

Rt Hon George Eustice MP  
Secretary of State for the Environment  
DEFRA  
Via email

13 May 2022

Dear Secretary of State,

**Greater Manchester Clean Air Zone**

Thank you for the constructive approach you have taken to date to find a solution to clean air compliance in Greater Manchester.

We have just seven weeks to the 1<sup>st</sup> July deadline when we need to have agreed a new clean air plan.

With that in mind, we wanted to act quickly following the local elections to set out our proposals to take forward the negotiations.

When we met with you on the 26<sup>th</sup> January, we made the case for the withdrawal of the Legal Direction based on 2024 and were pleased that you accepted our arguments.

This was followed by a constructive meeting with Minister Jo Churchill in February.

The Government proposed a new date of 2025, but we were unable to support that as it would still have included a need for charges. We proposed 2026 to allow for a very different clean air plan to be developed.

Our work to date gives us confidence that we can achieve compliance across Greater Manchester by 2026 through a non-charging category B clean air zone which is based on investment and incentives rather than charging penalties.

Things have changed significantly since the original clean air plan was developed. The supply chain and cost inflation for compliant vehicles was dramatically impacted by the pandemic and continues to be so. The cost of living crisis also means that businesses and individuals are now less able to meet the costs of upgrading their vehicles, which is why continued Government funding support is essential.

It is also the case that additional funding, which wasn't available in 2019, has now been provided which has resulted in nearly 500 buses in Greater Manchester already been replaced or retrofitted to meet emissions standards, and by the end of this year 80% of Greater Manchester's bus fleet will be compliant. The longer time frame for compliance also means that, given natural improvements in vehicle emissions, there are fewer areas across Greater Manchester exceeding the legal NO2 levels.

Our officials will provide your team with the evidence that supports our proposal and we hope that you will agree that a non-charging category B clean air zone, based on incentives, is the right way to progress our ambitions towards clean air for our residents as quickly as possible.

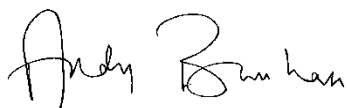
Looking forward to 2026 and beyond, we have begun discussions with Greater Manchester Police about the transfer of the camera infrastructure to joint control between GMP and TfGM for traffic management, and general policing purposes.

GMP are very keen to pursue this as the city-region's ANPR infrastructure needs to be enhanced. As part of our discussions, we hope to agree a plan to transfer the infrastructure and achieve good value for public money for the investment that has gone in.

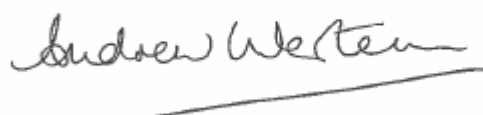
We would of course undertake a public consultation on future proposals.

We stand ready to meet at any time to take these issues forward and would be grateful for an early response to our headline proposal for a non-charging category B clean air zone.

Yours sincerely



**Andy Burnham**  
**Mayor of Greater Manchester**



**Cllr Andrew Western**  
**Leader, Trafford Council and Clean Air**  
**Lead**