

**Providing Council with Written Responses to Questions asked at Council  
29 August 2019**

1.	<p><b>John Childs</b></p> <p><b>Public Questions - In relation to Minute 62 “Application for Designation of Swansea within the World Health Organisation (WHO) European Cities Network Phase VII”</b></p> <ol style="list-style-type: none"> <li>1) What meaningful strategy do you have to address this problem which is caused mainly by motor vehicles.</li> <li>2) Is there a strategy to increase public awareness of the health dangers of our current dependence on petrol / diesel vehicles for local transport, particularly the increasingly high numbers private cars leading to high levels of congestion.</li> <li>3) Do you liaise with the health authority through the PSB and / or in any other manner in order to develop a holistic approach to the challenge of poor air quality, which hits hardest the poor and those who suffer from serious health conditions like heart and lung conditions.</li> </ol> <p><b>Response of the Cabinet Member for Environment &amp; Infrastructure Management</b></p> <p>As part of the Local Air Quality Management (LAQM) function the Council prepares the Annual Progress Report incorporating the data from eleven Air Quality monitoring stations, that has been recorded over the year. This data is analysed and reported in line with the objective concentrations required by the legislation. The Council also includes measures that assess, and where relevant progress, in order to work towards achieving compliance and reducing exposure for members of the public as required by Welsh Government. These measures include:</p> <ul style="list-style-type: none"> <li>• Continuing long term Air Quality datasets to evidence ‘trends’ and highway infrastructure works, for example, Traffic lights on Gower Road, Sketty.</li> <li>• The Nowcaster Project – Variable messaging displays to advise motorists of predicted periods of poor air quality.</li> <li>• Work towards progression of the Nowcaster model to look at reducing trigger thresholds and potential exposures in communities.</li> <li>• Work towards collaborative research around Air Quality and schools, linking in with Education and Welsh Government colleagues.</li> <li>• Collaborative behavioural change research themed projects with Swansea University’s School of Management and College of Human and Health Sciences. Looking at signage and designing further potential interventions targeting the use of motor vehicles in parts of the authority.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Green infrastructure initiatives in partnership with colleagues in the Nature Conservation Team working towards the wellbeing objectives within the Corporate Plan.</li> <li>• Discussions are taking place with colleagues in Public Health Wales and the NHS to look at supporting projects looking at delivering interventions to assist immune-compromised members of communities and the would issue of climate change.</li> <li>• Being actively engaged in Task and Finish Groups looking at Air Quality and legislation and participating in the Welsh Air Quality Forum to contribute on behalf of Swansea.</li> </ul>
2.	<p><b>Councillor C A Holley</b></p> <p><b>In relation to Minute 62 - “Application for Designation of Swansea within the World Health Organisation (WHO) European Healthy Cities Network Phase VII”</b></p> <p>Asked that the Environment &amp; Infrastructure Management Cabinet Member share the Council’s work with all Councillors relating to the benefits of turning their vehicle’s engine off whilst stopped in traffic for 10 seconds or more.</p> <p><b>Response of the Cabinet Member for Environment &amp; Infrastructure Management</b></p> <p>The aim of the study was to gather evidence to look at the benefits of engine idling on air quality. In the literature review evidence was put forward to show that fuel use and carbon monoxide emissions are greater for idling periods over ten seconds. The paper also suggested that idling times were found to vary for pollutants and that restart emissions were found to be smaller than those from cold starts; there was a caveat that the results are limited and that more research was necessary. The data collected in the study carried out in February is currently being analysed by researchers at Swansea University however there is an indication that the behaviour change messaging had a significant effect upon the number of motorists turning off their engines whilst queueing. The theory is that a reduction in vehicle emission would lead to a reduction in concentration of pollutant, this study looked at Nitrogen Dioxide, the aim of the study was to test this theory and apply findings to further works.</p>
3.	<p><b>Councillor A M Day</b></p> <p><b>In relation to Minute 64 – “Councillor Questions” – Question 3</b></p> <p>How many expressions of interest were received in relation to Home Farm.</p> <p><b>Response of the Cabinet Member for Business Transformation &amp; Performance</b></p> <p>Six formal responses were received for Lot 1 Pilot Development Sites that included Home Farm.</p>