NAPTON ENVIRONMENTAL ACTION TEAM

NEAT News

WINTER 21-2022

Towards Low Carbon Travel

Welcome to Edition 2 of NEAT News – helping to tackle climate change and biodiversity loss at the local level. This time we have brought together a range of articles on how we may have to get-about in future. Essentially, it's about transport and largely about electric vehicles (EVs). As suggested previously, the international responses to climate change are likely to change pretty well everything. NEAT News sets out to help more of us understand what's currently planned and may happen, and if you wish, to make different choices over time. Please keep and share NEAT News with others who may be interested or for when you're thinking about a new car.

The biggest headline is that Government says it will end the sale of new petrol and diesel cars and vans from 2030[1]. Subject to consultation, sale of other non-zero emission vehicles such as HGVs, buses and motorcycles will end by 2040. However, as a result of the pandemic many of us now use Zoom or similar for on-line get-togethers rather than travel to see one another. NEAT News aims to set out what all this may mean and how we may do things *differently* in years to come.

If cars are your thing – you may already know what's changing (and have opinions!) - but for others we hope the content is of interest.

There are plenty of on-going debates and arguments. The UK Government has made it clear in its 'Net Zero Strategy' that it wants the change to be led by the business sector with public investment to make things happen – creating new jobs and prosperity along the way. Others propose different policies and support levels to meet the same overall objectives.

[1] Net Zero Strategy October 2021, Chapter 3v

We travel for a host of reasons

It's a natural part of who we are and how we connect with the world around us. Whether it's for work, leisure, shopping, worship, seeing family and friends, getting to health appointments and much more - the need to tackle the climate emergency doesn't change any of it. But some choices are down to lifestyle and convenience …

CAN WE CHANGE TO REDUCE

CO_2 EMISSIONS and AIR POLLUTION?

For Starters …

Do we always need to travel by car – and it's often one person per car? Living in a rural area – there's usually not much choice – unless we are prepared to catch the bus, call a taxi, or buy a bike / motorbike (there are more and more electric versions becoming available). And then there is walking - could we walk more on shorter journeys? Could we use IT to catch-up or for that meeting – from the comfort of our own home?

Most journeys for most people will still be by car, but if costs get higher will we travel less? For many, buying anything other than a petrol / diesel vehicle – will be a challenge. We try to explain some things to help you consider alternatives.

Three types to think about …

- **100% Electric Vehicle (EV or BEV)** - no exhaust emissions, powered by batteries+electric motor, charged from the grid. Ranges of up to 400 miles.
- **Plug-in Hybrid (**or **PHEV)** – has both petrol/diesel engine and batteries +electric motor, charged by self-charging and can be plugged into the grid. Typical journey range 20-30 miles before engine kicks in.
- **Hybrid (self-charging)** – has petrol/diesel engine and a small battery charged only by the engine. Hybrids generally consume less petrol / diesel and produce less CO_2 than an **internal combustion engine car** (or **ICE**).

2030 ban on petrol / diesel new car sales

The UK government announced in 2020 that the sale of all new conventional petrol/diesel (ICE) cars and vans will be banned in the UK from 2030. In practice this means that the type of cars that most people buy today will not be sold. PHEVs (Plug-in Hybrids) and self-charging hybrids can all be sold until 2035 - as long as they are capable of achieving "significant" zero-emission journey distances.

There are nearly 32 million licenced cars on the GB roads (Jun'21) of which 675,000 were either fully electric or plug-in hybrids (Oct'21).
On average cars / vans are driven just 4% of the time – spending 73% parked at home and 23% elsewhere[1].
Sources: RAC Foundation / Next Green Car

To help facilitate the transition from fossil-fuel cars, £1.3 billion is being invested in EV charge points for homes, streets and motorways across England. A further £582 million is being set aside for grants to help people into EVs and PHEVs.

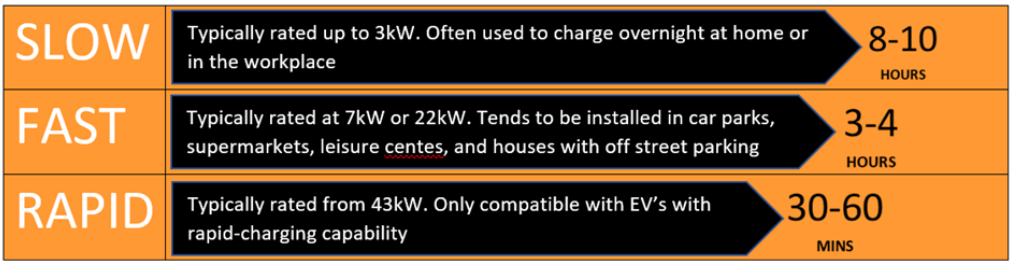
This seems to be working as the percentage of new registrations that are either EV and plug-in hybrid vehicles in 2021 has more than doubled from 2020. The electric car market is growing quickly, with over 345,000 pure - EV's on UK roads at the end of October 2021, and more than 675,000 plug-in models if including plug-in hybrids (PHEVs).

The average age of a new car when first sold is 4yrs and it'll have 4 owners. For all cars on the road in 2020, the average age since first registration was 8.6yrs[2].

When you swap your current car for an EV or PHEV then the old car will stay in use being sold and re-sold until scrapped and recycled. The average life of a car was just under 14yrs before it is scrapped[3].

[2] Dept of Transport
[3] Society of Motor Manufacturing and Trading 2021 Sustainability Report (2015)

Types of Chargers



Home charging

If you are lucky enough to have off-street parking you can charge your EV or plug-in hybrid at home, conveniently and at low cost. Cars can be charged using a standard 3 pin plug, but this can take a very long time for a full charge.

All new build homes, supermarkets, workplaces, and properties undergoing major renovations with more than 10 workspaces (in England) from 2022 will be required by law to have to have EV charge points installed

'Wallbox' mounted chargers as described above are the best bet.

A Gov't grant is available to partly support the cost of installing fast chargers at home. **BUT BE QUICK**

From April 2022, the 'EVHS'[4] will no longer be open to homeowners who live in single-unit properties such as bungalows and detached, semi-detached or terraced housing. Installations in single-unit properties need to be completed by 31 March 2022. The scheme will remain open to homeowners who live in flats and people in rental accommodation. Grants have been around £350 (c.50% of the cost).

Special electricity tariffs have been available for those wanting to charge their vehicles at home, often enabled by installing a smart meter. These tariffs were as low as 5p/kWhr during four or five hour periods overnight. However for the time being with the energy 'crisis' in recent months the tariffs have been withdrawn. Money Saving Expert has some good guidance on this - up-dated 11 November 2021[5]. Hopefully they will return in due course.

[4] Electric Vehicle Homecharge Scheme – click here

[5] https://www.moneysavingexpert.com/utilities/ev-energy-tariffs/

Charge Points at Napton Village Hall!

Not everyone can charge an EV at their home, and it has been recognised for some time that a network of available public charge points is needed across the country.

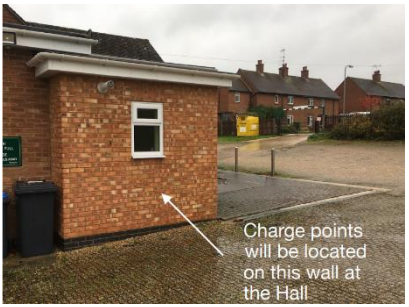
Warwickshire County Council have identified a future need for 1,260 charge points across the county by 2025 to meet the demand.

To help this drive NEAT has managed to secure a grant, through WCC's Green Shoots fund, for two publicly accessible Charge Points at the Village Hall.

These charging points will enable those without the possibility of having their own charge points to have access to one at the Village Hall. With this 'community' facility readily available we hope to remove one of the obstacles to residents considering the switch to an electric vehicle.

The charge points will be 'pay as you go' - and it is intended that the pricing tariff will be set at a level to be attractive to local users whilst covering the cost of the electricity consumed at the Hall.

They will also be an important additional asset for the Village Hall and for visitors to its events.



The charge points will be installed and available for use in late January 2022. Watch out for further details nearer the launch date! Charge points will be located on the outside side wall of the Jubilee Room.

NEAT is very grateful to Warwickshire CC through its 'Green Shoots Fund' for funding both these EV points and the printing of NEAT News.

Warwickshire County Council

Where are the public charge points now?

There's now a national network of 25,000 public electric vehicle charging devices of which almost 20% are rapid chargers. This represents an increase of over 30% since 2020 which is really helping to reduce range anxiety.

According to the CMA[6] "the scale of the shift to EVs – requiring the development of an entirely new network – should not be underestimated. While it is difficult to know precisely how much charging will be needed, forecasts suggest that between 280,000 and 480,000 public charge points will be needed by 2030 – more than 10 times the current number".

Warwickshire CC is currently installing 160 charging points including 3 in Wood St Car Park, Southam. The location of all available charge points in Warwickshire and beyond is available on Zap Map.

If you need to top-up near to home - the table shows charges

- as at Dec'21.

Public Charge Points	Number of Chargers	Charger Capacity	Cost per kWhr	Operator
Village Hall Napton	2	7 kW	*to be confirmed*	Podpoint
Wood St Car Park Southam	3	7 kW	27.96p + £1.20 connection	BP Pulse
Shell Southam	1	43 / 50 kW	45p	Shell Recharge
Tesco Southam	2 1	7 kW 50 kW	FREE TO USE 24p	Podpoint
Tesco Daventry	2	7 kW	FREE TO USE	Podpoint
McDonalds Daventry	2	7 kW	45p pay as you go	InstaVolt
District Council Daventry	2	7 kW	33p pay as you go	BP Pulse
Leisure Centre Daventry	1	7 kW	FREE TO USE + £1.20 connection	BP Pulse

WCC's focus for the next phase of EV charge point delivery is on locations with the greatest 'public need' such as residential streets where there are high numbers of homes without access to private off-street parking.

A range of installation options are being considered including using electricity supplied to existing street lighting columns. By 2025, the Council estimates Warwickshire needing an additional 960 fast charging (7kW) and nearly 300 rapid charging (22kW+) in order to meet predicted demand.

[6] *UK Competition and Markets Authority - Building a comprehensive and competitive electric vehicle charging sector that works for all drivers*

Napton EV driver experiences

We spoke with three EV drivers in the Village to learn of their experiences. One drives an old Nissan LEAF's (24kW batteries), one a Renault Zoe (40kW), and one a BMW i3s (40kW). One also has an 8.5kW electric 'Nuuk' cargo motorbike. Two were new and two second hand. The cars have purchased or leased – one in 2013, others in 2018, 2019 and 2020. Each has a second older petrol or diesel car used for different purposes.

What sort of journeys do you use it for mainly?

Owen said - "Initially I commuted to Birmingham. I have now retired and so we use it for day-to-day trips to local towns, Coventry and Birmingham. Probably 90% of the journeys required by us". **Ben** replied - "Leaf - 95% of family trips - other than holidays and visiting people a long way away. Nuuk - 90% of daily commutes when weather permits". **Greg** comments - "Other than work, we use it for local visits, occasional longer trips for work and pleasure – maybe 60% of household journeys".

Benefits	Drawbacks
All referred to being cheap to run. Other comments included • enjoyable and convenient to drive (instant power and very precise) and convenient • convenient charging at home and work, and no pollution • lack of maintenance	All referred to usable range - including • lower mileage in winter and • occasional difficulties with public chargers - although that has improved significantly in the past year.

What else would you say to anyone considering an EV?

- **Owen**: "The EV is fantastic, and particularly useful if you are a two car family. It is without doubt cheaper and easier to run than our 'other' car (a petrol Honda Jazz)".
- **Ben** – "Latest generation EVs are a totally different ball game with decent range. We can't justify the additional purchase cost over our Leaf which does most of what we need. We have an old VW Golf for journeys we can't do electric - this car costs very little and is worth very little".
- **Greg -** "I would do it again - 100%. I can't imagine going back to petrol or diesel. All the best car technology and innovation is now focused on electric cars. However, I do hope to be driving a fuel cell car one day."

Some of the EVs available …

ELECTRIC	Vehicle / Manufacturer	Electric range (WLTP[1]) by model/battery	List Price[2] from …	Monthly lease[3] *from …*	Next Green Car Rating[4]
	**Skoda CITIGOe** - available in UK late-2022, becoming the best value EV	36kWh - 162 miles	£17,955	No lease price yet	**18**
	**Nissan Leaf** - the second version of Nissan's electric hatchback, made in the UK.	Leaf - 168 miles Leaf E+ - 239 miles	£27,345	£259	**Leaf - 21** **Leaf E+ - 23**
	**MINI Electric** - the UK's most iconic car is now electric	33kWh - 119 miles	£26,000	£227	**22**
	**MG ZS EV** - the most affordable electric SUV in the UK today	45kWh - 163 miles	£25,995	£200	**23**
	**Volkswagen ID3** - New hatchback launched in 2021 by BMW	45kWh - 217 miles 58kWh - 263 miles 77kWh - 340 miles	£27,120	£360	**45kWh - 24** **58kWh - 23** **77kWh - 26**
	**Kia e-Niro** -a well priced SUV with a great specification	39kWh - 180 miles 76kWh - 282 miles	£30,095	£337	**39kWh - 23** **76kWh - 25**
	**Tesla Model 3** - the car that made Tesla popular in the UK	Standard - 278 miles Long range - 360 miles	£43,490	£495	**Standard - 22** **Long range - 23**

Cars in the tables are just snapshot of those on the market.

A Sunday Times on-line article published 7th December '21[7] stated - 'Almost every major car maker has electric vehicles available to buy or planned for the next few years', so they created a brand-by-brand guide to battery-powered cars. It says at the end of 2021, at least 50 pure-electric cars could be bought from UK showrooms and that number is set to grow considerably.

Most people know Tesla the first globally successful EV-only car maker. They focus entirely on developing and selling electric cars, whilst others continue to make a range of cars with diesel, petrol and hybrids. A few car makers have already set dates before 2030 after which they will only sell pure EVs (i.e. Jaguar 2025). Other companies are actively planning to introduce more EVs in coming years alongside PHEVs, Hybrids as the dates for banning new ICE (internal combustion engine) cars sales approach.

[7] Search: driving.co.uk.news/new-cars/current-upcoming-pure-electric.car.guide-updated

… and some low emission vehicles

HYBRID	Vehicle / Manufacturer	Electric range (WLTP[1])	List Price[2] *from …*	Monthly lease[3] *from …*	Next Green Car Rating[4]
	**Toyota Yaris Hybrid** - a sporty look & fun to drive but doesn't use much fuel	Electric range: 0	£19,155	£203	**30**
	**Toyota Corolla VVTi Hybrid** - low running costs, stylish, and good-to-drive	Electric range: 0	£24,185	£267	**30**
PLUG-IN HYBRID					
	**VW Passat GTE** - high quality, comfortable plug-in hybrid	Electric range: 34 miles	£36,790	£442	**32**
	**BMW 330e** - stylish, high tech, yet efficient	Electric range: 37 miles	£40,000	£504	Not rated
	**Audi Q5 TFSI e** - one of the best family SUVS, now with green credentials	Electric range: 26 miles	£53,435	£575	**25**
	**Volvo XC90 T8** - the plug-in hybrid looks great and goes from 0-60 in under 6s	Electric range: 31 miles	£65,540	£687	**31**

NOTES: *[1] WLTP (Worldwide Harmonised Light Vehicle Test Procedure) is generally recognised as the most representative test, replacing the older NEDC test. [2] List prices are after deduction of the current government subsidy of £1,500 (cars less than £32k RRP). [3] 4 yrs / 10,000 miles per year / entry level model. [4] **Next Green Car Rating** expresses a vehicle's overall environmental impact as a score out of 100 ranging from 0 for the greenest cars to 100+ for the most polluting, and allows for a fair comparison across technologies and fuel types (www.nextgreencar.com)*

When you come to change your car there can be many questions. EV / PHEV / Hybrid?
New or Second Hand? Buy or Lease?
Much of course depends on your budget and the confidence you have that an EV will meet your needs – whether as a main or additional vehicle.

If you care about air pollution and our changing climate, then hopefully you'll do your research, do the sums, and dip your toe in the water choosing an EV - or maybe another vehicle from amongst those with the lowest exhaust pollutants and 'in use' CO_2 emissions.

Pros and Cons – Hybrids, PHEVs and EVs

In simple terms, a plug-in hybrid (PHEV) uses batteries to power an electric motor, and either petrol / diesel fuel to power an engine. Its batteries can be charged in the same way as a pure EV, using a wallbox, a charging station or on the move via regenerative braking.

	Hybrid	Plug-in hybrid	Electric
Technology	Petrol or Diesel engine plus small battery	Smaller Petrol or Diesel engine plus electric motors & larger battery	Electric motors and large batteries
Electrical Charging	None	Slow/Rapid only	Slow/Rapid/Fast
Zero emissions range[1]	None	20 - 30 miles	100 - 400 miles
Road tax	Reduced[2]	Reduced[2]	Zero
Running costs	High	Medium	Low
Other benefits and Drawbacks	Use like any petrol or diesel car but with better fuel economy, but no zero emission range	Uses fossil fuels or electricity so flexible, but to achieve zero emission range needs charging every day	Low cost to run - electricity is cheaper than fuel, reduced taxes and maintenance costs, but needs to be charged

[1] *range based on official WLTP figures.* [2] *reduction depends on CO_2 output, see www.gov.uk/vehicle-tax-rate-tables for full details*

Especially if you are a one car household, 'Motoring Electric' suggests … "owning a PHEV if you're able to complete your daily commute on just electric power but need something a little more long-legged at the weekend. Beyond that, it's getting increasingly difficult to mount a case against buying an EV".

In a more rural area, where access to public chargers is more limited, you might like the reassurance of a conventional engine to get you home. Equally, a PHEV maybe more practical if you don't have a driveway or dedicated parking space where you can charge an EV. With EVs there are some grants towards purchase costs[8], and exemption from road tax / congestion charges.

Perhaps the key point is that with EVs you have to think ahead a bit more – especially in winter when you get less mileage on a full charge.

You have to decide which one is best for you.

[8] https://www.gov.uk/plug-in-car-van-grants A range of other vehicles including vans are eligible for a grant

Some Benefits of Buying or Leasing?

Leasing?

- Drive a brand new vehicle every 2-4 years
- Fixed, monthly payments for easy budgeting
- Road tax is included
- Maintenance package can be included (additional), so you don't have to worry about budgeting for servicing, repairs and breakdown cover
- No issues with selling the car when you want a new one
- You don't need to worry about depreciation

Buying?

- You own the vehicle, so any money made from resale is yours
- You don't have to commit to an agreed annual mileage limit
- Monthly payments will eventually stop when the car has been paid for
- You're free to modify the vehicle as you please
- You won't be charged for wear and tear (but it could impact resale value)

Are there downsides of a second-hand EV?

In Nov'21 there were around 5,800 second hand EV's cars for sale on Auto Trader with prices starting from £4k, so it seems there's a wide selection to choose from. There are however some points to consider.

In the UK we spend nearly twice as much a year buying used cars than we do new ones!

On the down side, a lithium-ion battery will typically lose around 2% of its capacity every year so with an older EV don't expect the originally quoted range. MSN.com/cars suggests - it may make financial sense when changing your vehicle to upgrade to a newer EV as with improving technology a new one is likely to offer more miles per charge. Manufacturers have also developed the electric motors, cooling, charging, connectivity and driving experience.
On the up side, new EVs like any other vehicle depreciate most in the first three years – so with a used one there is less outlay / risk of losing value in going for a used car thereafter. At present, with microchip shortages for new cars, used ones are maintaining value very well.

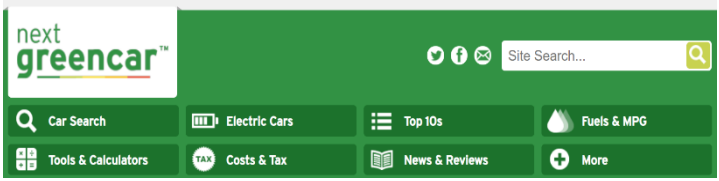
Fully Charged

Robert Llewellyn, aka the rubber masked mechanoid Kryton in Red Dwarf, aka Scrapyard Challenge host - has for over ten years been a keen advocate for electric vehicles. His enthusiasm led him to establish …

The origins of **Fully Charged** lay in the question, 'is it possible for humans to no longer need to burn things to live, to work and to travel?' Unachievable perhaps, but an important direction of travel as the world responds to air pollution and climate breakdown. The YouTube channel exists to educate, encourage and explain that a very high percentage of the energy that the global population demands can and should, come from 'clean' sources, like solar, wind and energy storage. **Fully Charged is an independent voice**, that explores and explains all these issues in an entertaining and accessible way. Search: https://fullycharged.show/

Next Green Car

Next Green Car's mission is to help buyers find, compare and buy a greener, more economical car. The core of the website is a database of all new cars currently available in the UK, which visitors can search and compare cars according to many criteria including CO2, MPG, car tax band and on the road price.



Search results are ranked according to the unique Next Green Car Rating which expresses a vehicle's environmental impact as a score out of 100 ranging from 0 for the greenest vehicles to 100+ for the most polluting and allows for a fair comparison across technologies and fuel types. The Next Green Car website covers all issues relating to green motoring including guides on both the established and emerging technologies including electric and plug-in hybrid vehicles. Search: https://www.nextgreencar.com/

Public Transport

This time NEAT News has focused a lot on cars and how journeys by car may be changing to help the environment. But if you live in a rural community like Napton, and don't have a car, what other options are available?

Scheduled Bus Services – serving Napton

- Six to Leamington Spa (Stagecoach) each weekday, calling at Southam and other villages on the way
- One to Banbury (National Express) every Thursday
- One to Rugby (Coventry Minibus) on Wednesdays

For timetables search: warwickshire.gov.uk/BusTimetable/services.

Community Transport

UBUS is a community transport service that operates on a dial-a-ride basis. It operates within the Stratford DC area (with limitations) and can be used in the Napton area on Mondays through to Fridays. Search: UBUS or call Booking Centre Staff on 01789 264491 for more information.

VASA is a volunteer community transport initiative offering journeys to both medical and social destinations for anyone with a genuine need for transport. It is for SDC residents but can take people to medical appointments outside the district. They need at least 3 days' notice to arrange a journey. For information on cost, or to book a journey, call 01789 262889 (09:30 - 13:00 Monday to Friday).

Harbury e-wheels provides a free 'green 'transport service, using electric cars, for those in need physically or financially. The service covers Napton and takes referrals from local social agencies or local organisations to combine social benefit with environmental benefit. They can be contacted on 01926 612277 or email harburyewheels@gmail.com

Taxi

Taxis are always an option for journeys that cannot be served by bus. The cost of a taxi ride will generally be greater than a local bus / community transport, but they do offer convenience - and the cost can be shared amongst passengers. There are a number of taxi firms listed online based in Southam or serving the area.

How much do these alternatives cost?

A journey (one way) to the Parade, Leamington Spa by Stagecoach is currently £5.50 (return £7.50); UBUS - £4.00 (return £6.00); Taxi - £22.00 typically, but costs could be shared.

How are we going to get so much electricity?

It is projected there will be a potential doubling of electricity demand by 2050 to meet increased demand from both electrification of our homes and transport. 'Clean electricity' (renewables / nuclear) will become the predominant form of energy with a major shift away from fossil fuels. A fourfold increase in low-carbon generation will be needed.

The Government (Gov't) published its national energy strategy "Powering our Net Zero Future" in December 2020. Delivering this transition will require billions of investment in clean energy infrastructure and new low-carbon technologies. In 2020 the UK electricity mix came from renewables 43%, nuclear 16%, gas 36%, coal just 2%[9] and 3% other non-renewable sources[10].

The White Paper says additional clean power will be generated from …

- **Offshore wind farms** – a fourfold increase in off-shore wind turbines by 2030
- **Nuclear plants** – large-scale (Hinckley Point, Somerset, one at Sizewell B, Sussex in association with EDF), and investment in Small Modular Reactors and Advanced Modular Reactors (developed by Rolls Royce)
- **Hydrogen technologies** – generated from surplus renewable electricity
- **Onshore wind and solar** also will be key building blocks of the future mix, - with further consideration given to the role of wave, tidal, off-shore floating turbines and electricity from biomass projects.

Wind and solar electricity are now roughly half the price of new nuclear power having seen huge cost reductions in the last decade. Some of the technologies are very new – and as yet not proven at demonstration let along commercial scale. Storage of electricity generated when demand is low will also play a crucial role in meeting needs at other times.

[9] The last coal fired power stations will be closed by October '24

[10] Dept for Business, Energy and Industrial Strategy March 2021

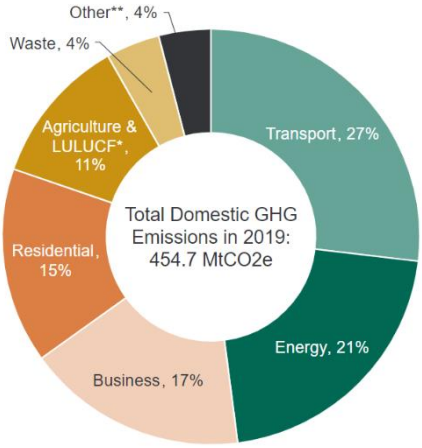
Tax revenues – a blackhole for Gov't

Road tax and fuel duties in 2020-21 raised £37Bn in revenue. Since April 2020 all EVs are exempt from both[11]. As the number of EVs on the road grows income from these sources will fall. Different ways of fixing the issue are being explored.

The Gov'ts Transport Select Cttee is holding an inquiry into 'road pricing'. It is exploring the case for road pricing and the economic, fiscal, environmental, and social impacts. It will also explore which road pricing or pay-as-you-drive schemes would be best, the practicalities of implementation, the level of public support - and the lessons to be learned from other countries. No doubt there will be lots of on-going studies, debate, and argument. What is pretty certain is that a lot of technology will be involved.

Transport's share of UK CO_2 emissions

Gov't statistics[12] for 2019 (pre-covid) show since 2016 that transport is the biggest contributor to UK domestic CO_2e[13] emissions at 27% after major reductions in emissions from energy generation.



Of this 27%, the majority (91%) came from road transport vehicles with the biggest contributors being cars and taxis emitting 61%. Next came HGVs (18%) and vans (17%).

These figures only include domestic aviation – and do not include the UK share of international aviation and shipping.

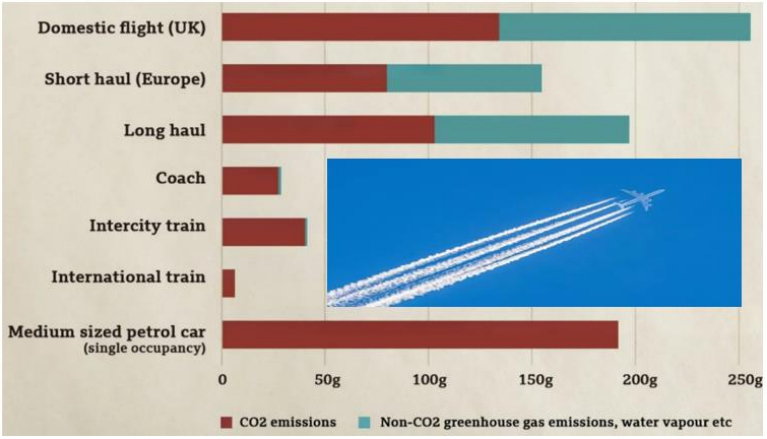
[11] Any vehicle with an ICE continues to pay road tax.

[12] Gov't UK: Transport and environment statistics: Autumn 2021. LULUCF is 'land use and land use change and forestry'.

[13] CO_2e are carbon dioxide equivalent emissions represents a calculation of all greenhouse gases as though they were CO_2

How flying compares …

Per passenger mile all flying and driving emits several times more CO_2e than buses and trains. *(based on: BBC 'Smart Guide to Climate Change' Feb'2020)*



Between 1990 and 2019 the UK share of CO_2e emissions from aviation rose by 131%. In 2018 there were 56.3 million passenger air trips from UK airports for holidays / tours (73%), 14.4M for visiting friends / relatives (19%) and 5.4M as business travel (7%)[14].
A return flight from London to San Francisco emits roughly 5.5tonnes of CO_2e - more than twice the emissions produced by a family car in a year, and about half of the average carbon footprint of someone living in Britain.

A study in 2021 of over 22,000 people by WWF[15], showed that 89% are in favour of 'higher levies on flying costs - particularly on frequent fliers' as a part of a policy package to tackle climate change.

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Editorial Team: Greg Harris, Owen Pask and Jonathan Horsfield.

Feedback or questions are welcome: - please email neat@gmx.co.uk

[14] Flight Statistics - https://www.finder.com/uk/flight-statistics
[15] World Wide Fund for Nature - in association with think tank Demos