



Department
for Environment
Food & Rural Affairs



Department
for Transport

UK Plan for tackling roadside nitrogen dioxide concentrations

Summary of responses to consultation

July 2017



Scottish Government
Riaghaltas na h-Alba
gov.scot



Department of
**Agriculture, Environment
and Rural Affairs**
www.daera-ni.gov.uk



Llywodraeth Cymru
Welsh Government



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1. Introduction

- 1 On 5 May 2017 the government published a draft UK Air Quality Plan for tackling nitrogen dioxide for consultation. This consultation applied to England, Scotland, Wales and Northern Ireland.
- 2 This document summarises the views expressed in the consultation. A final version of the UK Plan is published alongside this.

2. This consultation

- 3 The UK government and the devolved administrations have policy responsibility for air quality in England, Scotland, Wales and Northern Ireland respectively. This consultation applied to England, Scotland, Wales and Northern Ireland.
- 4 The government is determined to improve air quality in a way that supports local areas and helps them to deliver a stronger economy. The draft plan set out measures at national and local level, and sought views on those measures and on other possible steps that could be taken.
- 5 Responses to the consultation supported further action to tackle air pollution, with measures at national level as well as in those towns and cities most affected. Although there was a wide range of views and comments, key themes in the responses were:
 - That central government needed to take overall ownership, providing a national framework and leadership for actions to be taken by local authorities;
 - That local authorities should not be left to themselves to deal with the problem – while they should be given the role of taking actions that suit local circumstances, they needed to be supported and funded to do so, and government should make sure that local plans are strong enough to deliver the improvement needed;
 - That action at a local level was an essential part of the plan: there was support for the most polluting vehicles being charged as necessary to reduce pollution; at the same time, there was some concern expressed that drivers could face charges, feeling that they would be penalised for buying a diesel vehicle when they had been encouraged by previous governments to do so;
 - Support for a wide range of positive measures to improve cleaner transport options. Popular suggestions were retrofitting of buses, public transport improvements, and other steps such as car clubs and cycle schemes;
 - Support for a scrappage scheme or similar measures to help people who need to switch to a less polluting vehicle, but many stated that such a scheme should be

targeted, and some respondents disagreed that a scrappage scheme was merited, saying that it would offer poor value for taxpayer funds.

- A range of other points including taking advantage of new technologies (including electric vehicles), tackling emissions from sources other than vehicles, and an urge to address this problem as part of a broader approach on clean growth and industrial strategy.

6 The UK government and devolved administrations have considered the consultation responses received, and have taken account of them in finalising the UK Plan.

3. Summary of responses

7 The consultation on a draft revised UK Air Quality Plan for tackling nitrogen dioxide ran for six weeks from 5 May to 15 June 2017.

8 745 consultation responses were received, including 21 from Wales; 17 from Scotland; and 13 from Northern Ireland. Over 11,000 largely duplicated campaign responses were received, organised through ClientEarth's Get Healthy Air campaign.

Common themes

9 Although there was a wide range of views and comments, key themes in the responses were:

- Many felt the measures proposed in the draft plan would not address the problem of nitrogen dioxide as quickly as possible. Harmful emissions originating from sources other than road transport should also be tackled.
- Central government should take a greater degree of leadership, and local authorities should receive increased levels of support in order to be able to effectively tackle nitrogen dioxide emissions.
- Action should be prioritised to tackle emissions from the most polluting vehicles. A scrappage scheme for diesel vehicles and a retrofitting scheme prioritising buses, heavy goods vehicles (HGVs), taxis (including black cabs) and private hire vehicles, coaches, and light goods vehicles were cited as ways in which to do this.
- Support for electric vehicles, increasing the number of charge points, and improvements to electric vehicle charging infrastructure networks across more parts of the UK
- Support for encouraging transport options alternative to driving, particularly greater investment and improvement in public transport, and in cycling and walking infrastructure.

- Support for the introduction of Clean Air Zones, including the introduction of a network of Clean Air Zones.
- 10 Over 11,000 largely duplicated campaign responses were received through ClientEarth's Get Healthy Air campaign. These responses were very dissatisfied that the proposed measures set out in the consultation would address the problem of nitrogen dioxide as quickly as possible.

4. Responses by question

Q1. How satisfied are you that the proposed measures set out in this consultation will address the problem of nitrogen dioxide as quickly as possible?

- 11 The majority of responses received were dissatisfied that the proposed measures set out in the consultation would address the problem of nitrogen dioxide as quickly as possible. The main reasons cited were:
- Action to tackle nitrogen dioxide should be delivered with more ambition and a greater level of urgency.
 - Central government should take a greater degree of leadership, and should not consign responsibility for tackling nitrogen dioxide solely to local authorities.
 - Central government should place the necessary obligation on local authorities to undertake the work required to tackle nitrogen dioxide emissions within their areas of responsibility and should ensure that sufficient support and resource is provided to local authorities in order to do this.
 - Harmful emissions originating from sources other than road transport should also be tackled.
 - Tackling emissions from the most polluting vehicles should be a priority.
- 12 Many respondents acknowledged that diesel vehicles on our roads are causing harmful emissions and contributing to pollution levels damaging to public health, and called for stronger action to tackle these emission sources. However, it was also noted in multiple responses that those who chose to buy diesel vehicles following tax changes made by previous governments (which focussed on fuel economy and carbon dioxide emissions) should not be penalised for decisions they made in good faith.

Q2. What do you consider to be the most appropriate way for local authorities in England to determine the arrangements for a Clean Air Zone, and the measures that should apply within it? What factors should local authorities consider when assessing impacts on businesses?

- 13 Many respondents restated their view that central government should take a greater degree of leadership and should not consign responsibility for tackling nitrogen dioxide solely to local authorities.
- 14 A range of views were presented in respect of determining the arrangements for a Clean Air Zone and the measures that should apply within it. Respondents were largely supportive of Clean Air Zones, and some felt that there was potential for greater ambition here in order to achieve the greatest improvements to air quality.
- 15 Many respondents acknowledged that the charging element of a Clean Air Zone¹ could be a necessary component to achieve compliance. Respondents felt that this should also be complemented by supporting measures to help individuals and businesses make alternative and cleaner transport choices, and that people who chose to buy diesel vehicles following tax changes made by previous governments should not be penalised. A wide range of potential options were proposed and included a targeted scrappage scheme, greater investment and improvement in public transport services, greater support for walking and cycling infrastructure, taking action to reduce stationary vehicle idling etc.
- 16 Some respondents disagreed that any kind of charge should be levied on vehicles. They considered this would be an unfair penalty and cited the potential negative impact to small businesses.
- 17 Respondents stated that the introduction of a Clean Air Zone should be specific to local circumstances and be tailored to meet the needs of the local area. Respondents also highlighted that this should be supported by evidence, such as a fully developed business case, and include local consultation.
- 18 In addressing the factors that local authorities should consider when assessing impacts on businesses, there were views that the impact on businesses and local residents should be mitigated as much as possible. However, it was also felt that urgent action to improve air quality, given the serious health impacts, should be the primary priority.

¹ In a charging Clean Air Zone vehicle owners are required to pay a charge to enter, or move within, a zone if they are driving a vehicle that does not meet the particular standard for their vehicle type in that zone.

Q3. How can government best target any funding to support local communities to cut air pollution? What options should the government consider further, and what criteria should it use to assess them? Are there other measures which could be implemented at a local level, represent value for money, and that could have a direct and rapid impact on air quality? Examples could include targeted investment in local infrastructure projects. How can government best target any funding to mitigate the impact of certain measures to improve air quality, on local businesses, residents and those travelling into towns and cities to work? Examples could include targeted scrappage schemes, for both cars and vans, as well as support for retrofitting initiatives. How could mitigation schemes be designed in order to maximise value for money, target support where it is most needed, reduce complexity and minimise scope for fraud?

- 19 The development of a targeted scrappage scheme was raised by many respondents who indicated support for such a scheme to help people who need to switch to a less polluting vehicle. However some respondents disagreed that a scrappage scheme was merited, saying that it would offer poor value for taxpayer funds, and that alternative measures would be more effective in tackling nitrogen dioxide emissions.
- 20 Respondents felt that government should increase support for electric vehicles, increase the number of charge points and improve electric vehicle charging infrastructure networks across more parts of the UK.
- 21 Responses supported greater investment in public transport to provide nationwide improvements to these services, and ensure that public transport journeys represent good value for money and a more financially attractive option. Respondents also proposed that there should be incentives for public transport operators, as well as vehicle hire firms, to increase the proportion of the vehicles within their fleet that are electric or low emission.
- 22 Respondents supported a greater focus on encouraging alternative, cleaner transport options - cycling, walking etc. - including funding to support the required infrastructure.
- 23 Clean Air Zones were raised in responses provided to this question and the majority of respondents supported their implementation as a way to take targeted action to improve air quality.
- 24 Respondents felt that legislative action by government and the provision of greater powers for local authorities would be an effective route to tackle nitrogen dioxide emissions. More rigorous vehicle emission testing was also raised, such as adding a test for emissions to the annual MOT test.
- 25 Respondents suggested that changes to the vehicle excise duty (VED) regime could be used as a way to induce change, particularly to reduce incentives for diesel/the most polluting vehicles and encourage a shift to cleaner forms of transport.

- 26 Greater action to reduce idling by stationary vehicles was raised by many respondents. Suggestions here included the creation of no-idling zones, enforcement with penalties, and roadside signage or an awareness campaign to encourage motorists to switch engines off when stationary.
- 27 Respondents highlighted that improved traffic management and local infrastructure would be effective measures to tackle nitrogen dioxide emissions. Proposals here included the redesign of roads or junctions and removing congestion bottlenecks in areas with high pollution levels, a reduction in speed limits, traffic signal optimisation to reduce stop-starting, clearly delineating HGV and non-HGV routes to improve traffic flow, improving or providing bus lanes and bus gates etc.
- 28 A number of respondents also felt that action to improve air quality in an area should be based on analysis of local/regional air pollution and be specific to local circumstances. It was suggested by some that action could be prioritised in places where air quality management areas (AQMAs) have already been established.

Q4. How best can governments work with local communities to monitor local interventions and evaluate their impact?

- 29 Respondents considered that the level of support and guidance from central government would be a key component for success in tackling nitrogen dioxide emissions. Respondents felt that government should ensure that local authorities have sufficient resources to secure necessary staff expertise and specialist monitoring equipment. Local authorities should also be supported as much as possible to help secure the best outcome during decision-making processes, and be provided with sufficient enforcement powers - particularly in relation to transport and traffic.
- 30 Respondents commented that the plan should be led and implemented by central government with a clear priority for improving health. The majority of respondents remarked that the government has delegated responsibility to local authorities without also providing all the funding necessary. Respondents felt that further funding should be made available to support local authorities to cut air pollution and that these funds should be earmarked and allocated to local authorities.
- 31 Respondents expressed a desire for a centrally led national air quality awareness campaign with improved information sharing and which would encourage and influence behaviour change.
- 32 Respondents called for the agreement of a single approach for air quality monitoring in order to ensure consistency of monitoring and reporting. Respondents also called for improvements to available air quality information to ensure it is up to date and easily accessible. Local community empowerment was seen as a useful tool in generating local engagement as this would create a platform for sharing information at a local level; encouraging citizens to participate in collecting air quality data.

- 33 Some respondents expressed concern that rather than achieving improved local air quality, the introduction of Clean Air Zones may instead result in the displacement of more polluting vehicles onto other roads outside of the zone. Respondents suggested this could be mitigated by introducing geographically larger, or a greater number of Clean Air Zones.
- 34 Respondents also expressed concern that a Clean Air Zone would penalise the more vulnerable in society, or those who would not be in a position to be able to replace their vehicle. It was felt that some level of assistance should be provided and it was suggested that vehicle manufacturers could contribute.

Q5. Which vehicles should be prioritised for government-funded retrofit schemes?

- 35 The majority of respondents supported a government-funded retrofit scheme. A minority of respondents felt that retrofitting was not an effective measure for tackling nitrogen dioxide emissions and that alternative measures to a government-funded retrofitting scheme should be prioritised.
- 36 Many respondents specified that buses should be prioritised for government-funded retrofit schemes. Other respondents felt that 'public transport vehicles' should be prioritised but did not specify a sector. There were also high levels of support for retrofitting work on HGVs, taxis (including black cabs) and private hire vehicles, coaches, or vans/light goods vehicles.
- 37 Other respondents felt that a retrofitting scheme should prioritise the oldest and/or the most polluting vehicles in order to achieve the greatest impact in tackling nitrogen dioxide emissions.
- 38 Some respondents also felt that non-road transport vehicles, including aviation, maritime and rail, non-road mobile machinery and wood-burners should also be considered eligible for a retrofitting scheme

Q6. What type of environmental and other information should be made available to help consumers choose which cars to buy?

- 39 Many respondents felt that information about a vehicle's emissions should be provided. A number of respondents felt that accompanying information about the health impacts of emissions should also be provided.
- 40 To help consumers choose which cars to buy respondents suggested that consumers should also be provided with information as follows:
- Fuel information, including fuel economy.
 - Financial information, e.g. vehicle excise duty.

- For electric vehicles, information about overall vehicle performance and availability of charging infrastructure (both locally and nationally).
- Detail about a vehicle's lifetime impact, including recycling/scrappage options at end of life.
- Details about how the vehicle has been tested prior to sale.
- Maintenance information.

41 Several respondents also suggested the introduction of a grading or rating system to indicate how polluting a vehicle is expected to be.

Q7. How could the government further support innovative technological solutions and localised measures to improve air quality?

42 The majority of respondents supported the use of green, renewable solutions and technology to assist in tackling air pollution, though noted that this would require government support and intervention. Respondents suggested that support and funding should be provided for:

- Competitions for green innovations and practice.
- Research and development.
- Provide necessary funds to local authorities
- Incentives for green fuels manufacture, purchase and use.
- Manufacture and design of new technology vehicles.
- Refuelling infrastructure investments.
- Incentivising the uptake of public transport.
- Development of cycle and walking infrastructure.
- Retrofitting of vehicles.
- Expert staff and specialist monitoring equipment for local authority air quality reporting.

43 Respondents felt that technology could be utilised to provide instant and up to date information to inform decisions in a variety of scenarios. Respondents supported the provision of local air monitoring results on live displays (e.g. at bus stops, train stations, along the road side) which would allow individuals to use that information to make better travel choices, amend travel plans if needed, and would help to influence behaviour to induce change. It was also suggested that apps could be made available

to provide people with the information needed about local air quality to make more informed choices on a daily basis.

- 44 Respondents felt that government could work with vehicle manufacturers to influence the design and technology of vehicles, and that a steer should be provided to electric vehicle manufactures to ensure consistency and that charging infrastructure is compatible with all types of electric vehicle.
- 45 Fuel technologies such as hydrogen, compressed natural gas (CNG), liquid petroleum gas (LPG) and liquid air were believed to be underestimated as a way forward for scalable solutions in urban areas that do not impact on current national grid limitations. The widespread use of natural gas instead of diesel to power HGVs and buses was also felt to be a priority, as well as providing support and improvement for infrastructure for gas powered vehicle refuelling stations across the UK.
- 46 There was support for retrofitting schemes and some respondents also highlighted the need for accreditation schemes as well. Some respondents felt that retrofitting represented a good investment of public funds. The development of retrofit systems to improve engines in private vehicles was also put forward as having potential to make a significant, positive impact on air quality, given the contribution of nitrogen dioxide emission made by private vehicles.
- 47 Respondents felt that there was an urgent need for government to support the provision of free electric charging infrastructure UK wide to encourage a modal shift. Some respondents expressed some apprehension regarding the purchase of electric vehicles and felt that more rigorous assessment and more information was needed in order to provide reassurance. Concerns expressed included distance/range of travel by an electric vehicle, availability of recharging infrastructure, life-cycle costs, maintenance costs, battery replacement etc.
- 48 Respondents felt that there should be greater development of innovative on-street charging solutions, such as inline metering, as well as electric vehicle provisions in park and ride schemes. There was also support for the use of electric bikes in particular as part of a 'cycle to work scheme' which is being supported in many local authorities.
- 49 There were suggestions about the benefits of developing and improving roadside green infrastructure investment through use of hedges, trees, green walls, road verges and public green spaces to enhance urban developments.
- 50 The development of effective transport management in particular road infrastructure and was seen as a major opportunity in improving air quality. Road infrastructure investment, design layout and work on traffic systems and signals were cited as a requisite for any successful urban planning. The introduction of a national transport plan was referred to as a requirement for introducing policy which would address any adjustments to speed-limits to deflect the impact of high low pollution events in specific areas.

- 51 The development of cycle and walking infrastructure with safe routes to support active travel were viewed as essential.
- 52 There was a sense that government should align policies with up to date technological developments, for example using building regulations to provide local authorities with power to new housing developments provide electric vehicle charging.
- 53 Respondents felt that government should lead on green procurement principles and seek to promote zero emission solutions for government fleet.

Q8. Do you have any other comments on the draft UK Air Quality Plan for tackling nitrogen dioxide?

- 54 Many respondents restated or emphasised their views expressed in responses to other questions which were felt to be key. These included:
- Action to tackle nitrogen dioxide should be delivered with more ambition and a greater level of urgency.
 - Central government should take a greater degree of leadership, and should not consign responsibility for tackling nitrogen dioxide solely to local authorities.
 - Greater action is required to reduce idling by stationary vehicles.
 - More rigorous vehicle emission testing, such as adding a test for emissions to the annual MOT test, and labelling to be used to indicate where a vehicle may be impacted by access restrictions.
- 55 Other comments received from respondents included:
- Action needs to be delivered with a greater level of ambition. More detail is required on certain key issues (such as a targeted scrappage scheme), and a greater consideration is needed with regards to the health and environmental impacts. More detail is also needed about concessions, incentives for those with green vehicles or with green clean practices
 - Measures are needed to tackle other pollutants and not just nitrogen dioxide.
 - Alternative measures outside of Clean Air Zones should be explored, and lessons of best practice from London and existing places introducing a Clean Air Zone should be considered.
 - The challenges faced in non-metropolitan areas have not been adequately accounted for.
- 56 In order to tackle nitrogen dioxide effectively respondents felt that a clear indication/decision was needed regarding key issues such as vehicle taxation, vehicle scrappage, and regulatory emission testing schemes.

- 57 Respondents felt that the air quality plan for tackling nitrogen dioxide should more clearly set out the legal position of local authorities in terms of enforcement powers, especially in relation to transport and traffic. Respondents felt that it should clearly set out what actions are required, where responsibilities lay, the resources available, and the timescales.
- 58 Respondents felt that the draft plan did not effectively join up with the local air quality management (LAQM) reporting process and responsibilities, and some respondents viewed that current local authority air quality reporting can be a costly and onerous task. Respondents felt that more clarity was needed about how the UK Plan and LAQM process fits together, and that any additional reporting, such as for Clean Air Zones, should be part of the Annual Status Reports. It was also suggested that success could be measured by use of specific behavioural targets such as the number of electric vehicles being driven, improvements in health etc.
- 59 Respondents suggested that to better improve consistency, a Clean Air Zone advisory panel could be established which would share examples of best practice, collate and disseminate information to local authorities etc.
- 60 Many respondents felt that vehicle manufacturers should be held to account for past breaches and they should be made to contribute, financially or otherwise, to improving air quality. Similarly there was consensus that 'the polluter should pay' rather than passing the burden of improving air quality to local authorities.
- 61 Respondents felt that measures to tackle nitrogen dioxide in the UK should encompass appropriate vehicles travelling from the continent, e.g. supply vehicles, and suggested that appropriate measures or charges be levied on entry.
- 62 Respondents highlighted public transport and felt that bus lanes should be consistent in the way they are used across the UK to improve traffic flow as there may be missed opportunities to manage traffic flow due to variations in the times of use and vehicles permitted.

Annex A: List of respondents²

1066 Cycle Club
Add2 limited
Addison Lee Limited
Adur District & Worthing Borough Councils
Air Quality Consultants Ltd.
Air Quality Management Resource Centre, University of the West of England
Air quality network, Imperial College London
Airnode
Alternative Board, Midlands
AM Technologies Ltd
Anaerobic Digestion and Bioresources Association
Anchor Bay Construction Products Limited
Anglo American Platinum Ltd
Antrim and Newtownabbey Borough Council
Armagh City, Banbridge and Craigavon Borough Council
Arriva UK Bus
Asda Stores Limited
Association for Decentralised Energy
Association of Directors of Environment, Economy, Planning & Transport
Association of Directors of Public Health
Association of International Couriers and Express Services
Association of London Environmental Health Managers
Asthma UK
Aum Energy
Autogas Ltd
Automobile Association
Aviation Environment Federation
Barnsley Metropolitan Borough Council
Basildon Borough Council
Bath and North East Somerset Council
Bathampton Meadows Alliance
Battersea and Wandsworth Trade Union Council
Battle McCarthy Consulting Engineers and Landscape Architects
BD Auto and Energy Ltd
BeemCar Ltd
Belfast City Council
Bell Tower Community Association
Bespoke Cycle Group - Eastbourne
Birmingham City Council
Bluepoint London
Borough of Broxbourne
Bournemouth Borough Council
BP
Bracknell Forest Council
Bradford MDC

² List excludes the names of individuals as per Defra consultation guidance

Bradford on Avon Streets Ahead
Brake
Breathe Clean Air Group
Bricycles, the Brighton and Hove Cycling Campaign
Brighter Tomorrow
Brighton & Hove City Council
Bristol City Council
British Chambers of Commerce
British Cycling
British Heart Foundation
British Lung Foundation
British Parking Association
British Vehicle Rental and Leasing Association
Builders Merchants Federation
Cadent Gas Limited
Calor Gas Ltd
Cambridge City Council
Cambridge Green Party
Cambridgeshire & Peterborough Pollution Group (Cambridgeshire local authorities)
Campaign for Better Transport
Canal & River Trust (England & Wales)
Caravan and Motorhome Club
Cardiff and Vale Local Public Health Team
Cardiff Cycling Campaign
Castle Point Borough Council
Causeway Coast and Glens Borough Council
CEMEX
Centaur Consulting Ltd
CEVA Logistics Limited
CGON Limited
Chartered Institute for Environmental Health Northern Ireland
Chartered Institute of Environmental Health
Chartered Institute of Logistics and Transport
Chartered Institute of Logistics and Transport
Chartered Institute of Water and Environmental Management
Chartered Institution of Building Services Engineers
Chartered Institution of Highways and Transportation
Chiltern and South Bucks District Councils
City and County of Swansea
City of Cardiff Council
City of London Corporation
City of Wolverhampton Council
City of York Council
Clean Air for Brent
Clean Air in London
ClearAirTech Ltd
ClientEarth
Colchester Borough Council
Colyer Group
Compass Point Residents Association
Confederation of Passenger Transport UK
Construction Equipment Association

Construction Products Association
Council for Nature Conservation and Countryside Northern Ireland
Coventry City Council
CPRE Kent
Crawley Borough Council
Cross River Partnership
Cycling UK
Dartford Borough Council
Dearman Engine Company
Derby City Council
Derry City & Strabane District Council
DHL
District Councils Network
Doncaster Council
Doosan Babcock
Durham County Council
E.ON
Ealing Council
Ealing Cycling Campaign
East Lindsey District Council
East Suffolk - Suffolk Coastal and Waveney District Councils
Eastleigh Borough Council
Eminox Ltd.
Emissions Analytics
Energy law consulting limited
Energy UK
Enfield Council
Engie
Enterprise Rent A Car
Environmental Health Lancashire (Lancashire Local Authorities Air Quality Sub Group)
Environmental Impact Consultants Ltd
Environmental Industries Commission
Environmental Protection UK
Epping Forest District Council
Essex Air Quality & Environmental Protection Study Group
Essex County Council
Europcar
Faculty of Public Health
FairFuelUK
FairFuelUK Campaign
Fareham Borough Council
Farnham Town Council
Federation of Bath Residents' Associations
Federation of British Historic Vehicle Clubs
Federation of Small Businesses
Fermanagh & Omagh District Council
FirstGroup plc UK Bus Division
Freight Transport Association
Freightliner
Friends of the Earth - England, Wales and Northern Ireland
Friends of the Earth Barry and Vales - Wales
Friends of the Earth Manchester

Friends of the Earth Nottingham
Friends of the Earth Reading
Friends of the Earth Scotland
Friends of the Earth Winchester
Frimstone Ltd
Gasrec Limited
Gateshead Council
Gatwick Airport
Global Action Plan
Gloucestershire County Council
Go South Coast
Go-Ahead Group plc
Golder Associates UK Ltd
GONorthEast
Green Community Travel Green Community Travel
Green Party group, Norwich City Council
Greener Jobs Alliance. Environmental training and campaign group
Greener Journeys
Greenpeace
GreenSpeed
Halton Borough Council
Hampshire and Isle of Wight Environmental Control and Advisory Committee
Hampshire County Council
Heathrow Airport Ltd
Hebden Royd Town Council
Help Rescue the Planet
Hertfordshire County Council
Horley Town Council
Hull City Council
Huntingdonshire District Council
IAM RoadSmart
Imperial College
Inkemia Advanced Biofuels Ltd.
Institute for Transport Studies, University of Leeds
Institute of Air Quality Management
Institution of Civil Engineers Wales Cymru
Iver Parish Council
Johnson Matthey
JouleVert Limited
Kent County Council
Labour Group of Councillors - Dartford Borough Council
Lancaster City Council
Leaders of Hillingdon, Richmond, Wandsworth, and the Royal Borough of Windsor and Maidenhead
Leeds City Council
Leicester City Council
Leicestershire County Council
Lektors Ltd
Lewes District Council
Lewisham Liberal Democrats
Licensed Taxi Drivers Association
Lisburn & Castlereagh City Council

Liverpool City Council
Liverpool City Region Combined Authority
Living Streets
Local Government Association
London Assembly
London Borough of Camden
London Borough of Croydon
London Borough of Ealing
London Borough of Hackney
London Borough of Hammersmith and Fulham
London Borough of Haringey
London Borough of Hounslow
London Borough of Islington
London Borough of Lambeth
London Borough of Lewisham
London Borough of Newham
London Borough of Richmond
London Borough of Tower Hamlets
London Borough of Waltham Forest
London Borough of Wandsworth
London Councils
London Forum of Amenity and Civic Societies
London Sustainability Exchange
London Taxi Company
Look-Up.org.uk
Low Carbon Vehicle Partnership
MaidEnergy Ltd
Manchester City Council Air Quality Task and Finish Group
Mayor of London
Mewday Council
Middlesbrough Borough Council
Miller Architects
Milton Neighbourhood Planning Forum
Mineral Products Association
Motor Cycle Industry Association
Motor Vehicle Dismantlers' Association
Motorcycle Action Group
National Express West Midlands - transport operator
National Farmers Union
National Franchised Dealers Association
Natural Gas Vehicle Network
Nestrans
New Forest District Council
Newcastle Transport Forum
Newry, Mourne and Down District Council
Norfolk County Council, Breckland District Council, Broadland District Council, Great
Yarmouth Borough Council, Borough Council of King's Lynn and West Norfolk, North
Norfolk District Council, Norwich City Council and South Norfolk District Council
North Ayrshire Council
North East Combined Authority
North Hertfordshire District Council
North Yorkshire County Council

Northamptonshire County Council
Northbank BID
Northern Gas Networks
Northern Ireland Environmental Link
Northern Ireland Local Government Association
Northumberland County Council
Nottingham City Council
Nottingham City Transport
Ocado
Ordnance Survey
Oxford Bus Company
Oxford City Council
Oxfordshire County Council
P Whitfield consulting
Parking and Traffic Regulations Outside London Joint Committee
Parliamentary Advisory Council for Transport Safety
PATROL (Parking and Traffic Regulations Outside London) Joint Committee
Penn Engineered Solutions Ltd
Peter Brett Associates LLP
Petrol Retailers Association
Plantlife
Plymouth City Bus
Plymouth City Council
Port of London Authority
Portsmouth City Council
Public Health Wales
Purex International LTD
R Open & Son Ltd
RAC Foundation
RAC Motoring Services
Railfuture West Midlands
Randstad Limited
RCA Regeneration Ltd
Re (Regional Enterprise) Ltd
Reading Borough Council
Renewable Energy Association
Residential Boat Owners' Association
Richings Park Residents' Association
Richmond Heathrow Campaign
RiverGecko
Road Haulage Association
Rochford District Council
RoSPA
Rotherham Metropolitan Borough Council
Royal Borough of Greenwich
Royal Borough of Kensington and Chelsea
Royal Borough of Kingston upon Thames and London Borough of Sutton
Royal Borough of Windsor & Maidenhead
Royal College of Physicians
Royal Horticultural Society
Royal Mail
Royal Town Planning Institute

RSK Environment Ltd
Rushcliffe Borough Council
Rushmoor Borough Council
Sainsbury's
Science Education Futures
Scottish (Managed) Sustainable Health Network (SMaSH) and the Scottish Directors of Public Health
Self-clean Air & Surface Treatments
Sevenoaks District Council
Shared Regulatory Services
Sheffield City Council
SJK travel2airport.com
Slough Borough Council
Society of Motor Manufacturers and Traders SMMT
South Lakeland District Council
South Tyneside Council
South Yorkshire Passenger Transport Executive
Southampton City Council
Southend-on-Sea Borough Council
Southwark Council Regulatory Services
SPACE for Gosforth
Starship Robotics
Stoke-on-Trent City Council
Streatham Clean Air Project
Surrey Air Alliance (Surrey Local Authorities)
Surrey Heath Borough Council
Sussex Air Quality Partnership and Chichester District Council
Sustainable Direction Ltd
Sustrans
Swale Borough Council part of Mid Kent Services
Swindon Borough Council - Public Health
Tantalum Corporation
Tarmac
TAS Partnership Limited
Teddington Action Group
Teignbridge District Council
Tesla UK
Thanet District Council
Three Bags Full Delivery Limited
Thurrock Council
Tithe Farm Global Warming Mitigation and Adaptation Project
Tonbridge & Malling Borough Council
Toyota Motor Europe
Transdev Blazefield
Transition Bath Transport Group
Transport for Greater Manchester
Transport for West Midlands (part of the West Midlands Combined Authority)
Tunbridge Wells Borough Council
Uber
UK Green MEPs
UK Health Alliance on Climate Change
UK Health Forum

UK Hydrogen and Fuel Cell Association
UK Petroleum Industry Association
UK Power Networks
UKLPG
Unicef UK
Uniper UK Limited
Unite Cab Sector
UPS
Urban Transport Group
Valero Energy Ltd
Vehicle Repowering Solutions
Vivergo Fuels
Wakefield Metropolitan District Council
Walsall Metropolitan Borough Council
Wandsworth Council
Warrington Borough Council
Welsh Air Quality Forum
West Berkshire Council
West Midlands Health and Planning Group
West Suffolk
West Sussex County Council
West Yorkshire Combined Authority
Westminster City Council
Wheels for Wellbeing
Wiltshire Council
Winchester Action on Climate Change
Wokingham Borough Council
Woodland Trust
Worcestershire Regulatory Services
WWF-UK
Wyre Forest District Council
Yorkshire Ambulance Service NHS Trust
Yorkshire and the Humber Association of Directors of Public Health