

Update on Air Quality and Health across Cambridgeshire

To: **Health Committee**

Meeting Date: **Thursday 13th September 2018**

From: **Director of Public Health**

Electoral division(s): **All**

Forward Plan ref: **n/a** *Key decision:* **NO**

Purpose: **To outline progress on air quality in Cambridgeshire to date and describe potential next steps.**

Recommendation: **The Health Committee is asked to note and comment on progress to date and agree the next steps in paragraphs 3.1 - 3.6**

<i>Officer contact:</i>		<i>Member contacts:</i>	
Name:	Stuart Keeble	Names:	Councillor Peter Hudson
Post:	Consultant in Public Health	Post:	Chairman, Health Committee
Email:	Stuart.keeble@Peterborough.gov.uk	Email:	Peter.hudson@cambridgeshire.gov.uk
Tel:	07816 597855	Tel:	01223 706398 (office)

1 BACKGROUND

- 1.1 Cambridgeshire County Council Health Committee identified air quality as one of its priorities in September 2017. Discussions at subsequent committee meetings have outlined the complexities involved in addressing poor air quality and shown that the air quality agenda is not owned by a single organisation but rather different public sector organisations across the system are responsible for different aspects (i.e. monitoring is the responsibility of the District and City Councils, transport interventions lie with the County Council and Combined Authority – as the transport authority). This has made progress challenging. The aim of this paper is to provide the committee with an update of actions to date and to propose actions going forward.

2 Progress to date

In response to the issues raised a number of activities have been taken forward over the last nine months, namely:

- Air quality training for transport officers and others with an air quality remit.
- An air quality learning event for members and officers.
- Development of an air quality resource on Cambridgeshire Insight Website
- Continued engagement with the combined authority and transport leads (e.g. inputting into the public transport/bus review undertaken by the combined authority).
- Review of the City and District Councils Air Quality annual status reports and air quality action plans.

These are outlined in more detail below.

2.1 Air quality training event for Transport Managers and air quality leads

In recognition of the impact of transport infrastructure on air quality, Public Health commissioned external trainers to provide a half day training event in May on air quality for transport planners and districts/city councils air quality leads. The event focused on:

- The Health Impact of Air Pollution
- Traffic as a main source of air pollution (including the impact of Diesel Particulates)
- How transport planners can help to minimise the impacts
- The different responsibilities of the District and City Council's and the County Council on Air Quality.

The event also gave the chance for officers to meet colleagues working across the county from different departments and organisations and discuss how to work together more effectively.

In total 27 officers attended the training event, with representation from the City and district councils, the County Council, the Combined Authority, and the Greater Cambridge Partnership. An important action resulting from the event was the need to engage development management (planning officers) in air quality discussions and that future training if available should be focused towards them. Feedback from the event is summarised in Appendix A.

2.2 Air quality learning and sharing event

In June public health organised an Air Quality Learning and Networking Event in order to increase knowledge and promote closer working across Cambridgeshire on air quality. The

event brought together 32 elected members, officers from District/City and County Councils as well as representative from Parish Councils. Speakers included national and local experts and provided an opportunity to share knowledge and discuss how we can work together more effectively.

The event was rated as 'Good or Very good' by all those who completed the evaluation and the content was rated as extremely or very helpful by 14 out of 15 (full feedback provided in Appendix B)

A core part of the learning and networking event was to capture the views of attendees to inform next steps. Questions included:

1. What did attendees want from the day?
2. What is current level of knowledge (among residents, members and officers)?
3. What should be the next steps?

A summary of potential next steps identified during the workshop are summarised below. Where feasible/appropriate for public health to take forward these have been incorporated into the next steps outlined in paragraphs 3.1-3.6:

1. **Improved communication** (messages in plain English, targeting behaviour change, supported by evidence)
2. **Greater collaborative working** (engage the NHS, explore the possibility of creating a network/forum)
3. **Air quality embedded in decision making process** (e.g. local plans, procurement etc.)
4. **Training** (develop materials or training for officers, members and the public to raise awareness of Air Quality)
5. **Improved monitoring** (use mobile technology, expand monitoring network)
6. **Transport Interventions** (promote active travel, smart travel, bus fleet)

A more detailed summary of the question answers can be found in Appendix B along with the evaluation of the event.

2.3 **Development of an air quality section on the Cambridgeshire insight website**

Public health have been working with the Cambridgeshire Insight team to develop a new air quality section on the Cambridgeshire Insight website.

<https://cambridgeshireinsight.org.uk/environment/airquality/>

The site brings together local information including individual districts Air Quality Status Reports (ASR), data on Air Quality Management Areas (AQMAs) and links to national air quality monitoring data, and pollution forecasts.

2.4 **Continued engagement with the combined authority and transport leads**

Public Health contributed to the public transport/bus review undertaken by the Combined Authority, to ensure that the solutions consider the importance of a system approach to integrated transport and the importance of active travel. In addition, concerns were raised about the need for a solution that acknowledges the difference in access to transport in rural areas versus city areas across Cambridgeshire and Peterborough to prevent the widening of health inequalities.

2.5 Review of the City and District Councils Air Quality annual status reports and air quality action plans.

Public health have continued to review the air quality annual status reports (ASR) produced by the city and district councils, and have contributed to the Cambridge City Air Quality Action plan and Steering Group.

2.6 Supporting the development of the Local Cycling and Walking Infrastructure Plans (LCWIP)

Cambridgeshire County Council are leading the development of a new strategic approach to identifying cycling and walking improvements required at the local level. The plans are meant to enable a long-term approach to developing local cycling and walking networks, ideally over a 10 year period. Public Health are working with the Cycling Infrastructure team to factor in the health benefits of walking and cycling

3 Next Steps and actions

Discussions held over the last nine months and insight captured as part of the different events have helped identify a number of potential actions which could be taken forward. It is essential that these actions are taken forward in partnership with other organisations including the air quality leads from the Cambridgeshire Pollution Prevention Group (CPPG), which is made up of representatives from each of the District and City Councils in Cambridgeshire and Peterborough. Public health does not hold all of the expertise or levers on air quality and for progress to be sustainable actions need to be owned and delivered by partners.

3.1 Development of communication resources

Stakeholders at the air quality learning and sharing event identified the need for more accessible, robust and targeted information and materials on air quality and its impact on health. This was also identified as a priority by Cambridge City as part of their Air Quality Action Plan.

Proposed Action

- Further develop Cambridgeshire Insight and explore the feasibility of linking to real time monitoring data held by the district councils (where available).
- Explore the feasibility of developing a resource for councils and the public containing key messages on air quality in accessible formats (to be made available through Cambridgeshire Insight)

3.2 Air quality training

The National Air Quality NICE guidance recommends that air quality is considered in the planning process (both through the development of local plans and as a material consideration). To date air quality training and engagement has focused predominately on transport planners and air quality specialists.

Proposed Action

- Explore and commission, if feasible, a bespoke training package for Development Management (Planning Officers) and Planning Policy officers in the City and District Councils.
- Further engage planning teams in the City and District Councils in the air quality agenda through the Chief Planning Officers Group.

3.3 Guidance on air quality monitoring

There is an increasing number of citizen scientists who feel passionate about air quality and are working hard to identify issues in local communities. These groups/individuals are using a variety of personal air quality monitoring devices which may not be designed for wider environmental use and there is a risk of misinterpreting the data they produce when comparing that data to the air quality standards and objectives.

Proposed Action

- Consider developing guidance for communities engaging in “citizen science” to ensure that monitoring is robust and any data obtained is understood and used appropriately.

3.4 Collaborative working

Discussion at the health committee and at the learning and sharing event show there is considerable passion for, and interest in tackling poor air quality across Cambridgeshire. Other areas have developed wider air quality networks which bring together stakeholders across the system.

Proposed Action

- Discuss with the air quality leads in the City and District Councils the opportunity to create a wider air quality network to drive the air quality work forward.

3.5 Closer working with the NHS

The NHS was identified as an important stakeholder in relation to air quality given its role in managing health conditions related to air pollution but also the size of the organisation and number of transport journeys associated with its activities e.g. staff and patients.

A new air quality modelling tool has recently been developed by PHE which models the potential impact of air pollution locally on disease incidence, health service usage and mortality. This will be helpful in making the case for change along with tools and other guidance such as the NICE Air Quality guidance.

Proposed Action

- Next year there may be an opportunity to apply to host an NHS Sustainability Fellow (these are public health trainees with an interest in sustainability) who could support a more comprehensive engagement approach with NHS partners over a 6 month – 12 month period.

3.6 Decision making process

A key output of the Combined Authority Non Statutory Spatial Plan 2 is the development of the “Quality Charter for Inclusive Growth”. Public health have been asked to feed into the development of the “Quality Charter for Inclusive Growth”.

Proposed Action

- Work with the combined authority to include air quality as a consideration and feature within the new Quality Charter for Growth.

4 ALIGNMENT WITH CORPORATE PRIORITIES

- 4.1 Developing the local economy for the benefit of all
- 4.2 Helping people live healthy and independent lives
- 4.3 Supporting and protecting vulnerable people

5 SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

There are no significant implications within this category.

5.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

5.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

5.4 Equality and Diversity Implications

There are no significant implications within this category.

5.5 Engagement and Communications Implications

There are no significant implications within this category.

5.6 Localism and Local Member Involvement

There are no significant implications within this category.

5.7 Public Health Implications

See main body of the report.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Clare Andrews
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Paul White
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Duncan Dooley- Robinson

Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Dr Liz Robin
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Matthew Hall
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Dr Liz Robin
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Dr Liz Robin

Source Documents	Location
Health Committee Paper 16 March 2017 - AIR QUALITY IN CAMBRIDGESHIRE – IMPLICATIONS FOR POPULATION HEALTH, and associated Minutes	Web Link to Committee Paper Web link to minutes

Feedback and next steps – transport managers training event:

1. Overall, how would you rate the event?

Excellent	Very Good	Good	Fair	Poor
1	3	5	2	0

2. How useful was the information presented?

Extremely helpful	3
Very helpful	5
Somewhat helpful	3
Not so helpful	0
Not at all helpful	0

3. Will you make any changes to the way you work based on the information provided today?

Yes	No	Other comments
7	2	Maybe – already working quite well RE: AQ and partnership working towards improvements, but will definitely think on possible enhancements

4. What was the most useful aspect of the event?

- Good detail + presentation copy will await reference
- Overview of AQ Assessments + info on damage costs
- Mitigation measures – planning application process/need to recognise PM2.5 + incorporate into policy
- All equal. Good information
- A more detailed understanding of the causes and elements contributing to air quality
- Speaking to other PCC staff about the issues/general overview
- Mitigation measures
- Details of the types of pollutants would like to see more case studies
- Thought provoking/liked the idea of costing air pollution damage
- Meeting transport planners

5. What was the least useful aspect of the event?

- No biscuits
- None identified
- Bit longer than needed
- Too many facts and figures/was looking for more practical

Next Steps

Question	Comments
1. What changes will you make to the way you work following today's event?	<ul style="list-style-type: none">• Try to engage transport and local planners in AQ (Subject to resources)• Ensure measurements reflect work being done• Better understanding on AQ – especially whilst consulting on planning applications
2. What else can we do to disseminate today's learning to your colleagues?	<ul style="list-style-type: none">• Cascade training information/presentation slide material to delegates (so can then be passed onto colleagues)
3. Any further comments or reflections?	<ul style="list-style-type: none">• Good basis into AQ + LA responsibilities• Why trees will not reduce public exposure to air quality (hierarchy of transport sustainability)

Appendix B (1)

Evaluation – Air quality learning and network event

Feedback from the event was positive and is summarised below

1. Overall, how would you rate today's event?

Very good – 10

Good – 5

OK – 0

Fair – 0

Poor - 0

2. Overall how useful was the information presented?

Extremely helpful – 5

Very helpful – 8

Somewhat helpful – 1

Not so helpful – 0

Not at all helpful - 0

3. How would you rate the individual sessions?

Session	Extremely Helpful	Very Helpful	Somewhat helpful	Not so helpful	Not at all helpful
Air quality and health	8	5	1		
Current situation across Cambridgeshire	6	6	2		
Legislative framework - who is responsible for what?	5	8	1		
Co-benefits of increasing active travel and improving air quality and health	4	4	3	1	

4. What was the most useful aspect of the event?

Regulatory framework information/Brief discussions in groups.

- Connecting with county, city, S Cambs.
- Opportunities identified for next steps.
- Having key member and officers present – to take this back.

Good location. Well prepared presentations.

Networking

Mixture of speakers from a range of backgrounds, and breakout sessions with opportunities to talk to partner organisations – pitched at the right level. Learnt a lot!

Ability to network and learn what is being done in other authorities.

Networking, sharing knowledge.

Not one aspect. As someone coming to this afresh, it's been very useful. Thank you.

All very useful.

Learning from experts, hearing about other parts of the county, meeting others and discussing ideas.

Legislative framework and who is responsible and liaising with those present.

1. – excellent introduction to the topic, thorough and wide-ranging.
2. – good at responding to the questions and great for local overview.
3. – thorough again and well presented.
4. – nicely presented overview.
5. – excellent.

Bringing together a large range of interests and knowledge bases.

Great to see local politicians engaged in AQ and health improvement. Hopefully this can be a real kick start to better air quality and active transport and cleaner buses and taxis.

Understanding the lack of support on this issue from actual government and the need for co-ordination between authorities.

5. What was the least useful aspect of the event?

Not enough time for Qs.

Chance to discuss City AQ Action Plan.

Limited attendance across councils.

Was it really a good use of officer time?

Not having enough time!

None

Could we have a list of attendees?

Lack of focus on active travel from presenters view in another authority that has done more than us!

Lack of clear objectives set, so lack of assessment of whether event has met them.

Presented training -

- directed at organisations (NHS) schools/school children
- Officers at different levels.
- Active travel work with communications.

3. Information and insight captured at air quality training and sharing event

A core part of the learning and networking event was to capture the views of attendees as part of breakout sessions in order to inform next steps. Questions included:

4. What did attendees want from the day?
5. What is current level of knowledge (among residents, members and officers)?
6. What should be the next steps?

Outputs from the discussions are captured in the table below

Appendix B (2)

Feedback from attendees at Air Quality Learning and Sharing event

What did attendees want from the day?	What is current level of knowledge	What should be the next steps
<ul style="list-style-type: none"> • How to raise awareness. • How to increase engagement with members, public and management. • Examples of initiatives. • What to tell planners? Justification evidence? EG's of SPD's – county wide? • How to improve partnership working? <ul style="list-style-type: none"> ○ To encourage/educate that ALL have to contribute to some of the problem. ○ To encourage partnership working. ○ 3 tier organisation – integrate. • How we use technology. 	<p>Public</p> <ul style="list-style-type: none"> • Has increased but still some way to go. • Low awareness re AW/health. • Some pockets of high awareness – often around specific issues eg A14. • Potentially areas with low knowledge eg Fenland – corresponds with deprivation. • Confusing messaging – need consistent messages about what action they can take. • Need to Shift to electric vehicles. • Awareness there but not the behaviour change. • Conflicting advice. • Want to have confidence in information given and up to date. • Lack of appreciation of individual contribution. Could be a major barrier to change. • Knowledge increasing with '<u>Citizen Scientist</u>'? 	<p>COMMUNICATIONS</p> <ul style="list-style-type: none"> • Key messaging in plain English. • Message needed which can People resistant to changing behaviour • Need robust evidence base – support/inform citizen scientists <p>COLLABORATIVE WORKING</p> <ul style="list-style-type: none"> • Joint leadership and partnership working. • Identify Champions • Organise critical mass of key players to co-ordinate actions or provide a Forum for action, sharing good practice. • Establish special interest group to harness energy. • Bring in wider partners such as the NHS e.g. Addenbrookes. • Engage with CA and build on CA Spatial strategy • Liaise with planners. • Gain political buy-in. <p>Decision making process</p> <ul style="list-style-type: none"> • Mainstream AQ into all decision making including procurement eg vehicles. • Integrated into Local Plan and supported by evidence. • Develop policy hooks to justify/enforce requirements. • Greater harmonisation/collaboration of plans eg joint local plans, joint AQ strategies (SCDC/City). • Be clear about who is responsible for what? <p>Training</p> <ul style="list-style-type: none"> • Develop tailored information/training materials for member, officers and resident to raise awareness of AQ across all disciplines.

	<p>Officers</p> <ul style="list-style-type: none"> • Local government has increased – but what about other organisations eg Highways England. • Transport Officers, planning, NHS? • Little more knowledge than public but still gaps. • Some experts. • Awareness when it affects them – public (planning system doesn't adequately take account of AQ). 	<ul style="list-style-type: none"> • Build on NICE guidelines. • Share best practice. • Raise awareness with transport officers. • Educate resident about hybrid/EV vehicles to encourage purchase including costing (whole life costs for EVs). Educate especially taxi drivers. <p>Monitoring</p> <ul style="list-style-type: none"> • Expand AQ monitoring network according to locally identified hot spots. • Use new mobile technology for monitoring. <p>Transport Interventions</p> <ul style="list-style-type: none"> • Develop sustainable communities. • Promote active travel. • Put services on first – new clean buses and part funding to support this. Congestion charge and WP Parking levy will re-coup this funding/cost. • Put infrastructure in after the service (new bus). • Issue is funding to give to provide operators. • Technology in transport – smart apps + information. • Buses to carry bikes + trains. • Electric bikes – extend the geography. • Bus franchise possible under new Bus Act (2017). • Public transport – integrated transport system. Have to have cars. • Promote better transport (bus and taxi) EV system and this will encourage update of private EV.
	<p>Members</p> <ul style="list-style-type: none"> • Has gone up but some way to go. • Unlikely to be aware unless in area with an AQ problem. • Depends on political priorities – need to make it personal. • Messages need to be clear, consistent, and achievable. • Some councillors don't have knowledge – choose not to know. • Lack of visibility of AQ as a political priority. 	