

All Member Briefing



GM Clean Air Final Plan

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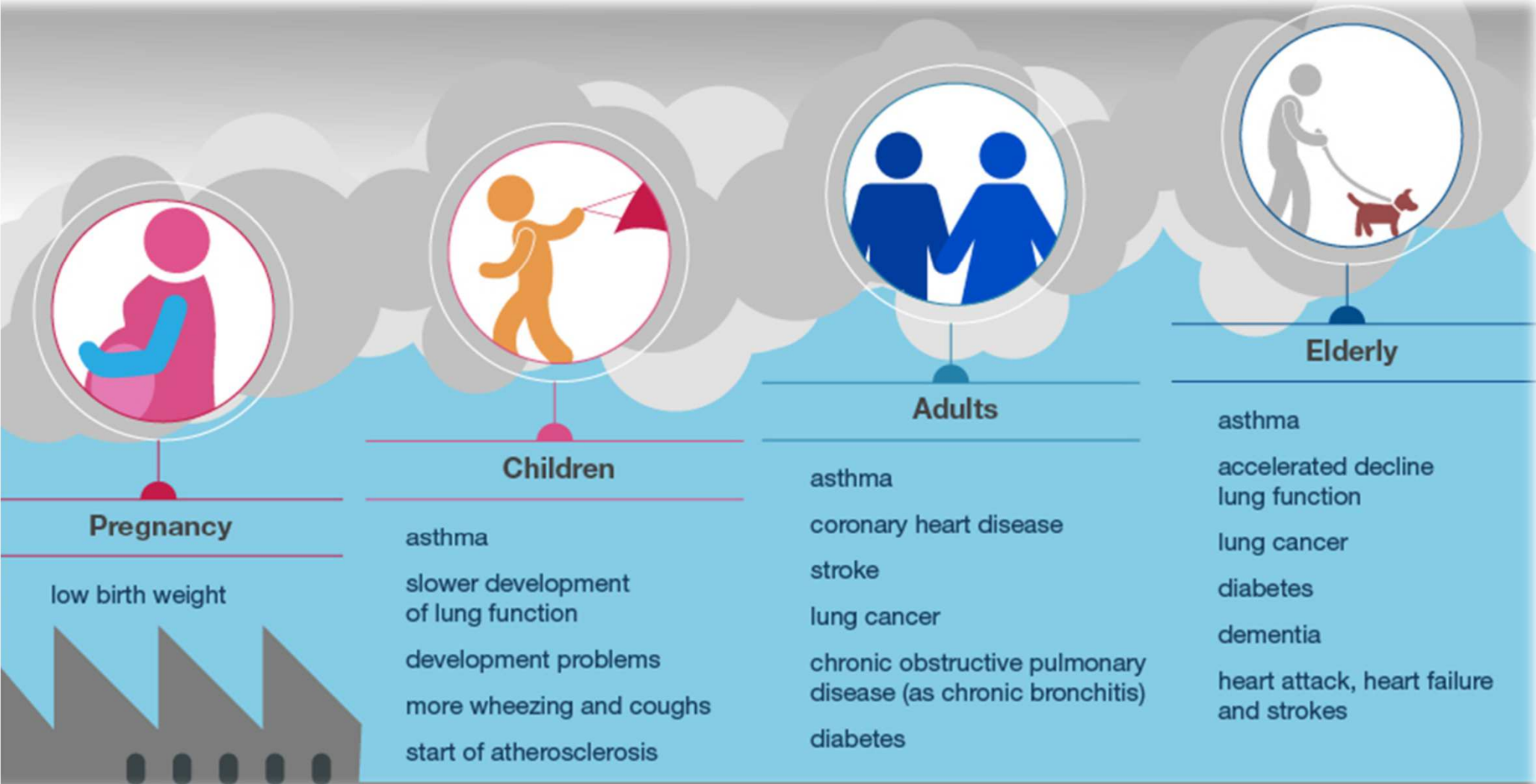
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Air quality and health



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Manchester



Legal responsibility to act to reduce NO₂ concentrations has been delegated to local authorities



As a result of legal action, the UK Government has delegated individual responsibility Local Authorities.



GM Authorities **MUST** address roadside Nitrogen Dioxide compliance.

Reduce NO₂ concentrations to within legal limit values in the “shortest possible time”.



Government have set out the process and timescale.

Local authorities **must** consider implementing a Clean Air Zone unless they can identify alternative measures which are as effective in reducing NO₂ air pollution at least as quickly.

Clean Air Consultation



Eight-week consultation from **8 October to 3 December** to seek views from residents, visitors, stakeholders and businesses on the proposals to achieve compliant NO₂ levels in Greater Manchester.

The initial proposal was for a GM wide Clean Air Zone (CAZ) with more polluting commercial vehicles required to pay a daily charge - supporting funding packages in place to help businesses upgrade their vehicles

1,768 responses received on key elements such as the proposed Clean Air Zone boundary, daily charges for affected commercial and passenger vehicles, and the proposed government funding support package.

Members of the public agreed that air quality must be improved as quickly as possible, with some stating that the proposals should go further.

Businesses said that they can't afford the charge or to upgrade and/or think the CAZ should be delayed.

There was a high level of support for the Funds.

The vast majority of businesses and vehicle owners responding to the consultation said that they had been affected financially by the pandemic, including reduced turnover and profitability, higher level of debt and having used up business reserves / savings.



Minimum Licensing Standards – current position



A consultation on the Minimum Licensing Standards (MLS) was undertaken at the same time as the GM Clean Air Plan consultation and a separate report was presented at the GMCA on 25 June

A decision has been taken to take forward the two programmes separately.

Therefore, the CAP is being developed without any assumptions about MLS implementation – it is designed to be effective in achieving compliance in the shortest possible time with or without MLS delivery.

This means that GM is not making any assumptions about age limits (beyond those already in place by local authorities), roadmap to Zero Emissions Capable vehicles or requirement for Hackneys to be wheelchair accessible.

Some changes to the funding proposals have been made as a result of this decision, where limits on funding options were based on new standards being imposed (e.g. assuming that all Hackneys must upgrade to WAV).

COVID-19 impact on air quality in GM



The GM Clean Air Plan monitors NO₂, using diffusion tubes at 222 sites where “target determination” modelling predicted illegally high levels of NO₂ in 2021.

Air pollution reduced in 2020 as a result of the travel and economic restrictions in place due to the COVID-19 pandemic.

In 2020, 16 of the 222 locations measured NO₂ concentrations exceeding the legal annual average standard of 40 µg/m³. Exceedances were recorded in Manchester, Tameside, Stockport, Bolton and Rochdale.

This compares to 129 locations that were measuring concentrations above 40 µg/m³ in 2019.

The significant improvement in air quality during the lockdown period does demonstrate that traffic is the primary factor causing exceedance, and that reducing vehicle emissions will lead to improvements in NO₂.

However, travel patterns and the associated pollutant emissions returned to near pre-COVID-19 levels towards the end of 2020, and it is expected these improvements in NO₂ will not be sustained through 2021.

Key elements of the final proposed GM Clean Air Zone



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CATEGORY C CLEAN AIR ZONE

Boundary	Minimal changes. Largely coincidental with the Greater Manchester administrative boundary. The Strategic Road Network (SRN) is excluded. Will now consult to include the A575 and A580 at Worsley.
Time of operation	Remains the same: 24 hours a day (midnight to midnight), 7 days a week, 365 days per year
Time for introduction	30 May 2022.
Non-compliant vehicles impacted daily charge	<p>All remain the same: lower charges mean more likely to stay and pay imposing costs on businesses without delivering air quality benefits so improving support (more time / more money) is a better mitigation.</p> <p>Licensed Hackney Carriages £7.50 Licensed PHVs £7.50 Buses £60 Coaches £60 HGVs £60 Minibuses £10 LGVs £10</p> <p>Propose to consult on inclusion of M1 motorhomes for parity between vehicles of the same type.</p>
Payment	Remains the same: Central government payment portal, by registered keepers



Key elements of the updated proposed GM Clean Air Zone



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Discounts and exemptions

<p>Local permanent exemptions</p>	<p>Remains the same Historic vehicles Military vehicles Disabled Passenger Vehicle Specialist Emergency Service Vehicles</p>
<p>Local permanent exemptions</p>	<p>Specialist heavy goods vehicles Non-road-going vehicles Vehicles used by emergency services Community minibuses Showmen’s Guild vehicles Driving within the zone because of a road diversion Disabled tax class vehicles</p> <p>All previous local exemptions remain.</p> <p>Additional exemptions: LGVs and Minibuses specially adapted for use by a disabled user Heritage buses not used for hire and reward Driver training buses</p> <p>New exemptions proposed for specific groups in line feedback from consultation.</p>

Key elements of the final proposed GM Clean Air Zone



Discounts and exemptions

<p>Temporary local exemptions</p>	<p>Temporary exemptions in place until 31 May 2023 (one year after launch of CAZ), extended reflecting feedback from consultation that people needed more time</p> <p>Vans and minibuses (which are not a licensed hackney carriage or PHV or used to provide a registered bus service) Remains</p> <p>GM-licensed Wheelchair Accessible hackney carriages & PHVs Changed to <u>all GM-licensed</u> hackney carriages & PHVs</p> <p>Coaches and buses registered to a business address within GM and not used on a registered bus service within GM. Changed to <u>all</u> coaches</p> <p>Outstanding finance or lease on non-compliant vehicles Remains Limited supply (awaiting delivery of a compliant vehicle) Remains</p> <p>New: Buses used on a GM school bus service tendered prior to March 2019 exempt to end July 2022</p>
<p>Permanent local exemptions</p>	<p>PHVs (owned or exclusively contracted by one person) licensed to one of the 10 GM Local Authorities and also used as a private car Replaced with temporary exemption as more appropriate means of support</p> <p>Leisure vehicles in private ownership (>3.5t) changed to all vehicles classified under the Private HGV tax class to be eligible for a discounted charge of £10 per day.</p>

FINAL PROPOSED

Clean Air Zone Policy Changes – at a glance



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

*Temporary exemptions to 31 May 2023 for LGVs, Coaches, GM Licensed Hackney and PHVs
Propose to consult on the inclusion of the A575 and A580 at Worsley.

No change to the hours of operation or management of the scheme proposed.

Propose to consult on inclusion of M1 motorhomes for parity between vehicles of the same type.

Daily charge levels

No change to charges proposed.

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

Permanent discounts & exemptions

Public support for principles.

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

PHV discount replaced with temporary exemption as more appropriate means of support

***Temporary exemptions**

Feedback that vulnerable groups need more time due to pandemic.

Propose widening scope so all LGV minibuses, coaches, GM-licensed Hackney cabs and PHVs can benefit and a temporary exemption for these groups until to 31 May 2023 to allow more time without affecting the year of compliance.

PROPOSED support measures – at a glance



= Given more time



= Offer increased per vehicle



= New offer



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Vehicle type		Daily Charge	When charged from	Replacement Funding	Retrofit Funding
	Bus	£60	30 May 2022	£16k	£16k
	HGV	£60	30 May 2022	Up to £12k	£16k
	Coach	£60	31 May 2023	£32k	£16k
	Van	£10	31 May 2023	Up to £4.5k	£5k
	Minibus	£10	31 May 2023	£5k	£5k
	GM Hackney Cab	£7.50	31 May 2023	Up to £10k	£5k
	GM PHV	£7.50	31 May 2023	Up to £6k	£5k

Other supporting measures



taxi EVI

CAP will still support shift to EV, but our funding takes a more pragmatic view for taxi sector

EV approach has changed, with £3.5m funds made available from GMCAP being focused on supporting EVCI, alongside £3m early measures funding and £2.4m OZEV taxi, and approaches to OZEV to partner with the £10m from Transforming Cities Fund 2.

This will all contribute to targets set by GM mayor to build on c.700 connectors with further 95 this year and up to 200 year after.

Try Before You Buy

JAQU have offered £0.5m towards GM's ask of £1.69m. This is not sufficient to deliver TBYB. GM therefore propose to reallocate the funding to provide an additional 6-8 charge points dedicated for use by taxis, meaning GM can deliver a total of 34-38 charge points, close to the original goal of 40.

overnance



The GMCA report was approved by the GMCA on 25 June 2021. The report includes:

GM CAP Policy following Consultation

GM CAP Equality Impact Assessment following Consultation

AECOM Consultation Report

GM Authorities Response to the Consultation

Impacts of COVID-19 Report

Air Quality Modelling Report following Consultation and with COVID-19 impacts

Economic Implications of CAP following Consultation and with COVID-19 impacts

Update on Other Cities' Clean Air Plans

Note on Compliance with the Government Direction

Following the endorsement at GMCA meeting on 25 June it will be discussed by decision makers at each of the 10 GM Local Authorities.

Proposed Forward Timeline



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July 2021:
Local Authority
governance

November 2021:
Funding
applications open

2021: Consultation on updated
regulation for Motorhomes starts

30 May 2022:
CAZ launches

31 May 2023: Temporary
exemptions end

Up to £16k funding open prior to
CAZ charges

Up to £16k funding open prior to
CAZ charges

Non-compliant **buses** and **HGVs**
pay the daily charge
And non-GM licensed taxi/PHVs

Up to £32k coach funding open for upgrades/retrofit prior to CAZ charges

Up to £4.5k LGV funding open for upgrades/retrofit prior to CAZ charges

Up to £5k minibus funding open for upgrades/retrofit prior to CAZ charges

Up to £10k GM Hackney Carriage funding open for upgrades/retrofit prior to CAZ charges

Up to £10k GM PHV funding open for upgrades/retrofit prior to CAZ charges

Certainty for
businesses and orgs
on options for non-
compliant vehicles.

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Questions