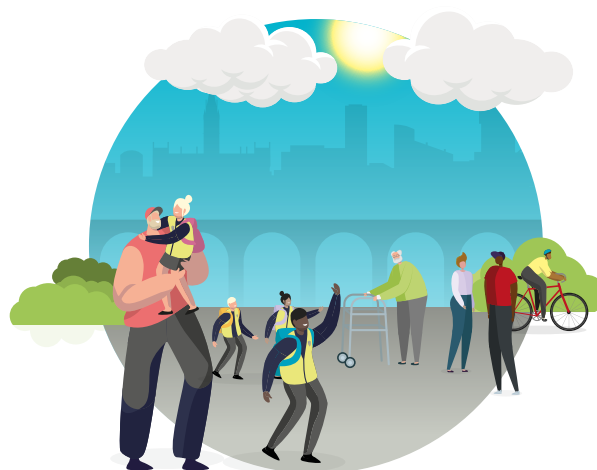


Clean Air Greater Manchester

Greater Manchester Clean Air Plan update August 2025



Summary

In January 2025, government approved the investment-led Greater Manchester (GM) Clean Air Plan with **NO Clean Air Zone or charges to drive on local roads**.

This includes funding for cleaner buses, taxi upgrades and measures to improve traffic flows on some roads in Manchester and Salford. Since then, progress has been made in a number of areas:

- **£51.1 million bus funding:** The first 20 of 40 Clean Air Plan-funded electric buses are running in the city region. We are now seeking some adjustments to the bus measures due to changed circumstances.
- **£8 million Hackney Support Fund:** Following further engagement with the hackney carriage (black cab) trade, vehicle upgrade grants of up to £12,560 will be available to eligible GM-licensed drivers. The fund is due to open to applications in November 2025.
- **Clean Air Zone signage and Automatic Number Plate (ANPR) cameras:** GM local authorities have started removing signs for the formerly planned Clean Air Zone, which will be funded by government's Joint Air Quality Unit (JAQU). A six-week public consultation will take place in September 2025 to seek views on Greater Manchester Police taking ownership of the Clean Air Plan funded ANPR cameras to tackle crime.
- **£3 million regional centre measures:** Work continues to develop and deliver the traffic flow measures, including any local engagement. We are seeking to adjust some elements of the scheme.
- **Air Quality Monitoring data:** The latest Air Quality Monitoring data for 2024 shows that investment in a cleaner bus fleet is already helping to improve local air quality. In 2019, nitrogen dioxide exceedances were reported at 129 locations – this has now fallen to 38, down from 64 in 2023.

Cleaning up our air through the Bee Network

The Bee Network is helping to drive a green revolution, as we go further and faster than other regions to deliver the UK's first fully integrated, zero-emission public transport network by 2030.

By taking back control of local buses, Greater Manchester is delivering cleaner, greener and more reliable services, improving our air quality.



- 18% of the GM bus fleet is now electric, up from 2% before bus services came under local control through bus franchising.
- 20 of the 300 zero-emission buses on our roads are Clean Air Plan-funded.
- We are electrifying our bus depots at pace, with the first all-electric depot at Ashton, upgrades made at Bolton, Oldham and Hyde Road depots in Manchester – and further upgrades at Middleton depot this year.
- In June a further **£2.5 billion transport funding** was announced for GM, which will help fund delivery of a thousand new buses to form a 100% electric fleet by 2030.

Air quality monitoring data shows that investment in a cleaner bus fleet is already helping to improve local air quality. Air quality improved in 2024 compared with the previous year and is significantly lower than pre-pandemic levels.

Background to the investment-led Clean Air Plan

Like many other areas, GM has illegal levels of nitrogen dioxide air pollution on some local roads across the city region.

Poor air quality affects everyone's health, and is linked to chronic conditions like asthma, heart disease, stroke, some cancers and early deaths.¹

Local leaders are committed to making our city region a cleaner and healthier place to live in, work in and visit, for everyone.

The ten GM local authorities are under legal direction from government to meet legal limits for nitrogen dioxide on local roads in the shortest possible time and by 2026 at the latest.

Government has backed the investment-led GM Clean Air Plan as the best route to meeting this the legal direction in a way that does not damage businesses or cause financial hardship to GM businesses and residents.



¹ Public Health England calculated that poor air quality contributed to the equivalent of 1,200 early deaths per year in GM in 2016 through its **Public Health Outcomes Framework**, which gave a spatial breakdown of deaths attributable to air pollution

£51.1 million Clean Bus Fund update

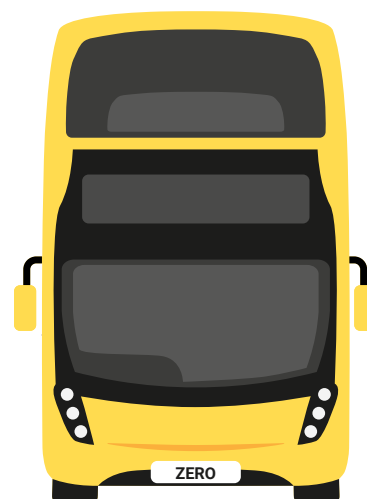
Further bus investment is a key part of the GM Clean Air Plan. Local control of bus services through the Bee Network makes it possible for us to run cleaner vehicles in areas of nitrogen dioxide exceedance.

The GM Clean Air Plan set out investment in 40 new zero-emission electric buses, 77 Euro VI buses (clean air compliant), and EV charging infrastructure at bus depots.

The first 20 of 40 Clean Air Plan-funded electric buses are running in the city region and the 77 new OEM Euro VI buses were integrated into the GM fleet through bus franchising, instead of using Clean Air Plan funding.

While we are making rapid progress to electrify GM's bus depots, electrification of Queens Road depot is taking longer than originally planned (due to practical challenges and it being a listed building) and will not form part of the Clean Air Plan.

Due to these changed circumstances, GM will be seeking to adjust the agreed plan to include: 38 further electric buses running from Bolton depot; further electrification of Bolton depot; and additional funding to cover the operational costs of EV charging infrastructure for the **free bus** services in Manchester city centre and bus fleet deployment.



£8 million Hackney Support Fund

£8 million government funding has been awarded to support eligible GM-licensed hackney carriage (black cab) owners to upgrade to clean, compliant vehicles. GM is also exploring how GM-licensed private hire vehicles (PHV) can also be supported to make the switch to cleaner vehicles, potentially through grants or subsidised, interest-free loans. This will be reported in autumn 2025.

In the spring, GM announced its 'Backing our taxis. Local. Licensed. Trusted' campaign, including a review of the current approach to licensing with the taxi trade in the city region. As part of this, the ten Greater Manchester local authority leaders have endorsed extending the emission compliance date from the end of 2025 to at least 31 December 2026, so that all hackney and PHV drivers will have more time to upgrade their vehicles.

Further engagement has since taken place with the black cab trade on how best to allocate funding. It has now been agreed that grants of up to £12,560 will be available to eligible hackney carriage drivers licensed with one of the ten GM local authorities.

Applications to the fund are expected to open in November and there will be two funding rounds to ensure a fair distribution of funds across eligible vehicle owners.

We will keep the trade updated on next steps through the ten GM licensing authorities.



Proposed Hackney Support Fund grants

Vehicle type (upgrade to)		Grant amount (per vehicle)
Purpose-built Wheelchair Accessible Vehicle (WAV)	New Zero Emission Capable (ZEC) vehicle	Up to £12,560 towards the running costs of the replacement vehicle (or vehicle finance).
	Secondhand ZEC	Up to £12,560 towards the cost of the replacement vehicle.
	Compliant vehicle (Euro 4 petrol or Euro 6 diesel or better)	Up to £6,280 towards the cost of the replacement vehicle.
Non-Wheelchair Accessible Vehicle (WAV)	New ZEC	Up to £7,530 towards the running costs of the replacement vehicle (or vehicle finance).
	Secondhand ZEC	Up to £7,530 towards the cost of the replacement vehicle (or vehicle finance).
	Compliant Vehicle 6+ seater (Euro 4 petrol or Euro 6 diesel or better)	Up to £6,280 towards the cost of the replacement vehicle (grant or vehicle finance).
	Compliant Vehicle (Euro 4 petrol or Euro 6 diesel or better)	Up to £3,770 towards the cost of the replacement vehicle (grant or vehicle finance).

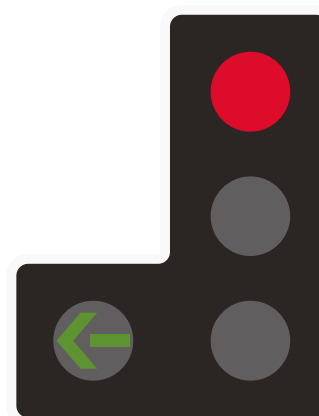
£3 million investment in local traffic measures

This funding has been allocated to help manage traffic flow on roads in Manchester and Salford and bring nitrogen dioxide within legal limits on Regent Road and Quay Street.

GM is continuing to work with Manchester and Salford City Councils to develop and deliver the traffic flow measures, including any local engagement.

Measures include:

- Signal timing adjustments at A57 Regent Road and adjacent parallel routes.
- Speed restrictions on A57 Regent Road.
- Yellow box enforcement along the A57 Regent Road and at the A34 (Quay Street).



We are seeking to adjust some elements of the scheme. Practical challenges installing speed cameras will take longer than originally planned, and the traffic management measures in the St John's area are no longer needed, based on the latest air quality modelling and monitoring data.

Former Clean Air Zone signage and ANPR cameras update

Clean Air Zone signage and Automatic Number Plate Recognition (ANPR) cameras were installed for the formerly planned Clean Air Zone.

GM's local authorities have started removing Clean Air Zone signs, which will be funded by JAQU. Working with National Highways, GM will seek to reuse a site on the M62 to signpost to Ladywell – Metrolink Park & Ride.

Following calls from Greater Manchester leaders, the government has indicated it supports the use of the cameras to tackle crime.

A six-week public consultation is planned in September 2025 on changing the ownership of the Clean Air Zone ANPR cameras to Greater Manchester Police to help tackle crime.

The cameras, which have been essential to help develop the Clean Air Plan, will remain in use to monitor the efficiency of the plan until the city region meets legal limits for nitrogen dioxide – as soon as possible and by 2026 at the latest.



Find out more and get in touch

Work is continuing to roll out the measures included in the investment-led Greater Manchester Clean Air Plan.

Find out more online, where you can sign up for updates.

Web: **cleanairgm.com/clean-air-plan**

Email: **info@cleanairgm.com**

Phone: **0161 244 1333** (support for non-English speakers is available).

Newsletter sign up: **cleanairgm.com/#newsletter**

Media enquiries: Call **0161 244 1055** or email **mediarelations@tfgm.com**