

Air Quality (Diesel Emissions in Urban Centres) Bill

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Make provision about urban air quality targets; to require vehicle emissions targets and testing to reflect on-road driving conditions; to provide powers for local authorities to establish low diesel emissions zones and pedestrian-only areas; to restrict the use of roads in urban centres by diesel vehicles; to make provision about the promotion of the development of electric tram systems and buses and taxis powered by liquefied petroleum gas in urban centres; and for connected purposes.

BE IT ENACTED by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

1 Vehicle emissions-testing standards

The Secretary of State must, within 20 months of the passing of this Act, by regulations, make provision for—

- (a) diesel vehicles emissions-testing for particulates and NOx to reflect on-road driving conditions, 5
- (b) the standards in Euro 6 applicable to laboratory testing to be applied to the testing under paragraph (a), and
- (c) the development for inclusion in the MOT of emissions testing that includes the detection of devices or configurations in vehicles aimed at, or with the effect of, distorting results. 10

2 Compliance with EU air quality standards for NOx and particulates

(1) The Secretary of State must, within 12 months of the passing of this Act, by regulations, empower and require local authorities to—

- (a) measure local air pollution and, following appropriate local consultation, to produce a local air quality plan containing measures to meet minimum EU air quality standards for particulates and oxides of nitrogen, 15
- (b) establish and extend low diesel emission zones and restrict the access of diesel vehicles that fail Euro 5 emissions standards to specified urban areas, 20

- (c) provide more pedestrianised areas and cycle lanes, and
- (d) produce sustainable transport plans for urban centres to provide for lower emission options, including but not limited to—
- (i) electric tram systems,
 - (ii) LPG-powered buses and taxis, and
 - (iii) other forms of electric and hydrogen-powered public and private transport.
- (2) The Secretary of State must, within 12 months of the passing of this Act, lay a report before each House of Parliament on the costs, benefits and feasibility of a national network of LPG supply and suitable vehicular electric power points to enable LPG and electric vehicle use across the UK.
- 3 Air pollution: mitigating measures**
- The Secretary of State must, within 12 months of the passing of this Act, by regulations, empower and require the Environment Agency to—
- (a) measure air pollution in certain specified high risk areas on a regular basis,
 - (b) issue air pollution warnings in circumstances where measurement reveals breaches of specified levels of pollution, and
 - (c) instigate traffic calming measures, including road closure orders, in circumstances where measurement reveals breaches of specified levels of pollution until air pollution levels return to within tolerance.
- 4 Air quality: fiscal strategy**
- (1) The Secretary of State must within 6 months of the passing of this Act make arrangements for an independent review and report on the—
- (a) current, and
 - (b) potential,
- contribution to the improvement of air quality standards of the Government’s fiscal strategy and the provision of proposals for that strategy to be used to promote, encourage sustainable forms of public and private transport.
- (2) The report and recommendations of the review under subsection (1) must be laid before the House of Commons within 12 months of the passing of this Act.
- (3) The laying of the report and recommendations under subsection (2) must be accompanied by a statement by the Secretary of State responding to each proposal of the independent review under subsection (1).
- 5 Regulations, extent, commencement and citation**
- (1) Regulations under this Act shall be made by statutory instrument under the negative resolution procedure.
 - (2) This Act extends to England and Wales.
 - (3) This Act comes into force on the day after the day on which it receives Royal Assent.
 - (4) This Act may be cited as the Air Quality (Diesel Emissions in Urban Centres) Act 2016.

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To make provision about urban air quality targets; to require vehicle emissions targets and testing to reflect on-road driving conditions; to provide powers for local authorities to establish low diesel emissions zones and pedestrian-only areas; to restrict the use of roads in urban centres by diesel vehicles; to make provision about the promotion of the development of electric tram systems and buses and taxis powered by liquefied petroleum gas in urban centres; and for connected purposes.

*Ordered to be brought in by Geraint Davies,
Peter Aldous, Dr Sarah Wollaston,
John Mc Nally, Andrew Gwynne,
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Alison Thewliss, Ann Clwyd,
Ms Margaret Ritchie, Chris Stephens
and Stewart Malcolm McDonald.*

*Ordered, by The House of Commons,
to be Printed, 23 February 2016.*

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LONDON – THE STATIONERY OFFICE LIMITED
Printed in the United Kingdom by The Stationery Office Limited
£x.xx