

Reference number: E0003537

Web Site: [www.dft.gov.uk](http://www.dft.gov.uk)

22 November 2007

Mr Simon Birkett  
Under the auspices of  
The Knightsbridge Association  
6 Montpelier Street  
London SW7 1EZ  
Campaign for Clean Air in London

Dear Mr Birkett,

I am writing to confirm that the Department for Transport (DfT) has now completed its search for the information which you requested on the 25<sup>th</sup> of October, regarding any forecasts made or received by the DfT since January 1st 2006 as to when European Union Air Quality Limit Values for sulphur dioxide, particulate matter, benzene and/or nitrogen dioxide might be met throughout the United Kingdom. Your request has been considered under the Environmental Information Regulations 2004.

The great majority of forecasts regarding air quality are commissioned and received by the Department for Environment, Food and Rural Affairs (Defra). They are our main source of information and hold nearly all the relevant forecasts, which I understand you to have received through a similar FOI request. Beyond this, I would also refer you to Volume 2 of the UK's Air Quality Strategy (<http://www.defra.gov.uk/environment/airquality/strategy/index.htm>) for further information. However, your request does involve some DfT-specific forecasts, which are dealt with below.

### **Aviation**

Today, the DfT has launched a consultation on a range of future development options at Heathrow. This includes the results of models assessing the air quality in and around Heathrow and is consistent with environmental conditions detailed in the 2003 White Paper, 'The Future of Air Transport'. All information and supporting documents are available on the DfT website (<http://www.dft.gov.uk/consultations/open/heathrowconsultation/>).

In connection to the Project for the Sustainable Development of Heathrow, the Department published a 'Report of the Air Quality Technical Panels' (<http://www.dft.gov.uk/pgr/aviation/environmentalissues/heathrowsustain/>) in July 2006. This recommended that the key pollutants for assessment were nitrogen oxides, nitrogen dioxide and particulate matter but also considered other pollutants and why it was less important to model them.

### **Emission standards**

DfT recently commissioned some modelling to be carried out in support of potential Euro VI standards. Details of the relevant spreadsheets and explanations are to be found in Annexe A.

### **Highways Agency**

The Highways Agency (HA) prepares Environmental Statements for its major projects that include an assessment of the effect of the scheme on air quality. If the scheme is likely to affect air quality, then pollutant concentrations will be modelled for the opening year of the scheme. The Environmental Statements are published and are available from the HA office nearest to the scheme.

As well as preparing Environmental Statements for our own schemes, we receive planning applications, which may be accompanied by environmental assessments, from local planning authorities. These planning applications and environmental assessments are available to the public from the local planning authority.

The local authorities assess air quality in relation to the Air Quality Strategy objectives. The HA takes this information and makes crude estimates of whether the limit values are likely to be achieved near the English Strategic Road Network. Those Air Quality Management Areas (AQMAs) that are at risk of exceeding the limit value are termed 'priority AQMAs'. These may be seen under the hyperlink 'record' at <http://www.highways.gov.uk/knowledge/1798.aspx>.

### **Extension of response time**

There is also some further information that we are considering. Under the Environmental Information Regulations, the response deadline may be extended to 40 days if the complexity or volume of information requested means that it is impractical either to comply with the request or make a decision to refuse to do so within the 20 days. In your case we need to extend our response time limit by 18 working days. Therefore, we plan to let you have a response by the 18<sup>th</sup> of December 2007. If there is a need for any further delay we will keep you informed.

The information supplied to you continues to be protected by the Copyright, Designs and Patents Act 1988. You are free to use it for your own purposes, including any non-commercial research you are doing and for the purposes of news reporting. Any other re-use, for example commercial publication, would require the permission of the copyright holder.

Most documents supplied by the DfT will have been produced by government officials and will be Crown Copyright. You can find details on the arrangements for re-using Crown copyright on the Office of Public Sector Information website at: <http://www.opsi.gov.uk/click-use/index.htm>.

In keeping with the spirit and effect of the Environmental Information Regulations, all information is assumed to be releasable to the public unless exempt. The Department will, therefore, be simultaneously releasing to the public the information you requested, together with any related information that will provide a key to its wider context.

If you are unhappy with the way the DfT has handled your request or with the decisions made in relation to your request you may complain within two calendar months of the date of this letter by writing to me at the above address. Please see attached details of the Department for Transport's complaints procedure and your right to complain to the Information Commissioner.

If you have any queries about this letter, please contact me. Please remember to quote the reference number above in any future communications.

Yours sincerely,

Andrew Gilheany

## **ANNEXE A**

### **Emission results spreadsheets**

I have attached the emission results for the Euro VI heavy duty scenarios for pollutants NO<sub>x</sub>, PM and NMVOCs (HC).

There are four of these spreadsheets, of which three are pollutant specific:

rtp\_NOx\_Base 2007\_DfT HDV Euro VI Scenarios (May 07)\_v2.xls  
rtp\_PM\_Base 2007\_DfT HDV Euro VI Scenarios (May 07)\_v2.xls  
rtp\_NMVOCs\_Base 2007\_DfT HDV Euro VI Scenarios (May 07)

Each of these gives detailed emission results by year and vehicle type (UK and urban UK) for the 'base case' and each of the five scenarios for a specific pollutant. Each spreadsheet includes a summary sheet with a table of total road transport emissions (UK and urban) for each scenario and a sheet with UK emissions saved (in ktonnes and as a percentage of the base rate) for each scenario.

The NO<sub>x</sub> and PM spreadsheets include the emission results for the 'Least Strict' and 'Most Strict' scenarios, in the same format as provided for the others. These are only included for NO<sub>x</sub> and PM, given that these are the only pollutants that these scenarios apply to. However, I have also attached the spreadsheet with all the pollutant data in it for every scenario:

rtp\_Base 2007\_DfT HDV Euro VI Scenarios (May 07)\_v2.xls

The 'Scenario' sheet shows the emissions saved by pollutant type, grouped together for each scenario. The 'Pollutant' sheet shows the emissions saved by each scenario, grouped together for each pollutant type.

I have also sent two documents that show the results of the Euro VI concentration modelling:

C\_5b\_zagglom\_pm10\_summary\_pm102005\_final.xls  
C\_6b\_zagglom\_no2\_summary\_no22005\_final\_1.xls

The five points that follow were supplied as explanation of the spreadsheets:

- 1) One important statistic is the population-weighted mean of the annual mean background concentrations. This is in the sheet labelled 'PWM' – health impacts and benefits can be calculated from the population-weighted means.
- 2) Exceedance statistics are listed in the sheet labelled 'Summary'. Exceedances are listed in terms of the number of 1 km squares and the population exceeding thresholds for background locations. Exceedances are listed in terms of the number of urban major road links and the length of urban major roads exceeding thresholds for roadside locations.
- 3) There are graphs showing some key results. The heavy lines are the results of this current assessment. The thin lines are the results of earlier assessments and are shown for comparison and as a reality check.
- 4) For NO<sub>2</sub> the annual mean EU Limit Value (2010) and AQS objective (2005) is

40 ugm-3.

5) For PM<sub>10</sub>, 20 ugm-3 is the EU indicative annual mean LV (2010). 31.5 ugm-3 is the annual mean equivalent of the 24-hour EU LV (2005) and AQS objective (2004). 40 ugm-3 is the annual mean EU LV (2005) and AQS objective (2004).

## **ANNEXE B**

### **Your right to complain to the DfT and the Information Commissioner**

You have the right to complain within two calendar months of the date of this letter about the way in which your request for information was handled and/or about the decision not to disclose all or part of the information requested. In addition a complaint can be made that DfT has not complied with its FOI publication scheme.

Your complaint will be acknowledged and you will be advised of a target date by which to expect a response. Initially your complaint will be re-considered by the official who dealt with your request for information. If, after careful consideration, that official decides that his/her decision was correct, your complaint will automatically be referred to a senior independent official who will conduct a further review. You will be advised of the outcome of your complaint and if a decision is taken to disclose information originally withheld this will be done as soon as possible.

If you are not content with the outcome of the internal review, you have the right to apply directly to the Information Commissioner for a decision. The Information Commissioner can be contacted at:

Information Commissioner's Office  
Wycliffe House  
Water Lane  
Wilmslow  
Cheshire  
SK9 5AF