



## Professor Reza's Presentation notes

### Clean Air Summit

**11 October 2019 – Town Hall**

#### **Slide 1 - THE AIR THAT WE BREATHE IN – HOW IT AFFECT US**

**Slide 2 outlines the reasons for setting up the Coventry and Warwickshire Air Quality People's Chamber (C&W AQPC), which are to set up an independent body composed of representatives of resident associations, academics, councillors, medical profession and pollution specialists to gather reliable data to help all to make the right decisions on ways to improve air quality; and that there is a need for more accurate monitoring, which AQPC can do to support councils such as Warwick District Council.**

**Slide 3 lists the main objectives of AQPC which are to gain a wider understanding of the effects of Poor Air Quality and to understand what we currently measure and consider its adequacy.**

To share findings and good practice; to consider possible ways to mitigate against Poor Air Quality and to help the Government with the Climate Change Emergency initiative



**Slide 4 indicates the Performance Scores for Coventry 52%; and for North Warwickshire 60%**

**And list four key issues for AQPC which are:** Lack of measurement in known pollution spots; focus on NOx; Limited PMs Measurements and no known measurement of less than PM2.5

An example of the work we are undertaking

### **Slide 5 - Why 2017 Figures Improved? A Travesty of Facts**

#### **Slide 6 Hospital Admissions**

The latest Gov.uk data shows that 8 years into the plan, the city has not grown two or three times as fast as Birmingham, Solihull, or Warwick as was predicted. It grew by just over 12% between 2011 and 2018.

The huge allocation in Kings Hill - which is in Warwick District Council, but borders the Coventry boundary - equates to the creation of a new town the size of Bedworth. Consequently, the associated impact will have an adverse effect on Coventry's schools, hospitals, traffic congestion, air pollution, flood management and carbon footprint.

New research shows that the carbon footprint of a suburb is two to four times worse than housing which is built near city centres. Experts advise us that



building houses in the right place makes more of a difference than switching to electric cars.

**Slide 7 is an important message** by health experts who are telling us air pollution is serious and a concerted effort is required particularly to engage residents in what the problem is and how we can solve them. We need to be able to understand the affects of poor Air Quality on our population. To do this, a starting point would be to be able to take a measure of the key components of pollutions. When decided where you need to go, it is always important to be clear where you start from" Hence clear reliable measurement is vital

If we are to argue seriously about at least local air-pollution reduction, then we need solid evidence to support our case. This entails measurement of pollution levels with reliable instruments that must be accompanied by detailed documentation as to the date, time, place and weather conditions, etc.

**Slide 8 is good reminder that** the public health implications are as important as the economic considerations. We need strategies to achieve a balance.

It would make sense that we should work for instance with WDC on their programme to plant 160,000 trees.



**Slide 10 makes us realise that** trees are a significant part of reducing pollution along with multiple other benefits. The aim of our Tree Wardens is to get this message across to everyone and to motivate a lot more planting and more protection of all trees.

**Slide 9 shows that alas the policymakers now seem to understand that cities can only grow sustainably with an effective clean mass-transit backbone underpinning mobility.**

**Professor Flower reminds us** in order to live very substantially on renewables, there needs to be a truly massive increase in generating capacity and appropriate infrastructure. It is not only transport that needs addressing but also heating and air-conditioning. Batteries for transport purposes on a large scale are heavy, large in volume, with long recharging times. There is not enough lithium for us all – the source of this particular metal is essentially a monopoly of the Chinese Government. These batteries have a very limited efficient life for vehicles (about two years).

**Slide 11 - A Modern Transport Infrastructure Strategy - Authorities should explore new methods to bring in long-term funding for infrastructure**

On a pan-government basis, several Departments should 'pool and align their combined policy capacities to provide a boost for hybrid/electric and low-emission vehicles and for a greener environment. But also



If traffic-flow could be markedly improved then pollution would automatically be reduced. More public transport and buses running on time would encourage people to use them.

The real-time control of traffic employing cameras and computers using AI together with real-time re-routing of traffic-flow could help. Buying tickets prior to and on the buses should become much easier and more accessible.

### **Slide 12 - Environment and Climate Change Emergency – 1 May 2019**

To increase support for short term targets for roll-out of renewable and low carbon energy and transport and to move swiftly to capture economic opportunities and green jobs in low carbon economy.

Key areas for development at local level for us is mapping of pollution areas more effectively and more efficiently.

**Slide 13 - What can we do at local level?** Our proposal is to set up of an independent office, with facilities and technician to carry out measurements and producing reports to ensure reliability of readings and adequacy of measuring devices.



**Slide 14 -** No systematic mapping of pollution hotspot areas and non-existence or inaccurate means of measuring harmful pollutants.

Finance - Pool-funding with neighbouring strategic authorities and using local tax-setting including business rates, council tax as well as new levies such as payroll and tourism taxes.

Commissioner Timmermans in the European Parliament stated that he will be in charge of the EU Green Deal – and there is likely to be a huge amount of funding available to deliver this. We should take advantage of this.

The lack of any comprehensive infrastructure planning has already been highlighted by a number of statutory agencies. This clearly highlights the need to pause in order to reflect and commence infrastructure planning in advance of any major developments.

**Thank you for your attention**