

Dear Mr Birkett

TfL Ref: FOI-1052-1213

Thank you for your email received by Transport for London (TfL) on 1 October 2012 asking for information about the use of dust suppressants.

Your request has been considered in accordance with the requirements of the Environmental Information Regulations 2004 and TfL's information access policy. I can confirm TfL does hold the information you require. You asked for:

I wish to understand fully the who, what, why, where, when and how of 'dust suppressants' being used in Greater London since 13 May 2012 and/or further in 2012 i.e. anything since 1 January 2012 that was not disclosed in FOI-1627-1112; TfL Ref: FOI-1834-1112; TfL Ref: FOI-1966-1112; or TfL Ref: FOI-0257-1213. I would like to know, for example, at what times on what dates and where dust suppressants have been used. Also the 'why' and 'what' eg only where their use might make the difference between the reporting and/or not reporting of a legal breach.

I would also like to understand how the routes were chosen and see the analysis that was done to support those choices even if it was undertaken in an earlier period such as 2011 e.g. the places in London expected to show the highest modelled concentrations of dangerous airborne particles (PM10).

Further to your request for information, please find attached the final log relating to the application of Calcium Magnesium Acetate (CMA). The expanded trial application of CMA on road corridors finished at the end of May 2012. The industrial and construction site trials continued throughout the summer ending in September 2012. As you are aware, the log of road applications for 2012 provides details of when and where CMA has been applied and any air quality monitors situated in the area.

The sites where CMA has being applied, outside of the Olympic period, were those sites with the highest daily mean PM₁₀ concentration values both through modelling carried out in the development of the Mayor's Air Quality Strategy, and through information gathered through the collection of data from monitoring.

CMA was applied at these sites with the intention of reducing concentrations of PM₁₀. CMA was applied to all road lanes along the application areas, and therefore includes application at

nearside lanes near all London Air Quality Network monitors within the trial corridors. Treating with CMA near monitors now allows TfL, with contractors URS and Kings College, to undertake a significant body of research to ensure that we understand when, how and where to use CMA. This will help us to optimise CMA application as a tool within a package of measures to manage local particulate matter. The only exception is the treatment of the Blackwall Tunnel corridor where only the nearside lanes are treated to understand the relative effectiveness against treating the whole road.

As noted above, URS and Kings College London are completing research on behalf of TfL in relation to the expanded trial application of CMA. TfL will publish the results of this research, as part of a wider Clean Air Fund report in early in 2013.

I have also attached the information and log of application of CMA on road corridors during the London 2012 Olympic Games. The rationale for the application of CADS during the Olympic and Paralympic Games was explained in paragraphs 3, 14 to 3.17 of TfL's report 'The emissions and air quality impacts of the 2012 Olympic Route Network and related traffic management arrangements', March 2012, available at: <http://www.tfl.gov.uk/assets/downloads/corporate/tfl-orn-air-quality-report-march-2012.pdf>

If this is not the information you are looking for, or if you are unable to access it for some reason, please do not hesitate to contact me.

Please see the attached information sheet for details of your right to appeal as well as information on copyright and what to do if you would like to re-use any of the information we have disclosed.

Yours sincerely