Air Quality Working Group

MINUTES

HAQWG – 11th of July 2023

Introductions and Attendees:
- Buckinghamshire
  - CW- Cerys Williams
- Hillingdon
  - VB- Val Beale
- Environment-Agency
  - CL (EA) Chris Lowe
- Ealing
  - SS- Surinderpal Suri
- Spelthorne
  - CL- Claire Lucas
- Slough
  - SN- Sophia Norfolk
- CISHA
  - LK- Laura Keith – CISHA
  - JC- James Cox – Thinks
- Ricardo
  - BS - Brian Stacey
  - CWR - Charles Walker
- Heathrow
  - MP - Matt Prescott
  - HP - Honor Puciato (Ricardo)
  - TL - Tim Leech

Apologies:
- CC- Chris Cockburn (Hounslow)
- DR - David Rushton (Environmental Agency)
- NR – Nick Rand (Ricardo)

- Introduction and apologies
  - Introduction of guest speakers – James Cox from Thinks and Tim Leech from HAL SA team.
  - New Working Group Chair endorsement
    - i. MP presented to the group the nomination of Brian Stacey for endorsement. BS will be appointed for an initial 6 month period.
      BS nomination was endorsed by CISHA. BV and SP also reflected approval for BS nomination.
      Relatedly MP confirmed that HAL is advertising for a permanent Air quality Manager role.
- Update from CISHA and Thinks scrutiny work – Thinks Consultancy

  - JC provided an overview of the scrutiny work being conducted by Thinks on behalf of CISHA. The study encompasses several crucial components, including:

i. Discovery Phase: This phase involves gathering information and data to understand the relevant factors and context related to the subject under scrutiny.

ii. Community Engagement Phase: Engaging with the local community is an essential part of the study. It was emphasized that community engagement should be conducted based on a representative sample of local individuals.

iii. Analysis, Reporting, and Wider Dissemination: The collected data will be analysed, and the findings will be compiled into a report. The report will be disseminated widely to ensure the information reaches a broad audience.

o SP drew attention to the importance of conducting community engagement based on a representative sample, while VB mentioned that the study should acknowledge the broader impacts of Surface Access. Additionally, there was a request for clarification on the scope of the study and the pollutants that will be considered. JC provided the necessary clarification on these aspects.

o JC posed a series of questions to the group to address existing knowledge gaps. The questions raised were as follows:

  i. Positioning and number of monitoring stations: BS provided an explanation regarding the positioning and quantity of monitoring stations. CL pointed out the importance of having more monitoring stations along roadsides to enhance data collection in those areas. BS suggested that future monitoring efforts could utilize remote sensors, which are more cost-effective.

  ii. Engagement and Communications: The discussion revolved around how information is communicated to the public and interested parties. MP highlighted that the primary vehicle for sharing air quality data and information is the Heathrow Airwatch website. HAL also has a dedicated team responsible for communication and engaging with the community on air quality matters. BS mentioned the need to expand the website's reach to a wider audience, as it currently attracts individuals primarily interested in air quality. LK inquired about obtaining information on website visitors and their frequency of visits. This information would help gauge current engagement methods and assess the potential impact of new initiatives

    ACTION – BS to provide data on website visits
    VB asked if the findings of the study can be presented to the group before are share wider.
    ACTION - LK to asked CISHA to distribute the findings of the study when available
    ACTION – MP / HP to include this as an item for a discussion at the next meeting in October

- Overview presentation from HAL Surface Access team – Tim Leech
  o TL provided an overview of the SA (Surface Access) strategy that was published in 2022, highlighting the progress made towards Heathrow 2.0 SA targets and key initiatives aimed at achieving SA goals. Some of these initiatives include:

      i. Investments in buses and coaches for areas where connections are not available.

      ii. Implementation of a sustainability travel zone for colleagues.

- SN inquired about HAL's position regarding the Western rail link. TL clarified that while HAL initially considered this project as part of their expansion plans, there is currently no available funding from the Department for Transport (DfT) to support it. However, HAL still supports the project in principle.

- SP expressed concerns about the capacity limitations of the Piccadilly line. TL confirmed that Transport for London (TfL) has a funding plan in place to upgrade the line, but these are expected to be implemented within the next five years.

- CW asked if the CTA tunnel would be open for both walking and cycling. TL clarified that, for safety reasons, the tunnel will only be open for cyclists and not for pedestrians. The upgrade plans also include improvements to local cycling routes.

- Workplan update and discussion
  - Monitoring and Reporting
    - i. Monitoring - On-going monitoring Update
      - BS presented an overview of the Q1 monitoring report.
        CL confirmed the usefulness of the report but requested improvements in the data provided by the Environmental Agency to make it even more useful.
        ACTION: CL (EA) to raise this matter internally.
      - Group members requested that reports from Ricardo be made available in PDF and Word formats, as these formats are more useful for communication.
        ACTION: BS/HP to internally investigate this request.
      - VB highlighted the need to establish a "new normal" or post-pandemic baseline, as current assessments are based on pre-pandemic data.
      - MP confirmed that HAL aspires to maintain the year 2019 as the peak emissions year even as there is increase in air traffic movements post-pandemic. This will be achieved for various reasons including the introduction of cleaner conventional aircraft and increased use of Sustainable Aviation Fuel.

    - ii. Modelling / AQ Inventory -Update
      - CWR provided an overview of the current modelling work. CW (Rs) presented a comparison between models completed in 2013 and 2019. The draft report will be submitted to HAL for review shortly, but CWR mentioned that ongoing work on verification factors may result in updates to the model and data in the report. This update will be carried out when CW (R) returns from AL in August.
    - iii. Monitoring Research – Royal Holloway work update - Claire Lucas

- CL presented a study conducted by master's degree students, demonstrating differences in exposure while driving, cycling, and walking.
- SN inquired about instrument calibration and the reliability of the monitoring methods. CL confirmed that the instruments were calibrated using reference gases.
- BS commented on the level of accuracy of the instruments used in the study and mentioned that low-cost sensors could soon be employed for such monitoring, referencing a small study conducted by Ricardo during Clean Air Day.
- VB emphasized the usefulness of this type of study in communicating air quality matters to the public. MP offered support, where possible, in finding research partners to continue the work presented by CL.

iv. Update on research activity on UFPs - Brian Stacey
- BS provided an overview of the current monitoring of Ultrafine Particles (UFPs) and progress in research discussions involving potential partners including Gatwick Airport Limited, Manchester Airport Group, and the industry coalition Sustainable Aviation.
- SP highlighted increasing concerns among local residents regarding the impacts of UFPs.
- The group recognized the importance of CISHA's involvement and the potential for CISHA to drive the introduction of a new policy on UFPs.
- BS emphasized that this could only be achieved with robust data collection to support the process.

o Policy
i. ULEZ expansion – All and Tim Leech
ii. VB requested a copy of the presentation and an overview of the plan of mitigation measures proposed by the Surface Access team. TL provided a list of measures that are currently in place, which include:
- Public transport options
- Park and ride schemes
- Carshare scheme
- Active travel initiatives such as cycling hubs
- Improved connectivity
- Green car scheme
ACTION: HP is tasked with sharing the presentation slides with VB to fulfil the request.

iii. HAL Airside ULEZ – Matt Prescott
- The Airside ULEZ will be covered in more details at the next meeting in October

ACTION: HP add this item to the meeting agenda. MP invite HAL colleague to provide an update

iv. HAL Expansion – Matt Prescott

- MP provided an update – there is no change in the current HAL position on expansion. The next update is expected from a new CEO – autumn this year.
  - o Communication
    - i. A joint potential to work around the Clean Air Day.
      - MP suggested that this topic should be further discussed in future calls as part of the preparation for next year's celebration, with more details and planning involved.
      - BS presented the findings of a monitoring experiment conducted during Clean Air Day, which visualized varying levels of exposure when walking alongside different roads. These findings can be presented as a movie and utilized as an informative tool to support public engagement.

- AOB
  - o Due to time constraints, not all matters could be discussed during the meeting. MP suggested organizing an optional call for group members to address the remaining topics.

    ACTION: HP will inquire with the group members to determine if an interim meeting is desired and, if so, schedule a date for it.

  - o This meeting marked VB's last attendance before retirement. The group expressed huge gratitude for VB's contribution, and she thanked them for their valuable input.

    ACTION: VB is to provide the name of the person who will be taking over their role within the group once available