

GREATER LONDON AUTHORITY

[REDACTED]
(By email)

Our Ref: MGLA301117-6130

21 December 2017

Dear [REDACTED]

Thank you for your request for information which the GLA received on 29 November 2017. Your request has been dealt with under the Freedom of Information Act 2000.

Our response to your request is as follows;

1. *It's interesting that the GLA has chosen to separate pollution data between roadside/background. What are the definitions of both types, and how is this data separated.*

It is standard practice to classify monitoring sites and modelled data in a number of different ways, "roadside" and "background" are the most common classifications but monitoring sites may also be classified as "industrial" or "rural background".

The classification reflects the dominant characteristics of the local environment, thus a roadside site (or modelled result) reflects where there is significant local traffic activity, which has a dominant influence on the results. Generally these are within about 10m of the road carriageway (a "kerbside" site would usually be with a meter or two of the carriageway).

Background sites are usually those where there is no dominant local source, thus they reflect the general levels of pollution across an area or region.

2. *Where is the original of the mean data, I notice that there are hardly any incidences of pollution levels going above the 1-3 Low index. The DEFRA DAQI does define each AQI*

If you read the documents accompanying the LAEI¹ you will see that the outcomes are modelled based on our understanding of the sources.

The model is tested against monitoring data, which is available through a number of sources such as the London Air Quality Network website and local Borough websites.

¹ <https://data.london.gov.uk/dataset/london-atmospheric-emissions-inventory-2013>

The annual concentration data is calculated on different criteria to the daily air quality index (for instance, the averaging time is different), so the two are not comparable. For more information on how we respond to short term elevated pollution incidents (for instance when the forecast DAQI is “moderate” or “high”) please see the TfL website².

3. *Is there one particular element of pollution that you believe will increase in importance going into the future?*

The GLA is currently taking steps to tackle a wide variety of sources of pollution. The action we are taking to tackle traffic emissions is likely to have measurable effects most rapidly. This means that in the medium to long term, as traffic emissions continue to decline, other sources, such as domestic and commercial combustion, Non-Road Mobile machinery etc. are likely to become a larger proportion of the overall emissions in London.

For more information on the breakdown of emissions sources and how we expect them to change over time please see the Mayors draft London Environment Strategy and accompanying evidence base³.

4. *Similarly, which way can you see resuspended road dust going in the future, e.g. using electric vehicles might reduce some pollution elements, but potentially not road dust as much.*

Please see the answer to 3 above.

5. *What policies, to be implemented by the mayor, will have the greatest impact on curtailing both emissions? a. Same, but for exposure?*

Please see the answer to 3 above.

If you have any further questions relating to this matter, please contact me, quoting the reference MGLA061117-3436

Yours sincerely

Stephen Inch
Senior Policy and Program Officer (Air Quality)

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>

² <https://tfl.gov.uk/corporate/about-tfl/air-quality-advice>

³ <https://www.london.gov.uk/WHAT-WE-DO/environment/environment-publications/draft-london-environment-strategy>