undermine GM's ability to achieve compliance "in the shortest possible time".

GM is proposing the following local exemptions and discounts for the GM CAZ. These exemptions and discounts fall into three categories:

- Permanent local exemptions (set out in Table 3)
- Temporary local exemptions⁹ (set out in Table 4)
- Permanent local discounts (set out in Table 5).

Table 3: Permanent local exemptions proposed by Greater Manchester

Permanent local exemptions	Description	Rationale	Further Information
Specialist Heavy Goods Vehicles	Certain types of heavily specialised HGVs, such as certain vehicles used in construction or vehicle recovery.	This group of vehicles includes certain novel or adapted road going HGVs of a particularly specialised nature, meaning it may not be practical to upgrade to a vehicle compliant with the emission standards of the GM CAZ.	It is proposed that owners or registered keepers of specialist HGVs will need to apply for this exemption, as there is no national database of these vehicles.
Non-road-going vehicles	Certain types of non-road going vehicles which are allowed to drive on the highway such as agricultural machines; digging machines, and mobile cranes.	This group of vehicles includes a range of specialist and/or novel or adapted vehicles, where it may generally not be practical to upgrade to a vehicle compliant with the emission standards of the GM CAZ.	It is proposed that owners or registered keepers of non-road going vehicles not identified through DVLA vehicle classification will need to apply for this exemption.

⁹ A temporary local exemption is time limited exemption, applied for a fixed period. Within this temporary local exemption period, eligible vehicles would not pay a charge. Following the expiry of a temporary local exemption, non-compliant vehicles would be charged. Note there may be a requirement to apply for discounts and exemptions.

Permanent local exemptions	Description	Rationale	Further Information
Vehicles used by emergency services	Certain types of vehicles used by emergency services front line emergency and certain non-emergency vehicles.	This group of vehicles includes a range of vehicles, associated with front line emergency response, and where it may generally not be practical to upgrade to a vehicle compliant with the emission standards of the GM CAZ, which are not captured by the national exemption.	It is proposed that a locally managed database of vehicles exempted will be developed in liaison with emergency services.
Community Minibuses	Those operating under a permit under section 19 or section 22 of the Transport Act 1985, issued by a body designated by the Secretary of State.	These vehicles provide important access to employment, education and training for people who may otherwise be isolated, including those with mobility issues and located in areas with poor public transport accessibility. They also facilitate inclusion in social and community activities.	It is proposed that owners or registered keepers of community minibuses will need to apply for this exemption, as there is no national database of these vehicles.
Showmen's Guild vehicles	Fairground/funfair vehicles which are registered with the Showmen's Guild.	This group of vehicles includes a range of specialist and/or novel or adapted vehicles, where it may generally not be practical to upgrade to a vehicle compliant with the standards of the GM CAZ.	It is proposed that the Showmen's Guild will notify GM of the vehicles registered with the Showmen's Guild and that these vehicles will be exempted.

Permanent local exemptions	Description	Rationale	Further Information
Driving within the zone because of a road diversion	Vehicles driving within the zone because of a road diversion who would otherwise not have entered the GM CAZ. Applies only while the diversion is active and subject to non-compliant vehicles being on the designated diversion route.	This exemption is aimed at protecting road safety and recognises that vehicles may enter the GM CAZ for reasons outside of the driver's control. The exemption will apply to vehicles which enter the GM CAZ as a direct result of a road diversion only.	It is intended that no additional action will be required by the owner or registered keeper of a non-compliant vehicle driving on a diversion route who would otherwise not have entered the GM CAZ.
Disabled Tax Class vehicles	Vehicles used by, or for the purposes of a disabled person which are exempt from vehicle tax.	This exemption is complementary to the vehicle tax exemption for Disabled Tax Class vehicles. An exemption certificate will have been secured for vehicles within this group, following a successful application to the Driver and Vehicle Licensing Authority (DVLA) for exemption from vehicle tax. The vehicle must be used solely for the purposes of the disabled person.	A database of these nationally exempt vehicles will be managed via the central Government payment portal, so vehicles will be automatically exempt with no additional action required by the registered keeper.

Q4: To what extent do you agree or disagree with the permanent local exemptions proposed by Greater Manchester?

Q4a: Why do you say this?

Table 4: Temporary local exemptions proposed by Greater Manchester

The proposed local temporary exemptions are not expected to change the GM Clean Air Plan's date of compliance for legal NO₂ levels across Greater Manchester.

Temporary local exemptions	Description	Rationale	Further Information
Vans and minibuses (which are not a licensed hackney carriage or PHV or used to provide a registered bus service)	Light Goods Vehicles (vans) and minibuses which are not used as a licensed taxi, PHV or on a registered bus service, will be eligible for a temporary exemption until 31 December 2022. After 31 December 2022, non-compliant vehicles will be charged.	GM evidence indicates that the cost and availability of new, second and third hand compliant vans will not provide a viable or an affordable option for many operators (especially for the smallest businesses and sole traders) to upgrade to a compliant vehicle in 2022, given the scale of the GM CAZ. Introducing a charge in 2022 risks many operators having to switch from using a van to a pre-Euro VI diesel car or stop trading. Given the number of vans operating in GM, there is also a high risk of there being insufficient time in advance of 2022 to administer the funding required to support affected parties to upgrade to compliant vans.	As proposed, this temporary exemption for vans and minibuses does not affect the projected year of legal Limit Value compliance with the GM CAZ in place, or the number of exceedances in 2023. It is proposed that this exemption will be managed centrally, so eligible vehicles will be automatically exempt with no additional action required by the registered keeper.

Temporary local exemptions	Description	Rationale	Further Information
GM-licensed Wheelchair Accessible hackney carriages & PHVs	<p>Wheelchair Accessible hackney carriages and accessible private hire vehicles (PHVs), which are licensed to one of the 10 GM Authorities, as of the 3 December 2020 will be eligible for a temporary exemption until 31 December 2022.</p> <p>After 31 December 2022, non-compliant vehicles will be charged.</p>	<p>Wheelchair accessible hackney carriages and private hire vehicles offer a vital service for disabled people and are often the only mode of travel available to them.</p> <p>26% of taxi users report that they have a health problem or disability that limits their day-to-day activities, and 26% of taxi users over 65 say that they cannot use buses due to a disability¹⁰.</p> <p>The cost of upgrade to a wheelchair accessible vehicle (WAV) is high and availability of second-hand vehicles is poor (especially for London-style hackney carriages).¹¹</p> <p>The application of GM CAZ charges in 2022 could therefore affect disabled people's access to taxi services, by reducing the number of wheelchair accessible vehicles operating in the region.</p>	<p>As proposed, a temporary exemption for wheelchair accessible hackney carriages and PHVs does not affect the year of compliance or the number of exceedances in 2023.</p> <p>It is expected that this exemption will be facilitated through Government's Hackney Carriage and PHV Centralised Database, which forms part of the wider digital infrastructure that is being developed to support the introduction of the CAZ.</p> <p>Therefore, no additional action will be required by the registered owner.</p>

Temporary local exemptions	Description	Rationale	Further Information
Coaches and buses registered to a business address within GM and not used on a registered bus service within GM.	<p>Coaches and buses registered to a business address within GM and not used on a registered bus service within GM will be eligible for a temporary exemption until 31 December 2022.</p> <p>After 31 December 2022, non-compliant vehicles will be charged.</p>	<p>Although compliant Euro VI coaches have been available since 2013, the majority (67%) of the fleet operating within GM is not compliant with the GM CAZ emission standards¹².</p> <p>This is because coaches have a long running life and upgrade to a compliant vehicle is very expensive.</p> <p>69% of coach operators are small businesses and have very small fleets of 1-5 vehicles.</p> <p>There is a risk that, even with funding support, coach operators cannot reasonably comply with the GM CAZ emission standards by 2022 and that this creates a risk of reduced coach operations.</p> <p>In comparison to buses, retrofit solutions are also relatively immature, affecting availability.</p> <p>This in turn risks affecting accessibility and the provision of services for vulnerable groups, particularly children, elderly people and those on low incomes.</p>	<p>Analysis shows that coaches make up under 0.5% of total traffic¹³ and as proposed, a temporary exemption for coaches is not projected to affect the year of compliance or the number of exceedances of the legal Limit Value in 2023.</p> <p>Owners or registered keepers of coaches and buses registered to a business address within GM and not used on a registered bus service within GM will need to apply for this exemption, as there is no database of these vehicles.</p>

¹⁰ November 2019 Hatch Regeneris "CAZ Commercial Vehicle Socio-Economic Impacts Research.

¹¹ Technical Note 19: GM CAP Taxi and PHV Fleet Research.

¹² Technical Note 37: GM CAP Vehicle Population Estimates

¹³ Technical Note 37: GM CAP Vehicle Population Estimates

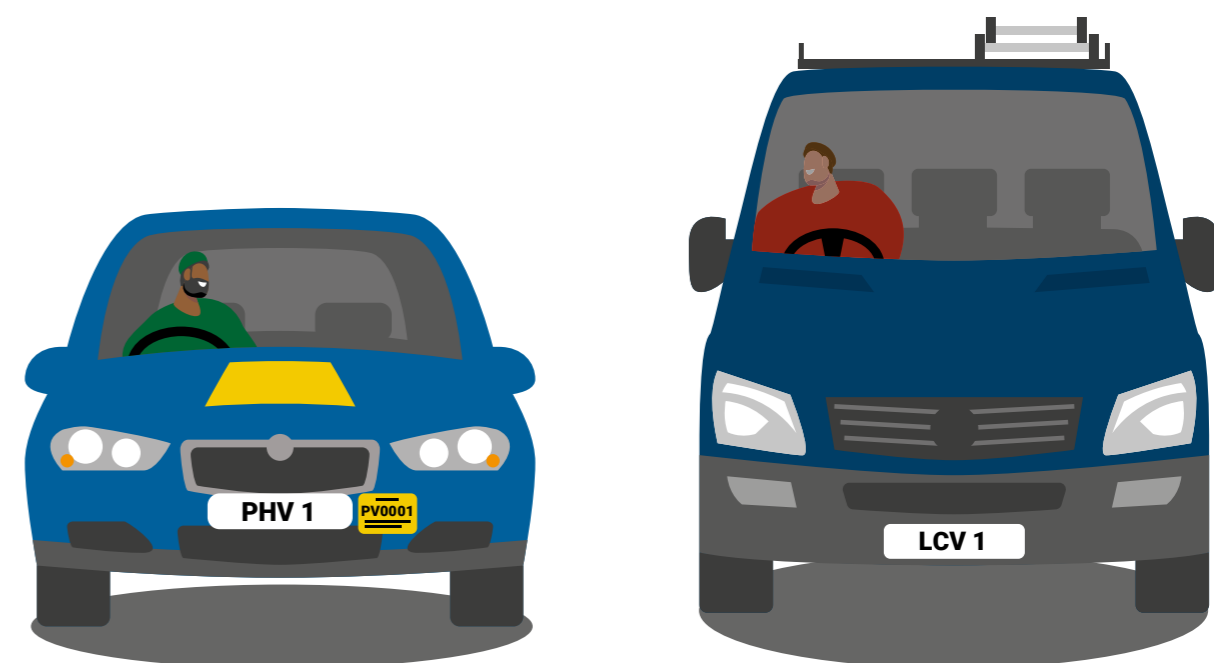
Temporary local exemptions	Description	Rationale	Further Information
Outstanding finance or lease on non-compliant vehicles	Non-compliant vehicles subject to finance or lease agreements entered into before 3 December 2020 which will remain outstanding at the time at which the GM CAZ becomes operational, will be eligible for a temporary exemption until the agreement ends or until 31 December 2022, whichever is sooner. After 31 December 2022, non-compliant vehicles will be charged.	A move to a compliant vehicle is not considered feasible due to outstanding finance, which was entered into before information on the GM CAZ had been made publicly available.	Owners or registered keepers of non-compliant vehicles which are subject to outstanding finance or lease agreements at the time at which the GM CAZ becomes operational will need to apply for this exemption, as there is no national database of these vehicles.
Limited supply (awaiting delivery of a compliant vehicle)	Owners or registered keepers of non-compliant vehicles that can demonstrate they have placed an order for a compliant replacement vehicle or retrofit solution, will be eligible for a temporary exemption until such a time as they are in receipt of the compliant replacement vehicle or retrofit solution, or for 12 weeks, whichever is sooner.	Upgrade to a compliant vehicle may not be immediately possible due to an issue with the supply of a compliant vehicle or retrofit solution on order, which is considered outside of the control of the applicant.	Registered keepers of non-compliant vehicles who can evidence that they have placed an order for a compliant replacement vehicle or retrofit solution, which is yet to be received, will need to apply for this exemption, as there is no national database of these vehicles.

Q5: To what extent do you agree or disagree with the temporary local exemptions proposed by Greater Manchester?

Q5a: Why do you say this?

Table 5: Permanent local discounts proposed by Greater Manchester

Permanent local discounts	Description	Rationale	Further Information
PHVs (owned or exclusively contracted by one person) licensed to one of the 10 GM Local Authorities and also used as a private car	Owners or registered keepers of non-compliant PHVs which are also used as a private car will be eligible to apply for a discounted charge of 5/7 of the weekly total (proposed to be £37.50 per week) from 2022.	This responds to previous feedback from the "conversation" in 2019 which highlighted the large proportion of PHVs that are also used as a private car when not in service, and private cars will not be subject to charges under the GM CAZ. The discounted charge is based upon the proportion of the week that vehicles could reasonably be expected to be in service.	Owners or registered keepers of non-compliant PHVs, licensed to one of the 10 GM Local Authorities, which are also used as a private car will need to apply for this discount.



Permanent local discounts	Description	Rationale	Further Information
Leisure vehicles in private ownership (>3.5t)	<p>Owners or registered keepers of leisure vehicles (>3.5t) in private ownership (e.g. motor caravan (>3.5t), motorised horse box (>3.5t)), and registered to an address in GM for not less than 12 full consecutive calendar months prior to the date of application, will be eligible to apply for a discounted charge.</p> <p>The vehicle would be eligible for consideration for a charge equivalent to the van daily charge (proposed to be £10 a day), rather than the HGV daily charge (proposed to be £60 a day).</p> <p>The discount will be subject to providing evidence that the vehicle is not used for commercial purposes.</p>	<p>A small proportion of HGVs will be in private ownership, largely used for leisure purposes, e.g. motor caravans (>3.5t) and motorised horseboxes (>3.5t). This group of vehicles includes a range of specialist and/or adapted vehicles, which are often bought second or third hand where it may generally not be feasible to upgrade to a vehicle compliant with the emission standards of the GM CAZ.</p> <p>This approach recognises feedback received during the "Clean Air Conversation".</p>	<p>Owners or registered keepers of leisure vehicles in private ownership which have a gross weight above 3,500kg will need to apply for this discount.</p>

Q6: To what extent do you agree or disagree with the permanent local discounts proposed by Greater Manchester?

Q6a: Why do you say this?

5 Funding to upgrade to compliant vehicles

5.1 Summary of funding.

Greater Manchester is requesting a package of funding from Government totaling over £150m to support owners or registered keepers of non-compliant vehicles with the cost of upgrading their vehicles. This is so they are compliant with the emission standards required by the implementation of a GM CAZ, so as not to be subject to a charge. Of the total request, so far £41m has been confirmed by Government and further awards are anticipated.

This funding aims to mitigate negative social and economic effects on businesses and individuals most affected by the GM CAZ. The funding proposals are:

- A **Clean Commercial Fund** to provide financial support for the upgrade of non-compliant vans and HGVs, minibuses and coaches, which will be targeted to support smaller local businesses, sole traders, individuals and the charity/voluntary sector.
- A **Clean Taxi Fund** to provide financial support for the upgrade of non-compliant hackney carriages and private hire vehicles licensed with the Greater Manchester Authorities.
- A **Clean Bus Fund** to provide financial support for the upgrade of non-compliant buses registered to run services across GM.
- A **Hardship Fund** to support individuals, companies and organisations who are considered to be the most vulnerable to the potential negative economic impacts of the GM CAZ.

This means that owners or registered keepers of non-compliant vehicles that would be subject to the GM CAZ charges may be eligible to apply for financial support towards upgrading to a compliant vehicle (subject to meeting eligibility criteria and state aid restrictions).



What is state aid?

State aid is any advantage granted by public authorities through state resources on a selective basis to any organisation that could potentially distort competition and trade in the European Union (EU)¹⁴

¹⁴ [gov.uk/guidance/state-aid](https://www.gov.uk/guidance/state-aid)

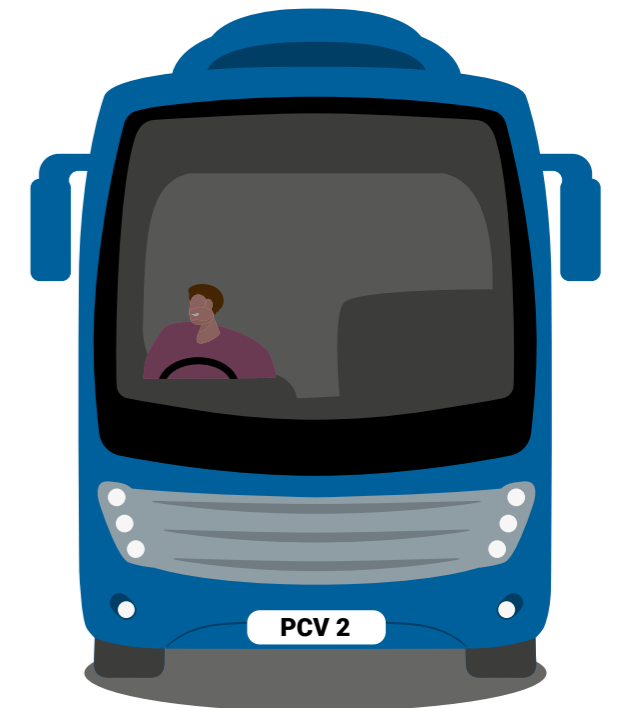
A breakdown of the total funding ask of Government per measure, and the current funding position, can be seen in Table 6 below:

Table 6: Summary of funding by measure

Vehicle	Total ask (excl. Delivery Costs)	Funding position (incl. Delivery Costs)
Clean Bus Fund	c.£30m	£15.4 funded (retrofits)
Clean Commercial Vehicle Fund	c.£98m	£14.7m funded
Clean Taxi Fund	c.£28m	£10.7m funded
Total	c.£156m	£41m funded

GM is proposing that financial support is:

- Only offered for vehicles that do not comply with the relevant GM CAZ emission standards and are not eligible for a permanent national or local exemption;
- Provided for the replacement of a non-compliant vehicle with a compliant vehicle on a "like-for-like" basis – i.e. financial support will not be available to facilitate upgrade of a non-compliant vehicle to a compliant vehicle of a different vehicle type (e.g. van to HGV) or Euro Category (e.g. N1 to N2) (see Appendix 1, Table A1 for details of vehicle types and Euro Categories);
- Facilitated directly with accredited suppliers of retrofit and replacement upgrade options, to ensure maintenance of a comprehensive audit trail, accountability for public funding and to reduce the risk of fraudulent activity and misappropriation of funds¹⁵;
- With the exception of the Clean Bus Fund, limited to a maximum of 10 vehicles per applicant, with a maximum of eight vehicles for hackney carriages and five vehicles for HGV retrofit;
- Managed and administered centrally on behalf of the 10 GM authorities; and
- Only available insofar as it complies with UK government and European requirements, including but not limited to, State Aid Regulations¹⁶.



5.2 Vehicle finance

In Greater Manchester's Outline Business Case, it was proposed that a scheme to offer loans at preferential rates for those taking advantage of the Clean Air funds would be investigated.

Feedback received as part of the "conversation" in 2019 indicated that vehicle finance is needed to help some owners upgrade their vehicle.

The Vehicle Finance measure has been developed to support individuals, companies and organisations to upgrade to a compliant vehicle.

It will provide access to affordable finance (from a GM appointed panel of finance providers) for eligible applicants who require assistance in funding the cost of upgrading to a compliant HGV, van, coach, minibus, GM-licensed hackney carriage or GM-licensed private hire vehicle. It has been designed to address some of the potential reasons that finance might typically be refused, including:

- Affordability – the ability or otherwise of applicants to meet finance re-payments.
- Thin credit file – applicants not having enough information in their credit reports to generate a high enough credit score to be approved for credit.

¹⁵ The exceptions to this are the Clean Bus Fund and running cost grants under the Clean Taxi Fund.

¹⁶ The UK has left the EU and is now in a transition period, while the UK and EU negotiate additional arrangements before new rules come into place from 1 January 2021. The current rules on State Aid continue to apply during the transition period. The final GM CAP policy will need to comply with any government state aid rules or subsidy control frameworks that are in place.

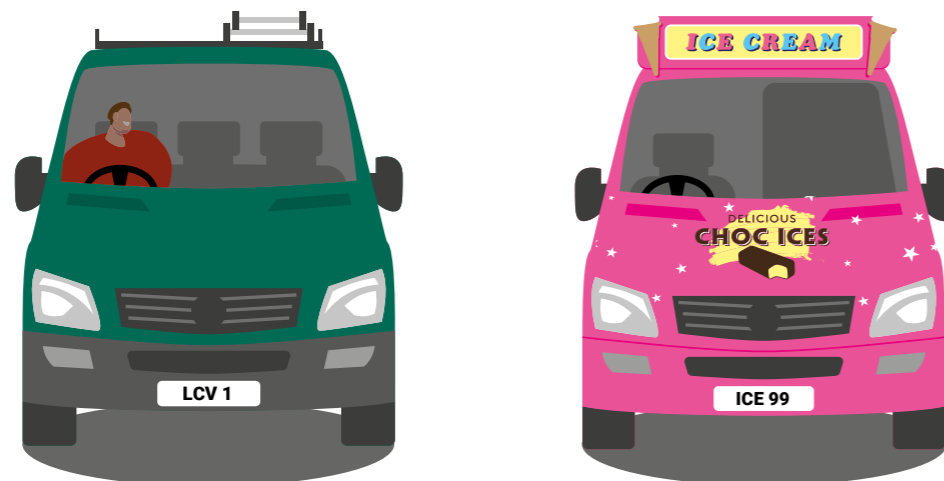
Vehicle Finance will work alongside the Clean Commercial Vehicle Fund and Clean Taxi Fund to offer eligible owners of a non-compliant vehicle the option of either a lump sum grant or a finance contribution towards vehicle finance for upgrade to a compliant vehicle. Applicants will therefore be able to choose the option which best suits their individual circumstances. These options are as follows:

- Lump sum grant contributing to the cost of replacement or retrofit – the applicant funds the remaining costs with their own capital or financing arrangements; or
- Vehicle Finance contributing to the cost of financing a replacement vehicle through the GM scheme, through either a lease or Hire Purchase – the applicant pays monthly for an agreed finance period.

All financial support set out in the following sections includes a proposed amount of grant funding and an alternative figure, available as a contribution towards vehicle finance. Eligibility criteria for both of these options is detailed in the Clean Commercial Vehicle Fund and Clean Taxi Fund sections.

In addition to meeting the eligibility criteria those seeking vehicle finance will need to:

- Hold a UK bank account in the name of the applicant or business
- Consent to the Lending Body carrying out credit reference searches on their credit history
- Require a 10% deposit contribution (cash or vehicle trade-in value)
- Note that lending decisions will rest with a GM appointed panel of finance providers, and
- Recognise that whilst they may be eligible for a non-repayable grant through Clean Air Funds, they may not be able to secure a vehicle finance agreement due to their individual circumstances.



5.3 Proposed support at a glance

Greater Manchester is requesting a package of funding from Government totalling over £150m to support owners or registered keepers of non-compliant vehicles with the cost of upgrading to vehicles that don't incur a charge. Of the total

request, so far £41m has been confirmed by Government and further awards are anticipated.

This funding aims to mitigate negative social and economic effects on businesses and individuals most affected by the GM CAZ.

Buses	Hackney carriages	Private hire vehicles
Proposed support for those eligible and have a non-compliant bus which is used on a registered bus service in GM.	Proposed support for those eligible with a non-compliant hackney carriage licensed with the Greater Manchester Authorities.	Proposed support for those eligible with a non-compliant private hire vehicle licensed with the Greater Manchester Authorities.
Grant of up to £16,000 per vehicle for replacement or retrofit.	£10,000 per vehicle for a running costs grant or a contribution for vehicle finance, for a replacement zero emissions capable wheelchair accessible vehicle.	£1,000 grant or vehicle finance contribution towards replacement to a compliant petrol or diesel vehicle
Bus operators will not be offered access to the vehicle finance scheme.	or	or
No proposed cap on number of vehicles per applicant.	£5,000 grant towards an LPG retrofit.	£2,000 grant or vehicle finance contribution towards replacement to a hybrid or plug-in hybrid
	or	or
	There is also a UK government grant available of up to £7,500 for purchasing a new zero emissions capable vehicle.	£2,500 running costs grant for replacement with a zero emissions capable vehicle.
	Limit of 8 vehicles per applicant.	or
		£5,000 grant or vehicle finance contribution towards replacement of a minibus or WAV.
		Limit of 10 vehicles per applicant.

Light Goods Vehicles (vans)	Heavy Goods Vehicles	Coaches	Minibuses
Proposed support for those eligible with a non-compliant van.	Proposed support for those eligible with a non-compliant HGV	Proposed support for those eligible with a non-compliant coach.	Proposed support for those eligible and have a non-compliant minibus.
Applies to these four vehicle types ¹⁷	Applies to these four vehicle types ¹⁷	Applies to these four vehicle types ¹⁷	Applies to these four vehicle types ¹⁷
A grant of £3,500 per vehicle for replacement or vehicle finance contribution.	A grant of up to £5,500 per vehicle for replacement or vehicle finance contribution. Limit of 10 vehicles per applicant.	Grant of up to £16,000 per vehicle for replacement or retrofit or vehicle finance contribution.	A grant of up to £5,000 for replacement or vehicle finance contribution for replacement of minibuses (which are not licensed taxis or PHVs or used on a registered bus service in GM).
Limit of 10 vehicles per applicant.	or	Limit of 10 vehicles per applicant.	
	A grant of up to £16,000 per vehicle for retrofit. Limit of five vehicles per applicant.		Limit of 10 vehicles per applicant.

¹⁷ Available for vehicles registered in GM, small and micro businesses, sole traders, charities and social enterprises, private owners, initially targeted towards individuals and the smallest businesses with the oldest vehicles..

5.4 Funding to support bus operators – Clean Bus Fund

Retrofit

In the Outline Business Case (OBC), Greater Manchester set out that the Clean Bus Fund would provide financial support to, where possible, retrofit buses which have an older engine than Euro VI. This funding would apply to buses registered to run services across GM.

In March 2020, Government awarded £14.7m initial funding to retrofit buses running services in GM that have older engines which are not compliant with the GM CAZ emission standards. Government has confirmed that this funding for bus retrofit should be awarded as soon as possible and so consultation feedback is not being sought on this aspect of the fund.

This means that a grant of up to £16,000 towards retrofit to a compliant standard via a Clean Vehicle Retrofit Accreditation Scheme (CVRAS) certified system will be available. Financial support will be available to vehicles less than 13-years old that have operated for a minimum of six months on a GM-registered bus service.

Replacement

In the OBC, GM estimated 350 buses could not be retrofitted, and it would be for the owners of those vehicles to find a solution. This estimate has now been revised, based on further evidence, and it has been established that there are more than 500 non-compliant buses that cannot be retrofitted operating in GM. GM is requesting c.£9m of funding from Government to support the replacement of non-compliant vehicles operating on registered bus services in GM.

Using this funding, GM proposes that a grant of up to £16,000 will be available towards the cost of replacing a non-compliant bus registered to run services across GM with a compliant vehicle which meets GM CAZ emission standards.

Eligibility

Applicants would need to be able to demonstrate that:

- They are the registered operator for a registered bus service operating in Greater Manchester;
- They have not been in receipt of, or be subject to a current application for, public sector clean air funding in GM or elsewhere in the United Kingdom for upgrade (retrofit or replacement) of the same vehicle(s) that is to be upgraded through the GM Clean Bus Fund;
- They have been operating on a registered bus service, within GM, for not less than 12 full consecutive calendar months prior to the date of application;
- The vehicle has been registered to the applicant for not less than 12 consecutive calendar months prior to the date of application, evidenced through the V5C Registration Document;
- The vehicle has a valid MOT, road tax and suitable insurance to operate a bus passenger service at the date of application;
- The upgraded vehicle will be compliant with the GM CAZ emission standards as a minimum; and
- The upgraded vehicle will continue to operate on a registered bus service within GM for a minimum of five years following receipt of funding. If it is replaced or taken out of service in GM it must be replaced by a vehicle which meets the same emissions standard and passenger capacity, or better, e.g. a compliant double decker bus must be replaced with another compliant double decker bus, and must be of the same age or younger.

Management of funds

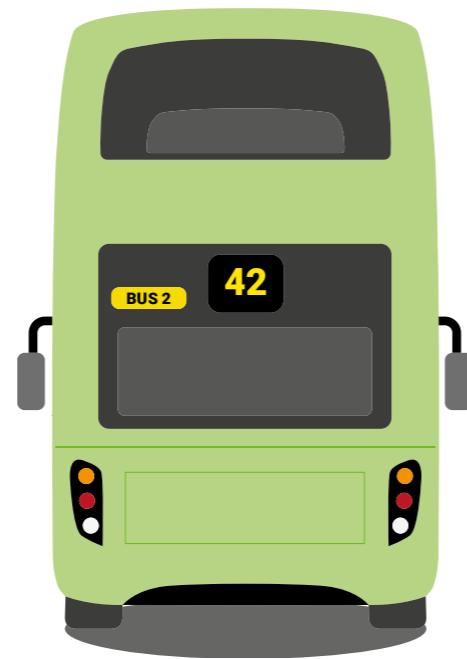
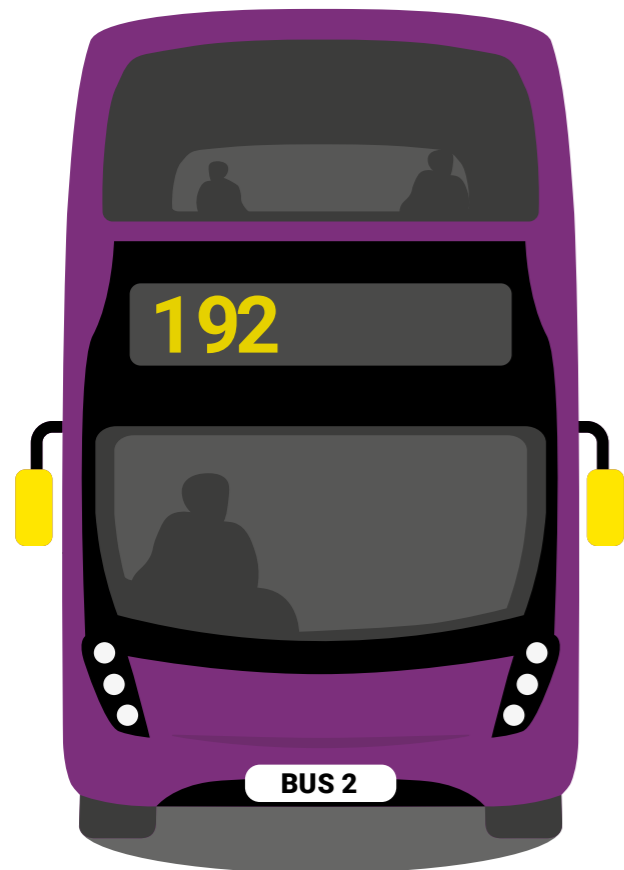
If the fund is oversubscribed by the deadline, it is proposed that, in addition to applicants meeting the eligibility criteria, an additional process could be applied that seeks to prioritise air quality benefits, i.e. funding could initially be targeted towards the upgrade of the oldest vehicles first.

Greater Manchester's Zero Emission Bus Fleet Ambition

Greater Manchester is developing proposals to deliver its strategic objective of a zero-emission bus fleet. In its March 2020 budget, Government announced £5bn worth of funding for buses and cycling. Greater Manchester is looking to secure additional funding from this pot to help deliver this ambition.



-
- Q7:** Do you have any comments on the proposed Clean Bus Fund? (e.g. eligibility criteria, funding amounts)
- Q7a:** Do you believe you are eligible to access this fund?
- Q7b:** Would the proposed fund meet your needs e.g. support you to upgrade your vehicle(s)? if not, why not?
- Q7c:** Do you have any comments about the proposed management of the funds? (e.g. if over-subscribed the oldest vehicles could be targeted first)
-



5.5 Funding to support HGVs, vans, minibuses and coaches – the Clean Commercial Vehicle Fund

Greater Manchester has asked Government for £98m for the Clean Commercial Vehicle Fund (CCVF), to provide financial support for the upgrade of vans and HGVs, minibuses and coaches, which will be targeted to support smaller local businesses, sole traders and the voluntary sector.



HGVs

In March 2020, the Government awarded GM £7.6m as an initial tranche of funding towards the upgrade of HGVs, for retrofitting vehicles currently in use so that they subsequently meet the GM CAZ emission standards, or replacing non-compliant vehicles with compliant vehicles. Funding will be available to both commercial and private owners or registered keepers of non-compliant HGVs.

Retrofit

GM is proposing that a grant of up to £16,000 towards retrofit to a compliant standard via a Clean Vehicle Retrofit Accreditation Scheme (CVRAS) certified system will be available.

Replacement

Alternatively, a replacement grant will be available. Dependent on vehicle size, the following funding amounts are proposed:

- 44t articulated up to £4,500 per vehicle
- 32t rigid up to £5,500 per vehicle
- 26t up to £4,500 per vehicle
- 18t up to £3,500 per vehicle
- <7.5t up to £2,500 per vehicle

Vehicle finance

Access to the Vehicle Finance offer will be available for replacement of non-compliant vehicles, offering an average finance contribution of £5,500 with the finance contribution per vehicle capped at £8,000. For more information about the Vehicle Finance measure, please see section 5.2.



Vans

GM is proposing that Government provides £80m of funding to support GM businesses and organisations to replace non-compliant vans with vehicles that meet the GM CAZ emission standards.

Retrofit

Subject to the award of Government funding to GM, it is proposed that a replacement grant of up to £3,500 per vehicle will be available.

Vehicle finance

Alternatively, access to the Vehicle Finance offer will be available for replacement of non-compliant vehicles, offering an average finance contribution of £3,500, with the finance contribution per vehicle capped at £5,000. For more information about the Vehicle Finance measure, please see section 5.2.



Minibuses

(which are not a GM-licensed taxi or PHV or used on a GM-registered bus service)

In March 2020, Government awarded £2m as an initial tranche of funding towards replacing non-compliant vehicles with those that meet the GM CAZ emission standards.

Replacement

GM is proposing that a replacement grant of up to £5,000 per vehicle will be available.

Vehicle finance

Access to the Vehicle Finance offer will be available for replacement of non-compliant vehicles, offering an average finance contribution of £5,000, with the finance contribution per vehicle capped at £7,000. For more information about the Vehicle Finance measure, please see section 5.2.



Coaches and Buses

(which are not used on a GM-registered bus service)

In March 2020, Government awarded £4.4m as an initial tranche of funding towards the upgrade of coaches, by either retrofitting vehicles currently in use so that they subsequently meet the GM CAZ emission standards, or replacing non-compliant vehicles with compliant vehicles.

Retrofit

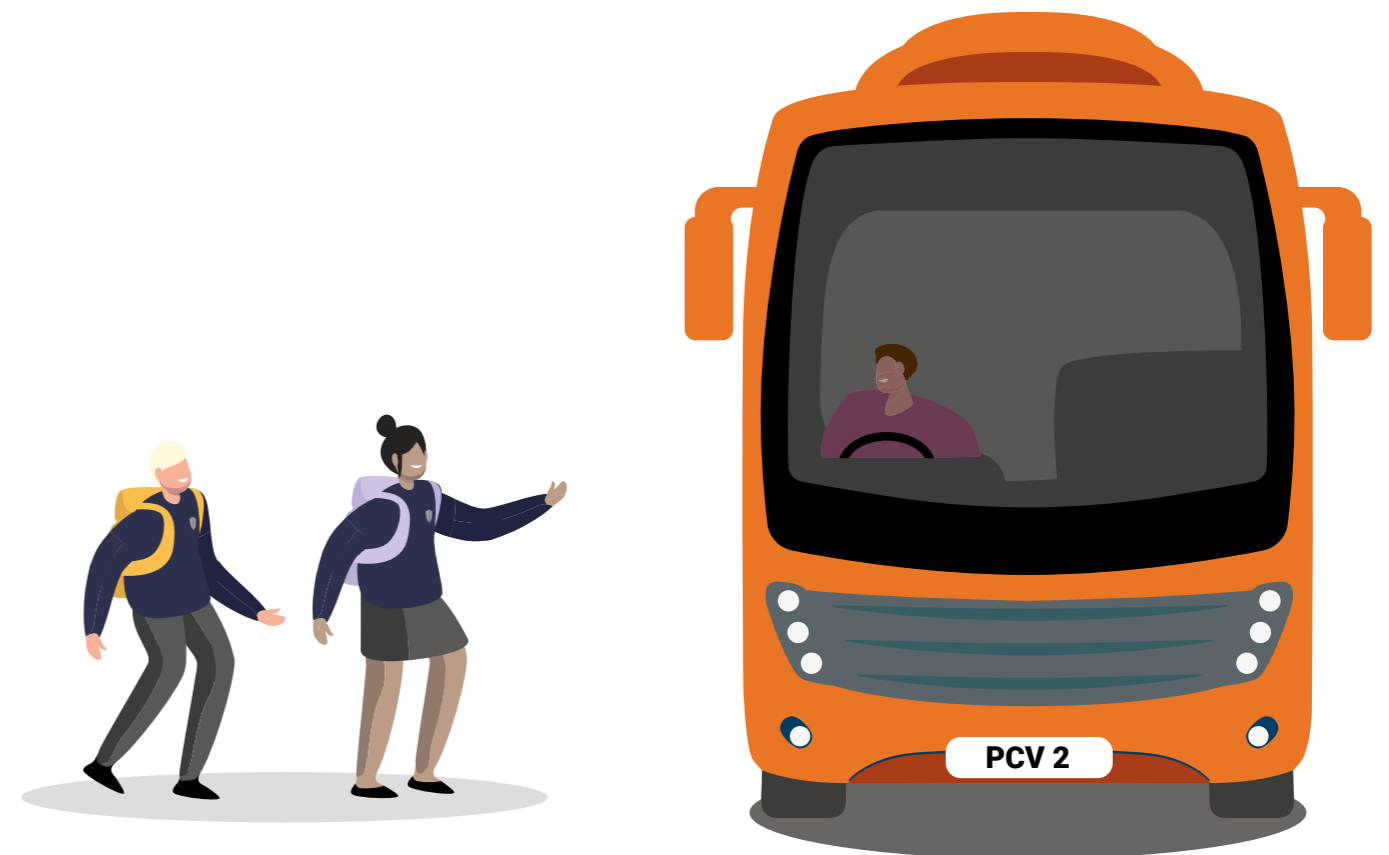
GM is proposing that a grant of up to £16,000 towards retrofit to a compliant standard via a Clean Vehicle Retrofit Accreditation Scheme (CVRAS) certified system will be available.

Replacement

Alternatively, a replacement grant of up to £16,000 per vehicle will be available.

Vehicle finance

Access to the Vehicle Finance will be available for replacement of non-compliant vehicles, offering an average finance contribution of £16,000, with the finance contribution per vehicle capped at £23,000. For more information about the Vehicle Finance measure, please see section 5.2.



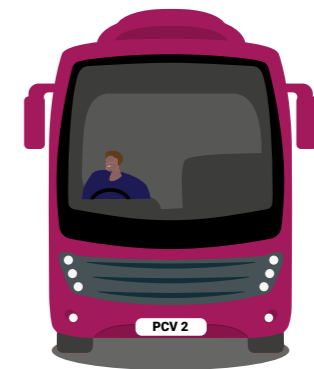
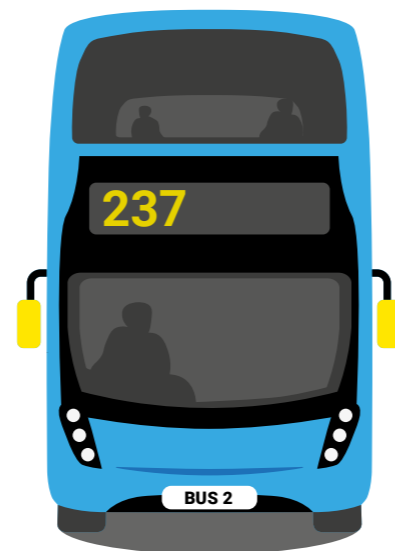
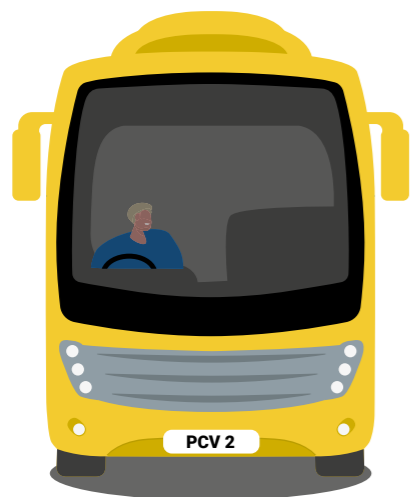
Eligibility

Applicants for the CCVF would need to be able to demonstrate that they are:

- A small business
- A micro business/entity
- Self-employed/sole trader
- An entity regulated by the Charity Commission (including registered, active charities and active charities exempted from registration)
- A social enterprise (including non-profit organisations), or
- A private owner (owner or registered keeper) of non-compliant vehicles which are not used for commercial purposes.

They must also demonstrate that:

- They have had a registered address within GM for not less than 12 full consecutive calendar months prior to the date of application
- They have not already been in receipt of Government clean air funding for the purpose of upgrade of the same non-compliant vehicle that is the subject of the application, in GM or elsewhere in the United Kingdom
- They are not in receipt of, or have made a successful application for, an Office of Low Emission Vehicle (OLEV) grant for the acquisition of the same compliant vehicle that is the subject of the GM CCVF application



- They have not received and do not expect to receive more than 200,000 Euros (or equivalent) of state aid from any source over a period of three fiscal years, if seeking funding support for the upgrade of a non-Road Freight Transport vehicle¹⁸. This figure is inclusive of any discounts, exemptions, grants or Vehicle Finance secured through the GM CAP or any other funding source, including the grant applied for.
- The non-compliant vehicle must be registered to the Applicant, or an authorised employee, director or trustee of the Applicant/organisation, for not less than 12 consecutive calendar months prior to the date of application, evidenced through the V5C Registration Document provided with the application
- The non-compliant vehicle must have been registered to an address in GM for not less than 12 consecutive calendar months prior to the date of application, evidenced through the V5C Registration Document provided with the application
- The non-compliant vehicle has a valid MOT (or annual test)¹⁹, road tax and insurance, as appropriate for the vehicle use/organisation, at the date of application
- The non-compliant vehicle will be replaced by a compliant vehicle, or upgraded via a Clean Vehicle Retrofit Accreditation Scheme (CVRAS) certified emission reduction system, to meet GM CAZ emission standards
- Where in private ownership, the vehicle must not be used for commercial purposes
- The business/organisation/trader/private owner will continue to have a base location in GM for not less than 12 full consecutive calendar months following receipt of funding.

¹⁸ This category includes all HGVs and LGVs which are used for the purposes of performing road freight transport for hire or reward.

¹⁹ An annual test (MOT) applies for a lorry, bus or trailer. Further information is available at: gov.uk/getting-an-mot/vehiclesexempt-from-mot

Management of Funds

It is proposed that financial support subject to available funds will be available through sequential funding rounds. These would target funding towards individuals and the smallest businesses within GM, and would be initially directed towards those who are likely to be most economically vulnerable to the impacts of the GM CAZ. The proposed funding rounds are set out below:

- An initial round of funding will be open to eligible owners or registered keepers of a non-compliant vehicle of Euro VI standard or older, with the exception of small businesses
- A second round of funding would be open to eligible owners or registered keepers of a non-compliant vehicle, with the exception of small businesses
- Subject to available funds, a third round of funding would be open to eligible owners or registered keepers of a non-compliant vehicle, including small businesses.

Q8: Do you have any comments on the proposed Clean Commercial Vehicle Fund?

Q8a: Do you believe you are eligible to access this fund?

Q8b: Would the proposed fund meet your needs e.g. support you to upgrade your vehicle(s)? If not - why not?

Q8c: Do you have any comments about the proposed management of the funds? (e.g. financial support could be available for the smallest businesses)



5.6 Funding to support hackney carriages and private hire vehicles - Clean Taxi Fund

The Clean Taxi Fund will provide a financial mechanism to support the upgrade of non-compliant hackney carriages and private hire vehicles (PHVs) licensed with the Greater Manchester Authorities.

Hackney carriages

GM is requesting £10.4m funding from Government towards the replacement or retrofit of non-compliant hackney carriages.

Using this funding, it is proposed that the following grants would be available:

- A grant of up to £10,000 will be available towards the running costs of a purpose-built wheelchair accessible zero emissions capable vehicle (ZEC), or
- Access to vehicle finance towards the cost of upgrade to a purpose-built wheelchair accessible ZEC vehicle, offering an average finance contribution of £10,000, with the total finance contribution capped at £14,000, or
- A grant of £5,000 towards the LPG retrofit of a Euro 5 vehicle less than ten years old will also be available.

Additional Government Funding

In addition to the proposed funding under GM CAP, Government also have funding of up to £7,500 available for those looking to purchase a new ZEC hackney carriage. This is available in addition to the GM CAP funding. For more information, visit gov.uk/plug-in-car-van-grants





Try Before you Buy hackney scheme

The Greater Manchester Clean Air Plan and the proposed GM MLS will require hackney carriages to meet stricter emissions standards. This means a significant proportion of the trade will need to upgrade their vehicles to meet these emissions standards to avoid a charge. The GM Five-Year Environment Plan sets out the ambition for GM to be carbon neutral by 2038, an objective that will be supported by the uptake of ZEC vehicles.

Research has been done with the trade to explore their thoughts and expectations with these ambitions²⁰.

To tackle the barriers to switching to electric vehicles, GM is proposing a "Try Before You Buy" initiative for GM-licensed hackney carriage drivers. The opportunity to hire and assess the vehicle before making an investment should help to address identified uncertainties about operating costs, range anxiety and availability of charging infrastructure.

The GM scheme would aim to encourage a 40% conversion rate of those taking up the trial.



Private hire vehicles

In March 2020, Government awarded £10.2m as an initial tranche of funding towards replacing non-compliant vehicles with compliant alternatives to meet the GM CAZ emission standards.

The following grants will be available to apply for:

Private hire wheelchair accessible vehicle or minibus

- A grant of £5,000 towards the cost of a compliant 6+ seater vehicle,
- OR access to vehicle finance, offering an average finance contribution of £5,000, with the finance contribution per vehicle capped at £7,000.

Non-wheelchair accessible private hire vehicle:

- A grant of £1,000 towards the cost of a compliant internal combustion engine vehicle OR access to vehicle finance, offering an average finance contribution of £1,000, with the finance contribution per vehicle capped at £2,000.
- OR a grant of £2,000 towards the cost of a compliant hybrid or plug-in hybrid²¹
- OR access to vehicle finance, offering an average finance contribution of £2,000, with the finance contribution per vehicle capped at £3,000.
- OR a grant of £2,500 towards the running costs of a ZEC vehicle²²

Additional Government Funding

In addition to the proposed funding under GM CAP, Government also have funding of up to £3,000 available for those looking to purchase a new ZEC private hire vehicle. This is available in addition to the GM CAP funding.

For more information, visit [gov.uk/plug-in-car-van-grants](https://www.gov.uk/plug-in-car-van-grants)



²⁰ The deliberative research findings can be found at cleanairgm.com/technical-documents

²¹ Which is not eligible/supported by an Office for Low Emission Vehicles (OLEV) Plug-In Grant. [gov.uk/plug-in-car-van-grants](https://www.gov.uk/plug-in-car-van-grants)

²² Which is eligible/supported by an Office for Low Emission Vehicles (OLEV) plug-in grant. [gov.uk/plug-in-car-van-grants](https://www.gov.uk/plug-in-car-van-grants)

Eligibility

Applicants for the Clean Taxi Fund would need to be able to demonstrate that:

- They have been trading and operating as a licensed hackney carriage or private hire driver or operator with one of the 10 Local Authorities in GM for not less than 12 uninterrupted consecutive calendar months prior to the date of application;
- They are the owner or registered keeper of a non-compliant vehicle which is and has been licensed for the purposes of hackney carriage or private hire services with one of the 10 Local Authorities in GM for not less than 12 uninterrupted consecutive calendar months prior to the date of application;
- The non-compliant vehicle to be upgraded has been registered to the applicant for not less than 12 uninterrupted consecutive calendar months prior to the date of application, evidenced through the V5C Registration Document provided with the application;
- The non-compliant vehicle will be replaced by a compliant vehicle, or upgraded via a Clean Vehicle Retrofit Accreditation Scheme (CVRAS) approved emission reduction system, to meet GM CAZ emission standards;
- The non-compliant vehicle has current road tax and business insurance at the date of application, with evidence of such provided with the application;
- They will declare that they will remain licensed with one of the 10 GM Local Authorities for the purpose of performing hackney carriage or private hire duties within GM for two years following the receipt of funding; and
- They have not received and do not expect to receive more than 200,000 Euros (or equivalent) of state aid from any source over a period of three fiscal years, if seeking funding support for the upgrade of a non-Road Freight Transport vehicle. This figure is inclusive of any discounts, exemptions, grants or Vehicle Finance secured through the GM CAP or any other funding source, including the grant applied for.



Management of Funds

It is proposed that funding will be offered on a first-come-first-served basis, once an applicant has evidenced that the eligibility criteria are met.



Electric vehicle charging infrastructure for hackney carriages and private hire vehicles

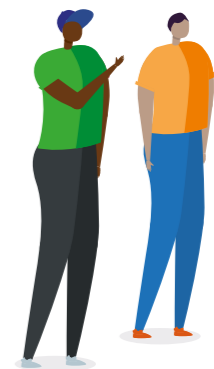
Research has shown taxi drivers are concerned about the ability to charge electric vehicles during shifts. Dedicated electric vehicle infrastructure will be key in supporting the transition to ZEC taxis.

GM is proposing a £6.5m network of 40 taxi-only rapid electric vehicle charging points tailored to locations to support ZEC taxis to operate across GM. This measure

is complementary to the financial support offered through the Clean Taxi Fund, for a running-costs grant for those who upgrade from a non-compliant vehicle to a ZEC vehicle.

This is in addition to £2.4m already in place to deliver 30 rapid chargers, targeted in areas suitable for the taxi trade across Greater Manchester.

-
- Q9a: Do you have any comments on the proposed funds for hackney carriages?**
Q9b: Do you have any comments on the proposed funds for private hire vehicles?
Q9c: Do you have any comments on the "Try Before You Buy" initiative?
Q9d: Do you believe you are eligible to access either of these funds?
Q9e: Would the proposed funds / "try before you buy" meet your needs e.g. support you to upgrade your vehicle(s)? If not - why not?
Q9f: Do you have any comments about the proposed management of funds? (e.g. offered on a first-come-first basis once an applicant has evidenced that the eligibility criteria are met)
-





Minimum Licensing Standards

In the longer term, there is an ambition to move towards a ZEC fleet for hackney carriages and private hire vehicles. This is driven by the GM Five-Year Environment Plan, through which GM aims to be carbon neutral by 2038. To achieve this target, there needs to be a shift to ZEC vehicles over the next decade.

To invest in ZEC vehicles, taxi and private hire vehicle owners require long-term confidence in the local policy landscape, including future interventions and supporting infrastructure. The following dates for ZEC adoption are therefore proposed as part of the Greater Manchester Minimum Licensing Standards consultation.

- From 2025 all new to license vehicles would need to be ZEC; and
- From 2028 all vehicles would need to be ZEC, meaning an entirely zero emission hackney/private hire fleet across Greater Manchester by 2029.

There is significant overlap between the Greater Manchester Clean Air Plan proposals and the proposed Greater Manchester Minimum Licensing Standards for hackney carriages and private hire vehicles, namely with regard to emissions standards. Therefore, these two consultations are running at the same time to ensure that charging, funding and licensing policy positions are joined-up. You can find more information about the proposals for Minimum Licensing Standards at gmtaxistandards.com

Vehicle Finance

Now that you have had chance to consider the vehicle finance offer available for eligible applicants, please consider the following questions:

Q10a: Do you have any comments on the proposed Vehicle Finance Offer (see section 5.2 for more information)

Q10b: To what extent do you agree or disagree that the proposed vehicle finance offer would meet your needs e.g. support you to upgrade your vehicle(s)?

Q10c: Why do you say this?

5.7 Hardship fund

Since submission of the OBC and following the feedback received as part of the "conversation" in 2019, GM considers that it is individuals and the smallest businesses who will be most economically affected by the GM CAZ charge, and that the proposed amount of grant funding to help upgrade to a compliant vehicle may not be enough to adequately mitigate the potential adverse economic impacts.

GM is proposing a Hardship Fund of at least £10m to support individuals, companies and organisations who are assessed to be most economically vulnerable to the CAZ charge.

GM is currently considering the scope and scale of support required. This assessment is also being considered in light of the impact of the COVID-19 pandemic. It is possible that the groups affected by the GM CAP may require different levels of financial assistance than had been assessed at the time of the submission of the OBC to Government.

GM knows that the transport sector has already been affected by the pandemic, and Government policies to stem its spread. The sector's ability to recover from revenue loss, while also being expected to respond to pre-pandemic clean air policy priorities by upgrading to a cleaner fleet, will clearly require further assessment and consideration. Therefore, the consultation is asking questions about the impact of COVID-19 to provide information for a technical briefing note to be submitted to Government to assist in determining the amount of hardship funding to be made available.

Q11a: Do you support a hardship fund? Why do you say this?

Q11b: If you are impacted by the proposed clean air zone daily charges, is there any additional support that you would need?

5.8 Fraudulent activity and misappropriation

GM is proposing that if an applicant is found to have abused the application process for the funds, vehicle finance, discounts or exemptions (e.g. falsified information), such that there is a risk of misappropriation, the right is reserved to terminate applications for funding or take enforcement action to recover awarded grants where information provided is not truthful or accurate.

Furthermore, any applicants found to have abused the application process or made a fraudulent application will not be eligible for any existing GM CAZ exemptions, discounts or financial support and GM will refer the matter to the relevant authorities where applicable.



6 Impacts and overall opinion

6.1 Overall Clean Air Plan impacts

Modelling shows that the current proposals would achieve the required reduction in NO₂ levels in the shortest possible time, in the most cost-effective way, while minimising the wider impacts on the people and economy of Greater Manchester.²³

Q12: To what extent do you agree or disagree that air quality needs to be improved in Greater Manchester?

Q13: Having read through the proposals, how confident are you that the Greater Manchester Clean Air Plan will bring roadside nitrogen dioxide (NO₂) levels within legal limits "in the shortest possible time and by 2024 at the latest"?

Q13a: Do you have any other comments on the proposals for the Clean Air Plan as set out in the consultation document?

Q14: Taking into account both the Clean Air Zone and the support offered, what would be the likely impact on you/your business/your organisation?

6.2 COVID-19 impact

It was originally thought that the statutory consultation on the Clean Air Zone and the wider proposals would take place earlier in 2020. However, due to the COVID-19 pandemic and the resulting national lockdown, plans to consult were paused. Government has now asked Greater Manchester to continue to progress the Clean Air Plan, and to continue with the consultation, based on proposals developed before the COVID-19 pandemic. Government has also asked that an assessment of the possible impacts of the pandemic on the proposals is undertaken to inform decision-makers in the GM local authorities.

GM is aware that businesses have been impacted by the pandemic, and Government policies to stem the spread of the virus and continue to be impacted. Their ability, particularly of the transport sector, to recover from revenue loss, while also being expected to respond to pre-pandemic clean air policy priorities by upgrading to a cleaner fleet, may require further assessment and consideration. Therefore, the consultation is asking questions about the impact of COVID-19 to inform decisions on the nature and requirements for additional support for those most vulnerable to the Clean Air Zone charge.

²³ GM CAP Data, Evidence and Modelling - Consultation Summary Report

Q15a: Which of the following best reflects your trading status as a result of the COVID-19 pandemic?:

- Have continued trading throughout
- Currently trading, having temporarily paused – but have resumed trading during the pandemic
- Paused trading
- Permanently ceased trading
- Other, please state

Q15b: Have you or your business received any of the following as a result of the COVID-19 pandemic?:

Please select all that apply

- Coronavirus job retention scheme (aka Furlough)
- Government-backed accredited loans or finance agreements (aka CBIL / BBLs)
- Business grants funded by the UK and devolved governments
- Self-employment income support scheme
- Other government support
- Other loans / grants (please specify)
- Not applied for any of these schemes

Q15c: To what extent has the COVID-19 pandemic affected the following aspects of your business?

- Level of debt
- Reserves / Savings
- Turnover
- Profitability

Q15d: Please tell us about how the COVID-19 pandemic has affected your ability to meet the proposals outlined within the consultation document.



7 Equalities

7.1 Equality impact assessment

Under equality legislation, there is a requirement to have due regard for the need to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity between persons who share a relevant protected characteristic, and persons who do not share it
- Foster good relations between those who have a relevant protected characteristic and those who don't.

"Relevant protected characteristics" are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex and sexual orientation.

The draft analysis of potential impacts of the Clean Air Plan proposals is set out in the document "Equality Impact Analysis" which is part of the suite of documents available to consultees.

It concludes that the Clean Air Plan proposals would have a high positive impact on children and young people, older people, people from a variety of ethnic backgrounds and pregnant women. It also concludes that there would be a medium adverse impact on men due to the predominance of males working as taxi drivers and bus drivers.

Q16: The Equality Impact Assessment identifies the potential impact on the Clean Air Plan proposals on persons with protected characteristics. Do you have any comments on it?



8 How to get involved and have your say

8.1 Who can take part?

Anyone can get involved to share their views on the proposals to remove all concentrations of NO₂ that have been forecast to be above legal limits and to make Greater Manchester's air cleaner and healthier for everyone.

8.2 Where can I get more information?

The questionnaire is available on cleanairgm.com, where you can also find supporting documents to give you more detailed, technical information on the proposals and sign up for any future updates.

You can also request hard copies of the consultation document, questionnaire and supporting materials by calling **0161 244 1100**.

8.3 How do I respond?

You can have your say on the proposals by going to cleanairgm.com to answer the questions in the online questionnaire.

Alternatively you can:

- Email your feedback to cleanairgm@aecom.com
- Give your feedback via telephone on **0161 244 1100** (you will be forwarded through to our independent research organisation AECOM to submit your response).
- Write/send a completed questionnaire to

**Freepost RUBS-XRAT-GLBK,
AECOM, 1 New York Street,
MANCHESTER, M1 4HD**

All responses will go to AECOM – the independent agency who are managing and analysing the responses.

For further information or to request paper copies of the consultation document and questionnaire, please ring **0161 244 1100** or email info@cleanairgm.com. A pre-paid envelope will be provided along with the paper version of the questionnaire so that you are able to return your completed form to AECOM free of charge.

The consultation is open from Thursday 8 October to 23:59 on Thursday 3 December 2020.

8.4 Access to all

If you need to respond to the consultation in a different way, or require the consultation materials in a different format, please contact info@cleanairgm.com or call **0161 244 1100** to discuss how we can help you. Support for non-English speakers is available on **0161 244 1100**.

8.5 What happens to my response?

Your response will be independently assessed as part of the consultation.

The outputs of the consultation will be analysed and will be taken into account when finalising the proposals. The consultation findings will be reported in spring 2021.

Once the report is considered by the Greater Manchester local authorities the GM CAP Final Business Case (FBC) will be developed and subject to approval by the 10 Greater Manchester Local Authorities, submitted to Government. Then, subject to Government approval and funding, measures will be introduced from 2021, with the Clean Air Zone being introduced from spring 2022.



Appendix 1 – Clean Air Zone vehicle categories and minimum emission standards as set out in the UK Government’s Clean Air Zone Framework

Table A1 – CAZ vehicle categories and minimum emission standards as set out in the Clean Air Zone Framework²⁴

Vehicle Type	Euro Category	Minimum ²⁵ CAZ Compliant Euro Emission Standard	Example vehicles ²⁶
Bus	M3 (Gross Vehicle Weight ²⁷ over 5000kg and more than 8 seats in addition to the driver)	Euro VI	Public Buses (single decker, double decker and midi), Coaches (single and double decker).
Coach		Euro VI	
HGV	N2 (Gross Vehicle Weight over 3500 kg and ref. mass over 2610 kg) N3 (Gross Vehicle Weight over 5000 kg)	Euro VI	Articulated vehicles, rigid HGVs, flatbed lorries, concrete mixers, 2-axle lorry, some motorised caravans (>3.5t) and motorised horseboxes (>3.5t).
Minibus	M2 (Gross Vehicle Weight not exceeding 5000 kg, reference mass not exceeding 2840 kg and more than 8 seats in addition to the driver)	Euro VI (diesel) Euro IV (petrol)	Minibuses (excluding those which are licensed as a Taxi or private hire vehicle – see Taxi and private hire vehicles below).
Van	N1 (Gross Vehicle Weight not exceeding 3500 kg and reference mass not exceeding kg)	Euro VI (diesel) Euro IV (petrol)	Vans (short and long wheelbase), some car derived vans, some light 4x4 utility vehicles and pickups.
Hackney carriage and private hire vehicles	Minibus – M2 (Gross Vehicle Weight not exceeding 5000 kg, reference mass not exceeding 2840 kg and more than 8 seats in addition to the driver) M1 Passenger vehicle with up to 8 seats in addition to the driver	Euro VI (diesel) Euro IV (petrol)	Vehicles licensed as hackney carriages and/or private hire vehicles.

²⁴ Defra and DfT, 2020. Clean Air Zone Framework, Annex A. Available at: assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863730/clean-air-zone-framework-feb2020.pdf

²⁵ Note the minimum compliant standard is specified in Table 3.1.2. Vehicles which meet Euro 5 (V) and 6 (VI) petrol standards will also be compliant.

²⁶ As set out by Greater Manchester. These example vehicles do not feature in Government Guidance and are provided for guidance only.

²⁷ The weight of a vehicle or trailer, including the maximum load, that can be safely carried when it is being used on the road. This will be listed in the owner’s manual. Also known as the maximum authorised mass (MAM) or permissible maximum weight.

Appendix 2 – Consultation questionnaire

These are the questions included in the consultation questionnaire. They are set out throughout this document at the appropriate points within each section.

- Q1: The proposed Clean Air Zone Boundary would follow the existing administrative boundary of Greater Manchester as closely as possible.
Do you have any comments on the proposed boundary?
- Q2: The Clean Air Zone would operate 24 hours a day, seven days a week, signage would be used to clearly identify the Clean Air Zone, and the daily charges would apply from midnight to midnight.
Do you have any comments on these proposals?
- Q3: Please tell us what you think of the proposed daily charges for each of the vehicles?
a) Buses / Coaches and HGVs – £60
b) Hackney carriages and private hire vehicles – £7.50
c) Vans and Minibuses – £10
- Q3a: Do you have any comments on the proposed charges?
- Q4: To what extent do you agree or disagree with the permanent local exemptions proposed by Greater Manchester?
- Q4a: Why do you say this?
- Q5: To what extent do you agree or disagree with the temporary local exemptions proposed by Greater Manchester?
- Q5a: Why do you say this?
- Q6: To what extent do you agree or disagree with the permanent local discounts proposed by Greater Manchester?
- Q6a: Why do you say this?
- Q7: Do you have any comments on the proposed Clean Bus Fund? (e.g. eligibility criteria, funding amounts)
- Q7a: Do you believe you are eligible to access this fund?
- Q7b: Would the proposed fund meet your needs e.g. support you to upgrade your vehicle(s)? if not, why not?
- Q7c: Do you have any comments about the proposed management of the funds? (e.g. if over-subscribed the oldest vehicles could be targeted first)

Appendix 2 – Consultation questionnaire continued

Q8: Do you have any comments on the proposed Clean Commercial Vehicle Fund?

Q8a: Do you believe you are eligible to access this fund?

Q8b: Would the proposed fund meet your needs e.g. support you to upgrade your vehicle(s)? If not - why not?

Q8c: Do you have any comments about the proposed management of the funds? (e.g. financial support could be available for the smallest businesses)

Q9a: Do you have any comments on the proposed funds for hackney carriages?

Q9b: Do you have any comments on the proposed funds for private hire vehicles?

Q9c: Do you have any comments on the "Try Before You Buy" initiative?

Q9d: Do you believe you are eligible to access either of these funds?

Q9e: Would the proposed funds / "try before you buy" meet your needs e.g. support you to upgrade your vehicle(s)? If not - why not?

Q9f: Do you have any comments about the proposed management of funds? (e.g. offered on a first-come-first basis once an applicant has evidenced that the eligibility criteria are met)

Q10a: Do you have any comments on the proposed Vehicle Finance Offer (see section 5.2 for more information)

Q10b: To what extent do you agree or disagree that the proposed vehicle finance offer would meet your needs e.g. support you to upgrade your vehicle(s)?

Q10c: Why do you say this?

Q11a: Do you support a hardship fund? Why do you say this?

Q11b: If you are impacted by the proposed clean air zone daily charges, is there any additional support that you would need?

Q12: To what extent do you agree or disagree that air quality needs to be improved in Greater Manchester?

Q13: Having read through the proposals, how confident are you that the Greater Manchester Clean Air Plan will bring roadside nitrogen dioxide (NO₂) levels within legal limits "in the shortest possible time and by 2024 at the latest"?

Q13a: Do you have any other comments on the proposals for the Clean Air Plan as set out in the consultation document?

Q14: Taking into account both the Clean Air Zone and the support offered, what would be the likely impact on you/your business/your organisation?

Q15a: Which of the following best reflects your trading status as a result of the COVID-19 pandemic?:

- Have continued trading throughout
- Currently trading, having temporarily paused – but have resumed trading during the pandemic
- Paused trading
- Permanently ceased trading
- Other, please state

Q15b: Have you or your business received any of the following as a result of the COVID-19 pandemic?:

Please select all that apply

- Coronavirus job retention scheme (aka Furlough)
- Government-backed accredited loans or finance agreements (aka CBIL / BBLs)
- Business grants funded by the UK and devolved governments
- Self-employment income support scheme
- Other government support
- Other loans / grants (please specify)
- Not applied for any of these schemes

Q15c: To what extent has the COVID-19 pandemic affected the following aspects of your business?

- Level of debt
- Reserves / Savings
- Turnover
- Profitability

Q15d: Please to tell us about how the COVID-19 pandemic has affected your ability to meet the proposals outlined within the consultation document.

Q16: The Equality Impact Assessment identifies the potential impact on the Clean Air Plan proposals on persons with protected characteristics. Do you have any comments on it?

Supporting you to respond to this consultation

For support to respond to this consultation or to request copies of the summary document and questionnaire please contact info@cleanairgm.com or **0161 244 1100**.

Support for non-English speakers is available on **0161 244 1100**.

اس مشاورت کا جواب دینے میں مدد یا دستاویز کا خلاصہ اور سوالنامہ کی کاپی حاصل کرنے کے کیلئے براہ مہربانی info@cleanairgm.com یا 0161 244 1100 پر رابطہ کیجئے۔
جن افراد کو انگریزی بولنے میں مدد درکار ہے وہ 0161 244 1100 پر فون کریں۔

"Prosimy o kontakt przez email info@cleanairgm.com lub telefonicznie pod numerem 0161 244 1100 po pomoc w odpowiedzi na tą konsultację lub aby móc otrzymać egzemplarze dokumentacji z podsumowaniem wraz z ankietą.

Wsparcie dla osób nie mówiących po angielsku można otrzymać pod numerem 0161 244 1100."

"દસ્તાવેજના સારાંશ અને પ્રશ્નાવલિની નકલો મેળવવા માટે અથવા આ પરામર્શનો જવાબ આપવા માટે મદદ મેળવવા કૃપા કરીને info@cleanairgm.com પર ઇમેઇલ દ્વારા સંપર્ક કરો

અથવા તમે 0161 244 1100 પર ટેલિફોન કરી શકો છો.

જ લોકો અંગ્રેજી નથી બોલતા, તેઓ મદદ મેળવવા, 0161 244 1100 પર ટેલિફોન કરી શકે છે."

"للحصول على الدعم للرد على هذه الاستشارة أو لطلب نسخ من الوثيقة الموجزة والاستبيان، يرجى التواصل على البريد الإلكتروني

info@cleanairgm.com أو الإتصال بالرقم 0161 244 1100.

يتوفر الدعم لغير الناطقين باللغة الإنجليزية على الرقم 0161 244 1100."

এই পরামর্শে সাড়া দিতে সাহায্যের জন্য অথবা সামারি ডকুমেন্ট অর্থাৎ সারসর্ম এবং প্রশ্নমালার কপি পেতে ইমেইলে যোগাযোগ করুন - info@cleanairgm.com
অথবা, এই নাম্বারে ফোন করুন- 0161 244 1100
যারা ইংরেজি বলেন না তাদের জন্য সহযোগিতার ব্যবস্থা রয়েছে, সাহায্য পেতে এই নাম্বারে ফোন করুন- 0161 244 1100