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| Title of meeting: | Health and Wellbeing Board |
| Subject: | Air Quality and Active Travel Priority (Health and Wellbeing Strategy) |
| Date of meeting: | 6 th March 2024 |
| Report by: | Mark Orchard, Deputy Chief Executive, Portsmouth Hospitals University NHS Trust |
| Report author: | Dominique Le Touze, Assistant Director of Public Health, Portsmouth City Council |
| Wards affected: | All |

1. Requested by

Health and Wellbeing Board Chair

2. Purpose

2.1 To provide an update to the Board on the air quality and active travel priority of the Health and Wellbeing Strategy.

3. Information requested

3.1 Background

3.1.1 The multi-agency Air Quality and Active Travel Board was established in February 2022 to take forward the aims of this Health and Wellbeing Strategy priority. The Board has since established a broad membership, agreed terms of reference and undertaken a mapping exercise of existing member organisation policy.

3.1.2 Air pollution is the largest environmental risk to the public's health in the UK, contributing to cardiovascular disease, lung cancer and respiratory diseases¹. It is estimated by Public Health England that long-term exposure to air pollution in the UK has an annual effect equivalent to between 28,000 to 36,000 deaths.

3.1.3 Currently, the pollutants causing the most significant health impacts in the UK are emissions of nitrogen dioxide and particulate matter (PM2.5, PM2.5 and PM10). Data from the Public Health Outcomes Framework (PHOF) indicates that

¹ Association of Directors of Public Health (ADPH) 2017 'Air quality: a briefing for Directors of Public Health'
<http://www.adph.org.uk/2017/03/air-quality-a-briefing-for-directors-of-public-health/>



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concentrations of particulate matter in Portsmouth are on average 8.3 micrograms per metre squared, the second highest in the South East after Slough (9.6 micrograms per metre squared).

- 3.1.4 The main source of air pollution in Portsmouth is road traffic, which accounts for around half of the air pollution in the city. Portsmouth is also the fourth worst in the South East for road traffic accidents, with 189 accidents per billion vehicle miles (compared to an average of 95 per billion vehicle miles in the South East, and 86 in England)².
- 3.1.5 The health effects of air pollution are wide ranging. They include, but are not limited to:
- short-term worsening of pre-existing heart and lung conditions and respiratory conditions such as asthma, leading to increased hospital admissions.
 - Long-term effects through increased chronic disease and mortality from heart and lung conditions
 - There is emerging evidence that other impacts include low birth weight and premature birth in babies, childhood infections and impaired lung development and function as children grow³.
- 3.1.6 Air quality affects everyone, but there are inequalities in exposure, and air pollution has the greatest impact on the most vulnerable - children, the elderly, those with long-term health conditions, and those living close to main roads where pollution from traffic is worst⁴.

3.2 Achievements of the Air Quality and Active Travel Board 2023

- 3.2.1 An evidence-based Delivery Plan, agreed by all partners, contained four main objectives:
- A public awareness campaign on the impact of air pollution
 - Support for member organisations to develop active travel plans
 - Gaining public and political buy-in for reduced air pollution and increased active travel
 - Coordinated EV infrastructure and policy.
- 3.2.2 Achievements have been made across all four objectives and some examples are outlined in the case studies below.

² [Public Health Outcomes Framework - at a glance summary \(phe.org.uk\)](https://www.phe.org.uk/publication/public-health-outcomes-framework-at-a-glance-summary)

³ <https://www.gov.uk/government/publications/health-matters-air-pollution>

⁴ Portsmouth Mid-Year Population Estimates 2018 (ONS); Portsmouth Health and Wellbeing Strategy 2018 - 2021



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Anti-idling campaign (Portsmouth City Council Transport Team)

A city-wide multimedia marketing campaign launched in December 2022 to educate residents that one minute of engine idling equals 150 balloons worth of harmful emissions₃ released into the air with the campaign: *When you stop, engine stops.*

To support the campaign, the Transport team in Portsmouth City Council launched an engine idling reporting tool. Using data from the tool, a multi-directorate team has been working with Cosham Park GP surgery to address idling locally and highlight the health harms of pollution to patients. Portsmouth Hospitals has supported the Anti-idling campaign in Cosham with flyers and posters.

Air quality and Active Travel Review and Plans (Portsmouth Hospitals University Trust and Hampshire and Isle of Wight Integrated Care Board)

A high-level review of Global Action Plan's Clean Air ICB Framework has been undertaken by HIOW ICB Energy and sustainability group. Across Hampshire and Isle of Wight Trusts there has been some support for Clean Air Day.

At Portsmouth Hospitals (and QAH) there are aspirations to roll out air quality monitoring subject to available funding. An initial review of the Clean Air Hospitals Framework suggests 6% compliance (basic level). Proposals to sign up need to be put forward to gain Trust wide support.

School Streets (Sustrans with Portsmouth City Council)

School Streets open up roads to walking and cycling by temporarily limiting most motorised traffic around schools, creating safer routes to school. The PCC Transport Team, working with Sustrans, are currently developing School Streets at Bramble and St Jude's Schools to permanently reduce traffic around the schools during term time. Two more primary schools are planned to establish School Streets in the Autumn, with other schools also interested.

Electric Vehicle Infrastructure and Bus Travel (City wide)

Portsmouth Hospitals University Trust has installed 20 new chargers across three sites since 2022. Portsmouth City Council Transport team have reinstated 18 charging points following investigations into safety concerns raised by Scottish and Southern Electricity Networks (SSEN). It's hoped further charge points will be reactivated soon.

The Council has recently received over £140 million in external funding to help transform bus travel, with the aim of increasing the number of people using the bus to above pre pandemic levels, by creating faster and more reliable bus routes, making bus tickets more affordable and launching the first electric buses. In addition to this the council is improving cycle and walking routes as well as providing rental e-scooters and bikes.

3.3 Outstanding challenges

As a city, we continue to experience the ill effects of air pollution, with the impact falling most heavily on the most vulnerable:



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- In 2022, 6.25% of mortality in Portsmouth could be attributed to long term exposure to particulate air pollution, over 1 in 20 early deaths⁵.
- Those with the greatest exposure are also the lowest emitters. Despite being one of the most polluted areas of the city, across Charles Dickens (our most deprived ward) between half and two thirds of households (between 53% and 59%) do not have access to a car ⁶.
- The UK Health Security Agency have estimated vulnerability to air pollution by comparing levels of nitrogen dioxide and particulate matter, age, deprivation and vulnerable populations (hospitals, schools, care homes and child care facilities). They estimated that half (51.1%) the Portsmouth have the highest score for vulnerability to air pollution (in the 9th and 10th deciles, Appendix).
- Data analysis by the Public Health team show associations with emergency hospital admissions for Chronic Obstructive Pulmonary Disorder and Cardiovascular Disease and the areas of greatest pollution.

3.4 Next steps

Poor air quality is shortening the lives of residents. Health and Wellbeing Board partners are well placed to improve this at both individual and population levels:

1. Air pollution contributes to Portsmouth's carbon emissions. Efforts to make Portsmouth climate change resilient will also benefit air quality, such as nature-based solutions to capture pollutants. This will enable us a city to realise the substantial health, environmental and socio-economic benefits of clean air.
2. Further opportunities exist to promote workplace travel planning, for example with the Solent My Journey network, which is working hard to support Portsmouth businesses and major employers with modal shift. Initiatives such as Breeze, Liftango and mode share pilots, as well as workplace travel seminars, can all be supported and promoted by Air Quality and Active Travel Board partners. Continued roll out of the Transport Plan including bus travel initiatives will also support active workplace travel.
3. The clinical champions model is an evidence-based way of communicating the risks of pollution to patients and sharing strategies to mitigate exposure, particularly with the most vulnerable. This model can continue to be rolled out in primary and secondary care in the city.
4. We will take a systems thinking approach to this complex issue, undertaking a system map development workshop to map key stakeholders and system flows, enabling us in the future to identify opportunities for further action.

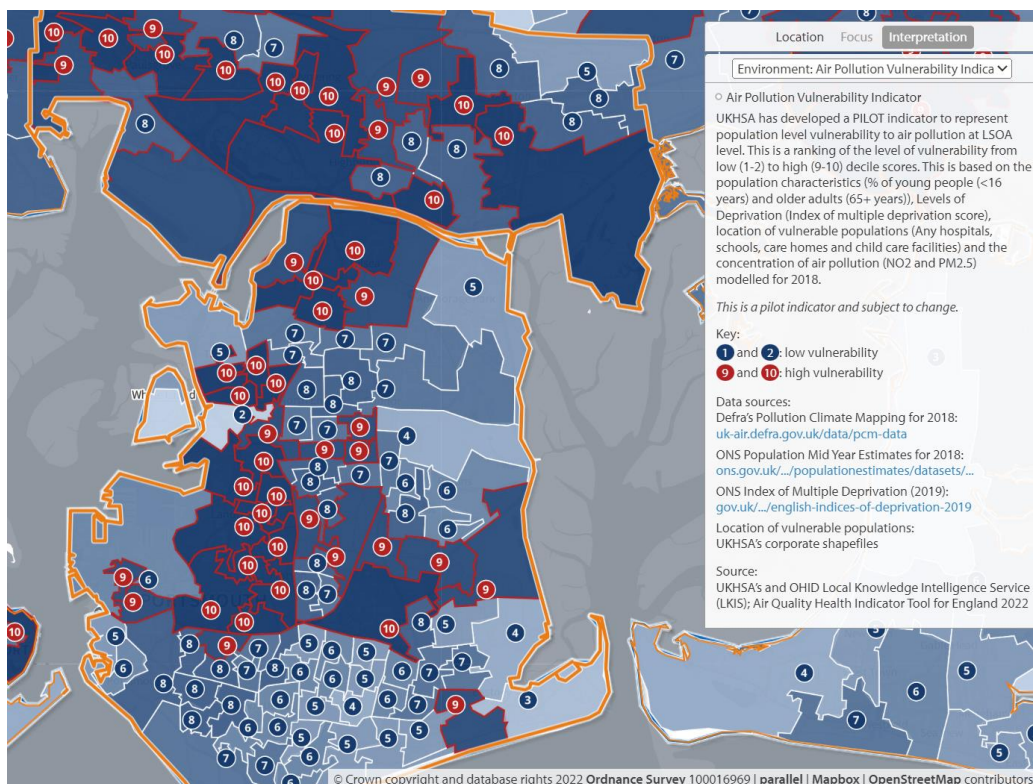
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Signed by Helen Atkinson (Director of Public Health)

⁵ [Public Health Outcomes Framework - at a glance summary \(phe.org.uk\)](https://www.phe.org.uk/publication/outcomes-framework-at-a-glance-summary)

⁶ Census, 2021 [Number of cars or vans - Census Maps, ONS](https://www.ons.gov.uk/peoplepopulationandcommunity/transportandtravel/carsandvans)

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Appendix: Air Pollution Vulnerability



Source: UKHSA's and OHID Local Knowledge Intelligence Service (LKIS); Air Quality Health Indicator Tool for England 2022

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

| Title of document | Location |
|-------------------|----------|
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