

## Vehicle Emissions: Protection of Children QSD on 11 June 2019

This briefing identifies relevant reports and useful documents, including recent parliamentary materials and press articles, which may be of assistance to Members in preparing for the following debate:

Baroness Randerson to ask Her Majesty's Government what steps they intend to take to protect children from harmful vehicle emissions.

Copies of the materials are available for collection from the Library.

### Key Information

- Department for Environment, Food and Rural Affairs, [Clean Air Strategy 2019](#), 14 January 2019, pp 6–7 and 44–6

*Executive summary, summary of chapter 2 and chapter 5 on road transport from the Clean Air Strategy. The strategy stated the Government has already invested £1.5 billion to support the take-up of ultra low emission vehicles, that it will create Clean Air Zones and that local governments will receive new powers to tackle local air pollution.*

- Department for Transport, [The Road to Zero: Next Steps Towards Cleaner Road Transport and Delivering Our Industrial Strategy](#), July 2018, pp 1–20

*Foreword, policies at a glance and executive summary from the Department for Transport's report on the steps the Government is taking towards the introduction of zero emission vehicles. The report set out the Government's intention to "end the sale of new conventional petrol and diesel cars by 2040" and for "almost every car and van to be zero emission" by 2050.*

- House of Commons Environment, Food and Rural Affairs, Environmental Audit, Health and Social Care, and Transport Committees, [Improving Air Quality](#), 15 March 2018, HC 433 of session 2017–19, p 3; and [Government Response](#), 20 June 2018

*Summary, Government response and recommendations from the committees' report into air quality. The committees argued 2040 was not an ambitious enough target for the UK to have ended sales of petrol and diesel cars, and that this target is not in line with international comparisons. The committees also recommended that air pollution levels should be monitored in areas such as schools. In its response, the Government stated that local authorities are already required to review and assess local air quality, but the Government will improve the information it provides to the public about air pollution.*

## Parliamentary Debate, Statements and Questions

- [Oral Question on 'Vehicle Pollution: Children's Health'](#), HL *Hansard*, 18 February 2019, cols 2030–2
- [Oral Question on 'Diesel Emissions'](#), HL *Hansard*, 5 December 2018, cols 1016–18
- House of Commons, ['Written Question: Air Pollution: Children'](#), 29 November 2018, 192911
- [Debate on 'Improving Air Quality'](#), HC *Hansard*, 28 June 2018, cols 1086–129

## Press Articles and Comment

- Mayor of London, ['World's First 24 Hour Ultra Low Emission Zone Starts in London'](#), 8 April 2019
- Tim Smedley, ['Deadly Air In Our Cities: The Invisible Killer'](#), *Guardian*, 17 March 2019
- Josh Gabbatiss, ['New European Emissions Limits for Cars Risk Triggering Influx of 'Fake Electric' Vehicles, Green Group Warns'](#), *Independent*, 30 March 2019

## Further Information

- Department for Environment, Food and Rural Affairs, [Defra National Statistics Release: Emissions of Air Pollutants in the UK, 1970 to 2017](#), 15 February 2019; and [Defra National Statistics Release: Air Quality Statistics in the UK 1987 to 2018](#), 25 April 2019
- Public Health England, ['Health Matters: Air Pollution'](#), 14 November 2018
- Department for Environment, Food and Rural Affairs and Department for Transport, ['£3 Million Boost For Innovative Local Air Quality Improvements'](#), 2 April 2019
- Public Health England, ['Reduced Bus Emissions and Improved Air Quality in Brighton and Hove'](#), 14 November 2018
- Kings College London, ['The EXHALE Programme'](#), accessed 28 May 2019

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