Norwich City Council

SCRUTINY COMMITTEE
ITEM 7

Air Quality and Transport

REPORT for meeting to be held on 19 September

Air Quality and Transport

Background:

Nitrogen Dioxide (NO_2):

1. NO_2 is an air pollutant which has a significant impact on human health. The level of NO_2 across the city has been continuously monitored since 1998 using automatic and passive monitors. An Air Quality Management Area (AQMA) covering an area around central Norwich was declared in 2012 due to exceedances of the annual mean NO_2 objective at a number of locations.

2. In 2015 the Norwich City Council produced an updated Air Quality Action Plan (AQAP) that sets out measures to be taken in order to work towards achieving the air quality objectives. An updated Air Quality Annual Status Report is produced in July each year.

3. Air quality data from the automatic analyser at Castle Meadow shows that there are still exceedances on this street where private cars have been removed. Annual mean levels have been fairly consistent over the last few years, exceeding the objective level by around 14µg/m³. This year the 1-hour mean limit of NO_2 (200µg/m³) was also exceeded on one occasion: however the allowance for this type of exceedance is 18 instances per year.

4. Overall, NO_2 concentrations within the central AQMA are falling. In 2012, ten of the diffusion tube monitoring locations exceeded the annual mean objective of 40µg/m³. This steadily reduced to six in 2015 despite an additional site being added in 2013 on Chapel Field North. In 2016 the number of locations exceeding the annual mean objective increased to seven sites but three of these only by 1µg/m³ which is considered negligible. In

2017 the number of sites dropped back down to six. In 2018, levels fell again significantly. Following diffusion tubes locations being rationalised and distance corrections applied, only two locations exceeded the objective level, only one of which representing relevant exposure - 52µg/m³ at St Augustine's Street.

5. The major source of NO_2 in the city is road traffic. Buses, coaches, goods vehicles and taxis are of specific concern at some of the locations where NO_2 levels exceed objective levels.

6. Taxi and private hire vehicles are becoming a decreasing source of air pollution as the fleet is upgraded. At present most of the private hire fleet in Norwich are Euro 5 or 6 with some hybrids and at least one electric car. Taxis are mostly euro 5 with some euro 4s and very few Euro 3s. There is also an electric taxi operating within Norwich. The direct control of bus fleets is outside the remit of Norwich City Council, but there is ongoing discussion and collaborative working with Norfolk County Council and with operators to address pollution arising from buses.

Particulate Matter ($PM_{2.5}$ and PM_{10}):

7. The 2018 annual status report shows that PM10 particulate pollution levels do not exceed either annual mean or 24 hour mean objective levels.

8. In recent years small PM2.5 particulate pollution has received greater attention as research identifies the potential serious health effects. The council is expected to take steps to try to reduce PM2.5 pollution and the World Health Organisation also recommend that background levels should not exceed 10µg/m³:background levels as recorded at the Lakenfields site are just above this.

9. Whereas transport does contribute to PM2.5 pollution levels (and not only from exhaust emissions but also tyre wear) more significant sources include agricultural, marine and other combustion sources which may also have a transnational characteristic.

10. It is considered that in seeking to reduce the concentration levels of other pollutants, namely NO2 from road traffic, a beneficial impact on PM2.5 concentrations will also arise. Alongside this the council is working with partners to develop other means to help

reduce PM2.5 pollution and seeking to minimise particulate pollution as part of the planning. development control process.

Transport interventions

Ground Ozone (O_3):

11. O_3 pollution is generally not an issue in Norwich. Last year elevated levels of O_3 were experienced but as O_3 is produced by the interaction between sunshine and NOx, this has been attributed to the long periods of unbroken sunshine which we experienced.

Implemented measures:

12. The transport measures to address air quality that have been introduced are listed in the Air Quality Action Plan and include the following:

a) A one-way gyratory to reduce traffic levels in St Augustine's Street leading to a marked reduction in NO_2
b) Implementing layout changes to reduce queuing on Grapes Hill leading to the revocation of the AQMA at this location
c) Implementing bus only lanes on St Stephens Street and Surrey Street
d) Implementing bus only through traffic on Theatre Street and removal of general traffic on Rampant Horse Street
e) Removing general traffic on Westlegate
f) Removing general traffic on Little Bethel Street
g) Implementing Norfolk Car Club
h) Creating six park and ride sites
i) Enforcement of stationary vehicle idling within selected areas in the AQMA
j) The cycle city ambition grant programme has delivered substantial benefits for walking and cycling which in turn will have helped reduce emissions arising from people who now cycle and walk rather than use a motor vehicle

Future measures and the Transforming Cities Fund (TCF):

13. Although the CCAG is now largely completed (Due to complete November 2019); the recent award of the TCF to Norfolk County Council in partnership with the district councils will ensure that measures to create model shift from the private car to bike, bus and walking can continue.

14. TCF Tranche 1 funding of £6.1million is being spent during 2019/2020 on schemes that will improve the network for walking and cycling, introduce a public bike

hire scheme across the city and provide a significantly improved bus station.

15. Jointly the councils are currently putting together proposals for the TCF Tranche 2 funding which will be submitted in November. These proposals will bring high quality and connected transport alternatives to the private car for accessing employment, education and services whilst reducing vehicle emissions and improving health outcomes.

Conclusions:

16. Scrutiny committee is asked to consider this report and background documentation and make any recommendations to help shape future activity to address air quality in Norwich

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NORWICH City Council

Norfolk County Council

Environment Act 1995 PART IV

Local Air Quality Management

Air quality action plan

City of Norwich

August 2015

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EXECUTIVE SUMMARY

The Environment Act 1995 imposes a statutory duty on Local authorities to review and assess the air quality in their districts to determine whether certain air pollutants are likely to meet prescribed government air quality objectives. The objectives give maximum allowable mass concentration limits for 8 different pollutants and, if exceeded, there is then a statutory duty to declare an Air Quality Management Area.

Norwich City Council has now completed 4 rounds of Review & Assessment, and is in the final stages of round 5. In November 2012, the council consolidated all previously declared AQMAs into a single central AQMA, broadly encompassing the area inside the inner ring road.

This Action Plan is a statutory requirement resulting from the declaration of the AQMA and the continued exceedence of the annual mean objective for nitrogen dioxide (NO_2), but for no other pollutants. The purpose of this statutory duty is to produce and implement an Action Plan to reduce local levels of the specified pollutant in the area declared.

Source apportionment exercises identify oxides of nitrogen from road traffic to be the most significant source of nitrogen dioxide and, more specifically, buses and taxis to be the main contributor. Oxides of nitrogen are a by-product of incomplete combustion.

By declaring an area of central Norwich as a single AQMA, it allows a more holistic approach to be adopted to try and reduce pollution levels as opposed to dealing with the problem of isolated pollution hot spots.

Air quality continues to be monitored in order to assess progress towards achieving the annual average nitrogen dioxide objective.

Air pollution has risen up the corporate agenda at Norwich City Council since the first round of Review & Assessment, and the Transport Planning Officer now has to consider air quality issues for all new developments. Norfolk County Council has incorporated a local air quality strategy into its Local Transport Plan to deal with air quality issues and to try and reduce pollution associated with traffic in all future plans.

This Action Plan is a progression from the previous Action Plan produced in 2004 after the first round of Review & Assessment. It identifies the strengths of the previous Action Plan, the strategies that had the greatest impact on improving air quality, and builds on this progress by concentrating on these strategies. As a result, this Action Plan focuses principally on road infrastructure changes designed to further pedestrianize and divert traffic away from the congested Norwich city centre. The purpose of the road changes are also to improve traffic flow by introducing more one way systems, optimising traffic flow at junctions and reduce vehicle queuing.

1. INTRODUCTION

The City of Norwich, situated in the east of England is the administrative centre of the County of Norfolk. It covers approximately 39 square kilometres and has a population of about 132,000. Norwich is the fourth most densely populated local authority district in the eastern region with approximately 34 people per hectare.

Although the administrative area of Norwich is geographically small, the role of the City is much larger as a regional centre with an extensive catchment covering most of Norfolk and parts of the adjacent County of Suffolk. Whilst the City itself is relatively compact, it is built on a radial pattern and, with a relatively large but low-density catchment, movement patterns are essentially disparate. Reliance on car-based travel, particularly beyond the urban area is very high, and the travel to work area (i.e. the area of Norwich in which most people both live and work) includes more than 376,000 people. Norwich suffers from traffic congestion, and major routes create blockages. Access by non-car modes to some parts of the City is difficult. In aggregate, it is these circumstances that principally create the air pollution issues in Norwich and, due to the complexity of these circumstances, makes them challenging to resolve.

Transport and traffic management are some of the most difficult issues facing the city. Norwich's economic prosperity depends upon large numbers of people from the surrounding areas being able to get into the city centre for work, for shopping and for leisure or tourist visits. The preferred form of transport for such journeys for most people would currently be the car but extensive Park & Ride facilities aim to reduce this impact and reliance, as does the improvements to public transport and other non-car modes of travel.

Norfolk County Council, in association with Norwich City Council, transport providers, local businesses and local communities have been working to improve accessibility for everyone around the City, as well as enhancing wider accessibility to Norfolk, the rest of the UK and Europe.

2. BACKGROUND

2.1 Introduction

Air pollution can cause both short term and long term effects on health, particularly in the young and elderly, or people with heart or lung conditions, or other breathing problems.

The pollutant of most concern in Norwich in terms of air quality is nitrogen dioxide (NO_2), as current levels to do not meet the national health-based standard of 40 µg/m^3 as an annual mean. In Norwich, the most significant source of NO_2 is from emissions of oxides of nitrogen (NO_x) from road traffic.

In developing this Air Quality Action Plan (AQAP) to improve air quality in Norwich, the Council has used Government guidance and the relevant publications by Environmental Protection UK (EPUK).

The main factors taken into consideration when devising the AQAP were to ensure that air quality improvement actions remain consistent with current Norfolk County Council and Norwich City Council policies including the Joint Core Strategy for Broadland, Norwich and South Norfolk councils; the City Centre Transport Plan, the Norwich Area Transportation Strategy and the Local Transport Plan etc.

The AQAP therefore aims to:

- Encourage sustainable transport;
- Increase accessibility and social inclusion;
- Improve health, safety and the environment;
- Support the local economy including commerce and tourism;
- Balance costs and benefits; and
- Maintain public input and support.

2.2 Policy Context

The UK Government published its strategic policy framework for air quality management in 1995 establishing national strategies and policies on air quality. This culminated in The Environment Act 1995. The Air Quality Strategy provides a framework for air quality control through air quality management and set standards. These and other air quality standards[1] and their objectives[2] have been enacted through the National Air Quality Standards (NAQS) in 1997, 2000 & 2010.

The Environment Act 1995 requires local authorities to undertake the review and assessment of local air quality. In areas where it is anticipated that an air quality objective will not be met, local authorities are required to declare an Air Quality Management Area. Once an Air Quality Management Area is declared, the local authority must develop an Action Plan which sets out how it will use the powers at its disposal in pursuit of the National Air Quality Objectives. However, local authorities are not obliged to achieve the objectives, as they do not have sufficient control over all of the sources which could potentially give rise to the breach. For example in England, major roads and motorways are usually under the control of the Highways Agency, and large industrial processes, including power stations, are regulated by the Environment Agency. The great majority of Air Quality Management Areas have been declared because of emissions from road transport.

Norwich City Council and Norfolk County Council recognise their role in pursuit of the achievement of the national objectives set out in the NAQS, and have been working closely to try and achieve these targets where Air Quality Management Areas have been declared.

2.3 Nitrogen Dioxide and Health Impacts

Environmental legislation introduced over the past fifty years has provided a strong impetus to reduce the levels of harmful pollutants in the UK; as a result, current concentrations of many recognised pollutants are now at the lowest they have been since measurements began. However, although the lethal city smogs of the 1950s, caused by domestic and industrial coal burning, have now gone for good, air pollution remains a problem in the UK. Medical evidence shows that many thousands of people still die prematurely every year because of the effects of

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1 Refers to standards recommended by the Expert Panel on Air Quality Standards. Recommended standards are set purely with regard to scientific and medical evidence on the effects of the particular pollutants on health, at levels at which risks to public health, including vulnerable groups, are very small or regarded as negligible.

2 Refers to objectives in the Strategy for each of the eight pollutants. The objectives provide policy targets by outlining what should be achieved in the light of the air quality standards and other relevant factors and are expressed as a given ambient concentration to be achieved within a given timescale.

air pollution. The proportion of air pollutants which comes from traffic has been increasing whilst the traditional heavy industrial pollution sources are in decline. In Norwich, road traffic is the primary source of NO_2 air pollution, as there is very little industrial pollution.

Nitrogen dioxide (NO_2) and nitric oxide (NO) are both oxides of nitrogen which together are referred to as NO_x. All combustion processes produce some NO_x but only NO_2 is associated with adverse effects on human health. Nitrogen dioxide is mainly a secondary pollutant formed by the oxidation of nitric oxide in the atmosphere. On a national level the main sources of NO_x are road transport (48%), power generation (20%), other industry (15%) and domestic sources (4%). The remainder arises from other forms of transport and commercial heating systems. In urban environments, the contribution from road traffic is much higher and, in the absence of localised point sources, accounts for the majority of NO_2 pollution. Measures to reduce road traffic pollution will therefore play a major role in meeting the air quality objective for NO_2.

As NO_2 has both short term and long term health effects, two objectives have been set for NO_2 concentrations. The first is an hourly objective currently set at 200 micrograms per cubic metre ($\mu g/m^3$) not to be exceeded more than 18 times a year. The second is an annual objective of 40 $\mu g/m^3$. Real time monitoring carried out in the city has shown that, for the most part, the hourly objective for NO_2 is being met in most locations. Where there have been exceptions to this hourly objective, i.e. the Castle Meadow area, specific circumstances such as road works causing traffic congestion have found to be the most likely cause. However, the results of the real time monitoring and monthly diffusion tube surveys indicate that the annual objective is currently being exceeded at several kerbside and roadside locations around the city and, unless circumstances change, may continue to do.

3. AIR QUALITY REVIEW AND ASSESSMENT

3.1 Overview

The main elements of the National Air Quality Strategy (NAQS) can be summarised as follows:

- The use of a health effect based approach using national air quality standards and objectives.
- The use of policies by which the objectives can be achieved and which include the consideration of important factors such as industry, transportation bodies and local authorities.
- The pre-determination of timescales with a target date for the achievement of objectives, and a commitment to review the Strategy every three years. At the present time, this Strategy is under review by Defra.

NAQS provides a framework for the improvement of air quality that is both clear and workable. The strategic principles to achieve this include:

- clear Governmental aims regarding air quality;
- clear and measurable targets;
- a balance between local and national action; and
- a transparent and flexible framework.

The air quality objectives set for specific pollutants can be found in **Appendix 1**.

3.2 Methodology

Government guidance suggested a phased approach to review & assessment (R&A). The intention was that local authorities should only undertake a level of assessment that is commensurate with the risk of an air quality objective being exceeded. Not every authority will therefore need to proceed beyond the first step in future rounds of R&A. In Norwich air quality was originally assessed in 4 stages:

- Stage 1: an initial study to identify which pollutants require further investigation;
- Stage 2: estimation, modelling or measurement of pollutants where this indicates national objectives will not be achieved;
- Stage 3: advanced modelling techniques used and emission inventories determined – Detailed Assessment.

Following the above process, Air Quality Management Areas (AQMAs) must be declared where it is concluded that local air quality will not meet national targets.

- Stage 4: declaration of AQMA and generation of an Air Quality Action Plan (AQAP) to develop and implement strategies that will ultimately deliver the National Air Quality Standards in the AQMA for each of the pollutants identified.

Though the Environment Act 1995 does not prescribe any timescale for preparing an action plan, the Government expects them to be completed between 12-18 months following the designation of any air quality management areas.

3.3 Results and Declaration

The Stage 1 review and assessment concluded that three pollutants required further investigation in order to ascertain whether the 2005 objectives would be achieved. These are nitrogen dioxide (NO_2), sulphur dioxide (SO_2) and particulate matter (PM_{10}).

The Stage 2 review and assessment for SO_2 and PM_{10} concluded that objectives for 2005 would be achieved.

The review and assessment for NO_2 was taken straight to Stage 3 as it was clear from the initial review and assessment that it would not achieve the 2005 annual mean objective. The Stage 3 review and assessment subsequently confirmed that this to be the case.

As a result of the Stage 3 Review and Assessment, on 1st June 2003, Norwich City Council declared three AQMAs at St Augustine's Street, Grapes Hill and the Castle Area. All three areas were considered likely to exceed the 2005 NO_2 annual mean objective. An Action Plan was finalised in March 2004.

In 2009, Riverside Road was declared an AQMA, thus making four AQMAs in total.

In 2012, on account of further areas within the inner ring road being identified as borderline AQMAs, the four existing AQMAs were amalgamated into a single area, encompassing the whole of the inner city.

3.4 Source Apportionment

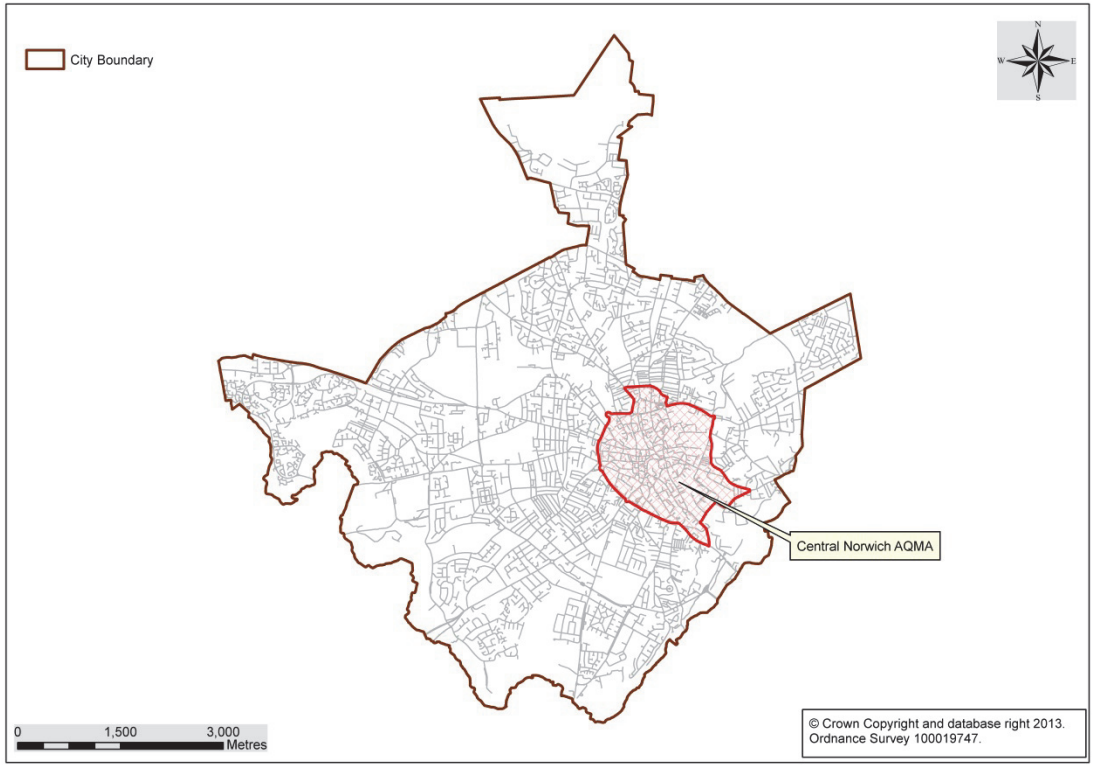
It is necessary to attribute exceedances of air quality objectives to a particular sector in order to subsequently identify how the air quality can be improved. Source apportionment work undertaken by AEA Technology identified emissions of oxides of nitrogen (NO_x) from traffic on roads close to the AQMAs as the most significant source contribution of NO_2. Emissions of NO_x from local traffic accounted for approximately 68 - 79% of the total modelled NO_x concentrations at the most affected properties within the AQMAs. Since this work was carried out there have been no significant changes in Norwich in terms of industrial development etc, so it is considered that this model is still applicable.

4. AIR QUALITY MANAGEMENT AREAS

4.1 Overview

In November 2012, Norwich City Council amalgamated all four previously declared AQMAs into a single AQMA which encompasses the whole of the city centre, the boundary of which is essentially defined by the inner ring road. This larger AQMA does not signify that the whole city centre exceeds the Government's objective level for nitrogen dioxide. The reasoning behind this approach is to allow more holistic and broader ranging actions to be implemented to tackle air quality issues. This approach also discourages the emphasis of simply resolving pollution hot spots, which then tends to just move the problem elsewhere.

Figure 1 Norwich Air Quality Management Area



5. SUMMARY OF ACTION PLAN MEASURES IMPLEMENTED TO DATE

Action plan measure	Timing	Outcome	Brief Comments
Infrastructure			
Declare area inside inner ring road an AQMA for NO_2 and revoke existing AQMAs	Nov-12	All existing AQMAs, plus those under review, have been amalgamated into a single AQMA. This encourages a more holistic approach to AQ when planning infrastructure changes.	Declaration of AQMA initiates requirement to generate an Action Plan.
Castle Meadow Low Emission Zone	Designed 2004/05, phased implementati on 2006/07, completing in 2009	Continuous automatic monitoring showed a reduction in year on year NO_2 levels from 2007 to 2009. By contrast, 2010 to date shows a relatively stable, though increased, annual mean level. There have been increased hourly mean episodes during the same period also. Individual tubes on Castle Meadow show relatively stable levels.	Low Emission Zone includes application of Road Traffic Regulation Order & bus retro-fit programme. Measures still being implemented.
Bus/Rail Interchange	2009/10	Greater use of bus/rail link up	Part of CIVITAS funding
St Augustine's Road Layout Changes	2011	One-way gyratory system to reduce traffic levels in St Augustine's Street. In first 2 years of operation NO_2 levels reduced by approx 8µg/m^3 and 4µg/m^3 respectively	Air quality has shown improvement on St Augustine's Street following completion of the scheme. It has not yet achieved the objective, but NO_2 levels show a marked reduction over the preceding two years. Has also delivered regeneration and road safety benefits

Action plan measure	Timing	Outcome	Brief Comments
Establish central AQMA for NO_2 to incorporate existing AQMAs	2012	Implemented Nov 2012. Declaration requires Action Plan to be drafted within 18 months. Air quality is a material planning consideration for all developments inside AQMA which could have impact on NO_2. Promoted AQ consideration in infrastructure changes.	Allows more holistic approach to improving AQ and reducing NO_2 levels in areas where exceedances of AQ objective.
Chapelfield North/St Giles/Bethel St area scheme	2014	Diffusion tubes installed on Chapelfield North to determine existing conditions prior to road changes being implemented.	Diffusion tubes expected to show improvement in NO_2 concentrations if new road layout reduces congestion as expected. Reduced congestion onto Chapelfield roundabout would have beneficial impact on congestion on Grapes Hill also.
Two way on Cleveland Road and a new junction arrangement at Cleveland Road/Chapelfield North	2014	Detailed scheme approved. Linked with work to deliver Norwich Area Transport Scheme Implementation Plan (NATS IP)	New junction arrangements to facilitate Chapelfield North scheme.
Bus only through-traffic on Theatre Street and removal of general traffic except buses, taxis and cyclists from Rampant Horse Street	2014	Detailed scheme approved. Linked with work to deliver NATS IP	Part of city centre measures to reduce through traffic
Little Bethel Street closure	2014	Detailed scheme approved. Linked with work to deliver NATS IP	Part of Chapelfield North scheme and city centre measures.

Action plan measure	Timing	Outcome	Brief Comments
Southbound bus lane on Grapes Hill	2014	Detailed scheme approved. Linked with work to deliver NATS IP	Improvements to facilitate bus rapid transit on Dereham road bus corridor.
St Stephens Street and Surrey Street bus only	2014	Detailed scheme approved. Linked with work to deliver NATS IP	Part of Chapelfield North scheme and city centre measures.
Grapes Hill Road Layout Changes	2006	Layout and traffic light sequence changes resulted in reduced queuing on Grapes Hill. As a result, the 2008 detailed assessment concluded that the AQMA could be revoked.	AQMA now included in new central AQMA
Area Wide Measures, Initiatives & Policy Changes			
Bus Partnerships in LEZ	2009	Voluntary joint investment partnership established between First Bus, County Council and City Council during 2007 - 2010 period. This has delivered new Euro IV buses and improved fleet management.	Ongoing review of LEZ - Possible joint investment partnership to achieve minimum Euro V compliance in LEZ
Freight Distribution Centre	2009/10	Foulgers taking project forward. Increasing no. of companies using distribution centre resulting in fewer HGV's in city.	Distribution vehicles can use bus lanes. Funded by Civitas.
Park and Ride	2005	6 Park and Rides sites in Norwich with over 5,000 spaces - the most in the country. Circa 2.5 million passengers using Park and Ride each year Coach parking at Harford P&R	Along with promotions to use P&R, Norfolk County Council is developing a SMART ticketing system, meaning that those who travel more often pay less. NCC are also currently implementing a coach parking facility at Harford P&R. City centre parking tariffs encourage short/medium stay use which reduces peak hour movement, and consequently

Action plan measure	Timing	Outcome	Brief Comments
			reduces congestion and traffic queues.
Norfolk Car Club - http://www.norfolkcarclub.com/	implemented in 2011 but ongoing	16 car club cars in Norwich & further 12 locations designated for use within 2 years. All planning developments >200 units will be required to fund at least one new car but in time expect to achieve funding for every 100 units. Research shows every new car club car equates to 12 cars not bought. Now contracted out to "Common Wheels".	Success grows membership numbers as users can be confident car will always be available when required.
Norfolk Liftshare https://norfolk.liftshare.com/default.asp		Norfolk Liftshare was set up by Norfolk County Council to help residents get around the county by sharing car journeys. The service is free and is available to all who live, work and travel in and around Norfolk. This site matches residents up with potential partners as a driver or passenger. Residents can choose to share car journeys as little or as often as they like	Ongoing
School Travel Plans	Ongoing process	All existing schools now have travel plans. New schools must have a travel plan implemented through their planning application. Norfolk County Council monitor these travel plans	Norfolk County Council to re-visit progress of school travel plans for schools located in new AQMA.
Parking Permits priced according to vehicle size	2007-08	Aim is for residents to opt for smaller, more fuel efficient car.	Pricing policy still in place
Real time bus smartphone App	-	Aim is for more people to use buses due to reliable timetabling information being readily available.	Buses fitted with a transmitter send a signal to a satellite that locates the exact position of the bus. This information is then sent to a real-time system.
Land Use Planning	Ongoing	High density developments encouraged in areas of high accessibility to encourage sustainable travel. Concept	Ongoing

Action plan measure	Timing	Outcome	Brief Comments
		retained in emerging LDF.	
Alternative Fuels			
Retro-fit	2005-2009	Bus fleet using Castle Area AQMA refitted to comply with Euro III standards or better. No further action	Retro-fit evaluated as part of CIVITAS SMILE project as part of wider project to introduce a Low Emission Zone
Bio-diesel	2005+	CIVITAS funded research identified up to 20% bio-diesel blends have no negative impact on engines but potentially improves NOx emissions.	Trials evaluated as part of CIVITAS SMILE project.
Bio-gas	2013+	Currently 7 biogas buses powered by gas sourced from food waste. Bio-gas has CO_2 and NOx benefits.	County encouraging introduction of more biogas fuelled buses.
Leading by Example			
Vehicle Fleet	2012	Norwich City Council car fleet now includes electric as well as petrol efficient cars. County Council intend making better use of alternative fuels in its vehicle fleet.	4 Electric hook up points installed in St Giles car park for NCC electric vehicles.
Workplace Travel Plans & Initiatives	Ongoing process	Travel to work survey undertaken annually. Cycling and pedestrian routes reviewed and improvements made including increased cycle storage facilities. Increased promotion of buses serving County Hall. Financial incentives to encourage staff to cycle to work. A Travel Plan officer, sponsored through LSTF, was employed by Norfolk County Council to work on both the Council's Travel Plan and promote Travel Planning in key businesses.	Work is ongoing to install alternative technologies to promote remote working.

6. ACTION PLAN GOING FORWARD - 2015 ONWARDS

Action plan measure	Timescale	Outcome to date/AQ Progress	Comments
Infrastructure Changes			
Castle Meadow Low Emission Zone	2015-2018	Castle Meadow LEZ fully introduced with application of Traffic Regulation Condition & bus retro-fit programme. Outcome unclear as in recent years NO_2 been increasing but probably would have been worse without LEZ.	Ongoing review of LEZ and the requirement to further reduce bus emissions. We will work with the bus companies and aim to achieve Euro V compliance within a time period of 3 years and use best practical means to achieve as close as possible Euro VI compliance. Review of ticketing procedure to reduce passenger queuing Work with taxi operators to achieve improved Euro standards Enforce engine switch-off within zone and elsewhere
Westlegate - removal of straight ahead traffic movement	2013-2022	Detailed scheme approved. Linked with work to deliver NATS IP	Part of city centre measures to reduce through traffic
Extension of Postwick Park and Ride site	2013-2023	Linked with work to deliver NATS IP	Capacity Improvements
Review of traffic light times/synchronisation	2014/15	Review congestion patterns before and after new road layout schemes. Yet to be implemented	Congestion should be minimised

Action plan measure	Timescale	Outcome to date/AQ Progress	Comments
to optimise traffic flow for all new road layout schemes			
Construction of Northern Distributor Road (NDR)	2018	Moving traffic out of city will help relieve congestion in the city. Yet to be implemented	Diffusion tube monitoring will show any generic decline in NO_2 levels once NDR complete
Bus only on All Saints Green	2017 Long term	Waiting detailed design. Linked with work to deliver NATS IP	Closure of All Saints Green to all general traffic except buses.
Golden Ball Street and Farmers Avenue two-way	2017 onwards	Awaiting detailed design. Linked with work to deliver NATS IP	To reduce congestion and facilitate city centre road layout changes
Removal of general traffic except buses, taxies and cyclists from Red Lion Street	2017 onwards	Awaiting detailed design. Linked with work to deliver NATS IP	To reduce congestion and facilitate city centre road layout changes
Full closure of Westlegate	2017 onwards	Awaiting detailed design. Linked with work to deliver NATS IP	To reduce congestion and facilitate city centre road layout changes
Ring road junction improvements	2017 onwards	Awaiting detailed design. Linked with work to deliver NATS IP	To reduce congestion
Removal of general traffic except buses, cyclists and taxies from Prince of Wales Road (except Eastern section)	Long term - post NDR	Awaiting detailed design.	Long term goal once NDR has been completed

Action plan measure	Timescale	Outcome to date/AQ Progress	Comments
Bus only on Prince of Wales Road and Agricultural Plain	Long term - post NDR	Awaiting detailed design.	Long term goal once NDR has been completed
Removal of some non-bus, taxi or cycle through traffic from Tombland	Long term - post NDR	Awaiting detailed design	To reduce congestion and facilitate city centre road layout changes
CCAG programmes	Funds secured 2013 and 2015	Funding has been secured for a transformation of the pink, yellow and blue pedalways helping to encourage more cycling and reduced use of motorised transport.	Cycle routes extended and more joined up. Will encourage cycling as well as improved road safety.
Bus rapid transit	On-going	Awaiting detailed design. Linked with work to deliver NATS IP	Bus rapid transit extended. Will encourage greater use of public transport/reduced use of private motorised transport
Informative Measures			
Signage to inform of AQMA in known congested areas. Signage to also encourage engine switch-off and display waiting time at traffic lights.	2014	Secure funding from County to implement signage.	Signage educates road users & reinforces AQMA
Education/information campaigns to encourage more responsible driving and the use of	On-going	Continuation of work to promote Transport for Norwich objectives	

Action plan measure	Timescale	Outcome to date/AQ Progress	Comments
alternative modes			
Area Wide Measures & Procedural Changes			
Relocation of diffusion tubes to more representative locations, in accordance with best practice.	Completed	More representative assessment of NO_2 levels with respect to exceedances of annual objective.	Typical monitoring locations for sensitive receptors to give more accurate assessment of NO_2 concentrations.
School Travel Plans	Implemented but requires updating	To date 88 school travel plans in place. County to request updated travel plans for schools inside new AQMA. Travel Plan to focus on using buses, cycling and walking to school to ensure travel by private car is minimised.	New schools must have a travel plan implemented through their planning application.
Biogas	2015+	Anglian buses currently have 7 biogas buses powered by gas sourced from food waste. Biogas has both NOx, CO_2 and particulates benefits. Aim is to increase the number of biogas buses in operation and encourage more bus companies to follow suit.	

8. CONCLUSIONS

In November 2012 due to high levels of nitrogen dioxide emissions from road traffic, and the possible requirement to declare further AQMAs, Norwich City Council declared the whole of the city centre bounded approximately by the inner ring road as a single Air Quality Management Area. As a result, an Air Quality Action Plan is required under the Environment Act 1995.

Source apportionment studies, and results from the previous action plan measures, identified road infrastructure changes would probably have the greatest impact on tackling air pollution issues. This was particularly well demonstrated for the St Augustines area. Soft measures were seen to have less quantifiable and more long-term impacts. The Action Plan therefore concentrates significantly on road changes. The overall aim of the modifications is to divert as much non-essential traffic out of the city centre by way of restricted road access measures and re-routing of main traffic flows. In addition, bus lanes and cycle routes are increased to give greater connectivity. Park & ride facilities are continuously reviewed for ongoing improvement to enhance passenger utilisation. In conjunction with road infrastructure changes, the plan is to also include new signage to encourage eco driving, and traffic optimisation measures (such as traffic light synchronisation), to optimise traffic flow, ease congestion and reduce queuing.

Improvements in air quality in Castle Meadow are anticipated as a result of building on the air quality measures already in place, principally in connection with the Low Emission Zone. This will include working with bus companies to take minimum vehicle emissions standards beyond Euro 3, aiming to achieve Euro 5 standard and work towards Euro 6. It will also include reinforcement of the Road Traffic Regulations to ensure engine switch-off is complied with.

Both City & County councils are committed to improving air quality across the whole of Norwich. Many of the measures implemented in the 2004 Action Plan are still ongoing and supported. These include school and workplace travel plans, promoting alternative fuel use, land use planning, leading by example, continued support of Norfolk's car sharing and Car Club schemes, Travelwise initiative and promoting freight distribution centres. All major developments in the city centre will have significant regard to air quality with a strong emphasis on sustainable travel methods. The NDR is expected to divert traffic away from Norwich as a whole, and hence contribute to the more general improvement in Norwich’s air quality.

It is expected that the road infrastructure changes, in addition to all of the other proposed and ongoing measures, will achieve measureable improvements in air quality, particularly in the central AQMA.

Norwich City Council and Norfolk County Council are committed to improving air quality in the AQMA to bring it in line with the National Air Quality Standard for nitrogen dioxide. This Air Quality Action Plan will help guide the overall strategy to achieve the government’s air quality objective.

APPENDIX 1: NATIONAL AIR QUALITY OBJECTIVES

National air quality objectives and European Directive limit and target values for the protection of human health

Pollutant	Applies	Objective	Concentration measures as	Date to be achieved by	European obligations	Date to be achieved by
Particles (PM_{10})	UK	50µgm-3 not to be exceeded more than 35 times a year	24 hour mean	31/12/04	50µgm^{-3} not to be exceeded more than 35 times a year	1/1/05
	UK	40µgm^{-3}	Annual mean	31/12/04	40µgm^{-3}	1/1/05
	Indicative 2010 objectives for PM_{10} (from the 2000 Strategy and 2003 Addendum) have been replaced by an exposure reduction approach for $PM_{2.5}$					
Particles ($PM_{2.5}$) Exposure Reduction	UK	25µgm^{-3}	Annual mean	2020	Target value25 µgm^{-3}	2010
	UK urban areas	Target of 15% reduction in concentrations at urban background		Between 2010 and 2020	Target of 20% reduction in concentrations at urban background	Between 2010 and 2020
Nitrogen dioxide	UK	200µgm^{-3} note to be exceeded more than 18 times a year	1 hour mean	31/12/05	200µgm^{-3} note to be exceeded more than 18 times a year	1/1/10
	UK	40µgm^{-3}	Annual mean	31/12/05	40µgm^{-3}	1/1/10
Ozone	UK	100µgm^{-3} not to be exceeded more than 10 times a year	8 hour mean	31/12/05	Target of 120µgm^{-3} not to be exceeded more than 25 times a year averaged over 3 years	21/12/10

Sulphur dioxide	UK	266µgm^{-3} not to be exceeded more than 35 times a year	15 minute mean	31/12/05		
	UK	350µgm^{-3} not to be exceeded more than 35 times a year	1 hour mean	31/12/04	350µgm^{-3} not to be exceeded more than 35 times a year	1/1/05
	UK	125µgm^{-3} not to be exceeded more than 35 times a year	24 hour mean	31/12/04	125µgm^{-3} not to be exceeded more than 35 times a year	1/1/05
Polycyclic Aromatic Hydrocarbons	UK	0.25ngm^{-3} B[a]P	As annual average	21/12/10	Target of 1ngm^{-3}	31/12/12
Benzene	UK	16.25 µgm^{-3}	Running annual mean	31/12/03		
	England and Wales	5µgm^{-3}	Annual average	31/12/10	5 µgm^{-3}	1/1/10
1,3-butadiene	UK	2.25µgm^{-3}	Running annual mean	31/12/03		
Carbon monoxide	UK	10mgm^{-3}	Maximum daily running 8 hour mean/in Scotland as running 8 hour mean	31/12/03	10mgm^{-3}	1/1/05
Lead	UK	0.5µgm^{-3}	Annual mean	31/12/04	0.5 µgm^{-3}	1/1/05
	UK	0.25µgm^{-3}	Annual mean	31/12/08		

APPENDIX 2: STAKEHOLDER CONSULTATION LIST

Anglian Buses
Broadland DC
Chamber of Commerce
Environment Agency
First Bus
National Express
Norfolk County Council
Norwich City Council
South Norfolk DC

M G Stephenson
Public protection manager

If you would like this information in another language or format such as large print, CD or audio cassette or Braille please contact:

Public protection
City Hall
Norwich
NR2 1NH
t: 0344 980 3333
e: info@norwich.gov.uk

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DPP10652

2018 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the Environment Act 1995 Local Air Quality Management

July 2018

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Date	July 2018

Executive Summary: Air Quality in Our Area

Norwich covers approximately 39 square kilometres in the heart of Norfolk with a population of circa 132,000 people. The population of the Norwich 'Travel to Work Area' ie the area of Norwich in which most people both live and work is circa 376,500. Norwich is the fourth most densely populated local authority district in the eastern region with approximately 34 people per hectare.

The Norwich City Council (also referred to as 'the council') permits 33 'Part B' processes, including petrol stations, road stone coating plant, vehicle re-sprayers and a crematorium. The Environment Agency permits the larger 'Part A' processes such as Briar agrochemical company. Neither Part A or Part B processes are considered to contribute significantly to air quality in the city.

The major pollutant source in the city is road traffic. Source apportionment exercises identify oxides of nitrogen from road traffic to be the most significant source of nitrogen dioxide (NO_2) and, more specifically, buses and taxis to be the main contributor. Oxides of nitrogen are a by-product of incomplete combustion. An Air Quality Management Area (AQMA) covering an area around central Norwich was declared in 2012 for exceedances of the annual mean NO_2 objective (See Appendix E).

In 2015 the council produced an updated Air Quality Action Plan (AQAP) that sets out measures to be taken in order to work towards achievement of the air quality objectives. The action plan can be accessed on the council website by following this link: https://www.norwich.gov.uk/downloads/file/3020/2015_air_quailty_action_plan .

Following on from this report, the council proposes to continue with automatic and passive NO_2 monitoring within the city area. However, in response to road changes now implemented in the city centre, which have been aimed at restricting general traffic from travelling through the city centre, 13 NO_2 diffusion tube monitoring positions have been removed and 9 new locations added in order to assess any resultant impacts of the changes and to re-site at locations of relevant exposure. As these re-locations have only been implemented this year the results will not been seen until 2019. As further road changes are implemented, reassessment of the monitoring positions will continue.

A detailed assessment is not required for any pollutants and the council will progress to the next Annual Status Report in 2019. In 2020 a review of the 2015 Action Plan will be required. This will be interesting as most if not all of the major road changes will have been implemented. The results may not however be realised until a further year on in order to allow for the results of NO_2 levels to be fully processed following these road changes.

This report has been undertaken in accordance with the Local Air Quality Management Technical Guidance (TG16) and associated tools (as updated in 2016).

Air Quality in Norwich

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equality issues, because areas with poor air quality are also often the less affluent areas[1,2].

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion[3].

Norwich City Council has monitored air quality in the city since 1998. This report considers all new monitoring data acquired during 2017 and assesses the data against the Air Quality Strategy objectives. It also considers any changes that may have an impact on air quality.

The council have carried out all past rounds of review and assessment and in doing so have consolidated the previous four smaller AQMAs into a single central AQMA. The extent of the central AQMA is shown in Figure 2.1 and on the Defra website

https://uk-air.defra.gov.uk/aqma/details?aqma_id=951.

The AQMA was declared in 2012 for exceedances of the annual mean NO_2 objective. All other pollutants of concern have been screened out over time, though particulates are still measured using the automatic analyser. This is important, especially given

[1] Environmental equity, air quality, socioeconomic status and respiratory health, 2010
[2] Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006
[3] Defra. Abatement cost guidance for valuing changes in air quality, May 2013

the recent requirement for local authorities to contribute to reducing emissions and/or concentrations of $PM_{2.5}$ (particulate matter with an aerodynamic diameter of 2.5µm or less). Measures to reduce NO_2 resulting from road traffic will also have a positive benefit on reducing $PM_{2.5}$ levels.

A considerable amount of monitoring is carried out within the AQMA using passive diffusion tubes and an automatic analyser. The city also benefits from having a Government-owned AURN urban background station in its area (though not in the AQMA). Data from this station is used within the report.

Overall, NO_2 concentrations within the central AQMA are falling. In 2012, ten of the diffusion tube monitoring locations exceeded the annual mean objective of 40mg/m^3. This steadily reduced to six in 2015 despite an additional site being added in 2013 on Chapel Field North. In 2016 the number of locations increased to seven sites exceeding the annual mean objective but 3 of these only by 1mg/m^3. In 2017 the number of sites dropped back down to 6. The site that exceeded in 2016 but fell below the objective level in 2017 is Chapel Field North which has shown a fairly consistent decline in NO_2 levels since the introduction of the new road system in 2014. There are not considered to be any new major sources of pollution. Hence there are still challenges to reduce pollution levels in Norwich but, taken as a whole, the levels are promising as they are still on a slow downward trend.

Actions to Improve Air Quality

Air pollution has risen up the corporate agenda at Norwich City Council since the first round of Review & Assessment. For example, the Transport Planning Officer now has to consider air quality issues for all new developments and Norfolk County Council has incorporated a local air quality strategy into its Local Transport Plan to deal with air quality issues and to try and reduce pollution associated with traffic in all future plans.

The 2015 the Air Quality Action Plan (AQAP) identified the strengths of the previous action plan and the strategies that had the greatest impact on improving air quality and built on this by concentrating on these strategies in particular. As a result, the AQAP focussed principally on road infrastructure changes designed to further pedestrianise and divert general traffic away from the congested city centre. The

purpose of the road changes are also to improve traffic flow by introducing more one way systems, optimising traffic flow at junctions and reduce vehicle queueing.

For example, works are now complete in the Westlegate area of Norwich and also the adjoining Ber Street, Golden Ball Street, All Saints Green, Red Lion Street and St Stephen's areas. These changes, drawn up by Norwich City Council and Norfolk County Council include the creation of more pedestrian areas and the removal of traffic lights and kerbside barriers at a number of junctions. On some of these streets this also includes the removal of private motorised vehicles giving access only to buses, coaches, taxis, delivery vehicles and bikes. These changes are designed to be another step forward in supporting the vitality of the city centre by reducing conflict between vehicles, pedestrians and cyclists while maintaining access for all modes of travel and contributing to improvement in air quality in the surrounding areas.

A further example of improvement in air quality resulting from the traffic changes in the city is the work done to implement new road layout and junction arrangements in the Chapel Field area of Norwich. This area is within the central AQMA. Revised traffic flow and direction in the surrounding roads aimed to improve bus access and reduce through-traffic in the city centre. Triplicate diffusion tube monitoring was carried out for a full year prior to the scheme commencing and has continued since. As a result of the changes, the annual mean NO_2 concentration has reduced from 60.9µg/m^3 in 2013 to 37.1µg/m^3 in 2017 ie below the national air quality objective, thus improving air quality for residents fronting the road and those using the public gardens opposite. The traffic from Chapel Field North has now been fed onto Cleveland Road and Bethel Street. Diffusion tubes have therefore been added to both these roads but relevant exposure on these two roads is considerably further back and, in some places, absent so this road change is considered to be a significant benefit overall.

More information on major transport projects within Norwich can be found on the county council website here: https://www.norfolk.gov.uk/roads-and-transport/major-projects-and-improvement-plans/norwich/city-centre-improvements

Another key action having been taken by Norfolk County Council is the construction of the Norwich Northern Distributor Road (NDR) which was completed in April this year. The NDR provides a dual carriageway link from the national road network to

Norwich International Airport and beyond, serving a large area of Broadland and North Norfolk including existing and planned business and housing areas.

It is predicted that the NDR will:

- Reduce traffic flows on the northern sections of the Outer Ring Road on key northern radial routes and on unsuitable residential and rural roads
- Reduce general traffic travelling through the city centre
- Reduce congestion by taking around 40,000 vehicles a day from congested and unsuitable roads, bringing relief to local communities and the city centre
- Significantly improve access for north Norwich and north and north east Norfolk, the wider road network and to Norwich International Airport
- Provide the transport infrastructure needed to allow planned and proposed growth
- Increase the opportunities for improving public transport and the provision for pedestrians and cyclists and hence promote these modes of travel.

It is not expected any benefits will be seen until there is another year or two diffusion tube data. More information on the NDR is available on the county council website here: https://www.norfolk.gov.uk/roads-and-transport/major-projects-and-improvement-plans/norwich/northern-distributor-road

A key proposal in the AQAP was to work with local bus companies to encourage updating of the fleet. In 2016, First Eastern Counties made a £1.8m investment in nine brand new double deck vehicles which service the city. The new buses are all Department for Transport 'low carbon certified' - a mark of fuel efficiency. Additionally, First Eastern Counties introduced 11 brand new single deck buses in October 2015 for the Norwich green line network at a value of £1.9m. All new vehicles are fitted with Euro 6 engines.

In 2016 through a Department for Transport (DfT) grant - Clean Technology Fund - 24 buses that were previously Euro 3 or 4 standard have now been upgraded to close to Euro 6 through a program of retrofitting using Selective Catalytic Reduction Technology (SCRT). This program of upgrade is now largely complete.

The upgrading of bus fleets is a slow and costly process. There are however changes that can be implemented straight away which should have a beneficial effect on air quality and that is engine switch off when idling. As a result, the council applied to the Secretary of State for enforcement powers in order to enact the Road Traffic Regulations 2002 with the ultimate aim to issue Fixed Penalty Notices for engine switch off offences. These powers were acquired earlier this year and bus operators have been written to in order to forewarn of the impending enforcement which is expected to commence autumn 2018. However, it should be noted that the engine switch off legislation will relate to all vehicles operating within the AQMA and not just public transport vehicles.

The council works with partners within the Norfolk Environmental Protection Group's (NEPG) Air Quality sub-group to ensure regular two-way engagement with representatives of Public Health England and the Director of Public Health at Norfolk County Council as well as ensuring consistency of approach throughout the county. The council also has direct dialogue with officers of Norfolk County Council Highways Department on any significant changes to road layout or traffic flow that may be proposed within the city.

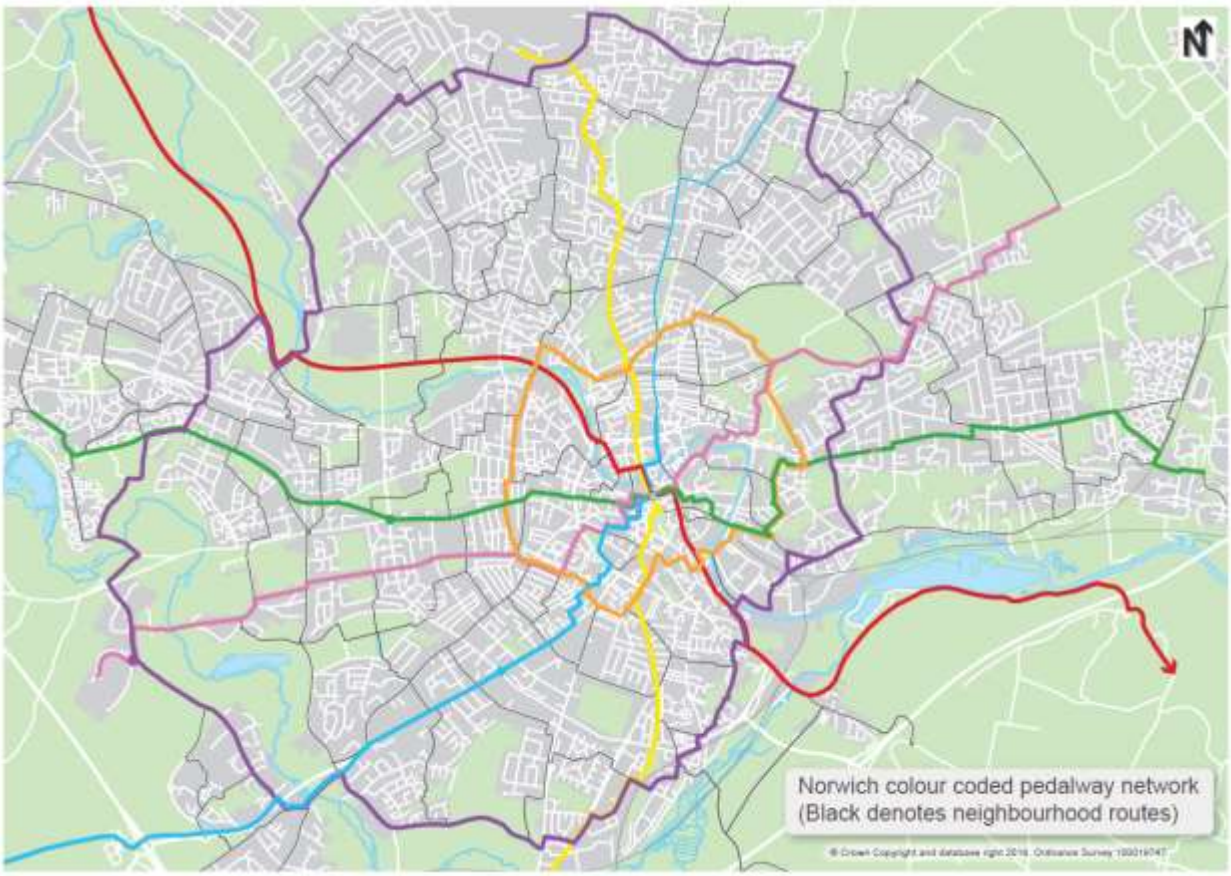
In addition, a working group of representatives from Norwich City Council, Broadland District Council, South Norfolk Council and Norfolk County Council (Highways) was set up in the Spring of 2018 specifically to develop a multi-authority approach to tackling poor air quality from transport with the Greater Norwich Area. The aims of the group are to;

- To produce a positive change to air quality from transport.
- To develop better education of all road users to the effect of transport emissions on human health and the wider environment.
- Commit to working as a team to consider air quality as a cross boundary issue.
- Commit to working with stakeholders to develop and implement projects.
- Identify joint funding opportunities for delivering air quality projects.
- Collate data on air quality before, during and after projects.
- Evaluate the impact of air quality improvement projects and determine if they have been effective and appropriate to be adopted elsewhere.

- Share findings of projects with interested third parties.

Clearly benefits aimed at improving air quality in adjoining district councils have a positive impact for the city, especially when it comes to improvements in bus fleets as many of the buses serving the rural community also transit through Norwich.

It has been a long standing commitment in the Norwich Area Transportation Strategy (NATS) that the priority is to promote walking, cycling and the use of public transport to encourage modal shift and reduce the reliance on the private car. In support of this commitment in 2012 a cycle network for the greater Norwich area was adopted which included 5 radial and 2 orbital pedalway routes and number of neighbourhood cycle routes connecting those pedalway routes. Each of the 7 pedalways was colour coded. See City Schematic of Pedalways below.



Since being awarded Cycle City Ambition status in 2013, Norwich has seen a significant increase in cycling. In 2016 there were 43% more cyclists crossing the inner and outer ring roads than in 2013 (data from annual ring road count undertaken each autumn). Over the same 2013-2016 period cycling on The Avenues, a section

of the pink pedalway close to the University, almost doubled from 350,000 a year to nearly 700,000.

Currently there are 25 electric vehicle charging points within the Norwich City Council district boundary, 6 of which are owned by the council and are located in Rose Lane Car Park. In the next 12 months, the council are looking to upgrade some charging points to rapid charging, priority being given to University of East Anglia. The council will continue to encourage and, in some cases, make it a planning condition to install electric charging points for successful planning applications for the larger developments.

A good working relationship has been developed with the Environmental Science Department at University of East Anglia (UEA). This collaboration has facilitated research projects into reducing air pollution. For example, in November 2017, a project looking into the behavioural response of drivers to engine switch off signage was undertaken. The UEA provided the initiative and resource for the project, the County Council provided signage and highways approval, whilst the City Council helped facilitate the project and handled the logistics and communication. It is hoped further collaborations with the UEA and both authorities will nurture research projects into air pollution and provide a more holistic approach when applying for government funding.

Conclusions & Priorities

The council proposes to continue with automatic and passive NO_2 monitoring within the city area. As completion of road changes are implemented, the council will review the locations of monitoring positions so as to assess any resulting impacts from these changes. No excursions of the NO_2 objective was measured outside of the central AQMA and monitoring shows the trend of declining pollution levels continues. The boundaries of the current AQMA will not be reconsidered until all proposed road changes are complete and sufficient monitoring data has been acquired to give full confidence to any changes.

Norwich is a compact city with a medieval street layout and trying to maintain the historic plan of the city whilst catering for modern society and transport is not always straight forward. However, this is a key factor to be considered as part of all future schemes.

Whilst the automatic monitoring station owned and run by the council is currently working satisfactorily, it is an ageing unit. There will come a time when it must be replaced and this consideration needs to be factored into the council budget. In addition, its location is not one of relevant exposure and hence as the council have now acquired over 10 years of data, the added benefit of this data is limited provided there continue to be no exceedances of the 1 hour mean.

The council will continue to support initiatives that contribute positively to improving air quality, such as;

encouraging car sharing in partnership with Liftshare;

encouraging schools to develop travel plans using the Modeshift Stars software;

encourage and enforce engine switch off;

support the Norfolk Car Club.

Local Engagement & How to Get Involved

Air quality is a subject that has reached the interest and concern of more and more people year on year. If people would like to find out more about air quality and how they can contribute to improving it in their area, these links can provide further information:

- UK Air – The Govt's Air Information Resource: https://uk-air.defra.gov.uk/
- Norwich City Council's air quality reporting website: https://www.norwich.gov.uk/downloads/download/1917/air_quality_monitoring_reports_and_assessments
- Norfolk Car Club – 'Connecting Norfolk': http://www.norfolkcarclub.com/
- Norfolk Liftshare - https://liftshare.com/uk/community/norfolk
- Modeshift Stars is a national schools awards scheme that has been established to recognise schools that have demonstrated excellence in supporting cycling, walking and other forms of sustainable travel https://modeshiftstars.org/

Please note that Norwich City Council does not have control over third party websites and is not responsible for their content which it does not necessarily endorse.

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1 Local Air Quality Management

This report provides an overview of air quality in Norwich during 2017. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995) and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their area and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives. This Annual Status Report (ASR) is an annual requirement showing the strategies employed by Norwich City Council to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England can be found in Table E.1 in Appendix E.

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority must prepare an Air Quality Action Plan (AQAP) within 12-18 months setting out measures it intends to put in place in pursuit of the objectives.

A summary of AQMA's declared by Norwich City Council can be found in Table 2.1 and a map of the AQMA in Figure 2.1.

Further information related to declared or revoked AQMAs, including maps of AQMA boundaries, are available online at https://uk-air.defra.gov.uk/aqma/local-authorities?la_id=187

Figure 2.1 Map of the Central Norwich AQMA

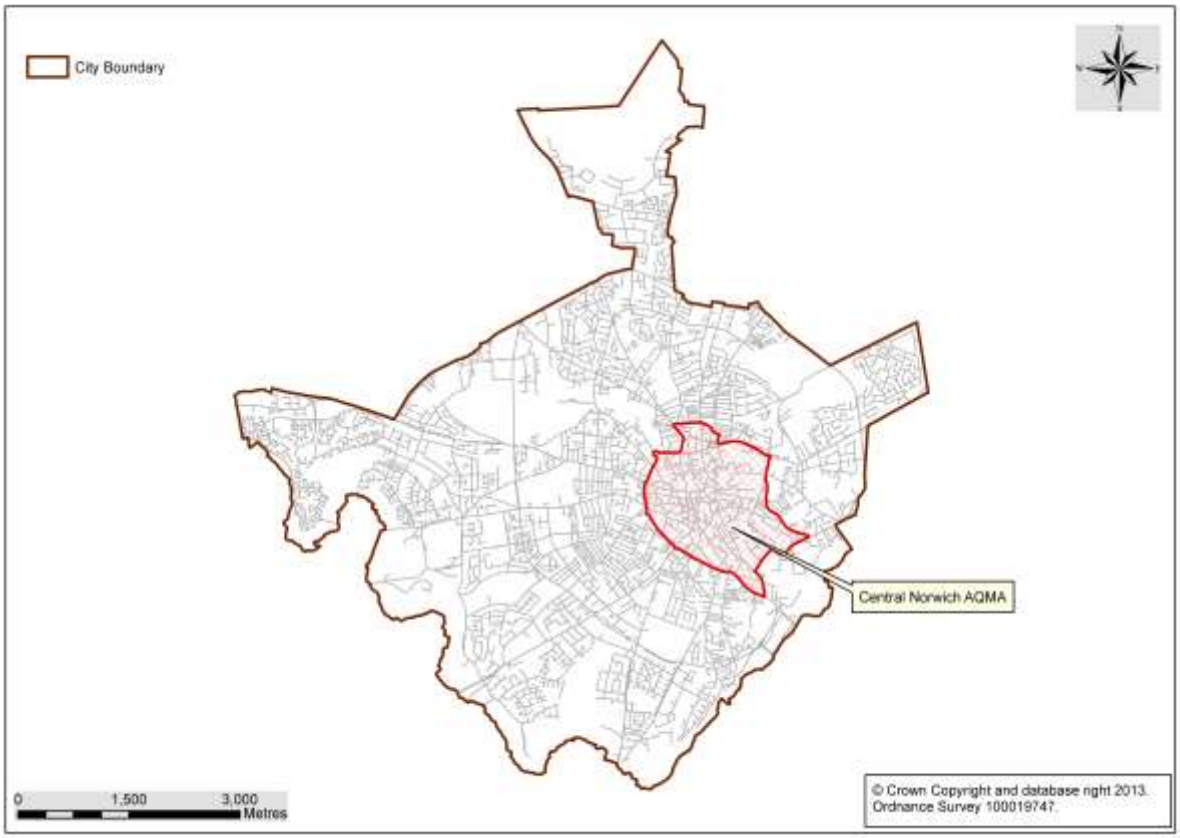


Table 2.1 – Declared Air Quality Management Area

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	City / Town	One Line Description	Is Air Quality in AQMA Influenced by Roads Controlled by Highways England	Level of Exceedence (maximum monitored/ modelled concentration at a location of relevant exposure)		Action Plan
						At Declaration	Now	
Central AQMA	Nov 2012	NO_2 annual mean	Norwich	An area encompassing the Centre of Norwich, broadly following the inner link road.	No	52 µg/m^3 (at 52 St Augustines Street)	53.6 µg/m^3 (at 52 St Augustines Street)	2015 AQAP https://www.norwich.gov.uk/downloads/file/3020/2015_air_quailty_action_plan

2.2 Progress and Impact of Measures to address Air Quality in Norwich

Defra's appraisal of last year's ASR concluded;

The report is well structured, detailed, and provides the information specified in the Guidance. The following comments are made:

1. *The latest monitoring results highlight continued exceedances within the central Norwich AQMA. There were 7 sites recorded with results above objective levels, with three of these only marginal exceedances.*
2. *The future positions and designations of monitoring sites should be evaluated in terms of providing a combination of fixed monitoring sites representative of relevant exposure, and further sites that provide an understanding of the pollution concentrations that will assist in determining the sites of pollution hotspots.*
3. *It may assist future reporting if sites can be clearly separated into those that may be considered as representative of relevant exposure both with and without distance corrections, and those that are not. Final determination of the status of the AQMA in relation to current air quality objectives, should be based on results from sites representative of relevant exposure.*
4. *The separation of the continuous monitor to nearby diffusion tube of 60m cannot be considered as equivalent, pollution concentrations within central urban areas subject to stop-start traffic can vary significantly within a short distance. Now that the pollution concentrations are falling towards objective levels, future monitoring needs to concentrate on establishing any further hotspot locations, and verifying the continued status of the central AQMA.*
5. *It is evident that the Council have made significant strides in developing measures to address the source of exceedances by the number of traffic management measures that are being adopted. This is clearly delivering some significant benefits, and we note that these measures will require further assessment to determine what extent further measures may be required.*
6. *Measures within the plan should continue to focus on the hotspot areas (i.e. those exceeding the objective) within the central AQMA. Future ASR updates to the Action Plan should clearly indicate that this is the case, for example in St Stephen's Street and St. Augustine's Street.*

In order to address points made, and now that a number of road changes have been completed, in January 2018 13 diffusion tube locations were removed and 9 new locations installed. The new locations represent;

1) locations of relevant exposure close to the previous tube where it was formally at a non-relevant exposure location, or
2) where new hotspots may be occurring as a result of the road changes, or
3) where new significant development is planned or approved.

The diffusion tubes that were removed are those where there have been a number of years of monitoring and NO_2 levels have been consistently below the objective level or where they are at sites of non-relevant exposure.

This program of reassessing monitoring locations will be ongoing and particularly whilst road changes continue to be implemented.

Distance corrections have been applied to Table B.1 where considered appropriate, for example, where a monitoring location is roadside and above the objective level but relevant exposure is set back from the road. Where the monitoring location is relevant to annual mean public exposure, the final column in Table B.1 has a dash.

Where relevant exposure is not considered to be applicable at a particular site, such as where the monitoring location is far enough away from the nearest relevant exposure such that other factors come in to play, N/A not applicable, has been entered in Table A.1 & A.2.

When considering only those locations that have NO_2 levels above the objective and applying the above principles to these locations, there are no sites that have been distance corrected.

The next Action Plan which is due in 2020 will address point no 6 and all future ASR's will respond to these changes.

Norwich City Council in combination with Norfolk County Council has taken forward a number of measures during the current reporting year of 2017 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2. The Table has been ordered in terms of perceived importance in terms of air quality and hence completed measures appear at the bottom of Table 2.2.

More detail on these measures can be found in the latest Action Plan by clicking on the following link:
https://www.norwich.gov.uk/downloads/file/3020/2015_air_quailty_action_plan.

Key completed measures are:

- Golden Ball Street and Farmers Avenue two-way traffic – completed.
- Removal of general traffic except buses, taxis and bikes from Red Lion Street – completed.
- Full closure of Westlegate – completed.
- Restricted access on All Saints Green - Linked with work to deliver the implementation plan for the Norwich Area Transportation Strategy (NATS) - completed.
- Northern Distributor Road – completed.
- Cycle routes extended and more joined up within city to encourage cycling as well as improve road safety – Pink pedalways totalling 12.2 km completed.
- Bus retrofit using SCRT technology. 24 buses that were previously Euro 3 or 4 standard upgraded to close to Euro 6 – substantially complete, with some snagging issues being dealt with.
- Work with taxi operators to achieve improved Euro standards. A policy has been implemented such that no vehicle will be re-licenced as a Hackney carriage after 15 years beyond its first registration – completed.

  This policy is broadly in line with the current London model, and will ensure continued improvement in Hackney carriage Euro standards beyond Euro V.
- Enactment of The Road Traffic (Vehicles Emissions) (Fixed Penalty) (England) Regulations 2002 – completed.

  Bus operators have had a written warning of the imminent implementation of enforcement via the issue of Fixed Penalty Notices as an on the spot fine of £20. Enforcement itself is expected to begin in September 2018.

Norwich City Council expects the following measures to either be completed or be in the process of being implemented over the course of the next reporting year. They

are expected to reduce congestion and potentially facilitate other city centre road layout changes.

- Ring road junction improvements - Linked with work to deliver NATS. Survey work is now complete and data is being analysed which will determine required intervention measures.
- Review of traffic light optimisation – this is an ongoing project.
- Signage installed to encourage engine switch-off. At a later date, it is also intended to look at the option of displaying waiting times at traffic lights and install signage to inform drivers of the AQMA in known congested areas.
- Cycle routes extended and more joined up within the city to encourage cycling as well as improve road safety – Blue & Yellow pedalways totally 31km scheduled for 2019.
- Successful bid for £1.7million of DfT Cycle Safety funding on two improvement schemes on Earlham Road and the green pedalway route to be implemented during 2019.
- Norfolk County Council are researching the ability to be able to monitor for air pollutants at bus stops where there are already electronic displays.

In November the University of East Anglia (UEA) commenced a trial assessing the behavioural approach of drivers to signage encouraging engine switch off. The signage was sited at traffic lights on Riverside Road where the objective level is exceeded. Riverside Road truncates at a busy and congested 4-way junction. Space is limited on Riverside Road due to it being sandwiched between the River Wensum and terrace housing. At the junction is Norwich train station and a bridge over the River Wensum.

The results showed that the proportion of drivers switching off their engines rose from 9.6% pre-intervention to 17% with signage. The results also identified the type of behavioural message that drivers most responded to although, due to the restricted time period over which the project was conducted, further analysis would be needed to make any confident conclusions. It is thought these results may feed into signage in areas outside of dedicated engine switch off enforcement zones but inside the

AQMA and will simply appeal to drivers to switch off engines when idling. It is also hoped that in the future useful information at traffic light junctions may aid this behavioural response by informing drivers of waiting time till light change.

Principle challenges and barriers to implementation that Norwich City Council anticipates facing are resourcing and funding issues and for this reason the installation of some measures have been slower than desired.

Whilst the measures stated above and in Table 2.2 will help to contribute towards compliance, Norwich City Council anticipates that further additional measures not yet prescribed will be required in subsequent years to achieve compliance and enable the revocation of the central AQMA in Norwich.

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure	EU Category	EU Classification	Organisations Involved & funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant /Emission from Measure	Progress to Date	Estimated/ Actual Completion Date	Comments/ Barriers to Implementation
1	Castle Meadow Low Emission Zone	Promoting Low Emission Transport	Low Emission Zone (LEZ)	Norwich City Council (NCC)	2004/05	2006/09	Reduction in NO_2 levels in Castle Meadow – some reduction seen	Circa 10-15 µg/m^3 NO_2	Erratic decline in NO_2 but probably would have been worse without LEZ.	2018	Ongoing review of LEZ and the requirement to further reduce bus emissions. We will work with the bus companies and aim to achieve Euro V compliance by 31st March 2019 and use best practical means to achieve as close as possible Euro VI compliance.
3	Review of traffic light times & synchronisation to optimise traffic flow for all new road layout schemes	Traffic Management	UTC, Congestion management, traffic reduction	NCC	2014/15	2016-	Reduced city centre congestion as well as wider network	Specific value not known but will contribute to overall reduction in NO_2 levels in city centre and surrounds	Ongoing	Ongoing	Congestion should be minimised but this needs to be monitored and where applicable diffusion tube sites reviewed. In addition, the work on ring road junction improvements will aid this.
9	Ring road junction improvements	Traffic Management	UTC, congestion management, traffic reduction	NCC + Norfolk County Council (NorCC)	2016-	2018-	Reduced city centre congestion as well as wider network	Specific value not known but will contribute to overall reduction in NO_2 levels in city centre and surrounds	Surveys completed. In analysis and development of intervention phase.	Ongoing	Feasibility work on revised junction layouts to be undertaken as part of preparation of funding bids.

Measure No.	Measure	EU Category	EU Classification	Organisations Involved & funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant /Emission from Measure	Progress to Date	Estimated/ Actual Completion Date	Comments/ Barriers to Implementation
10	Signage to inform of AQMA in known congested areas. Signage to also encourage engine switch-off and display waiting time at traffic lights.	Public Information	Via other mechanisms	NCC + NorCC	2014/15	Ongoing – trial on Riverside Rd to be implemented late 2017	Reduction in NO_2 levels in AQMA	Specific value not known but will contribute to overall reduction in NO_2 levels in city centre and surrounds	Ongoing	TBC	Signage educates road users and reinforces AQMA. Need to secure funding from County to implement traffic light signage. Engine Switch Off signage will be implemented Aug 2018 in areas where the need is greatest.
11	Education & information campaigns to encourage more responsible driving and the use of alternative modes	Promoting Travel Alternatives	Other	NCC + NorCC	Ongoing	Ongoing	Reduction in NO_2 levels in city centre and surrounds	Specific value not known but will contribute to overall reduction in NO_2 levels in city centre and surrounds	Ongoing	Ongoing	Continuation of work to promote Transport for Norwich objectives utilising funding from DfT through Access fund.
12	School Travel Plans	Promoting Travel Alternatives	School Travel Plans	NorCC		Implemented but requires updating	Reduction in NO_2 levels in city centre and surrounds	Specific value not known but will contribute to overall reduction in NO_2 levels in city centre and surrounds	Ongoing	Ongoing	County to request updated travel plans - prioritising schools inside AQMA. Travel Plan to focus on using buses, cycling and walking to school to ensure travel by private car is minimised. County to promote use of Modeshift Stars software with schools so they can generate and manage their own travel plans.

Measure No.	Measure	EU Category	EU Classification	Organisations Involved & funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant /Emission from Measure	Progress to Date	Estimated/ Actual Completion Date	Comments/ Barriers to Implementation
13	Low NOx Buses	Promoting Low Emission Transport	Public Vehicle Procurement prioritising uptake of low emission vehicles	NCC + NorCC	N/A-	N/A	Reduction in NO_2 levels in city centre and surrounds	Specific value not known but will contribute to overall reduction in NO_2 levels in city centre and surrounds	24 buses retrofitted by June 2018	Ongoing	24 buses upgraded from Euro 3-4 to being close to Euro 6 through program of retrofitting utilising DfT grant.Aim is work in partnership with bus operators on funding opportunities relating to low NOx emission vehicles.
14	Engine switch-off enforcement	Public information	Other	NCC	2016	2018	Reduction in NO_2 levels in city centre and surrounds	Complimentary to other measures; in particular Castle Meadow LEZ.	Agreement obtained. Transport operators contacted.	August 2018	Use of powers to enforce engine switch-off via issue of fixed penalty notices
15	CCAG programmes	Promoting Travel Alternatives	Promotion of cycling	NCC, NorCC & DfT	2013	2014-2019	Reduction in vehicle use in city centre. Increased no. people cycling	Specific value not known but will contribute to overall reduction in NO_2 levels in city centre and surrounds	Ongoing	December 2019 for current available funding. £1.7million further DfT funding successfully bid on during 2018 for two cycle infrastructure improvements schemes due for completion 2019	Cycle routes extended and more joined up. Will encourage cycling as well as improved road safety. Successful funding application submitted to DfT Spring 2018 for 2 cycle schemes in west of city.

Measure No.	Measure	EU Category	EU Classification	Organisations Involved & funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant /Emission from Measure	Progress to Date	Estimated/ Actual Completion Date	Comments/ Barriers to Implementation
16	Removal of private vehicle traffic from Tombland	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, including access management, selective vehicle priority, bus priority.	NCC + NorCC	TBC	Long term	Reduced city centre congestion	Specific value not known but will contribute to overall reduction in NO_2 levels in city centre and surrounds	Not started	TBC	Long term goal. Awaiting detailed design.
17	Bus rapid transit	Transport Planning and Infrastructure	Bus route improvements	NCC + NorCC	Ongoing	Ongoing	Reduced city centre congestion as well as wider network	Specific value not known but will contribute to overall reduction in NO_2 levels in city centre and surrounds	Ongoing	Ongoing	Bus rapid transit is an integral element of the existing Transport for Norwich strategy. The strategy is being reviewed 18/19 to identify the future role of bus rapid transit.
18	Rationalising and simplifying of traffic on Prince of Wales Road	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, including access management, selective vehicle priority.	NCC + NorCC	2016/17	Long term	Reduced city centre congestion	Specific value not known but will contribute to overall reduction in NO_2 levels in city centre and surrounds	Approval to construct given at June 2018 Highways Committee	2019	Works to start Nov 2018
19	Extension of Postwick Park and Ride site	Alternatives to private vehicle use	Bus based Park & Ride	NorCC	-	TBC	Reduced city centre congestion as well as wider network	Specific value not known but will contribute to overall reduction in NO_2 levels in city centre	Project suspended	TBC	Still capacity on existing site. Plan to be reactivated when additional capacity required.

Measure No.	Measure	EU Category	EU Classification	Organisations Involved & funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant /Emission from Measure	Progress to Date	Estimated/ Actual Completion Date	Comments/ Barriers to Implementation
20	UEA behavioural messages to encourage drivers to turn off idling engines	Public Information	Other	NCC + NorCC	-	2017	Proportion of drivers who switched off engine in presence of signage. Reduction in NO_2 levels in city centre and surrounds.	Specific value not known but will contribute to overall reduction in NO_2 levels in city centre & surrounds	Results showed that proportion of drivers switching off engines rose from 9.6% pre-intervention to 17% with signage.	Ongoing	This research supports further use of signage to encourage drivers to switch off idling engines which will compliment enforcement approach being adopted.
2	Westlegate removal of straight- ahead traffic movement	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars including Access management, Selective vehicle priority, bus priority.	NCC + Norfolk County Council (NorCC)	2013	2014/15	Reduced city centre congestion – KPI met	Specific value not known but will contribute to overall reduction in NO_2 levels in city centre	Works completed as per plan	Completed 2017	Part of city centre measures to reduce through traffic. Need to ensure traffic loading of nearby streets not adding to AQ issues which will be assessed and minimised by work on ring road junction improvements.
4	Construction of Northern Distributor Road (NDR)	Transport Planning and Infrastructure	Other	NorCC	2005-	2015/18	Reduced city centre congestion as well as wider network	Specific value not known but will contribute to overall reduction in NO_2 levels in city centre and surrounds	Completed	Completed 2018	Monitoring will show any generic decline in NO_2 levels once NDR is complete

Measure No.	Measure	EU Category	EU Classification	Organisations Involved & funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant /Emission from Measure	Progress to Date	Estimated/ Actual Completion Date	Comments/ Barriers to Implementation
5	Restricted access on All Saints Green	Traffic Management	Strategic highway improvements, Reprioritising road space away from cars, including access management, selective vehicle priority, bus priority.	NCC NorCC	2015	2017	Improved bus transit to bus station and restore All Saints Green as an attractive traffic-free open space - KPI met	Specific value not known but will contribute to overall reduction in NO_2 levels in city centre and surrounds	Complete d	Completed 2017	Pedestrianisation of All Saints Green - no longer required as a bus route
6	Golden Ball Street & Farmers Avenue two-way	Traffic Management	UTC, congestion management, traffic reduction	NCC + NorCC	2015	2016	Reduced city centre congestion – KPI met	Specific value not known but will contribute to overall reduction in NO_2 levels in city centre and surrounds	Completed	Completed March 2016	Congestion should be minimised . NorCC to consider pollution monitoring at bus stops.
7	Removal of general traffic except buses, taxies and cyclists from Red Lion Street	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, including access management, selective vehicle priority, bus priority.	NCC + NorCC	2015	2016	Reduced city centre congestion	Specific value not known but will contribute to overall reduction in NO_2 levels in city centre and surrounds	Completed	Completed March 2017	Congestion minimised but need to ensure traffic loading on nearby streets not adding to AQ issues. Hence where applicable diffusion tube sites will be reviewed and work on ring road junction improvements will aid this.

Measure No.	Measure	EU Category	EU Classification	Organisations Involved & funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant /Emission from Measure	Progress to Date	Estimated/ Actual Completion Date	Comments/ Barriers to Implementation
8	Full closure of Westlegate	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, including access management, selective vehicle priority, bus priority.	NCC + NorCC	2015	2016	Reduced city centre congestion – KPI met	Specific value not known but will contribute to overall reduction in NO_2 levels in city centre and surrounds	Completed	Completed March 2017	Congestion should be minimised. Need to ensure traffic loading of nearby streets not adding to AQ issues which will be assessed and minimised by work on ring road junction improvements.

2.3 $PM_{2.5}$ – Local Authority Approach to Reducing Emissions and or Concentrations

As detailed in Policy Guidance LAQM.PG16 (Chapter 7), local authorities are expected to work towards reducing emissions and/or concentrations of $PM_{2.5}$ (particulate matter with an aerodynamic diameter of 2.5µm or less). There is clear evidence that $PM_{2.5}$ has a significant impact on human health, including premature mortality, allergic reactions and cardiovascular diseases.

Norwich City Council is taking the following measures to address $PM_{2.5}$:

- Real-time monitoring of $PM_{2.5}$ is carried out at the AURN station at Lakenfields in the Norwich suburbs. This is an urban background site fitted with an FDMS $PM_{2.5}$ TEOM analyser. Norwich City Council has also operated a $PM_{2.5}$ TEOM analyser at its mobile monitoring station for many years (currently roadside). We therefore hold a large amount of historic data for $PM_{2.5}$ and will use this to inform any trends in the ambient concentration of $PM_{2.5}$ across the city as a whole.
- The council is working with partners within the Norfolk Environmental Protection Group's (NEPG) Air Quality sub-group to ensure regular two-way engagement with representatives of Public Health England and the Director of Public Health at Norfolk County Council.
- The council has direct dialogue with officers of Norfolk County Council Highways Department as well as through the NEPG sub group, on any significant changes to road layout or traffic flow that may be proposed within the city. $PM_{2.5}$ exposure will be considered alongside other pollutants as part of this dialogue.
- Measures described within Table 2.2 – 'Progress on Measures to Improve Air Quality' will have a positive contribution towards reducing $PM_{2.5}$ emissions and/or exposure.
- The minimisation of airbourne particulates will continue to be an important factor in all planning application considerations. Developers are encouraged to

be part of the Considerate Contractors Scheme and have a fully adhered to onsite Environmental Policy.

3 Air Quality Monitoring Data and Comparison with Air Quality Objectives and National Compliance

3.1 Summary of Monitoring Undertaken

This section sets out what monitoring has taken place and how it compares with objectives.

3.1.1 Automatic Monitoring Sites

Norwich City Council undertook automatic (continuous) monitoring at one site, Castle Meadow, during 2017. Also within its district is an automatic continuous monitoring site (Lakenfields) run by DEFRA which forms part of the AURN (Automatic Urban & Rural Network). Table A.1 in Appendix A shows the details of the sites. National monitoring results are available at Defra's website: https://uk-air.defra.gov.uk/data/ .

A map showing the location of the monitoring sites is provided in Appendix D. Further details on how the monitors are calibrated and how the data has been adjusted are included in Appendix C.

3.1.2 Non-Automatic Monitoring Sites

Norwich City Council undertook non- automatic (passive) monitoring of NO_2 at 27 sites during 2017. Table A.2 in Appendix A shows the details of the sites.

A map showing the location of the monitoring sites is provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) and bias adjustment for the diffusion tubes are included in Appendix C.

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias "annualisation" and distance correction. Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen Dioxide (NO_2)

Table A.3 in Appendix A compares the ratified and adjusted monitored NO_2 annual mean concentrations for the past 5 years with the air quality objective of 40µg/m^3.

For diffusion tubes, the full 2017 dataset of monthly mean values is provided in Appendix B.

Table A.4 in Appendix A compares the ratified continuous monitored NO_2 hourly mean concentrations for the past 5 years with the air quality objective of 200µg/m^3 not to be exceeded more than 18 times per year.

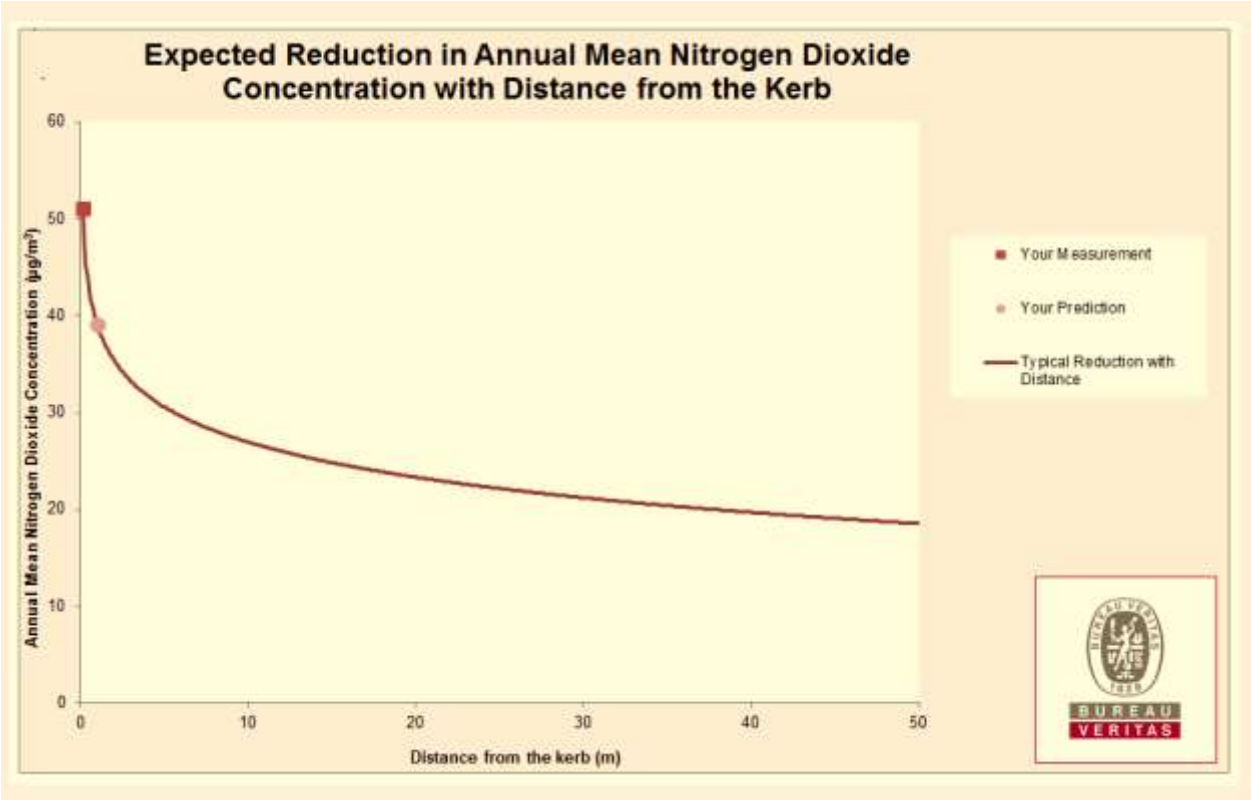
The annual mean concentration at the Castle Meadow automatic monitoring site was recorded as 51µg/m^3 for 2017 which exceeds the annual mean objective by 11µg/m^3 but is encouragingly >4 µg/m^3 below the last 2 years levels despite the fact that the traffic using Castle Meadow has not significantly changed and probably has increased. This monitoring site is within the central AQMA.

It must be noted that the Castle Meadow automatic analyser site is not representative of relevent exposure for the annual mean for NO_2. The closest residence is sufficiently far enough away that the NO_2 levels would not only be well below the objective level but other factors would come into play which would make any corrections for distance not applicable. Figure 3.1 illustrates the Defra NO_2 Fall Off with Distance Correction (https://laqm.defra.gov.uk/tools-monitoring-data/no2-falloff.html) for a roadside mean annual NO_2 level of 51 µg/m^3. The purpose of this graph is to illustrate how rapidly levels diminish with distance.

The Castle Meadow automatic analyser site can however be considered relevant exposure for the 1 hour mean as pedestrians may be expected to spend one hour or more at this location. The NO_2 levels at the site of the Castle Meadow automatic analyser did not breach the 1 hour objective as the measured levels only exceeded the 1 hour allowance of 200µg/m^3 once throughout 2017 whilst the objective allows for 18 exceedences in the year. On that one exceedence the level was 247 µg/m^3.

It is anticipated that with the move towards cleaner buses and then the introduction of engine switch off enforcement, Castle Meadow NO_2 levels are expected to continue to decrease.

Figure 3.1 Example of NO_2 Fall Off With Distance



The Norwich Lakenfields urban background automatic monitoring site measured an annual mean concentration of 13 µg/m^3. Hence there is no exceedence of either the annual mean or the 1-hour mean. Figure A.2 shows that the NO_2 levels of the urban background site Norwich Lakenfields closely matches those of rural background sites such as Wicken Fen and St Osyth. In addition the underlying background trend can still be seen in the Castle Meadow data.

Table A.3 in Appendix A shows the diffusion tube results for 2017, corrected for bias using a national bias adjustment factor of 0.97 using Gradko Labs for analysis and the 50% TEA in Acetone method.

The national bias spreadsheet is shown in Appendix C and is available online here:

https://laqm.defra.gov.uk/bias-adjustment-factors/national-bias.html

The precision and accuracy spreadsheet used to calculate the local bias correction is also shown in Appendix C.

Using the national bias correction, a total of 6 diffusion tube sites exceeded the NO_2 annual mean objective of 40µg/m^3 during 2017. All the sites which have exceeded the objective are the same as the previous year with the exception of Chapel Field North which has shown a fairly consistent reduction in NO_2 levels since the road change and now falls fairly significantly below the objective level. Unfortunately 5 of the sites that did exceed the objective did so by a greater amount than the previous year, Riverside Road being the exception. It has been observed that the road changes and associated road works have inevitably created congestion over and above what would be considered typical. This would produce a short term elevation in NO_2 levels and it is believed these higher levels may be what we are seeing. Long term the road changes should have a beneficial effect on air quality.

Riverside Road has shown a consistent decline in NO_2 annual mean for the last 5 years, being 52 µg/m^3 in 2013 and 44 µg/m^3 in 2017. It woud be interesting to think the decline in 2017 was enhanced by the UEA engine switch off trial.

The diffusion tube sites exceeding the objective level were:

- DT3 (St Stephens Street) – 46.4µg/m^3
- DT9 (13 St Augustines Street) – 41.5µg/m^3
- DT11 (52 St Augustines Street) – 53.6µg/m^3
- DT13 (Castle Meadow) – 48.5µg/m^3
- DT14 (Castle Meadow 2) – 45.4µg/m^3
- DT26 (3 Riverside Road) – 44.2µg/m^3

All of the above diffusion tube sites are within the existing Norwich Central AQMA, though the tubes at St Stephens Street, 13 St Augustines Street, Castle Meadow and Castle Meadow 2 are currently not situated at locations representative of relevant exposure for the NO_2 annual mean. Hence only 2 monitoring sites representing relevant exposure, 3 Riverside Road & 52 St Augustines Street, exceed the NO_2 objective. Box 1.1 of the LAQM Technical Guidance (16) presents “Examples of Where the Air Quality Objectives Should Apply”.

The Castle Meadow diffusion tube (DT13) indicated an annual mean of 48.5µg/m^3. This location has been monitored for many years using a single diffusion tube and is located approximately 60m along the road from our mobile automatic analyser. This year there was a fairly close agreement between the results from the diffusion tube and the automatic analyser. This is however expected to be more a factor of coincidence as it is acknowledged that pollution can vary quite considerably along this road, not unexpected for a busy urban environment frequented almost solely by buses. The automatic analyser is sited immediately adjacent to a bus stop which itself is close to a set of traffic lights and hence queueing traffic is quite typical, especially at peak times. This scenario would support the view that particularly high levels of pollution can be quite localised. It is however the keen intention of Norfolk County Council to continue to encourage bus operators to replace older, polluting vehicles for buses using cleaner technology and especially for buses using the Castle Meadow Low Emission Zone.

The Chapel Field North site was a new triplicate site for 2013. It recorded an indicated annual mean of 60.9µg/m^3 in that year. The road was closed to general traffic between July and November 2014 for carriageway improvements as part of a major change of road layout/traffic flow in central Norwich. Since the road change there has been a consistent decrease in NO_2 levels so that in 2017 the level dropped below the objective level to 37µg/m^3. The whole area will continue to be monitored in order to identify if the road changes have created congestion elsewhere but it must be noted that the new road layout moves traffic further away from sites of relevant exposure.

The St Augustines Street site at no 52 has been monitored for many years. Concentration levels have remained relatively static over the last few years with an annual mean at around 50µg/m^3. This diffusion tube location represents a worst case scenario being located on the building façade approximately 1m from the kerbside within a canyon street. When considering the other monitoring locations along St Augustines, ie nos. 13, 32 & 65, only no. 13 shows a small exceedence of 41 µg/m^3 but this is not a site of relevant exposure. Diffusion tube locations along this road have been reviewed.

St Stephens Street is a bus and taxi only road and the DT site is located close to a bus stop and not at a site of relevant exposure. The location has therefore been moved a short distance away to a more relevant location as a residential development is currently underway along this road.

3.2.2 Particulate Matter (PM_{10})

Table A.5 in Appendix A compares the ratified and adjusted monitored PM_{10} annual mean concentrations for the past 5 years with the air quality objective of 40µg/m^3.

Table A.6 in Appendix A compares the ratified continuous monitored PM_{10} daily mean concentrations for the past 5 years with the air quality objective of 50µg/m^3, not to be exceeded more than 35 times per year.

The annual mean concentration of PM_{10} at the Castle Meadow automatic monitoring site was recorded as 23µg/m^3 which is below the annual mean objective of 40µg/m^3. There were 4 exceedances of the 24-hour mean of 50µg/m^3 (35 allowed), and the maximum daily mean recorded was 65µg/m^3 (92% data capture). Since the station does not incorporate an FDMS device, the data was corrected using the Volatile Correction Method (VCM). This is discussed further in Appendix C.

For the Norwich Lakenfields monitoring site, there were 5 exceedances of the 24-hour mean, the maximum being 346 µg/m^3. The annual mean concentration was 16µg/m^3 (95% data capture).

3.2.3 Particulate Matter ($PM_{2.5}$)

Table A.7 in Appendix A presents the ratified and adjusted monitored $PM_{2.5}$ annual mean concentrations for the Lakenfields site for the past 5 years. Additionally, data from the Castle Meadow site is shown for comparison. It should be noted however, that the $PM_{2.5}$ TEOM analyser at Castle Meadow is not fitted with an FDMS device. The analyser is therefore not considered to be equivalent to the reference measurement method. As such it is not detecting some of the peaks which are used for real-time public dissemination. However, there is a long history of $PM_{2.5}$ measurements in Norwich and the TEOM measurements can be used to track any reduction of the $PM_{2.5}$ annual mean.

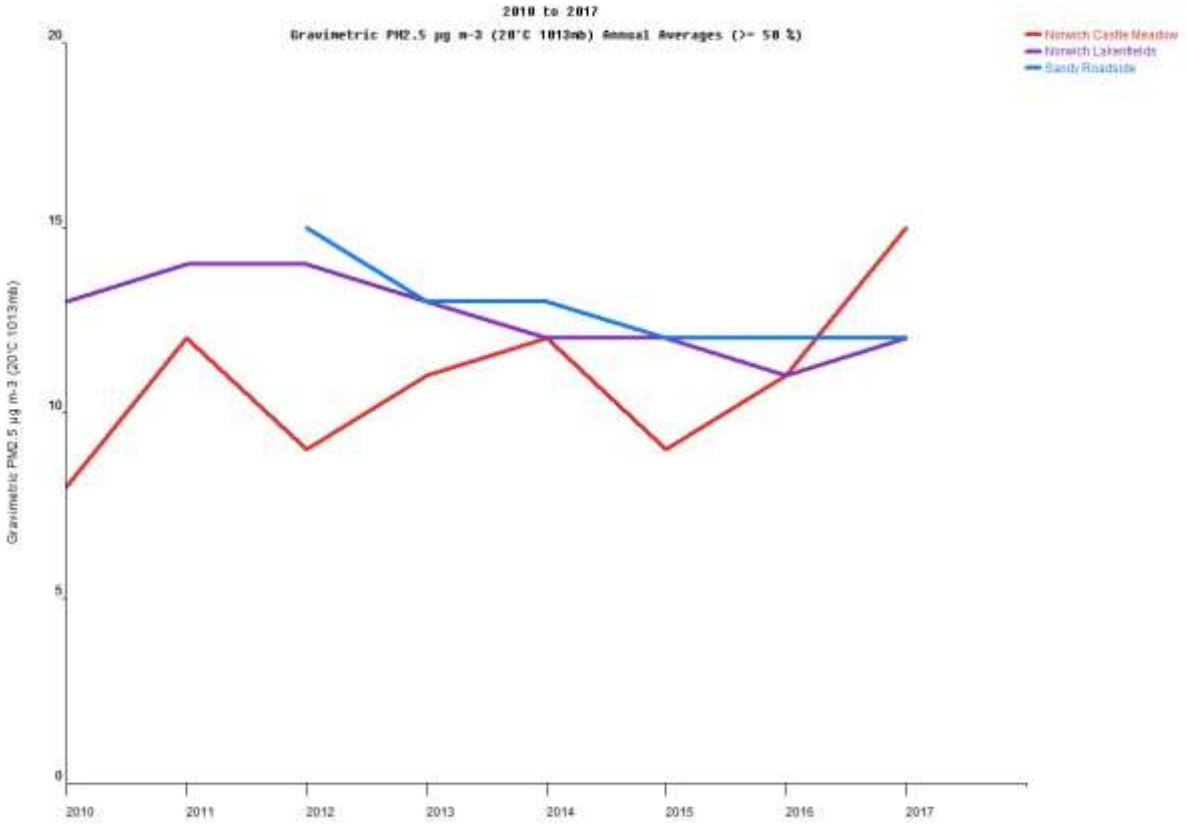
Figure 3.2 below shows the annual mean concentrations at both sites plus additional comparison has been made with the AURN station at Sandy in Bedford which is a roadside site and operates an FDMS analyser. The Castle Meadow TEOM is missing some of the monthly peaks but the average is not dissimilar when comparing all 3 sites. The figure also demonstrates that both Norwich sites already comfortably meet the annual average EU limit value of 25µg/m^3 which is to be met by 2020.

It must however be noted that this is not in regulatory standards for local authorities.

There has been an overall steady reduction in the annual average at Lakenfields since 2010, which is in line with the EU target value of 15% reduction at background urban locations between 2010 and 2020.

It is considered that in seeking to reduce the concentration levels of other pollutants, namely NO_2 from road traffic, a beneficial impact on $PM_{2.5}$ concentrations will also be evident. Our historic monitoring data will be of considerable assistance in assessing such impacts.

Figure 3.2 – Annual Mean $PM_{2.5}$ concentrations in Norwich



Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA?	Monitoring Technique	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Inlet Height (m)
CM1	Castle Meadow	Urban Roadside	623202	308615	PM_{10}, NO_x, NO_2, $PM_{2.5}$	Y	Chemiluminescent (Ambirak); TEOM	N/A	1	2.5
CM2	Lakenfields	Urban Background	623637	306940	O_3, PM_{10}, NO_x, NO_2, $PM_{2.5}$	N	Chemiluminescent (Thermo); FDMS	20	N/A	2.5

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable

Table A.2 – Details of Non-Automatic NO_2 Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube collocated with a Continuous Analyser?	Height (m)
DT1	256 King Street	Roadside	623863.04	307678.60	NO_2	Y	0	3.5	N	1.5
DT2	Queens Rd Travelodge	Roadside	622917.08	307974.49	NO_2	Y	N/A	5	N	2.5
DT3	St Stephens (mid)	Kerbside	622879.16	308089.96	NO_2	Y	N/A	2	N	2.5
DT4	Lakenfields	Urban Background	623681.24	307015.82	NO_2	N	20	1.5	Y	2.5
DT5	Chalk Hill Road	Roadside	623906.97	308596.92	NO_2	Y	0	7	N	2.5
DT6	130 Magdalen Street	Roadside	623160.89	309550.43	NO_2	Y	0	4	N	2.5
DT7	Reads Flour Mill	Kerbside	623796.25	307772.13	NO_2	Y	0	1	N	2.5
DT9	13 St Augustines St	Kerbside	622905.81	309496.11	NO_2	Y	N/A	1	N	2.5
DT10	32 St Augustines St	Kerbside	622865.96	309529.93	NO_2	Y	0	2	N	2.5
DT11	52 St Augustines St	Kerbside	622825.87	309573.17	NO_2	Y	0	1	N	2.5

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube collocated with a Continuous Analyser?	Height (m)
DT12	65 St Augustines St	Kerbside	622813.72	309609.96	NO_2	Y	0	1	N	2.5
DT13	Castle Meadow	Roadside	623141.06	308606.69	NO_2	Y	N/A	2.5	N	2.5
DT14	Castle Meadow 2	Roadside	623250.50	308590.12	NO_2	Y	N/A	1.5	N	2.5
DT16	Zipfel House	Roadside	623185.69	309649.68	NO_2	Y	0	3	N	2.5
DT17	68 Bull Close Road	Roadside	623305.49	309543.95	NO_2	Y	0	4	N	1.5
DT18	Upper King Street	Kerbside	623337.40	308632.52	NO_2	Y	N/A	1.5	N	2.5
DT19	Cattlemarket Street	Roadside	623320.58	308430.88	NO_2	Y	0	2	N	2.5
DT20	Exchange St	Kerbside	623007.27	308716.34	NO_2	Y	N/A	1	N	2.5
DT21	Rotary House King Street	Roadside	623879.53	307658.91	NO_2	Y	3	2	N	1.5
DT22	Carrow Bridge House	Roadside	623900.96	307709.56	NO_2	Y	0	5	N	1.5
DT23	62 Magpie Road	Roadside	622970.72	309652.02	NO_2	Y	0	2	N	1.5

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube collocated with a Continuous Analyser?	Height (m)
DT24	26 Bull Close Road	Roadside	623228.63	309625.14	NO_2	Y	0	5.5	N	1.5
DT25	24 Bargate Court	Roadside	623422.42	309388.23	NO_2	Y	0	4	N	2.5
DT26	3 Riverside Road	Roadside	623870.26	308515.77	NO_2	Y	0	3	N	2.5
DT28	71 Dukes Court	Roadside	622431.35	308663.05	NO_2	Y	0	4	N	2.5
DT29	4 Chapel Field North	Kerbside	622532.23	308490.36	NO_2	Y	0	1	N	2.5
DT30	Finkelgate	Kerbside	623442	307722	NO_2	Y	0	5.5	N	1.5

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on/adjacent to the façade of a residential property).

N/A not applicable because Relevant Exposure too distant to be relevant.

(2) N/A if not applicable.

Table A.3 – Annual Mean NO_2 Monitoring Results 2012 to 2017

Site ID	Site Type	Monitoring Type	Location	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2017 (%) (2)	NO_2 Annual Mean Concentration (µg/m^3) (3)				
						2013	2014	2015	2016	2017
CM1	Urban Roadside	Automatic	Castle Meadow	95.7	95.7	**64**	**66**	**55**	**56**	**51**
CM2	Urban Background	Automatic	Lakenfields	99	99	15	14	12.0	14.2	13
DT1	Roadside	Diffusion tube	256 King Street	100	100	39.7	**41.5**	36.2	37.7	36.3
DT2	Roadside	Diffusion tube	Queens Rd Travelodge	92	100	38.8	33.6	30.9	33.2	29.7
DT3	Kerbside	Diffusion tube	St Stephens (mid)	92	100	**55.4**	**59.6**	**42.9**	**41.1**	**46.4**
DT4	Urban Background	Diffusion tube	Lakenfields	97	100	13.2	12.5	11.8	12.9	13.9
DT5	Roadside	Diffusion tube	Chalk Hill Road	100	100	32.9	32.9	29.2	29.9	31.3
DT6	Roadside	Diffusion tube	130 Magdalen Street	100	100	32.7	30.9	28.4	29.6	31.2
DT7	Kerbside	Diffusion tube	Reads Flour Mill	100	100	23.5	23.2	21.2	21.6	23.9
DT9	Kerbside	Diffusion tube	13 St Augustines St	92	100	**45.1**	**41.9**	37.6	**40.2**	**41.5**
DT10	Kerbside	Diffusion tube	32 St Augustines St	100	100	**42.8**	39.4	37.5	35.7	38.9
DT11	Kerbside	Diffusion tube	52 St Augustines St	100	100	**51.2**	**48.6**	**53.5**	**50.7**	**53.6**
DT12	Kerbside	Diffusion tube	65 St Augustines St	92	100	33.2	31.9	31.4	30.8	34.7

Site ID	Site Type	Monitoring Type	Location	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2017 (%) (2)	NO_2 Annual Mean Concentration (µg/m^3) (3)				
						2013	2014	2015	2016	2017
DT13	Roadside	Diffusion tube	Castle Meadow	83	100	**63.5**	**56.3**	**56.4**	**45.9**	**48.5**
DT14	Roadside	Diffusion tube	Castle Meadow 2	92	100	**52.4**	**50.5**	**48.1**	**41.1**	**45.4**
DT16	Roadside	Diffusion tube	Zipfel House	92	100	**40.9**	39	34.8	38.6	39.9
DT17	Roadside	Diffusion tube	68 Bull Close Road	100	100	29.8	29	26.9	26.9	29.1
DT18	Kerbside	Diffusion tube	Upper King Street	92	100	35.6	33.1	32.2	28.8	36.9
DT19	Roadside	Diffusion tube	Cattlemarket Street	100	100	**46.7**	**46**	37.9	39.1	37.7
DT20	Kerbside	Diffusion tube	Exchange St	100	100	30.3	31	27.5	31.6	23.5
DT21	Roadside	Diffusion tube	Rotary House King Street	100	100	36.7	36.6	34.3	32.9	32.5
DT22	Roadside	Diffusion tube	Carrow Bridge House	100	100	27.2	24.7	21.6	23.3	25.3
DT23	Roadside	Diffusion tube	62 Magpie Road	100	100	33.1	32.1	29.6	29.4	29.6
DT24	Roadside	Diffusion tube	26 Bull Close Road	100	100	32.2	31.5	30.0	30.2	29.9
DT25	Roadside	Diffusion tube	24 Bargate Court	100	100	37.2	35.1	34.2	35.0	32.7
DT26	Roadside	Diffusion tube	3 Riverside Road	95	100	**52.4**	**51.2**	**47.2**	**46.7**	**44.2**

Site ID	Site Type	Monitoring Type	Location	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2017 (%) (2)	NO_2 Annual Mean Concentration (µg/m^3) (3)				
						2013	2014	2015	2016	2017
DT28	Roadside	Diffusion tube	71 Dukes Court	100	100	28.1	25.8	23.8	25.3	25.9
DT29	Kerbside	Diffusion tube	4 Chapel Field North	97	100	**60.9**	38.1	**43.0**	**45.8**	37.1
DT30	Kerbside	Diffusion tube	Finkelgate	100	67					24.5

Notes: Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

NO_2 annual means exceeding 60µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined.**

(1) data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) Means for diffusion tubes have been corrected for bias. All means have been "annualised" as per Boxes 7.9 and 7.10 Technical Guidance LAQM.TG16 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Figure A.1 – NO_2 trends 2011 to 2017

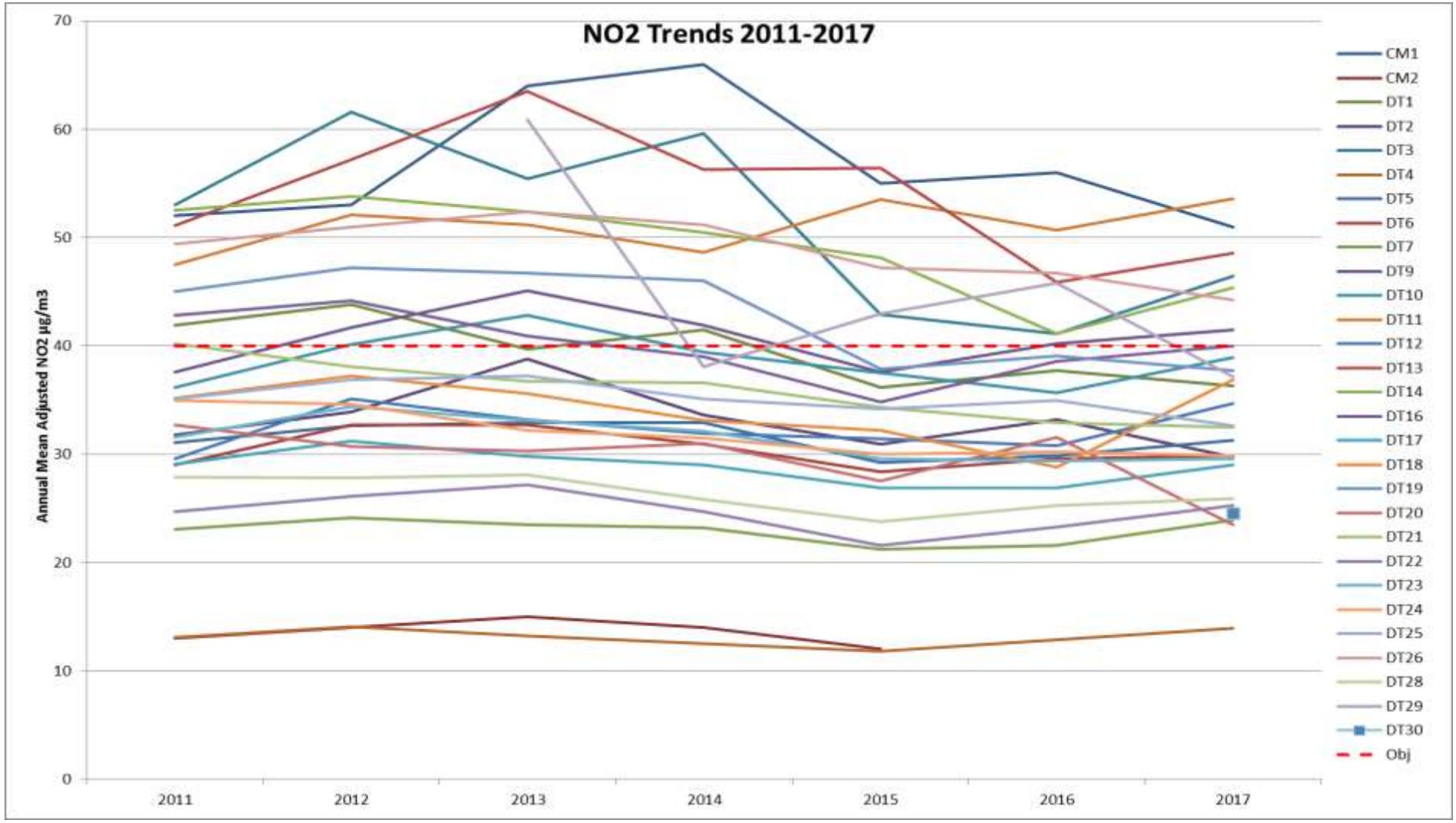


Figure A.2 – NO_2 Monthly Averages Jan 2016 to Dec 2017

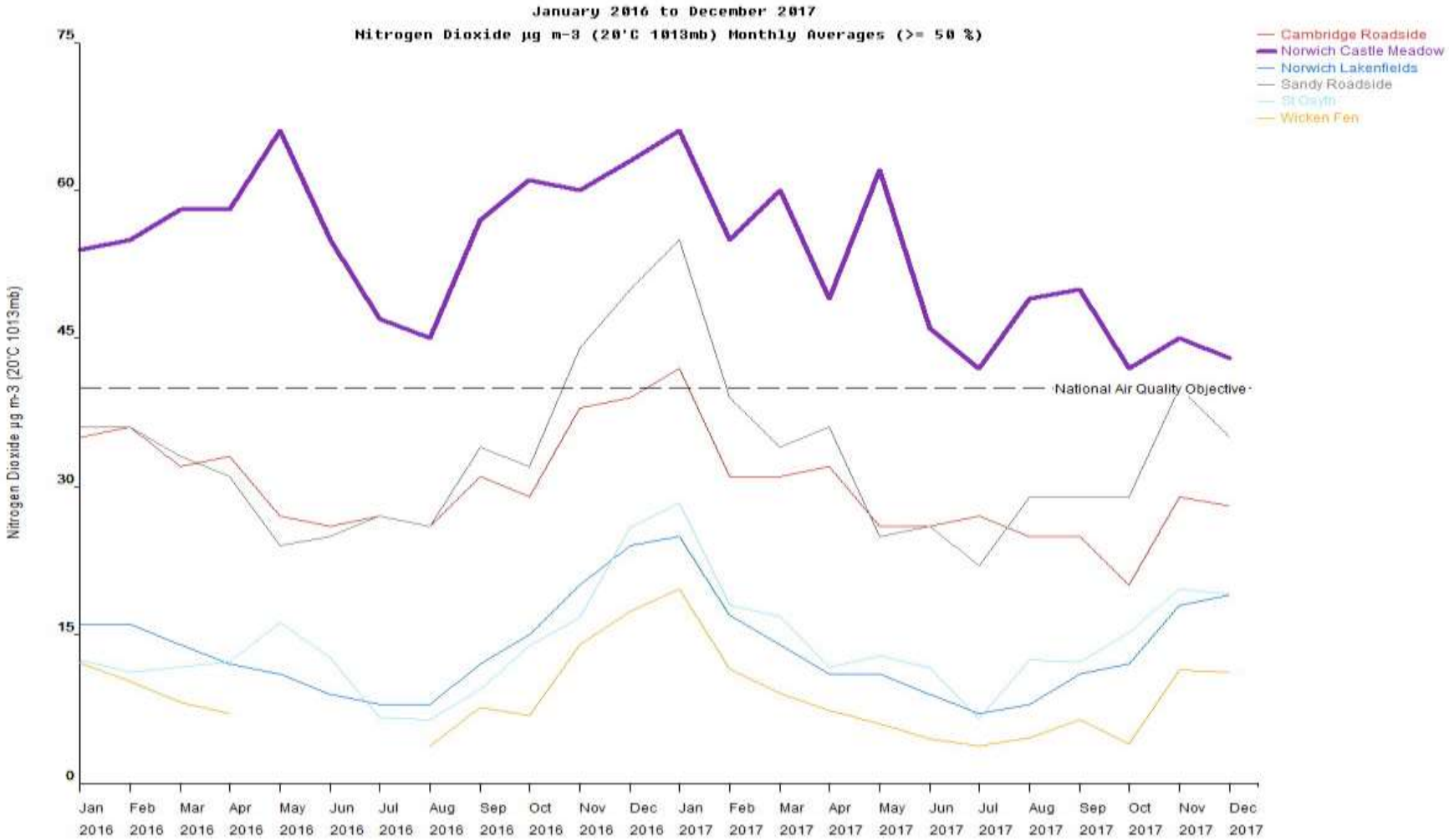


Table A.4 – 1-Hour Mean NO_2 Monitoring Results

Site ID	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2017 (%) (2)	NO_2 1-Hour Means > 200µg/m^3 (3)				
					2013	2014	2015	2016	2017
CM1	Urban Roadside	Automatic	95.7	95.7	**72**	**57**	6	4	1
CM2	Urban Background	Automatic	99	99	0	0	0(55)	0	0

Notes: Exceedances of the NO_2 1-hour mean objective (200µg/m^3 not to be exceeded more than 18 times/year) are shown in **bold.**

(1) data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) If the period of valid data is less than 85%, the 99.8th percentile of 1-hour means is provided in brackets.

Table A.5 – Annual Mean PM_{10} Monitoring Results

Site ID	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2017 (%) (2)	PM_{10} Annual Mean Concentration (µg/m^3) (3)				
				2013	2014	2015	2016	2017
CM1	Urban Roadside	92.2	92.2	25	21	21	20	23
CM2	Urban Background	95	95	15	16	15	16	16

Notes: Exceedances of the PM_{10} annual mean objective of 40µg/m^3 are shown in **bold.**

(1) data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) All means have been "annualised" as per Boxes 7.9 and 7.10 in Technical Guidance LAQM.TG16, valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Table A.6 – 24-Hour Mean PM_{10} Monitoring Results

Site ID	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2017 (%) (2)	PM_{10} 24-Hour Means > 50µg/m^3 (3)				
				2013	2014	2015	2016	2017
CM1	Urban Roadside	92.2	92.2	15	9	6	4	4
CM2	Urban Background	95	95	3	0	5	1(27)	5

Notes: Exceedances of the PM_{10} 24-hour mean objective (50µg/m^3 not to be exceeded more than 35 times/year) are shown in **bold.**

(1) data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) If the period of valid data is less than 85%, the 90.4th percentile of 24-hour means is provided in brackets.

Table A.7 – $PM_{2.5}$ Monitoring Results

Site ID	Site Type	Valid Data Capture for Monitoring Period (%) (1)	Valid Data Capture 2017 (%) (2)	$PM_{2.5}$ Annual Mean Concentration ($\mu g/m^3$) (3)				
				2013	2014	2015	2016	2017
CM1	Urban Roadside	94.3	94.3	11	12	9	11	15
CM2	Urban Background	96	96	13	12	12	11	12

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) All means have been "annualised" as per Boxes 7.9 and 7.10 in Technical Guidance LAQM.TG16, valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Appendix B: Full Monthly Diffusion Tube Results for 2017

Table B.1 – NO_2 Monthly Diffusion Tube Results - 2017

Site ID	NO_2 Mean Concentrations (µg/m^3)														
													Annual Mean		
	Jan	Feb	Mar (3)	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Raw Data	Bias Adjusted (0.97) and annualised (1)	Distance Corrected to Nearest Exposure (2)
DT1	49.34	44.69		30.77	32.07	31.09	32.42	35.51	36.74	31.26	37.12	38.71	36.34	36.34	-
DT2	39.09	29.77		27.86		27.41	25.82	27.38	23.89	26.61	37.01	32.59	30.66	29.74	-
DT3	48.33	53.90		36.59	47.30	48.12	42.78	47.70	48.17		43.87	47.54	47.87	**46.43**	**-**
DT4	22.01	16.21		10.14	19.98	8.29	8.12	9.21	10.23	12.67	17.99	16.99	13.8	13.92	-
DT5	36.27	30.59		25.74	25.33	42.66	24.64	33.37	30.26	30.71	31.54	32.95	32.25	31.28	-
DT6	40.49	30.17		27.21	23.94	39.94	22.82	28.39	28.56	29.22	24.63	47.74	30.76	29.87	-
DT7	38.22	25.44		16.65	16.34	39.73	15.21	19.39	19.62	20.74	26.04	25.43	24.63	23.89	-
DT9	58.02	43.06		37.70	40.45	38.88	37.17	44.01		35.44	40.87	39.28	42.77	**41.49**	-
DT10	43.17	42.36		35.82	34.79	36.28	36.44	40.25	40.55	38.65	40.72	39.09	40.12	38.92	-

Site ID	NO_2 Mean Concentrations (µg/m^3)														
													Annual Mean		
	Jan	Feb	Mar (3)	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Raw Data	Bias Adjusted (0.97) and annualised (1)	Distance Corrected to Nearest Exposure (2)
DT11	62.49	53.58		48.51	48.14	30.76	48.14	60.17	56.86	54.17	70.90	56.04	55.27	**53.61**	-
DT12	40.36	37.91			28.33	27.15	30.46	34.16	35.28	32.87	38.50	42.02	35.78	34.7	-
DT13	48.53	46.41		42.09	51.35	33.60	43.45			77.02	48.31	46.04	50.03	**48.53**	-
DT14	45.45	43.67		41.23	39.97	48.02	39.18	45.76	58.34		46.39	45.64	46.77	**45.36**	-
DT16	53.02	44.19		37.04		27.35	34.54	39.75	35.78	38.96	43.42	45.65	37.53	39.97	-
DT17	37.92	30.90		22.76	22.39	32.19	21.09	35.14	25.64	28.37	32.30	30.90	29.95	29.05	-
DT18	38.75	37.72		29.84		55.13	25.90	32.23	28.86	36.17	41.10	43.15	38.03	36.89	-
DT19	41.76	42.45		28.53	39.09	36.03	35.23	39.54	44.98	34.25	34.58	38.50	38.89	37.72	-
DT20	35.93	29.97		19.56	13.95	19.82	18.52	21.85	23.96	21.65	27.22	25.78	24.2	23.47	-
DT21	41.80	39.28		29.25	30.59	16.19	30.59	32.68	29.74	36.05	35.05	35.81	33.46	32.46	-
DT22	31.61	26.55		20.48	20.60	31.71	17.57	19.14	19.81	20.34	37.68	32.30	26.03	25.25	-

Site ID	NO_2 Mean Concentrations (µg/m^3)														
													Annual Mean		
	Jan	Feb	Mar (3)	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Raw Data	Bias Adjusted (0.97) and annualised (1)	Distance Corrected to Nearest Exposure (2)
DT23	39.82	24.81		24.96	27.14	24.52	28.38	32.08	32.44	31.03	31.62	28.93	30.53	29.61	-
DT24	40.33	31.45		26.75	22.76	26.40	24.45	28.20	25.79	30.59	36.78	35.15	29.88	29.88	-
DT25	42.19	31.45		31.39	31.03	24.27	30.65	35.13	22.53	33.37	39.63	37.51	33.66	32.65	-
DT26	53.26	49.81		39.12	42.95	42.30	42.93	45.96	46.87	39.50	39.07	42.14	43.99	**44.21**	-
DT28	41.25	39.43		19.49	19.24	8.47	19.80	22.18	23.07	38.78	29.66	23.86	26.73	25.93	-
DT29	47.99	33.65		35.09	19.18	33.19	38.92	42.86	40.45	38.67	40.66	38.00	37.15	37.14	-
DT30					26.37	19.07	19.46	21.80	22.33	25.73	33.64	28.42	24.6	24.54	-

Notes: Exceedances of the NO_2 annual mean objective of 40µg/m^3 are shown in **bold**.

NO_2 annual means exceeding 60µg/m^3, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined.**

(1) See Appendix C for details on bias adjustment and annualisation.

(2) Distance corrected to nearest relevant public exposure (**If N/A because either no relevant exposure or measurement <40µg/m^3**).

(3) In March, diffusion tubes were changed after 50 days as opposed to 30. This data has been recorded as April's data and no levels for March but there was still 100% data capture for this period.

Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC

National Diffusion Tube Bias Adjustment Factors
Supplier/ Analyst: Gradko
Preparation Method: 50% TEA in Acetone
National Bias Adjustment Factor (from spreadsheet v03/18): **0.97**

Factor from Local Co-location Studies (Local Bias Adjustment Factor)
Norwich Lakenfields urban background AURN site **(based on 11 periods of data)**
Bias Factor A: **1.05** (0.94-1.2)
Bias B: -5% (-17% - 7%)
Diffusion Tubes Mean: 14µg/m³
Automatic Mean: 14µg/m³
Data Capture for periods used: 99%
Adjusted Tubes Mean: 14 (13-16) µg/m³

A copy of the precision and accuracy spreadsheet used to calculate the local bias correction is shown below:

Checking Precision and Accuracy of Triplicate Tubes

AEA Energy & Environment
From the AEA group

Diffusion Tubes Measurements										Automatic Method		Data Quality Check	
Period	Start Date dd/mm/yyyy	End Date dd/mm/yyyy	Tube 1 µgm⁻³	Tube 2 µgm⁻³	Tube 3 µgm⁻³	Triplicate Mean	Standard Deviation	Coefficient of Variation (CV)	95% CI of mean	Period Mean	Data Capture (% DC)	Tubes Precision Check	Automatic Monitor Data
1	09/01/2017	24/01/2017	23.2	22.0	23.0	23	0.7	3	1.6	28.3	99.7	Good	Good
2	24/01/2017	12/03/2017	18.3	15.9	15.9	17	1.4	8	3.5	18	97.1	Good	Good
3	13/03/2017	02/05/2017	10.0	11.2	10.2	10	0.6	6	1.5	12	98.6	Good	Good
4	02/05/2017	05/06/2017	43.2	9.1	9.4	21	19.6	95	48.7	10.3	99.5	Poor Precision	Good
5	05/06/2017	07/07/2017	8.4	8.7	0.7	6	4.5	76	11.2	9	99.1	Poor Precision	Good
6	07/07/2017	02/08/2017	7.9	8.3	8.9	8	0.5	6	1.3	7	99.7	Good	Good
7	02/08/2017	01/09/2017	8.8	9.9	9.7	9	0.6	6	1.4	8	95.4	Good	Good
8	01/09/2017	02/10/2017	11.3	10.4	9.9	11	0.7	7	1.8	11	99.7	Good	Good
9	02/10/2017	01/11/2017	13.6	12.7	13.0	13	0.4	3	1.1	13	99.7	Good	Good
10	01/11/2017	05/12/2017	20.2	17.8	17.6	19	1.4	8	3.6	19	99.8	Good	Good
11	05/12/2017	03/01/2018	1.1	17.7	17.3	12	9.5	79	23.6	17.3	99.7	Poor Precision	Good
12													
13													
											Overall survey -->	Poor precision	Good Overall

It is necessary to have results for at least two tubes in order to calculate the precision of the measurements

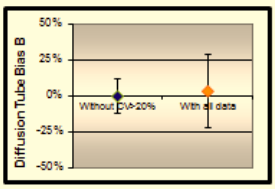
(Check average CV & DC from Accuracy calculations)

Site Name/ ID:

Precision 8 out of 11 periods have a CV smaller than 20%

Accuracy (with 95% confidence interval)
without periods with CV larger than 20%
Bias calculated using 8 periods of data
Bias factor A 1.05 (0.94 - 1.2)
Bias B -5% (-17% - 7%)
Diffusion Tubes Mean: 14 µgm⁻³
Mean CV (Precision): 6
Automatic Mean: 14 µgm⁻³
Data Capture for periods used: 99%
Adjusted Tubes Mean: 14 (13 - 16) µgm⁻³

Accuracy (with 95% confidence interval)
WITH ALL DATA
Bias calculated using 11 periods of data
Bias factor A 1.03 (0.82 - 1.38)
Bias B -2% (-28% - 23%)
Diffusion Tubes Mean: 13 µgm⁻³
Mean CV (Precision): 27 caution
Automatic Mean: 14 µgm⁻³
Data Capture for periods used: 99%
Adjusted Tubes Mean: 14 (11 - 19) µgm⁻³



Jaume Targa, for AEA
Version 04 - February 2011

Discussion of Choice of Factor to Use

With regard to the selection of a bias adjustment factor for diffusion tubes, Technical Guidance (TG16) and the LAQM Support website advocate the use of a locally derived bias adjustment factor where available and relevant to the diffusion tube sites in question. Data from the co-location site at Lakenfields was therefore used to contribute to the national study and also to derive a local bias correction factor to be considered and applied if appropriate.

This year it has been decided to use the national bias correction as opposed to the locally derived one as 3 out of the 11 tube changes show poor precision, as indicated in the AEA Checking Precision & Accuracy of Triplicate Tubes table.

It was decided to use a correction derived from the national database of 22 surveys which does also include Norwich Lakenfields data. The nationally derived bias adjustment factor of 0.97 has therefore been applied.

The Spreadsheet of National Bias Adjustment Factors (v.03/18) is shown below.

National Diffusion Tube Bias Adjustment Factor Spreadsheet — Spreadsheet Version Number: 03/18

Follow the steps below in the correct order to show the results of relevant co-location studies

Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods

Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet

This spreadsheet will be updated every few months: the factors may therefore be subject to change. This should not discourage their immediate use.

This spreadsheet will be updated at the end of June 2018

The LAQM Helpdesk is operated on behalf of Defra and the Devolved Administrations by Bureau Veritas, in conjunction with contract partners AECOM and the National Physical Laboratory.

Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.

Step 1: Select the Laboratory that Analyses Your Tubes from the Drop-Down List. If a laboratory is not shown, we have no data for this laboratory.

Step 2: Select a Preparation Method from the Drop-Down List. If a preparation method is not shown, we have no data for this method at this laboratory.

Step 3: Select a Year from the Drop-Down List. If a year is not shown, we have no data[2].

Step 4: Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor[3] shown in blue at the foot of the final column.

If you have your own co-location study then see footnote[4]. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@uk.bureauveritas.com or 0800 0327953

Analysed By[1]	Method	Year[2]	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m³)	Automatic Monitor Mean Conc. (Cm) (µg/m³)	Bias (B)	Tube Precision[5]	Bias Adjustment Factor (A) (Cm/Dm)
Gradko	50% TEA in acetone	2017	UB	Norwich City Council	11	13	14	-4.6%	G	1.05
Gradko	50% TEA in acetone	2017	R	RBWM	12	39	38	2.4%	G	0.98
Gradko	50% TEA in acetone	2017	R	RBWM	12	35	34	1.1%	G	0.99
Gradko	50% TEA in acetone	2017	UB	Reading Borough Council	12	20	29	-31.4%	G	1.46
Gradko	50% TEA in acetone	2017	SU	Redcar and Cleveland Borough Council	11	15	11	28.4%	P	0.78
ESG Didcot	50% TEA in acetone	2017	R	Slough Borough Council	12	45	35	26.4%	G	0.79
ESG Didcot	50% TEA in acetone	2017	UB	Slough Borough Council	12	32	25	28.6%	G	0.78
ESG Didcot	50% TEA in acetone	2017	UB	Slough Borough Council	11	39	33	19.2%	G	0.84
Gradko	20% TEA in water	2017	R	South Gloucestershire Council	12	25	23	10.3%	G	0.91
Staffordshire Scientific Services	50% TEA in acetone	2017	R	Stockport MBC	9	49	44	11.5%	G	0.90
Staffordshire Scientific Services	50% TEA in acetone	2017	R	Stockport MBC	12	29	20	41.0%	G	0.71
ESG Didcot	50% TEA in acetone	2017	R	Tunbridge Wells	12	56	40	38.2%	G	0.72
Gradko	50% TEA in acetone	2017	R	Worthing Borough Council	12	42	38	9.0%	G	0.92
West Yorkshire Analytical Services	50% TEA in acetone	2017	KS	Marylebone Road Intercomparison	12	107	79	36.4%	G	0.73
Edinburgh Scientific Services	50% TEA in acetone	2017	KS	Marylebone Road Intercomparison	12	91	79	15.4%	G	0.87
Gradko	20% TEA in water	2017	KS	Marylebone Road Intercomparison	12	101	79	28.6%	G	0.78
Glasgow Scientific Services	20% TEA in water	2017	KS	Marylebone Road Intercomparison	12	77	79	-2.2%	G	1.02
Gradko	50% TEA in acetone	2017	KS	Marylebone Road Intercomparison	12	83	79	6.0%	G	0.94
Aberdeen Scientific Services	20% TEA in water	2017	KS	Marylebone Road Intercomparison	12	96	79	22.1%	G	0.82
Staffordshire Scientific Services	20% TEA in water	2017	KS	Marylebone Road Intercomparison	12	89	79	13.1%	G	0.88
Tayside Scientific Services	20% TEA in water	2017	KS	Marylebone Road Intercomparison	12	103	79	31.2%	G	0.76
Somerset County Council	20% TEA in water	2017	KS	Marylebone Road Intercomparison	12	97	79	23.8%	G	0.81
Aberdeen Scientific Services	20% TEA in water	2017		**Overall Factor[3] (7 studies)**					Use	0.78
Edinburgh Scientific Services	50% TEA in acetone	2017		**Overall Factor[3] (2 studies)**					Use	0.89
ESG Didcot	20% TEA in water	2017		**Overall Factor[3] (2 studies)**					Use	0.71
ESG Didcot	50% TEA in acetone	2017		**Overall Factor[3] (27 studies)**					Use	0.77
ESG Glasgow	20% TEA in water	2017		**Overall Factor[3] (1 study)**					Use	0.80
ESG Glasgow	50% TEA in acetone	2017		**Overall Factor[3] (1 study)**					Use	0.78
Glasgow Scientific Services	20% TEA in water	2017		**Overall Factor[3] (6 studies)**					Use	0.91
Gradko	20% TEA in water	2017		**Overall Factor[3] (34 studies)**					Use	0.89
Gradko	50% TEA in acetone	2017		**Overall Factor[3] (22 studies)**					Use	0.97

PM Monitoring Adjustment
The Volatile Correction Method (VCM) allows corrections to be made to TEOM measurements for the loss of volatile components of particulate matter that occur due to the high sampling temperatures employed by these instruments. The resulting corrected measurements have been demonstrated as equivalent to the gravimetric reference equivalent.

The VCM works by using the volatile particulate matter measurements provided by nearby FDMS instruments (within 130 km) to assess the loss of PM_{10} from the TEOM; this value is then added back onto the TEOM measurements.

The VCM model was applied to the Castle Meadow TEOM data to calculate the Indicative Gravimetric Equivalent PM_{10} for the annual mean and 24-hour mean readings.

The Norwich Lakenfields site incorporates an FDMS device on the PM_{10} and $PM_{2.5}$ TEOMs.

QA/QC of Automatic Monitoring
In order to satisfy the requirements outlined in LAQM (TG16), the following QA/QC procedures were implemented:

- 2-weekly calibrations of the analysers at Castle Meadow roadside station and 4-weekly calibrations at Lakenfields urban background station;
- Annual audits;
- 6-monthly servicing of the monitoring sites; and
- Data ratification.

Calibration of the analysers was carried out using certified compressed gas standards (ISO17025). This ensured that the calibration gas was traceable to national and international standards. In addition to the calibration, sample filters were changed for both gaseous and TEOM analysers and any faults were identified, thus minimising data loss.

Audits of the monitoring sites were carried out by Ricardo and consisted of a number of performance checks to identify any faults with the equipment. The calibration cylinders were also checked against another gas standard in order to confirm the gas concentration. Any identified faults were forwarded on to the service unit for repair.

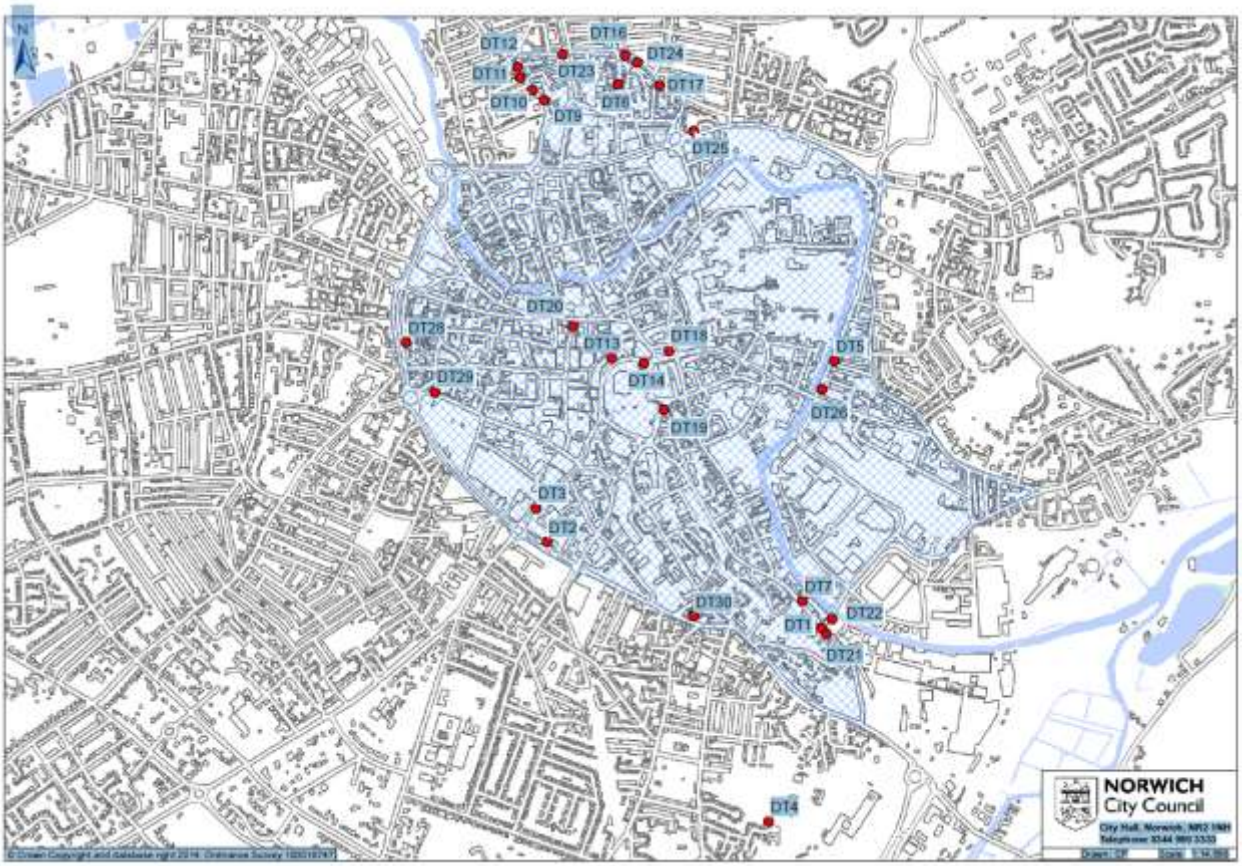
The final stage of the QA/QC process was to ratify the data. During ratification, all calibration, audit and service data are collated and the data is appropriately scaled. Any suspect data identified are deleted, thereby ensuring that the data sets are of a high quality. The Castle Meadow data was ratified by Air Quality Data Management (AQDM) and Lakenfields by Bureau Veritas.

QA/QC of Diffusion Tube Monitoring
The diffusion tubes are supplied and analysed by Gradko International utilising a 50% Triethanolamine (TEA) in Acetone preparation method. Gradko participate in the

Workplace Analysis Scheme for Proficiency (WASP) and AIR PT scheme for NO_2 diffusion tube analysis (scoring 100% in each round of testing since 2012) and also the Annual Field Inter-Comparison Exercise. The lab follows the procedures set out by the Harmonisation Practical Guidance.

More information and results of the WASP testing is available on the following link: http://laqm.defra.gov.uk/diffusion-tubes/qa-qc-framework.html

Appendix D: Map of Monitoring Locations



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England

Pollutant	Air Quality Objective[4]	
	Concentration	Measured as
Nitrogen Dioxide (NO_2)	200 µg/m^3 not to be exceeded more than 18 times a year	1-hour mean
	40 µg/m^3	Annual mean
Particulate Matter (PM_{10})	50 µg/m^3, not to be exceeded more than 35 times a year	24-hour mean
	40 µg/m^3	Annual mean
Sulphur Dioxide (SO_2)	350 µg/m^3, not to be exceeded more than 24 times a year	1-hour mean
	125 µg/m^3, not to be exceeded more than 3 times a year	24-hour mean
	266 µg/m^3, not to be exceeded more than 35 times a year	15-minute mean

[4] The units are in micrograms of pollutant per cubic metre of air (µg/m^3).

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Air quality Annual Status Report
AURN	Automatic Urban & Rural Network
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by Highways England
EU	European Union
FDMS	Filter Dynamics Measurement System
LAQM	Local Air Quality Management
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SO_2	Sulphur Dioxide
TEA	Triethanolamine: the reagent used in diffusion tubes as an absorbent for ambient NO_2
TEOM	Tapered Element Oscillating Microbalance

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