GREATER**LONDON**AUTHORITY

[redacted]
(By email)

Our ref: MGLA040521-2050

28 May 2021

Dear [redacted]

Thank you for your request for information which the GLA received on 1 May 2021. Your request has been dealt with under the Environmental Information Regulations (EIR) 2004.

You asked for;

1. Do you know if these percentages below are still correct for 2021, please?
2. How do they compare to those for England, and the UK, as a whole?
3. What percentage now comes from road wear and tyres & brakes?
4. Where can I find the actual (latest) statistics for these percentages?
5. If the numbers below were from 2017/8, are they changing now?
6. By London, does the report mean Central London only, or Greater London too (including Heathrow)?
7. I read elsewhere that wood & coal fires are the biggest source of PM2.5s not road transport?

Our response to your request is as follows:

1. We don't hold any data on PM2.5 emission sources in 2021. However, the London Atmospheric Emissions Inventory (LAEI) will be updated later this year with modelled data from 2019.
2. We don't hold this information. See Defra website for latest PM2.5 data on England and UK.
3. Please see the below projections for PM2.5 breakdown of exhaust, brake and tyre wear. Note here the 2030 projection is a baseline 2030 with little electric vehicle (EV) uptake; a projection with greater EV uptake would further reduce the proportion of Exhaust Emissions. The takeaway message is that the exhaust proportion of PM2.5 is reducing considerably and will be the minor fraction this decade.

There are uncertainties with the non-exhaust factors but we are confident that the exhaust proportion is reducing most effectively. Over time we also review the factors or look to understand changes in these in relation to vehicle weights, changes to brake systems, improvements to tyres (and reducing wear) and road surface improvements. Most of these changes are likely to reduce the overall emissions (though the balance may change – with exhaust becoming the most minor fraction over time).

PM2.5 Exhaust and Non-Exhaust Emissions in London

	Tonnes per year			Proportion		
Central London	**2013**	**2016**	**2030**	**2013**	**2016**	**2030**
Exhaust	29.0	21.9	2.4	39%	36%	10%
Brake	28.0	25.4	14.9	38%	42%	64%
Tyre	16.3	13.8	6.2	22%	23%	26%
Total	77.3	61.1	23.5			
	Tonnes per year			Proportion		
Greater London	**2013**	**2016**	**2030**	**2013**	**2016**	**2030**
Exhaust	493.6	368.2	74.3	34%	29%	8%
Brake	641.2	632.1	565.4	44%	49%	64%
Tyre	307.1	288.3	248.9	21%	22%	28%
Total	1441.9	1288.6	888.6			

The graphs in chapter four of the London Environment Strategy also provide more information on PM2.5 emission trends and sources.

4. The latest published modelled data is from the London Atmospheric Emissions Inventory 2016. Data can be downloaded and viewed here. We publish a full inventory every three years as it's a huge task to compile the inventory data, create a traffic model and do dispersion modelling to get the concentrations. We expect the London Atmospheric Inventory 2019 to be available later this year. Although our modelling data is only periodic there is monitoring data available live on our Air Quality map and the Mayor of London funded Breathe London programme.

5. This is the latest modelling data we currently have. When the LAEI 2019 is published later this year we will know if there have been any changes in PM2.5 emission sources. Boroughs also produce Annual Status Reports (ASR) which give an annual overview of real monitored pollution in London and show a trend of monitored pollution levels in previous years. The latest ASR for Hillingdon, which covers Heathrow, can be found here.

   We have also published trend data on PM2.5 in our London Environment Strategy Air Quality Impact Evaluation report which shows that in 2016 the whole of London exceeded the World Health Organization (WHO) guideline limit for PM2.5. In 2019, for the first time, areas in outer London were within the limit.

6. The report refers to Greater London, including Heathrow.

7. Road transport is the biggest source of PM2.5 in London based on latest analysis we have (2016), but PM2.5 does remain suspended over large distances so wood and coal fires outside (and inside) London are a significant contributor. PM2.5 from sources outside of London, such as farming, also have an impact. There is a detailed explanation of PM2.5 emissions from domestic heating methods with infographics in the Government Clean Air Strategy which can be viewed here.

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

Yours sincerely

[redacted]
[redacted], **Air Quality Team**

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