GMCA GREATER MANCHESTER COMBINED AUTHORITY

**GM Air Quality Administration Committee**

Date: Monday 3rd August 2026

Subject: GM Clean Air Plan – June 2026 Update

Report of: Cllr Eamonn O'Brien – GM Clean Air Lead

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**PURPOSE OF REPORT:**

This report provides an update on the Greater Manchester Clean Air Plan. It summarises progress on delivery of the investment-led, non-charging Plan, including bus fleet electrification, local traffic management measures, Hackney Support Fund delivery, removal of Clean Air Zone signage, transfer of ANPR camera responsibility, the latest monitoring position, adaptive planning measures to support compliance in 2026, and expenditure on the plan.

**RECOMMENDATIONS:**

The Air Quality Administration Committee is requested to:

1. Note that the Joint Air Quality Unit delivery functions have returned to Defra and the Department for Transport's business-as-usual arrangements, while Greater Manchester remains subject to legal direction and ongoing monitoring and reporting requirements;
2. Note progress on delivery of the investment-led Plan, including bus measures, local highway measures, removal of Clean Air Zone signage, transfer of ANPR camera responsibility, and implementation of the Hackney Support Fund, together with the intention to bring forward a recommended option on unallocated funding at a future meeting;
3. Note that the latest position on Private Hire Vehicle Support Funding as set out at paragraph 2.4;

4. Note that 2025 monitoring data shows a continued reduction in nitrogen dioxide exceedances compared to 2024, with a significant improvement from 2019 levels, but that a small number of locations still require targeted intervention to support compliance in 2026;
5. Delegate authority to the Group Chief Executive, GMCA, GMFRS and TfGM, in consultation with the Mayor and the GM Clean Air Lead, to approve the final submission of the Annual Monitoring Report and adaptive planning measures to Government within the approved funding framework and to respond to any supplementary requests; and
6. Note the overall financial position, including expenditure to the end of March 2026, and that the programme is expected to be delivered within the approved, central government provided, funding envelope.

## CONTACT OFFICER:


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|---|---|---|
| Megan Black | Head of Logistics & Environment, TfGM | megan.black@tfgm.com |

**Supporting Information**

**Equalities Implications:**

The GM Clean Air Plan is intended to improve air quality and therefore support positive health outcomes across Greater Manchester, including for communities most exposed to roadside nitrogen dioxide pollution. This report itself does not change the agreed policy framework, but provides an update on delivery of measures already approved through the relevant governance processes.

**Climate Change Impact Assessment and Mitigation Measures –**

The GM Clean Air Plan is designed to reduce harmful roadside emissions and support compliance with legal nitrogen dioxide limits. The investment-led measures within the programme, including zero-emission buses, cleaner vehicles and traffic management interventions, contribute positively to carbon reduction and wider environmental objectives.

No additional mitigation is proposed through this report. This report provides an update on delivery of an existing programme and does not introduce new activity beyond the approved funding and policy framework.

**Risk Management:**

The principal programme risk remains the requirement to achieve compliance with legal nitrogen dioxide limits in the shortest possible time and by 2026 at the latest. Current delivery, monitoring and adaptive planning arrangements are intended to manage this risk, alongside ongoing engagement with Government and the relevant local authorities.

**Legal Considerations:**

Greater Manchester remains subject to the Environment Act 1995 (Greater Manchester) Air Quality Direction 2025, which requires the agreed measures within the Clean Air Plan to be delivered so that compliance with the legal nitrogen dioxide limit is achieved in the shortest possible time and by 2026 at the latest. The proposed delegation in relation to adaptive planning measures and annual performance reporting is intended to support timely submission and engagement within that existing legal framework.

**Financial Consequences – Revenue:**

Revenue costs associated with delivery and administration of the GM Clean Air Plan continue to be managed within the approved government funding arrangements. The report notes the current expenditure position and does not seek approval for additional revenue funding.

**Financial Consequences – Capital:**

Capital expenditure relating to the investment-led GM Clean Air Plan, including bus measures and local traffic management measures, is being delivered within the approved government funding envelope. No additional capital approval is sought through this report.

**Number of attachments to the report: 4**

Appendix A: Background Papers

Appendix B: Additional Background Information for Air Quality Administration Committee Report

Appendix C: Applications by Local Authority (LA) and Vehicle Upgrade Category

Appendix D: Detailed monitoring for the GM Air Quality Administration Committee Report

**Comments/recommendations from Overview & Scrutiny Committee**

Not applicable.

**BACKGROUND PAPERS: See Appendix A**

## 1 Background and Policy Context

1.1 The GM Clean Air Plan is a response to the Environment Act Direction requiring Greater Manchester to achieve compliance with nitrogen dioxide legal limits in the shortest possible time and by 2026 at the latest. The agreed approach with Government is an investment-led, non-charging approach, with government funding supporting bus fleet improvements, local traffic management measures, hackney carriage vehicle upgrade support, programme delivery and monitoring.

1.2 Government confirmed approval of the investment-led approach in January 2025. Since then, delivery has moved into implementation, with this paper providing a leadership-level summary of progress, emerging issues and the matters due to be considered by GM Air Quality Administration Committee (AQAC) on 29 June 2026.

1.3 Additional Background detail is included at Appendix B.

## 2 Key Developments Since January 2026

2.1 The Joint Air Quality Unit (JAQU), established as a joint Defra–DfT function to oversee delivery of the national $NO_2$ programme, has now exited programme delivery, with responsibilities moving to Defra and the Department for Transport core functions. This does not change Greater Manchester's legal obligations, and monitoring, reporting and programme assurance requirements remain in place.

2.2 Removal of Clean Air Zone signage on the local road network is substantially complete, with two remaining signs in Salford due to be removed in June 2026. Responsibility for the ANPR cameras will fully transfer to GMP from 13 July 2026.

2.3 GMCA agreed to establish a Private Hire Vehicle (PHV) Support Fund as part of the 2026/27 budget setting process, providing financial assistance to support owners to upgrade from non-compliant to cleaner vehicles. This was originally based on a combined offer of a £1,000 grant or a £5,000 interest-free loan, with an overall budget provision of £1.85m.

2.4 Further due diligence has since identified that a regulated loan product would involve materially higher delivery and lifecycle costs, associated with origination, underwriting, compliance, collections, and ongoing portfolio management.

2.5 Therefore, it is considered that a loan option is unlikely to represent value for money given the number of vehicles in scope for financial support and the disproportionate levels of cost, complexity and regulatory risk.

2.6 The report[1] to the Greater Manchester Combined Authority on 26 June 2026 therefore seeks approval for a revised grant-only scheme that will provide a £2,500 grant per eligible vehicle, including on a retrospective basis where applicants have already purchased a compliant replacement vehicle and meet the eligibility criteria after 1 March 2026. The total outturn costs of the proposals are expected to be within the previously approved total budget.

## 3 Delivery and Performance

3.1 Bus measures remain a central part of the investment-led Plan. Delivery is progressing on zero-emission buses (ZEBs) and associated depot electrification, with further ZEBs entering service during 2026 and the wider programme continuing to support improved air quality on key corridors.

3.2 Manchester and Salford are implementing targeted traffic management interventions (signal optimisation, enforcement, speed limit changes) to improve traffic flow and reduce emissions at key exceedance locations. Manchester's interventions are now complete, with Salford completion expected in June 2026.

3.3 Hackney Support Fund delivery has continued during 2026. There are 1,009 eligible vehicles within the scheme and, by 25 May 2026, a total of 484 applications had been received, with 401 fully processed and Fund Award Notifications issued, as set out in Appendix C. Applications from single and multiple vehicle owners were paused while retrospective applications were processed. The portal will re-open to both single and multiple vehicle owners from 22nd June. This will enable applicants to complete any in-progress applications and submit eligible claims.

3.4 Greater Manchester undertakes $NO_2$ monitoring to determine compliance with $NO_2$ legal limit values in accordance with the GM Clean Air Plan and the Government Direction. The 10 Greater Manchester districts also monitor $NO_2$ in accordance with the requirements of the Environment Act 1995 and associated statutory guidance,

[1] PHV Support Fund

also called Local Air Quality Management (LAQM). The two monitoring regimes have different siting criteria to assess exposure in different types of locations.

3.5 2025 GM Clean Air Plan monitoring shows continued improvement in air quality across Greater Manchester. Across 273 roadside monitoring locations, only 11 sites recorded exceedances and a small number of further sites were identified as being close to the compliance threshold for the purposes of an adaptive planning review.

3.6 This represents a continued reduction in exceedances compared with 2024 and a significant improvement from 2019 levels. The remaining challenge is increasingly concentrated in a smaller number of locations rather than being GM-wide, with the most material issues now focused in Manchester and Stockport. A detailed monitoring position is set out in Appendix D.

**Number of GM CAP Exceedances**

| | **Number of Exceedances (>40.4µg/m$^3$)** | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Authority** | **2018** | **2019** | **2020** | **2021** | **2022** | **2023** | **2024** | **2025** |
| Bolton | 1 | 4 | 1 | 2 | 4 | 2 | 0 | 0 |
| Bury | 2 | 10 | 0 | 2 | 6 | 3 | 0 | 0 |
| Manchester | 14 | 65 | 8 | 25 | 49 | 39 | 31 | 9* |
| Oldham | 0 | 5 | 0 | 1 | 5 | 1 | 1 | 1 |
| Rochdale | 0 | 4 | 1 | 1 | 1 | 0 | 0 | 0 |
| Salford | 1 | 16 | 0 | 7 | 13 | 4 | 0 | 0 |
| Stockport | 6 | 15 | 2 | 3 | 8 | 7 | 3 | 1 |
| Tameside | 4 | 6 | 4 | 4 | 8 | 7 | 2 | 0 |
| Trafford | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wigan | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 |
| **Total** | **29** | **129** | **16** | **45** | **95** | **64** | **38** | **11*** |

*Includes the A34 Bridge St Manchester continuous monitoring site which records an exceedance, but nearby diffusion tube sites no longer in exceedance

3.7 It is of note that no LAQM exceedances of the NO2 annual mean objective were recorded in GM for the first time in 2025.

**Summary of LAQM $NO_2$ monitoring in GM in 2025**

| Authority | Automatic sites (with valid data capture 2023)[2] | Non-automatic sites (locations) | Concentration range (all sites) (µg/m$^3$) | Exceedances of $NO_2$ Annual Mean (non-automatic sites) | | Increase / (Decrease) of Exceedances from 2024 |
|---|---|---|---|---|---|---|
| | | | | In AQMA | Outside AQMA | |
| **Bolton MBC** | **1** | 54 (49) | 7.5 – 30-.7 | 0 | 0 | - |
| **Bury MBC** | **3** | 21 (19) | 14.1 – 33.1 | 0 | 0 | - |
| **Manchester CC** | **3** | 33 (27) | 12.7 – 38.6 | 0 | 0 | (2) |
| **Oldham MBC** | **1** | 32 (30) | 12.1 – 36.5 | 0 | 0 | (1) |
| **Rochdale MBC** | **1** | 29 (27) | 9.1 – 27.7 | 0 | 0 | - |
| **Salford CC** | **3** | 53 (46) | 9.6 – 34.4 | 0 | 0 | - |
| **Stockport MBC** | **2** | 29 (25) | 10.1 – 28.6 | 0 | 0 | - |
| **Tameside MBC** | **2** | 53 (51) | 7.7 – 36.4 | 0 | 0 | - |
| **Trafford MBC** | **3** | 21 (14) | 9.5 – 25.5 | 0 | 0 | - |
| **Wigan MBC** | **2** | 50 (48) | 13.2 – 32.9 | 0 | 0 | (1) |
| **Total** | **21** | 376 (336) | 7.5 – 38.6 | **0** | **0** | **(4)** |

## 4. Adaptive Planning

4.1 Adaptive planning is a structured, evidence-led process used within the GM Clean Air Plan to assess locations where nitrogen dioxide ($NO_2$) concentrations are at or close to the legal compliance threshold. It involves detailed, site-specific analysis of monitoring data, traffic conditions, and local factors, followed by engagement with local authorities and Government to identify any additional, proportionate interventions required. The focus is on optimising existing infrastructure—such as signal timings, bus operations, and network management—rather than introducing new large-scale schemes, ensuring that any measures can be delivered quickly and contribute to achieving compliance by 2026 within the approved funding framework.

4.2 Adaptive planning has been used to assess locations close to the compliance threshold and identify proportionate, location-specific optimisation measures where these are justified. The measures in scope are focused principally on locations in Manchester and Stockport.

[2] >25% (3 months or more) data capture.

**Manchester**

- **A665 Cheetham Hill Road** – signal optimisation to reduce stationary traffic, plus review of retrofit bus performance and maintenance.
- **A57(M) Mancunian Way** – no further intervention proposed; continue monitoring only because the trend is improving.
- **Shudehill** – continue monitoring, alongside bus improvements through 2026, with review of retrofit bus performance and maintenance and minor signal optimisation if needed.
- **A6 Ardwick Green** – continue monitoring, alongside review of bus operations linked to Hyde Road depot, including access, fleet upgrade progression and maintenance.
- **A665 Great Ancoats Street** – continued monitoring only; no additional intervention proposed due to site constraints.

**Stockport**

- **A626 St Mary's Way** – further signal optimisation, including potential upgrade to enhanced adaptive signal control.
- **A34 Kingsway** – build on existing measures through further signal optimisation; no additional infrastructure or regulatory measures proposed.

4.3 A Greater Manchester Clean Air Plan Annual Monitoring Report, will provide the detailed evidence base for the assessment of compliance, including site-level monitoring data, risk categorisation and the identification of locations requiring further review through the Adaptive Planning Process.

4.4 Members are asked to delegate authority to the Group Chief Executive, GMCA, GMFRS and TfGM, in consultation with the Mayor and the GM Clean Air Lead, to approve the final submission the Annual Monitoring Report and adaptive planning measures to Government within the approved funding framework and to respond to any supplementary requests.

## 5 Expenditure

5.1 The overall financial position remains within the approved government funding envelope. To the end of March 2026, expenditure stood at £110.7m against total central government funding of £188.4m, with the remaining funding primarily linked to delivery of the investment-led measures during 2026.

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**GM CAP budget and expenditure to 31 March 2026**

| Measures / Workstream and Phase | Allocated Budget (£m) | Expenditure to 31 March 2026 (£m) | Remaining Budget (£m) |
|---|---|---|---|
| **Investment-led GM CAP** | **76.4** | **4.3** | **72.2** |
| **Bus Measures** | | | |
| Implementation | 47.1 | 0.5 | 46.6 |
| Operation | 4.0 | 0.0 | 4.0 |
| **Hackney Support Fund** | | | |
| Implementation | 0.1 | 0.1 | 0.0 |
| Operation | 0.3 | 0.0 | 0.2 |
| Grants | 8.0 | 0.8 | 7.2 |
| **Local Measures (Regent Road/ St Johns)** | | | |
| Implementation | 1.3 | 0.4 | 0.9 |
| Operation | 1.9 | 0.0 | 1.9 |
| **Programme** | | | |
| Implementation (post January 2025) | 13.7 | 2.4 | 11.2 |
| **Previous GM CAP** | **112.0** | **106.4** | **5.5** |
| **CAZ Development, Implementation & Operation** | | | |
| Development | 7.8 | 7.8 | 0.0 |
| Implementation | 20.7 | 20.7 | 0.0 |
| Operation | 17.8 | 17.8 | 0.0 |
| **CAZ Signage / ANPR Decommissioning** | | | |
| Decommissioning | 6.4 | 2.0 | 4.3 |
| **Financial Support Scheme** | | | |
| Development | 3.3 | 3.3 | 0.0 |
| Implementation | 4.9 | 4.9 | 0.0 |
| Operation | 4.5 | 4.3 | 0.2 |
| Grants | 15.4 | 15.4 | 0.0 |
| **Early Measures** | | | |
| Implementation | 2.5 | 2.5 | 0.0 |
| Operation | 0.5 | 0.4 | 0.1 |
| **EV Taxi** | | | |
| Implementation | 3.0 | 2.6 | 0.3 |
| Operation | 0.5 | 0.0 | 0.5 |
| **Programme** | | | |
| Development (to end of January 2025) | 24.7 | 24.7 | 0.0 |
| **Overall Total** | **188.4** | **110.7** | **77.7** |

**Appendix A - Background Papers**

- 26 June 2026, report to GMCA: Private Hire Support Fund
- 13 February 2026, report to GMCA: GMCA Transport Revenue Budget 2026/27
- 29 January 2026, report to AQAC: GM Clean Air Plan – January 2026 Update
- 29 January 2026, report to AQAC: report to AQAC: GM Clean Air Plan – Expenditure Update
- 28 November 2025, report to GMCA: GM Taxi Review: Trade Engagement and Licensing Model
- 31 July 2025, report to AQAC: GM Clean Air Plan – July 2025 Update
- 5 February 2025, report to AQAC: GM Clean Air Plan – January 2025 Update
- 5 February 2025, report to AQAC: GM Clean Air Plan – Expenditure Update
- 1 October 2024, report to AQAC: GM Clean Air Plan – September 2024 Update
- 20 December 2023, Report to AQAC: GM Clean Air Plan – December 2023 Update
- 20 December 2023: Report to AQAC: GM Clean Air Plan – Expenditure Update
- 13 July 2023, Report to AQAC: GM Clean Air Plan – July 2023 Update
- 27 February 2023, Report to AQAC: GM Clean Air Plan – February 2023 Update
- 26 October 2022, Report to AQAC: GM Clean Air Plan – Expenditure Update
- 26 October 2022, Report to AQAC: GM Clean Air Plan – October 2022 Update
- 17 August 2022, Report to AQAC: GM Clean Air Plan – August 2022 Update
- 1 July 2022, Report to AQAC: GM Clean Air Plan – July 22 Update
- 23 March 2022, Report to AQAC: GM Clean Air Plan – March 22 Update
- 28 February 2022, Report to AQAC: GM Clean Air Plan – February 22 Update
- 2 February 2022, report to CACC: GM Clean Air Plan – update to the temporary exemption qualification date for GM-licensed hackney carriages and private hire vehicles
- 20 January 2022, report to AQAC: GM Clean Air Plan – A628/A57, Tameside – Trunk Road Charging Scheme update
- 20 January 2022, report to AQAC: GM Clean Air Plan – Financial Support Scheme Jan 22 Update
- 20 January 2022, report to AQAC: GM Clean Air Plan – Clean Air Zone Discount & Exemptions Applications
- 18 November 2021, report to AQAC: GM Clean Air Plan – GM Clean Air Funds assessment mechanism
- 18 November 2021, report to CACC: GM Clean Air Plan – GM Clean Air Plan Policy updates
- 13 October 2021, report to AQAC: GM Clean Air Plan – Operational Agreement for the Central Clean Air Service
- 13 October 2021, report to CACC: GM Clean Air Plan – Showmen's Vehicle Exemption
- 13 October 2021, report to CACC: GM Clean Air Plan – Clean Air Zone daily charge refund policy
- 13 October 2021, report to CACC: GM Clean Air Plan – A628/A57, Tameside – Trunk Road Charging Scheme

- 21 September 2021, report to AQAC: GM Clean Air Plan – Clean Air Zone: Camera and Sign Installation
- 21 September 2021, report to AQAC: GM Clean Air Plan – Bus Replacement Funds
- 25 June 2021, report to GMCA: GM Clean Air Final Plan
- 31 January 2021, report to GMCA: GM Clean Air Plan: Consultation
- 31 July 2020, report to GMCA: Clean Air Plan Update
- 29 May 2020, report to GMCA: Clean Air Plan Update
- 31 January 2020, report to GMCA: Clean Air Plan Update
- 26 July 2019, report to GMCA: Clean Air Plan Update
- 1 March 2019, report to GMCA: Greater Manchester's Clean Air Plan – Tackling Nitrogen Dioxide Exceedances at the Roadside - Outline Business Case
- 11 January 2019, report to GMCA/AGMA: Clean Air Update
- 14 December 2018, report to GMCA: Clean Air Update
- 30 November 2018, report to GMCA: Clean Air Plan Update
- 15 November 2018, report to HPEOS Committee: Clean Air Update
- 26 October 2018, report to GMCA: GM Clean Air Plan Update on Local Air Quality Monitoring
- 16 August 2018, report to HPEOS Committee: GM Clean Air Plan Update
- UK plan for tackling roadside Nitrogen Dioxide concentrations, Defra and DfT, July 2017.

**Appendix B**

**Additional Background Information for Air Quality Administration Committee Report**

1.1 Poor air quality has a real and significant effect on people's health. Air pollution is the largest environmental risk linked to deaths every year. Pollutants such as NOx, principally $NO_2$, and PM (PM2.5 and PM10) that are not visible to the naked eye are found at harmful levels in many urban areas across the UK and particularly on busy roads.

1.2 In 2017 the Government instructed many local authorities across the UK to take quick action to reduce harmful Nitrogen Dioxide ($NO_2$) levels following the Secretary of State (SoS) issuing a direction under the Environment Act 1995. In Greater Manchester, the 10 local authorities, the Greater Manchester Combined Authority (GMCA) and Transport for Greater Manchester (TfGM) are working together to develop and deliver a Clean Air Plan to tackle $NO_2$ exceedances at the roadside, herein known as Greater Manchester Clean Air Plan (GM CAP).

1.3 The development and delivery of the GM CAP is funded by Government and is overseen by the Joint Air Quality Unit (JAQU), the joint Department for Environment, Food & Rural Affairs (Defra) and Department for Transport (DfT) unit established to deliver national plans to improve air quality and meet legal limits. The costs related to the business case, implementation and operation of the GM CAP are either directly funded or underwritten by Government acting through JAQU and any net deficit over the life of the GM CAP will be covered by the New Burdens Doctrine, subject to a reasonableness test[3].

1.4 The primary focus of the Plan is to achieve compliance with the legal limit value for $NO_2$ in accordance with the Direction in a way that considers the cost of living and associated economic challenge faced by businesses and residents, through an investment-led approach. The evidence submitted in October 2024[4] showed that the Investment-led Plan is the only option tested which meets the legal requirement placed on the 10 GM Authorities to deliver compliance in the shortest possible time and by 2026 at the latest.

1.5 The core objectives of the new GM CAP are:

- To reduce $NO_2$ concentrations to below the legal limits in the shortest possible time and by 2026 at the latest;
- To achieve compliance in a way that is fair to businesses and residents, and does not damage business or cause financial hardship to people in GM; and
- To ensure the reduction of harmful emissions is at the centre of GM's wider objective for delivering the Bee Network's core objectives.

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[3] The new burdens doctrine is part of a suite of measures to ensure Council Taxpayers do not face excessive increases. New burdens doctrine: guidance for government departments - GOV.UK (www.gov.uk)

[4] https://cleanairgm.com/technical-documents/#updated-evidence-submission-for-a-new-greater-manchester-clean-air-plan

1.6 The 'Case for a new Greater Manchester Clean Air Plan' proposed using the Clean Air funding that the Government awarded to Greater Manchester to deliver an investment-led approach to invest in vehicle upgrades, rather than imposing daily charges, and in particular through the delivery of zero-emission buses in the Bee Network (a London-style integrated transport network). The Plan ensures that the reduction of harmful emissions is at the centre of GM's wider objectives.

1.7 Having submitted evidence to support Greater Manchester's Investment-led Plan in October 2024[5], on 23rd January 2025 the Government confirmed it accepted the assessment that an investment-led, non-charging Greater Manchester Clean Air Plan will achieve compliance with Nitrogen Dioxide levels on the local road network in the shortest possible time[6]. As a result, Greater Manchester will not need to implement a charging Clean Air Zone (CAZ).

1.8 On 4 February 2025 *The Environment Act 1995 (Greater Manchester) Air Quality Direction 2025* was issued. The Secretaries of State letter confirmed they are to provide up to £86m to support the following elements of our proposal, as they considered these are needed to achieve compliance in the shortest possible time.

- Bus investment for 77 Euro VI buses, 40 zero emission buses and associated charging infrastructure (£51.1m);
- Local traffic management measures in central Manchester (£5m);
- Support to move the hackney carriage fleet to cleaner vehicles (£8m); and
- Administration, delivery, monitoring and other associated costs (up to £21.9m).

1.9 In July 2025, the Committee noted the update on progress in delivering the GM Clean Air Plan; and the need to adjust some elements of the Bus and Local Measures delivery plans, based on a change in local circumstances. A Change Control Request[7] was submitted to Government on 29 August 2025. The GM Change Control included the following revisions which will still ensure compliance in the shortest possible time, and by 2026 at the latest.

1.10 Removing the following from the Government funding request:

- 77 new Euro VI buses
- Queens Road depot electrification
- Bus service relocation from Bolton to Wigan
- St John's Area local measures, prohibition of driving on Lower Byrom Street
- Average speed cameras on A57 Regent Road

1.11 And adding the following:

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5 https://cleanairgm.com/technical-documents/#updated-evidence-submission-for-a-new-greater-manchester-clean-air-plan

6 https://www.gov.uk/government/news/government-backs-local-plans-for-clean-air-in-greater-manchester--2

7 Change_Request_001_-_Approved_-_CleanAirGM_Version.pdf

- Further 38 ZEBs at Bolton depot
- Additional Bolton depot electrification (including supporting vehicle chargers)
- Additional operational costs for Free Bus charging
- Additional operational costs for bus fleet deployment

1.12 The Change Control was formally approved by Government, as reported to the Committee in January 2026. The GM CAP Performance Management Plan was also agreed by the Committee in January, this document set out that each July a GM CAP Annual Monitoring Report would provide updates to include:

- Deployment of cleaner buses and depot electrification.
- Distribution of the Hackney Support fund.
- Status of local highway measures.
- Air quality monitoring results.
- Expenditure on the plan.

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GMCA GREATER MANCHESTER COMBINED AUTHORITY

**Appendix C**

**Applications by Local Authority (LA) and Vehicle Upgrade Category (at 25 May 2026)**

| Local Authority | Total Vehicles Eligible for Funding | Vehicles Eligible for Round 1 + 2B | Total Applications Submitted | % of Eligible Round 1 + 2B Applications Received | Draft, Withdrawn and Rejected Applications | Pending Processing | Approved | | | | Grants Approved and Issued | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | WAV | | Non-WAV | | WAV | | Non-WAV | |
| | | | | | | | ZEC | Euro 4/6 | ZEC | Euro 4/6 | ZEC | Euro 4/6 | ZEC | Euro 4/6 |
| Bolton | 48 | 48 | 7 | 15% | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bury | 27 | 24 | 24 | 100% | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 20 | 0 | 0 |
| Manchester | 705 | 658 | 336 | 51% | 21 | 54 | 107 | 79 | 0 | 0 | 36 | 39 | 0 | 0 |
| Oldham | 12 | 9 | 7 | 78% | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 2 |
| Rochdale | 26 | 25 | 12 | 48% | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 1 | 4 |
| Salford | 19 | 17 | 6 | 35% | 1 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 |
| Stockport | 53 | 52 | 32 | 62% | 0 | 2 | 2 | 13 | 0 | 0 | 1 | 14 | 0 | 0 |
| Tameside | 61 | 60 | 36 | 60% | 1 | 0 | 1 | 15 | 0 | 0 | 1 | 18 | 0 | 0 |
| Trafford | 42 | 37 | 17 | 46% | 1 | 1 | 2 | 5 | 0 | 0 | 2 | 6 | 0 | 0 |
| Wigan | 16 | 7 | 7 | 100% | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 1 |
| **TOTAL** | **1009** | **937** | **484** | **52%** | **26** | **57** | **116** | **132** | **0** | **0** | **42** | **103** | **1** | **7** |

**Appendix D**

**Detailed monitoring Information**

Nitrogen Dioxide ($NO_2$) Monitoring Results 2025

1.13 Greater Manchester publishes its Air Quality data annually in June each year via the Air Quality Annual Status Report, submitted to Defra.

1.14 Since 2018, the Greater Manchester Clean Air Plan has been using diffusion tube monitoring equipment to measure roadside levels of $NO_2$, helping to provide a clearer picture of $NO_2$ levels in Greater Manchester.

1.15 In 2025 for the GM CAP, 273 roadside monitoring locations showed that there were 11 sites of exceedance (down from 64 in 2023 and 38 in 2024), with a further 7 locations were at risk of exceedance for the purposes of the Adaptive Planning Process, and this was consistent with the air quality modelling that was used to inform the location of monitoring.

1.16 The 2025 GM Clean Air Plan monitoring data indicates that Nitrogen Dioxide air pollution has seen an overall reduction in Nitrogen Dioxide exceedances compared to 2024, and a significant improvement to 2019 levels.

1.17 Full results can be found in Appendix Two, this also includes the Local Air Quality Management (LAQM) monitoring results. Of note, no LAQM exceedances of the NO2 annual mean objective were recorded in GM for the first time in 2025.

1.18 **Why does Greater Manchester monitor Nitrogen Dioxide?**

1.19 Greater Manchester undertakes $NO_2$ monitoring to determine compliance with $NO_2$ legal limit values in accordance with GM CAP and Government Direction. The 10 Greater Manchester districts also monitor $NO_2$ in accordance with the requirements of the Environment Act 1995 and associated statutory guidance, also called Local Air Quality Management or 'LAQM'. The two monitoring regimes have different siting criteria to assess exposure in different types of locations.

1.20 **What are the legal limit values for Nitrogen Dioxide?**

1.21 The GM CAP monitoring assesses exposure as defined by the Air Quality Standards Regulations (England) 2010 Limit Values, with roadside being typically worst-case and hence the focus for monitoring. The LAQM monitoring is concerned

with exposure at locations of relevant public exposure[8] where the Air Quality Objectives apply, which can include the roadside but only in exceptional circumstances. LAQM monitoring also includes measurements at background[9] and industrial locations and is not limited to road traffic sources.

1.22 Additionally, the two regimes have different values by which they determine an exceedance. LAQM determines that the legal limit of 40µg/m$^3$ has been exceeded by any result over 39.9µg/m$^3$ [10], whereas for the GM CAP, Government determine anything over 40.4µg/m$^3$ to be an exceedance[11]. These differences in definition should be taken into consideration when comparing the results from individual monitoring locations. There are two legal limits in relation to $NO_2$:

- A short-term hourly limit of 200µg/m$^3$ (not to be exceeded more than 18 times a calendar year).
- The long-term annual average limit of 40µg/m$^3$.

1.23 To determine compliance with the $NO_2$ 1-hour mean Air Quality Limit Values, research undertaken on behalf of Defra and outlined in Technical Guidance Note LAQM.TG (16) (Defra, 2021) identified that road traffic emission related exceedances are unlikely to occur where the annual mean concentration is below 60 µg/m$^3$.

1.24 For the purpose of the GM CAP, the Government has directed GM (and other areas) under the Environment Act 1995 to address $NO_2$ exceedances at the roadside in the shortest possible time. In GM this direction specifically focuses on the long-term annual average legal limit (40µg/m$^3$).

1.25 **How do we monitor Nitrogen Dioxide?**

1.26 The GM local authorities carry out air quality monitoring for $NO_2$ using a combination of:

- Continuous automatic monitoring sites: There are currently 21 continuous air quality monitoring stations, 14 of which are located at the roadside.

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[8] All locations where members of the public might be regularly exposed. Building façades of residential properties, schools, hospitals, care homes etc. Kerbside locations are on the whole excluded, unless members of the public are likely to be exposed for longer than the time used to determine the legal limit for the pollutant concerned. Box 1.1 for TG16 give more detail LAQM-TG16-April-21-v1.pdf (defra.gov.uk)

[9] Background sites are used to provide useful information such as long-term trends, general population exposure and an indication of reduction in pollution away from roadside sources, as opposed to measuring exceedances.

[10] An exceedance defines a period of time during which the concentration of a pollutant is greater than, or equal to, the appropriate air quality criteria. For Air Quality Standards, an exceedance is a concentration greater than the Standard value. For Air Pollution Bandings, an exceedance is a concentration greater than, or equal to, the upper band threshold. https://uk-air.defra.gov.uk/air-pollution/glossary#E

[11] The IPR guidance underpinning the Air Quality Standards Regulations 2010 stipulates that compliance should be assessed using data of 'the same numeric accuracy' as the limit value, therefore a value of 40.4ug/m3 is rounded down to 40ug/m3 and is not exceeding.
https://ec.europa.eu/environment/air/quality/legislation/pdf/IPR_guidance1.pdf

- Diffusion tubes: 376 sites are set up for local air quality management (LAQM) purposes. In addition, approximately 273 sites are set up for GM Clean Air Plan monitoring and evaluation purposes.

1.27 Monitoring for NO2 for GM Clean Air Plan purposes uses diffusion tubes at sites where “target determination”12 modelling predicted illegally high levels of NO2 for 2021, along with some more recently added locations where local traffic management measures could have led to adverse impacts. Three new continuous automatic air quality monitoring stations were added during 2022 and 2023. The monitoring survey has been reduced since 2022, as many locations have recorded sustained compliance with legal limits, and these sites have been decommissioned.

[12] The government’s Joint Air Quality Unit undertook a process called ‘target determination’, which involves comparing the outputs of the local and national modelling, verifying the local modelling methodology and then agreeing the forecast concentration assessment to be compared to the limit value for each exceedance. The outcome of this is an agreement of the $NO_2$ problem Greater Manchester must resolve (“target determination”) and the basis for the Greater Manchester Clean Air Plan.