

A summary of our proposals to improve air quality for Greater Manchester

Join the conversation and find out more

cleanairgm.com

You have from 13 May to 30 June 2019 to complete the survey.



Clean Air
Greater
Manchester

#cleanairgm



In brief

Pollution from road traffic is linked to a wide range of serious illnesses and conditions. It contributes to the equivalent of 1,200 deaths a year in Greater Manchester alone.

Many local roads in our region have levels of harmful nitrogen dioxide (NO₂) which are above legal limits.

The Government has instructed us (and many other UK cities) to take quick action to reduce NO₂ emissions, which are mainly produced by older diesel engines.

Greater Manchester Clean Air Plan proposals

Greater Manchester local authorities are working together to develop a Clean Air Plan to tackle air pollution on local roads.

Our key proposals are:

To introduce a Clean Air Zone across the whole of Greater Manchester in two phases from 2021 and 2023

Owners of the most polluting vehicles would pay a daily penalty to enter and/or travel within the Clean Air Zone. This would include some buses, coaches, lorries, vans, taxis, private hire vehicles, minibuses, motorhomes and motorised horseboxes. It would not include cars (other than private hire vehicles), motorbikes or mopeds.

See if your vehicle could be affected on our Clean Air Zone vehicle checker at cleanairm.com/vehicle-checker.

A multi-million pound funding package to support local businesses, including sole traders, to upgrade to cleaner vehicles

Alongside the Clean Air Zone, we are proposing a number of Government-funded schemes for people and businesses in Greater Manchester who own vehicles that would be subject to the Clean Air Zone daily penalty. This financial support would help them to upgrade to a cleaner vehicle which would not be subject to the daily penalty.

To treble the number of electric vehicle public charging points

Our proposals include installing another 600 rapid charging points (300 double-headed chargers) across the 10 council areas of Greater Manchester. Some of these charging points are planned for use by electric taxis and private hire vehicles only.

Full details of the proposals are summarised in this document.

Join the conversation

If you're interested in our proposals – or could be affected by them – we want to hear from you.

Later this year, we will be holding a statutory public consultation on the detailed proposals. But, it's really important we hear from as many people as possible now to help us come up with the right Clean Air Plan for Greater Manchester.

What we are asking about

How the Greater Manchester Clean Air Plan proposals have been developed (page 4)

We are seeking your views on the process to develop our proposals and the other options that were considered.

A Greater Manchester Clean Air Zone (page 7)

We are seeking your views on:

- The proposed boundary.
- The proposed daily penalties and Penalty Charge Notice (PCN) charge.
- The proposed timescales for introducing the Clean Air Zone.
- The vehicles that should be exempt from paying the daily penalty.
- And any other feedback you have about the Clean Air Zone proposals.

Funding to clean up Greater Manchester's non-compliant vehicles (page 12)

We are seeking your views on how the funds should work, and whether other financial support should be available to help people and businesses move to cleaner vehicles.

Helping Greater Manchester go electric (page 14)

We are seeking your views on proposals to treble the number of electric vehicle charging points in Greater Manchester, and where the additional points should be located.

Helping Greater Manchester switch to greener transport (page 15)

We are seeking your views on how best to help people, businesses and organisations, including schools across Greater Manchester, to play their part to reduce air pollution.

Greater Manchester is on a journey to cleaner air. We want it to be a healthy place for people to grow up, get on and grow old in.

We're already making progress, but we need to quickly do more to improve air quality now and for future generations. In Greater Manchester, poor air quality contributes to the equivalent of 1,200 deaths a year. It is the largest environmental risk to public health in the UK. Air pollution can contribute to a wide range of illnesses and conditions, including lung and heart diseases, some cancers, strokes and asthma.

A key element of the air pollution issue is nitrogen dioxide (NO₂) which is at levels above legal limits at numerous sites within Greater Manchester. In towns and cities the main source of NO₂ is road vehicles, in particular older, diesel vehicles.

Proposals have been developed that will help us to achieve legal levels of NO₂ across Greater Manchester by 2024. Our key proposals are to introduce a Greater Manchester-wide Clean Air Zone and a multi-million pound funding package to support local businesses to upgrade to cleaner vehicles.

These proposals make up the 'Greater Manchester Clean Air Plan to tackle nitrogen dioxide exceedances at the roadside' (the GM Clean Air Plan), which is a collaboration between the 10 Greater Manchester local authorities, the Greater Manchester Combined Authority (GMCA) and Transport for Greater Manchester (TfGM). We are also working with Highways England, the Greater Manchester Health and Social Care Partnership and Public Health England.

We want your views on our proposals

The GM Clean Air Plan proposals will be developed in more detail over the coming months, informed by your responses to a survey, which runs between Monday 13 May and midnight on Sunday 30 June 2019. In the future, there will be a statutory public consultation which will give you an opportunity to have your say on the detailed Clean Air proposals.

You can find out more and complete the survey at cleanairgm.com.

Full details of the proposals are summarised in this document.

How the GM Clean Air Plan proposals have been developed

The legal requirements

The Government is under a legal obligation to draw up and implement plans to achieve prescribed NO₂ levels within the shortest possible time. In July 2017 the Government published a UK plan for tackling roadside NO₂ concentrations which showed that there were a number of local authorities with roads that had NO₂ levels above legal limits.

Government has now effectively placed responsibility for complying with legal NO₂ limits with the local authorities where NO₂ levels are predicted to continue to breach those limits. It has directed more than 60 local authorities to take action to bring NO₂ levels within legal limits in “the shortest possible time”.

The Greater Manchester approach

In July 2017, Government directed seven Greater Manchester local authorities – Bolton, Bury, Manchester, Salford, Stockport, Tameside and Trafford – to identify the option which will deliver compliance with legal limits for NO₂ in the shortest possible time. Oldham was directed separately in July 2018.

Following the initial direction, it was agreed that all 10 Greater Manchester local authorities would work together to develop proposals.

As air pollution does not respect boundaries, this coordinated approach is the most effective way to deal with a problem that affects all parts of Greater Manchester. By working together we aim to stop the air pollution problem moving from one area to another.

We have carried out extensive modelling work to identify the scale of the NO₂ problem in Greater Manchester. This has shown that 250 points on around 150 stretches of road in Greater Manchester are likely to have levels of NO₂ which will continue to be above the legal limits in 2021 if no action is taken.

These are busy stretches of local roads in all 10 local authority areas: Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan.

This doesn't include motorways and some major trunk roads (known as the Strategic Road Network), although we know that these roads contribute to poor air quality too. These are being dealt with separately by Highways England.

Progress so far

In March 2018, Greater Manchester submitted its Clean Air Plan Strategic Outline Case to Government. This set out 96 potential measures to tackle NO₂ exceedances.

The 96 potential measures were further refined to a shortlist of 17. These measures were wide-ranging and included, for example:

- Retrofitting and upgrading the public transport fleet.
- Using cleaner alternative fuels.
- Expanding the electric vehicle charging network.
- Changing traffic signal timing to optimise flows, reducing congestion.
- Review existing junction improvement plans.
- Different types of Clean Air Zones.
- Expanding and improving cycling and walking infrastructure.

From the shortlisted measures a number of options were developed. These ranged from an option to encourage sustainable travel by improving the alternatives and helping people clean up their vehicles, as well as an option to implement GM-wide parking charges for the most polluting vehicles including cars, to various Clean Air Zones options looking at different vehicle types and geographical areas. All vehicle types were considered at this stage.

We assessed these options using the Government's 'primary and secondary success criteria'. You can find out more detail of the assessment process, the data and methodology in the Options Appraisal Report which can be found with the other GM Clean Air Plan Outline Business Case documents at cleanairgm.com/outline-business-case.

The Government's primary success criteria are:

- Reduction of NO₂ concentrations in the "shortest possible time".
- That the measures can be implemented in the shortest possible time to achieve compliance.

Three options were identified which would deliver compliance by 2024 in line with these criteria:

Proposals including a GM-wide Clean Air Zone to include non-compliant cars within the inner ring road, and wide-ranging support measures

- A Clean Air Zone for the most polluting vehicles, including cars, within the inner ring road from 2021.
- A Greater Manchester-wide Clean Air Zone for buses, coaches, taxis, private hire vehicles and HGVs across Greater Manchester from 2021, with vans, minibuses, motorhomes and motorised horseboxes included from 2023.
- Measures to communicate the importance of air quality across Greater Manchester, promote cleaner vehicles and help residents, businesses and bus operators to upgrade.

Proposals including a GM-wide Clean Air Zone with an Ultra-Low Emission Zone within the inner ring road, and wide-ranging support measures

- A Clean Air Zone for the most polluting vehicles, including all diesel cars and private hire vehicles and older petrol cars and private hire vehicles, within the inner ring road from 2021.
- A Clean Air Zone for buses, coaches, taxis, private hire vehicles and HGVs across Greater Manchester from 2021, with vans, minibuses, motorhomes and motorised horseboxes included from 2023.
- Measures to communicate the importance of air quality across Greater Manchester, promote cleaner vehicles and help residents, businesses and bus operators to upgrade.

Proposals including a GM-wide Clean Air Zone and wide-ranging support measures

- A Clean Air Zone for buses, coaches, taxis, private hire vehicles and HGVs across Greater Manchester implemented in 2021, extending to vans, minibuses, motorhomes and motorised horseboxes in 2023.
- Measures to communicate the importance of air quality across Greater Manchester, promote cleaner vehicles and help residents, businesses and bus operators to upgrade.

Identifying the best way forward for Greater Manchester

Having identified these three options, the Government's secondary success criteria were applied to arrive at a preferred option. These include consideration of the wider impacts of the proposals and the cost to implement them. This process led to the proposals including a GM-wide Clean Air Zone and wide-ranging support measures being identified as the best way forward for tackling Greater Manchester's NO₂ issue. They are outlined in this document.

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

Estimated date of compliance

Once the GM Clean Air Plan is in place, it is estimated that every site within Greater Manchester will have NO₂ within the legal limit of 40 micrograms per cubic metre (µg/m³) by 2024. If no action was taken the estimated date of legal compliance is 2027.

Next steps

The proposals have been submitted to Government, and we are awaiting feedback. More work is being undertaken to understand the impacts of the proposals at this stage.

The GM Clean Air Plan Outline Business Case includes an Equality Impact Assessment. This conversation will help us to identify any additional issues and further develop the Equality Impact Assessments for the detailed proposals which will be set out in the subsequent statutory consultation.

A Greater Manchester Clean Air Zone

We are proposing to introduce a Clean Air Zone across the whole of Greater Manchester in two phases from 2021. Vehicles with the highest NO₂ emissions would need to pay a daily penalty to travel into and within the whole of Greater Manchester.

What is a Clean Air Zone?

This is a designated area within which certain higher-pollution vehicles would pay a charge (referred to as a daily penalty) to drive.

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

A Clean Air Zone is not the same as a Congestion Charging Zone. The purpose of a Clean Air Zone is to improve air quality by encouraging drivers to upgrade to a cleaner vehicle, and reduce the number of the most polluting vehicles travelling in the designated area. It is not designed to tackle congestion.

The proposed Clean Air Zone boundary

The Clean Air Zone would cover the whole of Greater Manchester, so we don't shift pollution from one area to another. In our current proposal the boundary of the Zone is in broad terms the administrative boundary of Greater Manchester.

The exact boundary will be developed by looking in detail at the layout of the road network and using feedback from this conversation. It will be included in the statutory public consultation for further feedback.








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Which vehicles are affected by the proposed Clean Air Zone?

You can check whether you would be likely to need to pay a daily penalty to enter or travel within the Clean Air Zone at cleanairm.com/vehicle-checker.

The table shows which vehicles would be non-compliant vehicles for the purposes of the proposed Clean Air Zone and which vehicles would be compliant. The emissions standards have been specified by Government.

Vehicle type	Will be affected by the Clean Air Zone	Emission standards for a non-compliant vehicle that would pay a daily penalty	Date the Clean Air Zone would come in, so a non-compliant vehicle would pay a daily penalty	Emission standards for a compliant vehicle that would not pay a daily penalty
 Buses and coaches	Yes	Euro 5 or earlier engines (typically registered before 2013).	2021	Euro 6 (typically registered 2013 onwards). Ultra low emission vehicles.
 Taxis and private hire vehicles	Yes	Euro 5 or earlier diesel engines (typically registered before 2016). Euro 3 or earlier petrol engines (typically registered before 2005).	2021	Euro 6 diesel engines (typically registered 2016 onwards). Euro 4 or later petrol engines (typically registered 2005 onwards). Ultra low emission vehicles.
 HGVs	Yes	Euro 5 or earlier engines (typically registered before 2013).	2021	Euro 6 (typically registered 2013 onwards).
 Vans, minibuses, motorhomes and motorised horseboxes (with a maximum weight of 3.5 tonnes when not carrying a load)	Yes	Diesel engines which are Euro 5 or earlier (typically registered before 2016). Petrol engines which are Euro 3 or earlier for petrol (typically those registered before 2005).	2023	Diesel engines which are Euro 6 (typically registered 2016 onwards). Petrol engines which are Euro 4 or later for petrol (typically those registered 2005 onwards). Ultra low emission vehicles.
 Cars (other than private hire vehicles), motorbikes and mopeds	No	N/A	N/A	N/A

Your vehicle registration document (also known as the V5C) will help identify your vehicle's Euro emission standard. You can also check the Euro standard of your vehicle by entering your registration number at eurostandards.co.uk. This is still based on the date your vehicle was registered, so will get it right for most but not all vehicles.

How would the Clean Air Zone work?

The Clean Air Zone would operate 24 hours a day, seven days a week. Non-compliant vehicles entering and/or travelling within or through Greater Manchester would be subject to a daily penalty, except for journeys made only on the Strategic Road Network (these are motorways and some major trunk roads).

The details of how the Clean Air Zone would work are still being developed and we are currently liaising with Government on certain centralised aspects. Our current expectations are that:

- A central payment portal will be in place. We are currently liaising with Government on how a central payment system would work.
- Signage will be the same across all Clean Air Zones in the UK – this is being designed by Government.
- Automatic Number Plate Recognition cameras would be deployed across the region to identify vehicles which are required to pay a daily penalty. The numbers and locations of the cameras will be determined through the detailed design of the Clean Air Zone.

More detail on the workings of the Clean Air Zone will be included for feedback in the statutory public consultation.






How much is the proposed daily penalty?

The daily penalty needs to be enough to persuade those with non-compliant vehicles to change their travel habits, for example, to upgrade their vehicle to a cleaner model or make fewer journeys, rather than simply choosing to pay.

If the daily penalty is not paid, the driver would be subject to an additional Penalty Charge Notice (PCN) charge.

We are proposing the following daily penalties and PCN charges and are seeking your views on these through the conversation.

The proposed daily penalties and PCN charge will be included for further feedback in the statutory public consultation.

Vehicle type	Proposed daily penalty for non-compliant vehicles driving into, out of, within or through Greater Manchester	Proposed PCN charge (additional to the daily penalty)
 Taxis/private hire vehicles	£7.50 from 2021.	£120
 HGVs	£100 from 2021.	£120
 Buses/coaches	£100 from 2021.	£120
 Vans, minibuses, motorhomes and motorised horseboxes	£7.50 from 2023.	£120
 Cars, motorbikes and mopeds	N/A	N/A

Any income from the Clean Air Zone would be used to cover its running costs. After that, any leftover money would be spent on improving transport in Greater Manchester. This might include improvements to public transport, including park and rides, and cycling and walking schemes.

Vehicles not subject to the proposed daily penalty

The following vehicles (compliant vehicles) would not be subject to the daily penalty as their engines meet our emissions standards:

- HGVs, buses and coaches with Euro 6 engines.
- Petrol vans, minibuses, motorhomes and motorised horseboxes with Euro 4 and above engines.
- Diesel vans, minibuses, motorhomes and motorised horseboxes with Euro 6 engines.
- Petrol taxis and private hire vehicles which have Euro 4 engines or later.
- Diesel taxis and private hire vehicles which have Euro 6 engines.
- Ultra low emission vehicles.

The following vehicles are outside the scope of the proposals so would not be subject to the daily penalty:

- Cars (excluding those registered as a private hire vehicle).
- Motorbikes.
- Mopeds.

In addition, Government has set out a list of specific vehicle types that should generally be exempt from a daily penalty, for example because of their age or unsuitability for replacement or upgrading. These are:




- Vehicles with a 'historic' vehicle tax class.
- Certain types of non-road going vehicles which are allowed to drive on the highway such as: agricultural machines; digging machines; and mobile cranes.
- Military vehicles which are exempt from other road charges.
- Vehicles within the disabled passenger vehicle tax class.
- Emergency services specialist and/or novel or adapted vehicles, where it may generally not be suitable to provide a replacement vehicle which complies with the standards of the Clean Air Zone.

There are no proposals at this stage for any other vehicle types to be exempt from the daily penalty. However, feedback from this conversation may highlight additional vehicles for consideration for an exemption.

Funding to clean up Greater Manchester's non-compliant vehicles

Alongside the Clean Air Zone, we are proposing a number of Government-funded schemes for people and businesses in Greater Manchester who own vehicles that would be subject to the Clean Air Zone daily penalty. This financial support would help them to upgrade to compliant vehicles.

This might be through upgrading their existing vehicle or using retrofit technology to reduce the emissions the vehicle produces, so it becomes compliant. You can find out more about retrofit technologies from the Clean Vehicle Retrofit Accreditation Scheme (CVRAS) on the Energy Saving Trust website. energysavingtrust.org.uk/transport/clean-vehicle-retrofit-accreditation-scheme-cvras.

 HGVs, coaches, vans, minibuses, motorhomes and motorised horseboxes	Clean Freight Fund	£59m*
 Buses and coaches	Clean Bus Fund	£29m*
 Taxis and private hire vehicles	Clean Taxi Fund	£28m*

*** The indicative funding amounts above are subject to Government approval and further refinement.**

Our proposals are based on the expectation that these funds would be available in 2020, so that eligible vehicle owners could apply for funding to help upgrade their vehicles before the Clean Air Zone is introduced.

Further details on the funds, their eligibility criteria and the application process are in development, with the aim of making sure that we help those who need it most first. The information we gather from this conversation will help shape those details.

Under our current proposals, the funds will support:

- Taxis and private hire vehicles licensed in Greater Manchester.
- HGVs and vans, minibuses and coaches (and other commercial vehicles such as motorhomes and motorised horseboxes may be eligible) which are registered in Greater Manchester.
- Buses/coaches operating as registered services within Greater Manchester.

At this stage we do not know how much funding would be available for each vehicle. We want to find out how much support vehicle owners would need and how we can offer support to upgrade vehicles and reduce air pollution as quickly as possible.

Our current proposals are summarised on page 13 and your responses to this conversation will help us to develop the detail of these funds. Further information on how these funds will operate will then be set out in the statutory public consultation.

Clean Freight Fund

We estimate that almost 8,000 vehicles, which is around 26% of the HGV fleet in Greater Manchester, would be subject to the daily penalty if a Clean Air Zone was introduced in 2021.

As well as that, we estimate that almost 52,000, which is around 48% of vans, minibuses (which aren't used as a private hire vehicle), motorhomes and motorised horseboxes registered in Greater Manchester would need to pay a daily penalty if a Clean Air Zone was introduced in 2023.

Because of this, our proposals include a £59 million funding ask from Government to support the upgrade of HGVs, coaches, vans and minibuses (which aren't used as a private hire vehicle) which are registered in Greater Manchester.

Clean Bus Fund

We estimate that over 1,100 buses, which is around 58% of the buses in Greater Manchester, would have to pay a daily penalty if a Clean Air Zone was introduced in 2021.

We have asked Government for £29 million to support those operating registered bus services in Greater Manchester to upgrade their fleets. At this stage we do not know how much funding would be available for each vehicle. We want to find out how much support registered operators would need and how we can offer support to upgrade vehicles and reduce air pollution as quickly as possible.

Clean Taxi Fund

We estimate that almost 1,400 – around 69% – of taxis and just over 4,000 – around 36% – of private hire vehicles in Greater Manchester would have to pay a daily penalty if a Clean Air Zone was introduced in 2021.

Because of this we have asked Government for £28 million to support the upgrade of taxis and private hire vehicles which are licensed in Greater Manchester.

Vehicles licensed outside of Greater Manchester would not be eligible for this support under the current proposals.

At this stage we do not know how much funding would be available for each vehicle. We want to find out how much support vehicle owners would need and how we offer support to upgrade vehicles and reduce air pollution as quickly as possible.

The Greater Manchester Common Minimum Standards

The ten local authorities in Greater Manchester have been working together to come up with a set of Common Minimum Standards for taxis and private hire vehicles, drivers, operators and licensing authorities.

A public consultation will be held on the Greater Manchester Common Minimum Standards and this will take place alongside the consultation on the detailed Clean Air Plan, to make sure the two proposals complement each other.

Greater Manchester Clean Air Loan Scheme

As well as the funds to clean up non-compliant vehicles, the proposals include a Greater Manchester Clean Air Loan Scheme. If this scheme goes ahead, it could provide loans at preferential rates for those who are taking advantage of the clean vehicle funds.

The details of the loan scheme have not been developed and we will be using feedback from the conversation to help shape our proposals.

Helping Greater Manchester go electric

We want to almost treble the number of electric vehicle charging points in Greater Manchester. Our proposals include a £25 million funding ask to install another 600 rapid charging points (300 double-headed chargers) across the 10 council areas of Greater Manchester. Some of these charging points are planned for use by electric taxis and private hire vehicles only.

There will also be activity to promote electric vehicles across Greater Manchester – for example holding events where people and businesses will be able to test-drive the latest models and get information about the support available to upgrade to an electric vehicle.

We want to hear from you about how this could work for you or your business or organisation. Your feedback will help shape the development of the proposals and understand how we can improve the charging network and support more people, businesses and organisations to use electric vehicles.

Encouraging people and businesses to switch to ultra-low emission vehicles will help improve air quality, particularly in urban areas and at the roadside where air quality can be worst.

Electric vehicles produce much lower air pollution than petrol or diesel cars, even when the impact of generating the electricity they use is taken into account.

Plug-in hybrids also have significantly lower average emissions than traditional petrol or diesel cars.

Helping Greater Manchester switch to greener transport

Our proposals aim to help people, businesses, and organisations including schools across Greater Manchester play their part to reduce air pollution.

This could include helping people to use their car less, especially for shorter journeys, helping businesses to change their fleet so it is cleaner, or to change company cars to electric. It could also include activities like:

- Working with businesses to promote cycle to work schemes.
- Promoting and supporting car share and car club schemes.
- Promoting bike rental schemes across Greater Manchester.
- Further work to improve cycle lanes and cycle routes across Greater Manchester.
- Further work to improve the walking network across Greater Manchester by having more high-quality footpaths and improving road crossings.
- Giving advice to businesses about how they could upgrade their fleet.
- Giving support for businesses to help them encourage and provide incentives for greener staff travel.

At this stage we want to hear your views about these initiatives and how they could work for you.

Other measures being considered

As well as the proposals already mentioned, we are also looking at:

- Local authority and Greater Manchester fleet upgrades (e.g. gritters, park maintenance vehicles).
- A review of council parking policies.
- Working with operators to support increased bus travel.

How to get involved

We want everyone who is interested or may be affected by the proposals to share their views on how we make Greater Manchester's air cleaner and healthier for everyone.

You can get involved by responding to the conversation which is open from Monday 13 May until midnight on Sunday 30 June 2019.

Visit cleanairgm.com to complete the online survey. You'll also find our Outline Business Case and supporting documents which give you more detailed technical information.

You can email your feedback to cleanairgm@aecom.com.

If you don't have access to the internet you can complete a paper questionnaire. You can also write to:

Clean Air Greater Manchester
Freepost RTCU-LLTT-UHJA
AECOM Limited
Aecom House
179 Moss Lane
Hale
ALTRINCHAM
WA15 8FH

Please note that your details will be shared with the Clean Air GM team if required.

What happens next?

We will read and consider all the feedback we receive from this conversation. It will help us to shape the detailed GM Clean Air Plan proposals.

Once we have done this, we will hold a statutory public consultation which will give you an opportunity to have your say on the detailed proposals.

Following further consideration and approval by the 10 Greater Manchester local authorities, a GM Clean Air Plan Full Business Case will be developed and submitted to Government.

Subject to Government approval and funding, measures would be introduced from 2020, with the Clean Air Zone being introduced in two phases from 2021 and 2023.

You can make a difference. Our top 10 tips

1. Walk or cycle more

Help reduce pollution and your exposure to it. And it's cheap and healthy!

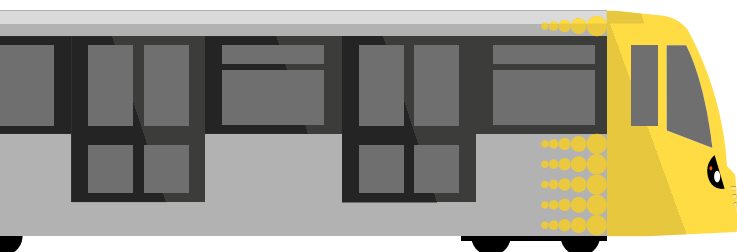


2. Catch the bus, train or tram

Can you walk or cycle to your local stop or station? Or leave your car at one of Greater Manchester's 3,500 Park & Ride spaces?

3. Choose quieter streets

Stay away from busy roads and slow-moving traffic. Even moving a short distance away from traffic reduces your exposure to dirty air.



4. Leave the car for the school run

The school run can create high levels of air pollution at the school gates. Can you walk or cycle with the kids?

5. Car share

Buddy-up with someone at work, split the fuel costs and cut congestion and pollution.

6. Engine off when you stop!

Switch your engine off to avoid a fine, cut down on air pollution, and save some fuel at the same time.

7. Recycle your air

Drivers can be exposed to air pollution inside their vehicle. So remember to use the recycled air setting.

8. Retime your commute

Can you reduce air pollution by travelling outside the peak?

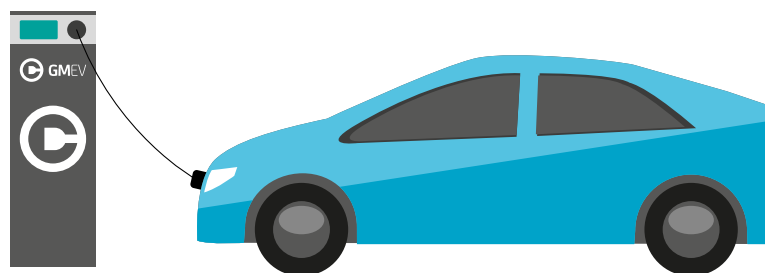


9. Don't drive under pressure

Correctly inflated car tyres can save fuel and reduce pollution by making sure your vehicle runs efficiently.

10. Change your car

If you're thinking about changing your car, why not have a look at an electric or hybrid model? They're great to drive, cheaper to run and maintain – and you'll save on road tax.



Clean Air GM is a collaboration between the ten Greater Manchester local authorities,
Greater Manchester Combined Authority and Transport for Greater Manchester.

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