Bristol City Council

2018 Air Quality Annual Status Report (ASR)

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

June, 2018

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Executive Summary: Air Quality in Our Area

Air Quality in Bristol

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 equalities 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].

Bristol is a city, unitary authority area and ceremonial county in South West England, 105 miles (169 km) west of London, and 44 miles (71 km) east of Cardiff. With an estimated population of 454,200[4] for the unitary authority at present, and a surrounding urban area with an estimated 648,800 residents (mid 2015), it is England's sixth, and the United Kingdom's eighth most populous city, one of England's core cities and the most populous city in South West England.

The main pollutants of concern within Bristol are nitrogen dioxide and particulate matter. Monitoring in Bristol shows that we are currently in breach of the annual objective for nitrogen dioxide and probably the hourly objective, set at 40µg/m^3 and 200µg/m^3 (with a permissible 18 hours per year above the 200µg/m^3 limit allowed) respectively.

Particulate Matter

Whilst monitoring of particulates in the city is limited it is possible that exceedance of objectives occur in some isolated areas. Health impacts from particulate pollution have been shown to occur at levels below the EU and UK target values, with the World Health Organisation (WHO) setting particulate pollution limits significantly lower than those adopted by Europe and the UK. Whilst much of the action to improve air pollution in the UK and Bristol is focussed on achieving compliance with

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[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
[4] ONS 2016 Mid-Year Population Estimate

nitrogen dioxide limits, it is important not to lose sight of the health improvements that can be achieved by reducing particulate pollution. In most cases, the measures to reduce nitrogen dioxide pollution should also reduce particulate pollution.

In those locations with the highest pollution levels, emissions from motor vehicles are by far the largest contributor to pollution. Contribution to air pollution is also made by other combustion processes such as domestic heating (especially wood burning) and industry for example. There is also a contribution from sources outside of the local authority area, particularly in the case of particulate pollution where contributions from agriculture and industry can be significant at times when weather patterns result in a build-up of pollution in the atmosphere.

Appliances that burn solid fuel contribute to local air pollution and evidence is that their contribution is increasing due to the popularity of solid fuel burning for occasional heating requirements, especially in the winter time. Domestic solid fuel burning can generate significant levels of particulate pollution.

The whole of Bristol is a smoke control area. In a smoke control area only fuel on the list of authorised fuels, or any of the following 'smokeless' fuels can be burned, unless an exempt appliance is used.

- Anthracite
- Semi-anthracite
- Gas
- Low volatile steam coal

Non-compliance with the smoke control rules can result in a fine of up to £1000.

The health impacts from $PM_{2.5}$ pollution have been shown to occur at levels below EU and UK objectives. Recent evidence from national studies shows that domestic solid fuel burning contributes more than previously thought to particulate emissions. This new research suggests that the health impacts from local domestic wood burning are significant.

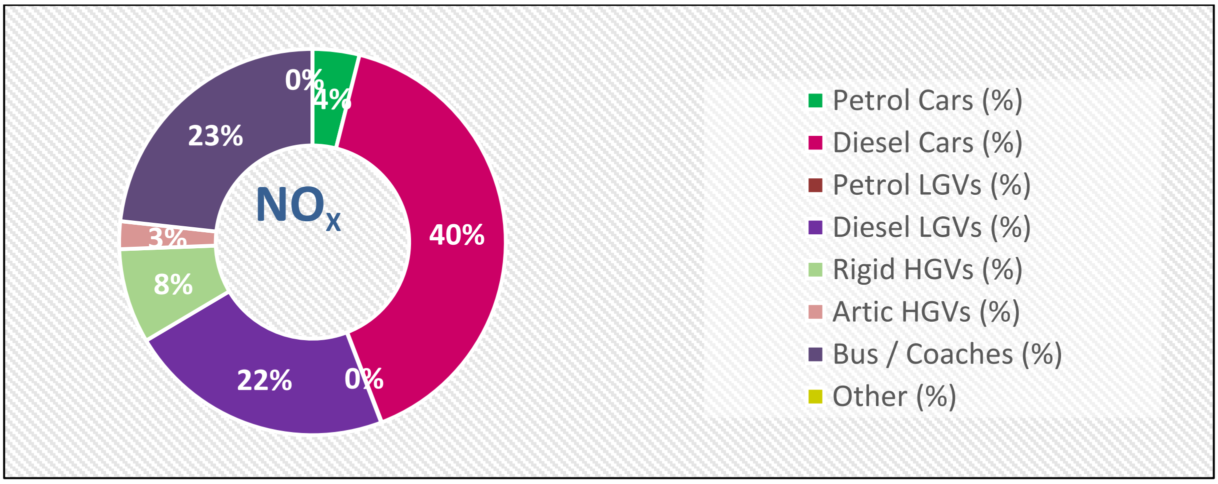
At the end of 2017 the Department for the Environment, Food and Rural Affairs (Defra) issued a practical guide on open fires and wood burning stoves. The guide provides steps that should be taken to reduce the health and environmental impacts of burning solid fuel. This guidance can be found on the Bristol City Council smoke control webpage.

Nitrogen Dioxide Pollution

In those locations that exceed the nitrogen dioxide air quality objectives, over 80% of this pollution has been shown to be from local traffic sources. As a result, actions and decisions by BCC, other West of England (WoE) authorities and the decisions that citizens in the WoE take each day with regards to how they move around the area, all directly impact upon the level of air pollution in the city.

A 2017 study into the proportion of nitrogen oxide (NO_x) emissions from vehicles calculated that 96% of all NO_X emissions from vehicles come from diesels, with diesel cars (40%), buses and coaches (23%) and diesel Light Goods Vehicles (22%) being the largest contributors[5].

Figure 0.1 - Proportion of NOx Emissions by Vehicle Class in Central Bristol



Health Impacts

Air pollution has negative impacts on the health of people in Bristol, especially vulnerable members of the population. Evidence suggests that it can cause permanent lung damage in babies and young children[6] and exacerbates lung and heart disease in older people[7]. A recent report into the health effects of air pollution in Bristol concluded that around 300 premature deaths each year in the City of Bristol

[5] CH2M (2017). Bristol Clean Air Zone Feasibility Study: Option Sifting
[6] Royal College of Paediatrics and Child Health, Every breath we take – The lifelong impact of air pollution, February 2016 (URL: https://www.rcplondon.ac.uk/projects/outputs/every-breath-we-take-lifelong-impact-air-pollution)
[7] Simoni et al., Adverse effects of outdoor pollution in the elderly, Journal of Thoracic Disease, January 2015 (URL:https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4311079/)

can be attributed to exposure to NO_2 and fine particulate matter ($PM_{2.5}$), with roughly an equal number attributable to both pollutants. This represents about 8.5% of deaths in the administrative area of Bristol being attributable to air pollution[8].

Monitoring

Pollutants such as sulphur dioxide, carbon monoxide and some heavy metals used to be monitored in Bristol, however, this has ceased as compliance with health based air quality objectives for these pollutants was demonstrated. Monitoring of nitrogen dioxide continues extensively throughout the city. Nitrogen dioxide concentrations have demonstrated an improving trend in recent years; however, exceedences of objectives for this pollutant are still measured across large areas of the city. 2017 NO_2 concentrations at diffusion tube sites show a general improvement when compared to 2016 data.

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. Further information related to declared AQMAs, including maps of AQMA boundaries are available online at https://uk-air.defra.gov.uk/aqma/local-authorities?la_id=36

Approximately 100,000 people live within the AQMA and it also includes the central employment, leisure and shopping districts, major hospitals and dozens of schools and therefore many more people are exposed to the air pollution in their daily lives. There are also three small AQMAs in South Gloucestershire in Kingswood \ Warmley, Staple Hill and adjacent to the roundabout at Junction 17 of the M5.

Bristol's monitoring network is focused on nitrogen dioxide (NO_2), as the concentrations of this pollutant near busy roads exceed the health based UK and EU objectives.

The Bristol City Council monitoring network in 2017 consisted of:

- 6 real time NO_2 monitors[9] which provide continuous live data which is uploaded automatically to a public website: http://www.bristol.airqualitydata.com/

[8] Air Quality Consultants, Health Impacts of Air Pollution in Bristol, February 2017
[9] 1 monitor was out of action during 2016/2017. Rupert Street was moved due to Metrobus works and will be replaced with a monitor located 20m from the old Rupert Street site. Issues with ongoing building works have continued to delay the recommissioning of this site but it is anticipated to be commissioned in mid-2018. The Temple Way Affiliate Site was commissioned in May 2018.

- 106 NO_2 diffusion tubes which provide a monthly and annual concentration for this pollutant.

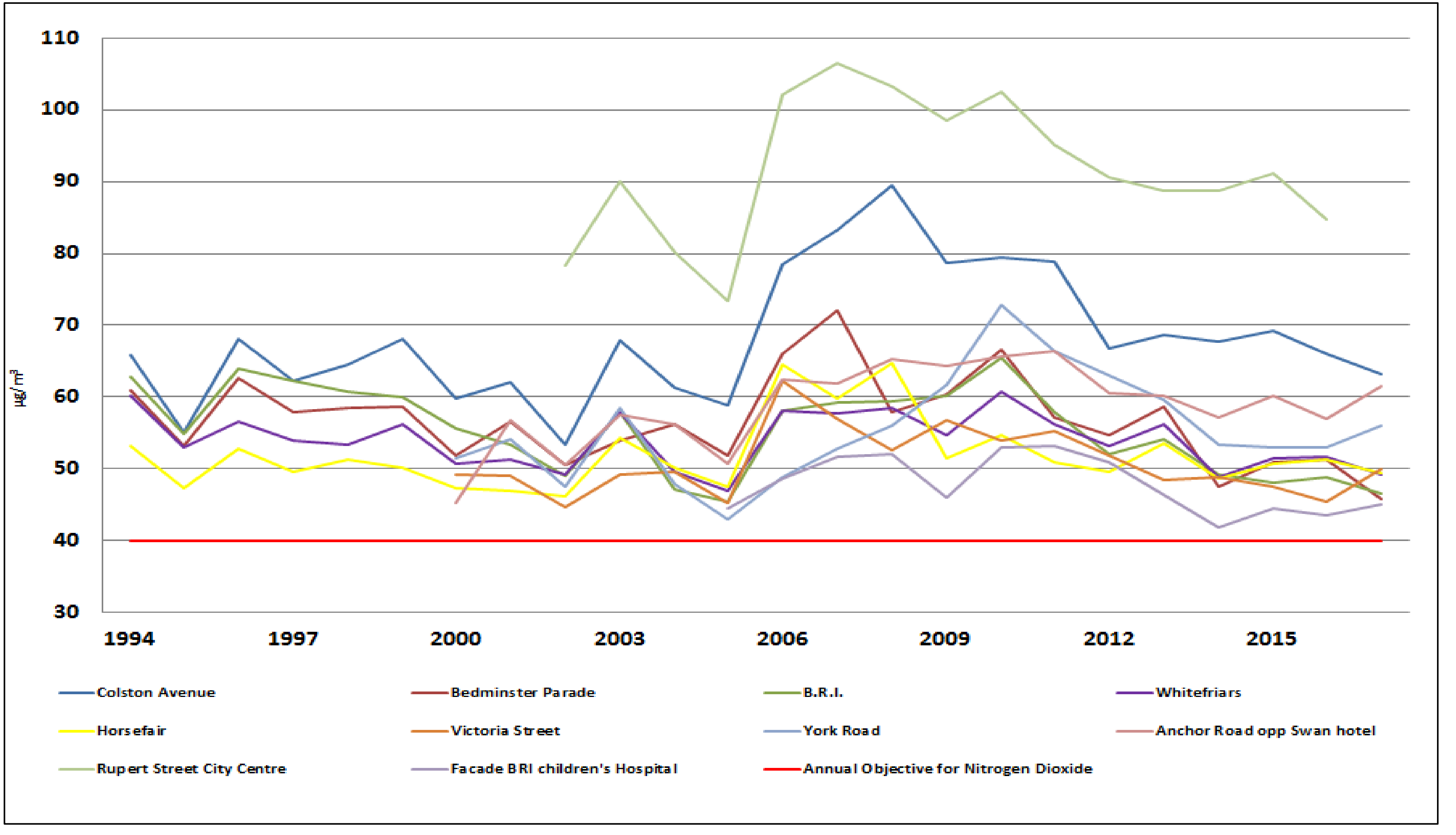
In April 2017 a replacement for the nitrogen dioxide (NO_2) real-time Newfoundland Way monitoring station was commissioned on Temple Way. The Newfoundland Way site was decommissioned due to redevelopment of the building in which the monitor was housed. The new roadside Temple Way monitor is affiliated to the Defra operated automatic urban and rural network (AURN) with data from the site being published on the Defra website. In November 2017 Defra added a real time PM_{10} monitor in this location.

Defra operate one other monitoring site in Bristol which measures NO_2, particulate matter (PM_{10} and $PM_{2.5}$) and ozone (O_3). This site is in St Pauls at an “urban background” location away from busy roads. The Defra site is representative of general pollution levels over Bristol but not of pollution levels at busy roadside locations in the city.

When considering the results from all diffusion tube locations around the city, there has been a decrease in NO_2 pollution levels in 2017 when compared to 2016. This equates to a 1.8µg/m^3 decrease for annual NO_2 concentrations on average over all tube locations. When comparing data for all tubes for which there is data from 2013, the average decrease over this 5 year period is 3.9µg/m^3. It should however be noted that levels fell at some locations and increased in others. Concentrations are still at a similar level to those measured in 2000 and are still higher than the health based EU and UK limits on many roads in the city centre and along the main arterial routes leading from the city centre.

Figure 0.2 shows the long term trends in NO_2 concentrations at a selection of city centre monitoring sites.

Figure 0.2 - Trends in NO_2 at City Centre Site (1994-2017)



Actions to Improve Air Quality

As previously discussed, air pollution in those locations exceeding the health based limits for nitrogen dioxide originates predominantly from motor vehicles. The approach to reducing NO_2 concentrations needs to focus on measures to reduce the number of vehicles on our roads, clean up the emissions from vehicles and to reduce congestion.

There is a long established collaboration between the four former Avon authorities (now referred to as the West of England authorities). In this regard, the Travel West brand acknowledges the fact that the commuter doesn't think in terms of authority boundaries.

The Joint Local Transport Plan (JLTP) currently JLTP (3)[10], shared with the neighbouring authorities of Bath and North East Somerset, North Somerset and South Gloucestershire aims to address strategic transport planning in the area. The JLTP (3) covers the period 2011 – 2026. Goal 3 within the JLTP3 is to improve air quality in the Air Quality Management Areas.

The JTLP is currently being updated to develop the JLTP4 for the West of England Combined Authority (WECA) to take planning beyond 2026. A greater emphasis than previously will be placed on air pollution in the revised JLTP.

A number of activities that have the potential to improve air quality are underway and planned within Bristol and the wider West of England region. These range from major infrastructure projects such as Metrobus to engagement in behavioural change initiatives such as work place travel planning.

Development of a Clean Air Plan

Due to continued forecasted air quality exceedances, Bristol City Council has been directed by the Environment Minister to produce a Clean Air Plan to achieve compliance with air quality objectives in the shortest possible time. In line with Government guidance, Bristol City Council is considering implementation of a Clean Air Zone (CAZ), including both charging and non-charging measures.

Bristol City Council is currently developing a Clean Air Plan in line with emerging guidance from the Joint Air Quality Unit (JAQU) which is a new joint unit with the

[10] West of England Partnership. (2011). West of England Joint Local Transport Plan 3 2011-2026

Department for the Environment, Food and Rural Affairs (Defra) and the Department for Transport (DfT).

To address the problem of air quality in the city Bristol City Council has developed a programme of work for 2018 with two main elements:

- Completing a full business case assessment for a range of charging Clean Air Zone options and assessment of a range of wider non charging measures.
- A communications, awareness raising and engagement programme with the general public and stakeholders such as businesses to increase understanding of the air pollution issue and to inform citizens about the proposed clean air plan and consultation. Through the engagement work it is intended to identify potential of impacts and associated required mitigation measures for inclusion in the Full Business Case.

In November 2016, Full Council unanimously supported a motion calling upon the Mayor to develop an air quality action plan, to implement a Clean Air Zone and to update Council on progress.

In March 2018 BCC Cabinet approved the submission to Government of a Strategic Outline Case (SOC) for the Bristol Clean Air Plan. The SOC recommended taking 5 options for further assessment in 2018 which includes 4 different clean air zone options and one set of wider non charging measures.

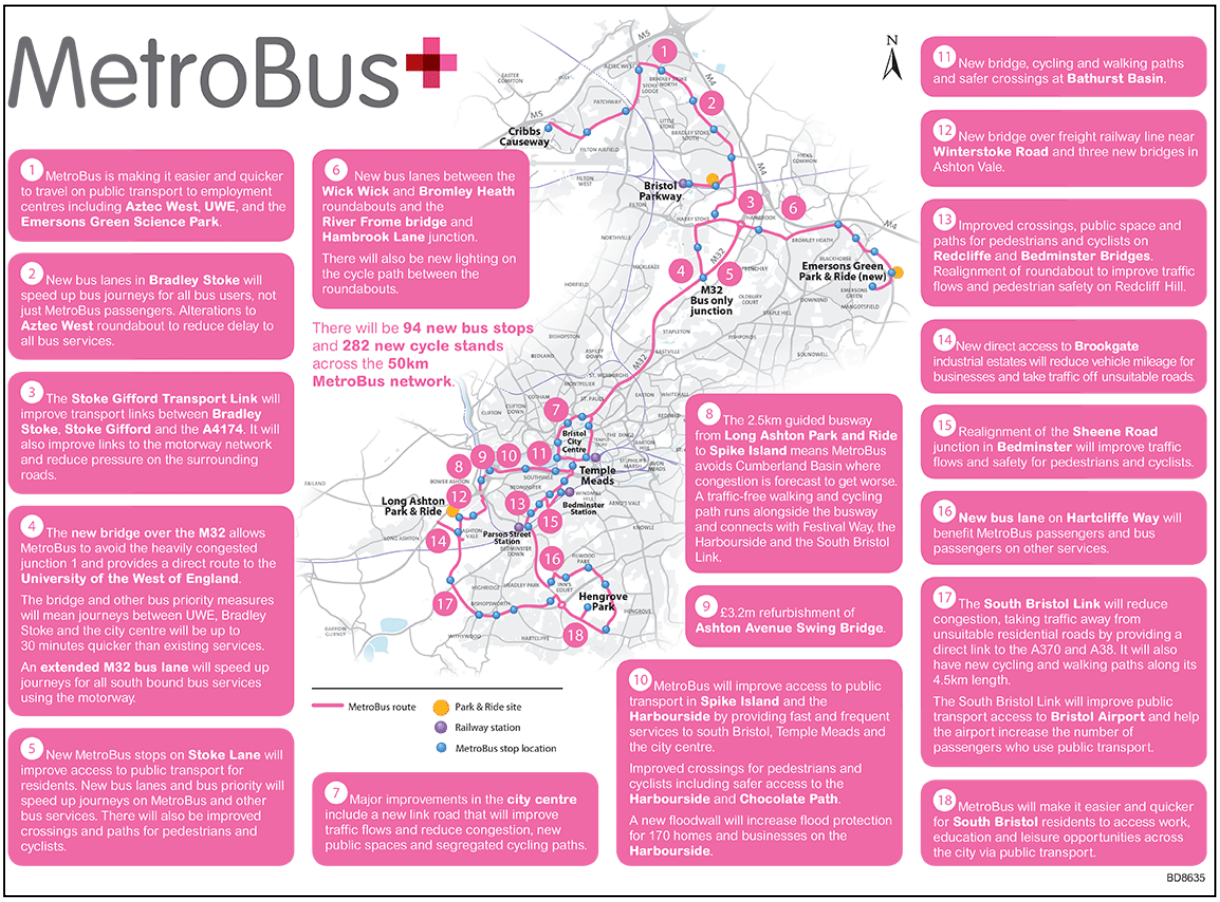
The focus of this Clean Air Plan is on achieving results in the shortest time possible, and in accordance with the High Court Order in November 2016[11] will only consider cost when comparing between two equally quick schemes. In early 2017 BCC received £600k of grant funding from Government to carry out a clean air zone feasibility study. Due to the revised assessment methodology for the Clean Air Plan, as required by the JAQU, an additional £450k of government funding for developing the plan has subsequently been awarded to BCC. This funding will allow BCC to develop and assess the most appropriate options available to achieve compliance in the shortest time possible. Both internal and public engagement will take place during 2018. Part of the additional funding has been allocated for an effective communications and awareness raising campaign to be implemented in 2018 to assist with the public consultation phase of the Clean Air Plan development.

[11] November 2016 in R (ClientEarth) (NO_2) V Secretary of State for Environment Food and Rural Affairs [2016] EWHC 2740 (Admin).

Metrobus and MetroWest

Metrobus has been designed to link and connect with existing rail and bus services and is part of an integrated approach to travel investment that includes measures to improve cycling and walking, traffic and parking management and improvements to rail via MetroWest. Metrobus services are due to start operation in 2018.

Figure 0.3 - Metrobus Details



GoUltraLowWest

GoUltraLowWest is an OLEV funded project which has provided grant funding for £7m investment in promotion of electric vehicles through the West of England region.

The main objectives and strategy:

- Double the existing provision of charge points to 400 in total
- Match funded business charge points and business demonstrator cars
- 4 exemplar demonstration charging hubs
- ULEV car club bays
- Conversion of 20% of the council fleet to ULEVs (first major BCC fleet purchases took place in 2018)
- Improving air quality

Implementation of this project is being targeted for 2017-2021.

Cycle Ambition Fund

The cycle ambition fund involves a combination of improving existing routes and revitalising streets, addressing barriers to cycling and walking such as busy roads, and overcoming the impact of the cities topography such as crossing rivers and avoiding steep hills enabling Bristol to provide better door-to-door journeys throughout the West of England region.

Residents' Parking Scheme

Residents parking schemes have been rolled out to many central areas of the city with the aim of reducing and discouraging commuter parking in these areas. It is thought that this initiative, combined with a restructuring of bus ticket pricing has led to a significant increase in bus patronage with a 17% increase between 2013/14 and 2014/15.

The conditions under which the Residents' Parking Scheme operates are currently under review and the Mayoral Air Pollution Working Group are engaged in this process in order to ensure that the latest local and national evidence on air pollution in considered during this review.

20mph Limits

20mph speed limits were rolled out in six phases throughout Bristol and completed in September 2015. The main aims of the scheme were to improve safety, health and community. There has been some opposition to 20mph limits, however, BCC survey data show that a majority of residents support the idea of 20mph limits in their areas and once introduced, support for the new speed limits increases in those areas. Some of the arguments against 20mph limits centre around a perceived impact of worsening air pollution. The council has reviewed the available evidence on this issue. The summary of this evidence is shown below which provides support for the policy of 20mph speed limits from an air pollution perspective:

There are many factors which impact upon air pollution levels on a daily and annual basis and it is difficult to quickly and easily separate the influence of these from the impact of measures such as the introduction of 20mph limits. How drivers respond to 20mph limits, whether they are enforced effectively, whether the number of vehicle trips changes and the driving styles on a particular road are also likely to be important in the overall air pollution impact of this measure.

A number of studies have been conducted into the effects that 20mph limits have on air pollution. Overall, a smoothing of driving style and cutting out of the acceleration phase from 20mph to 30mph is considered to be beneficial for emissions of harmful pollutants. A study from Berlin concluded that the introduction of 30kph limits (18.6mph) resulted in up to 30% reduction in particulate emissions and 15% reduction in traffic related NO_X emissions but enforcement of the limit and smoothing of flow with traffic light coordination was thought to play an important role[12]. A 2013 study conducted in London, backed up with real-world monitoring showed that 20mph speed limits resulted in a reduction in emissions of particulates and NO_X from diesel vehicles[13].

Overall, the evidence suggests that 20mph limits are likely to result in a small overall impact upon air pollution. The Draft NICE Guidance[14] on outdoor air quality suggested that 20mph limits should be considered as an air quality improvement

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[12] http://climate.blue/wp-content/uploads/Martin-Lutz_Air-Quality-Management-in-Berlin.compressed.pdf

[13] Transport and Environmental Analysis Group (2013). An evaluation of the estimated impacts of vehicle emissions of a 20mph speed restriction in central London. Centre for Transport Studies. Imperial College London. https://www.cityoflondon.gov.uk/business/environmental-health/environmental-protection/air-quality/Documents/speed-restriction-air-quality-report-2013-for-web.pdf

[14] National Institute for Health and Care Excellence (2017) Air pollution: outdoor air quality and Health. NICE Guideline (NG70)

measure. Evidence of negligible worsening of air pollution from 20mph speed limits appears to be limited, with a number of studies highlighting more significant air pollution improvements in certain circumstances. Wider benefits from 20mph limits include increases in walking and cycling, reductions in noise, and a range of co-benefits including reductions in casualties and severity of those which do occur as well as proportionately larger positive impacts for poorer communities which otherwise suffer from higher levels of road traffic pollution. Therefore it is considered that 20mph limits should be seen a positive measure for both safety, encouragement of modal shift and air pollution.

A 2018 report carried out by the University of the West of England concluded that the introduction of 20mph limits in Bristol led to a reduction in average speeds and in the numbers of people killed and injured on the roads.

A review of 20mph speeds limits was launched in June 2018 with public feedback being requested on how the speed limits operate in practice and to identify if any localised adjustments are needed.

CLAiR-City

The four-year CLAiR-City project (Citizen-led air pollution reduction in cities), funded through the EU's Horizon 2020 program, features 16 research partners including the pilot cities of Bristol (UK); Amsterdam (NL); Aveiro region (PT); Ljubljana (SI); Sosnowiec (PL) and the Liguria region (IT). The project is aimed at creating a major shift in public understanding towards the causes of poor air quality – encouraging a focus on people's everyday practices like commuting and shopping rather than technology and top-down approaches. The project will use innovate tools like specially made apps and games for smart phones to generate citizen-led policies to improve air-related health in our cities.

As a partner city Bristol will help shape the tools being developed through extensive local engagement. The ultimate aim is to improve citizens' understanding of the air quality problem in the city and to engage them and wider stakeholders to inform acceptable strategies to reduce pollution.

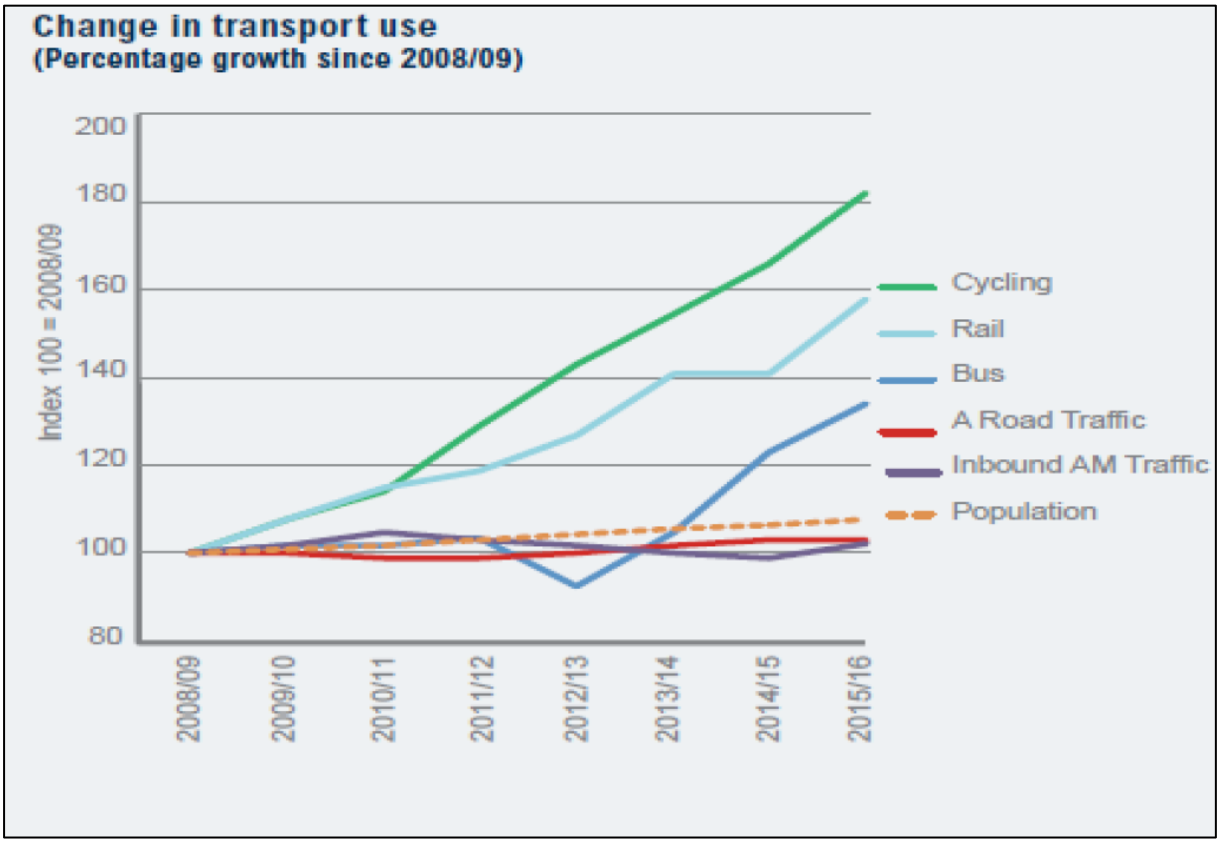
A range of events have taken place as part of this project throughout Bristol in 2017, details of which can be found here http://www.claircity.eu/bristol/get-involved-2/events/. These have formed the basis for citizen and wider stakeholder engagement which has been complimentary to engagement being undertaken during the Clean Air Plan development by Bristol City Council and will continue throughout 2018. Outputs from engagement in 2017 have been used to help develop a policy game and app. The Game was launched in April 2018 and the App is still being developed. http://www.claircity.eu/bristol/game-and-app/.

Details of how people can get involved in the project can be found here http://www.claircity.eu/bristol/get-involved-2/

Transport Trends in Bristol

In recent year Bristol has had some of the most successful increases in walking and cycling and Buses are improving more rapidly that the other large English cities, albeit from a lower starting point. Trends are shown in Figure 0.4 which highlight that whilst sustainable transport use has increased considerably over this period that A Road traffic has remained constant and risen slightly.

Figure 0.4 - Change in Transport Use in Bristol 2008/09 – 2015/16



Conclusions and Priorities

The priority for Bristol City Council for the coming year is to address the problem of air pollution by developing a programme of work with two main elements:

- The undertaking of a feasibility study for a Clean Air Plan which could include a Clean Air Zone as a key measure. A final business case will be submitted to the Secretary of State in 2019.
- A communications, awareness raising and engagement programme to increase understanding of the air pollution issue.

These elements of work will require extensive stakeholder engagement and public consultation to develop them. It is likely that some of the required actions will result in some significant changes to the city and the way in which people chose to move around it. It will be necessary to ensure that residents, businesses and visitors to the area fully understand the serious nature of air pollution and the reasons why the improvement measures are needed. An effective communication strategy will be developed to underpin the case for action which may require fiscal measures.

In 2016 a Mayoral Air Pollution Working group was set up within BCC. The aim of this group is to improve air quality, to provide a positive impact on health and wellbeing for all communities including the most vulnerable, support a flourishing local economy and accelerate the transition to a zero emission city. This working group chaired by the Cabinet Member for Energy, Waste and Regulatory Services and supported by the Cabinet Member for Transport and Connectivity aims:

- To advise on the implementation of the administration’s air quality commitments.
- To guide the development of a new Clean Air Plan that improves health and addresses compliance with the exceedances of air quality objectives and fulfils the council’s statutory duty.
- To develop plans for the implementation of a Clean Air Zone as part of the Clean Air Plan.
- To contribute to national policy and guidance such as from DEFRA and NICE.
- To monitor the impact of interventions on air quality and public health in Bristol.

It will be challenging to deliver and implement many of these priorities in the current financial climate. We will be relying upon a commitment from national government to provide the required funding to allow an effective and fully funded Clean Air Plan to be developed, adopted and fully implemented.

In 2017/2018 Bristol City Council secured almost £1m of funding to complete a full business case for the Clean Air Plan options. Government have announced a £220m fund for additional measures to support individuals and businesses affected by NO_2 plans. Consultation with relevant groups in the city throughout 2018 will help develop the measures of support that may be needed.

A National Air Quality Action Plan that is wide ranging and which uses all possible policy interventions, to complement local air quality actions, will be essential to ensure that the benefits of local air quality improvement actions are maximised and effective in reducing pollution levels in Bristol.

Local Engagement and How to get Involved

In mid-2018 Bristol City Council launched the Clean Air for Bristol website. The section on how to get involved contains a link to the events calendar and contains a range of information about air pollution in Bristol and the plans being developed to tackle the issue.

How can I reduce Pollution Myself - Transport

There are many different ways in which people can help contribute towards reducing air pollution in Bristol. Air pollution, at locations where we are recording illegal levels of nitrogen dioxide, comes predominantly from emissions from vehicles. By choosing to travel around the city by foot, by bicycle or using public transport whenever possible people could reduce their personal contribution to air pollution in the city. To find out more information on sustainable transport options throughout the West of England region you can visit the Travel West Website or its sister Website Better by Bike.

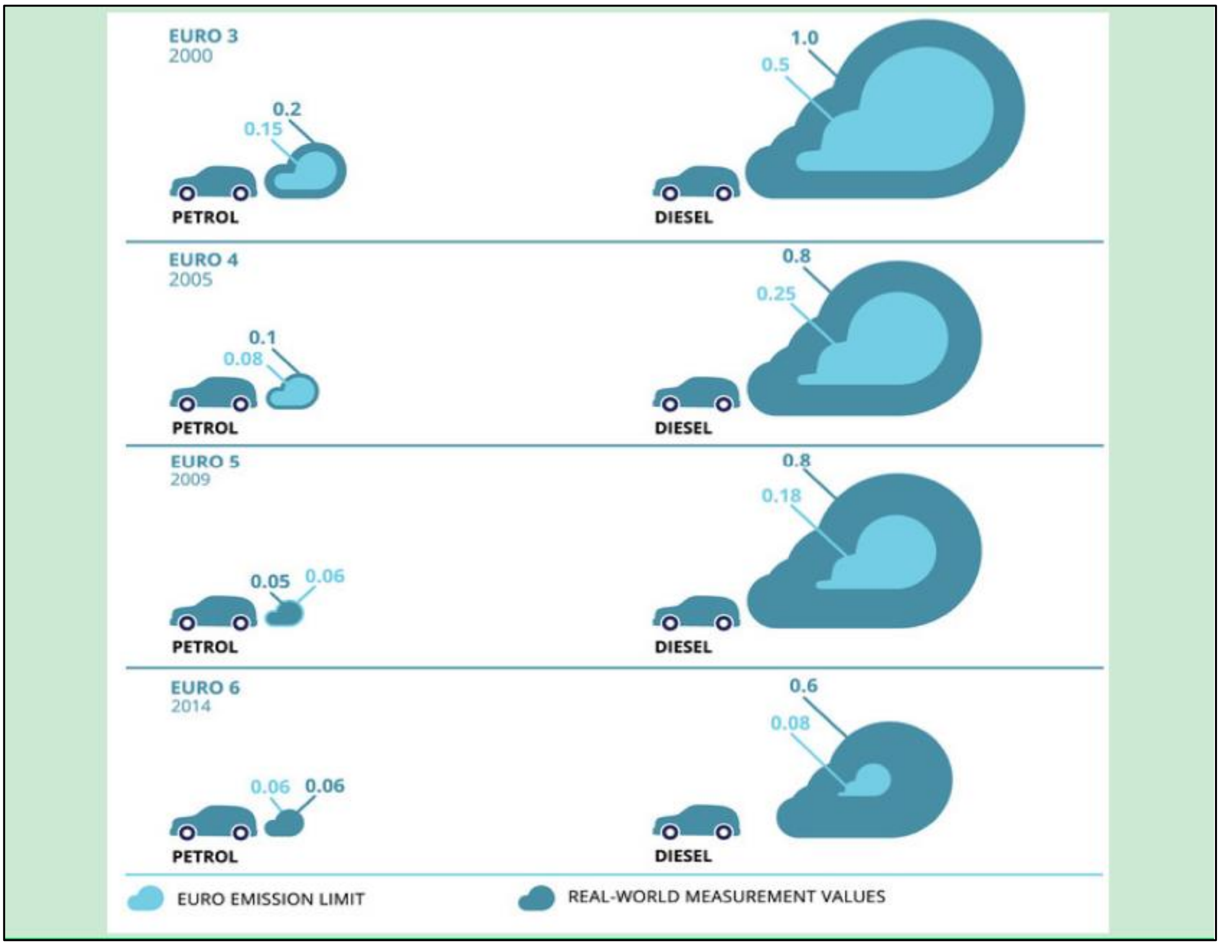
For those journeys taken by cars, choosing to travel outside of peak times can help. In the longer term, if you are deciding to replace your current car, as a general rule, the following hierarchy can be followed to identify which types of vehicles have the lowest emissions of pollutants which are harmful to health.

- Electric Vehicles
- Plug in Petrol Hybrid
- Petrol hybrid
- Gas or petrol
- Plug in Diesel Hybrid
- Diesel Hybrid
- Diesel

Whilst government vehicle taxation is based on the relative emissions of carbon dioxide (CO_2), this can be misleading to those looking for a vehicle with low emissions of pollutants that are directly harmful to health. Diesel cars have been promoted as being 'low emission/eco' vehicles. Whilst these may offer relatively low 'official' CO_2 emissions, diesel vehicles are generally much worse for air pollutants such as nitrogen dioxide and particulates, which are of greatest concern for local air quality.

Measurement of real-world vehicle emissions have shown that large discrepancies exist between the required vehicle emissions standards, as defined by Euro emissions standards, and the level of pollution emitted under real world driving conditions. The largest discrepancies are related to nitrogen oxide (NO_x) emissions which lead to the formation of NO_2 pollution. Figure 0.5 is adapted from a report by the European Environment Agency[15] and shows how, on average, vehicles perform in the real-world when compared to the official emission limits.

Figure 0.5 - Comparison of NO_X (g/km) Emission Standards for Different Car Euro Standards, by emission limit and Real-World Performance



This illustrates why diesel cars continue to present problems to achievement of NO_2 air quality objectives in the city and why older diesel vehicles in particular a

[15] European Environment Agency (EEA), 'Explaining road transport emissions – A non-technical guide', 2016 <www.eea.europa.eu/publications/explaining-road-transport-emissions>

contributing significantly to NO_2 pollution. Euro 6 diesels, whilst better than Euro 5 vehicles, are still considerably worse for NO_X emissions when compared to their petrol or petrol hybrid equivalents.

The above illustration represents average emissions for each Euro class when tested in the real world. Some vehicle manufacturers and models perform much better than others. The Mayor of London launched an online vehicle checker to allow consumers to get the latest data on real world vehicle emissions. The information has been compiled through robust independent emissions tests by a UK based company, Emissions Analytics and the International Council on Clean Transportation (ICCT). Emissions Analytics is a well respect independent vehicle testing company. To check the emissions of your vehicle or to check the relative performance of vehicles that you are considering purchasing the online checker can be accessed here.

How Can I reduce Pollution Myself - Domestic Heating

If you are currently using a wood burner or open fire make sure that you are using it correctly and not breaking the Smoke Control Area regulations. The whole of Bristol is a smoke control area. This means that you are only allowed to burn wood in a Defra approved stove. You are not allowed to burn wood in an open fire in Bristol and only exempt smokeless fuels are permitted to be burnt in an open fire.

From an air pollution perspective, if you do not own an existing stove or open fireplace, the best option is not to install one. Recent research shows that even the lowest emitting wood burning appliance emits an order of magnitude more particulate matter than a gas oil appliance and two orders of magnitude more than a gas appliance.

Should you plan to install a stove then the lowest emission stoves currently on the market are those that are 'Ecodesign Ready'. These will meet the future EU standards set to be introduced for all new stoves in the UK in 2022. Within Bristol, as a minimum a Stove should be approved for use within a smoke control area.

Whilst the type of solid fuel appliance used is an important factor in determining the level of pollution emitted, the way in which they are used is equally as important. Understanding the right fuels and the right way to use them is explained within guidance issued by Defra which can be found here. The measure outlined for reducing emissions include:

- Choosing the right stove
- Considering burning less
- Buying ‘Ready to Burn’ fuel
- Season freshly chopped wood before use (wood can only be burnt in Bristol within a Defra approved appliance. It is not permitted to burn even seasoned wood in an open fire or an appliance not approved by Defra for use in a smoke control area).
- Do not burn treated waste wood (e.g. old furniture) or household rubbish
- Regularly service and maintain your stove (annually)
- Get your chimney swept regularly (up to twice a year)

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1 Local Air Quality Management

This report provides an overview of air quality in Bristol 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 areas, 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 Bristol 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 compliance with the objectives.

A summary of AQMAs declared by Bristol City Council can be found in Table 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=36. Alternatively, see Maps of Monitoring Locations and AQMAs in Appendix D of this report.

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	City / Town	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance (maximum monitored/modelled concentration at a location of relevant exposure)		Action Plan (inc. date of publication)
						At Declaration	Now	
Bristol AQMA	Declared 01/05/2001. Amended on 01/05/2003 and 01/05/2008 and 26/10/2011	NO_2 Annual Mean	Bristol	An area covering the city centre and parts of the main radial roads including the M32.	YES			Joint Local Transport Plan 3 https://travelwest.info/projects/joint-local-transport-plan
Bristol AQMA	Declared 01/05/2001. Amended on 01/05/2003 and 01/05/2008 and 26/10/2011	NO_2 1 Hour Mean	Bristol	An area covering the city centre and parts of the main radial roads including the M32.	YES			Joint Local Transport Plan 3 https://travelwest.info/projects/joint-local-transport-plan
Bristol AQMA	Declared 01/05/2001. Amended on 01/05/2003 and 01/05/2008 and 26/10/2011	PM_{10} 24 Hour Mean	Bristol	An area covering the city centre and parts of the main radial roads including the M32.	YES			Joint Local Transport Plan 3 https://travelwest.info/projects/joint-local-transport-plan

☒ **Bristol City Council confirm the information on UK-Air regarding their AQMA(s) is up to date**

The monitoring network in Bristol has changed considerably since the declaration of the Air Quality Management Area in 2001. There is an extensive air quality monitoring network throughout the city which provides annual NO_2 data. The monitoring locations in 2017 are not directly comparable to those in 2001 and therefore the comparison between exceedence levels at declaration in 2001 and 2017 would not provide a true reflection of trends in air pollution over that timeframe. For this reason, the corresponding columns in Table 2.1 above have not been completed. Distance adjusted data for all 106 monitoring sites has been provided in Table B.1. An indication of general trends in annual NO_2 values over this timeframe are shown in Figure 3.1 and Figure 3.2 and is considered to be more representative or trends over the past 16 years than would be established from looking at data from one worst case site as requested in Table 2.1.

In 2001 PM_{10} was measured at 2 locations for the whole year, including a kerbside site. In 2017 PM_{10} was only monitored at an Urban Background site, however, in late 2017 a Defra operated PM_{10} monitor was installed at the new Temple Way Defra Affiliated roadside monitoring site. No recent modelling has been carried out and therefore, a comparison of maximum monitored data between 2001 and 2017 is not considered a useful exercise given that comparison would have to be made between very different monitoring locations.

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

Defra's appraisal of last year's ASR concluded that:

Bristol City Council has one active AQMA, which was declared in 2011 due to exceedances of the 1-hour and annual mean NO_2 objectives and the 24-hour mean PM_{10} objective. The AQMA covers Bristol city centre and parts of the main radial roads including the M32. AQMAs have been declared from 2001, with the first Bristol Action Plan in 2004. From 2006 Action Plan measures for Bristol and Bath have been consolidated with Joint Local Transport Plans based on providing a shared priority objective for air quality within the LTP. The most recent measures developed to address air quality have been within the Joint Local Transport Plan 3 2011-2026, where there has been an integration of action plans and JLTP3 measures.

The priority AQAP headline measures within JLTP3 were identified as:

Information and Promotion –encouraging behavioural change-reducing car use

Promotion and provision of alternatives-travel plans, walking & cycling facilities, car clubs-reducing congestion and emissions

Managing the road network-bus priority, UTMC, speed management, parking enforcement, freight transhipment-reduced congestion and emissions

Emissions management- poorly driven vehicles, alternative vehicles and fuels, workplace parking levy, low emission zones-reduced noise and emissions and improving the city centre environment.

The City has seen some significant developments during this period, including recent schemes:

- *Residents Parking Scheme completed January 2016*
- *17% increase in bus patronage in Bristol 2014-15*
- *20mph speed limits*
- *Source West 100th EV charge point, with 15 rapid charge points*
- *Go Ultra Low City Scheme to promote uptake of Ultra Low Emission vehicles*
- *3 Bus based Park & Ride schemes implemented*

- *Freight consolidation*
- *Car clubs / car and lift sharing schemes*
- *There has been further significant investment in the Metrobus scheme, linking existing rail via MetroWest and bus service throughout the Bristol urban area.*

The Council have supported these measures towards the development of a Clean Air Zone by the undertaking of a feasibility study with South Gloucestershire Council, including the development of a Clean Air Action Plan for Bristol involving wider range of measures than a CAZ.

The mayor has established a working group on Air Pollution linking closely with the Congestion Task Force group. This group are tasked to deliver a new Clean Air Action Plan and develop plans for the implementation of a Clean Air Zone.

The feasibility study for a CAZ is expected to be submitted to the Secretary of State with a business case by the end of 2018, and are expected to involve a significant degree of stakeholder engagement and pubic consultation during this period.

On the basis of the evidence provided by the local authority, the conclusions reached are acceptable for all sources and pollutants.

The next steps for Bristol City Council are to:

- *Continue with the development of the Clean Air Plan and feasibility study for a Clean Air Zone*
- *Submit the next Annual Status Report in 2018*

Bristol City Council have continued to progress with the development of the Clean Air Plan in line with the timetable set out by the JAQU.

Bristol City Council has taken forward a number of direct 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.

More detail on these measures can be found in documents such as the Joint Local Transport Plan 3 2011-2026[10] which is supported by various strategies on key issues such as public transport, cycling and walking.

Bristol City Council expects the following measures to be completed over the course of the next reporting year:

- An extensive engagement and awareness raising activities on air pollution as part of the Clean Air Plan development and public consultation processes
- Development and submission of a full business case for a Clean Air Plan to secure compliance with air quality objectives for nitrogen dioxide in the shortest possible time.
- Commencement of the Metrobus services on the new priority bus infrastructure

BCC are ensuring that elected members are fully briefed and aware of the work being undertaken for the Clean Air Plan and that they have opportunities to input into the direction that some of the work is taking where appropriate. The framework for developing the Clean Air Plan has been set by the Joint Air Quality Unit (JAQU), with achievement of compliance in the shortest time possible the overriding legal framework driving the direction of the plan. There will be some limits on what can be changed without supporting technical data to demonstrate compliance in the shortest time possible isn't compromised.

It is likely that some of the required actions will result in some significant changes to the city and the way in which people chose to move around it. It will be challenging to ensure that residents, businesses and visitors to the area fully understand the serious nature of air pollution and the reasons why the improvement measures are needed. A major part of any process to implement air quality improvement actions will involve an effective communication strategy to enhance the understanding that people have of the local air quality problem and the severity of the health impacts that it causes. The engagement plan will also provide a way of taking on board concerns and issues that people have and to help identify areas where mitigation of impacts of a Clean Air Plan may be needed.

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure	EU Category	EU Classification	Organisations involved and 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	Joint Transport Study and Spatial Plan	Policy Guidance and Development Control	Regional Groups Co-ordinating programmes to develop Area wide Strategies to reduce emissions and improve air quality	WoE authorities. LA Funded	Ongoing	2018	Set out a visons and plan for future development in the WoE up until 2036		Consultation in 2015 - 2017	Submission to Secretary of State planned for 2018	Joint Transport Study being prepared in in parallel with WoE Joint spatial Plan. The objective is to ensure the region plans and provides for the growth needs in WoE in the future whilst Improving quality of life and a healthy, natural environment: projects should aim to reduce traffic volumes, noise and emissions and protect the natural environment.
2	MetroBus BRT scheme	Transport Planning and Infrastructure	Bus route improvements	BCC/S.Glos/NE Somerset. Grant Funded	Finished	Ongoing	Improved bus Services, quicker journey times and more reliable services from both northern and southern city fringes	Encouragement of modal shift through provision of quick reliable bus services.	Construction Phase. Tender for Services	Commission of Services expected in 2018	Euro VI minimum for metrobus buses being specified for first two years then improvements on those standards moving forward.
3	Bristol Transport Plan	Transport Planning and Infrastructure	Other	BCC. LA funded	Ongoing	2018	Development and Adoption of Bristol Transport Plan	Vision of plan is to improve the active travel and public transport offer of the city to allow for the decoupling of growth from increase in cars movements	Document underwent initial internal BCC consultation before moving onto wider stakeholder and public consultation phases in 2017	2018	
4	Local Plan Review	Policy Guidance and Development Control	Air Quality Planning and Policy Guidance	BCC. LA Funded	Ongoing	2018	Development and Adoption of New Local Plan Documents	Adoption of standalone policy for Air Quality. Aim is to be able to account for cumulative impacts from many small developments, secure developer contributions towards air quality	Initial internal consultation and development of local plan started mid-2017. Progress anticipated throughout 2017/2018/2019	2020	Support of proposed measures in plan needs to be gained at a local level and also approved by the Planning Inspectorate.

Measure No.	Measure	EU Category	EU Classification	Organisations involved and 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
								action plan measures and strengthen weight given to air pollution in Local Plan policy documents			
5	OLEV Bus funding	Vehicle Fleet Efficiency	Promoting Low Emission Public Transport	OLEV	17/18	18/19	110 Biogas powered buses to be introduced into the first Bus WoE fleet	Buses will be Euro VI and better with regards to emissions of NOx and reduce particulate tailpipe emissions to better than Euro VI.	Planning Phase	2019	
6	Clean Bus Fund	Vehicle Fleet Efficiency	Promoting Low Emission Public Transport	OLEV	18/19	18/19	81 buses to be retro-fitted from Euro IV/V standard to VI	£2.2m funding to include 69 SCR retrofit and some electric/hybrid replacement	Funding awarded in Feb 2018. Planning phase	2019	
7	Cycle City Ambition Grant	Promoting Travel Alternatives	Cycling improvements and engagement.	BCC. Grant Funded	Ongoing	Ongoing	Increased levels of cycling in the city	Yes	Smoothing of cobbles on popular route, Improved crossing in Castle Park, 500 additional bike stands installed, improvement of harbour side bridge and 4 rounds of engagement in Easton to discuss how cycling can be encouraged. Range of other infrastructure improvements around the city.	Ongoing	Plan to implement a number of new developments to improve cycling infrastructure in the city. Details can be found at the travel west website: https://travelwest.info/projects/cycle-ambition-fund/bristol
8	Doubling existing EV charge point network from 200-400 points	Promoting Low Emission Transport	Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	WoE LAs funded by OLEV Grant funding	16/17	17/18-20/21	Number of public/private charge points (not units)		200 additional charge points across the WoE including rapid charging hubs and on street charging infrastructure.	2020/21	Part of Go-Ultra Low OLEV grant funded project

Measure No.	Measure	EU Category	EU Classification	Organisations involved and 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
9	Freight Consolidation	Freight and Delivery Management	Freight Consolidation Centre (FCC)	Bristol and Bath. Private with LA subsidy	Ongoing	Ongoing	Number of businesses signed up. No. of journeys replaced through consolidation	Reducing pollution and congestion in the AQMA is the reason for the operation of the FCC.	140 businesses signed up to service across Bristol and Bath	Financial support for the FCC to come to an end in 2017	Since 2011 the FCC has resulted in 5 tonnes of NOx emissions avoided, 157 tonnes of CO2 and 18,000 trips saved. In recent corporate budget review FCC identified as a cost saving so future of this is now uncertain.
10	20mph rollout	Traffic Management	Reduction of Speed Limits, 20mph zones	BCC	Implemented, but under review	Implemented, but under review	No Specific Indicator- Various before and after surveys will be carried out on traffic speeds, road casualties and noise. Continued annual monitoring of nitrogen dioxide at 105 locations throughout the city to identify the trends in pollutant levels along roads where 20mph has been introduced.	No specific target for Improvement in Air Quality but the expected smoothing of traffic flows, improved safety and modal shift is aimed at improving Air Quality in the AQMA.	Scheme fully implemented in September 2015. Ongoing monitoring with review in 2018, with any changes arising from this coming into effect in 2018/19	2018/2019	Petition launched in 2015 to scrap 20mph in all but hospital and school locations. One of main arguments against 20mph made on misunderstanding that it will worsen air quality. Counter petition launched to keep and extend 20mph zones which gained less support than the petition to scrap them. BCC position statement on 20mph and air quality put together by mayoral air pollution working group, details of which are included within this report. 20mph limit review launched in June 2018.
11	Better Bus Area Fund 2	Transport Planning and Infrastructure	Bus Route Improvements	WoE. DfT and Cycling Ambition Fund 2	Ongoing	Ongoing	Improved services, through reduced journey time and increased reliability on 8 important corridors.	Yes	Informal public consultation took place in autumn 2017.	Ongoing	More detail is available at https://travelwest.info/projects/better-bus-area
12	Local Growth Fund	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, including Access management, Selective vehicle priority, bus	WoE. Local growth funded.	Ongoing	Ongoing	Demand management and increases in sustainable transport options.		Local Growth fund Currently delivering better walking and cycling infrastructure along River Avon Path. Roll out of real-time information at bus stops.	Ongoing	

Measure No.	Measure	EU Category	EU Classification	Organisations involved and 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
			priority, high vehicle occupancy lane								
13	Prioritising purchase of EV vehicles in public sector fleets	Promoting Low Emission Transport	Public Vehicle Procurement - Prioritising uptake of low emission vehicles	WoE. OLEV Grant Funded	2016/17	17/18 – 20/21	100 ULEV vehicles across WoE council fleet - representing 20-25% transfer. Expected that Bristol will procure around 45 EVs (10%) of the fleet.		December 2017 Cabinet Meeting decision to approve purchase of at least 50 EV's for BCC Fleet. Purchase of first large number of EV's for BCC fleet planned for summer 2018.	Ongoing	
14	Car Clubs	Alternatives to Private Car Use	Car Clubs	WoE. Private and LA	Ongoing	Ongoing	160 car clubs cars deployed in Bristol. 50 EV car clubs cars by 2021 in WoE area.		120 car club cars currently in use in Bristol. 0 EV car clubs currently but development of EV car club bays is part of the BCC Replicate project.	Ongoing	Expansion of 8 bays in East of Bristol planned for summer 2017. Co-Wheels using Replicate Grant to introduce EV Car club vehicles in Ashley, Easton and Lawrence Hill. Go-Ultra Low OLEV grant to be used to introduce additional EV car club bays.
15	Workplace Travel Planning	Promoting Travel Alternatives	Workplace travel plans	WoE. DfT funding	Ongoing	Ongoing	Number of employers signed up to receive travel planning support. Annual Travel to Work Survey monitoring progress of employee travel habits and reduction in single occupancy vehicle use.	smoothing of traffic flows from reduction in single occupancy vehicle use and associated emissions (NO2)	200+ businesses receiving sustainable travel support' business engagement officers. Programme funded through DfT Sustainable Travel Transition Year Fund 16/17. Target for 2017/18 – 2019/20 to have 350 businesses signed up to this scheme, subject to funding award.	2017/18	
16	Car and Lift-sharing scheme	Alternatives to Private Car Use	Car and lift-sharing schemes	WoE. Funding TBC	Ongoing	Ongoing	Number of employees participating in Join My Journey service		Pilot for 2017/18 subject to funding	2018	

Measure No.	Measure	EU Category	EU Classification	Organisations involved and 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
17	Sustainable travel campaigns to promote alternatives to car use, promoted through our principle travel website: travelwest.info promoting sustainable transport schemes such as loan bikes, match-funded grants for employer onsite sustainable travel infrastructure	Promoting Travel Alternatives	Intensive active travel campaign & infrastructure	WoE. Various funding	Ongoing	Ongoing	Wide range of initiatives with individual targets for each.		46 electric loan bikes issued, 68 Dr Bike maintenance sessions delivered, 37,000 journeys logged in the travelwest challenge, 36 grants given to business to encourage walking and cycling and 24 travel champions recruited. 363 bike loan discounts and free bus tickets provided to individuals seeking employment as part of the wheels to work scheme.	Ongoing	Promotion of some offers via http://www.betterbybike.info/ Website
18	Geo-fenced Electric Hybrid Bus Trial. 2 buses are being used in the trial.	Promoting Low Emission Transport	Public Vehicle Procurement - Prioritising uptake of low emission vehicles	Bristol. Grant and Private joint funding.	Ongoing	Jan-16	Performance of hybrid bus, charging infrastructure and geo-fencing technology being assessed.	Buses GPS geo-fencing technology to ensure buses operate in electric only mode within the AQMA.	2 buses operated on routes which traverse the city. Buses and charging technology working well.	Ongoing	Plug in charging and inductive charging methods being used for both buses.

Whilst the measures outlined above in Table 2.2 will help to contribute towards compliance, Bristol City Council and the Joint Air Quality Unit have identified that additional measures will be required to achieve compliance in the shortest time possible. These are being developed in the Clean Air Plan.

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. Inhalation of particulate pollution can have adverse health impacts, and there is understood to be no safe threshold below which no adverse effects would be anticipated[16].

Sources of $PM_{2.5}$

Human-made sources of $PM_{2.5}$ are more important than natural sources, which make only a small contribution to the total concentration. Within UK towns and cities, emissions of $PM_{2.5}$ from road vehicles are an important source. Consequently, levels of $PM_{2.5}$ (and population exposure) close to roadsides are often much higher than those in background locations. In some places, industrial emissions can also be important, as can the use of solid fuels for heating and other domestic sources of smoke such as bonfires. Under some meteorological conditions, air polluted with $PM_{2.5}$ from the continent may circulate over the UK – a condition known as the long range transportation of air pollution. Long range transport, together with pollution from local sources, can result in short term episodes of high pollution which can have an impact on the health on those sensitive to high pollution.

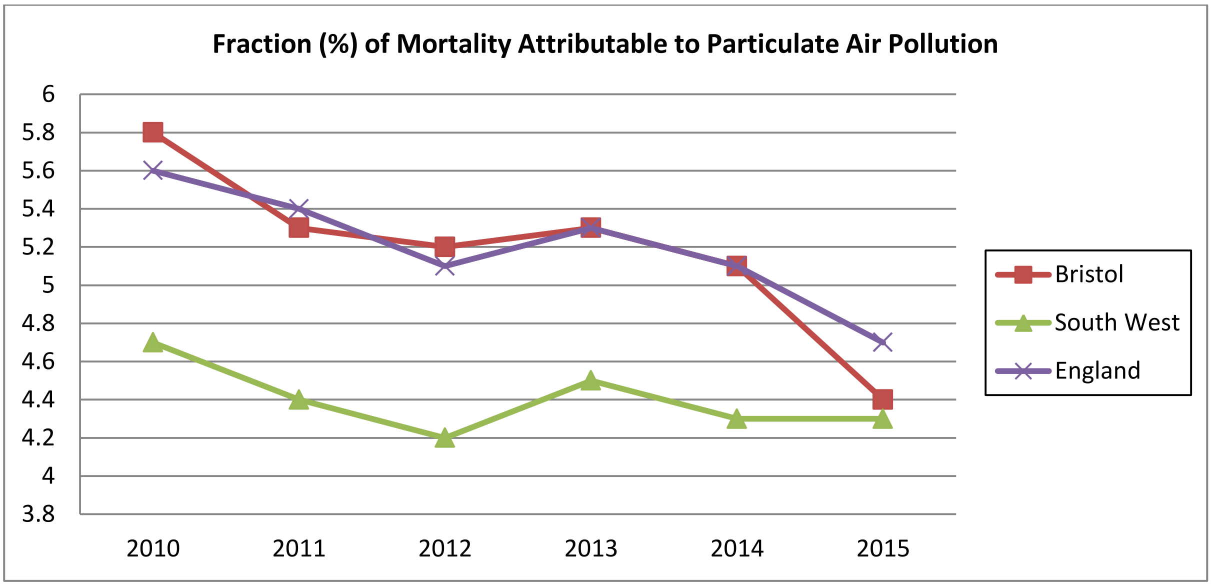
In addition to these direct (i.e. primary) emissions of particles, $PM_{2.5}$ can also be formed from the chemical reactions of gases such as sulphur dioxide (SO_2) and nitrogen oxides (NOx: nitric oxide, NO plus nitrogen dioxide, NO_2); these are called secondary particles. Measures to reduce the emissions of these precursor gases are therefore often beneficial in reducing overall levels of $PM_{2.5}$.

[16] Air Quality Guidelines, Global Update 2005, World Health Organization (2006)

All of the air quality improvement measures as described in section of 2.2 of this document will contribute towards reducing $PM_{2.5}$ pollution as well as nitrogen dioxide (which is also a precursor for the formation of $PM_{2.5}$ pollution) in Bristol and the West of England.

In 2015, 4.4% of "all-cause adult mortality" in Bristol was considered attributable to "anthropogenic particulate air pollution"[17], which is similar to the national proportion and is mid-ranking for Core Cities. Figure 2.1 shows this value since 2010.

Figure 2.1 - Public Health Outcomes Framework Indicator 3.01



Solid Fuel Use

Appliances that burn solid fuel contribute to local air pollution and evidence[18] is that their contribution is increasing due to the popularity of solid fuel burning for occasional heating requirements in the winter time.

Recent evidence suggests that the contribution of domestic wood burning in the UK has been underestimated by a factor of 3 in the national emissions inventory[19] making it the largest source of $PM_{2.5}$ emissions in the UK. A 2017 report by Kings College London[20] analysed monitoring data to estimate that on an annual basis, wood burnings contribution to $PM_{2.5}$ ranged from between 6 to 9% averaged across

[17] Public Health Outcomes Framework, Nov 2016 *Source: Background annual average $PM_{2.5}$ concentrations for the year of interest are modelled on a 1km x 1km grid using an air dispersion model, and calibrated using measured concentrations taken from background sites in Defra's Automatic Urban and Rural Network (http://uk-air.defra.gov.uk/interactive-map.) Concentrations of anthropogenic, rather than total, $PM_{2.5}$ are used as the basis for this indicator, as burden estimates based on total $PM_{2.5}$ might give a misleading impression of the scale of the potential influence of policy interventions(2012).*

[18] Air Quality Expert Group (2017), The Potential Air Quality Impacts from Biomass Combustion
[19] Waters, L. 2016. Summary Results of the Domestic Wood Use Survey.
[20] Environmental Research Group – Kings College London, NPL (March 2017) Airborne Particles from Wood Burning in UK Cities

UK urban areas and in London and Birmingham contributed to between 23% and 31% of the urban derived $PM_{2.5}$. The report concluded that control of wood burning is an important urban issue but that "i*t should be remembered that the majority of PM_{10} and $PM_{2.5}$ in urban and rural areas is not from primary emissions. Instead the majority comes from reactions between other gaseous pollutants forming secondary particles."* The new evidence highlights that improvements in local air pollution could be achieved by reducing the contribution of domestic solid fuel burning to $PM_{2.5}$ emissions. The latest National Emissions Inventory Data attributes 38% of $PM_{2.5}$ emissions nationally to domestic solid fuel use whilst only 7% of the population have access to an open fire or stove to burn solid fuel in.

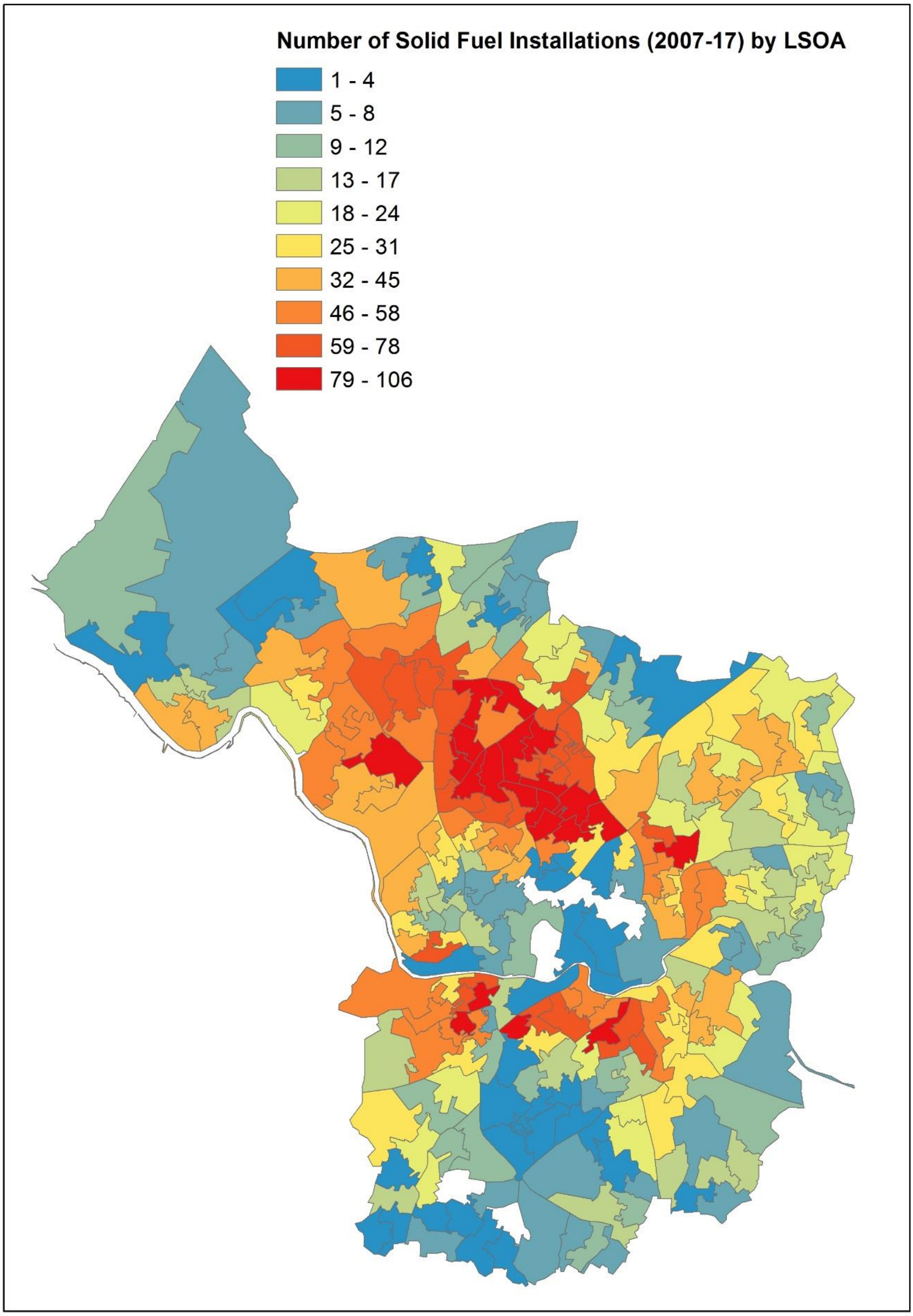
The contribution of solid fuel combustion to $PM_{2.5}$ concentrations has been recognised in the Draft Air Quality Strategy which was released by Government for consultation in mid-2018.

The whole of Bristol is a smoke control area. In a smoke control area only fuel on the list of authorised fuels, or 'smokeless' fuels can be burnt unless an exempt appliance is being used. Smokeless fuels include anthracite, semi-anthracite, gas and low volatile steam coal. Enforcement of the smoke control regulations has been traditionally carried out by Environmental Health Officers; however, Local Authority enforcement of these regulations is limited. The Environmental Health team within Bristol City Council has seen significant reduction in available resource in recent years due to pressures on local authority finances and as a result reliance is currently placed on the sellers of fuels and stoves and the households using them to follow the requirements themselves. Non-compliance with the smoke control regulations can result in a fine of up to £1000.

Distribution of Solid Fuel Appliances in Bristol

Postcode data from HETAS Ltd has been used in order to determine an indicative pattern of solid fuel installations over the city at the Lower Layer Super Output Area level as shown in Figure 2.2. Whilst only representing a snapshot of installations in the previous 10 years, it provides an indication of where we might expect to find the largest concentration of solid fuel appliances in the city. This data will be used to identify locations in which local monitoring of particulate pollution may be useful in order to understand better the scale of the issue in Bristol.

Figure 2.2 - Solid Fuel Installations by Lower Layer Super Output Area (LSOA)



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

3.1 Summary of Monitoring Undertaken

3.1.1 Automatic Monitoring Sites

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

Bristol City Council undertook automatic (continuous) monitoring at 5 sites during 2017. Monitoring at Rupert Street had to be stopped in 2016 due to the Metrobus works being carried out in the city centre. A new monitoring location has been prepared, with a new enclosure installed at the roadside at Colston Avenue. It was hoped that this would be operational in early 2017, however, due to ongoing works in the area is has not been possible to commission the site at the time of writing this report. It is expected that it will be commissioned in mid-2018. The Newfoundland Way site had to be decommissioned in 2016 due to the building in which it was housed being sold and demolished. BCC has worked with Defra to commission a new roadside Defra Affiliate monitoring site at Temple Way. Monitoring of NO_2 commenced in April 2017 at this site with PM_{10} monitoring starting in November 2017. Table A.1 in Appendix A shows the details of the automatic sites operating throughout or during part of 2017. National monitoring results are available at:

https://uk-air.defra.gov.uk/networks/network-info?view=aurn

Maps showing the location of the automatic monitoring sites are 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

Bristol City Council undertook non- automatic (passive) monitoring of NO_2 at 106 sites during 2017. Table A.2 in Appendix A shows the details of the sites.

Maps showing the location of the monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g. “annualisation” and/or distance correction), are included in Appendix C.

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias and “annualisation”. Distance corrected results have been reported in Table B.1. 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 bias adjusted monitored NO_2 annual mean concentrations for the past 5 years with the air quality objective of 40µg/m^3. Data in this table have not been corrected for distance to nearest relevant receptor location to allow an easier comparison to be made between 2017 data and data collected in previous years. Bias adjusted, annualised and distance corrected data are reported in Table B.1.

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 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.

Data capture rates at 4 out of the 5 automatic NO_2 monitoring sites was above the required 90% rate, with the lowest capture rate of 85% being recorded at Wells Road. The low data capture rates at Wells Road were as a result of an ongoing fault on the analyser. In recognition of this the NOx analyser was replaced in 2017 to ensure better data capture rates at the site.

The continuous monitoring data generally shows similar results as recorded in previous years but with 4 out of the 5 continuous monitoring sites, for which there is data for 2016, recording lower NO_2 concentrations in 2017 when compared to 2016. The Parsons Street roadside site saw the largest decrease of 5µg/m^3 when comparing 2017 with 2016 concentrations. Bristol St Pauls, Fishponds and Wells Road saw decrease in 2017 of 3.2 µg/m^3, 3.6 µg/m^3 and 2.5 µg/m^3 respectively with an increase of 1.6 µg/m^3 being recorded at the Brislington Depot Site.

When considering trends at automatic sites since 2013, the two urban background sites of Brislington Depot and St Pauls have seen reductions in annual NO_2 concentrations over this period of -4.8µg/m^3 and -4.5µg/m^3 respectively. The trend at roadside sites has been less clear with Parsons Street showing a fall of 9.7µg/m^3 but with an increase recorded at Fishponds Road of 1.4µg/m^3 and no change at Wells Road.

Wells Road and Temple Way sites recorded two hourly values greater than the 200 µg/m^3 hourly objective each in 2017, with 1 hour of exceedence being recorded at Parsons Street. The number of hourly concentrations above 200 µg/m^3 reflects similar trends as observed over the period 2013-2017 but with a large reduction being seen at Wells Road with 17 hours in 2013 and 2 in 2017. Rupert Street has historically recorded the highest number of exceedences of the hourly objective with 169 in 2015 which is considerably over the 18 hours of exceedence allowed each year. It can be assumed that the short term objective continued to be exceeded in this location in 2017 despite no monitoring taking place here. Data for a site close to the Rupert Street site will be available for the second half of 2018 onwards.

Taking an average of all diffusion tube sites for which there is data since 2013 (96 in total) there has been an average of a 3.9µg/m^3 reduction in annual NO_2 values over the period 2013-2017. These 96 monitoring sites include a mix of kerbside, roadside and urban background sites.

Consideration of trends in NO_2 concentrations at a selection of kerb/roadside sites on the busiest road road corridors throughout Bristol since 1994 show that a very similar pattern is observed in all parts of the city. The following figures show consistent exceedence of the annual objectives for NO_2 at many locations. Concentrations in 2017 are similar to those recorded in 1994 or the year 2000 depending on when readings at a particular site began. The red line at 40µg/m^3 in Figure 3.1 and Figure 3.2 below represents the annual objective for nitrogen dioxide.

Figure 3.1 - Annual Nitrogen Dioxide at City Centre Locations 1994 to 2017

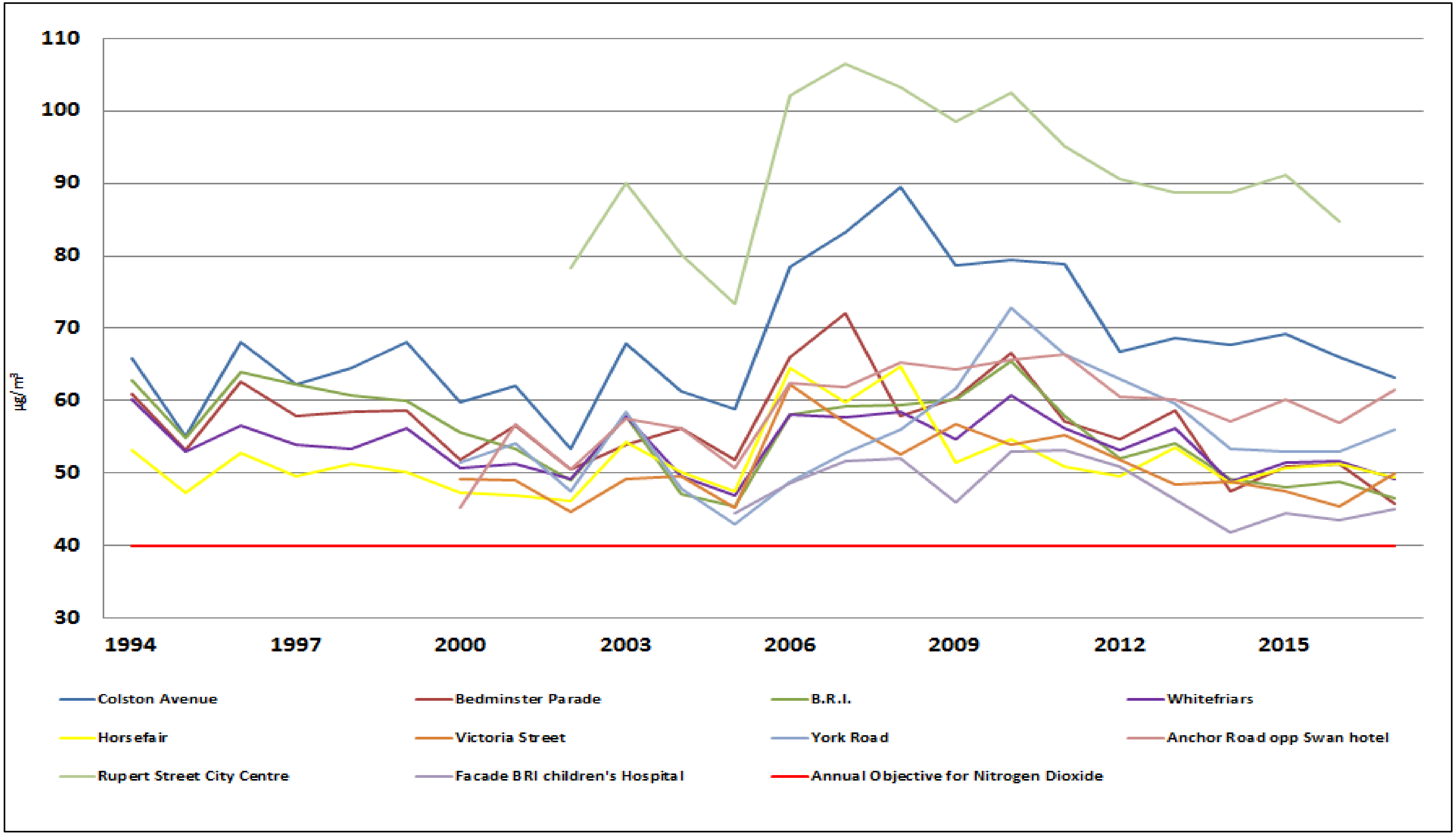


Figure 3.2 - Annual Nitrogen Dioxide at Gloucester Road Locations 1994 to 2017

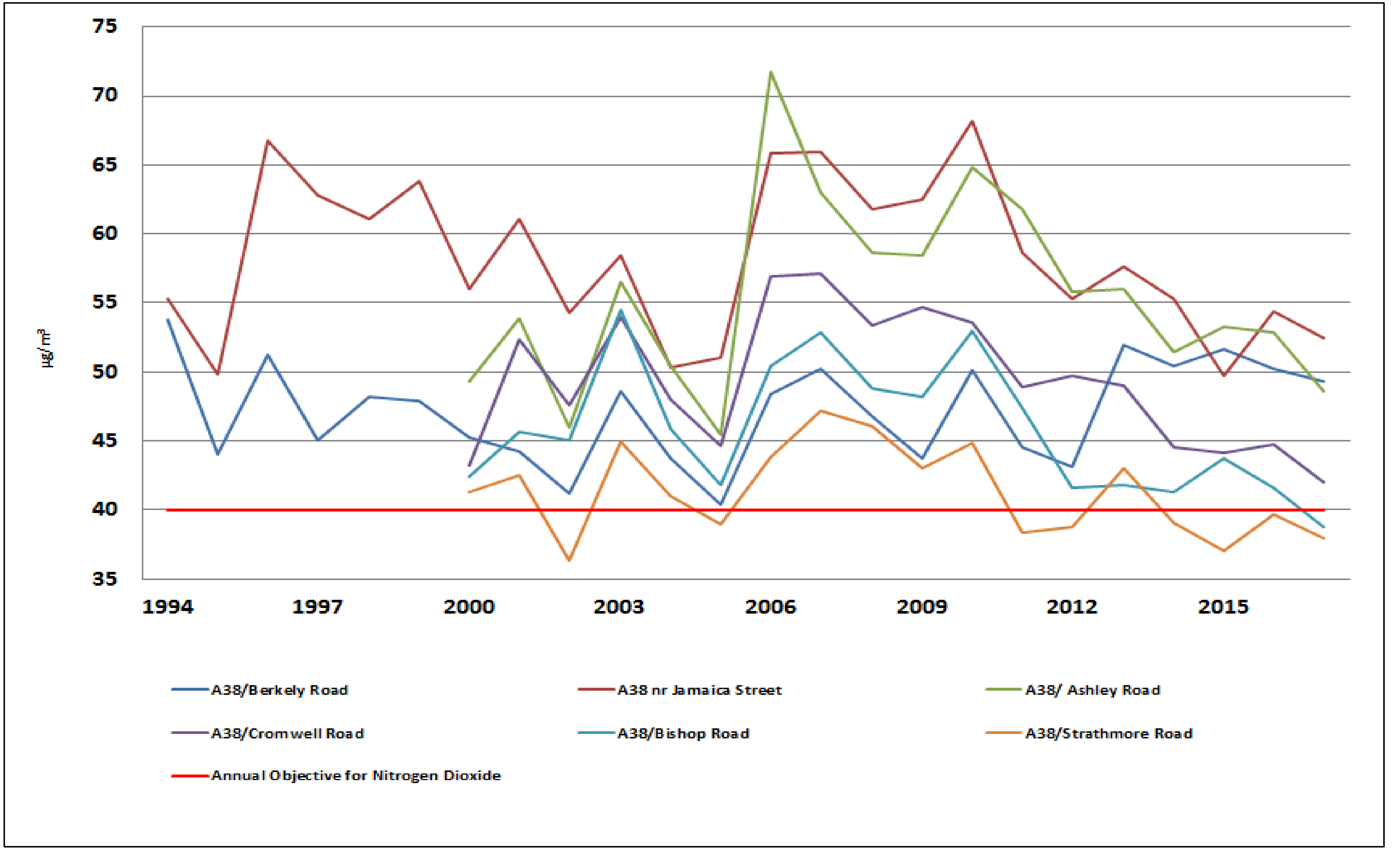


Figure 3.3 and Figure 3.4 show the location of nitrogen dioxide diffusion tube monitoring locations in Bristol. Those results shown in yellow or red indicate locations where exceedence of the annual objective was measured in 2017. The data has not been distance adjusted in these maps to allow comparison with maps from previous BCC air quality reports.

This data is also shown in an online map along with the previous years of monitoring data at each location. This data can be viewed by selecting the Environment and Planning Option and ticking the Air Quality Monitors box here.

Figure 3.3 - Nitrogen Dioxide Monitoring Results for 2017 – Central Area

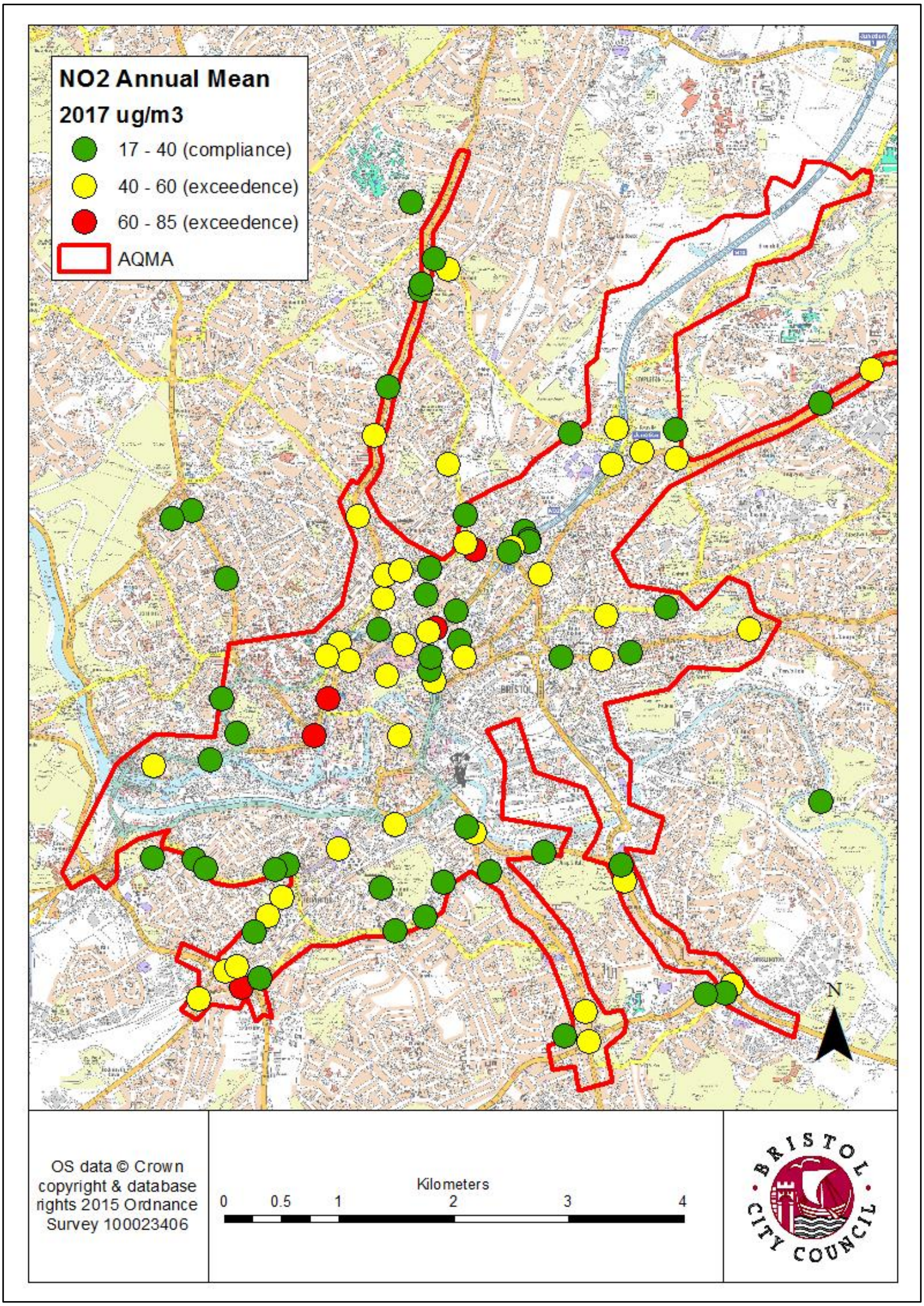
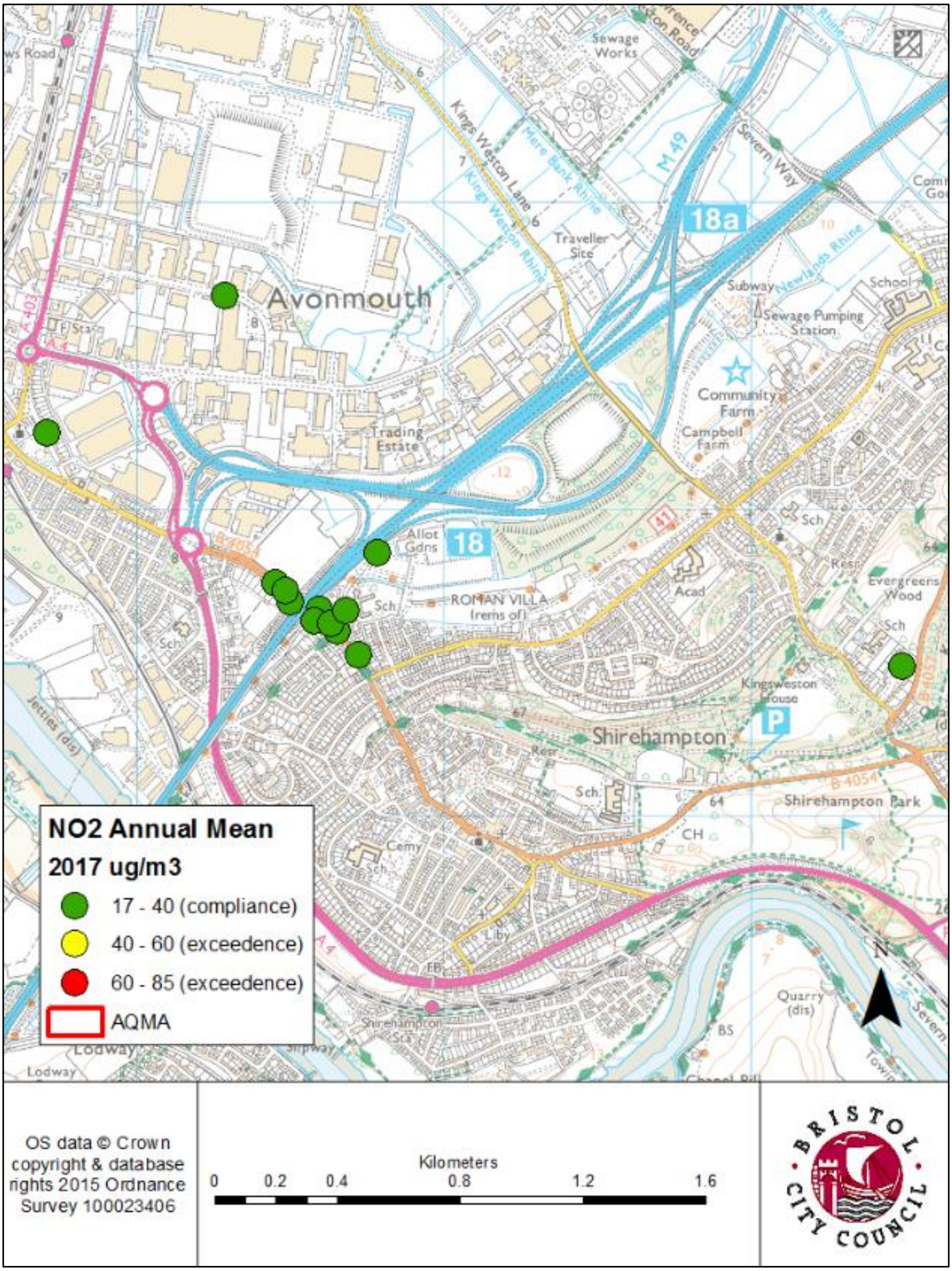


Figure 3.4 - Nitrogen Dioxide Monitoring Results for 2017 – Avonmouth and Lawrence Weston



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 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 St Pauls AURN site is the only location within Bristol at which PM_{10} was monitoried throught the whole of 2017. PM_{10} monitoring at the Temple Way Defra affiliate site started in November 2017.A full years data from this new site will be reported in the 2019 Annual Status Report. The data from the St Pauls AURN site are from an FDMS enabled TEOM instrument and are therefore in gravimetric units. Data for the AURN were downloaded from the national air quality archive.

There are no exceedences of the annual mean or hourly mean objectives at the St Pauls AURN site. Data for 2017 show a slight fall in annual concentrations and are comparable to 2015 values with a decrease in annual concentrations to 14.7µg/m^3 in 2017 compared to 15.4µg/m^3 in 2016. The trend of 24hr concentrations is one that also shows a decrease over the 2016 values from 5 to 2 24-hr periods averaging above above 50µg/m^3 in 2017, however, the number of hours of exceedence have remained stable since 2013.

Although no exceedences are reported from the monitoring data it is proposed that the AQMA declaration for PM_{10} is retained as a precautionary measure. Due to the fact the AURN sited at a background location, we can be confident that there are areas where concentrations are higher than at the St Pauls site, for example, at many roadside locations in the city centre and at many other roadside locations with high volumns of vehicle movements.

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 past 5 years.

$PM_{2.5}$ is measured at the Bristol St Pauls AURN site. The annual average for this pollutant in 2017 was 10µg/m^3 which is below the UK annual objective of 25µg/m^3 but equal to the World Health Organisations (WHO) air quality guideline value of 10µg/m^3.

Between 2011 and 2017 $PM_{2.5}$ concentrations have fallen at this site by 33%. This trend will be monitored over the next few years to determine if the UK target for reduction of this pollutant of 15% between 2010 and 2020 is likely to be met.

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)
203	Brislington Depot	Urban Background	361178	171566	NO2	Yes	Chemiluminescent	0	18	3.5
215	Parson Street School	Roadside	358042	170582	NO2	Yes	Chemiluminescent	0	4	1.5
270	Wells Road	Kerbside	360903	170024	NO2	Yes	Chemiluminescent	9	1	1.5
452	AURN St. Pauls	Urban Background	359488	173924	NO2, O3, PM10, PM2.5	Yes	AURN Reference Methods	N/A	N/A	4
463	Fishponds Road	Roadside	362926	175590	NO2	Yes	Chemiluminescent	0	3	1.5
500	Temple Way	Roadside	359522	173381	NO2, PM10	Yes	AURN Reference Methods	0	5	1.5

Notes:

(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 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)
2	Colston Avenue	Roadside	358628	173011	NO2	YES	48	1	NO	2.8
3	Blackboy Hill	Roadside	357448	174650	NO2	NO	0	3	NO	2.8
4	Three Lamps	Roadside	359903	171850	NO2	YES	44	3	NO	3.2
5	Bedminster Parade	Roadside	358723	171704	NO2	YES	0	1	NO	3.2
6	Church Road	Roadside	361261	173413	NO2	YES	0	3	NO	2.3
7	St. Andrew's Rd	Roadside	351706	178250	NO2	NO	3	3	NO	2.6
8	Higham Street	Urban Background	359836	171903	NO2	YES	0	40	NO	2.8
9	B.R.I.	Roadside	358729	173499	NO2	YES	9	1	NO	2.4
10	Bath Road	Roadside	361217	171429	NO2	YES	6	2	NO	3.2
11	Whitefriars	Roadside	358813	173342	NO2	YES	0	5	NO	3.2
12	Galleries	Roadside	359142	173211	NO2	YES	99	1	NO	2.4
13	Ferndown Close	Urban Background	354493	177489	NO2	NO	0	135	NO	2.3
14	Red Lion Knowle	Roadside	360871	170291	NO2	YES	6	2	NO	3.2
15	Horsefair	Roadside	359294	173485	NO2	YES	3	1	NO	2.2
16	Third Way	Roadside	352287	178698	NO2	NO	98	2	NO	2.7
17	Anglesea Place	Roadside	357273	174582	NO2	NO	5	1	NO	2.8
18	Hillcrest	Urban Background	360691	170081	NO2	NO	99	1	NO	3.2

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)
19	Conham Vale	Roadside	362921	172122	NO2	NO	99	1	NO	2.5
20	Newfoundland Way	Roadside	359567	173630	NO2	YES	0	3	NO	2
21	Gloucester Road	Roadside	359035	175306	NO2	YES	3	1	NO	2.8
22	Stokes Croft	Roadside	359109	173886	NO2	YES	0	2	NO	2.5
23	Old Market	Roadside	359555	173166	NO2	YES	4	4	NO	2.5
81	Eastville Park	Urban Background	361657	175362	BTX NO2	YES	0	100	NO	2.6
99	Greville Smyth Park	Urban Background	357099	171627	BTX NO2	NO	0	2	NO	2.8
105	Victoria Park	Urban Background	359097	171368	BTX NO2	NO	0	100	NO	3.5
113	Victoria Street c	Roadside	359258	172696	BTX NO2	YES	0	3	NO	2.8
125	York Road	Roadside	359214	171917	NO2	YES	3	2	NO	1.8
147	Anchor Road opp Swan hotel	Roadside	358514	172691	BTX NO2	YES	4	1	NO	2.2
154	Hotwells Road	Roadside	357601	172483	NO2	YES	99	1	NO	2.4
155	Jacobs Wells road nr Hotwells rndbt	Roadside	357838	172713	NO2	YES	98	2	NO	3.2
156	Jacobs Wells road opp Clifton hill	Roadside	357709	173018	BTX NO2	YES	0	2	NO	2.5
157	Stokes Croft Ashley Road	Roadside	359119	174090	BTX NO2	YES	0	2	NO	2.4

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)
159	Cromwell Road	Roadside	358891	174608	NO2	YES	4	2	NO	2.5
161	Bishop Road	Roadside	359152	175733	NO2	YES	4	2	NO	2.2
163	Strathmore Road	Roadside	359435	176574	BTX NO2	YES	7	3	NO	3.6
175	top of Brislington Hill	Roadside	362147	170525	NO2	YES	14	2	NO	3.2
239	Parson St. A38 East	Roadside	357880	170506	NO2	YES	9	1	NO	3.2
242	Parson Street Bedminster Down Road	Roadside	357510	170401	NO2	YES	4	2	NO	3.2
254	Merchants Road Hotwells	Roadside	357118	172429	NO2	YES	4	1	NO	2.6
260	Stapleton Road South	Roadside	361140	175366	NO2	YES	3	2	NO	2.4
261	Stapleton Road Heath Street	Roadside	361103	175059	NO2	YES	7	1	NO	2.1
263	Gatton Road	Roadside	360343	174473	NO2	YES	4	17	NO	2.5
295	Lamppost 16 Ashley Road St. Pauls	Roadside	359913	174315	NO2	YES	0	2	NO	2.8
300	Facade Haart Estate Agents 755 Fishponds Road Fishponds	Roadside	363365	175883	NO2	YES	2	1	NO	2.4

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)
303	Facade 784 Muller Road Fishponds	Roadside	361368	175170	NO2	YES	0	6	NO	2.2
305	Lamppost Sarah Street Redfield	Roadside	360661	173373	NO2	YES	8	18	NO	2.5
307	Lamppost Glenfrome Road \ Muller Road Horfield	Roadside	360747	175328	NO2	YES	3	2	NO	2.2
311	Give Way sign Chesterfield Rd \ Ashley Down Road St. Andrews	Roadside	359677	175057	NO2	NO	5	1	NO	3.3
312	Lamppost Ashley Hill St. Pauls	Roadside	359832	174616	NO2	YES	4	2	NO	2.7
314	Lamppost Whiteladies Road \ Cotham Hill Clifton	Roadside	357751	174063	NO2	NO	2	1	NO	2.4
320	Monitor Bath Road Brislington	Roadside	361180	171567	NO2	YES	0	18	YES	6
325	Facade 258 Fishponds Road Fishponds	Roadside	361667	175103	NO2	YES	0	8	NO	2.4

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)
363	5102 façade	Roadside	359075	173613	NO2	YES	0	3	NO	2.7
365	Unite façade	Roadside	359520	173264	NO2	YES	0	10	NO	1.8
370	Great George Street lamppost	Roadside	359775	173513	NO2	YES	0	2	NO	2.5
371	Lamb Street façade	Roadside	359813	173373	NO2	YES	14	1	NO	2.6
373	123 Newfoundland Street façade	Roadside	359747	173774	NO2	YES	0	17	NO	2.1
374	St. Paul Street	Roadside	359509	173595	NO2	YES	3	1	NO	2.3
396	Avonmouth Rd No 28 on facia	Roadside	352593	177673	NO2	NO	0	7	NO	1.9
397	facade Avonmouth road underpass - house to SE	Roadside	352578	177637	NO2	NO	0	12	NO	1.7
398	Avonmouth Rd No 31 on facia	Roadside	352501	177698	NO2	NO	0	10	NO	1.7
403	Lamp post 48 230 Bath Road	Roadside	360508	171676	NO2	YES	0	2	NO	2.8
405	Whitehall Rd/Easton Rd lamppost 4TZ	Roadside	361051	173743	NO2	YES	2	1	NO	2.5
406	Whitehall Rd	Roadside	361576	173806	NO2	YES	0	2	NO	2.3

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)
	lamppost 17 nr junction with Chalks Rd									
407	lamppost Sussex place	Roadside	359829	174370	NO2	YES	9	1	NO	3.2
413	Wells Rd bus lane sign just below junction with Knowle Rd	Roadside	360043	171508	NO2	YES	4	3	NO	3.2
417	St John's Lane No 26 lamppost 15 (just past roundabout)	Roadside	359635	171413	NO2	YES	0	1	NO	3.2
418	Bedminster Down Rd lamppost between Ashton Motors & Plough PH	Roadside	357737	170642	NO2	YES	0	2	NO	2.8
419	Parson St lamppost outside Bristol Scuba	Roadside	357832	170686	NO2	YES	9	1	NO	2.8
420	North St/Dean Lane on roundabout sign	Roadside	358277	171562	NO2	YES	1	1	NO	2.8

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)
422	North St/Langton Park T junction	Roadside	358168	171525	NO2	YES	0	1	NO	2.4
423	facade BRI children's	Roadside	358623	173386	NO2	YES	0	13	NO	2
426	City Rd/Ashley Rd lamppost No 16	Roadside	359517	174153	NO2	YES	5	1	NO	2.4
429	facade Villiers road Stapleton road junction	Roadside	360484	174097	NO2	YES	0	6	NO	2.6
436	Shiners Garage	Roadside	361013	173352	NO2	YES	19	3	NO	2.5
438	A37 Junction w/ Airport Road	Kerbside	360903	170024	NO2	YES	9	1	YES	2.4
439	Parson Street School	Roadside	358042	170582	NO2	YES	0	4	YES	1.5
455	St. Pauls Day Nursery	Urban Background	359487	173924	NO2	YES	0	6	YES	2.8
461	Millpond School Fence	Roadside	360381	174405	NO2	YES	0	14	NO	1.7
462	Millpond School play area	Roadside	360385	174381	NO2	YES	0	35	NO	2.3
464	Fishponds Road	Roadside	362927	175592	NO2	YES	0	3	YES	3
466	Savanna	Roadside	357466	171622	NO2	YES	0	2	NO	2.4

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)
	coffee drainpipe									
467	Strada Exeter Road	Roadside	357568	171537	NO2	YES	2	2	NO	2.8
469	Lamppost corner park avenue	Roadside	359479	171114	NO2	YES	3	1	NO	2.8
470	Lamppost nr brick wall speed limit sign	Roadside	359213	170997	NO2	YES	10	3	NO	3.2
472	Jamiesons Autos	Roadside	358226	171284	NO2	YES	0	4	NO	2.4
473	B&G Snax West St	Roadside	358105	171124	NO2	YES	0	2	NO	2.8
474	Martial Arts West Street	Roadside	357991	170979	NO2	YES	0	2	NO	2.4
478	T shirt Shop W. Town Lane	Roadside	362091	170447	NO2	YES	0	5	NO	2.8
479	cycle sign lamppost	Roadside	361917	170442	NO2	NO	6	3	NO	3.2
482	Avonmouth Road - Lamppost (20) Opposite Number Hse No 45	Kerbside	352450	177760	NO2	NO	3	8	NO	2.2
483	Avonmouth Road – Lamp post (19)	Kerbside	352484	177735	NO2	NO	3	8	NO	2.2

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)
	Opposite Hse No 37									
485	Avonmouth Road - Telegraph Pole Opposite Hse No 4	Roadside	352654	177602	NO2	NO	3	1	NO	2.6
486	Barracks's Lane - Telegraph Pole No 6. End of Lane Left Hand Side	Roadside	352785	177858	NO2	NO	84	16	NO	2
487	Junction 3 Millpond Street	Kerbside	360243	174327	NO2	YES	4	5	NO	2
488	Junction 3 Easton Way	Roadside	360205	174291	NO2	YES	1	4	NO	1.8
489	Avonmouth Road Outside No 12	Roadside	352634	177629	NO2	NO	3	5	NO	2
490	Avon School Barrack's Lane	Roadside	352683	177670	NO2	NO	5	4	NO	2.8
491	Avonmouth Road Outside No 76	Roadside	352722	177525	NO2	NO	2	4	NO	2.6
492	On 1 way sign at bottom of Wellington Hill	Roadside	359445	176627	NO2	YES	10	3	NO	2.8

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)
493	No.67 Filton Avenue on wall facing Muller Rd	Roadside	359677	176758	NO2	NO	0	2	NO	2.3
494	Muller Road - Adjacent to Darnley Avenue	Roadside	359558	176850	NO2	NO	4	2	NO	2.1
495	On green fence surrounding Western Power substation adjacent to No.1 Dorian Road	Roadside	359353	177340	NO2	NO	0	6	NO	1.9
496	385 Church Road Redfield	Roadside	362296	173620	NO2	YES	0	3	NO	2.3
497	20 Ashley Road	Roadside	359268	174132	NO2	YES	4	1	NO	2.3
499	Temple Way NOx site	Roadside	359522	173381	NO2	YES	0	5	YES	1.5

Notes:

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

(2) N/A if not applicable.

Table A.3 – Annual 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 Annual Mean Concentration ($\mu g/m^3$) [3]				
					2013	2014	2015	2016	2017
203	Urban Background	Automatic	99%	99%	34.3	31.4	31.2	27.9	29.5
215	Roadside	Automatic	99%	99%	**50.8**	**45.7**	**44.2**	**46.1**	**41.1**
270	Kerbside	Automatic	85%	85%	39.0	**40.5**	39.3	**41.5**	39.0
452	Urban Background	Automatic	99%	99%	28.2	26.3	25.8	26.9	23.7
463	Roadside	Automatic	98%	98%	37.7	**43.3**	39.7	**42.7**	39.1
500	Roadside	Automatic	98%	75%					**43.2**
2	Roadside	Roadside	83%	83%	**<u>68.7</u>**	**<u>67.7</u>**	**<u>69.2</u>**	**<u>66.1</u>**	**<u>63.1</u>**
3	Roadside	Roadside	100%	100%	**41.2**	36.3	37.9	37.6	34.4
4	Roadside	Roadside	100%	100%	**<u>60.6</u>**	**55.8**	**53.3**	**55.2**	**52.7**
5	Roadside	Roadside	92%	92%	**58.7**	**47.6**	**50.9**	**51.3**	**45.8**
6	Roadside	Roadside	100%	100%	33.5	30.5	31.3	33.7	32.3
7	Roadside	Roadside	100%	100%	27.7	28.0	26.8	28.6	26.0
8	Urban Background	Urban Background	100%	100%	26.8	22.6	22.5	26.3	21.9
9	Roadside	Roadside	100%	100%	**54.0**	**49.3**	**48.0**	**48.8**	**46.5**
10	Roadside	Roadside	92%	92%	**<u>61.5</u>**	**50.1**	**49.3**	**54.5**	**51.6**
11	Roadside	Roadside	100%	100%	**56.3**	**48.8**	**51.4**	**51.7**	**49.2**
12	Roadside	Roadside	83%	83%	**56.7**	**51.3**	**52.5**	**52.8**	**56.6**
13	Urban Background	Urban Background	100%	100%	18.8	16.3	16.4	18.5	20.1
14	Roadside	Roadside	75%	75%	**42.2**	**40.4**	**40.1**	**42.3**	**41.1**

Site ID	Site Type	Monitoring Type	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
15	Roadside	Roadside	92%	92%	**53.6**	**48.6**	**50.8**	**51.2**	**49.4**
16	Roadside	Roadside	100%	100%	33.3	34.6	35.9	35.7	35.2
17	Roadside	Roadside	100%	100%	25.0	21.2	20.0	21.9	19.7
18	Urban Background	Urban Background	100%	100%	22.3	18.1	17.8	20.2	18.4
19	Roadside	Roadside	100%	100%	27.2	20.8	19.7	22.4	21.3
20	Roadside	Roadside	83%	83%	**<u>64.3</u>**	**<u>65.3</u>**	**58.7**	**55.5**	**<u>61.2</u>**
21	Roadside	Roadside	100%	100%	**52.0**	**50.4**	**51.6**	**50.2**	**49.3**
22	Roadside	Roadside	100%	100%	**57.7**	**55.3**	**49.7**	**54.4**	**52.5**
23	Roadside	Roadside	83%	42%	**50.6**	**44.2**	**45.3**	**47.2**	**46.7**
81	Urban Background	Urban Background	83%	83%	18.2	17.5	17.9	17.0	18.8
99	Urban Background	Urban Background	100%	100%	33.1	27.2	28.7	31.6	28.5
105	Urban Background	Urban Background	92%	92%	21.2	17.2	18.2	20.8	19.1
113	Roadside	Roadside	67%	67%	**48.4**	**48.8**	**47.5**	**45.5**	**49.9**
125	Roadside	Roadside	58%	58%	**59.6**	**53.3**	**52.9**	**52.9**	**56.0**
147	Roadside	Roadside	33%	33%	**<u>60.2</u>**	**57.0**	**<u>60.1</u>**	**56.9**	**<u>61.5</u>**
154	Roadside	Roadside	92%	92%	**44.3**	38.5	37.2	39.6	38.5
155	Roadside	Roadside	100%	100%	**48.5**	38.8	39.9	**43.1**	37.9
156	Roadside	Roadside	100%	100%	**44.2**	38.0	38.9	**41.2**	39.3
157	Roadside	Roadside	75%	75%	**56.0**	**51.4**	**53.3**	**52.8**	**48.6**
159	Roadside	Roadside	100%	100%	**49.0**	**44.5**	**44.1**	**44.8**	**42.0**

Site ID	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) [1]	Valid Data Capture 2017 (%) [2]	NO_2 Annual Mean Concentration ($\mu g/m^3$) [3]				
					2013	2014	2015	2016	2017
161	Roadside	Roadside	100%	100%	**41.8**	**41.3**	**43.7**	**41.7**	38.8
163	Roadside	Roadside	100%	100%	**43.0**	39.1	37.0	39.7	38.0
175	Roadside	Roadside	100%	100%	**55.3**	**51.7**	**52.9**	**56.5**	**54.0**
239	Roadside	Roadside	100%	100%	**<u>78.0</u>**	**<u>69.6</u>**	**<u>69.2</u>**	**<u>68.9</u>**	**<u>66.8</u>**
242	Roadside	Roadside	83%	83%	**<u>75.1</u>**	**56.2**	**<u>61.7</u>**	**<u>68.4</u>**	**56.0**
254	Roadside	Roadside	83%	83%	**53.2**	**51.5**	**54.4**	**51.8**	**52.2**
260	Roadside	Roadside	100%	100%	**46.5**	**46.3**	**45.6**	**45.4**	**42.6**
261	Roadside	Roadside	92%	92%	**55.8**	**50.6**	**51.3**	**53.1**	**52.4**
263	Roadside	Roadside	92%	92%	35.0	33.9	33.6	33.6	33.5
295	Roadside	Roadside	100%	100%	**57.2**	**58.6**	**<u>63.3</u>**	**55.7**	**<u>65.1</u>**
300	Roadside	Roadside	83%	83%	**48.5**	**42.4**	**45.9**	**48.1**	**45.9**
303	Roadside	Roadside	92%	92%	**48.2**	**43.5**	**46.1**	**46.2**	**44.0**
305	Roadside	Roadside	100%	100%	37.1	34.2	33.3	35.0	32.9
307	Roadside	Roadside	83%	83%	39.8	38.4	36.6	37.4	32.6
311	Roadside	Roadside	100%	100%	**49.5**	**43.3**	**44.0**	**46.2**	**46.4**
312	Roadside	Roadside	100%	100%	**44.5**	36.7	36.8	**41.6**	38.5
314	Roadside	Roadside	83%	83%	**44.4**	**43.0**	**43.9**	**41.5**	38.3
320	Roadside	Roadside	100%	100%	31.1	30.9	31.3	31.1	30.7
325	Roadside	Roadside	92%	92%	**45.8**	**49.7**	**50.8**	**50.5**	**49.2**
363	Roadside	Roadside	75%	75%	**44.3**	39.8	39.2	39.6	38.5
365	Roadside	Roadside	100%	100%	37.7	34.7	36.5	37.9	37.6
370	Roadside	Roadside	100%	100%	39.4	36.9	37.7	38.4	37.5

Site ID	Site Type	Monitoring Type	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
371	Roadside	Roadside	100%	100%	**46.9**	**42.8**	**44.8**	**42.7**	**44.7**
373	Roadside	Roadside	92%	92%	**45.2**	**41.6**	38.3	39.5	38.5
374	Roadside	Roadside	92%	92%	**50.7**	**51.8**	**47.1**	**47.2**	**45.2**
396	Roadside	Roadside	100%	100%	31.9	30.7	32.0	32.8	32.7
397	Roadside	Roadside	100%	100%	34.4	28.5	33.0	33.8	33.4
398	Roadside	Roadside	100%	100%	34.0	31.9	30.1	31.8	31.2
403	Roadside	Roadside	100%	100%	**46.6**	39.2	**41.5**	37.5	35.7
405	Roadside	Roadside	100%	100%	**55.0**	**51.1**	**53.1**	**42.6**	**50.4**
406	Roadside	Roadside	92%	92%	36.5	34.9	35.4	36.2	38.9
407	Roadside	Roadside	92%	92%	**47.1**	**43.9**	**43.1**	**48.7**	**44.6**
413	Roadside	Roadside	100%	100%	**43.7**	38.4	39.3	**40.0**	38.7
417	Roadside	Roadside	92%	92%	**42.1**	**40.8**	**43.6**	**43.4**	38.1
418	Roadside	Roadside	100%	100%	<u>**74.0**</u>	<u>**67.7**</u>	<u>**63.7**</u>	<u>**69.3**</u>	**58.4**
419	Roadside	Roadside	100%	100%	**53.6**	**56.6**	**53.6**	**55.8**	**51.3**
420	Roadside	Roadside	83%	83%	38.9	37.2	36.7	38.6	33.3
422	Roadside	Roadside	100%	100%	39.0	34.1	35.0	39.4	36.5
423	Roadside	Roadside	100%	100%	**46.3**	**41.8**	**44.4**	**43.5**	**45.0**
426	Roadside	Roadside	92%	92%	38.0	34.0	32.5	34.2	33.5
429	Roadside	Roadside	67%	67%	<u>**60.6**</u>	**54.7**	**50.4**	**52.1**	**47.6**
436	Roadside	Roadside	92%	92%	**40.1**	38.2	37.9	**47.7**	**45.8**
438	Kerbside	Kerbside	92%	92%	**43.5**	**44.0**	**43.1**	**43.4**	**43.2**
439	Roadside	Roadside	97%	97%	**44.7**	**42.0**	**41.0**	**43.6**	37.7

Site ID	Site Type	Monitoring Type	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
455	Urban Background	Urban Background	100%	100%	30.1	27.3	26.5	27.9	26.0
461	Roadside	Roadside	75%	75%	37.2	34.1	33.2	37.0	30.4
462	Roadside	Roadside	92%	92%	32.9	29.2	30.4	30.8	34.6
464	Roadside	Roadside	86%	86%	35.7	36.0	34.9	36.9	36.8
466	Roadside	Roadside	100%	100%	**41.1**	38.0	34.0	35.8	33.4
467	Roadside	Roadside	100%	100%	34.8	33.0	31.6	33.7	30.7
469	Roadside	Roadside	100%	100%	38.5	35.8	35.3	39.2	34.6
470	Roadside	Roadside	100%	100%	37.8	35.0	38.7	39.4	35.9
472	Roadside	Roadside	100%	100%	**48.2**	**45.2**	**40.0**	**45.3**	**41.6**
473	Roadside	Roadside	100%	100%	**43.5**	**40.7**	**49.6**	**57.1**	**40.1**
474	Roadside	Roadside	100%	100%	39.1	35.8	38.5	38.7	35.8
478	Roadside	Roadside	100%	100%	39.9	35.8	36.3	36.7	35.4
479	Roadside	Roadside	100%	100%	33.0	32.2	31.5	30.3	30.1
482	Kerbside	Kerbside	100%	100%	36.7	35.8	35.1	36.4	33.9
483	Kerbside	Kerbside	100%	100%	36.5	37.2	37.1	38.1	36.3
485	Roadside	Roadside	100%	100%	35.7	35.0	35.5	36.4	34.0
486	Roadside	Roadside	100%	100%	38.2	36.6	**40.8**	**41.7**	39.2
487	Kerbside	Kerbside	100%	100%	**47.4**	**47.4**	**46.2**	**45.7**	**44.5**
488	Roadside	Roadside	92%	92%	**42.6**	**40.1**	**42.7**	**42.5**	39.8
489	Roadside	Roadside	92%	92%		34.5	36.9	38.6	37.7
490	Roadside	Roadside	100%	100%		29.1	31.9	32.4	31.0
491	Roadside	Roadside	100%	100%		31.2	33.8	36.5	34.4

Site ID	Site Type	Monitoring Type	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
492	Roadside	Roadside	100%	100%			37.8	**40.3**	36.8
493	Roadside	Roadside	100%	100%			36.4	**41.5**	**41.9**
494	Roadside	Roadside	100%	100%			38.4	**43.3**	39.5
495	Roadside	Roadside	92%	92%			21.7	25.8	24.8
496	Roadside	Roadside	100%	100%		**42.0**	39.3	**41.1**	**41.1**
497	Roadside	Roadside	67%	67%		**49.3**	**41.8**	**43.2**	**42.4**
499	Roadside	Roadside	88%	44%					38.5

☒ **Diffusion tube data has been bias corrected**

☒ **Annualisation has been conducted where data capture is <75%**

☐ **If applicable, all data has been distance corrected for relevant exposure**

Data reported in the table has been bias corrected. Data capture was below 75% for Tube 23, 113, 125, 147, 429, 497 and 499 and reported data for these has been annualised. Data in this table has been reported for comparison with previous years monitoring, for which Defra did not require results to be distance corrected. In order to allow comparison with the previous data from 2013-2016, 2017 data has been reported as measured without distance correction. Where relevant, distance corrected data has been reported in Table B.1. Please refer to this table to see the calculated pollutant concentrations at relevant receptor locations.

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 in LAQM.TG16 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

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
203 – Brislington Depot	Urban Background	Automatic	99	99	3	0	1 (126)	0	0
215 – Parsons Street School	Roadside	Automatic	99	99	1	2	0	0	1
270 – Wells Road	Kerbside	Automatic	85	85	17	0	6	1	2 (122)
452 – AURN St. Pauls	Urban Background	Automatic	99	99	0	0	0	0	0
463 – Fishponds Road	Roadside	Automatic	98	98	0	1 (131)	0	0	0
500 – Temple Way	Roadside	Automatic	98	75					2

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)				
				2013	2014	2015	2016	2017
452	Urban Background	95	95	17.8	16.4	14.9	15.4	14.7

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%).

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				
				2013	2014	2015	2016	2017
452	Urban Background	95	95	3	4	3	5	2

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%).

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 (µg/m^3)				
				2013	2014	2015	2016	2017
452	Urban Background	89	89	13	13	10.6	12	10

Notes:

(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%).

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)														
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
													Raw Data	Bias Adjusted (0.93) and Annualised (1)	Distance Corrected to Nearest Exposure (2)
2	75.1	78.7	59.3	63.1	70.6		57.9	55.2	60.5	74.8	69.3		66.5	**63.1**	31.1
3	49.4	37.5	34.4	37.5	46.5	28.5	24.9	26.2	38.6	33.6	40.3	36.6	36.2	34.4	34.4
4	72.5	51.2	59.1	52.3	57.5	48.8	30.1	47.9	53.4	61.0	66.3	66.1	55.5	**52.7**	28.9
5	59.5	47.7	39.1	58.4	43.0	44.8	45.5	40.2	44.6	45.0		62.5	48.2	**45.8**	**45.8**
6	47.3	35.2	32.9	31.2	26.2	27.2	25.9	27.7	30.7	35.4	44.7	43.4	34.0	32.3	32.3
7	38.5	30.5	28.8	26.3	24.1	20.7	20.0	20.9	23.3	25.2	33.0	36.5	27.3	26.0	26.0
8	41.5	27.0	23.0	21.7	20.1	12.9	14.7	14.3	21.4	19.7	30.0	30.8	23.1	21.9	21.9
9	58.5	51.5	52.2	41.6	50.7	40.3	39.3	39.8	46.2	52.5	53.3	61.0	48.9	**46.5**	35.2
10	75.1		41.1	57.7	57.7	48.9	45.8	43.4	50.9	56.6	61.9	58.6	54.3	**51.6**	**40.5**
11	63.2	48.2	49.1	54.4	52.6	42.9	40.5	42.9	49.3	52.5	67.2	58.0	51.7	**49.2**	**49.2**
12	66.5		60.9		60.4	58.8	54.4	52.0	56.6	59.9	61.3	64.8	59.6	**56.6**	**56.6**
13	31.6	18.9	18.8	14.9	46.5	12.5	12.7	13.8	16.3	20.7	23.9	23.3	21.2	20.1	20.1
14	48.2	41.5	36.3	44.2	46.3	41.7	38.2	39.9			53.5		43.3	**41.1**	33.0
15	61.8		52.5	56.4	32.4	48.4	44.6	47.1	49.2	53.0	60.6	65.4	52.0	**49.4**	**42.3**
16	50.3	43.1	35.8	34.2	17.2	32.7	29.3	33.0	35.4	42.0	45.5	45.9	37.0	35.2	35.2

Site ID	NO$_2$ Mean Concentrations ($\mu g/m^3$)														
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
													Raw Data	Bias Adjusted (0.93) and Annualised (1)	Distance Corrected to Nearest Exposure (2)
17	36.6	25.1	20.5	17.9	14.8	12.9	13.3	15.0	18.9	21.6	25.6	26.6	20.7	19.7	19.0
18	34.1	21.0	20.8	15.8	18.4	10.7	11.4	12.5	15.5	18.5	27.5	26.6	19.4	18.4	18.4
19	34.2	27.7	21.2	17.6	18.3	16.9	15.5	16.7	20.4	22.2	28.5	30.0	22.4	21.3	21.3
20	43.2	73.7	62.9			62.7	55.7	59.9	60.7	71.5	76.0	77.6	64.4	**61.2**	**61.2**
21	58.2	44.7	50.7	49.3	43.4	47.0	46.9	45.3	46.5	59.1	65.7	66.6	51.9	**49.3**	**40.6**
22	66.4	58.4	44.3	53.4	60.0	44.9	45.5	48.1	49.4	61.7	64.4	66.2	55.2	**52.5**	**52.5**
23	61.7	42.4	50.0	49.8		56.6							52.1	**46.7**	**42.4**
81	31.2	22.5	17.9	16.8	14.3	12.6		13.9	16.0	21.8	31.0		19.8	18.8	18.8
99	43.1	35.3	27.3	27.1	25.2	23.6	23.3	25.0	26.8	30.6	36.5	36.0	30.0	28.5	28.5
105	35.5	23.8	18.2	16.5	13.9	11.2		13.5	15.7	19.6	26.3	27.7	20.2	19.1	19.1
113		49.6			42.7	47.0	39.5	44.7	48.5	26.0		63.4	45.2	**49.9**	**45.2**
125	76.4	56.7			54.8	49.6	45.0			59.1		63.0	57.8	**54.8**	**47.0**
147				40.4						66.9	72.7	88.4	67.1	**61.5**	**48.6**
154	57.1	46.9	35.9	42.1	31.7		49.4	33.0	34.9	39.3	41.1	34.6	40.5	38.5	38.5
155	51.6	45.2	43.6	43.3	44.6	34.8	35.5	33.6	40.0	31.2	42.1	33.0	39.9	37.9	37.9
156	56.6	51.1	40.2	37.9	40.1	34.6	33.3	35.3	41.1	42.9	50.2	33.5	41.4	39.3	39.3
157		51.2	47.4		54.3	50.5	49.1	47.2	52.1	52.8		55.4	51.1	**48.6**	**48.6**
159	56.7	47.0	40.0	46.2	42.5	36.3	35.8	33.9	42.6	48.1	54.4	46.8	44.2	**42.0**	36.0
161	54.5	46.3	38.7	40.1	37.1	36.1	28.3	33.3	36.8	47.7	53.4	37.4	40.8	38.8	33.4
163	49.9	47.6	35.9	44.9	35.3	26.2	30.5	29.6	40.7	48.8	56.9	33.8	40.0	38.0	31.5

Site ID	NO_2 Mean Concentrations (µg/m[3])														
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
													Raw Data	Bias Adjusted (0.93) and Annualised (1)	Distance Corrected to Nearest Exposure (2)
175	58.7	49.3	51.0	52.9	54.0	61.6	46.0	58.3	61.6	63.3	73.9	51.6	56.9	**54.0**	35.7
239	83.7	77.1	59.2	72.3	58.9	68.9	49.4	59.7	65.6	79.4	96.2	73.2	70.3	**<u>66.8</u>**	**44.1**
242	74.8	53.7	51.1	61.8	56.5	48.8		56.3	60.3	57.6	68.5		58.9	**56.0**	**46.2**
254	62.8	55.4	48.2	55.7	42.8			48.7	48.3	57.9	66.3	63.0	54.9	**52.2**	**41.0**
260	55.0	47.8	35.1	48.5	44.3	41.6	38.8	21.5	45.3	49.7	59.6	50.9	44.8	**42.6**	37.8
261	61.0	58.8	49.4		50.1	53.6	41.4	46.9	53.5	58.7	73.9	59.1	55.1	**52.4**	38.8
263	49.5	42.7	32.9	28.4		26.2	25.3	26.3	30.4	40.8	46.4	39.0	35.2	33.5	32.5
295	78.9	72.9	70.5	61.4	70.0	68.8	50.1	59.6	64.0	73.7	81.6	70.9	68.5	**<u>65.1</u>**	**<u>65.1</u>**
300	52.2	51.2		50.4		43.0	37.4	43.5	41.6	54.4	63.9	45.7	48.3	**45.9**	39.8
303	53.9	43.5		43.7	39.7	48.8	35.9	47.2	43.0	50.0	60.2	43.4	46.3	**44.0**	**44.0**
305	53.7	38.9	27.7	32.2	23.6	27.4	26.6	28.5	30.1	40.9	50.3	35.6	34.6	32.9	31.3
307			37.0	33.2	35.7	29.8	25.7	29.5	35.3	42.3	45.3	29.2	34.3	32.6	29.8
311	60.5	52.3	46.5	47.0	47.8	44.1	42.1	45.0	46.3	53.8	63.5	37.8	48.9	**46.4**	36.1
312	56.0	46.8	32.4	39.3	36.0	36.6	32.6	35.4	37.8	46.6	56.7	30.5	40.6	38.5	33.8
314	54.3	50.9	44.8	44.3	41.2	32.2	28.4	31.0	38.3			37.9	40.3	38.3	33.8
320	44.7	35.0	28.8	31.5	25.1	25.6	24.5	25.7	30.9	32.4	43.5	39.8	32.3	30.7	30.7
325	59.1	52.2	37.6	53.8		51.2	39.6	50.0	52.0	56.8	63.4	53.9	51.8	**49.2**	**49.2**
363	47.8	41.9	34.2	37.7		38.7	35.4	37.1	39.6		52.4		40.5	38.5	38.5
365	51.8	47.4	27.3	39.9	44.3	36.8	32.7	30.4	36.4	39.6	46.6	41.1	39.5	37.6	37.6
370	54.9	45.7	26.3	39.8	30.7	29.2	28.3	33.6	38.3	43.0	53.3	50.3	39.5	37.5	37.5

Site ID	NO_2 Mean Concentrations (μg/m^3)												Annual Mean		
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Raw Data	Bias Adjusted (0.93) and Annualised (1)	Distance Corrected to Nearest Exposure (2)
371	62.4	50.7	36.0	52.8	38.5	42.6	36.5	36.3	45.7	54.5	59.5	49.0	47.0	**44.7**	33.4
373	50.4	48.9	43.5	28.8	38.6	32.4		32.4	35.1	45.4	43.4	46.8	40.5	38.5	38.5
374	61.0	61.7	34.3	43.6	49.3	45.3	39.9	38.3	45.7		51.2	53.5	47.6	**45.2**	39.3
396	36.8	37.6	28.3	39.0	30.2	34.4	30.0	34.5	31.0	33.9	40.2	37.1	34.4	32.7	32.7
397	36.5	37.4	36.4	37.7	30.3	32.9	29.5	32.5	30.8	35.6	41.6	40.7	35.2	33.4	33.4
398	40.9	37.4	38.6	29.1	30.9	26.3	32.8	25.5	29.9	34.4	35.7	32.9	32.9	31.2	31.2
403	50.5	38.7	39.4	36.1	29.7	31.3	28.1	31.9	38.2	39.6	45.0	42.7	37.6	35.7	35.7
405	72.3	55.4	34.5	53.3	46.1	51.5	42.1	42.7	56.7	60.8	65.4	55.7	53.0	**50.4**	**43.8**
406	50.0	39.3	42.2	41.6	33.9	33.5		30.7	37.0	41.6	53.9	46.8	41.0	38.9	38.9
407	66.6	57.7	35.9	43.5	44.4	40.6	38.0	38.1		49.4	53.8	48.0	46.9	**44.6**	33.3
413	55.6	45.5	39.7	41.0	36.0	37.9	34.7	36.3	31.8	37.3	48.5	44.1	40.7	38.7	34.1
417	59.5	44.1	54.9	38.6		35.1	18.1	34.7	39.2	42.3	56.3		40.1	38.1	38.1
418	69.8	66.9	54.9	51.3	33.2	62.1	51.4	57.2	63.3	71.0	84.2	72.1	61.4	**58.4**	**58.4**
419	74.7	53.2	55.2	51.1	54.5	45.5	36.2	45.7	49.8	57.6	64.8	59.5	54.0	**51.3**	35.8
420	52.9	36.0	0.5		34.2	32.0	28.9	33.2	38.5		47.1	47.0	35.0	33.3	31.4
422	48.5	42.1	39.6	32.2	34.0	30.4	30.4	30.6	35.8	40.3	47.0	50.1	38.4	36.5	36.5
423	48.8	47.7	43.5	48.0	41.7	44.2	39.6	41.0	48.9	51.9	58.8	54.3	47.4	**45.0**	**45.0**
426	46.6	40.4	29.6	31.6	33.6	28.2	27.5	31.0	35.3		43.2	41.2	35.3	33.5	28.7
429	63.7	48.5		50.6	41.3		39.2	43.3		53.7		59.8	50.0	**47.6**	**47.6**
436	58.0	48.5	49.0	51.6	37.2	46.6	38.2	44.1	48.4	49.3		60.0	48.3	**45.8**	32.7

Site ID	NO_2 Mean Concentrations (µg/m^3)														
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
													Raw Data	Bias Adjusted (0.93) and Annualised (1)	Distance Corrected to Nearest Exposure (2)
438	54.5	50.6	43.3	44.1	37.9	42.8	36.5	40.1	42.5	50.5	57.2		45.5	**43.2**	30.6
439	55.3	38.5	37.2	35.6	40.2	36.4	32.6	34.9	35.6	40.1	44.8	43.5	39.7	37.7	37.7
455	41.1	33.4	25.7	22.7	20.9	17.6	18.2	21.5	24.9	30.7	37.3	34.3	27.4	26.0	26.0
461	44.0		31.7	29.0	23.1	20.2			27.5	30.9	45.4	36.4	32.0	30.4	30.4
462	48.1	38.2	36.0	31.5	30.1	24.8		47.2	31.6	31.7	42.3	39.5	36.5	34.6	34.6
464	47.6	42.5	42.1	34.1	31.4	31.8	29.4	32.6	35.8	43.7	47.9	43.4	38.8	36.8	36.8
466	49.2	37.9	26.5	33.4	33.0	29.8	29.5	31.7	34.8	37.0	40.7	37.8	35.1	33.4	33.4
467	46.6	35.0	35.4	30.2	30.8	22.0	24.5	22.4	28.7	29.2	44.8	37.9	32.3	30.7	28.6
469	48.9	37.7	35.1	34.0	34.4	26.8	26.6	27.4	34.5	38.2	50.9	42.8	36.4	34.6	30.3
470	49.1	38.3	34.8	38.9	33.5	30.7	30.0	32.7	33.7	35.0	49.1	47.7	37.8	35.9	28.1
472	52.5	50.9	44.7	42.8	41.4	34.3	32.4	30.9	39.4	42.4	66.4	47.1	43.8	**41.6**	**41.6**
473	52.5	40.7	42.5	40.1	43.2	33.6	37.0	46.9	39.0	48.1	43.2	39.9	42.2	**40.1**	**40.1**
474	58.6	39.0	37.1	33.2	33.9	29.8	26.4	27.4	33.9	38.9	45.7	48.9	37.7	35.8	35.8
478	50.3	35.7	32.8	39.5	35.6	30.1	27.4	32.0	30.2	35.7	44.3	53.0	37.2	35.4	35.4
479	47.8	36.3	32.2	31.0	27.1	23.5	22.2	17.2	27.6	34.2	42.2	39.1	31.7	30.1	26.0
482	50.3	43.1	36.2	36.0	18.5	27.4	29.9	31.4	35.5	40.0	40.2	39.2	35.6	33.9	32.6
483	51.2	40.8	37.8	34.5	37.1	27.4	29.0	31.8	37.1	42.7	48.2	40.8	38.2	36.3	34.7
485	44.6	39.1	32.7	41.8	21.6	33.6	26.8	34.2	28.8	37.4	48.5	40.6	35.8	34.0	30.7
486	40.2	43.6	42.8	44.4	32.4	41.4	33.9	42.7	29.5	41.3	61.6	41.8	41.3	39.2	39.2
487	55.6	44.8	52.7	44.8	37.3	40.3	37.6	42.2	49.1	52.0	51.9	53.3	46.8	**44.5**	**40.8**

Site ID	NO_2 Mean Concentrations (µg/m^3)														
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
													Raw Data	Bias Adjusted (0.93) and Annualised (1)	Distance Corrected to Nearest Exposure (2)
488	55.6	43.7	41.3	38.2	30.0	33.6	34.2	37.4		45.3	46.3	55.0	41.9	39.8	38.8
489	53.5	40.5	35.6	40.2	36.6	31.9	31.1		36.0	41.0	43.4	46.3	39.6	37.7	35.5
490	39.9	34.7	22.6	37.5	26.4	26.1	25.4	30.5	29.0	32.7	46.5	40.3	32.6	31.0	29.0
491	48.7	36.6	33.8	39.1	31.7	29.7	25.8	31.8	34.0	36.7	45.8	40.5	36.2	34.4	33.0
492	53.8	37.7	33.3	32.9	35.3	32.6	25.7	30.5	35.1	45.3	58.2	44.6	38.7	36.8	29.4
493	51.8	40.5	38.7	36.5	36.2	41.5	31.8	43.6	44.7	47.9	60.4	55.0	44.1	**41.9**	**41.9**
494	59.1	44.0	31.9	38.5	33.9	34.1	32.8	37.9	42.8	47.9	51.7	44.1	41.6	39.5	33.8
495	37.9	26.4	22.4	21.0	19.4	16.3	16.1	17.8	20.2		56.1	33.9	26.1	24.8	24.8
496	57.6	38.6	41.2	41.8	34.6	36.2	36.5	38.7	42.1	46.7	49.7	55.9	43.3	**41.1**	**41.1**
497		52.5	46.0	35.2	38.3	34.6		36.8	38.5		54.8		42.1	**42.4**	35.2
499					43.2	37.3		38.9	39.7	48.3	39.3	42.6	41.6	38.5	38.5

☒ **Local bias adjustment factor used**

☐ **National bias adjustment factor used**

☒ **Annualisation has been conducted where data capture is <75%**

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.

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

New Sources of Pollution

There have not been any significant changes to sources of pollution that have not been considered in previous reviews and assessments. During 2017 the construction works for the new Metrobus routes have continued to take place and in some locations have continued to cause significant, but temporary disruptions to traffic flows. Any potential short term increases in pollution as a result of increased congestion should ultimately be off-set with improvements associated with a significantly improved public transport system for the city which aims to encourage modal shift to public transport.

Clean Air Zone Feasibility Study Progress to Date

A Clean Air Zone is being assessed as part of the Clean Air Action Plan. Bristol City Council will comply with the reporting requirements of the emerging JAQU guidance for this project. In March 2018 a Strategic Outline Case (SOC) was approved by Cabinet. The SOC recommended that 5 options be taken forward for further assessement. These options were a small and medium Class C Clean Air Zone, a small and medium sized Class D Clean Air Zone and a suite of non charging measures. The SOC can be found here.

Locations Recording Exceedence Outside AQMA

The next section of the report discusses the locations which have shown some exceedences of the annual objective for NO_2 in the past 5 years but are located outside of the AQMA. Table C.1 lists all these locations and provides measured pollutant concentrations for the past 5 years where available.

Table C.1 - Tubes Outside AQMA Exceeding the Annual Air Quality Objective for NO_2 Since 2013

Site	Site ID	Annual Mean Concentrations (µg/m^3)					Action
		2013	2014	2015	2016	2017*	
Blackboy Hill	3	**41.2**	36.3	37.9	37.6	34.4	Exceedence recorded in 2013 with compliance recorded each year since. Monitoring to continue in this location.
Give Way sign Chesterfield Rd \ Ashley Down Road St. Andrews	311	**49.5**	**43.3**	**44.0**	**46.2**	**46.4** (36.1)	NO_2 concentration at the relevant receptor location (using distance from roads calculator) is below the air quality strategy objective. No further action required.
No.67 Filton Avenue on wall facing Muller Rd	493	Not Monitored	Not Monitored	36.4	**41.5**	**41.9**	2016 was the first full year of monitoring in this location with data from 2015 being annualised. 2017 data shows that the site continues to exceed the annual objective for nitrogen dioxide. The monitoring location is on the façade of a residential dwelling and is therefore representative of relevant exposure. Bristol City Council intends to continue monitoring in this location. Given that there are now two consecutive years of evidence of exceedence, Bristol City Council will consider whether it is necessary to expand the current AQMA boundary which follows Gloucester Road and passes within 175m of monitoring site 493. Monitoring will continue and a further update will be provided in the 2019 report.
Muller Road - Adjacent to Darnley Avenue	494	Not Monitored	Not Monitored	38.4	**43.3**	39.5	2016 was the first full year of monitoring in this location with data from 2015 being annualised. The NO_2 concentration at the relevant receptor location (using distance from roads calculator) was below the air quality strategy objective in 2016. 2017 data show compliance at the monitoring site. Monitoring will continue here but no further action is currently required with regards to extension of the AQMA.
Lamppost Whiteladies Road \ Cotham Hill Clifton	314	**44.4**	**43.0**	**43.9**	**41.5**	38.3	Despite exceedence being measured, from 2013-2016, the NO_2 concentration at a relevant receptor location was below the air quality strategy objective when calculated using the distance calculator tool. 2017 monitoring data is compliant without distance adjustment. Monitoring in this location will continue to ensure that exceedence at the relevant receptor does not occur in future years.
Barrack's Lane -	486	38.2	36.6	**40.8**	**41.7**	39.2	The purpose of monitoring location is to assess local contribution of the M5

Site	Site ID	Annual Mean Concentrations ($\mu g/m^3$)					Action
		2013	2014	2015	2016	2017*	
Telegraph Pole No 6. End of Lane Left Hand Side							motorway to NO_2 concentrations. This tube appears to indicate that the M5 contribution to NO_2 concentrations in 2016 was greater than at any year over the last 5 years but with 2017 data showing a fall back in line with previously monitored concentrations. Monitoring will continue here in order to track trends in pollution from the M5 in this location.

*Distance adjusted values in ()

Chesterfield Road/Ashley Down Road

Diffusion tube 311 is located on the give way sign at a congested road junction approximately half a metre from the kerbside. The nearest property façade is 6m metres from the kerbside. The NO_2 distance calculator has previously been used to assess whether the nearby property could be at risk of exceedence of the annual mean NO_2 objective every year since 2009. For all years it was concluded that the objective would be met where relevant exposure occurred. There has been a 0.2 $\mu g/m^3$ increase in NO_2 concentrations in this location in 2017 compared to 2016. There is no clear trend in NO_2 pollutant concentrations in this location over the past 5 years. The NO_2 distance calculator results for 2017 are summarised in Figure 3.5 and shows that the predicted concentration at the façade of the nearest relevant receptor is once again below the annual mean objective. Background NO_2 concentrations used in the calculations below have been taken from the Defra published background pollution maps for 2017. Distance adjusted data is reported in Table B.1.

Blackboy Hill and Whiteladies Road

The 2011 Detailed Assessment concluded that an extension to the central AQMA should be made to include Whiteladies Road and Blackboy Hill. Bristol City Council were planning to start the consultation process for the extension of the AQMA, however, the 2011 data considered for both these sites in the 2012 Updating and Screening Assessment[21] showed that there had been a marked reduction in NO_2 concentrations measured in these locations compared to 2010. The 2012 data for Tube 314 and Tube 3 confirm that the decision in 2012 to defer the declaration of an

[21] Bristol City Council. (2012). 2012 Updating and Screening Assessment for Bristol City Council.

AQMA along Whiteladies Road was the right approach to take. Data for 2013 at Tube 314 on Whiteladies Road shows that there was a marginal exceedence (40.3µg/m^3) where relevant exposure occurs, however, the distance adjusted data from 2014, to 2016 shows compliance with 2017 data showing an annual average of 38.3µg/m^3 without distance adjustment. The location of the moinitoring sites in this area are shown in Figure C.1.

Tube 3 on Blackboy Hill is located on the façade of a building and is representative of relevant exposure. In 2013 the objective was exceeded with 41.2µg/m^3 being recorded. 2014 to 2017 data show compliance at this location with an annual NO_2 concentration in 2017 of 34.4µg/m^3. The latest monitoring data has continued the trend of compliance in this location but monitoring will continue in order to ensure that this continues in this location.

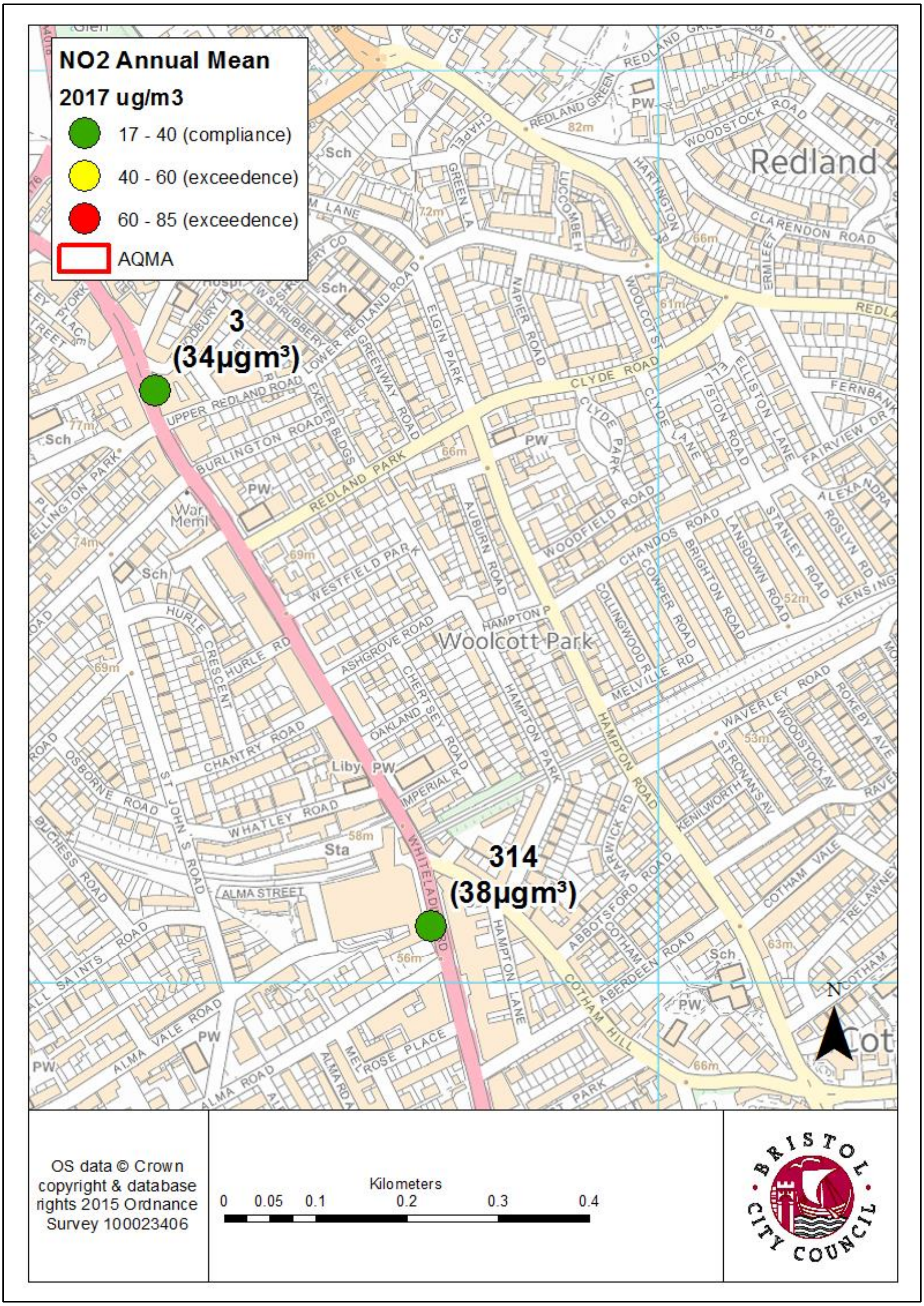
Figure 3.5 - Distance Calculator Results for Site 311

BUREAU VERITAS

Enter data into the pink cells

Step 1	How far from the KERB was your measurement made (in metres)?	1	metres
Step 2	How far from the KERB is your receptor (in metres)?	6	metres
Step 3	What is the local annual mean background NO_2 concentration (in µg/m^3)?	17.8	µg/m^3
Step 4	What is your measured annual mean NO_2 concentration (in µg/m^3)?	46.4	µg/m^3
Result	The predicted annual mean NO_2 concentration (in µg/m^3) at your receptor	*36.1*	µg/m^3

Figure C.1 - Location of Diffusion Tube Sites on Whiteladies Road and Blackboy Hill (including 2017 Annual NO_2 Data)



Avonmouth Road and Barrack's Lane

Monitoring has continued around the M5 Avonmouth Bridge over Avonmouth Road following revocation of the AQMA here in 2008. The 2011 Detailed Assessment concluded that consultation for the re declaration of an AQMA at Avonmouth Road should begin. This consultation process was under way with statutory bodies; however, 2011 data, reported in the 2012 Updating and Screening Assessment, casts some doubt over the necessity to declare in this location. After consultation with the LAQM Helpdesk it was agreed that the declaration process could be deferred in order for additional data to be collected.

Annual NO_2 concentrations at 9 diffusion tube locations in the Avonmouth Road area during 2017 were again below the objective. Tube 486 on Barrack's Lane recorded a decrease from 41.7µg/m^3 in 2016 to 39.2µg/m^3 in 2017. There is not any relavant exposure in this particular location but it is an indication of pollution concentrations at similar distances all along this section of the M5 motorway. The latest data would indicate that pollution levels in 2017 are comparable to those recorded in 2013 albeit with increased levels and exceedences being reocrded in 2015 and 2016 at 40.8µg/m^3 and 41.7µg/m^3 respectively. Whilst being over 250m from Avonmouth Road, this is the only location out of 9 monitoring sites that has recorded an exceedence of the objective in the past 5 years, which would indicate that it is the M5 motorway that is the most significant source of pollution in the Avonmouth Road area. It should however be noted that the M5 motorway is at ground level in the vicinity of monitoring site 486. The motorway then gains significant height as it pases over the Avonmouth Bridge over Avonmouth Road and the River Avon.

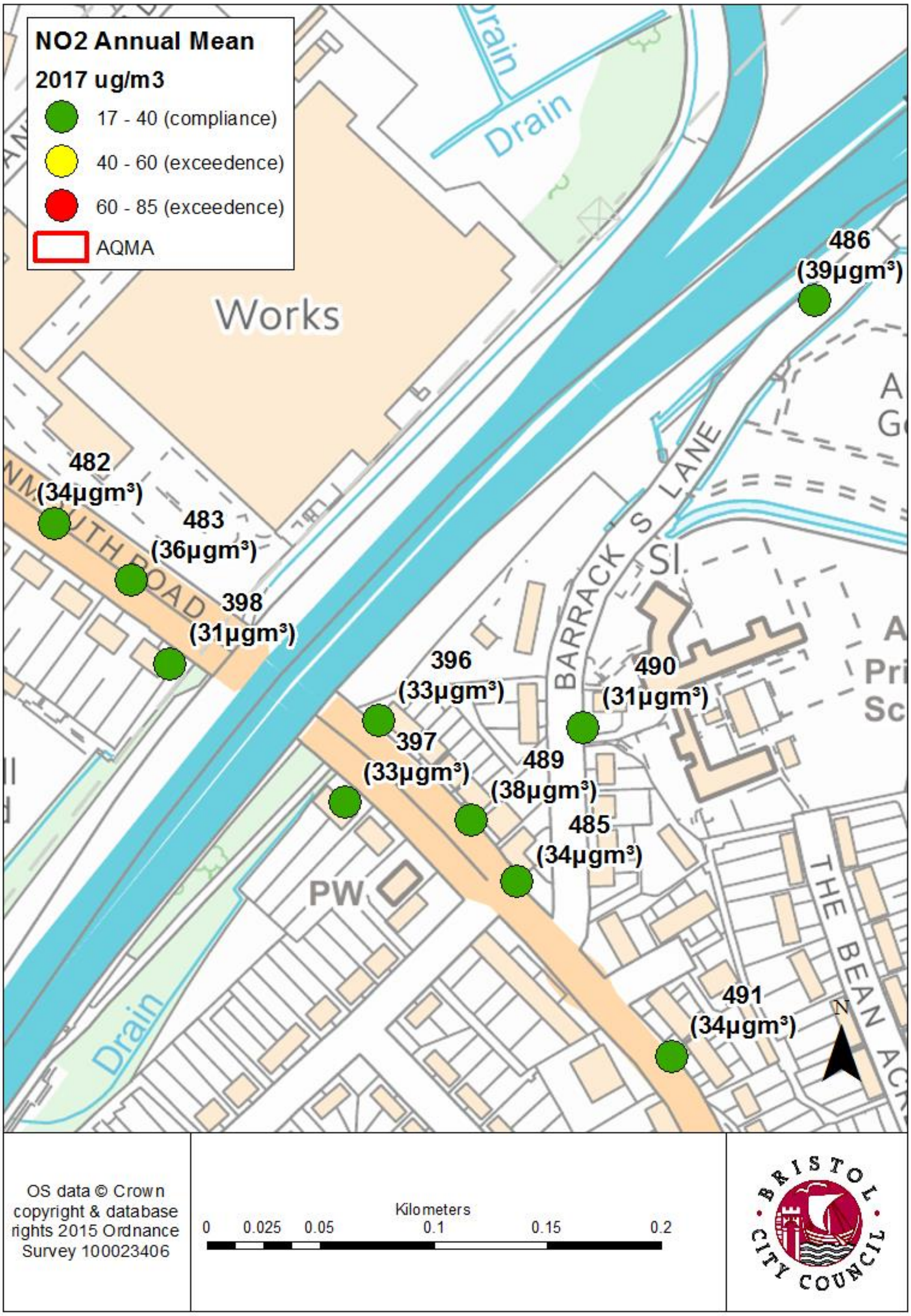
Locations of monitoring sites are shown in Figure C.2 with results from all monitoring locations in the Avonmouth Road area reported in Table C.2.

Table C.2 - Diffusion Tube Results for Avonmouth Road 2013-2017

Site	Site ID	Annual Mean Concentrations				
		2013	2014	2015	2016	2017
Avonmouth Rd No 28 on facia	396	31.9	30.7	32.0	32.8	32.7
facade Avonmouth road underpass - house to SE	397	34.4	28.5	33.0	33.8	33.4
Avonmouth Rd No 31 on facia	398	34.0	31.9	30.1	31.8	31.2
Avonmouth Road - Lamppost (20)	482	36.7	35.8	35.1	36.4	33.9

Site	Site ID	Annual Mean Concentrations				
		2013	2014	2015	2016	2017
Opposite Number Hse No 45						
Avonmouth Road - Lamppost (19) Opposite Hse No 37	483	36.5	37.2	37.1	38.1	36.3
Avonmouth Road - Telegraph Pole Opposite Hse No 4	485	35.7	35.0	35.5	36.4	34.0
Barrack's Lane - Telegraph Pole No 6. End of Lane Left Hand Side	486	38.2	36.6	**40.8**	**41.7**	39.2
Avonmouth Road Outside No 12	489		34.5	36.9	38.6	37.7
Avon School Barrack's Lane	490		29.1	31.9	32.4	31.0
Avonmouth Road Outside No 76	491		31.2	33.8	36.5	34.4

Figure C.2 – Avonmouth Road Monitoring Locations (including 2017 Annual NO_2 Data)



Muller Road

Monitoring sites 493 and 494 were added to the monitoring network in 2015 along Muller Road. Both recorded exceedences of the annual NO_2 objective during 2016. When adjusted for distance to relevant exposure Tube 494 was compliant, however, tube 493 is at a location of relevant exposure. Tube 493 is located approximately 175m from the boundary of the current AQMA which runs along Gloucester Road. Monitoring continued in 2017 and again showed non-compliance at Tube 493 with an annual average NO_2 concentration of 41.9µg/m^3. Tube 494 was compliant with objectives without distance correction at 39.5µg/m^3.

A decision will be taken in 2018 to determine whether there is an immediate need to extend the AQMA boundary to cover this location. In the meantime monitoring will continue and it should be noted that measures to reduce air pollution in the current AQMA boundary should impact positively in this location despite being just outside the AQMA.

QA/QC of Diffusion Tube Monitoring

Precision calculations were undertaken for all sites in the co-location study. The precision checks indicated a “good” precision rating for all measurement periods at all sites. Automatic monitor data capture rates were good at all sites for all months except for May and September at the Wells Road site. Summary tables from the analysers used for bias adjustment and precision calculation are included in the Figures below.

Figure C.3 - Summary Data for Bias and Precision Calculation: Brislington

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	04/01/2017	31/01/2017	43.7	44.1	46.1	45	1.3	3	3.2	47	99.9	Good	Good
2	31/01/2017	02/03/2017	32.9	36.1	36.1	35	1.8	5	4.6	30	99.8	Good	Good
3	02/03/2017	30/03/2017	30.9	28.1	27.3	29	1.9	7	4.7	29	99.7	Good	Good
4	30/03/2017	26/04/2017	32.4	30.5	31.6	32	0.9	3	2.3	29	99.9	Good	Good
5	26/04/2017	30/05/2017	25.2	25.1	24.9	25	0.2	1	0.4	22	99.8	Good	Good
6	30/05/2017	28/06/2017	25.5	26.7	24.6	26	1.1	4	2.7	20	100	Good	Good
7	28/06/2017	01/08/2017	25.5	23.0	25.0	25	1.3	5	3.2	22	99.9	Good	Good
8	01/08/2017	30/08/2017	25.4	24.9	26.6	26	0.9	3	2.1	23	99.7	Good	Good
9	30/08/2017	28/09/2017	30.9	30.9	30.7	31	0.1	0	0.2	28	93.2	Good	Good
10	28/09/2017	02/11/2017	32.9	34.1	30.3	32	2.0	6	4.9	29	99.9	Good	Good
11	02/11/2017	07/12/2017	43.2	42.8	44.4	43	0.8	2	2.0	40	99.9	Good	Good
12	07/12/2017	03/01/2018	38.3	41.6	39.4	40	1.6	4	4.1	35	100	Good	Good
13													

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

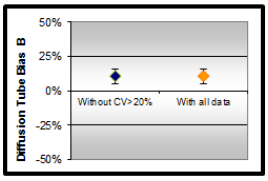
Overall survey --> Good precision | Good Overall DC

(Check average CV & DC from Accuracy calculations)

Site Name/ ID: Brislington

Precision 12 out of 12 periods have a CV smaller than 20%

Accuracy (with 95% confidence interval) without periods with CV larger than 20%	Accuracy (with 95% confidence interval) WITH ALL DATA
Bias calculated using 12 periods of data	Bias calculated using 12 periods of data
Bias factor A 0.91 (0.87 - 0.96)	Bias factor A 0.91 (0.87 - 0.96)
Bias B 9% (4% - 15%)	Bias B 9% (4% - 15%)
Diffusion Tubes Mean: 32 µgm⁻³	Diffusion Tubes Mean: 32 µgm⁻³
Mean CV (Precision): 4	Mean CV (Precision): 4
Automatic Mean: 30 µgm⁻³	Automatic Mean: 30 µgm⁻³
Data Capture for periods used: 99%	Data Capture for periods used: 99%
Adjusted Tubes Mean: 29 (28 - 31) µgm⁻³	Adjusted Tubes Mean: 29 (28 - 31) µgm⁻³



Jaume Targa, for AEA
Version 04 - February 2011

Figure C.4 - Summary Data for Bias and Precision Calculation: Fishponds

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	04/01/2017	31/01/2017	45.0	50.1		48	3.6	8	32.6	43	99.7	Good	Good
2	02/02/2017	03/03/2017	42.8	42.1		42	0.4	1	4.0	39	99.8	Good	Good
3	03/03/2017	31/03/2017	46.2	43.2	36.9	42	4.8	11	11.9	43	99.7	Good	Good
4	31/03/2017	27/04/2017	33.4	33.4	35.5	34	1.2	4	3.0	43	100	Good	Good
5	27/04/2017	01/06/2017	31.4							33	99.9		Good
6	01/06/2017	30/06/2017	33.1	30.4		32	1.9	6	17.2	34	99.9	Good	Good
7	30/06/2017	01/08/2017	27.0	30.9	30.3	29	2.1	7	5.2	32	99.6	Good	Good
8	01/08/2017	29/08/2017	34.7	33.7	29.5	33	2.7	8	6.8	30	85.5	Good	Good
9	29/08/2017	29/09/2017	35.7	35.1	36.8	36	0.8	2	2.1	36	92.7	Good	Good
10	29/09/2017	03/11/2017	42.9	44.1	44.2	44	0.8	2	1.9	43	99.8	Good	Good
11	03/11/2017	08/12/2017	48.1	48.1	47.5	48	0.4	1	0.9	50	99.7	Good	Good
12	08/12/2017	04/01/2018	43.9	41.8	44.5	43	1.4	3	3.5	46	99.9	Good	Good
13													

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

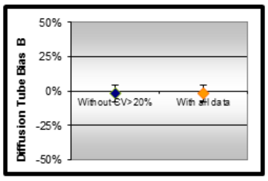
Overall survey --> Good precision | Good Overall DC

(Check average CV & DC from Accuracy calculations)

Site Name/ ID: Fishponds

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

Accuracy (with 95% confidence interval) without periods with CV larger than 20%	Accuracy (with 95% confidence interval) WITH ALL DATA
Bias calculated using 11 periods of data	Bias calculated using 11 periods of data
Bias factor A 1.02 (0.96 - 1.09)	Bias factor A 1.02 (0.96 - 1.09)
Bias B -2% (-8% - 4%)	Bias B -2% (-8% - 4%)
Diffusion Tubes Mean: 39 µgm⁻³	Diffusion Tubes Mean: 39 µgm⁻³
Mean CV (Precision): 5	Mean CV (Precision): 5
Automatic Mean: 40 µgm⁻³	Automatic Mean: 40 µgm⁻³
Data Capture for periods used: 98%	Data Capture for periods used: 98%
Adjusted Tubes Mean: 40 (38 - 43) µgm⁻³	Adjusted Tubes Mean: 40 (38 - 43) µgm⁻³



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Version 04 - February 2011

Figure C.5 - Summary Data for Bias and Precision Calculation: Parsons Street

Checking Precision and Accuracy of Triplicate Tubes

AEA Energy & Environment
From the AEA group

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	Automatic Method: Period Mean	Automatic Method: Data Capture (% DC)	Data Quality Check: Tubes Precision Check	Data Quality Check: Automatic Monitor Data
1	04/01/2017	31/01/2017	54.9	56.4	54.5	55	1.0	2	2.5	60	99.8	Good	Good
2	31/01/2017	02/03/2017	41.3	36.5	37.7	39	2.5	7	6.2	33	99.8	Good	Good
3	02/03/2017	30/03/2017	34.5	37.2	39.9	37	2.7	7	6.8	42	89.1	Good	Good
4	30/03/2017	26/04/2017	34.1	37.0	35.5	36	1.5	4	3.6	35	99.9	Good	Good
5	26/04/2017	30/05/2017	40.1	40.4	39.9	40	0.3	1	0.7	38	99.8	Good	Good
6	30/05/2017	28/06/2017	35.3	35.4	38.5	36	1.8	5	4.6	44	100	Good	Good
7	28/06/2017	01/08/2017	32.3	32.7	32.8	33	0.3	1	0.6	41	99.9	Good	Good
8	01/08/2017	31/08/2017	34.7	35.1		35	0.3	1	2.4	38	99.6	Good	Good
9	31/08/2017	28/09/2017	36.8	38.1	31.8	36	3.3	9	8.2	33	99.9	Good	Good
10	28/09/2017	02/11/2017	39.7	40.2	40.5	40	0.4	1	1.1	41	97.3	Good	Good
11	02/11/2017	07/12/2017	42.0	46.7	45.9	45	2.5	6	6.3	49	99.9	Good	Good
12	07/12/2017	03/01/2018	44.7	41.7	44.1	44	1.6	4	3.9	36	100	Good	Good
13													

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

Overall survey --> Good precision | Good Overall DC

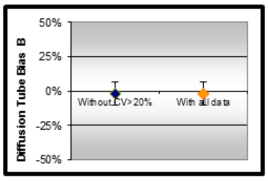
Site Name/ ID: Parsons Street

Precision 12 out of 12 periods have a CV smaller than 20%

(Check average CV & DC from Accuracy calculations)

Accuracy (with 95% confidence interval)
without periods with CV larger than 20%
Bias calculated using 12 periods of data
Bias factor A 1.03 (0.95 - 1.13)
Bias B -3% (-11% - 5%)
Diffusion Tubes Mean: 40 μgm⁻³
Mean CV (Precision): 4
Automatic Mean: 41 μgm⁻³
Data Capture for periods used: 99%
Adjusted Tubes Mean: 41 (38 - 45) μgm⁻³

Accuracy (with 95% confidence interval)
WITH ALL DATA
Bias calculated using 12 periods of data
Bias factor A 1.03 (0.95 - 1.13)
Bias B -3% (-11% - 5%)
Diffusion Tubes Mean: 40 μgm⁻³
Mean CV (Precision): 4
Automatic Mean: 41 μgm⁻³
Data Capture for periods used: 99%
Adjusted Tubes Mean: 41 (38 - 45) μgm⁻³



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Version 04 - February 2011

Figure C.6 - Summary Data for Bias and Precision Calculation: St Pauls

Checking Precision and Accuracy of Triplicate Tubes

AEA Energy & Environment
From the AEA group

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	Automatic Method: Period Mean	Automatic Method: Data Capture (% DC)	Data Quality Check: Tubes Precision Check	Data Quality Check: Automatic Monitor Data
1	04/01/2017	31/01/2017	40.7	43.2	39.4	41	1.9	5	4.8	45.8	100	Good	Good
2	02/02/2017	03/03/2017	32.2	35.5	32.3	33	1.8	6	4.6	29.5	100	Good	Good
3	03/03/2017	31/03/2017	24.3	26.5	26.3	26	1.2	5	3.1	23.1	100	Good	Good
4	31/03/2017	27/04/2017	22.5	23.5	22.1	23	0.7	3	1.7	19.5	100	Good	Good
5	27/04/2017	01/06/2017	20.1	19.9	22.8	21	1.6	8	4.0	16	100	Good	Good
6	01/06/2017	30/06/2017	16.8	18.8	17.3	18	1.1	6	2.7	13	100	Good	Good
7	30/06/2017	02/08/2017	18.4	18.4	17.7	18	0.4	2	1.0	15	100	Good	Good
8	02/08/2017	30/08/2017	22.1	20.5	21.8	21	0.8	4	2.0	17	100	Good	Good
9	30/08/2017	29/09/2017	25.5	25.5	23.7	25	1.1	4	2.6	21	100	Good	Good
10	29/09/2017	03/11/2017	29.8	31.4	30.9	31	0.8	3	2.1	23	100	Good	Good
11	03/11/2017	08/12/2017	37.5	36.8	37.7	37	0.4	1	1.1	33.5	100	Good	Good
12	08/12/2017	04/01/2018	32.4	35.8	34.7	34	1.7	5	4.3	27.3	100	Good	Good
13													

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

Overall survey --> Good precision | Good Overall DC

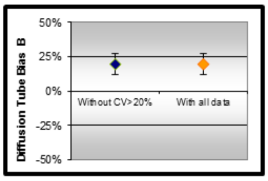
Site Name/ ID: St Pauls

Precision 12 out of 12 periods have a CV smaller than 20%

(Check average CV & DC from Accuracy calculations)

Accuracy (with 95% confidence interval)
without periods with CV larger than 20%
Bias calculated using 12 periods of data
Bias factor A 0.86 (0.81 - 0.93)
Bias B 16% (8% - 24%)
Diffusion Tubes Mean: 27 μgm⁻³
Mean CV (Precision): 4
Automatic Mean: 24 μgm⁻³
Data Capture for periods used: 100%
Adjusted Tubes Mean: 24 (22 - 25) μgm⁻³

Accuracy (with 95% confidence interval)
WITH ALL DATA
Bias calculated using 12 periods of data
Bias factor A 0.86 (0.81 - 0.93)
Bias B 16% (8% - 24%)
Diffusion Tubes Mean: 27 μgm⁻³
Mean CV (Precision): 4
Automatic Mean: 24 μgm⁻³
Data Capture for periods used: 100%
Adjusted Tubes Mean: 24 (22 - 25) μgm⁻³



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Version 04 - February 2011

Figure C.7 - Summary Data for Bias and Precision Calculation: Wells Road

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	04/01/2017	31/01/2017	52.9	55.1	55.6	55	1.4	3	3.6	52	99.8	Good	Good
2	31/01/2017	02/03/2017	52.6	47.8	51.4	51	2.5	5	6.2	37	99.7	Good	Good
3	02/03/2017	30/03/2017	44.0	40.4	45.5	43	2.6	6	6.4	42	99.9	Good	Good
4	30/03/2017	26/04/2017	46.6	43.3	42.5	44	2.2	5	5.5	38	100	Good	Good
5	26/04/2017	30/05/2017	37.1	40.2	36.5	38	2.0	5	5.0	24	31	Good	or Data Capture
6	30/05/2017	28/06/2017	42.6	39.2	43.3	42	2.2	5	5.5	36	79.5	Good	Good
7	28/06/2017	01/08/2017	35.0	37.5	37.0	37	1.3	4	3.3	31	77.5	Good	Good
8	01/08/2017	30/08/2017	35.0	41.5	43.6	40	4.5	11	11.1	31	97.4	Good	Good
9	30/08/2017	28/09/2017	42.1	43.8	41.6	42	1.1	3	2.8	33	65.4	Good	or Data Capture
10	28/09/2017	02/11/2017	51.5	47.4	52.8	51	2.8	6	7.1	33	96.2	Good	Good
11	02/11/2017	07/12/2017	55.7	61.5	54.5	57	3.8	7	9.4	53	88.8	Good	Good
12	07/12/2017	03/01/2018								47	99.3		Good
13													

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

Overall survey --> Good precision | Poor Overall DC

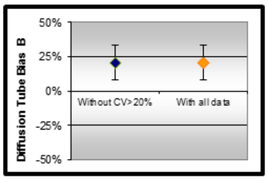
Site Name/ ID: Wells Road

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

(Check average CV & DC from Accuracy calculations)

Accuracy (with 95% confidence interval)
without periods with CV larger than 20%
Bias calculated using 9 periods of data
Bias factor A 0.84 (0.76 - 0.94)
Bias B 19% (6% - 31%)
Diffusion Tubes Mean: 47 µgm⁻³
Mean CV (Precision): 6
Automatic Mean: 39 µgm⁻³
Data Capture for periods used: 93%
Adjusted Tubes Mean: 39 (35 - 44) µgm⁻³

Accuracy (with 95% confidence interval)
WITH ALL DATA
Bias calculated using 9 periods of data
Bias factor A 0.84 (0.76 - 0.94)
Bias B 19% (6% - 31%)
Diffusion Tubes Mean: 47 µgm⁻³
Mean CV (Precision): 6
Automatic Mean: 39 µgm⁻³
Data Capture for periods used: 93%
Adjusted Tubes Mean: 39 (35 - 44) µgm⁻³



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Diffusion Tube Bias Adjustment Factors

Since March 2012 diffusion tube analysis has been carried out by Somerset Scientific Services. As part of a Bristol City Council procurement exercise at the end of 2016, Worcestershire Scientific Services were awarded a contract which included the provision and analysis of our diffusion tubes along with a wider range of environmental sample analysis for the Local Authority. Worcestershire Scientific Services sub contracted the diffusion tube supply and analysis to Gradko International Ltd. The Tubes were prepared with 20% TEA/Water in accordance with their in-house Laboratory Method GLM7. Worcestershire/Gradko were used from January to April with a return being made to Somerset Scientific Services for tube supply and analysis from May onwards.

Somerset Scientific Services were used for May tubes onwards. This lab is not UKAS accredited for diffusion tube analysis but does participate in the AIR PT Scheme for nitrogen dioxide tubes. All reference materials are of at least analytical grade or equivalent. Standards are prepared using equipment that is all within the normal quality system. The tubes used are recycled Gradko tubes prepared and set on a monthly basis. The tube changing frequency is as per the calendar on the Air Quality Archive web site and is carried out by Bristol City Council officers. The tubes are prepared with 50 µL of 20% triethanolamine in water. The method follows that set out in the practical guidance document.

Table C.3 – AIR PT Scheme Results for Somerset County Council

AIR PT Scheme Results: AR0229 – Somerset County Council Round 18 onwards			
Round	18	19	21
Tube 1 (µg NO2)	0.92	0.58	1.66
Tube 2 (µg NO2)	1.17	0.59	2.14
Tube 3 (µg NO2)	1.18	1.20	2.18
Tube 4 (µg NO2)	0.91	1.20	1.66
Z' Score tube 1	0.74	0.73	0.90
Z' Score tube 2	0.48	0.71	0.79
Z' Score tube 3	0.47	0.58	0.85
Z' Score tube 4	0.44	0.78	0.73
Performance classification	Satisfactory	Satisfactory	Satisfactory

Discussion of Choice of Factor to Use

Box 7.1 of LAQM TG16 was used in order to decide on the most appropriate BAF to use. Bristol has a relatively large network of automatic NO_X analysers that are operated to national QA/QC procedures. In 2017, 4 of these sites recoded data capture rates of more than 90%. After detailed analysis of data capture rates, diffusion tube data capture rates and precision, 4 of these sites have been identified as appropriate to use for bias adjustment calculations for 2017. The Wells Road has not been to calculate a locally derived bias adjustment factor due to data collection rates of 85% for the year. The precision of the analysis at these co-located triplicate tubes was classed as good for all sites and all months. Due to the unusual switch of laboratory during the middle of the year it was not considered appropriate to use a national bias adjustment factor for Bristol data. Due to the factors outlined above it was decided that the locally derived BAF would be more representative and should be used. The locally derived BAF is 0.95.

Short-term to Long-term Data Adjustment

Data capture rates for site 23 was below 75% as monitoring was discontinued part way through the year as a result of the removal of the infrastructure on which the monitoring site was mounted. Site 499 was commissions in May 2017 and as a result had lower data capture rates for the year as a whole. Missing tubes accounted for data captures rates below 75% for sites 113, 125, 147, 429 and 497.

Annualisation of diffusion tube data for all sites with less than 75% data capture was carried out in accordance with the methodology in Box 7.10 of LAQM TG16[22]. Data from the Background AURN monitoring sites at Bristol St Pauls and Cardiff Centre were used in the process.

Annualisation of data from the automatic Temple Way Affiliate AURN site was carried out in accordance with the methodology in Box 7.9 of LAQMTG16.[22]

QA/QC of Automatic Monitoring

The Council's monitoring network is operated and run by officers trained in all aspects of the monitoring processes including routine site operations, field calibrations and data ratification. The QA/QC for the AURN Bristol St Pauls and Temple Way sites is carried out by Ricardo-AEA.

Routine Site Operations

The Council's monitoring sites have a programme of routine operational checks and programmed fortnightly site visits including:

- Daily communications checks on lines, data transfer and analyser operation;
- Daily checks of data quality;
- Repairs of faulty equipment under arrangements with outside contractors;
- Fortnightly site inspections of equipment operational status, site safety, security and calibration checks;
- Planned six monthly servicing and re-calibration of analysers by equipment suppliers under contract to the Council.

The Temple Way site is an Affiliate site which is owned and maintained by Bristol City Council but also incorporated in the Defra AURN network. This site is maintained in accordance with the QA/QC processes as required for sites that form part of the National AURN network

Equipment Servicing and Maintenance Regimes

BCC analysers have planned maintenance schedules that broadly follow those assigned to the AURN and affiliated site network. All analysers are maintained following manufacturers' instructions and have a six monthly full service and re-

[22] Defra, Local Air Quality Management Technical Guidance TG16 (Feb 2018)

calibration conducted under the servicing contract. During 2017 the Equipment Support Services (ESU) were carried out by ESU1 Ltd. BCC's internal data ratification procedures have been used to ensure that the reported data is valid and meets the required standards. Results of the servicing, calibrations and repairs that were carried out by ESU1 Ltd are fully documented and stored centrally. BCC staff carry out routine maintenance during regular fortnightly site visits where all associated equipment such as sample lines, modem, and electrical system are examined and sample inlet filters are changed. Any faults, repairs or changes made to the equipment are also recorded and stored centrally and at analyser locations.

Calibration Methods

The calibration procedures are the same for all the Council's continuous analysers, with a two point zero/span calibration check being performed at regular intervals of two weeks. The methodology for the calibration procedure being derived from the manufacturers' instruction handbooks and from the AURN Site Operator's Manuals, as follows:

- Pre-calibration check - the site condition and status of the analyser is recorded prior to the zero/span check being conducted;
- Zero check – the response of the analyser to the absence of the gas being monitored;
- Span check – the response of the analyser to the presence of the gas of a known concentration;
- Post calibration check - the site condition and status of the analyser upon completion of all checks.

Each analyser zero/span check is fully documented with records being kept centrally using Google Sheets. Diagnostics data is recorded automatically through Envista ARM. Calibration factors are calculated in Google Sheets and are used in the scaling and ratification process.

Analyser Calibration

A two point calibration is conducted on Bristol City Council analysers with a reference NO mixture at a concentration of approximately 470ppb. Gases are supplied and certified by BOC.

Zero Air Generation

The contents of the portable scrubber (hopcalite, activated charcoal, purafil and drierite) are changed when necessary or at least every six months.

Appendix D: Maps of Monitoring Locations and AQMAs

Figure D.1 - Extent of Air Quality Management Area

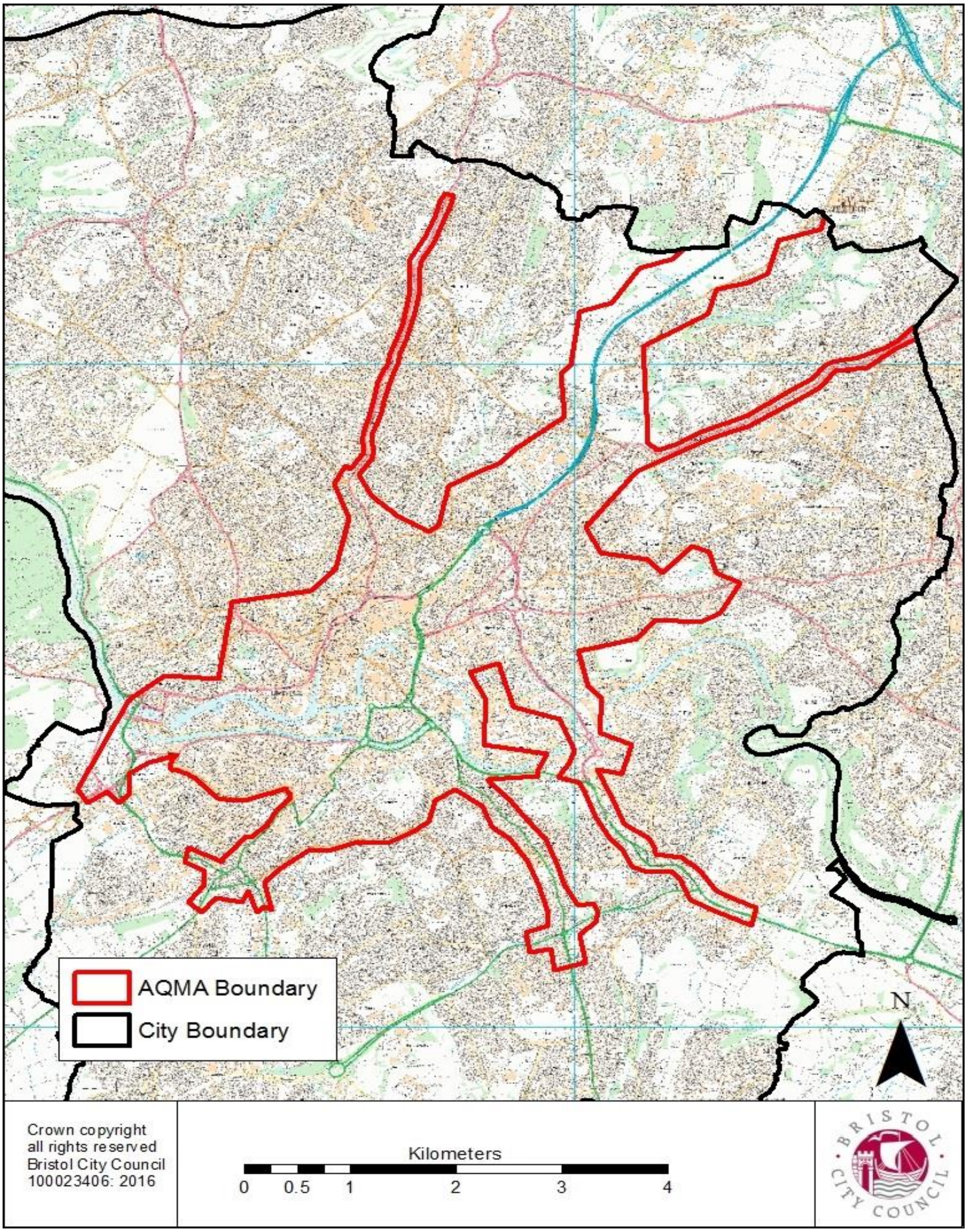


Figure D.2 - Central Monitoring Locations and 2017 Measured Annual NO_2 Concentrations

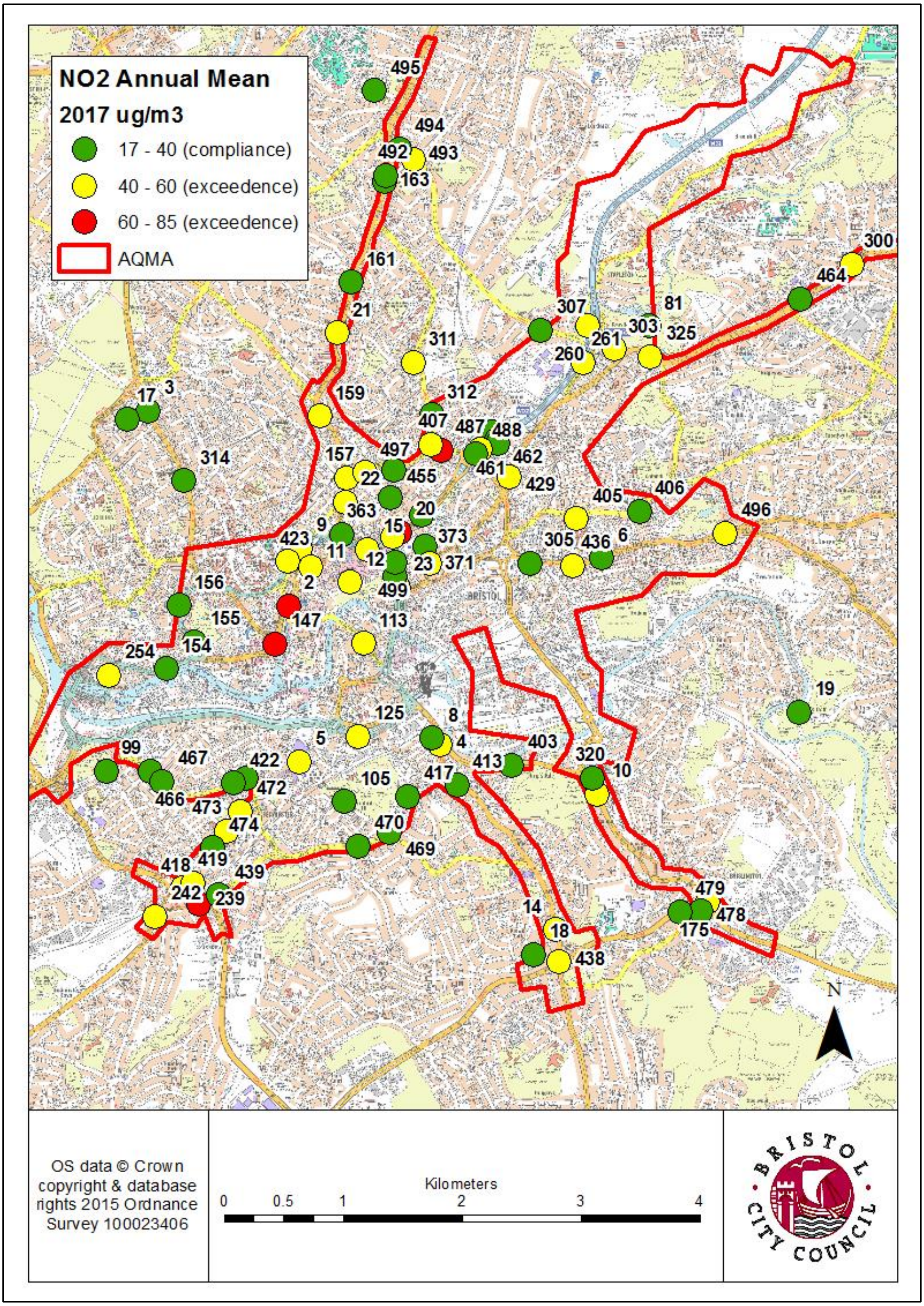


Figure D.3 - Central Monitoring Locations and 2017 Distance Adjusted Annual NO_2 Concentrations

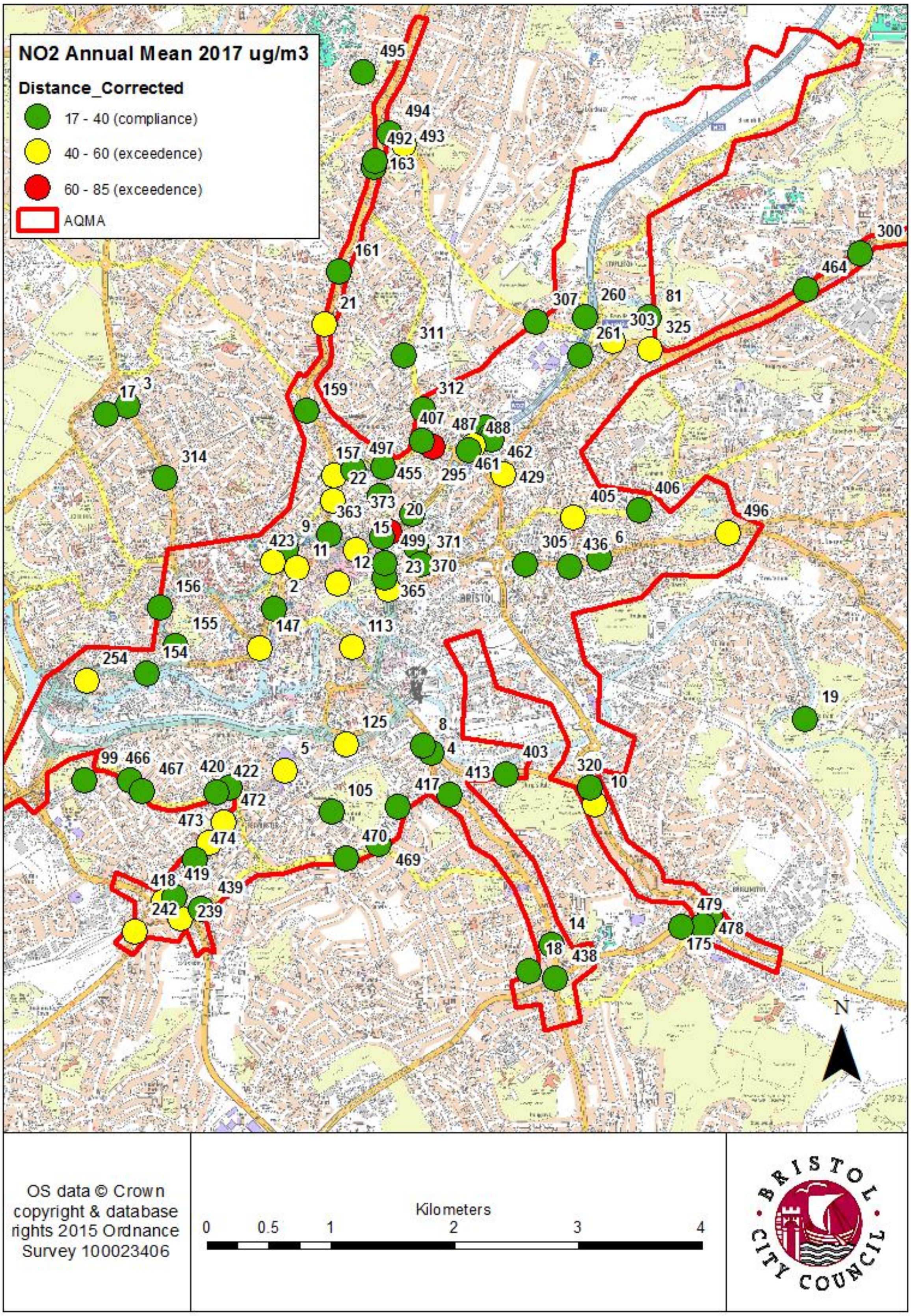


Figure D.4 - Avonmouth Monitoring Locations and 2017 Annual NO_2 Concentrations

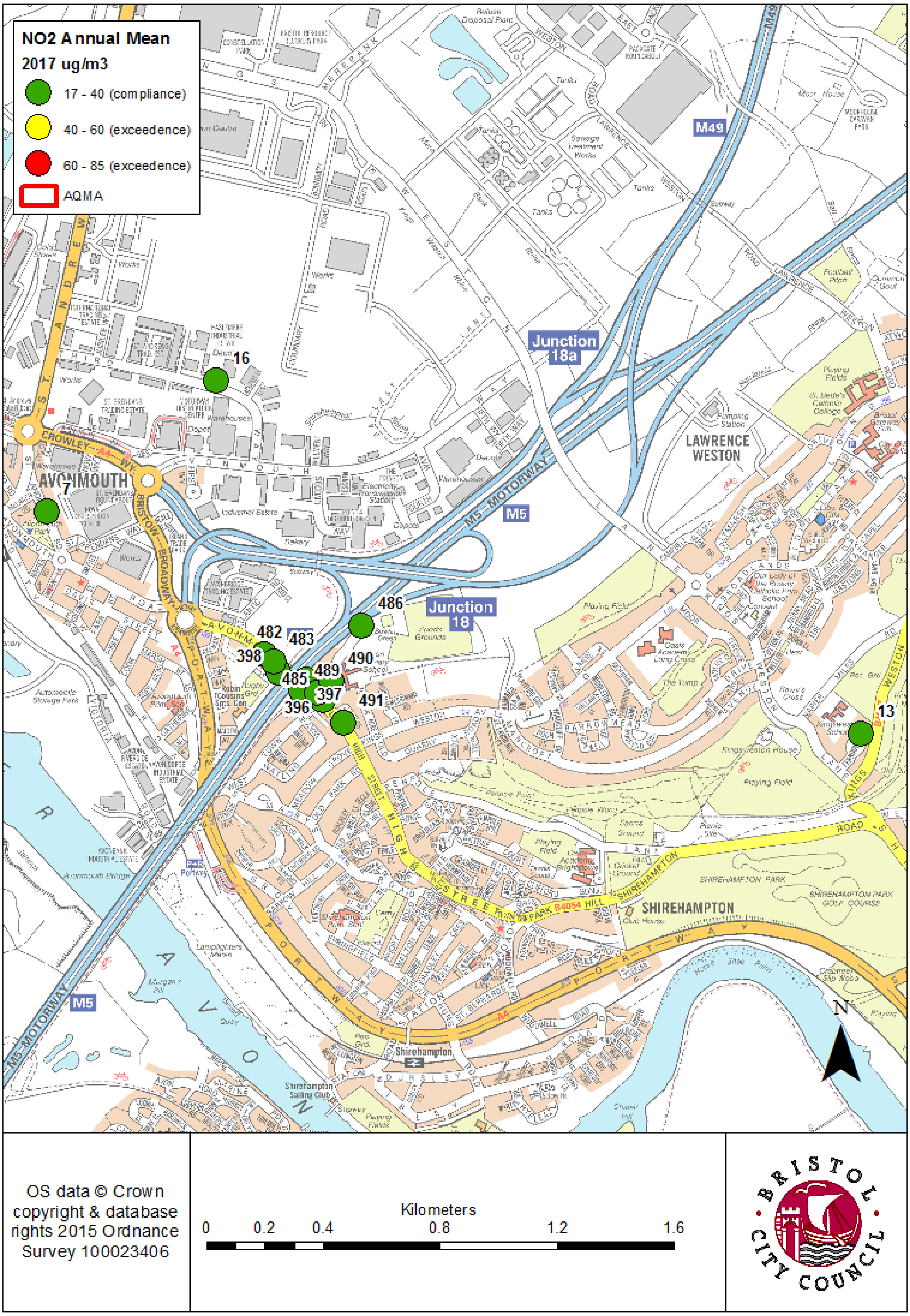
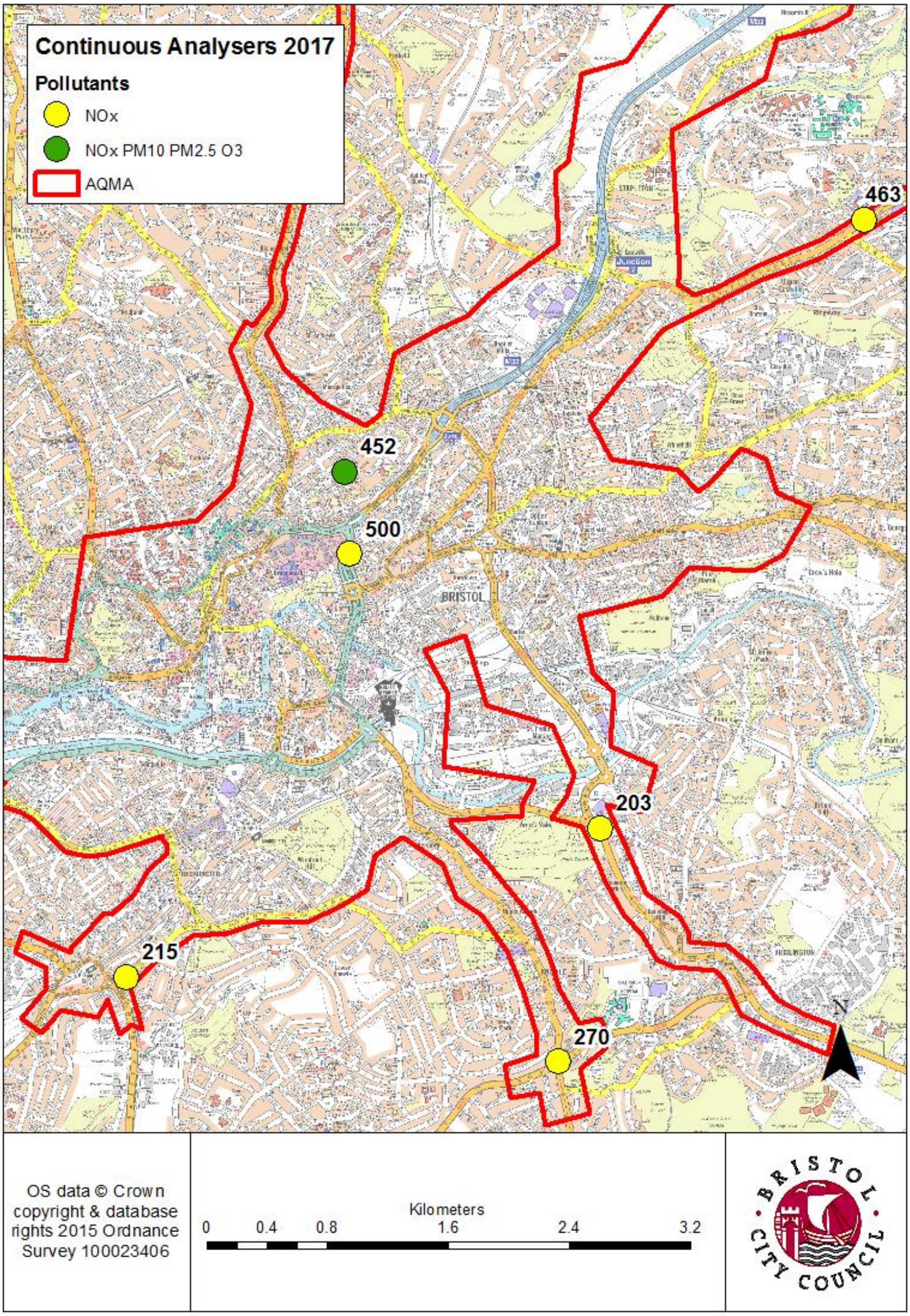


Figure D.5 - Continuous (real-time) Monitoring Locations in 2017



Appendix E: Summary of Air Quality Objectives in England

Table E.1 – Air Quality Objectives in England

Pollutant	Air Quality Objective[23]	
	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

[23] 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
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
JAQM	Joint Air Quality Unit
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
CAZ	Clean Air Zone