

## SLOUGH BOROUGH COUNCIL

**REPORT TO:** Health Scrutiny Panel

**DATE:** 25<sup>th</sup> June 2020

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**WARD(S):** All

### PART I FOR COMMENT AND CONSIDERATION

#### AIR QUALITY AND HEALTH IN SLOUGH

##### 1. Purpose of Report

The purpose of the report is to respond to Members' concerns regarding air quality within Slough and the harm air pollution is causing local residents. This report provides a series of updates on the Public Health and Environmental Quality teams work over the past 12 months on Air Quality in Slough and acts as an update following the comprehensive report that was delivered to the Health Scrutiny Panel on 21<sup>st</sup> November 2018. The November 2018 report is attached as Appendix 1 and covered the following areas:

- 1) Slough's mortality rate attributable to air pollution;
- 2) The causes of this mortality rate;
- 3) The distribution of health conditions related to air pollution (on a range of factors such as geographical area, gender and ethnicity);
- 4) Any plans to review the action plan in the light of this information; and
- 5) Future arrangements for air quality monitoring.

##### 2. Recommendation

The Panel is requested to note and discuss the information contained in this report and its implications for local residents. The panel is also asked to consider the following 4 recommendations:

1. **Promote** modal shift at all possible opportunities
2. **Protect** residents with long term health conditions through AirText
3. **Encourage** residents to consider the shift away from Diesel

4. **Recommend the Establishment of;** a new “Environmental Strategic Board” to drive the councils work on air quality, climate change and environmental issues.

5. **Review** progress in one year

3. **The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan**

3a. **Slough Joint Wellbeing Strategy Priorities**

Slough Borough Council’s (SBC) Low Emission Strategy (LES) and this report support the following priorities:

- Protecting vulnerable children
- Increasing life expectancy by focusing on inequalities
- Improving mental health and wellbeing

3b. **Five Year Plan Outcomes**

The Low Emission Strategy also supports outcomes within the Five-Year Plan, in particular:

- Outcome 2 – Our people will be healthier and manage their own care

SBC are working with partners to improve health and wellbeing of Slough’s residents through improved communication and awareness of air quality impacts, and advising actions to reduce exposure and emissions. This is supported by the draft communication plan, provided in Appendix C.

- Outcome 3 – Slough will be an attractive place where people choose to live, work and stay.

The Low Emission Strategy promotes the acceleration of Ultra-Low Emission Vehicles (ULEVs), electric vehicle infrastructure and sustainable travel. The Clean Air Zone feasibility study will aid in the uptake of ULEVs if the feasibility study demonstrates it is a suitable option to improve air quality, which will make the borough more attractive.

4. **Other Implications**

a) **Financial**

There are no financial implications relating to the proposed actions within this report.

b) **Risk Management**

There are no identifiable risks associated with this report.

c) **Human Rights Act and Other Legal Implications**

There are no legal or Human Rights Act implications relating to this report.

d) **Equalities Impact Assessment**

There is no identified need to complete an EIA for this report.

## 5. **Supporting Information**

- 5.1 Air pollution occurs when the air contains gases, dust, fumes or odour in harmful amounts. The main sources in Slough are due to transport and industry, predominantly road traffic and the motorway. People with asthma, emphysema, bronchitis, heart disease and angina are more at risk from high levels of air pollution.
- 5.2 In the latest figures - 2018<sup>1</sup>, 6.5% of all cause adult mortality in Slough was attributed to anthropogenic particulate air pollution (PM<sub>2.5</sub>) compared to 5.2% in England and 5.6% in the South East. Based on all cause adult mortality (which in relation to air pollution covers adults aged over 30 as it indicates the mortality burden associated with long-term exposure), this equates to approximately 50-60 people in Slough. Nationally, this ranges between 28,000 and 36,000 people annually although these numbers are approximate because deaths tend to be caused by multiple factors.
- 5.3 There are strong associations between air pollution and major diseases that pose a great health and economic burden, including coronary heart disease<sup>2</sup> (CHD) and stroke (where the relationship seems to be related to hardening of the blood vessels in a similar way to smoking's effects). This is demonstrated in Annex A. There is also strong evidence for the association of air pollution with lung cancer and childhood asthma.<sup>3</sup> In 2017, the total NHS and social care cost due to PM<sub>2.5</sub> and NO<sub>2</sub> was estimated to be £42.9 million in England.
- 5.4 People with chronic respiratory diseases such as chronic obstructive pulmonary disease (COPD) and asthma are especially vulnerable to the detrimental effects of environmental air pollutants which can induce the acute exacerbation of COPD and onset of asthma, increasing the respiratory morbidity and mortality.<sup>4</sup>
- 5.5 Annex B shows the impact that air pollution has on people throughout their lifetime.
- 5.6 Over the past 12 months the Public Health team have been working closely with the Environmental Quality team to support the Low Emission Strategy and in close consultation with the Heathrow expansion plans through the Heathrow Strategic Planning Group (HSPG).
- 5.7 The following points cover the work that is ongoing to help reduce poor air quality in Slough and to help residents mitigate their impact on, and exposure to, air pollution:
- 5.7.1 AirTEXT is a free service for public use, operated by Cambridge Environmental Research Consultants (CERC) Ltd. The service provides air quality maps, created using CERC's urban air quality dispersion modelling system (ADMS-Urban), which are used to predict air quality and emissions across London and surrounding boroughs. It delivers air quality alerts by SMS

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<sup>1</sup> Public Health England, Fraction of mortality attributable to particulate air pollution 2018.

<sup>2</sup> Cesaroni, BMJ, 2014

<sup>3</sup> PHE. Estimation of costs to the NHS and Social Care due to the health impacts by air pollution. May 2018.

<sup>4</sup> Kelly FJ & Fussell JC, Pubmed, 2011

message, email and voicemail to those who have subscribed to the service and provides a 3-day forecast of air quality, pollen, UV and temperature.

- 5.7.2 AirTEXT serves as a useful resource to help residents understand when air quality is particularly poor in order to help reduce their exposure. The service provides residents with a real time picture of air quality and subsequently allows people to plan their day to avoid high air pollution. This is of particular use to vulnerable residents, for example those with a long term health condition like Asthma or Chronic Obstructive Pulmonary Disease, as it provides information such as when they should avoid walking or any form of exercise outside.
- 5.7.3 Slough pays an annual subscription to the service. See Annex C for full details.
- 5.7.4 The Public Health team has continued it's work on increasing awareness of the AirTEXT:
1. Linking the AirTEXT service to the new integrated lifestyle service "Health and Wellbeing Slough" which launched on April 1<sup>st</sup> 2020.
  2. Further communication with primary care directly to GP's and through the East Berkshire Clinical Commissioning Group to ensure awareness of AirTEXT and specifically which patients are most at risk from poor air quality.
  3. Working with the CCG to embed AirTEXT in clinical pathways for Slough residents, this includes for Asthma, Stroke, Cardiovascular Disease (CVD) and Chronic Obstructive Pulmonary Disease (COPD)
  4. Working with the council's communication team to include AirText promotion in the Citizen newspaper. For example in the Winter 2019 edition.
  5. Regular promotion of AirTEXT and air pollution mitigation options through the Public Health channels, specifically twitter, Facebook, Instagram and our e-newsletter.
- 5.7.5 With the launch of the new Public Health website in the Spring of 2019, a specific page dedicated to Air Quality has been established. This page looks to encourage residents to sign up to AirText, provide information on how to mitigate the impact on air pollution and how to ensure residents can reduce their exposure to poor air quality. The new page also has links to the Low Emission strategy and other relevant support. This page can be found here <https://www.publichealthslough.co.uk/campaigns/air-quality>
- 5.7.6 Public Health has also been working with the councils Environmental services team to support funding bids and projects such as the "Urban Tree Challenge" (UTC), to ensure projects like this consider the impact of air quality and the impact that new green space and additional tree density and tree canopy provision can have on air quality and the mitigation of air pollution. This specific project, the Urban Tree Challenge, has resulted in approximately £500,000 of funding from the Forestry commission which will lead to the planting of over 9,000 new trees across Slough.

An overview of the key work from the Environmental Quality team is presented below:

## 6. Evidence for Change

### 6.1. Air Quality Monitoring Network Update

A key theme of the Low Emission Strategy is 'evidence for change – why are we taking action to improve air quality'. Evidence for change can be observed in air quality monitoring data.

The Council continuously monitors air quality at six locations; 6 monitoring stations monitor nitrogen dioxide (NO<sub>2</sub>) concentrations; 4 monitoring stations monitor particulates (PM<sub>10</sub>) concentrations, using established reference methods (TEOM or BAM). The Council also operated 2 indicative particulate monitors which measure particulate matter (PM<sub>1.0</sub>, PM<sub>2.5</sub> and PM<sub>1.0</sub>). Additionally, the Council has access to air quality data (NO<sub>2</sub>), (PM<sub>10</sub>) and (PM<sub>2.5</sub>) from a monitoring station operated by Grundon's Lakeside Energy from Waste plant in Colnbrook.

Some of these existing air quality monitoring stations require replacement or improvements. Proposed improvements to the network are as follows:

- Replacement of monitors and enclosure at Pippins School, Colnbrook with a new walk-in cabinet.
- Decommissioning of Salt Hill monitoring station due to its close proximity to Windmill monitoring station on Bath Road.
- Replacement of Chalvey monitoring station due to age of the instruments and repositioning in a more representative location
- Installation of a new continuous roadside monitor in Langley, to observe air quality trends in the area and aid determination of an AQMA (Air Quality Management Area) in the future for Langley.

The Council also operates a comprehensive (non-automatic) passive diffusion tube network. The Council expanded its diffusion tube network in late 2016 to cover Langley village and the surrounding area, adding a further 5 monitoring sites. The Council has also co-located diffusion tubes with its new air quality monitors in late 2017. In October 2019, diffusion tube provision increased to 97 to cover:

- Monitoring commissioned by Highways England to monitor the impact of the Smart M4 scheme on nearby receptors on Spackmans Way, Winvale and Paxton Avenue (30 tubes).
- New monitoring in residential locations that are affected by high % volume of HGVs on the local road network (one tube on Poyle Road).
- Monitoring on roads which have been identified with high congestion (one tube on Albert Street)

A map displaying the areas where NO<sub>2</sub> exceeded the air quality objective of 40µg/m<sup>3</sup> during 2018 is presented in Annex D.

### 6.2. Defra Funded Air Quality Sensor Study

In addition to the passive and continuous air quality monitoring network, funding has been awarded from Defra to support a project which entails monitoring outside

of schools to observe the impact that idling vehicles have on air quality and subsequently health, particularly during peak pick up and drop off times where congestion outside of schools increases. This includes 15 Vaisala air quality sensors, which will be co-located with diffusion tubes at the following schools:

- Claycots Primary School
- Cippenham Primary School
- Penn Wood Primary School
- Pippins Primary School

Monitoring is due to commence in June 2020. In the original project plan, monitoring was to cease in November, however due to the disruption caused by COVID-19, this project will extend into 2021. Data obtained during this period will be reported to Defra within 6 months of monitoring. This data will create an evidence base which will be presented to the schools to raise awareness of air quality issues and will also support the aims of the Low Emission Strategy, encourage parents to use sustainable travel methods and aid engagement with public health campaigns.

This project is a key component of increasing awareness of air quality issues in the borough. Work is ongoing to improve awareness and understanding on air quality for both residents and staff working in Slough. Annex E presents a draft communication plan regarding air quality awareness.

### **6.3. Air Quality Modelling**

The Council will commission detailed air quality modelling and source apportionment during 2020, to take account, as far as practicable, significant development schemes and future traffic growth forecasts in Slough, as well as baseline monitoring data, air quality monitoring, traffic count data and weather data. Modelling will be used to determine:

- The baseline NO<sub>2</sub> (update to 2014 modelling results), PM10 and PM2.5 concentrations within Slough
- If any existing AQMAs should be revoked or amended
- If any new AQMAs should be declared within Slough (particularly Langley due to the impact of the Western Rail Link to Heathrow)
- The effectiveness of the Low Emission Strategy/Air Quality Action Plan measures in addressing poor air quality
- The effectiveness of implementing transport measures (e.g. dedicated bus lane, junction re-design etc.) in addressing poor air quality
- The effectiveness of implementing a Clean Air Zone/Zones within Slough to improve air quality

## **6.4 Creating a Low Emission Future: Leading by Example**

### **6.4.1. Air Quality Planning Guidance**

In Chapter 3.3 of the Low Emission Strategy, there is detailed guidance on the classification of developments regarding their impact on air quality, which is written in line with Institute of Air Quality Management (IAQM) guidance and the National Planning Policy Framework (NPPF).

Developments can be classified as having a minor, medium or major impact on air quality. The dominant factor which influences this classification is the amount of traffic that is generated from the development, as proposals which result in large volumes of traffic will contribute to a worsening of air quality and will be in breach of the NPPF, unless mitigation is sought.

Developments which have a major impact on air quality are those which:

- Are within or adjacent to an AQMA or CAZ;
- Are in areas where sustained compliance with EU Limit Values may be at risk;
- Propose to increase traffic in either the construction or operational phase beyond SBC's specified annual average daily traffic flow limits;
- Involve significant changes to road traffic including speed, congestion and road layout;
- Involve significant demolition or construction works;
- Involve combustion power generation including short term power generation units, all biomass boiler applications and centralised combustion units with >300kWh thermal input.

Minor developments require Type 1 mitigation measures which are to be agreed during the design stage and implemented once permission is granted. This includes mitigation measures to address both the operational and construction phases of the development, to control air quality impact from the start of the development. The mitigation for minor developments includes 10% EV charging provision for unallocated parking spaces and 100% provision for allocated parking spaces, installation of low NO<sub>x</sub> boilers and enforcement of emission standards for construction related vehicles. A monitored Travel Plan, commercial fleet emission standards and support for Slough Electric Vehicle Plan is incorporated into type 2 mitigation, for medium impact developments.

The greater the traffic increase and greater the impact that the proposal has on air quality, the greater the mitigation required.

#### **6.4.2 Off-set Mitigation**

Developments which do not have mitigation integrated into the proposal or cause greater impacts to air quality which cannot be addressed by the mitigation measures described in the Low Emission Strategy alone, off-set mitigation can be sought. This is secured through S106 agreements and is used to support wider air quality improvements.

Contributions are sought to fund the Low Emission Strategy Projects, which includes:

- Support of the air quality monitoring programme
- Slough Electric Car Club Programme
- EV Infrastructure Programme
- Taxi EV Rapid Charger Infrastructure Programme
- EV (rapid and fast) off-street and Car Park Programme
- EV (rapid and fast) on-street Programme:
- Clean Air Zone Feasibility Programme:
- Cycle Infrastructure and Hire Programme
- Bus Retrofit Programme
- Electric Bus A4 Smart Service

- HDV gas station programme

To date, many developments have incorporated electric vehicle charging facilities into their design proposals to meet the Low Emission Strategy requirements, or contributed towards public charging points.

#### **6.4.3 Fleet Challenge**

The Council's fleet is being expanded in 2020 to a total of 20, which will all be electric. Although the upfront cost of purchasing the electric vehicle will be higher than a diesel vehicle, running costs and therefore whole life costs are considerably lower. Procurement processes ensure value for money is considered; therefore electric vehicles will be more favourable than diesel vehicles.

The Fleet Challenge is continuing to encourage staff to carry out work related activity, meetings and site visits using clean vehicles. There are currently 6 fleet vehicles available which are fully electric, reducing the need for staff to bring in their own vehicles for work purposes.

The push towards cleaner vehicles has been supported by the move to 25 Windsor Road, which has restricted parking options. This encourages staff to either travel to work via sustainable travel options, such as bus, cycling or walking, or to park on the outskirts of the town centre and walk in, relieving congestion in the town centre. A prominent issue with the previous headquarters was that parking was available for all staff for free. The introduction of Hatfield car park with charges capped to £6 per week is another incentive for staff to travel in using alternative methods to car use and help Slough Borough Council achieve mode shift goals.

#### **6.4.4 Taxi Electric Vehicle Rapid Charger Infrastructure Programme**

SBC have obtained government, Section 106 and capital funding to support Low Emission Strategy programmes, such as the preparation, scope, procurement and delivery of the Taxi EV Rapid Charger Infrastructure Programme (2020 – 2022).

The installation of rapid charging hubs to facilitate growth in electric taxis and smart technology to link taxi operators with EV charging infrastructure is identified as an objective within the Slough Electric Vehicle Plan. To enable the delivery of this project during 2020-2021, a low emission programme/project manager and project officer within the Environmental Quality Team will be appointed.

### **6.5 Slough Clean Air Zone (CAZ) Framework**

#### **6.5.1 Clean Air Zone Feasibility Study**

The Clean Air Zone is designed to target the worst affected areas of the borough. The three main areas of concern where a Clean Air Zone could bring about compliance in the shortest possible timeframe is AQMA 2 (Brands Hill), AQMA 3 (Tuns Lane) and AQMA 4 (Town Centre). Brands Hill AQMA is of particular concern, as it had the highest NO<sub>2</sub> annual mean concentration during 2018 (53.2ug/m<sup>3</sup>) measured with diffusion tubes, and the continuous air quality



monitoring station has shown an increase in both NO<sub>2</sub> and PM<sub>10</sub> since from 2017 to 2018.

Major developments in the area, including Heathrow Expansion proposals, indicate that air quality will worsen in this area due to increased volumes of traffic and HGVs. Introducing a Clean Air Zone is likely to be the most effective method in disincentivising access to the A4 via Brands Hill, and encouraging cleaner vehicles to enter the borough (such as EURO VI emission HGVs), thus improving air quality in the local area.

Proposed locations to be modelled during the Clean Air Zone feasibility study are as follows:

- Brands Hill gyratory
- Junction 6 of the M4 leading to Tuns Lane
- A4 Bath Road leading to Wellington Street

A map indicating the proposed areas is provided in Annex F.

The Clean Air Zone feasibility study is due to commence imminently. The total cost of the study is in the region of £100,000.

The Slough Electric Vehicle Plan will support the uptake of ULEVs and ensure that vehicles are Clean Air Zone standard.

An Environmental Impact Assessment on the Clean Air Zone and Electric Taxis will be undertaken as part of their delivery and agreed with Christine Ford, the Equalities and Diversion Manager.

### **6.5.2 Slough Electric Vehicle Plan**

In order to promote and support the take-up of ultra-low emission plug-in vehicles, including cars, taxis and commercial vehicles, the Slough Electric Vehicle Plan has been implemented. This plan has a number of objectives, which includes the following themes:

- Implementing electric vehicle charging provision at home and the workplace through the local planning process, ensuring electric vehicle charging infrastructure is incorporated into new developments which have more than 10 parking spaces. Work is ongoing with developers to provide practical charging solutions and support plug-in vehicle demonstration schemes on new residential and commercial developments.
- Creation of an EV charging network. Slough currently operate 22 public electric vehicle chargers (2 of which are rapid chargers). The electric vehicle charging network has recently increased to include an addition 5 public chargers and 1 rapid charger at the new leisure centre on Farnham Road. Public charging is also available at car parks and leisure centres for residential use.
- Install a network of rapid charging hubs to facilitate a high growth rate in plug-in taxis and the use of smart technology to link taxi operators with charging infrastructure and customers: Low emission standards have been incorporated within the licensing regime which requires all taxis to be Ultra Low Emission from 2025. A commitment has been agreed with OLEV for project delivery in 2020-2021.

- Work with bus operators to develop ultra-low emission corridors, including potential for the Slough Mass Rapid Transit (SMaRT) Scheme: work is ongoing with Reading Buses and a trial of an electric bus route has been planned for 2020.
- Develop an Electric Car Club across the Borough: discussions have been initiated with car club providers (including Enterprise who currently operate in Slough) and a high level plan has been produced.
- Link and compliment with a potential Ultra-Low Emission Zone (ULEZ) at Heathrow: dialogue with Heathrow regarding their ULEZ (implemented 2022) is ongoing. The Clean Air Zone feasibility study will compliment Heathrow's ULEZ to ensure they have a consistent approach.
- Tackle the perceived and actual barriers to electric vehicle ownership through targeted marketing, promotion and information: once the car club is operational, discounts and incentives will be offered to residents and businesses.
- Deliver an exemplary public sector ULEV operation – demonstrating to employees, business and the wider community the benefits and savings of ULEV vehicles and related air quality improvements through the SBC Fleet Challenge: the Fleet Challenge has been trialled for 2 years and has been successful in recording 31,000 EV business miles across 6 EV pool cars. The council fleet is being expanded in 2020 to incorporate 20 EV vehicles in total.

## 6.6 Awareness of the CO2 impact of big data centres in Slough

Additionally the Council is committed to developing a Climate Change Strategy and Action Plan, and this includes programme to decarbonise the Council estate, and policies to reduce carbon emissions across Slough. The Environmental Strategic Board will also oversee the Climate Change Strategy and Action Plan. Climate impacts are likely to have significant impacts on public health over the next few decades, in terms of food prices, excess heat, excess rain, flooding and energy prices.

In 2017 CO2 emissions in Slough were broken down into 3 key areas:

1. Industry and Commercial Total - 372,800 tonnes
2. Domestic Total - 162,200 tonnes
3. Transport Total - 212,200 tonnes

Datacentres, which are included in 'Industry and Commercial' total, are highly energy hungry pulling off significant energy demand from the national grid. These emissions in 2017 amounted to 250,400 tonnes of carbon; this is compared to just 50,300 tonnes which is the amount of Domestic Electricity. Evidence suggests that a very large data centre may consume 30GWh of power in a year, costing its operator around £3,000,000 for electricity alone. In the UK in 2016 data centres collectively used 2.57TWh which is equivalent to 0.76% of the total electricity supply in the UK, and this is growing sector with growing energy demand, compared to most other sectors which are reducing their energy demand.

## 6.7 Air quality and coronavirus

There has been a marked positive change in air quality in the UK throughout the Coronavirus 'lockdown' period (see Annex G for Slough specific data). The Centre for Research on Energy and Clean Air has reported that this improvement

in air quality has led to a reduction in sickness absence, a reduction in childhood asthma and other positive health outcomes. However the evidence is not totally understood and requires more substantial, peer reviewed, analysis. In Slough there have been positive improvements in NO<sub>2</sub>, and this will be reviewed as more data becomes available from the borough's monitoring stations over the coming months.

Emerging evidence also suggests that there may be a correlation in more polluted areas (NO<sub>2</sub> and PM<sub>2.5</sub>) and the severity of COVID-19 due to the impact on people with long term health conditions caused by air pollution, but it doesn't currently provide a causal link i.e. There are likely to be other factors that are contributing including; age profiles of the population, the link to socio-economic deprivation, higher levels of smoking, obesity and inactivity – All of which are directly associated with higher mortality from COVID-19. Public Health will be reviewing the evidence as it emerges and look to see how it may impact on the Slough population.

## 7. Comments of Other Committees

The Low Emission Strategy was taken by Cabinet on 17th September 2018. The Strategy has been adopted as a Council Strategy at Full Council on 27<sup>th</sup> September 2018, therefore Slough Borough Council are committed to the objectives contained within the Strategy. A comprehensive Public Health Air Quality report was presented to the Health Scrutiny Panel in November 2018.

Accountability for the Low Emission Strategy is through the Neighbourhood and Community Services panel. An Equalities Impact Assessment was produced for the Low Emission Strategy and is included in this report as Appendix 2.

Updates to the Low Emission Strategy were presented on 28<sup>th</sup> November 2019. The updates covered three key themes:

- Evidence for change
- Creating a low emission future: Leading by example
- Slough Clean Air Zone framework

## 8. Conclusion

This report provides a series of updates on the Public Health and Environmental Equality teams work over the past 12 months on Air Quality in Slough. The Panel is asked to discuss the content of this report in this context and consider the 4 following recommendations:

1. **Promote** modal shift at all possible opportunities
2. **Protect** residents with long term health conditions through AirText
3. **Encourage** residents to consider the shift away from Diesel
4. **Recommend the Establishment of;** a new "Environmental Strategic Board" to drive the councils work on air quality, climate change and environmental issues.
5. **Review** progress in one year

9. **Appendices Attached**

Annex includes:

Annex A – The impact of air pollution on the human body

Annex B – The impact of air pollution on people throughout their lifetime

Annex C– AirTEXT Subscription Rates

Annex D - Air Quality Objective Exceedances – 2018

Annex E - Draft Communication Plan

Annex F – Clean Air Zone Feasibility Study – Study Areas

Annex G - Coronavirus impact on Air pollution in Slough

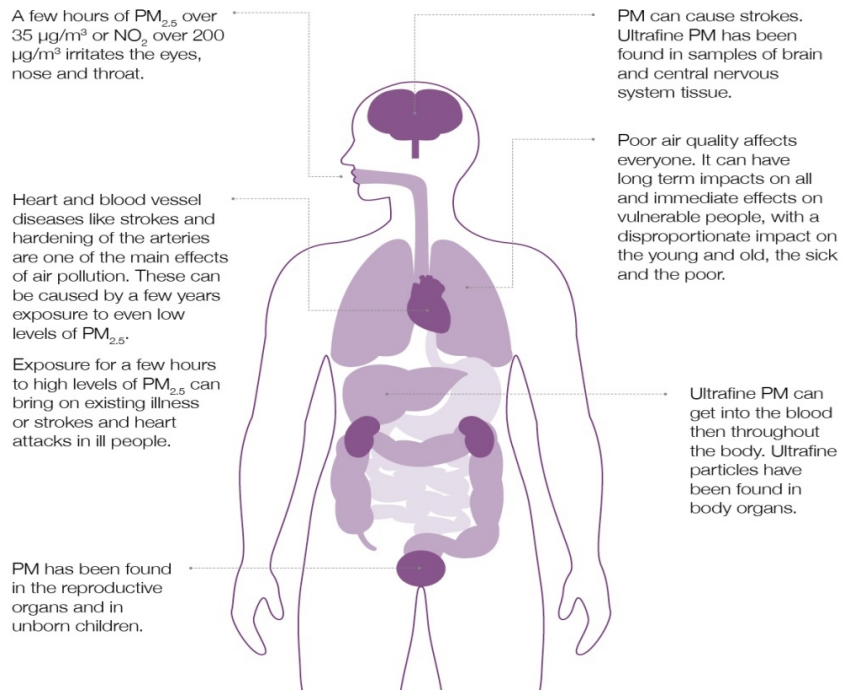
Appendix 1 – Health Scrutiny Panel report, November 2018

Appendix 2 – Equalities Impact Assessment (EIA) for the Low Emission Strategy

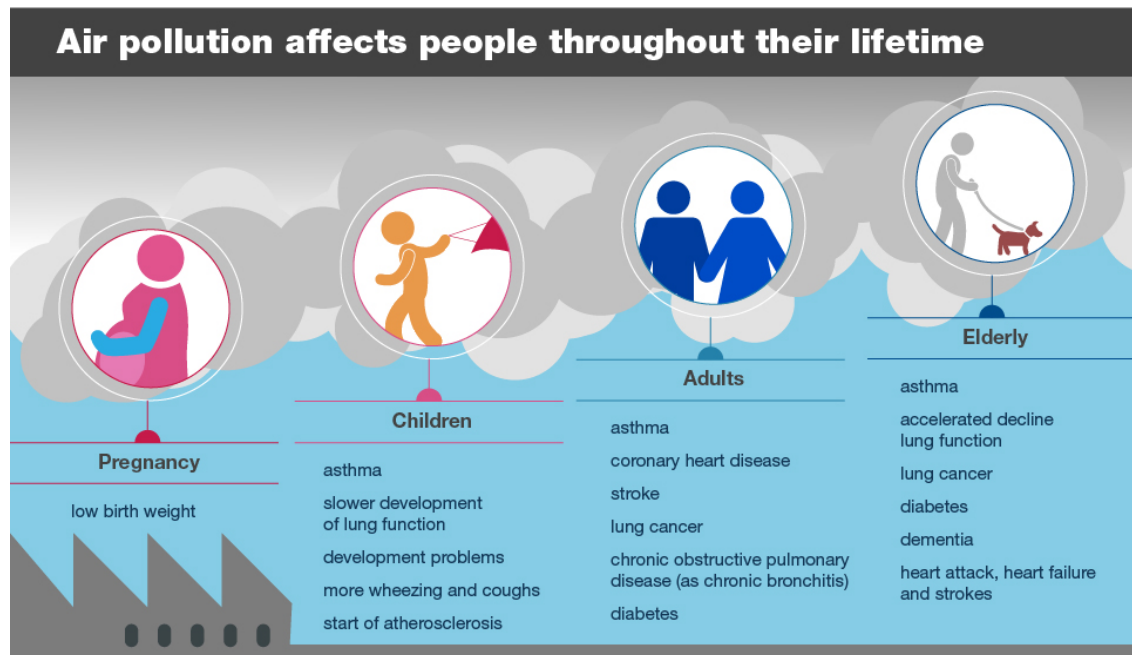
9. **Background Papers –**

None listed

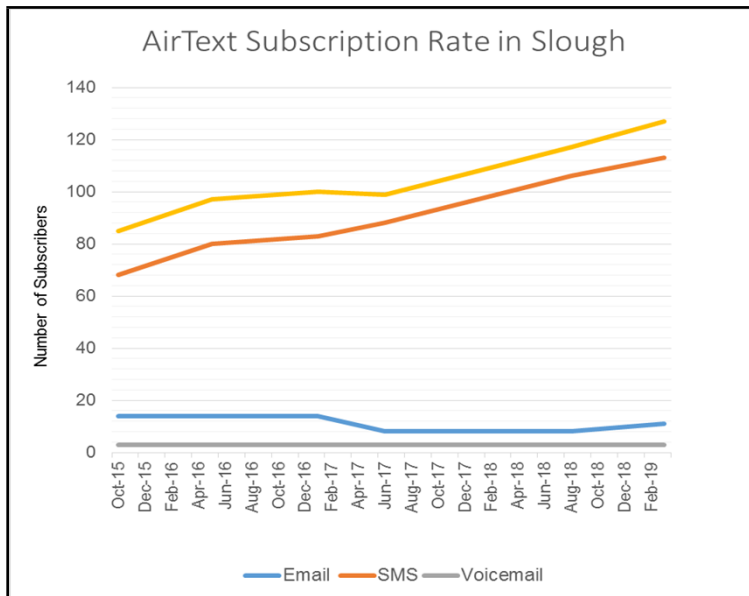
## Annex A – The impact of air pollution on the human body



## Annex B – The impact of air pollution on people throughout their lifetime



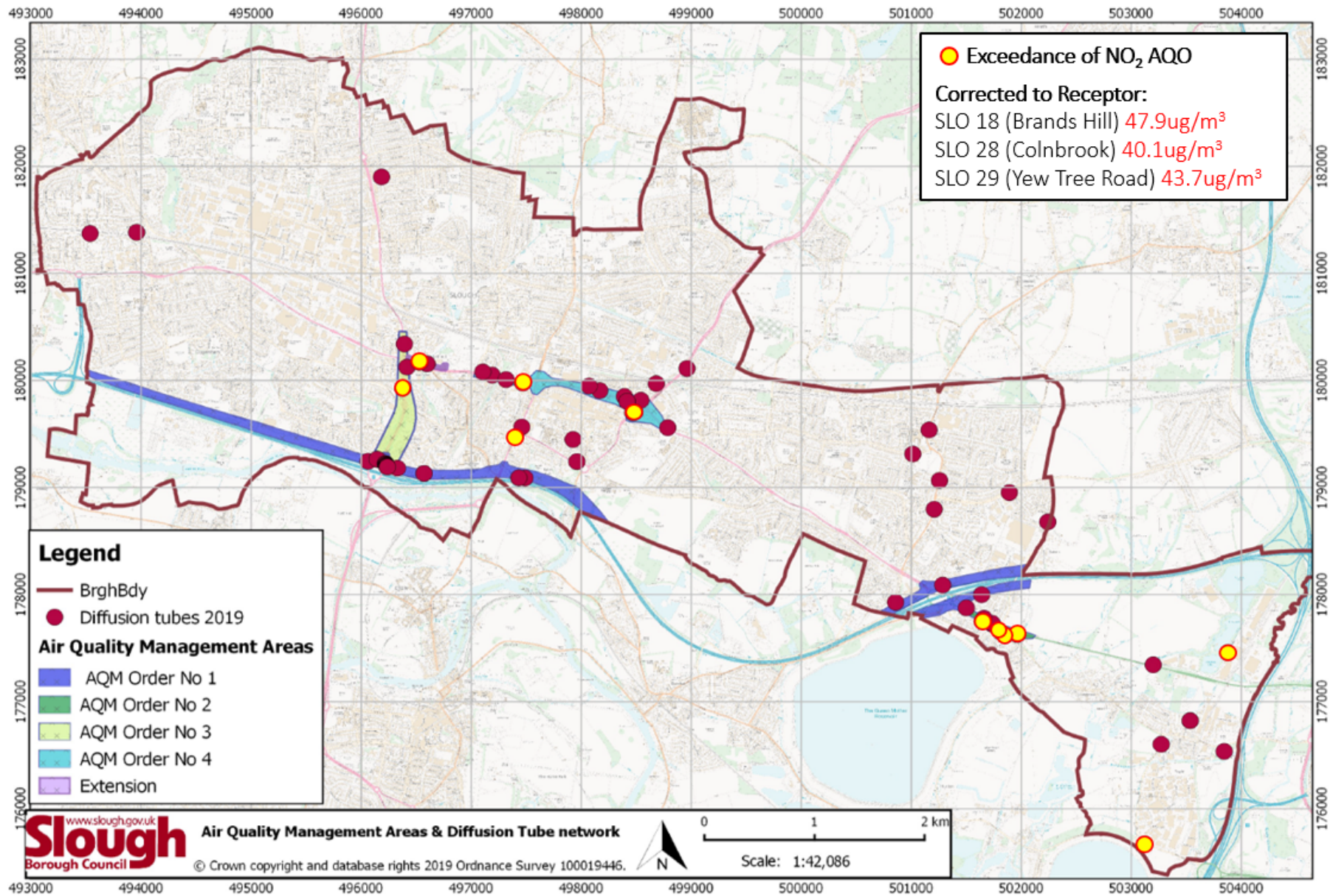
## Annex C: AirTEXT Subscription Rates



	<b>Oct-15</b>	<b>May-16</b>	<b>Jan-17</b>	<b>Jun-17</b>	<b>Aug-18</b>	<b>Mar-19</b>
Email	14	14	14	8	8	11
SMS	68	80	83	88	106	113
Voicemail	3	3	3	3	3	3
<b>Total</b>	<b>85</b>	<b>97</b>	<b>100</b>	<b>99</b>	<b>117</b>	<b>127</b>

As of March 2019, AirTEXT had 127 subscribers from Slough. Although subscription rates to AirTEXT are increasing, the rate is very slow considering the population of the borough. There are many individuals who would greatly benefit from receiving AirTEXT alerts, which would enable residents in Slough to actively manage their exposure to air pollution. Increasing the AirTEXT subscription rate will lead to an increase in awareness of air quality impacts and can be used to promote and aid implementation of the Low Emission Strategy.

## Annex D: Air Quality Objective Exceedances – 2018



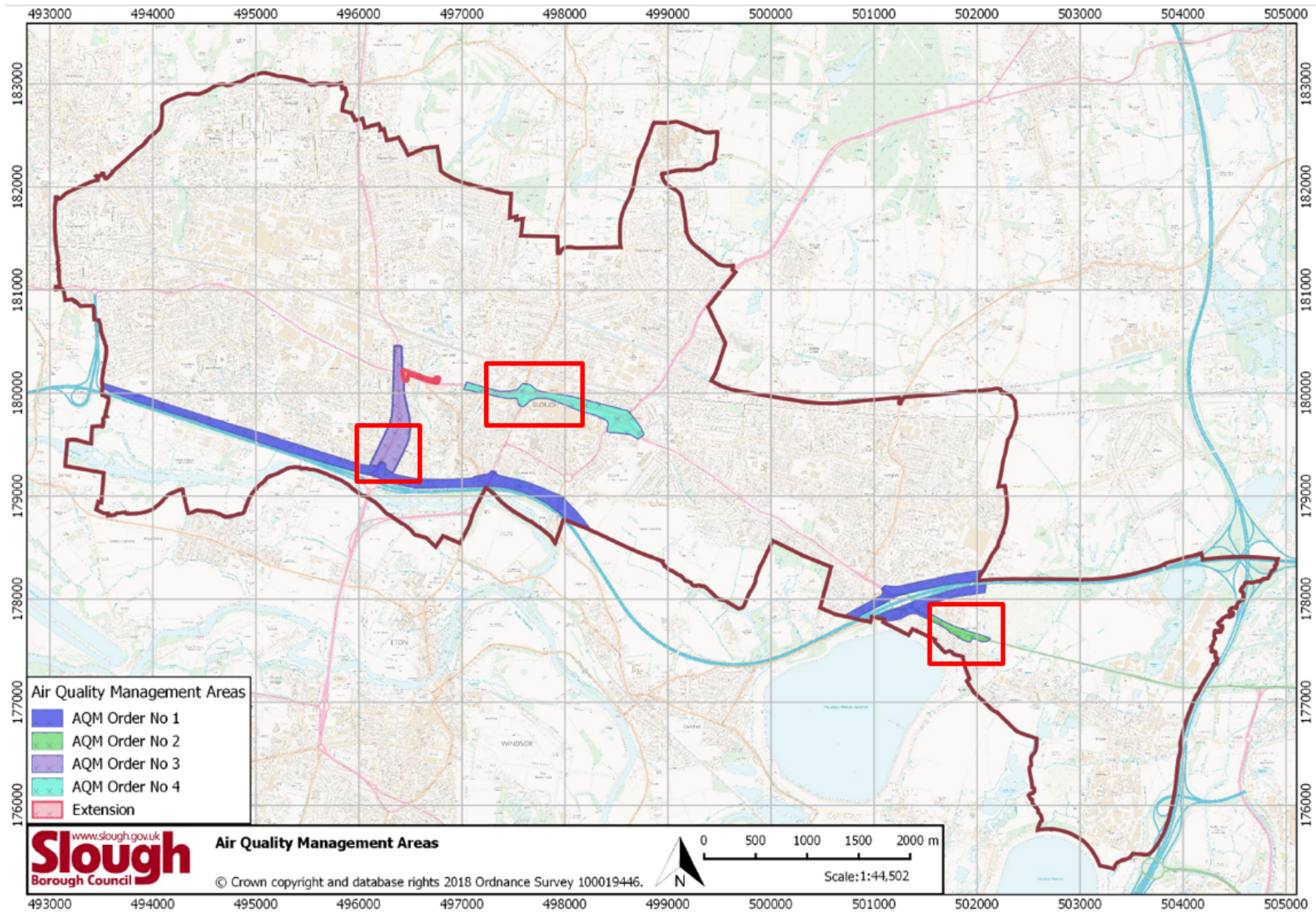
## Annex E: Draft Communication Plan

Target Audience	Theme	Action	Aim	Date	
School children / Parents	Sustainable transport / Raising Awareness	Defra Funded Sensor Project			
		Collect data using low cost air quality sensors outside of 4 schools:	Create an evidence base demonstrating air quality trends outside of schools, which will be presented to schools at the end of the monitoring period, to aid understanding of air quality issues outside of schools/children exposure and support sustainable transport schemes	Monitoring commences June 2020, until November 2020.  A report presenting the data and conclusions of the study will be published 6 months after monitoring ceases (2021)	
		<ul style="list-style-type: none"> <li>- Pippins Primary School</li> <li>- Cippenham Primary School</li> <li>- Penn Wood Primary School</li> <li>- Claycots Primary School</li> </ul>			
		Press release	Alert schools and public of the monitoring programme, supporting previous press release regarding funding award	To be issued June 2020 (once sensor installation date has been confirmed)	
		Clean Air Day (8 <sup>th</sup> October 2020)			
Run campaign aimed at reducing vehicle emissions and raising awareness, including:	Anti-idling scheme: Reduce car idling outside of school premises to reduce pollution outside of schools (one day/fixed period)  School/Play Street: Reduce vehicle access on street outside of school premises to remove pollution source. Plans are in progress to implement a school/play street outside one chosen school on Clean Air Day.  Both schemes will take place during the sensor project monitoring period to enable the campaign's impact on air quality to be observed	Anti-idling scheme: Autumn 2020 Campaign will run either for one day (coinciding with Clean Air Day or a separate trial date) or for a fixed period, potentially 1-2 weeks during school term.  School/Play Street: 8th October 2020			

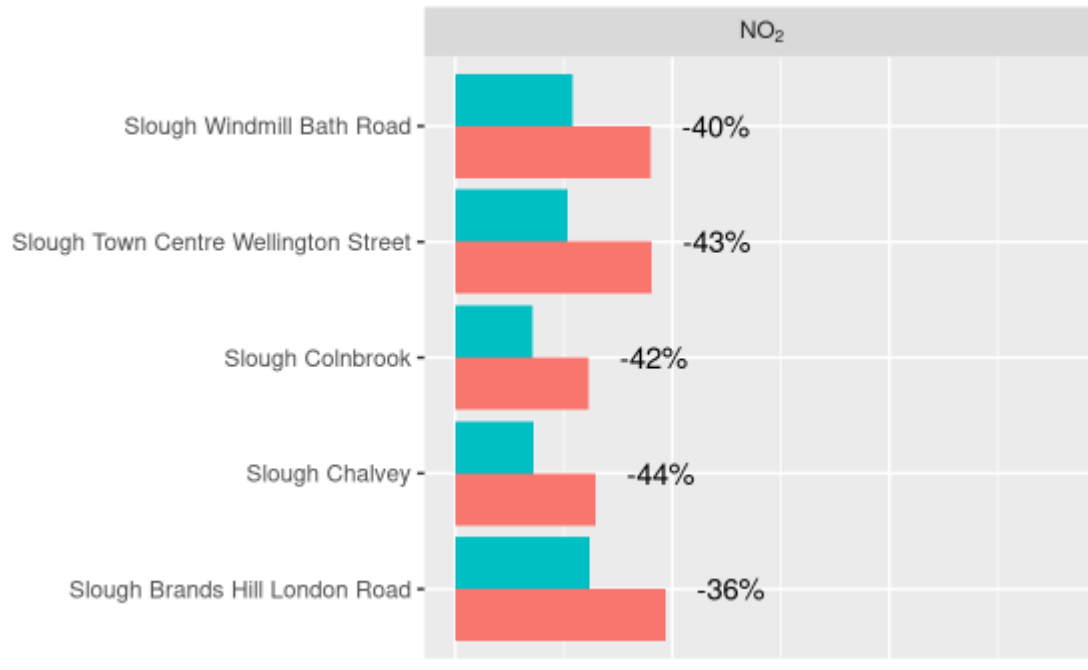


		Performance in Education (subject to funding)		
		Perform school production at each of the schools taking part in the sensor study (Pippins, Cippenham, Penn Wood and Claycots)	Increase awareness of air quality and sustainable travel methods, aimed at primary school children. This will coincide with monitoring period for sensor project. Performance schedule may extend further if successful.	Spring 2021
Adult Residents	Sustainable transport	Public Health		
		Launch of Public Health website with air quality page – to be updated	Have information regarding air quality on Public Health website, linked to Slough homepage, to help raise awareness	March 2020
		Produce top tips toolkit, to be embedded in Public Health webpage	Enable residents to actively contribute towards air quality improvements and increase awareness of polluting activities, including both long term and short term options: <ul style="list-style-type: none"> <li>- Reduce car use for sustainable alternatives</li> <li>- Upgrade vehicle to cleaner version</li> <li>- Remove use of car for car club use</li> </ul>	March 2020
	Reducing exposure	Encourage health professionals to promote AirTEXT	Allow residents to actively control their exposure to air quality, particularly for vulnerable adults (e.g. those with existing lung/heart conditions)	February 2020 – ongoing
	Raising awareness	Disseminate data/report at end of sensor monitoring period	Increase awareness of air quality – primarily teachers and children’s parents at schools chosen for sensor project	Spring/Summer 2021 (report issued 6 months post monitoring period)
Health Professionals	Information dissemination	Promote air quality information and public health toolkit o air quality exposure to GPs	Encourage knowledge transfer from GPs to residents, to more residents are aware of air quality issues and impacts on health	February 2020 – ongoing
Council Staff	Reducing emissions	Increasing electric vehicle fleet to 20 vehicles	Staff are not required to bring own vehicle to work, taking more vehicles off Slough roads	Summer/Autumn 2020
	Raising awareness	Presentation on air quality in Slough	Ensure planning team have full knowledge of air quality issues in relation to developments, so are better informed when making planning decisions e.g. when to consult on air quality	Aumtumn 2020

## Annex F: Clean Air Zone Feasibility Study – Study Areas



## Annex G: Coronavirus impact on Air pollution in Slough



BAU measured