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February 2012

Reports Published – February 2012

REPORTS

TRF006 "Spare a thought for the Transport Minister" by Professor Eric Sampson
(Price £35, code E)

PUBLISHED PROJECT REPORTS

PPR595 Emissions source apportionment – Putney High Street by A Savage and K Turpin
(Price £35, code 3X)

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Summary**February 2012****TRL Report TRF006**

"Spare a thought for the Transport Minister"

Professor Eric Sampson, CBE, Newcastle University and City University London

Pages: 16, ISBN: 978-1-84608-994-7

In a public service career spanning almost 40 years the speaker, Professor Eric Sampson CBE, has tried to support the policies and plans of a large number of Transport Ministers representing a range of political affiliations. During that time he has become increasingly concerned by the near-impossibility of requiring Ministers to take evidence-based transport decisions against a background of seven "management" pressures which frequently pull or push in different directions:

- Safety
- Environmental Impact
- Throughput
- Accessibility and Inclusion
- Integration
- Privacy
- Security

while at the same time they will be expected to follow their party's political and financial agendas.

In this lecture he reflects on the role of Ministers' full-time official advisers – the Civil Service – and discusses with some real examples how difficult it can be to find a path between the different pressures when a real issue emerges.

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Summary**February 2012****Published Project Report PPR595**

Emissions source apportionment – Putney High Street

A Savage, K Turpin

Pages: 48, ISBN: 978-1-84608-999-2

The aim of this project was to determine the vehicle emission sources in Putney High Street in London Borough of Wandsworth. This street was chosen because kerbside measured nitrogen dioxide (NO₂) concentrations are some of the highest in London, exceeding both the annual and hourly mean Air Quality Strategy Objective by a large margin.

A combination of automatic number plate recognition (ANPR) cameras and video traffic counts were employed to characterise the vehicle fleet and determine emissions from each vehicle type for each hour of the day. Recommendations for further work to overcome some of the limitations of this study are provided in the report.

The headline results from the study showed that buses contributed over two-thirds of NO_x emissions and 21 percent of particulate (PM) emissions in Putney High Street despite making up only ten percent of vehicle flow. Overall, cars made up two-thirds of the total vehicle flow in the street and contributed to 14 percent of NO_x emissions and 35 percent of PM emissions. Emission rates were similar on weekdays and Saturday and the diurnal profile reflected that of the hourly NO₂ concentrations measured at the kerbside monitoring site.

The majority of the fleet met either Euro 3/III or Euro 4/IV emissions standard, i.e. were 10 years old or newer. 93 percent of heavy goods vehicles, buses and coaches were found to meet the required standard of Phase 2 of the London Low Emission Zone scheme.

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