



# Light Rail (UK)

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## London's toxic air ages commuters' skin by years, study finds



Solution: paper barrier masks are a way to tackle the effects of pollution on the skin

By the time most London commuters reach retirement their skin will have aged an extra two-and-a-half years from exposure to the capital's air pollution, a study has found. British skincare firm Caci analysed levels of the most toxic tiny particulates (PM2.5) in the capital to investigate their impact on the skin.

This ultra-fine pollution dust —present in diesel fumes — is linked to respiratory diseases that contribute to the deaths of nearly 9,500 Londoners every year.

The study found the daily commute, particularly walking near busy roads, brought a significant risk of premature ageing from PM2.5 being absorbed into the body through the skin.



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Researchers discovered that the particles are small enough to penetrate the epidermis, the skin's outer layer, to break down collagen and dull the complexion — while nitrogen dioxide pollution caused skin irritation.

The study found that by 40 Londoners exposed to pollution will have aged at least an extra year. After 40 the effects of airborne toxins add six months to their skin age every decade. Researchers also discovered that the skin of city dwellers in their sixties will be the equivalent of two-and-a-half years older than that of someone in the countryside.

The calculations are based on a study from Dusseldorf on pollution impacts on women over 40 and a Beijing study examining the correlation between air exposure and skin ageing. Protection can include wearing a paper barrier face mask, but a more practical solution is regular cleansing.

Dean Nathanson, managing director of Caci, said: “The oxidising effect of the pollution leaves skin looking wrinkled, dull and prone to age spots.

To protect your skin you need to use antioxidant-boosting serums and cleanse skin daily.”

## *City of London to stop buying diesel vehicles in boost for pollution battle*





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The City of London ordered a ban on buying diesel vehicles as they ramped up the battle against toxic air blighting the capital.

The Corporation, which has a fleet of over 300 vehicles, is to cease purchasing or leasing diesel models when they need replacing.

“This is a major step forward in our drive to protect the millions of London tourists, workers and residents from air pollution,” said Chris Bell, the corporation’s head of procurement.

“We are taking responsibility for the cleanliness of our fleet and encouraging the use of low and zero-emission vehicles with our partners.”



The City Of London Corporation is also encouraging businesses to cut back on vehicle deliveries to the Square Mile and other districts, and to use hybrid models.

Its activities stretch beyond the City’s borders, sponsoring academies in Hackney, Islington and Southwark, managing housing estates and green spaces such as Hampstead Heath and Epping Forest, and operating Heathrow’s Animal Reception Centre.

The policy was immediately backed by environmental and health campaigners.

Simon Birkett, founder of Clean Air in London, called it a “major strategic act of leadership”, adding: “Getting rid of diesel vehicles from the most polluted places is the only way we can comply with World Health Organisation guidelines for air quality.”





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Steven Wibberley, of the British Lung Foundation, praised the Corporation for an “encouraging step forward”.

Mike Hawes, chief executive of the Society of Motor Manufacturers & Traders, said its members were investing heavily in low-emission technology: “Buses, cars, commercial vehicles have never been cleaner, from advanced petrols and diesels, to hybrids, plug-in hybrids and pure electric vehicles.”

Confidence in the motoring industry has been hit by the Volkswagen emissions scandal and revelations that many vehicles are emitting far more pollution on the road than recorded in lab tests.

A report by the Institute For Public Policy Research think tank argues that all diesel cars may have to be banned from London over the next decade to meet legal air quality obligations.

Camden council has already moved to stop buying diesel vehicles. Mayor Sadiq Khan — who suffers from asthma — has proposed a “T-charge” of £10 a day to be imposed on the worst polluting diesel and petrol vehicles driving into central London from next year.

City Hall is also considering introducing the central London Ultra Low Emission Zone one year earlier in 2019, and from 2020 extending it to the North and South Circulars for motorcycles, cars and vans; and London-wide for lorries, buses and coaches.

Jenny Bates, Friends of the Earth campaigner, said: “This is an important step from the City of London to address killer air pollution which claims nearly 10,000 early deaths a year in the capital.”

***“All these measures are going in the right direction, however they are not enough” says James Harkins FCILT, Chairman. Light Rail (UK). “The elephant still in the room is the “Oslo Effect” of rubber tyres, road surfaces and brake liners wearing out producing extremely toxic heavy metal PM2.5 and are a significant percentage of the problem which gather in the dust by the roadside and are blown onto the pavement areas by passing vehicle slipstreams”***

***“The mayor is wrong to cancel the Cross River Tram this is one objective that Cross Rail has failed significantly”***

MARK BLUNDEN

NICHOLAS CECIL

Courtesy :Evening Standard