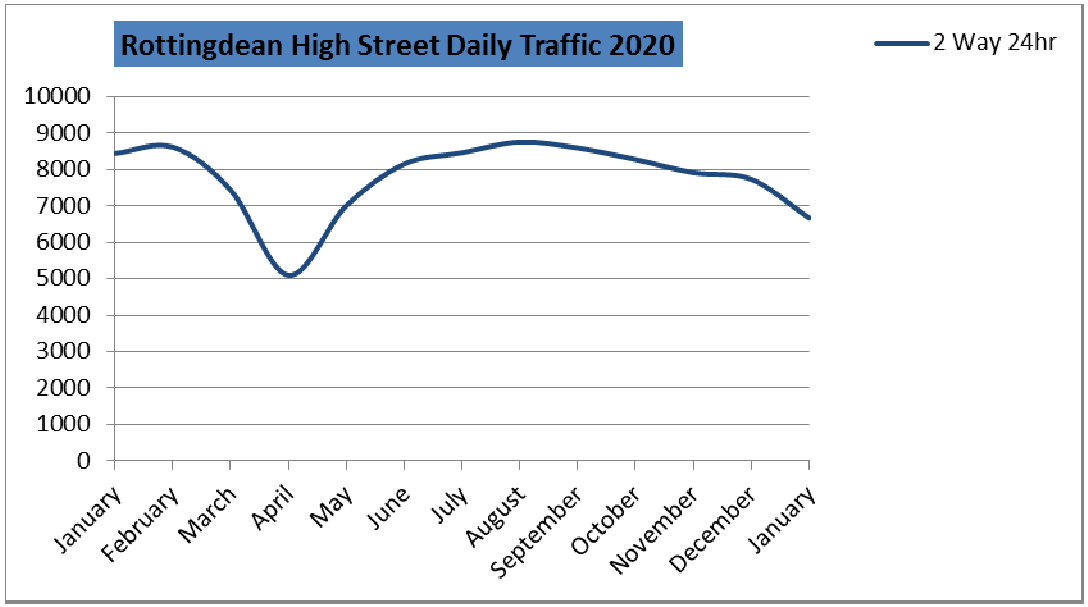
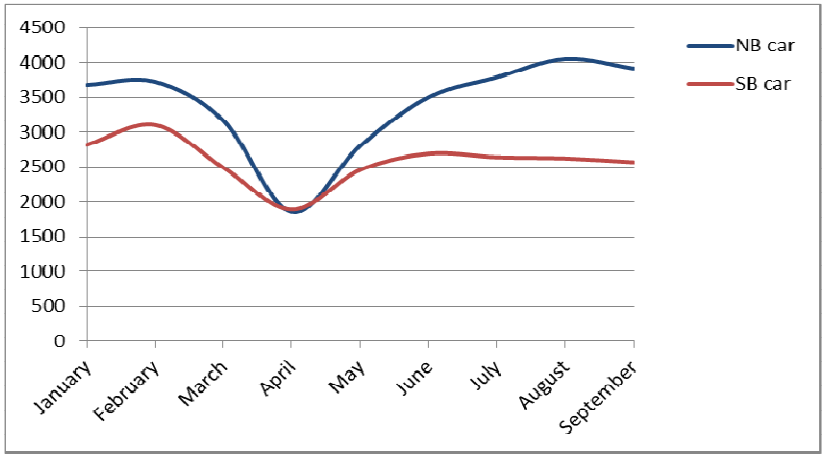
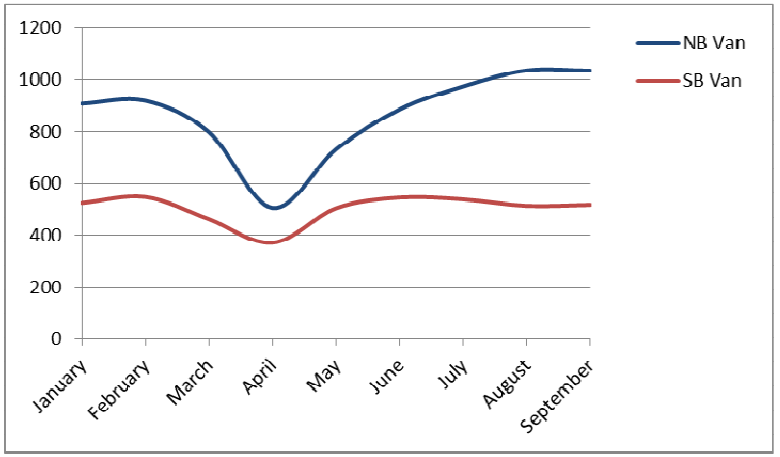
Rottingdean Monitoring Provisional Results 2020

Traffic Data RH



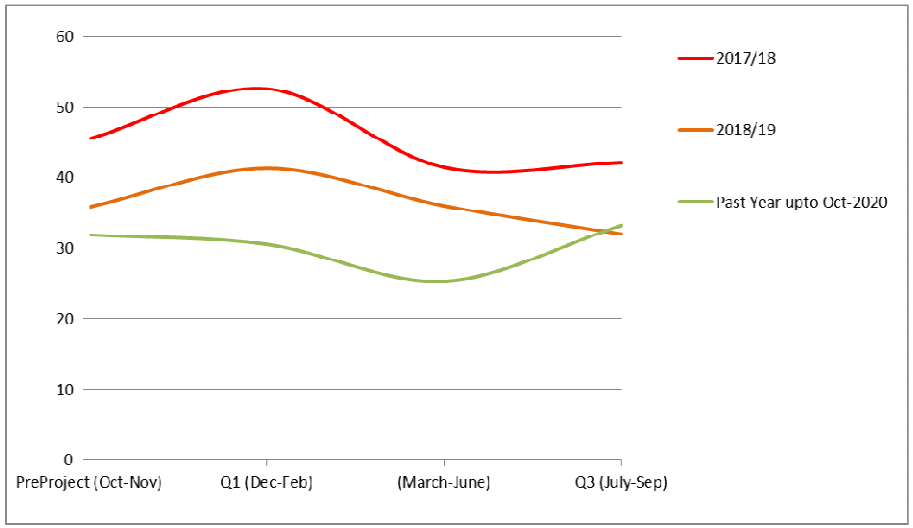
North and southbound car and van



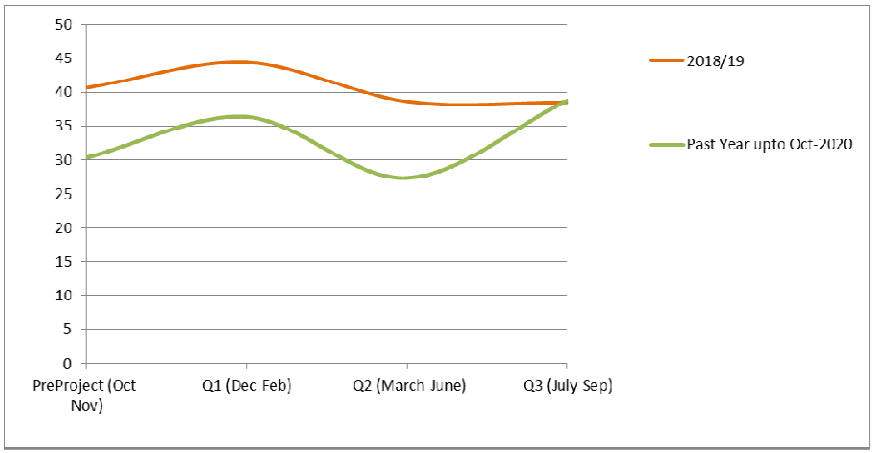


Comparison with Previous Years

Nitrogen Dioxide Tube: E22, 66 High Street - Adjacent Queuing Traffic southbound



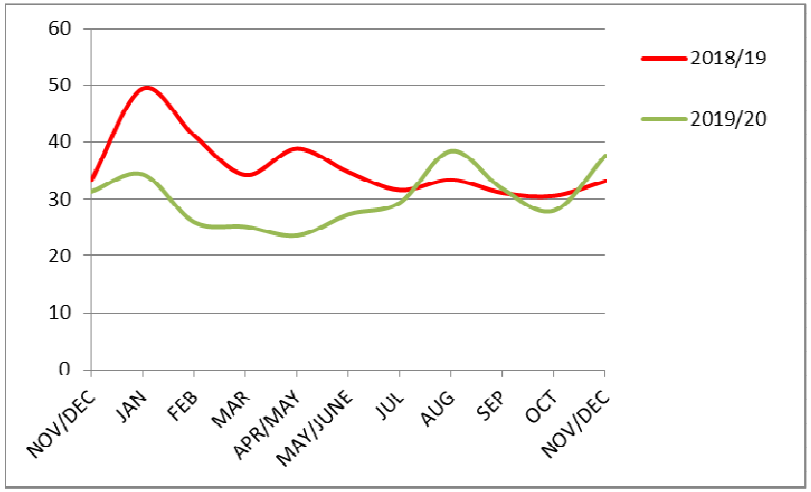
E23, 31 High Street - Vehicles pulling away



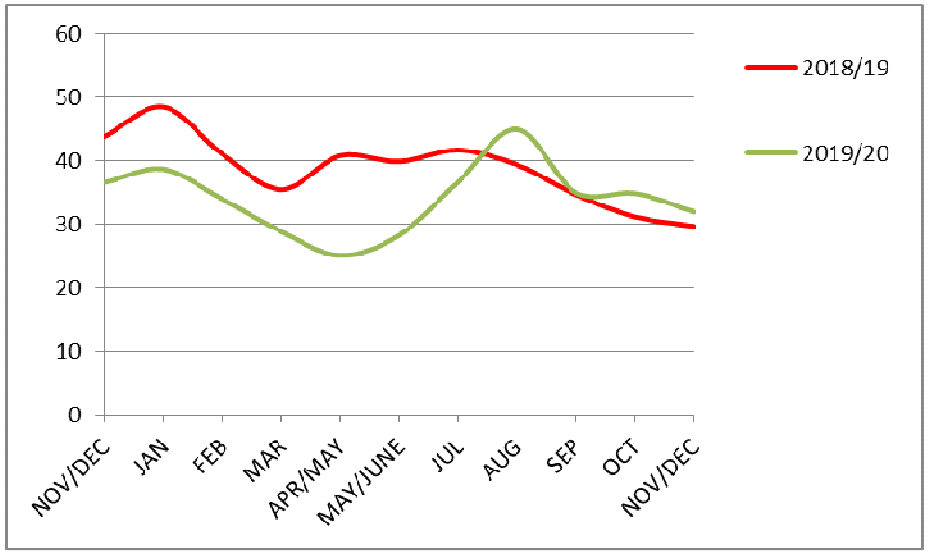
On the east side of the High Street the monitor suggest no winter peak in NO_2 early-2020. Records suggest lower pollution compared to 2018 & 2019.
Relatively high NO_2 July & August is likely influenced by the end of travel restrictions and demand for vehicle journeys.

Monitor on the west side of High Street is closer to vehicle launch than congestion. A winter peak in NO_2 is recorded. Ambient temperature influences NOx exhausts especially during accelerations. Low NO_2 during lockdown. Higher NO_2 July-September, but lower than the 2018 level.

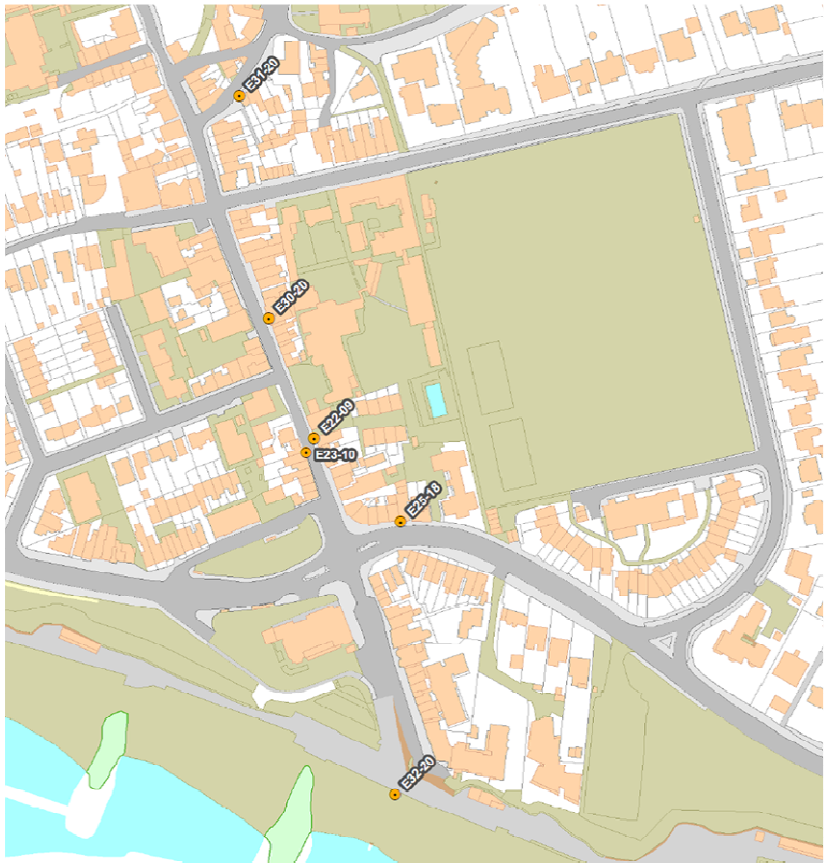
Nitrogen Dioxide Monthly Data: EAST 22 at 66, High Street



EAST 23 at 31, High Street



Rottingdean Monitors 2020



Longitudinal Distance vs NO_2 Concentration

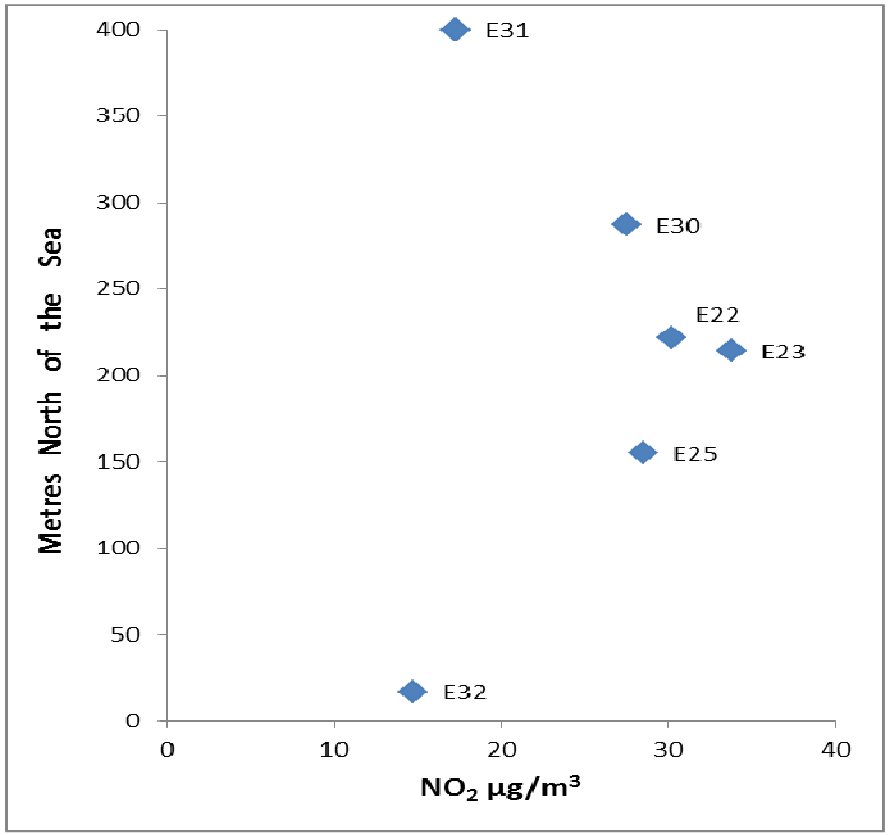
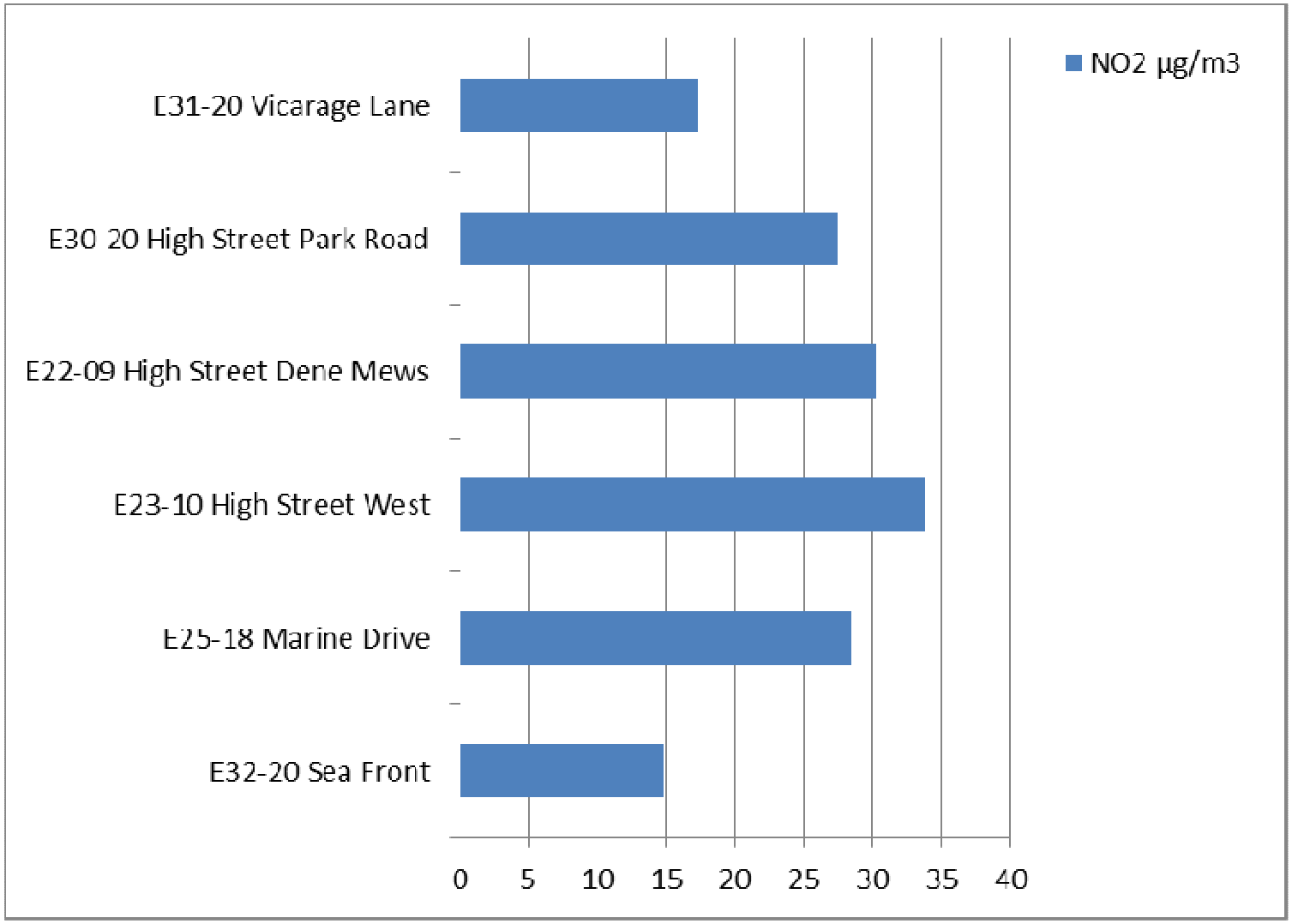


Table1 Provisional NO_2 2020

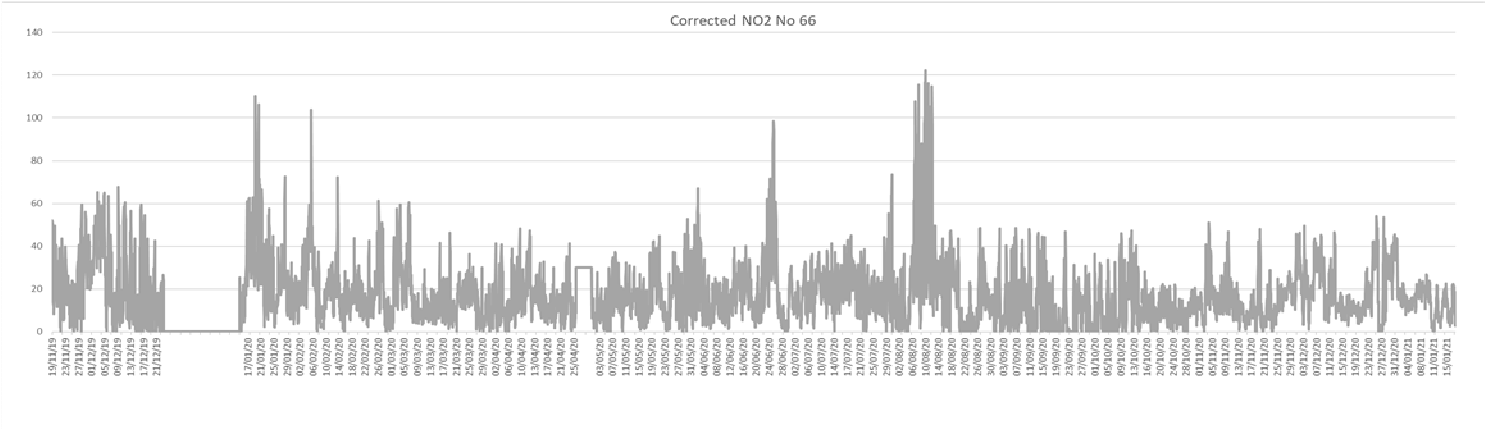
Period	E31-20	E30-20	E22-09	E23-10	E25-18	E32-20
January to April	18.1	25.7	28.5	33.8	27.2	20.4
April to July	14.0	23.4	25.5	26.6	29.9	12.5
July to October	18.4	29.8	33.2	38.8	28.5	13.0

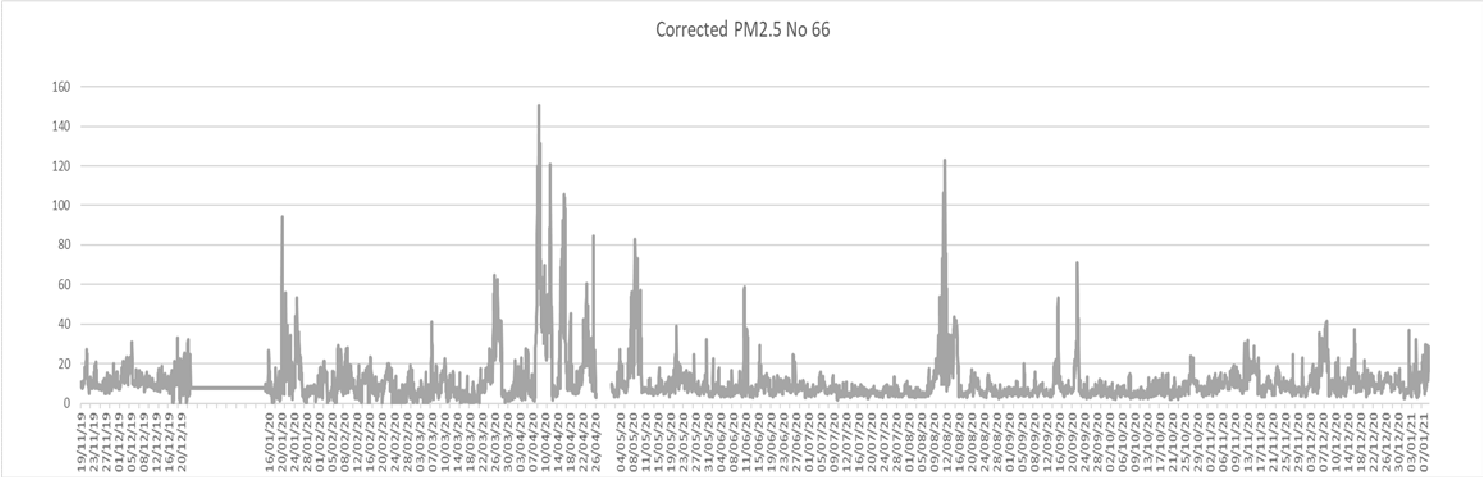
Note: Raw data Calibration applied at the end of the year

Six Monitors 2020 north to south



NO_2 Sensor High Street





Commentary

Travel changes are revealing. Traffic volumes, and vehicle type vary during 2020.

60% traffic is northbound.

Contributions to NO_x emissions:

- High Street Launch northbound away from A259
- Through traffic along the A259
- High Street southbound queuing and launch
- Emissions from road traffic around the planter but does not exceed air quality standards

Options and Comments

- Extend yellow box north of Denes Mews
- Tranche Two walking and cycling space

- The AQMA is centre of an ANPR-ULEZ trial with exemptions for low and zero emission vehicles
- High emission vehicles pay a charge
- Suburbs (Denes) have relatively low dependency on older vehicles and local interest in ultralow and zero