

Call for Evidence: Brake, Tyre and Road Surface Wear



15th August 2018

The government has submitted a Call for Evidence on the effects of brake, tyre and road surface wear on levels of air pollution, which closes on 28th September 2018. This was in conjunction with its Air quality: draft Clean Air Strategy 2018, which closed for consultation on 16th September. Below, The Heritage Alliance has highlighted some of the questions we think are relevant to the Mobile Heritage Group, and we look forward to hearing your input on this. The link to both papers can be found here:

<https://consult.defra.gov.uk/airquality/brake-tyre-and-road-surface-wear/>

<https://consult.defra.gov.uk/environmental-quality/clean-air-strategy-consultation/>

Emission factors

Q1. Do you have any quantitative evidence for the level of emissions which come from brake and tyre wear?

Additional evidence

Q16. Are there any issues not covered in previous questions where you would like to provide evidence, such as on the health or environmental impacts of PM emissions from brake, tyre and road wear?

Our overarching concern is that the mobile heritage sector may have issues with trying to comply with any new materials for breaks, clutches, fan belts, drive belts etc, and so might not be able to continue operating if required to meet the proposed new standards. Their contribution to air pollution levels is minimal, but most will be affected by future regulations relating to materials and could face being abandoned and eventually lost, depriving the country of their cultural and economic value without making a meaningful contribution to the reduction of air pollution. To put this into perspective, the Federation for British Historic Vehicles did a study that revealed £5.5bn goes directly into the UK economy from historic vehicle related activity (<http://www.fbhvc.co.uk/research/>), demonstrating their huge worth. Many of these historic vehicles, planes and ships are also icons of Britain's past, and to lose them would be a loss of historic and cultural identity.

If the tyre manufacturers are still willing to produce period tread pattern and beaded tyres in new regulation-compliant materials, this may not be an issue. However, this is dependent on discussions that have not taken place. If not, iconic historic vehicles, including aircraft which have tyres, may no longer be able to be used. A possible suggestion would be that the Government exempt historic

vehicles while the sector works to ensure that historic tyres can be produced in new regulation compliant materials.