



General Election 2019: Clean Air Parents' Network summary of manifestos (England)

The main parties have now published their manifestos for the 2019 General Election. They will cover all areas of government but to save you time we have trawled through them all and pasted in those that are most relevant for tackling air pollution.

The summary includes relevant manifesto commitments from the following parties:

- [Conservative Party](#)
- [Green Party](#)
- [Labour Party](#)
- [Liberal Democrats](#)

Please note that this only includes what we have noted to be the most relevant commitments and that for a complete view of what each party is committing to that you should have a look at the full manifestos (the links to these are provided in each party's section). We have also tried to categorise the commitments in a standardised way to make it easier for you to compare.

As a reminder, the Clean Air Parents' Network is asking for all candidates to pledge to push for urgent and ambitious action to protect young lungs from illegal and harmful air pollution. This needs to happen through:

1. Urgent action to protect our children's health by tackling dirty air where they live, learn and play.
2. Getting the most polluting vehicles out of our towns and cities quickly through Clean Air Zones and providing practical help and support for people and businesses to move on to cleaner forms of transport.
3. Adopting ambitious new clean air laws that includes a binding commitment to meet World Health Organization guideline levels for particulate matter pollution by 2030.

The information below is up to date as of 26 November 2019. It has been taken directly from General Election manifestos and does not represent the views of the Clean Air Parents' Network, the British Lung Foundation or ClientEarth.

Conservative Party manifesto

See the full manifesto [here](#).

Laws and Enforcement	<ul style="list-style-type: none"> Set up an independent Office for Environmental Protection and introduce legal targets, including for air quality.
Motor vehicles & road transport emissions	<ul style="list-style-type: none"> £28.8 billion investment in strategic and local roads. Consult on the earliest date to phase out the sale of new conventional petrol and diesel cars, while minimising the impact on drivers and businesses.
Zero Exhaust Emission Vehicles	<ul style="list-style-type: none"> Invest £1 billion in completing a fast-charging network to ensure that everyone is within 30 miles of a rapid electric vehicle charging station.
Public transport	<ul style="list-style-type: none"> Give city regions the funding to upgrade their bus, tram and train services to make them as good as London's. Build Northern Powerhouse Rail between Leeds and Manchester; invest in the Midlands Rail Hub; invest in improving train lines to the South West and East Anglia; restore many of the Beeching lines. Invest in "superbus" networks with lower fares and increased frequency. Invest in electric buses, developing the UK's first all electric-bus town.
Active travel	<ul style="list-style-type: none"> Support commuter cycling routes, so that more people can cycle safely to work, and more families can go out together. Extend Bikeability – cycling proficiency training – to every child Create a new £350 million Cycling Infrastructure Fund and work with the NHS to promote cycling for healthier living.

Green Party manifesto

See the full manifesto [here](#).

Laws and enforcement	<ul style="list-style-type: none"> Create a new Environmental Protection Commission (EPC). This will be one integrated body to enforce environmental protections, from clean air to litter-free roads. The EPC will enforce the ecocide law, a new Clean Air Act, which will set new air quality standards for the UK, and a new Sustainable Economy Act, including targets for new soil quality and biodiversity standards.
Motor vehicles & road transport emissions	<ul style="list-style-type: none"> End the sale of new petrol and diesel fuelled vehicles by 2030. Over the next ten years we will ease this transition by incentivising the replacement of diesel and petrol vans, lorries and coaches with electric vehicles. Our priority is reducing overall mileage and the number of vehicles on our roads – these further measures will ensure that the vehicles still on our roads in 2030 create the minimum of pollution. Even electric vehicles pollute, so they represent an improvement on the current situation, not a solution in themselves.

	<ul style="list-style-type: none"> • Civilise our streets by making Low Traffic Neighbourhoods (in which rat-running is blocked) the norm for residential areas and making 20 miles per hour the default speed limit. These changes would reduce traffic, carbon emissions and danger to people walking and cycling. They would restore our streets to all people. • Scrapping the government's new road building programme, including the proposed road tunnel at Stonehenge that threatens to desecrate an iconic World Heritage Site. • Ensure through the planning system that all new housing is served by high quality walking and cycling routes and much improved bus, tram and local rail services. New residents must not be forced into car use. • Open up car-free access to the National Parks with new cycling, walking and bus links.
Zero Exhaust Emission Vehicles	<ul style="list-style-type: none"> • Create a network of electric vehicle charging points across the country, by requiring their construction through the planning system and encouraging the private sector to deliver them. We will ensure that these charging points are located in public places, and do not take up pavement and cycling space. We will require all existing petrol stations and motorway service stations to offer electric vehicle charging points by 2025.
Public transport	<ul style="list-style-type: none"> • Making travelling by public transport cheaper than travelling by car, by reducing the cost of travelling by train and bus. Coach travel will also be encouraged, with new routes for electric coaches provided across the country. • Electrifying all railway lines that connect cities, improving punctuality. • Creating a government-owned rolling stock company which would invest in a fleet of new electric trains to run on newly electrified lines. • Giving responsibility for running short-distance passenger rail franchises to councils, or groups of councils that come together to work on local transport. This will give local communities a greater say in the running of the rail services they rely on. We will bring all railways back into public ownership over ten years. • Giving all local authorities control over bus services (as London currently has) and supporting local authorities to restore lost bus routes and open new ones. Local authorities serving urban areas will be encouraged to explore tramways as an additional public transport option. • Providing more bus priority measures on the roads to improve punctuality.
Active travel	<ul style="list-style-type: none"> • Spending £2.5 billion a year on new cycle-ways and footpaths, built using sustainable materials, such as woodchips and sawdust. • The funding from the government's current road building programme, the £6.5 billion in revenue received from Vehicle Exercise Duty each year, will be switched to supporting sustainable public transport and new cycle-ways and footpaths as part of the Green New Deal. £1.5 billion of Vehicle Exercise Duty revenue will be retained to maintain existing roads.

Freight	<ul style="list-style-type: none"> Ensuring good railway connections with all ports to enable more freight between ports and inland terminals to be carried on rail. We will invest in additional freight routes resulting in the majority of long-distance freight switching from road to rail.
Miscellaneous	<ul style="list-style-type: none"> Stop the building of new runways and all increased road capacity, saving thousands of acres of countryside every year and protecting people from the harm of increased air pollution and traffic danger. Apply a Carbon Tax on all fossil fuels, which will increase the cost of petrol, diesel and shipping fuel. Make 40 miles per hour the default speed limit in non-residential areas except on major roads.

Labour Party manifesto

See the full manifesto [here](#).

Laws and enforcement	<ul style="list-style-type: none"> Labour will introduce a new Clean Air Act, with a vehicle scrappage scheme and clean air zones, complying with World Health Organisation limits for fine particles and nitrous oxides.
Motor vehicles & road transport emissions	<ul style="list-style-type: none"> The Conservatives have committed to ending new sales of combustion engine vehicles by 2040. Labour will aim for 2030.
Zero Exhaust Emission Vehicles	<ul style="list-style-type: none"> We will position the UK at the forefront of the development and manufacture of ultra-low emission vehicles and will support their sale. We will invest in electric vehicle charging infrastructure and in electric community car clubs. We will accelerate the transition of our public sector car fleets and our public buses to zero-emissions vehicles.
Public transport	<ul style="list-style-type: none"> Labour will ensure that councils can improve bus services by regulating and taking public ownership of bus networks, and we will give them resources and full legal powers to achieve this cost-effectively. Where councils take control of their buses, Labour will introduce free bus travel for under-25s. We will increase and expand local services, reinstating the 3,000 routes that have been cut, particularly hitting rural communities. Labour will deliver improvements for rail passengers by bringing our railways back into public ownership, using options including franchise expiry. This will enable us to make fares simpler and more affordable, rebuild the fragmented railways as a nationally integrated public service, cut the wastage of private profit, improve accessibility for disabled people, ensure safe staffing levels and end driver-only operation. We will implement a full, rolling programme of electrification.
Active travel	<ul style="list-style-type: none"> We will increase the funding available for cycling and walking. We will bring together transport and land-use planning to create towns and cities in which walking and cycling are the best choice: safe, accessible, healthy, efficient, economical and pollution free. We will help children's health and well-being by ensuring street designs

	provide freedom for physically active outdoor play and by introducing measures to ensure the zones around our schools are safer, with cleaner air.
Freight	<ul style="list-style-type: none"> We will promote the use of rail freight in order to reduce carbon emissions, air pollutants and congestion on the roads and expand the provision of publicly owned rail freight services.
Miscellaneous	<ul style="list-style-type: none"> We will review public expenditure on transport to ensure that it promotes environmental sustainability and contributes to decarbonisation. Any expansion of airports must pass our tests on air quality, noise pollution, climate change obligations and countrywide benefits. Labour will ensure our NHS becomes a net zero-carbon service with an NHS Forest of one million trees, more efficient heating and insulation systems, greater reliance on renewable energy, including more solar panelling and a transition to electric paramedic vehicles, NHS fleet cars and hybrid ambulances.

Liberal Democrats manifesto

See the full manifesto [here](#).

Laws and Enforcement	<ul style="list-style-type: none"> Pass a Clean Air Act, based on World Health Organisation guidelines, enforced by a new Air Quality Agency. The Act will enshrine the legal right to unpolluted air wherever you live.
Motor vehicles & road transport emissions	<ul style="list-style-type: none"> Extend Ultra-Low Emission Zones to ten more towns and cities in England and ensure that all private hire vehicles and new buses licensed to operate in urban areas are ultra-low-emission or zero-emission vehicles by 2025; provide £2 billion to support this transformation. Accelerate the transition to ultra-low-emission transport – cars, buses and trains – through taxation, subsidy and regulation. Build on the successful Local Sustainable Transport Fund established by the Liberal Democrats when in government, and workplace travel plans, to reduce the number of cars – particularly single-occupancy cars – used for commuting, and encourage the development of car-sharing schemes and car clubs and autonomous vehicles for public use. Amend planning rules to promote sustainable transport and land use.
Zero Exhaust Emission Vehicles	<ul style="list-style-type: none"> Accelerate the rapid take-up of electric vehicles by reforming vehicle taxation, cutting VAT on EVs to 5 per cent and increasing the rate of installation of charging points, including residential on-street points and ultra-fast chargers at service stations. Ensure that, by 2030, every new car and small van sold is electric. Support innovation in zero-emission technologies, including batteries and hydrogen fuel cells, supplementing government funding with a new Clean Air Fund from industry.

<p>Public transport</p>	<ul style="list-style-type: none"> • Invest in public transport, buses, trams and railways to enable people to travel more easily while reducing their impact on the environment. • Give new powers to local authorities and communities to improve transport in their areas, including the ability to introduce network-wide ticketing, like in London. • Implement, in cooperation with local authorities, light rail schemes for trams and tram-trains where these are appropriate solutions to public transport requirements. • Restore bus routes and add new routes where there is local need; provide £4.5 billion over five years for this programme. • Convert the rail network to ultra-low-emission technology (electric or hydrogen) by 2035, and provide funding for light rail and trams. • Invest in bus services by substantially increasing funding for buses, enabling local authorities to restore old routes and open new ones, supporting rural bus services and encouraging alternatives to conventional bus services where they are not viable, encouraging local authorities to use their new powers under the Bus Services Act, including franchising powers and repealing the rule preventing local councils from running their own bus companies and providing funding to accelerate the transition to electric buses.
<p>Active travel</p>	<ul style="list-style-type: none"> • Place a far higher priority on encouraging walking and cycling – the healthiest forms of transport. • Introduce a nationwide strategy to promote walking and cycling, including the creation of dedicated safe cycling lanes, increasing spending per head five-fold to reach 10 per cent of the transport budget.
<p>Freight</p>	<ul style="list-style-type: none"> • Shift more freight from road to rail, including electrifying lines leading from major ports as an urgent priority, and amend the current HGV road user levy to take account of carbon emissions.