

ADEPT: Parliamentary monitoring February 2019

This document is tailored to provide a monthly overview of key activity, debates, questions, reports, PMQs, speeches and bills relevant to the Association of Directors of Environment, Economy, Planning and Transport.

Key dates

11 March: Budget
 31 March – 21 April: Easter recess
 6 – 11 May: May Day recess
 21 May – 2 June: Whitsun recess
 1 July: Deadline contained in Withdrawal Agreement for transition extension request
 21 July – 8 September: Summer recess
 17 September – 12 October: Party conferences
 31 December: Extension period ends

Planning – Housing

Date	Type	Organisation	Notes
27/02/20	Debate	Hoc	Energy Efficiency Measures: Net Zero Buildings. Read here.

Industrial Strategy & Local Industrial Strategies

Date	Type	Organisation	Notes
05/02/20	Press release	BEIS	End of coal power to be brought forward in drive towards net zero. Read here.
06/02/20	Debate	HoC	Nuclear Energy Policy: Climate Change Read here.

NPPF – Land value capture

Date	Type	Organisation	Notes
			No updates

Energy – Local authority projects

Date	Type	Organisation	Notes
06/02/20	Written Q&A	DoE	Schools: Energy: Written question - 11603 Asked by Helen Hayes (Dulwich and West Norwood) To ask the Secretary of State for Education, what estimate his Department has made of the energy consumption in kW, by energy type, of schools in each of the last five

			years and what proportion of that energy consumption was bought renewable or self-generated renewable energy.
18/02/20	Press Release	BEIS	£90 million UK drive to reduce carbon emissions Households and businesses will benefit from £90 million to cut carbon emissions in industry and homes. Read here.
20/02/20	Press Release	WECA	New community funding for renewable energy projects Could your community benefit from its own supply of clean renewable energy? Funding is now available to kick-start green energy projects across the West of England... Read here.
27/02/20	Press release	UK Energy Research Centre	Building Capacity, Local Authorities & Sustainable Energy There is increasing focus, both within the UK and internationally, on the role of sub-national actors in sustainable energy transitions. While more localised approaches to energy system change are often based on partnerships across public, private and civil society spheres, local governments – as democratically elected bodies – can play pivotal roles. Despite this, debates about the role of local governments in energy system change often focus on barriers to action and how the capacity of these organisation is constrained. Read here.

Digital – Broadband & mobile

Date	Type	Organisation	Notes
26/02/20	Written Q&A	DfT	Railways: Mobile Phones: Written question - HL1677 Asked by Baroness Randerson To ask Her Majesty's Government what steps they are taking to ensure that railway franchise holders improve mobile phone signal coverage on trains.

			<p>Answered by: Baroness Vere of Norbiton</p> <p>The Department recognises the importance of providing mobile connectivity for rail passengers and has sought improvements when franchises are renewed. In both the new East Midlands and West Coast Partnership franchises, the operators have committed to improving mobile connectivity for their passengers on trains and at stations. Beyond these franchises, we continue to seek other opportunities to enhance mobile connectivity across the rail network. In particular, the Department has been working with Ofcom, Network Rail and others to improve the data available about mobile phone signals along rail corridors so that operators can take this into account. This was published by Ofcom in December 2019.</p>
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Economy – Fair funding review

Date	Type	Organisation	Notes
06/02/20	Debate	HoC	<p>Local Government Finance Session 2020-2021 Wednesday 5 February 2020 12:40 (Afternoon)</p> <p>(a) (Mr Speaker) I advise the House that I have selected the amendment in the name of the Prime Minister.</p> <p>(a) Gwynne, Andrew (Denton and Reddish) (Lab) I beg to move, That this House notes that the Government's proposed changes to local authority funding will dramatically downgrade the importance of deprivation in deciding the distribution of funding to local authorities and will have a devastating effect on local adult social care funding; further notes that proposed changes will cause even greater reductions in foundation funding and children's social care; and calls on the Government to scrap its Review of Local Authorities'</p>

			<p>Relative Needs and Resources and to ensure that local authorities are properly funded through a fairer system that properly takes account of deprivation, need and differing council tax bases.</p> <p>The state of local government finance is desperate. Our councils are not just at breaking point; many of them are broken. The Government's so-called fair funding review could be about to make matters worse for some of them. Read here.</p>
10/02/20	Papers	HoC	<p>Local Government Finance Settlement 2020-21</p> <p>On 6 February 2020, the Government published the final Local Government Finance Settlement for 2020-21. This lays out the Government's proposals for funding local authorities in England in the coming financial year through central grants and redistribution of business rates. A motion to approve the Settlement will be debated in the House of Commons on Wednesday 12 February. Read here.</p>
12/02/20	Reports	MHCLG	<p>Key information for local authorities with increased business rates retention: final local government finance settlement 2020 to 2021</p> <p>The Ministry of Housing, Communities and Local Government has published a report on final local government finance settlement 2020 to 2021 key information for local authorities with increased business rates retention. This report can be accessed here: http://bit.ly/2SIYnYQ</p>
25/02/20	Debate	HoC	<p>Local Government Finance (England)</p> <p>Read here.</p>
25/02/20	Press Release	MHCLG	<p>Government confirms multi-billion-pound spending increase for councils</p> <ul style="list-style-type: none"> Local Government Secretary Robert Jenrick confirms £49.2 billion package of funding for local councils Settlement is the biggest real-terms increase in spending power in a decade and

			<p>includes an extra £1.5 billion for social care</p> <ul style="list-style-type: none"> • Most residents are expected to see the lowest increase in council tax bills since 2016 <p>Read here.</p>
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Transport – Investment strategy

Date	Type	Organisation	Notes
03/20/20	Press Release	LGA	Westminster Hall Debate: Net zero targets and decarbonising transport, House of Commons, Tuesday 4 February 2020. Read here.
05/02/20	Debate	HoC	Net Zero Targets and Decarbonising Transport. Read here.
06/02/20	Debate	HoC	<p>Transport Session 2020-2021 Wednesday 5 February 2020 16:18 (Afternoon)</p> <p>(a) Dame Winterton, Rosie (Madam Deputy Speaker) I inform the House that Mr Speaker has not selected the amendment.</p> <p>(a) McDonald, Andy (Middlesbrough) (Lab) I beg to move, That this House acknowledges that the UK's transport emissions have not substantially fallen since 1990 and have increased since 2010; and calls on the Government to develop and implement a plan to eliminate the substantial majority of transport emissions by 2030, to decarbonise the UK's entire bus network, to invest in an electric vehicle charging network that can support the majority of vehicles on the UK's roads by 2030, to cut bus and rail fares, to increase public transport patronage, to provide funding for cycling and walking, including investment in cycleways and grants for ebikes, to introduce a network of clean air zones to tackle illegal levels of air pollution, and to bring aviation emissions within the UK's climate targets...Cont here.</p>
12/02/20	Debate	HoC	<p>Transport Infrastructure:</p> <p>(a) Johnson, Boris (The Prime Minister) With your permission, Mr</p>

			<p>Speaker, I will make a statement on the transport revolution that we intend to bring about.</p> <p>There are all sorts of reasons why the city in which we now sit is the most productive region in the whole of Europe. We have the time zone, the language and the agglomeration of talents. Above all, we have a mass transit system that every day conveys millions of people efficiently and affordably, with tubes and trains and 8,600 buses, into the central activities zone in the morning and out in the evening, like the respiration of some vast undersea coelenterate. As the public transport network has expanded in the last 150 years, it has brought hope and opportunity and job prospects to people growing up in every part of the city and beyond. It is the ambition of this Government to employ that same utensil—fantastic transport infrastructure—to unite and level up across the whole country...Read here.</p>
12/02/20	Oral answers	HM Treasury	<p>National Infrastructure 11 February 2020 Volume 671 Paul Holmes (Eastleigh) (Con) 6. What steps he is taking to improve the UK's national infrastructure. [900728]</p> <p>The Chancellor of the Exchequer (Sajid Javid) Infra- structure is a top priority for the Government, which is why we are publishing the national infrastructure strategy alongside the Budget. It will set out further details of the Government's plan to increase investment to transform the UK's infrastructure. Read more here.</p>
14/02/20	Press Release	DfT	<p>Investment in tech to tackle traffic Funding to promote trial projects to reduce congestion. Read here.</p>

Transport – Major road network

Date	Type	Organisation	Notes
04/02/20	Written Q&A	DfT	<p>Roads: Materials: Written question - 8372</p> <p>Asked by Alex Chalk (Cheltenham) To ask the Secretary of State for Transport, what plans he has to deploy (a) blended recycled plastic with bitumen and (b) other new technology to create more durable road surfaces.</p> <p>Answered by: George Freeman The Government is committed to exploring innovative ideas and processes for constructing, repairing and maintaining road surfaces. The Department for Transport is aware of a number of initiatives, both here in England and overseas, in which recycled plastic and other waste product materials are added as a binding mix to asphalt. Technological innovation in road maintenance processes can also improve efficiency and reduce waste by recycling existing road material.</p> <p>As part of a Live Labs research programme, the Department for Transport, in conjunction with the Association of Directors of Environment, Economy, Planning and Transport (ADEPT) and private partners, announced in January 2019 that we were providing Cumbria County Council with £16 million to extend a trial for the selection and testing of recycled plastic in surfacing and structural treatments on the Local Road Network for which they are responsible. This trial will assess the suitability and durability of the plastics additives from minor patching work and pothole repairs through to major resurfacing.</p> <p>Elsewhere, on the Strategic Road Network, Highways England is committed to investing in innovation</p>

			<p>to help meet the economic, environmental and efficiency challenges we face in our changing world. Its Innovation Designated Fund provides £150 million in the first Road Investment Strategy for innovation capital projects to discover and implement emerging technologies, new materials and ways of working. Highways England currently has no plans to deploy blended recycled plastic with bitumen in road surfaces, but it continues to investigate its potential for future use.</p> <p>A trial of asphalt containing Ground Tyre Rubber was successfully completed along the M1 motorway in May 2019. By including a small amount of Ground Tyre Rubber into the asphalt surface it can present a good opportunity to re-cycle tyre rubber at its end-of-life, while not undermining asphalt properties and performance.</p>
06/02/20	Press Release	Highways England	<p>Spring opening for Britain's biggest road project. Read here.</p>
07/02/20	Written Q&A	DfT	<p>M23: Safety: Written question - 9650</p> <p>Asked by Henry Smith (Crawley) Asked on: 29 January 2020 To ask the Secretary of State for Transport, if he will undertake a review of the effect on the safety of the hard-shoulder of the M23 smart-motorway works.</p> <p>Answered by: George Freeman The Secretary of State for Transport heard the concerns about smart motorways and asked the Department to carry out, at pace, an evidence stocktake to gather the facts quickly and make recommendations. While I would not want to pre-judge the results of that work, what I can say is that we will continue to prioritise improving safety – making conditions safer for everyone on our roads.</p>

10/02/20	Press Release	Highways England	Milestone for Cornwall as major A30 upgrade gets the green light. Read here.
11/02/19	Written Q&A	DfT	<p>A47:Written question - 13604</p> <p>Asked by James Wild (North West Norfolk) To ask the Secretary of State for Transport, what the planned dates for start of (a) construction and (b) completion were for each of the six A47 improvement schemes under the Roads Investment Strategy at the time that strategy was published; and what the status is of each of those schemes.</p> <p>Answered by: Chris Heaton-Harris</p> <p>As part of the first Roads Investment Strategy, the six A47 improvement schemes were due to start construction in 2019/20. In 2017 we announced that some adjustments were made to the sequencing of scheme delivery across the Road Investment Strategy programme, which moved five of the six A47 schemes into the second Road Investment Strategy period which will run from 2020 to 2025. The A47 schemes represent the biggest one-time investment in the A47.</p> <p>The sixth scheme is the A47 Great Yarmouth Junctions. The scope of the A47 Great Yarmouth Junctions scheme is under review in light of the new Great Yarmouth third river crossing. Originally, this proposed to improve the Vauxhall and Gapton roundabouts in Great Yarmouth; but the effects of the new crossing mean that these improvements no longer match the expected pattern of traffic. The scheme will be redesigned to take new circumstances into account and the junctions will be delivered once the crossing is in place. The Government is committed to tackling road congestion in Great Yarmouth.</p> <p>The six A47 schemes are currently scheduled for a phased start of works,</p>

			with the first construction starting in 2021. This has been done to smooth the timing and frequency of the roadworks along the A47, reducing the impact on the public. Specific timescales will be confirmed following publication of the second Roads Investment Strategy shortly.
12/02/20	Written Q&A	DfT	<p>Roads: Construction: Written question - 13571</p> <p>Asked by Alex Sobel (Leeds North West) To ask the Secretary of State for Transport, what steps his Department is taking to encourage new road developments to take adequate account of (a) cyclists and (b) pedestrians.</p> <p>Answered by: Chris Heaton-Harris The Government's National Planning Policy Framework advises local authorities to promote healthy, inclusive and safe places which encourage walking and cycling. The four national highway authorities published joint guidance in November 2019 on how to design cycling infrastructure into strategic road schemes. The Conservative Party manifesto announced a £350 million Cycling Infrastructure Fund, with mandatory design standards for new routes. The Department will shortly be publishing revised guidance for local authorities on designing safe and efficient cycling infrastructure, which will need to be considered when setting local standards and in the development of new road schemes.</p>

Transport – Sub-national Transport Boards (STBs) – (TfN, TfSE)

Date	Type	Organisation	Notes
04/02/20	Written Q&A	DfT	<p>Railways: North of England :Written question - 8459</p> <p>Asked by Mike Amesbury (Weaver Vale)</p>

			<p>To ask the Secretary of State for Transport, what assessment he has made of trends in the level of investment in Northern Powerhouse Rail since its inception.</p> <p>Answered by: Paul Maynard</p> <p>As the table sets out below, Northern Powerhouse Rail has seen year on year increases in its development budget for 5 years. The Government recognises that there is an urgent need for rail investment to improve connectivity, journey times and frequency between Northern towns and cities.</p> <p>In Summer 2019, it was agreed that the first stage of Northern Powerhouse Rail will be a new line between Leeds and Manchester. We continue to work with TfN and intend to announce the next steps shortly.</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Budget</th> </tr> </thead> <tbody> <tr> <td>FY16/17</td> <td>£10,000,000</td> </tr> <tr> <td>FY17/18</td> <td>£15,000,000</td> </tr> <tr> <td>FY18/19</td> <td>£20,000,000</td> </tr> <tr> <td>FY19/20</td> <td>£50,000,000</td> </tr> <tr> <td>FY20/21 (forecast)</td> <td>£75,000,000</td> </tr> <tr> <td>Total</td> <td>£170,000,000</td> </tr> </tbody> </table>	Year	Budget	FY16/17	£10,000,000	FY17/18	£15,000,000	FY18/19	£20,000,000	FY19/20	£50,000,000	FY20/21 (forecast)	£75,000,000	Total	£170,000,000
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Total	£170,000,000																
13/02/20	Press Release	TfN	<p>TransPennine Express given 'public target' for performance recovery.</p> <p>Read here.</p>														

Transport – Automated electric vehicle bill

Date	Type	Organisation	Notes
			No updates

Transport – rail

Date	Type	Organisation	Notes
03/02/20	Written Q&A	DfT	<p>Railways: Expenditure: Written question - 8970</p> <p>Asked by Hywel Williams (Arfon)</p>

			<p>To ask the Secretary of State for Transport, whether the new spending on re-opening historic railway lines announced on 28 January will (a) apply to England only and (b) result in Barnett consequential for the devolved administrations.</p> <p>Answered by: Chris Heaton-Harris The UK Government's announcement is for £500m funding to support railway re-openings within the territory for which it has funding responsibility (England and Wales). It has no immediate implications for DfT's spending limits, and therefore none for funding of railways in the Devolved Administrations. The final profile and exact funding arrangements for the reversing Beeching Fund have not yet been agreed. Final decisions on funding will be made at the Spending Review in the usual way. Her Majesty's Government is clear about the benefit of pan UK connections. For example, elsewhere in the United Kingdom the Government is supporting the examination of the potential reopening of the Edinburgh-Carlisle 'Waverley line' as part of the Borders Growth Deal.</p>
07/02/20	Written Q&A	DfT	<p>Rolling Stock: Procurement: Written question - 9611</p> <p>Asked by Mr Kevan Jones (North Durham) To ask the Secretary of State for Transport, whether reform of rolling stock procurement was a recommendation of the Williams Rail Review.</p> <p>Answered by: Chris Heaton-Harris The Williams Rail Review is tasked with bringing forward recommendations for root and branch change in the rail industry. Keith Williams, its independent chair, and his team are looking closely across the sector to it works in the best interests of passengers and taxpayers. He has not been asked to develop specific recommendations on rolling stock manufacturing or procurement. A White Paper based on his recommendations will be published soon.</p>
10/02/20	Written Q&A	DfT	<p>High Speed 2 Railway Line: Technology: Written question - HL811</p> <p>Asked by Lord Taylor of Warwick</p>

			<p>Asked on: 27 January 2020</p> <p>To ask Her Majesty's Government what assessment they have made of whether the technology involved in HS2 will be outdated by 2033.</p> <p>Answered by: Baroness Vere of Norbiton</p> <p>The core design for HS2, should it go ahead, is based on proven international technology for high speed rail, so as to contain risks to schedule and cost, but will use elements of new technologies wherever feasible to maximise benefits. These include a digital signalling system with increased safety compared to conventional signalling, automatic driving of trains to improve capacity and performance and an advanced Traffic Management system that will optimise the movement of trains on the network to ensure rapid recovery from perturbations.</p> <p>Because of the complexity and criticality of these systems, the development cycle of this technology is very long (decades rather than years) and we expect that HS2's systems will still be considered 'state-of-the-art' when it opens. There are other areas of technology, such as passenger communications, entertainment and WIFI, which have a much shorter development cycle and today's technology in this area is likely to be out-of-date by the 2030s. For this reason we have incorporated flexibility into our specifications for the rolling stock and stations to ensure that the latest technology can be included later in the programme, allowing HS2's customers to benefit from future innovations. Decisions on such technology will be taken at the latest appropriate moment so that the programme is not put at risk.</p>
11/02/20	Press Release	DfT	<p>PM confirms HS2 will go ahead alongside revolution in local transport</p> <p>Read here.</p>
11/02/20	Written Q&A	DfT	<p>Rolling Stock: Procurement: Written question - 11518</p> <p>Asked by Alex Cunningham (Stockton North)</p> <p>To ask the Secretary of State for Transport, which criteria his Department uses to assess the socio-economic effect of public procurement of rolling stock.</p> <p>Answered by: Chris Heaton-Harris</p>

			<p>The Department considers the case for the procurement of rolling stock in line with the principles set out in the Government's Green Book guidance on appraisal and evaluation, and the Business Case Guidance for Projects (available here: https://www.gov.uk/government/publications/the-green-book-appraisal-and-evaluation-in-central-government).</p> <p>The socio-economic effects of a project are assessed within the Economic Case, with the project's impacts on individuals and the environment, for example. The Department for Transport's Appraisal Guidance (TAG) (available here: https://www.gov.uk/guidance/transport-analysis-guidance-webtag) sets out the guidance for producing an Economic Case.</p>
11/02/20	Written Q&A	DfT	<p>Trains: Hydrogen: Written question - 12312</p> <p>Asked by Yasmin Qureshi (Bolton South East)</p> <p>To ask the Secretary of State for Transport, what steps he is taking to transition the self-powered train fleet from diesel to hydrogen.</p> <p>Answered by: George Freeman</p> <p>The Government supports the use of hydrogen trains on the railway where appropriate to deliver our legally binding target to reach net-zero greenhouse gas emissions from the UK by 2050.</p> <p>Network Rail is developing a Traction Decarbonisation Network Strategy which will examine which parts of the network are best suited to use of hydrogen trains, as well as battery and electrification. This will inform Government decisions in 2020.</p> <p>Our innovation programmes have supported the development of hydrogen technology, such as the 'Hydroflex' train, and continue to provide funding opportunities for innovative environmental projects. The Government is also funding work on safety and wider issues that will have to be considered to allow the smooth entry into service on the network of hydrogen trains.</p>
13/02/20	Written Q&A	DfT	<p>East Midlands Rail Franchise: Written question - HL1315</p> <p>Asked by Lord Bradshaw</p> <p>To ask Her Majesty's Government, further to their plans to improve East-West rail links, whether the</p>

			<p>Liverpool to Norwich service will split at Nottingham; if so, why; and what assessment they have made of this decision, in terms of both costs and revenue.</p> <p>Answered by: Baroness Vere of Norbiton</p> <p>An in-principle decision to split the Norwich to Liverpool service at Nottingham was taken as part of the East Midlands franchising process and was included in the financial assessment of that project. This will be re-assessed prior to a final decision being taken.</p> <p>The reasons for the decision were explained in the East Midlands Franchising Stakeholder Briefing Document published in June 2018. The benefits principally arise from being able to recognise the completely different characteristics and patronage levels of the services either side of Nottingham (87% of journeys are now within the Liverpool – Nottingham section) and then being able to develop the service offer accordingly, rather than simply perpetuating the linking of two separate services undertaken in the 1980s when the railway and its markets were very different.</p>
12/02/20	Debate	HoC	<p>Hinckley National Rail Freight Interchange Read here.</p>
12/02/20	Press Release	RIA	<p>Railway industry – barriers to ‘levelling up’ the UK rail network, five crunch points</p> <p>The Railway Industry Association (RIA) has published its submission to the Spring Budget today, highlighting five 'crunch points' that could act as a barrier to 'levelling up' the rail network. The submission can be found here. Read here.</p>
14/02/20	Speeches	DfT	<p>DfT: Transport Secretary Grant Shapps speech on his vision for the future of transport in the north of England at the Transport for the North summit in Manchester (14 February 2020). Read here.</p>
24/02/20	Press Release	DfT	<p>Longer trains and more seats for passengers across the Midlands. Read here.</p>
26/02/20	Press Release	ORR	<p>UK rail industry financial information 2018-19</p> <p>The UK rail industry financial information 2018-19 presents ORR 's analysis of the rail industry's finances. Read here.</p> <p>The report can be accessed here: http://bit.ly/2Vo0hkx</p>

Devolution deals

Date	Type	Organisation	Notes
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03/02/20	Bills	DEFRA	House of Commons has published the Environment Bill 2019-20 Bill as introduced: http://bit.ly/2UrHpk6 Explanatory notes: http://bit.ly/2Uw3FK3
10/02/20	Press Release	London Councils	Influential group of urban authorities call for devolution to end 'hand-outs from Whitehall' Read here.
10/02/20	Written Q&A	MGCLG	Devolution: England: Written question - 12269 Asked by Dan Jarvis (Barnsley Central) To ask the Secretary of State for Housing, Communities and Local Government, what the timetable is for the publication of the White Paper on English devolution. Answered by: Jake Berry The manifesto committed to publishing an English Devolution White Paper in 2020. The Government is committed to empowering local places to drive local economic growth. The Queen's Speech reconfirmed the Government's commitment to an English Devolution White Paper, further details on which will be made available in due course.
20/02/20	Press Release	IPPR North	The devolution parliament: Devolving power to England's regions, towns and cities. Read here.

Environment – 25 year environment plan

Date	Type	Organisation	Notes
03/02/20	Written Q&A	DEFRA	Forests and Trees: Conservation: Written question - 8258 Asked by Mr Jonathan Lord (Woking) To ask the Secretary of State for Environment, Food and Rural Affairs, what steps her Department is taking to protect (a) trees and (b) woodlands in (i) Surrey and (ii) the UK. Answered by: Rebecca Pow Measures to protect our trees and woodlands apply nationally and are not county dependent.

			<p>We committed in our 25 Year Environment Plan to increase protection of our existing trees and forests.</p> <p>As part of this, we have already strengthened the protection of ancient woodlands through the National Planning Policy Framework and the accompanying Planning Policy Guidance and we are introducing a new duty on local authorities to consult local communities when they wish to remove street trees.</p> <p>The Environment Bill is also providing additional powers to the Forestry Commission, to increase the deterrent for illegal felling, protect our woodlands and ensure that illegally felled land is restocked.</p> <p>In the Spring, Defra will be consulting on its forthcoming England Tree Strategy, setting out the Government's vision for English forestry.</p>
04/20/20	Debate	HoC	Agriculture Bill. Read here.

26/02/20	Written Q&A	DEFRA	<p>National Parks: Tourism: Written question - HL1652</p> <p>Asked by Lord Kennedy of Southwark To ask Her Majesty's Government what action they are taking to stop overcrowding as a result of tourism in National Parks in England.</p> <p>Answered by: Lord Gardiner of Kimble The 'Sandford Principle' was enshrined in the law through the Environment Act 1995. That principle requires the National Park Authorities to attach greater weight to their statutory purpose of conserving and enhancing natural beauty, wildlife and cultural heritage than their other statutory purpose of promoting opportunities for public enjoyment where there appears to be a conflict between the two. For example, should tourism or recreational activities potentially lead to overcrowding that could damage the conservation and enhancement of a National Park's natural beauty, the National Park Authority should take steps to prioritise the latter. In most cases, it is possible to avoid potential conflicts through negotiation, planning and sensitive management strategies; the Government expects the National Park Authorities to take the lead in encouraging mediation, negotiation and cooperation. As part of our 25 Year Environment Plan, the Government commissioned an independent review of designated landscapes in England, led by Julian Glover. We welcome the independent review and are now considering its findings, including its proposal on sustainable tourism.</p>
27/02/20	Debate	HoC	Environment Bill. Read here.

Environment – Waste

Date	Type	Organisation	Notes
03/02/20	Written Q&A	DEFRA	<p>Recycling: Written question - 9772</p> <p>Asked by Anneliese Dodds (Oxford East)</p>

			<p>To ask the Secretary of State for Environment, Food and Rural Affairs, with reference to the December 2018 document, Our Waste, Our Resources: A strategy for England, what steps her Department has taken to extend the lives of products through repair, reuse and remanufacture.</p> <p>Answered by: Rebecca Pow Our Strategy is guided by the objectives of maximising the value of resource use and minimising waste and its impact on the environment. One of our underlying principles is to prevent waste, where we can, from occurring in the first place. With this in mind, we have taken steps towards supporting ecodesign of products so they are durable, repairable and capable of remanufacture. We are seeking powers in the Environment Bill to put in place, subject to consultation, ecodesign and consumer information requirements for non-energy using products. As to energy-using products, we will seek to drive change to ensure products can be repaired, reused and remanufactured making use of powers on ecodesign that we are taking back from the EU. The powers in the Environment Bill will enable us to supplement these requirements with consumer information requirements to facilitate sustainable purchasing. We are also reviewing the contribution that producer responsibility schemes for priority products could make to encourage better product design. Additionally, we are in the process of developing a new Waste Prevention Programme for England, on which it is intended to consult this year, aimed at supporting reuse, repair and remanufacture as well as other means of waste prevention.</p>
04/20/20	Written Q&A	DEFRA	<p>Waste Disposal: Crime: Written question - 8995</p> <p>Answered on: Tuesday 4 February 2020 Department for Environment, Food and Rural Affairs Henry Smith (Crawley): To ask the Secretary of State for Environment, Food and Rural Affairs, what steps her Department is taking to tackle (a) organised waste crime and (b) fly-tipping. [8995]</p>

			<p>Rebecca Pow (Taunton Deane): Waste crime damages the environment, is a blight on local communities and the Government is committed to tackling this criminal activity. We have given the Environment Agency (EA) an extra £60 million to tackle waste crime since 2014 and have also made a range of legislative changes. In addition, the Resource and Waste Strategy sets out an ambitious package of further reforms to modernise the way waste is regulated, clamping down on illegal operators and improving performance across the sector. Some of these commitments are being taken forward in the Environment Bill, including measures to further strengthen EA powers when dealing with criminal operators. (cont....)</p>
07/02/20	Oral answer	DEFRA	<p>Organised Waste Crime 06 February 2020 Volume 671</p> <p>Craig Tracey (North Warwickshire) (Con) 1. What steps her Department is taking to tackle organised waste crime. [900648] Waste crime blights local communities and our environment and this Government are determined to tackle it. Over the past six years, we have invested £60 million in measures to achieve that. Last month, we launched a joint unit for waste crime, led by the Environment Agency, and including the National Crime Agency, HMRC and the police. This new unit will help us crack down on serious and organised crime in the waste sector. Full answer here.</p>
12/02/20	Debate	HoC	<p>Waste Incineration Facilities</p> <p>Mrs Sharon Hodgson (Washington and Sunderland West) (Lab) I beg to move That this House has considered waste incineration facilities. It is a pleasure to serve under your chairmanship, Sir Roger. Here we are again, talking about what for some of us in the Chamber seems to be our favourite subject lately. We have had similar debates, including one held just last month—I spoke in it, and other hon. Members present attended—but I wanted a much longer debate, to give everyone who wants to speak the opportunity to do so. The</p>

			<p>issue is particularly relevant for me due to a planning application for a waste incineration gasification facility in my constituency at Hillthorn Park—the appeal process against it is due to start a week today.</p> <p>Read here.</p>
14/02/20	Written Q&A	DEFRA	<p>Food: Waste: Written question - 13501</p> <p>Asked by Dr Matthew Offord (Hendon) To ask the Secretary of State for Environment, Food and Rural Affairs, what steps she is taking to eradicate domestic food waste.</p> <p>Answered by: Rebecca Pow Waste is a devolved matter. Data recently published by the Waste and Resources Action Programme (WRAP), the Government's delivery body on food waste, shows household food waste reduced in the UK by over 1.4 million tonnes between 2007 and 2018. That's a fall of almost 18%. However, there is more to do. The Resources and Waste Strategy (RWS), published in December 2018, outlined our continued support for WRAP's citizen food waste strategy to reduce food waste in our homes, for example through the Love Food Hate Waste Campaign. In addition, a Citizen Food Waste Behaviour Change Grant was launched on 30 January 2020 to identify new behaviour change interventions that can be tailored to food waste prevention. Ben Elliot, our Food Surplus and Waste Champion also recently announced the first ever 'Food Waste Action Week' from Monday 11 May and called on households and businesses across the country to join forces to reduce food waste. We also want households to be able to separate their food waste from residual waste, which will prevent it going to landfill. Following support for separate weekly food waste collections at public consultation, the Environment Bill proposes legislation that will require all collectors of waste to collect a core set of materials from households, businesses and other organisations such as schools from 2023.</p>
19/02/20	Written Q&A	DEFRA	<p>Domestic Waste: Landfill - 549 Answered on: Wednesday 19 February 2020 Department for Environment, Food and Rural Affairs</p>

			<p>Ian Lavery (Wansbeck): To ask the Secretary of State for Environment, Food and Rural Affairs, what estimate her Department has made of the amount of household recycling that went to landfill in each of the last 10 years. [549]</p>
26/02/20	Debate	HoC	<p>Landfill Sites: Odour Aaron Bell (Newcastle-under-Lyme) (Con) Share I beg to move,</p> <p>That this House has considered odour emanating from landfill sites.</p> <p>It is a pleasure to serve under your chairmanship, Sir Christopher. I thank Mr Speaker for granting this debate, and welcome the Minister to her place. I am pleased to have secured this debate on the important matter of odour emanating from landfill sites, which is an issue of great concern to a number of my constituents, particularly in Silverdale, Knutton and Poolfields— Read here.</p>
26/02/20	Written Q&A	DEFRA	<p>Fuels: Waste: Written question - 15167</p> <p>Asked by Ian Lavery (Wansbeck) To ask the Secretary of State for Environment, Food and Rural Affairs, what estimate his Department has made of the amount of commercial recycling waste that became solid recovered fuel in each of the last 10 years.</p> <p>Answered by: Rebecca Pow Information on the amount of commercial waste collected for recycling and that became refuse derived fuel or solid recovered fuel is not available. Data specifically on the collection of commercial waste for recycling are not gathered from industry. Other available data through waste data returns on waste treatment do not make it possible to reliably derive the original source of the data. Data on the amount of commercial waste sent for recycling are not routinely quantified and published each year. The best available estimate of the recycling rate for non-household municipal waste by the commercial sector is around 35 per cent. This is based on work carried out by WRAP and published in the impact assessment related to 'Consistent municipal recycling in England'.</p>

			<p>https://consult.defra.gov.uk/environmental-quality/consultation-on-consistency-in-household-and-busin/supporting_documents/recycleconsistencyconsultia.pdf</p> <p>The Environment Bill includes powers to introduce electronic tracking of waste to help improve the quality, accuracy, and timeliness of waste data, including data on commercial waste. In parallel the Government is working with industry on the development of waste tracking technology to ensure it meets users' needs.</p>
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Environment – Air Quality

Date	Type	Organisation	Notes
04/02/20	Press Release	BHF	<p>Government must go further and faster on air pollution</p> <p>The Government must go further and faster with plans to tackle air pollution by seizing a unique opportunity to clean up the country's toxic air.</p> <p>The full report can be accessed here: http://bit.ly/31lrBB8 (Full press release can be found here.)</p>
04/02/20	Written Q&A	DEFRA	<p>Air Pollution: Railway Stations: Written question - 9019</p> <p>Asked by Alex Cunningham (Stockton North)</p> <p>To ask the Secretary of State for Environment, Food and Rural Affairs, whether air quality targets for enclosed train stations will be included in proposals combined in the Environment Bill.</p> <p>Answered by: Rebecca Pow</p> <p>The Government considers air pollution on the railway to be an important issue. The Department for Transport is working closely with Network Rail and industry to improve air quality for railway users, workers, and neighbours.</p> <p>The Environment Bill introduces measures to improve the natural environment, including outdoor air quality. The Bill establishes a duty to set a legally binding target on fine particulate matter (PM2.5) concentrations in outdoor air as this is the most damaging</p>

			<p>pollutant to human health. An additional legally binding air quality target will also be set through the target framework. Setting ambitious air quality targets will drive comprehensive action across all parts of Government and society to reduce emissions and will deliver health benefits in all locations including stations.</p>
05/02/20	Written Q&A	DEFRA	<p>Air Pollution: Written question - 10772</p> <p>Asked by Sarah Owen (Luton North)</p> <p>To ask the Secretary of State for Environment and Rural Affairs, what plans her Department has to tackle levels of air pollution in the most affected areas.</p> <p>Answered by: Rebecca Pow</p> <p>Our Clean Air Strategy (CAS) sets out an ambitious programme of action to reduce air pollutant emissions from a wide range of sources. The World Health Organization has recognised the CAS as an example for the rest of the world to follow. We have also put in place a £3.5 billion plan to tackle roadside nitrogen dioxide concentrations and are working closely with 61 English local authorities, and have placed legal duties on them, to tackle their nitrogen dioxide exceedances as soon as possible. Our Environment Bill was reintroduced to Parliament on 30 January 2020 and makes a clear commitment to set an ambitious target for fine particulate matter, the pollutant of most concern for human health. It also ensures that local authorities have a clear framework and simple to use powers to tackle air pollution in their areas, and will provide the Government with new powers to enforce environmental standards for vehicles. All this action will improve air quality across the UK, including in the most affected areas</p>

06/02/20	Written Q&A	DEFRA	<p>Wood-burning Stoves: Written question - HL854</p> <p>Asked by Baroness Jones of Moulsecoomb To ask Her Majesty's Government what controls a local authority can impose on a wood burning stove that has been granted an exemption from the provisions of the Clean Air Act 1993 Read answer here.</p>
07/02/20	Oral answer	DEFRA	<p>Air Pollution: What steps her Department is taking to reduce air pollution.? 900656 / 900659/ 900661</p> <p>The Parliamentary Under-Secretary of State for Environment, Food and Rural Affairs (Rebecca Pow) Our clean air strategy sets out an ambitious programme of action to reduce air pollution from a wide range of sources. We have also put in place a £3.5 billion plan to tackle roadside nitrogen dioxide concentrations. Our Environment Bill delivers key parts of our world-leading clean air strategy and makes a clear commitment to set a legally binding target to reduce fine particulate matter, as well as enabling local authorities to take more effective action to tackle air pollution in their areas. Full answer here.</p>
12/02/20	Written Q&A	DEFRA	<p>Wood-burning Stoves: Written question - 12327</p> <p>Asked by Munira Wilson To ask the Secretary of State for Environment, Food and Rural Affairs, what recent assessment her Department has made of the effect of wood burning stoves on air quality.</p> <p>Answered by: Rebecca Pow Defra assesses air quality in the UK through a combination of monitoring and modelling, as well as through the development and upkeep of a National Atmospheric Emissions inventory (NAEI). The NAEI is compiled annually to report total emissions by pollutant and source sector in a systematic way, and to facilitate compliance with our emissions reduction targets.</p>

			<p>Emissions from domestic combustion using wood as fuel have increased by 70 per cent since 2005. As recognised by the Committee on the Medical Effects of Air Pollutants, particulate matter is particularly harmful for health and the environment. The most recently published data from the NAEI shows that domestic combustion using wood as fuel accounted for 36 per cent of primary emissions of fine particulate matter (PM2.5) in 2017. We will publish the next annual update of the NAEI, with data for 2018, in the coming weeks.</p> <p>Wood burning stoves and coal fires are now the single largest contributor to our national emissions of particulate matter. We are already taking steps to tackle emissions from domestic burning. The Environment Bill currently before Parliament contains measures to reduce emissions from domestic solid fuel burning, the single largest contributor of fine particulate matter emissions. It will create a simpler mechanism for local authorities seeking to reduce smoke emissions within their areas.</p> <p>Additionally, in line with the Clean Air Strategy, Defra has consulted on the cleaner domestic burning of solid fuels and wood. We expect to publish the Government response to this consultation in the near future.</p>
13/02/20	Written Q&A	DEFRA	<p>Air Pollution: North of England: Written question - 13585</p> <p>Asked by Alex Sobel (Leeds North West)</p> <p>To ask the Secretary of State for Environment, Food and Rural Affairs, what steps her Department is taking to reduce the number of PM2.5 particles in the air of cities in the north of England.</p> <p>Answered by: Rebecca Pow Answered on: 13 February 2020</p> <p>The Clean Air Strategy (CAS), published in January 2019, set out the comprehensive action required across all parts of Government to improve air quality. Towns and cities across the whole of the UK will benefit from the implementation of the commitments made in the CAS.</p>

			<p>For example, the CAS outlined a comprehensive suite of actions to tackle emissions from domestic burning, which is the single largest contributor to national emissions of fine particulate matter (PM2.5). These actions include legislating to prohibit the sale of the most polluting fuels, which we have consulted on and to which we intend to publish our formal response in the near future. The Environment Bill delivers key parts of the CAS, including measures to help local authorities tackle smoke emissions from domestic burning. The Bill also establishes a legally binding duty to set a target for PM2.5. The introduction of measures to meet this target will reduce PM2.5 concentrations across the whole country, particularly in locations where concentrations are highest, often where people are most exposed such as in urban areas where many people live and work.</p>
13/02/20	Earl Day Motion	HoC	<p>Environment bill: air quality enforcement Early Day Motions 186 Session: 2019-20 Date tabled: Thursday 13 February 2020 Primary Sponsor: That this House notes that, according to the Royal College of Physicians, air pollution accounts for 64,000 premature deaths at a cost of £20 billion each year; further notes that enforceable EU air pollution targets will no longer apply after 1 January 2021, that the Government has accepted World Health Organisation (WHO) air pollution guidelines; and calls on the Government to include in the Environment Bill the requirement that PM2.5 reaches the WHO guideline annual mean concentration of 10 µg/m³ by 2030 with interim targets of 12 µg/m³ by 2025 and 15 µg/m³ 2021, and urges that these limits are enforced by the proposed Office for Environmental Protection through fines that are then paid to the NHS towards the health costs of air pollution and to local authorities to reduce air pollution. Full details here.</p>
19/02/20	Written Q&A	DEFRA	<p>Air Pollution: Health Hazards: Written question - 750 Asked by Alex Sobel (Leeds North West)</p>

			<p>To ask the Secretary of State for Environment, Food and Rural Affairs, what steps her Department is taking to prevent health complications caused by PM2.5 particles.</p> <p>Answered by: Rebecca Pow</p> <p>Short term exposure to elevated levels of fine particulate matter (PM2.5) can impact the health of vulnerable groups. That is why we provide alerts and advice during air pollution episodes to ensure people can access the information and the health advice they need in order to minimise impacts. During episodes of elevated air pollution Defra works closely with Public Health England and a network of health charities to ensure that key health messages are communicated to those who are vulnerable to the effects of air pollution. However, the biggest impact of particulate air pollution on public health is understood to be from long-term exposure to PM2.5, which increases the age-specific mortality risk, particularly from cardiovascular causes. The Clean Air Strategy, published in January 2019, sets out the comprehensive action required across all parts of Government to improve air quality, and reduce public exposure to particulate matter pollution. Through the Environment Bill, re-introduced to Parliament on 30th January, we are also establishing a duty to set a legally-binding target for PM2.5. This target will drive action to reduce long term exposure to PM2.5 and its associated health impacts.</p>
21/02/20	Press Release	DEFRA	<p>Consultation Outcome: Air quality: using cleaner fuels for domestic burning</p> <p>Detail of outcome</p> <p>We received 500 responses to this consultation. We plan to introduce the following one year from now:</p> <ul style="list-style-type: none"> • a ban on all pre-packaged traditional bituminous house coal <ul style="list-style-type: none"> ◦ a ban will apply on loose sales via coal merchants at a later date • wood sold in single units under 2m³ (loose stacked) must have a moisture content of 20% or less • a national requirement for certified controlled sulphur content and a smoke emission limit on manufactured

			<p>solid fuels (currently applies in Smoke Control Areas)</p> <p>Detail of feedback received</p> <p>We are currently analysing the consultation responses, and intend to publish our formal response to this consultation later this year. The full details of the consultation can be accessed here: http://bit.ly/2HJNMb8</p>
25/02/20	Paper	HoC Library	<p>Local Government air quality responsibilities</p> <p>This House of Commons Library briefing describes local authorities' responsibilities to safeguard or improve air quality in their areas. Read here.</p> <p>The full report can be found here: http://bit.ly/2l6UcS1</p>

Brexit – BEIS, Defra, HCLG, DExEU & committees

Date	Type	Organisation	Notes
			No updates