

GREATER LONDON AUTHORITY

[REDACTED]
[REDACTED]

Our ref: MGLA070819-9556

Date: 4 September 2019

Dear [REDACTED]

Thank you for your request for information which the GLA received on 7 August 2019, and the further clarification received on 20 August 2019. Your request has been dealt with under the Environmental Information Regulations (EIR) 2004.

You asked for;

- 1. Supporting documentation that the biggest contributor to pollution levels in the capital is from the private motorist*
- 2. The expected reduction in pollution that is expected to result from the low emission zone*
- 3. The expected level of reduction in pollution arising from the introduction of policies encouraging individuals to cycle (i.e. cycling superhighway)*

Our response to your request is as follows.

In terms of underlying data for the Capital and Heart advertisements:

1. The evidence base of the London Environment Strategy sets out sources of emissions and shows that road transport is the biggest contributor to pollution levels in the capital: www.london.gov.uk/sites/default/files/les_appendix_2_-_evidence_base_0_0.pdf. The sections of interest will be the Air Quality chapter (pp. 2-47), particularly Figures 5, 6 and 7.
2. The consultation document setting out the Mayor's proposals for tightened LEZ standards (which will apply to heavy polluting diesel-engine vehicles such as lorries, buses and coaches) and an expanded Ultra Low Emission Zone (which, like the central London ULEZ that launched in April 2019, will apply to all vehicles) includes expected emissions reductions that would result from these air pollution measures: www.london.gov.uk/sites/default/files/appendix_c1_supporting_information_document_-_copy.pdf. Examples of forecast reductions include a 24 per cent reduction in road transport nitrogen oxides (NO_x) emissions in inner London, 21 per cent in outer London and 21 per cent London wide in 2025.
3. The Air Quality chapter of the evidence base document for the London Environment Strategy also sets out forecast emissions reductions based on the Mayor's air quality action (which includes action in the Mayor's Transport Strategy to encourage a shift towards more

sustainable modes of transport, such as cycling). Taking one pollutant, NO_x, as an example, the document shows that compared to a 2013 baseline, a 40 per cent reduction in NO_x is expected by 2020, a 55 per cent reduction by 2025, a 65 per cent reduction by 2030, and an 82 per cent reduction by 2050.

If you have any further questions relating to this matter, please contact me, quoting the reference at the top of this letter.

Yours sincerely



Information Governance Officer

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at:

<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>