CROSS RIVER PARTNERSHIP
Delivering London's Future Together

CRP Lunchtime Launch 2 – 25ᵗʰ February 2021

'Making Monitoring Meaningful:

Planning Transport in the Covid Era'

Questions and Answers Sheet

Q: Many are interested in monitoring air quality at School Street locations both outside the schools and in the adjacent streets. They have been informed these short intervals of roughly 1 hour in the AM and PM school journey peaks could not be measured accurately with diffusion tubes. Do we have other suggestions?

A: Diffusion tubes are a great way to measure long-term and ambient levels of nitrogen dioxide concentrations. They are low-cost and easy to install but are not suitable for a short-term study. As part of the Breathe London project, the Mayor of London launched a School Streets monitoring project at the end of last year. They will be using relatively low-cost Clarity Movement sensors to monitor nitrogen dioxide levels at 18 primary schools across London. We would recommend contacting the GLA Air Quality team for more information or to get involved.

Q: How easily could Vivacity's monitoring exercise be replicated for other modes of transport?

A: At the moment Vivacity is using 9 main vehicle classes as shown on the presentation slides, including black cabs. We are undergoing a major research project now to expand the classes we have to things such as cargo bikes and e-scooters. It is quite extensive research and involves training the algorithm. We will announce the new classifications we are planning on introducing at the end of

March; e-scooters are one of the priorities. We are also happy to look into more requests, such as for joggers, cargo bikes, or wheelchair users.

Q: Is it possible to capture ANPR data with Vivacity and link to the DVLA database, to determine EV/CO2 classifications of vehicles to show, over time, the effectiveness of freight and servicing initiatives?

A: Yes this is technically possible, however there are implications in terms of GDPR and privacy, so this is currently under review with the DVLA.

CRP's MeasureBEST tool aims to do a similar thing based on TfL data. The tool assumes an average vehicle speed, determined by the location (central, inner or outer London) and time period (e.g. morning peak), based on TfL data and applies this to the Car, LGV and OGV counts to generate estimated emissions for CO2, NOx, PM2.5 and PM10. Please contact CRP's fionacoull@crossriverpartnership.org to find out more about our MeasureBEST tool.

Q: Do you have any examples of how captured data has led to decisions including re-design of streets?

A: Yes, there are many examples where effective monitoring can lead to permanent change and street re-design. For example, this was the case with implementing traffic calming measures on New Park Road in Brixton. Initially the road was used as a rat run by motorists to avoid traffic lights and congestion on Brixton Hill; collision rates had been 40 per cent higher than on similar roads in Lambeth and in the four years before this project started, 12 people were injured in collisions involving cars. In response, this project involved piloting a different road layout using low-cost materials and hay bales as temporary measures to slow down and reduce the volume of vehicles. The Street Trial day saw an on-street concert organised by pupils, a visit from a fire engine to demonstrate being able to fit through the reduced road width, residents creating their own pop-up parks with traffic still flowing, at a much-reduced speed. Data collection included measuring traffic speed and volume, and this was used to make the case for the trial layout to be made permanent and show that surrounding streets wouldn't suffer increased traffic as a result. This data helped the councillors and borough officers to give support for a permanent scheme, which was completed in December 2016.

You can also find other case studies of data-led decision making in TfL's document "Small Change, Big Impact": http://content.tfl.gov.uk/small-change-big-impact.pdf

Q: Do you think there is need for even better communication within and between Council departments, especially between different disciplines e.g. Environmental Health and Transport? How can we break down silos to share vital monitoring resources and data?

A: CRP has found Councils to be great at cross-departmental collaboration in relation to monitoring. CRP has had positive experiences of working with different professional disciplines across different departments, and beyond Councils to e.g. Business Improvement Districts, to commit to, agree, arrange, install, analyse and use monitoring data most effectively. By working in partnership, all parties achieve increased value from the monitoring.

These collaborative approaches to monitoring are encapsulated via CRP's Healthy Streets Everyday and Clean Air Villages programmes, both of which run regular multi-disciplinary steering group meetings to align monitoring requirement, commitment and implementation for the benefit of all.

Q: How can we achieve a strategy which is inclusive and can lessen the reactionary output by anti-LTN groups?

A: Possibly the most important way to ensure that a strategy is inclusive and reduce the likelihood of any negativity is to ensure that you are consulting with and communicating with as many groups as possible in the build-up to implementation, particularly more vulnerable groups who may be disproportionately impacted. **CRP's mobility justice guidance touches on this and we would recommend taking a look**.

Listening to the thoughts and concerns of these groups can help to ensure that solutions are provided, as well as create more public buy in as you can highlight anticipated benefits and encourage the local community to be involved, making them feel more ownership towards the scheme. Following implementation, monitoring is then very important to provide the evidence that the scheme is working so that any opposition that has remained can be shown the hard evidence that concerns are unfounded or that the benefits far outweigh the negatives (nevertheless it is worth remembering that you can't always please everyone but having the evidence and data can be really helpful to add weight to your schemes in terms of impact).

CRP is going to be launching a Low Traffic Neighbourhood (LTN) social media campaign mid-March to highlight some of the data that supports these measures, so that we can help to address the common misconceptions associated with LTNs, but the myths, and remind people about the many benefits delivered by LTNs, to health, exercise, play, quiet, air quality.

Q: I wondered if or how CRP combine personal safety with the Clean Air Routes?

A: This is a good question and safety concerns definitely came up while we were developing the Clean Air Routes. We've taken steps that we can, by working with people who know the local area, to avoid routes that will make people feel unsafe. That said, we recognise the need for an element of personal judgment, perhaps if travelling late at night on your own.

Further information: Please don't hesitate to contact CRP Director susannahwilks@:crossriverpartnership.org with any further queries.