

**CRP Lunchtime Launch 5 'Spatial Mapping: Benefits for Air Quality, Logistics and Health'**  
**Thursday 20<sup>th</sup> May 2021**



**Question and Answer Sheet**

**CRP's Urban Logistics Hub Webpage**

**Q: Barbara Terres, Team Manager, Environmental Services, Westminster City Council:** Can you see Urban Logistic Hubs also being suitable for the construction industry, that delivers huge amount of material in and out of the city?

**A:** Yes, we expect that sites will be available for all sectors. If there are specific requests for space for construction logistics hubs, please get in contact with CRP so that we can understand if there are different requirements.

**Q: Todor Kuznetsov, Urban Design Officer, Royal Borough of Kingston upon Thames:** Are there any initiatives at national, London (e.g. by GLA), local or other level that aims to consolidate a digital 'live' data approach in relation to logistics, air quality, other related data? The London Plan has many "hooks" but nothing that suggest one platform or approach to such and related factors.

**A:** Currently we believe this would be the first digital map showcasing such sites. The plan for this online tool is to promote different methods of deliveries to help align with the climate emergency and to reduce air pollution in the capital. We hope this site will help advance conversations and grow the infrastructure whilst connecting stakeholders in a simple and accessible manner. Site information is available and visible for all.

**Q: Sam Keam, Co-founder, Zedify:** Is there a role for government and other organisations to support collaboration between urban delivery companies on shared logistics hubs, or is the fierce competition for hubs in London going to result in large incumbents pricing out the innovators in the urban consolidation sector?

**A:** We hope that this brings innovators to showcase what could be done with the urban consolidation sector. Site owners and boroughs have the power to choose how their sites are be used, and this could be put into procurement guidelines for when operators would need to share space. We hope this will be balanced across the sector to help businesses in the capital.

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**Q: Russell Dryden, Manager, Blue Bermondsey BID:** What makes a good hub site?

**A:** A good hub site needs to have access for larger vehicles, clear infrastructure for bikes, potentially charging points, as well as a good density of businesses who want to consolidate. It's also useful to have a clear view of any restrictions that are in this local area.

**Q: David Kaner, Consultant, BDC Consulting:** Can the web tool be adjusted to add sites for different needs, e.g. local waste consolidation?

**A:** Yes, the sites can include extra information on what type of consolidation it needs to be for, this is up to the site owner. We can use this as a filter if there is enough demand.

**Q: David Kaner, Consultant, BDC Consulting:** How do sites get added to the tool?

**A:** Please contact CRP through the contact page [on the website](#) and be clear whether you are looking for a site or have a site you would like to be added.

**Q: Tom Linton Smith, London Borough of Islington:** Is there an interest in including potential meanwhile use sites on the tool? Could be another filter option.

**A:** Yes, we are always looking at ways to develop the map, currently we would put this under extra information until we had enough site owners looking for meanwhile use.

**Q: Asmina Remtulla, Volunteer:** Interesting about Guys and St Thomas' - are there other hospitals who are interested in these work streams?

**A:** We have found that hospitals are looking into logistics and sustainability for the longer term, there has been momentum from the NHS trusts in London on finding ways to reduce impact of air quality. The case study for Guys and St Thomas' [can be found here](#).

**Q: Will Salt, Senior Consultant, Momentum Transport Consultancy:** How can we encourage developers to commit to specific logistical hubs for consolidation without compromising the servicing strategy, should that hub not be delivered?

**A:** As corporates with social and environmental responsibilities, developers should be considering deliveries and servicing of their existing and planned property portfolios as an important issue, with the same multiple contingencies that they would devise for any other issue important to their business operation.

**For more information, please contact CRP Senior Project Officer Laura Jacklin:**  
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**Low Traffic Neighbourhoods: Spatial Equity Mapping**

**Q: Marie-Claire Meisels, Partner, MARTEAU Inc:** I'm interested to hear your thoughts on whether strategies to improve the air in dense urban/retail areas might still be applicable to more spread-out suburban areas of London too?

**A:** A lot of Dr. Aldred's past research has focused on Waltham Forest and the impact of LTNs in an outer London context. Additional research that looks across the whole of London shows that the beneficial impacts may be stronger in outer London than inner London, but more research is still needed on this. Approaches are no less appropriate in outer London than inner London.

**Q: Asmina Remtulla, Volunteer:** How are you engaging with medics?

**A:** Transport and health are being increasingly brought together, for example Guys and St Thomas' are interested in road closures and health. We saw a decline in injury risk through the introduction of LTNs, which is of interest to people within public health and also injury medics.

**Q: David Fanner, Consulting Analyst, Ogilvy Consulting Behavioural Science Practice:** What are your thoughts on personal air quality monitors like Plume Flow?

**A:** Monitoring plays a critical part in effective decision-support. It's essential for communication with stakeholders and evaluating the effectiveness of interventions, and useful that Plume can make air quality levels more transparent for individuals, hopefully leading to more effective decision making.

**Q: David Fanner, Consulting Analyst, Ogilvy Consulting Behavioural Science Practice:** Air quality feels like an underrated issue. How much of a problem is this?

**A:** More people are becoming increasingly aware of the negative impacts of motor vehicle use and the need to ensure that unnecessary car trips are reduced. There's growing awareness to reduce the amount of unnecessary driving to improve air quality and increase physical activity. A range of things need to be done, but the debate is increasingly about air quality and other health aspects.

**Q: Ruby Sara Juarez Portela, Apprentice, Westminster City Council:** What plans have been put in place to improve air quality across central London?

**A:** CRP's [Defra-funded Clean Air Villages 4](#) programme is working in collaboration with 26 project partners, including in central London locations. The programme will incorporate consolidation, distribution, mode, technology and policy freight solutions, trialled across different 'villages'. Clean Air Villages 3 has also put initiatives in place across central London to improve local air quality – please see [here](#) for more information.

**Q: Asmina Remtulla, Volunteer:** Do you think these LTNs have caused a lot of traffic jams and has caused pollution to pedestrians due to traffic jams?

**A:** Please see Dr Rachel Aldred's article '[The Impact of Low Traffic Neighbourhoods on Active Travel, Car Use and Perceptions of Local Environment](#)' for more information on the impact of LTNs and their impact on local area.

**Q: Asmina Remtulla, Volunteer:** Did you look whether there were Faith Institutions located near these areas?

**A:** There has been engagement with religious institutions on various LTNs where extensive resident and stakeholder consultation has taken place, for example in Haringey.

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**Q: George Economides, Future Mobility Team Leader, Oxfordshire County Council:** Do you find that car ownership correlates with deprivation?

**A:** Research suggests that lower car ownership rates, especially historically, could correlate with higher deprivation. However, this is not necessarily the case more recently, especially in e.g. London, where the picture is slightly more complex. Please see [here](#) for more information.

**Q: Denise Beedell, Policy Manager, Logistics UK:** What research has been undertaken on displaced traffic - and also if it takes longer for deliveries to be made (because the driver has to park further away from an address inside an LTN) has this increased the number delivery vehicle journeys?

**A:** ['Disappearing traffic? The story so far'](#), page 14 sections 5-7 contains information about traffic displacement and research on road space reallocation schemes. Experience suggests that it is rare that road space reallocation schemes cause substantial and unacceptable levels of congestion and disruption.

**Q: David Kaner, West End Partnership:** Does a scheme which allows access for delivery but not through traffic still count as an LTN?

**A:** 'Low Traffic Neighbourhoods' (LTNs) are area-based interventions that use 'modal filters' (planters, bollards, or camera gates) to remove through motor traffic from residential streets (Dr Rachel Aldred, 2021). Yes, a scheme which allows access for delivery but not through-traffic could classify as an LTN – essential services always must be able to get to residents, especially those who are more vulnerable, elderly or have mobility/accessibility issues.

**Q: Rob Morton, London Borough of Tower Hamlets:** Is there any emerging data on mode share changes in LTNs since their implementation?

**A:** Please see [here](#) for all recent findings from Dr Rachel Aldred on LTNs. Specifically, ['Low Traffic Neighbourhoods, Car Use and Active Travel: Evidence from the People and Places Survey of Outer London Active Travel Interventions'](#) details that there were larger effects (decreased car ownership and use, increased active travel) in intervention areas where Low Traffic Neighbourhoods (LTNs) were introduced.

**For more information, please contact Dr Rachel Aldred: [r.aldred@westminster.ac.uk](mailto:r.aldred@westminster.ac.uk)**