

Senedd Cymru | Welsh Parliament

[Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith](#) | [Climate Change, Environment, and Infrastructure Committee](#)

[Bil yr Amgylchedd \(Ansawdd Aer a Seinweddau\) \(Cymru\) | The Environment \(Air Quality and Soundscapes\) \(Wales\) Bill](#)

Ymateb gan Bwrdd Iechyd Prifysgol Caerdydd a'r Fro | Evidence from Cardiff and Vale University Health Board

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## General principles

What are your views on the general principles of the Bill, and is there a need for legislation to deliver the stated policy intention?

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Cardiff and Vale UHB is supportive of the general principles of the Bill. Reducing levels of air pollution is an important public health measure to improve the health and well-being of our communities and reduce inequalities, and strengthening the legal basis for this and for specific interventions would be welcomed. Cardiff has some of the highest levels of air pollution in Wales and as the Local Health Board we are keen that tackling air pollution is a priority.

What are your views on the Bill's provisions (set out according to sections below), in particular are they workable and will they deliver the stated policy intention?

National air quality targets (sections 1 to 7)

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Cardiff and Vale UHB is supportive of the proposed approach to setting national air quality targets. We would like to see a clear path to adoption and implementation of the revised WHO air quality targets in as short a time as possible.

Promoting awareness about air pollution (section 8)

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Cardiff and Vale UHB is supportive of the proposed approach to increasing awareness about air pollution.

National air quality strategy (sections 9 to 11)

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We are supportive of the proposed legislation relating to reviewing the strategy, including LHBs being included as statutory consultees. We would also suggest adding the Office of the Future Generations Commissioner as an additional statutory consultee. (NB: they have given the same answer to the [following question on AQ regulations \(section12\)](#))

Air quality regulations (section 12)

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We are supportive of the proposed legislation relating to making air quality regulations, including LHBs being included as statutory consultees. We would also suggest adding the Office of the Future Generations Commissioner as an additional statutory consultee.

#### Local air quality management (sections 13 to 15)

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We are supportive of this section, including the proposal to move to LAs conducting an annual air quality review

#### Smoke control (sections 16 to 18)

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We are supportive of the proposed approach to increase compliance with smoke control areas

#### Vehicle emissions (sections 19 to 21)

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We are supportive of broadening the scope for introduction of a trunk road charging scheme to reduce local air pollution.

We would recommend guidance relating to charging schemes sets out the breadth of potential options for introducing charging and when they might be considered, not just limited to schemes introduced under this legislation, including for example, Clean Air Zones, Ultra Low Emission Zones, congestion charging, and workplace parking levies.

We disagree that any income generated through a trunk road charging scheme should be used to fund initiatives unrelated to transport or clean air. It is an important part of achieving consent from the public and setting out a clear rationale for a charging scheme, that funds should be ring-fenced specifically for improving the transport system or air quality.

We are supportive of the strengthening of the provision of fines for vehicle idling; however it would be important that local authorities had sufficient capacity to enforce this adequately, and that in the run up to, and after, the introduction of the revised regime there was a significant public engagement campaign to raise awareness of the regime and its rationale.