

Clean Air Villages 4

Q2 Steering Group

Meeting

Thursday 14th October 2021
10:00am – 12:00pm
Microsoft Teams



Department
for Environment
Food & Rural Affairs



Agenda

1. Welcome
2. CAV4 project recap
3. Contracts & Governance
4. Partner AQ updates
5. CAV4 progress against targets
6. Breakout rooms
7. Defra AQ Grant - latest round
8. AOB



Cross River Partnership Team



Susannah Wilks
Director



Carol Quamina
Operations Manager



Kate Fenton
Project Manager



Fiona Coull
Project Manager



Sefinat Otaru
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Rachael Aldridge
Communications Project Manager



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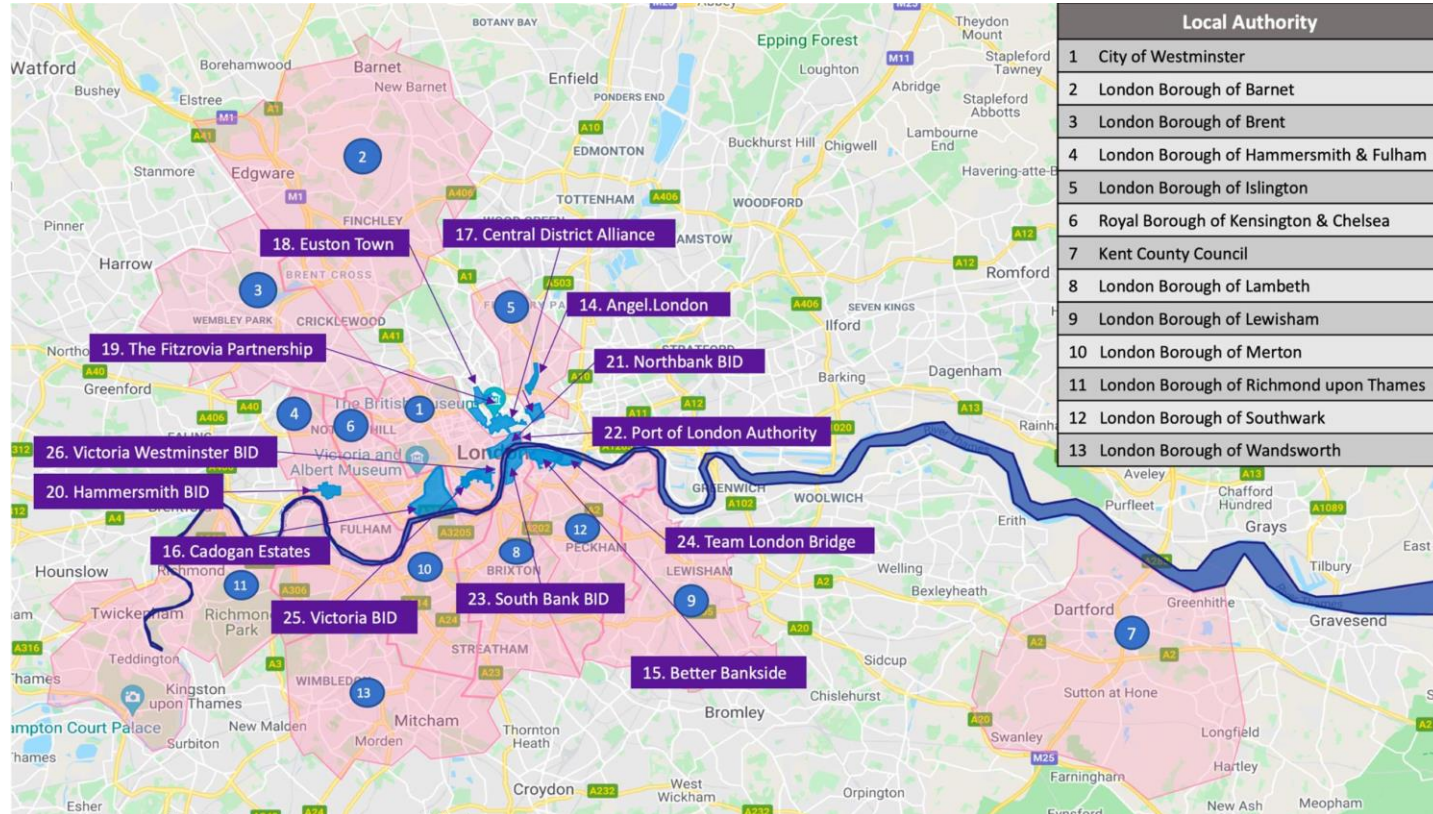


Eleanor Marshall
Project Officer



David Ebbrell
Project Officer

CAV4 Project Recap



Clean Air Villages 4 (CAV4) is a [Defra](#) funded AQ project led by [Westminster City Council](#) in collaboration with 26 project partners to improve the air quality across different London ‘villages’, where both air pollution and population density levels are high.

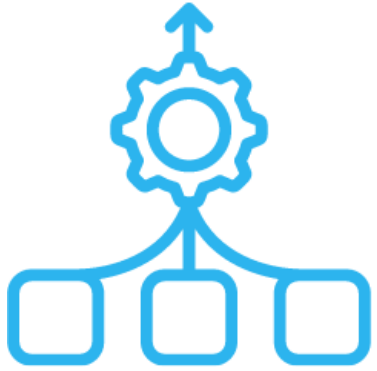
£700,000 was granted to CRP (the largest portion), with additional match funding from **26** project partners of **£520,000**.

26 Partners: 13 Local Authorities, 11 Business Improvement Districts, Cadogan Estates and the Port of London Authority.

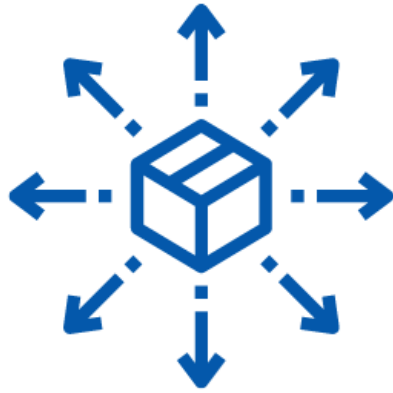
Project length: **1st April 2021 to 30th June 2022.**

CAV4 will build on the successes of the award winning [CAV1](#) programme, as well as [CAV2](#) and [CAV3](#), which all focused on interventions to support businesses, communities and hospitals. CAV4 aims to deliver ambitious **Freight Solutions for a Clean Air business recovery from COVID-19.**

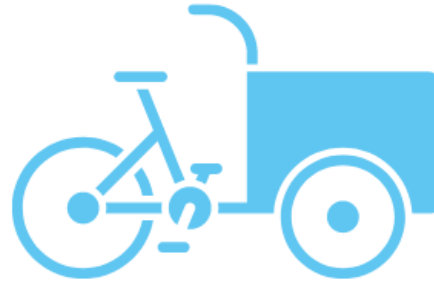
Project Solutions



Consolidation



Distribution



Mode



Technology



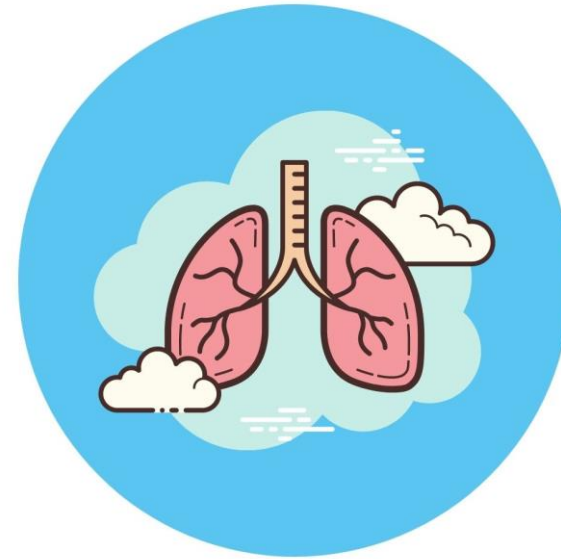
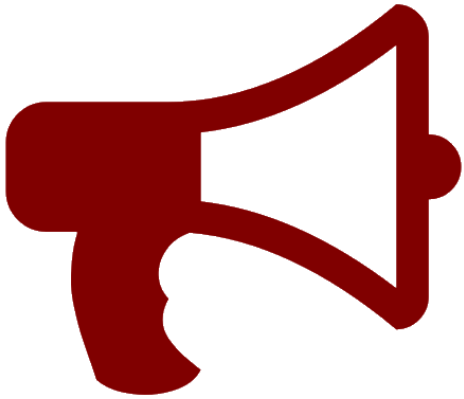
Policy

Contracts & Governance

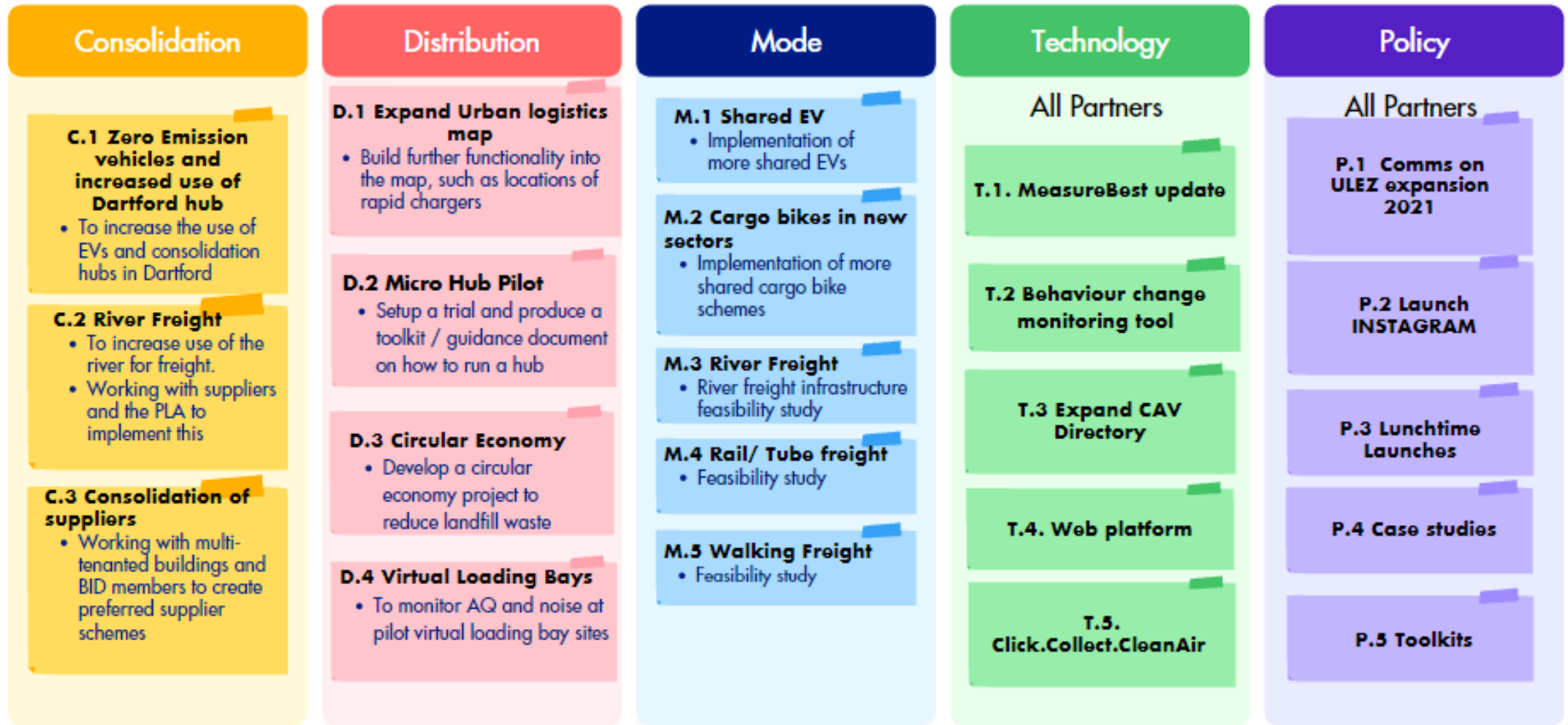


- Service Level Agreements
- In-kind match funding contributions

Partner AQ Updates



CAV4 progress against targets



Consolidation

Progress:

- **Zero emission vehicles and increased use of Dartford hub:** Brokered an introduction of a Dartford-based stationery company to CEVA Logistics. Enabling conversations about preferred supplier scheme into London Bridge BID areas by EV or river. Contacting Dartford-based businesses about EV dongles.
- **River freight trial:** AQ and noise monitors are on the GSTT river boat and the piers at the Dartford and London Bridge ends. Promotion of river freight taking place and some introductions have been made by CRP of brewery businesses to the PLA to explore feasibility. Contacting Dartford-based suppliers about river freight.
- **Consolidation of suppliers:** surveys of tenants / members of Cadogan and Midtown BID currently taking place to explore potential for consolidation and/or preferred supplier lists. Exploring similar ideas with Grosvenor Estates in Victoria area.



Consolidation



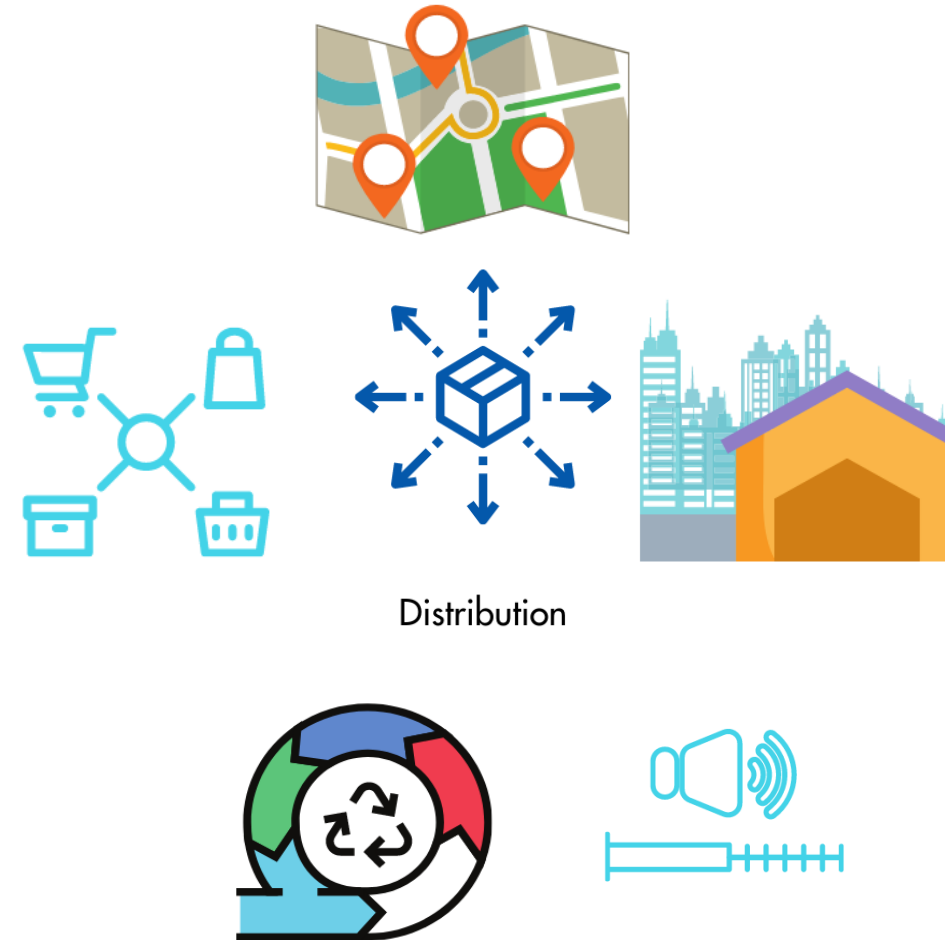
24 out of 60 1-2-1s completed (40%)

Distribution

Progress:

- **Expansion of Urban Logistics Map:** created 2 introductions between landowners and logistics operators for spaces listed on the urban logistics hub map in Q2
- **Sustainable Freight hub:** Working with Lambeth and Brixton BID to setup a trial of an urban logistics hub in south London. Exploring potential for trials elsewhere.
- **Circular Economy Trial (e.g. Reverse logistics):** Working with Angel BID and Islington on a circular economy pilot with a provider that works with businesses and market traders to implement re-usable food containers, reducing waste and congestion.
- **Virtual Loading Bay monitoring:** Locations and dates being confirmed with Southwark and Westminster. AQ and noise monitoring procured.

46 out of 76 1-2-1s completed (61%)



Mode

Progress:

- **Electric Vehicles:**
 - Shared EV scheme progressing in Richmond – potential to collaborate with Just Park
 - Procurement of telematic dongles – 14 businesses contacted directly as well as promotion by partners. Installation of dongles ongoing.
- **Cargo Bikes:**
 - Cargo bike trial provider established in Brent, tendering for provider in Merton
 - Continued promotion of legacy schemes in Northbank BID and Richmond
- **River Freight Infrastructure:**
 - Beckett Rankine commissioned for river freight infrastructure feasibility study. Currently finalising long list of piers to be considered in study.
- **Rail / Tube Freight:**
 - Meetings with stakeholders complete. Identifying options for feasibility study.
- **Walking Freight:**
 - Focus group meeting complete. Drafting brief for feasibility study to identify potential areas for walking freight based on different walking freight typologies.



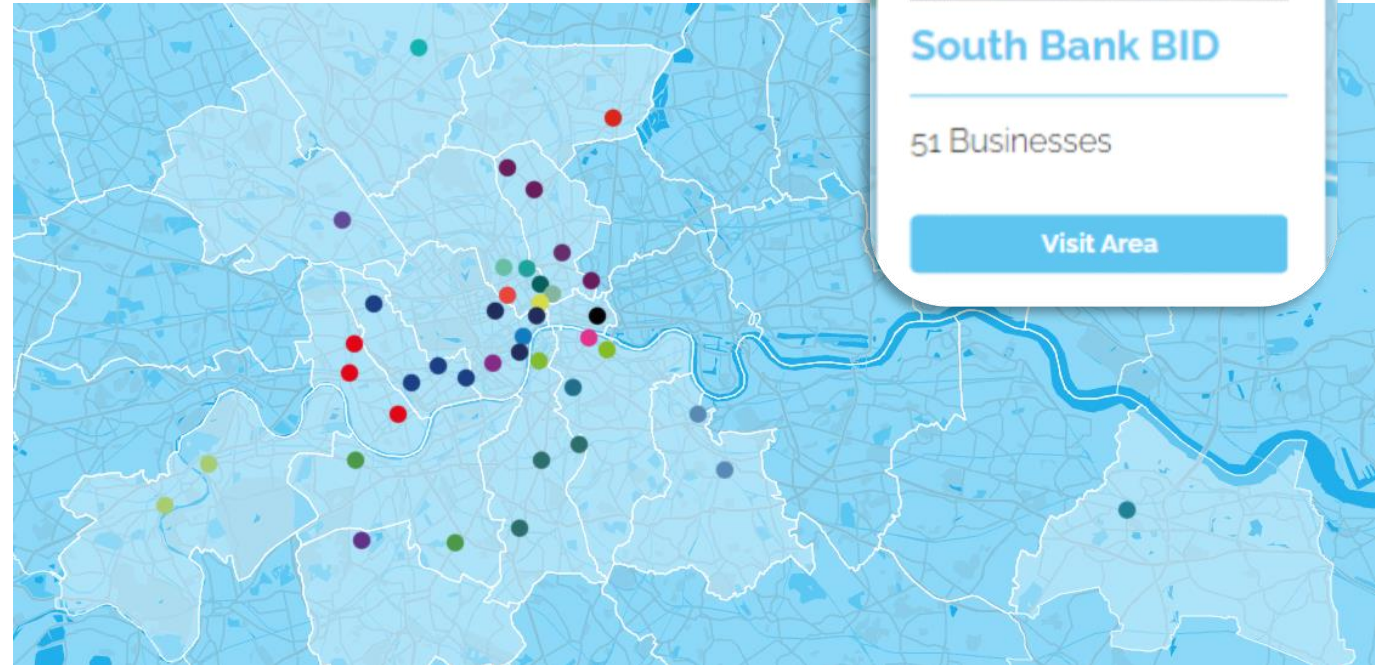
26 out of 64 1-2-1s achieved (41%)

Technology

Progress:

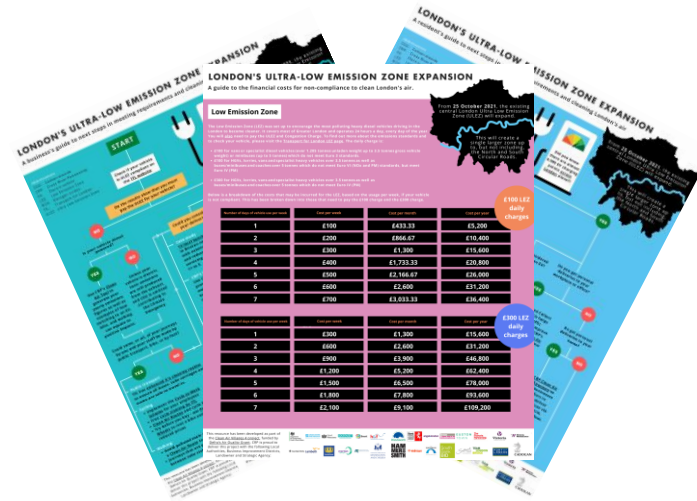
- **MeasureBEST**
 - Adapting the tool to complement Vivacity monitoring
 - Exploring feasibility of including river vessels
- **Behaviour change monitoring tool**
 - Still finalising ideas
- **CRP Clean Air Villages Directory expansion complete**
 - 11 new local village pages
 - Possibility of paid advertising to promote more traction to the tool
- **Web platform**
 - Useful feedback from partners in Q1 SG brainstorm. Still exploring ideas.
- **Click.collect.cleanair**
 - Development of ideas for update continue

1-2-1s: 2/30 (7%)



Policy

Supporting the ULEZ expansion



CRP Lunchtime Launch sessions

CROSS RIVER PARTNERSHIP
Delivering London's Future Together

Lunchtime Launch
Railway Infrastructure:
Dawn of a New Era?

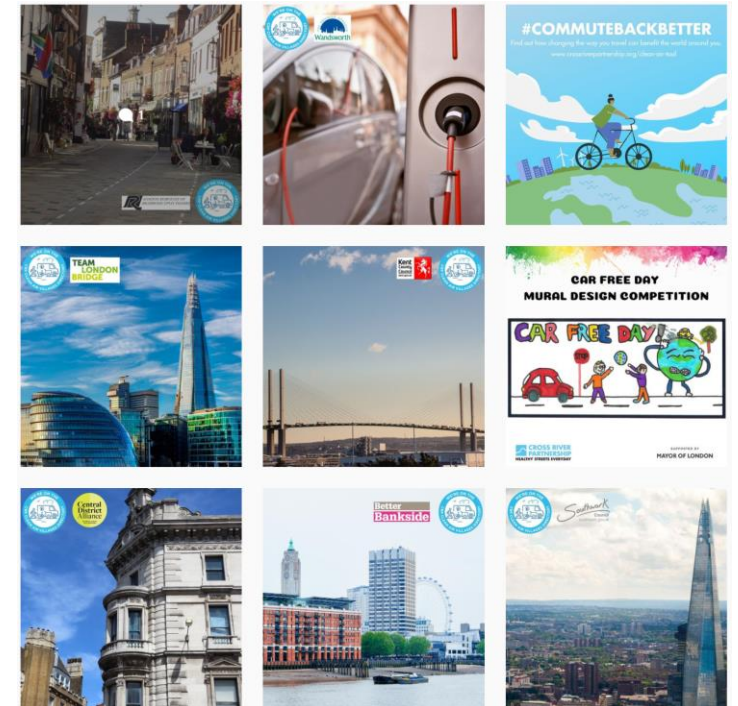
CROSS RIVER PARTNERSHIP
Delivering London's Future Together

Lunchtime Launch
The Future of Sustainable
Shipping & Trade in London

CROSS RIVER PARTNERSHIP
Delivering London's Future Together

Lunchtime Launch
Climate Effects: The
Benefits of Greening

Instagram, other communications channels, upcoming case studies and toolkits



1-2-1s: 4/30 (13%)

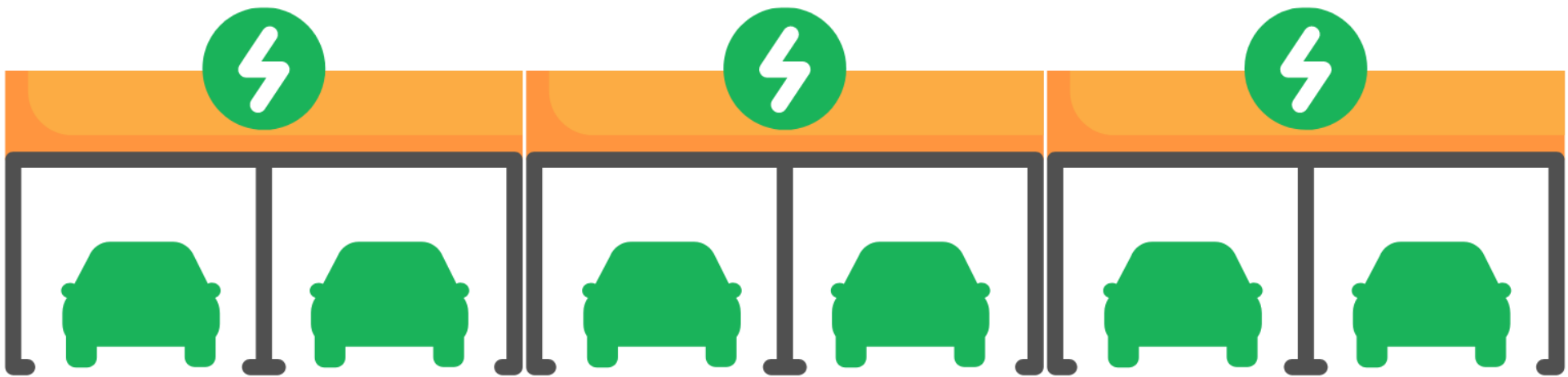
Clean Air Villages 4: Switching your fleet to electric vehicles

Motivations and Challenges

This section explores why you chose to switch to electric vehicles for your fleet, and some of the challenges and opportunities of switching.

OK

Do you have a fleet of electric vehicles?



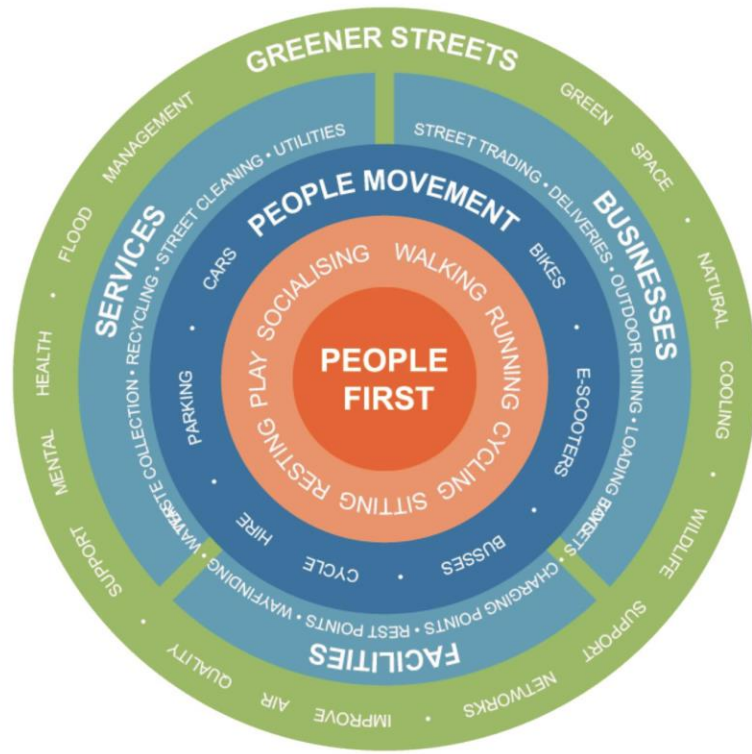
The Lived Experience of Our Streets



A People First Vision
for London's Streets



Approach: People First



Stakeholder Engagement



NOOMA Studio



THE ROYAL BOROUGH OF KENSINGTON AND CHELSEA



Lived Experience Of The Streets



Daniel Graydon

The experience of London streets as a e-cargo freight rider

Daniel, 31, lives in Brentford and works as a cargo bike courier. As a road user and courier for over a decade, he feels that he has “a pretty good understanding of London roads, both as a professional user and as a commuter.” Here’s what he had to say about his interactions with London’s streets and their impact on him.

Street Typology Case Studies



Local High Street
Atlantic Road



Destination
Camden High Street

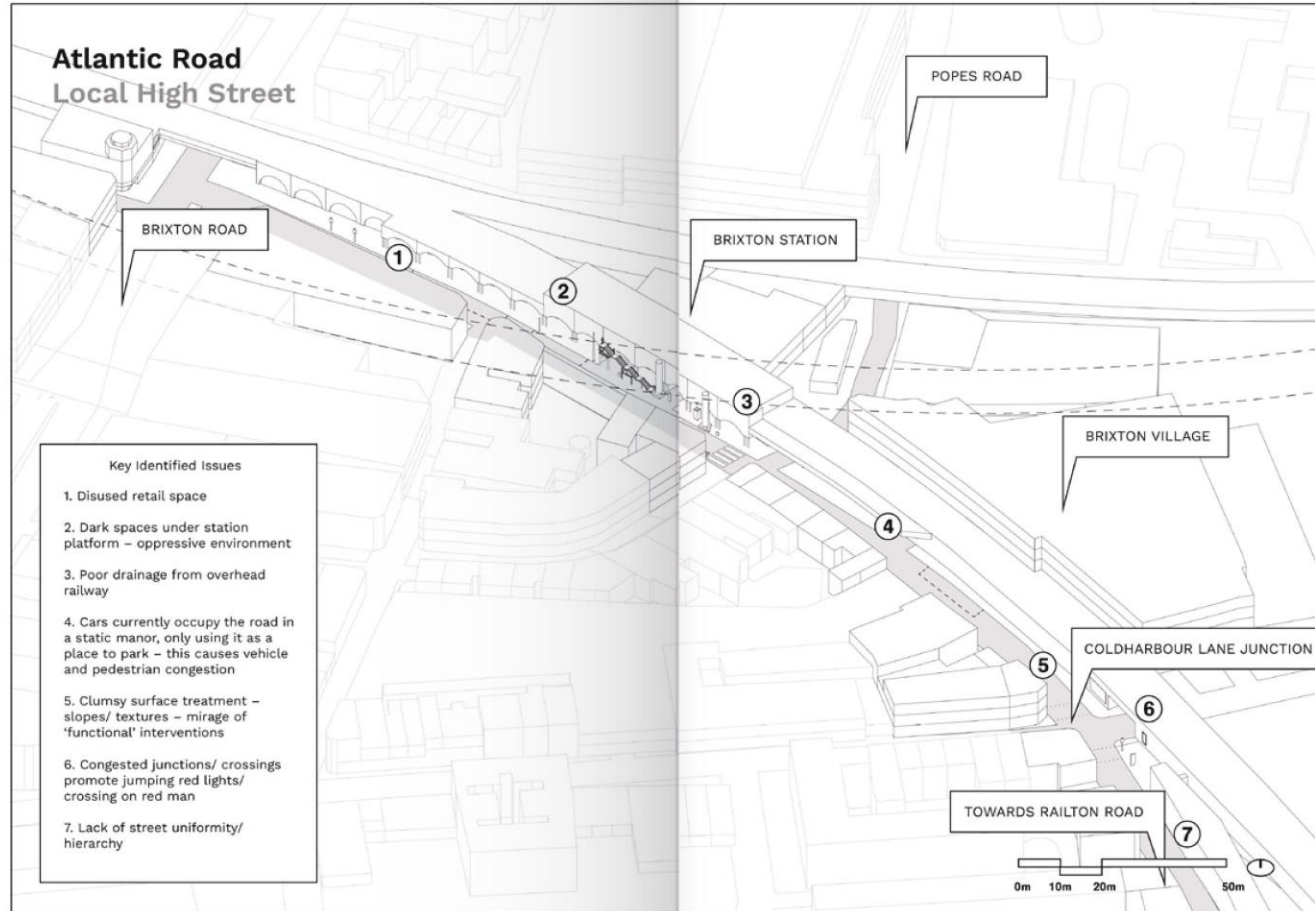


Office & Transport
Praed Street



New Development
Circus Road West

Identified Key Problems



From junction you get to centre of Atlantic Road. → Access to buzzing Brixton Market.



Overhang from platform dripping, obstructing space.

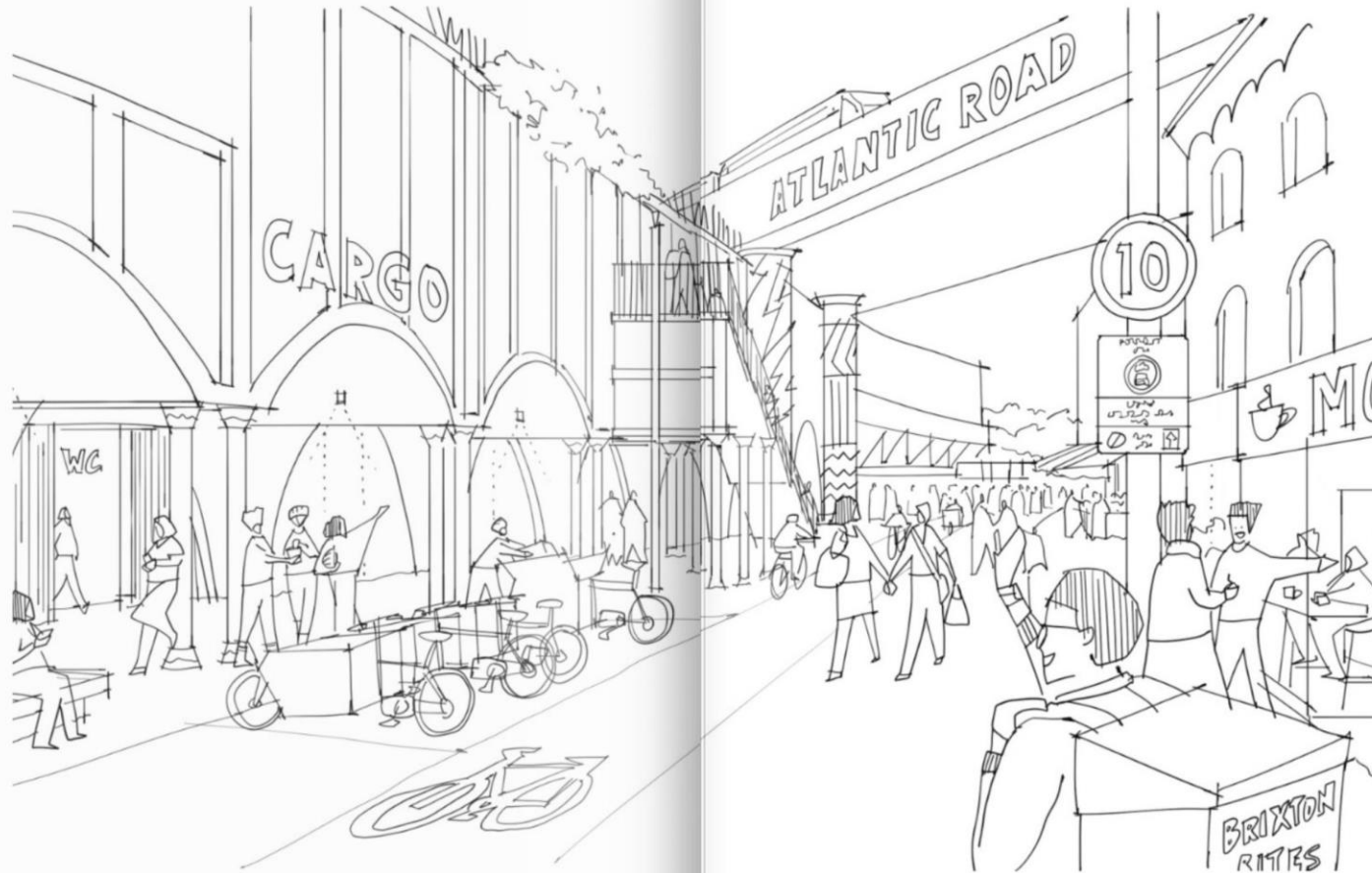
very tight & busy space.

NOOMA Studio



VISION

A Vision For Central London's Street Space



NOOMA Studio

Local High Street Atlantic Road

DRAFT

Typology Vision



VISION

A Vision For Central London's Street Space

<p>7. E-Cargo Provision</p>	<p>2. Greening</p>	<p>13. Create Spectacle</p>
<p>3. People First</p>	<p>8. Interoperability</p>	<p>4. Designation</p>
<p>1. Maintain Infrastructure</p>	<p>8. Flexible Street Space</p>	<p>10. Passive Wayfinding</p>

Atlantic Road - The Spine of Brixton

The Spine of Brixton acts as the functional backbone of the community, establishing a vital service corridor along the length of Atlantic Road. Improvements to this corridor will enable the efficient servicing of the local community and market spaces that spill out onto the road whilst providing a welcoming space for all to use. Furthermore, the vision will utilise the disused area under the archway, providing a space for the existing e-cargo community that both work and socialise from this stretch of street scape.

Observed Problems

- Only using it as a place to park – this causes vehicle and pedestrian congestion
- Abandoned retail space
- Dark spaces under station platform with poor drainage from overhead railway creating an oppressive environment
- Clumsy surface treatment with steep slopes and a number of different textures, a mirage of 'functional' interventions
- Lack of street uniformity and hierarchy
- Congested junctions and crossings promote jumping red lights and crossing on red man
- Street circulation is poor around station entrance and exit, it cuts street circulation causing congestion

Break Out Rooms

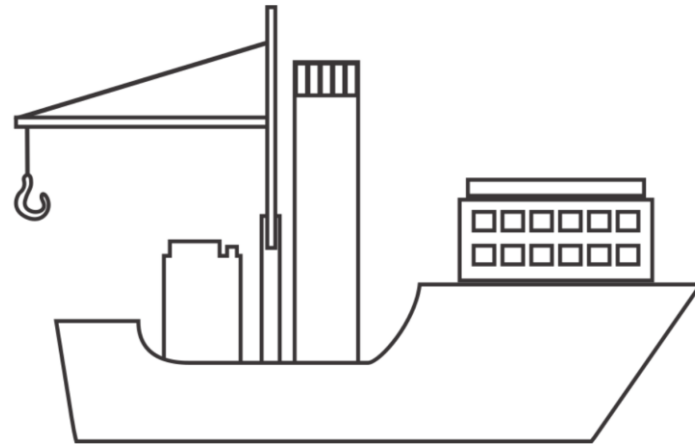


A. Group Discussion

1. ULEZ resources
2. Dongles
3. River freight

B. Feedback

DEFRA AQ Grant



Recent comms

58 October / November 2021

Click here for Text only view

Ac

Recognising the importance of air quality in London

Kate Fenton, Project Manager, Clean Air Villages



Air pollution affects anyone who lives, works and visits London, especially targeting vulnerable groups and those who live in deprived areas. As I walk my weekly commute to the office, I reminisce about the quieter, cleaner roads that we saw during the pandemic. Amongst a lot of unparalleled change, the pandemic saw street structure being altered overnight as a response to the increase of challenges we

faced as a city. Many of us saw the positive effects on our health of less traffic and more walking and cycling within our communities, and lockdowns offered an opportunity to change working practices for many businesses, especially in terms of making positive changes to our local environment. On top of all this was the recently established link between air pollution and Covid-19, leading to a new urgency and concern around the way we use space in cities.

50
Cllr Susan Aitken

53
Bea Nitzler

63
Cllr Naheed Mather

Decarbonisation 59

To address the issue of air quality, from April 2021, Cross River Partnership, a non-profit and impartial partnership organisation, has been delivering the DEFRA Air Quality Grant-funded Clean Air Villages 4 (CAV4) programme across London and Dartford. CAV4, led by Westminster City Council in collaboration with 26 project partners, aims to improve air quality across different London 'villages', where both air pollution and population density levels are high. Solutions to poor air quality are targeted across locations identified by the Greater London Authority as areas of high exposure to poor air quality and cover aspects of business operations, from consolidation and distribution to zero emission modes of transport and technology to support them. Policy elements of the programme also ensure that these are robust and fit for the future. The project commits to implementing solutions which will result in fewer polluting emissions and builds on the work of previous Clean Air Villages programmes.

Concerns around air pollution are not new and legislation attempting to better air quality was enacted as early as 1306 in London. We want to encourage all vehicle owners to meet the standards and where possible, switch to lower polluting methods, such as walking, cycling, cargo biking, scooting and using public transport to improve London's toxic air quality, which was responsible for the deaths of over 4,000 Londoners in 2019 alone. With the expansion of the Ultra Low Emission Zone (ULEZ) imminent, CRP has created ULEZ guidance documents to aid resident and business vehicle owners on next steps to meet the emission standards. These easy-to-use flow charts provide straightforward advice and signposting for electric vehicle leasing and buying options, funding opportunities and financial incentives. We have also created a simple breakdown of the financial costs associated with continuing to drive a vehicle that does not meet the ULEZ (or LEZ) standards.

Another CAV4 tool for residents, businesses and local authorities alike is the recently expanded CRP Clean Air Villages Directory, which lists businesses delivering via ultra-low emissions across London. If you're looking for a delivery in London or Dartford without contributing to air pollution, order from one of our ultra-low and zero emission suppliers. The directory lists businesses from bakers to printers, florists to cheesemongers, so you can shop guilt-free. Using the tool allows businesses and consumers to actively reduce local air pollution through procurement and logistics, whilst supporting local.

Moving from road to river, we have been busy collaborating with the Port of London Authority working on river freight monitoring and a river freight feasibility study as part of the programme. This work will highlight the potential benefits of moving freight via inland waterways in London compared to using the road network. The movement of goods to and from river piers is carried out using electric vehicles, therefore not contributing to road emissions. It's estimated that use of the river for freight reduces an estimated 265,000 lorry movements a year off London's congested roads and so the CAV4 programme is looking to harness the potential of the river for deliveries in the capital.

Working on both a local and cross-borough level in London on freight solutions will result in better air quality for all in London. Last year, using the Clean Air Tool, developed as part of Clean Air Villages 3, CRP showed a saving in NOx of emissions of the equivalent of 1,629 football pitch sized forest fires and a saving of CO2 the equivalent of 16,438 homes heated for one day. We're excited to see the developments and results from CAV4 as we continue to work collaboratively with partners, informing how future sustainable movements of freight can take place across different sectors, London and beyond to better air quality and make lasting change to cities post-pandemic.

Article in the latest edition of the Public Sector Executive



Slido: What has been the best thing about CAV4 so far?

Next Steering Group Meeting

- Quarterly Steering Group meetings:
 - **Q3: Thursday 13th January, 10am to 12 noon**
 - Q4: Thursday 21st April, 10am to 12 noon
 - Q5: Thursday 14th July, 10am to 12 noon
- Minutes & presentation to follow

AOB