



# 2021 Air Quality Annual Status Report (ASR)

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

Date: July, 2021

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# Executive Summary: Air Quality in Our Area

## Air Quality in Derby

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, the elderly, and those with existing heart and lung conditions. There is also often a strong correlation with equalities issues because areas with poor air quality are also often less affluent areas<sup>1,2</sup>.

The mortality burden of air pollution within the UK is equivalent to 28,000 to 36,000 deaths at typical ages<sup>3</sup>, with a total estimated healthcare cost to the NHS and social care of £157 million in 2017<sup>4</sup>.

Derby City Council have declared two Air Quality Management Areas (AQMA) as a result of exceedances in the annual mean nitrogen dioxide (NO<sub>2</sub>) objective, predominantly due to road traffic emissions. The extent of the AQMA can be viewed at

<http://derby.maps.gov.uk>. Derby was previously identified as one of several Local Authorities that needed air quality measures to be put in place, due to the outcome of the National air quality model (PCM) which predicted exceedances of the EU Limit Value for NO<sub>2</sub>. As acknowledged in previous reports, the boundary of the inner/outer ring road AQMA is out of date and no longer reflective of current circumstances and subsequently, work is being undertaken to re-design the boundaries of this AQMA. The new boundaries are currently being finalised and the AQMA is due to be formally amended, subject to local consultation and approval.

As for previous years, under the Local Air Quality Management (LAQM) regime, the main air pollutants of concern in Derby continue to be nitrogen dioxide (NO<sub>2</sub>) and fine particulate matter (PM<sub>2.5</sub>). The NO<sub>2</sub> monitoring data from 2020 generally show a continued

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<sup>1</sup> Public Health England. Air Quality: A Briefing for Directors of Public Health, 2017

<sup>2</sup> Defra. Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

<sup>3</sup> Defra. Air quality appraisal: damage cost guidance, July 2020

<sup>4</sup> Public Health England. Estimation of costs to the NHS and social care due to the health impacts of air pollution: summary report, May 2018

decreasing trend in NO<sub>2</sub> concentrations across Derby. There was only one exceedance of the annual mean NO<sub>2</sub> concentration during 2020, which was recorded at SS1 within the No.1 Ring Roads AQMA, compared to five exceedances in 2019. It is noted, however, that air pollutant concentrations were impacted by the national restrictions in place during 2020 as a result of the global Covid-19 pandemic, and this is discussed in more detail in this report.

Derby City Council have recently prepared a new Air Quality Action Plan (AQAP), which was approved by Cabinet in November 2020 and submitted to DEFRA in December 2020.

## Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades, and will continue to improve due to national policy decisions, there are some areas where local action is needed to improve air quality further.

The 2019 Clean Air Strategy<sup>5</sup> sets out the case for action, with goals even more ambitious than EU requirements to reduce exposure to harmful pollutants. The Road to Zero<sup>6</sup> sets out the approach to reduce exhaust emissions from road transport through a number of mechanisms; this is extremely important given that the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

Extensive funding (£161 million) was confirmed in March 2020 jointly with Nottingham under the Transforming Cities Fund designed to improve connections between major employment sites and promote active travel and public transport. This funding is now being delivered under three main themes:

- City centre connectivity;
- Better connecting Derby, Nottingham and East Midlands Airport; and
- Derby growth corridors.

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<sup>5</sup> Defra. Clean Air Strategy, 2019

<sup>6</sup> DfT. The Road to Zero: Next steps towards cleaner road transport and delivering our Industrial Strategy, July 2018

Further details can be found here: <https://www.derby.gov.uk/transport-and-streets/transport-policy/transforming-cities-fund/about-the-transforming-cities-fund/>.

As a result of the Transforming Cities Fund and further funding success, it is an incredibly active time in Derby for the progression of sustainable transport schemes which will assist reductions in air pollution. A number of cycling infrastructure improvement schemes are underway with enhanced cycling infrastructure and new dedicated cycle lanes supporting several key routes across the City, designed to improve connectivity between the City Centre and key employment sites. In addition, public transport links are being improved across the city, including new bus lanes (Morledge and Siddals Road), consolidation of cashless payments/seamless ticketing, and the development of three new 'smart' park and ride facilities with improved cycling and public transport links, upgraded RTI, and waiting and electric charging facilities.

Plans are also underway to establish Derby's first dedicated mass transit link across the city by providing a high-quality electric Rapid Transit (eRT) route directly across the city centre. This will be further supplemented by a Demand Responsive Transport (DRT) service which will link the city centre and rail station to key employment sites including Rolls Royce, Bombardier, and Pride Park.

Derby City Council received Covid-19 related funding in 2020 for temporary measures, such as "keeping everyone cycling" and banning cars on Corporation Street between 7am and 7pm. Continuing these measures is aiming to lock in the air quality improvements that have been observed during the Covid-19 lockdown.

Derby City Council are also trialling an e-scooter hire scheme for key workers.

The Local Roadside NO<sub>2</sub> Plan is also progressing well with full scheme completion expected in early summer 2021. The project includes:

- Changes to the junctions at either end of Stafford Street to limit traffic flow
- changes to improve capacity at the Ashbourne Road/Uttoxeter Old Road junction and on Friar Gate to help provide alternative route choices, whilst improving crossing points and widening some footways.

## Conclusions and Priorities

One exceedance of the NO<sub>2</sub> annual mean objective limit was recorded in Derby during 2020. With an annual mean NO<sub>2</sub> concentration of 40.1µg/m<sup>3</sup>, SS1 narrowly exceeded the annual

mean NO<sub>2</sub> objective limit of 40µg/m<sup>3</sup>. SS1 is located at traffic lights on Stafford Street within the No.1 Ring Roads AQMA, meaning that it is still exposed to the pollutants from queuing traffic despite the Covid-19 lockdown.

As seen in Figure A1-A9, the majority of the monitors within Derby show a decreasing trend in NO<sub>2</sub> concentrations., with only 1 location showing an exceedance of the annual mean NO<sub>2</sub> objective limit. As stated above, the boundary of the inner/outer ring road AQMA is out of date and no longer reflective of current circumstances and subsequently, work is being undertaken to re-design the boundaries of this AQMA. The new boundaries are currently being finalised and the AQMA is due to be formally amended, subject to local consultation and approval.

There are several major upcoming developments that may influence local air quality including:

- Former Celanese site, Spondon: This site will be a food manufacturing hub of approximately 100 hectares, formerly the site of a chemical plant. The development was granted planning consent in April 2021.
- New link road off the A50: This project is for a new arterial road into the south of the Derby, which includes a new A50 junction and new road to support development in the south of the City within the Infinity Park and Infinity Garden Village development areas. This improvement to the road network has been shown through assessment to improve air quality and was given planning consent in 2021.
- A38 Derby junction scheme: This is a major infrastructure scheme to grade separate three junctions and include a flyover. This scheme has been approved by Development Consent Order but is currently the subject of a legal challenge. The project has a four-year construction programme and prior to the legal challenge was due to begin the main works in September 2021.

The A52 congestion scheme has now been completed. The scheme aims to reduce congestion and increase sustainable travel.

Following the Covid-19 lockdown, Derby City Council aims to lock in the improvements to air quality that have been observed during the lockdown by encouraging the increase in working from home, cycling, and walking.

Derby City Council have recently prepared a new Air Quality Action Plan (AQAP), which was approved by Cabinet in November 2020 and submitted to DEFRA in December 2020. The AQAP focusses on three key priority areas:

Priority 1: Tackling Nitrogen Dioxide (NO<sub>2</sub>) hotspots

Priority 2: Improving the overall air quality across Derby

Priority 3: Managing airborne fine particulate matter (PM<sub>2.5</sub>) exposure

A link to the AQAP can be found in Table 2.1.

## Local Engagement and How to get Involved

The Air Quality Action Plan went through two consultations; one on the draft and one on the final issue. The draft AQAP was developed through a public stakeholder group in 2019 which included representatives from business, public transport providers, the taxi trade, local politics, fleet management, the NHS, cycling groups and green campaign initiative representatives.

The Council is actively involved in the *Derby and Derbyshire Air Quality Working Group*, the *East Midlands Air Quality Network* and the local *Active Travel* and *Green Forums*. The impact of Covid-19 meant that these groups were not as active as usual in 2020, however the intention in all cases is to increase the activity of these groups again in 2021. Two public consultations have taken place in the last 12 months specifically on air quality improvement projects, both of which were well-represented in terms of consultation responses and it is therefore considered that the public of Derby are actively involved and engaged in air quality matters in the City.

The Derby City Council website includes further details of how to get involved in Air Quality here: <https://www.derby.gov.uk/transport-and-streets/air-quality-in-derby/>

Active public consultations can be found here: <https://www.derby.gov.uk/council-and-democracy/consultations/your-city-your-say-latest-consultations/>.

Derby City Council will again be promoting awareness of air quality issues on National Clean Air Day on 17<sup>th</sup> June 2021. We encourage people to visit <https://www.cleanairstay.org.uk/> for useful resources and information on how to get involved.

## Table of Contents

|   |           |
|---|-----------|
| <b>Executive Summary: Air Quality in Our Area .....</b>   | <b>ii</b> |
| Air Quality in Derby .....  | ii        |
| Actions to Improve Air Quality .....  | iii       |
| Conclusions and Priorities .....  | iv        |
| Local Engagement and How to get Involved.....   | vi        |
| <b>1 Local Air Quality Management.....</b>  | <b>1</b>  |
| <b>2 Actions to Improve Air Quality.....</b>  | <b>2</b>  |
| 2.1 Air Quality Management Areas .....  | 2         |
| 2.2 Progress and Impact of Measures to address Air Quality in Derby.....                                      | 4         |
| 2.3 PM <sub>2.5</sub> – Local Authority Approach to Reducing Emissions and/or Concentrations .....            | 14        |
| <b>3 Air Quality Monitoring Data and Comparison with Air Quality Objectives and National Compliance .....</b> | <b>16</b> |
| 3.1 Summary of Monitoring Undertaken.....   | 16        |
| 3.1.1 Automatic Monitoring Sites .....  | 16        |
| 3.1.2 Non-Automatic Monitoring Sites .....  | 16        |
| 3.2 Individual Pollutants.....  | 17        |
| 3.2.1 Nitrogen Dioxide (NO <sub>2</sub> ) .....   | 17        |
| 3.2.2 Particulate Matter (PM <sub>10</sub> ) .....  | 17        |
| 3.2.3 Particulate Matter (PM <sub>2.5</sub> ).....  | 18        |
| 3.2.4 Sulphur Dioxide (SO <sub>2</sub> ).....   | 18        |
| <b>Appendix A: Monitoring Results .....</b>   | <b>19</b> |
| <b>Appendix B: Full Monthly Diffusion Tube Results for 2020 .....</b>   | <b>43</b> |
| <b>Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC .....</b>                 | <b>47</b> |
| New or Changed Sources Identified Within Derby City Council During 2020 .....                                 | 47        |
| Additional Air Quality Works Undertaken by Derby City Council During 2020 .....                               | 47        |
| QA/QC of Diffusion Tube Monitoring .....  | 47        |
| Diffusion Tube Annualisation.....   | 48        |
| Diffusion Tube Bias Adjustment Factors .....  | 49        |
| NO <sub>2</sub> Fall-off with Distance from the Road.....   | 49        |
| QA/QC of Automatic Monitoring .....   | 50        |
| Automatic Monitoring Annualisation .....  | 50        |
| NO <sub>2</sub> Fall-off with Distance from the Road.....   | 50        |
| <b>Appendix D: Map(s) of Monitoring Locations and AQMAs .....</b>   | <b>52</b> |
| <b>Appendix E: Summary of Air Quality Objectives in England.....</b>  | <b>53</b> |
| <b>Appendix F: Impact of COVID-19 upon LAQM .....</b>   | <b>54</b> |
| Impacts of COVID-19 on Air Quality within Derby City Council .....  | 55        |
| Opportunities Presented by COVID-19 upon LAQM within Derby City Council .....                                 | 57        |



|  |           |
|--|-----------|
| Challenges and Constraints Imposed by COVID-19 upon LAQM within Derby City Council ..... | 57        |
| <b>Glossary of Terms .....</b>   | <b>60</b> |
| <b>References .....</b>  | <b>61</b> |

## Figures

|  |    |
|--|----|
| Figure A.1 – Trends in Annual Mean NO <sub>2</sub> Concentrations Measured in No.1 Ring Road AQMA .....                                    | 33 |
| Figure A.2 – Trends in Annual Mean NO <sub>2</sub> Concentrations Measured in No.1 Ring Road AQMA continued.....                           | 34 |
| Figure A.3 – Trends in Annual Mean NO <sub>2</sub> Concentrations Measured in No.1 Ring Road AQMA continued.....                           | 35 |
| Figure A.4 – Trends in Annual Mean NO <sub>2</sub> Concentrations Measured in No.1 Ring Road AQMA continued.....                           | 36 |
| Figure A.5 – Trends in Annual Mean NO <sub>2</sub> Concentrations Measured in No.2 A52 AQMA.....   | 37 |
| Figure A.6 – Trends in Annual Mean NO <sub>2</sub> Concentrations Measured outside of AQMAs – West Derby .....                             | 38 |
| Figure A.7 – Trends in Annual Mean NO <sub>2</sub> Concentrations Measured outside of AQMAs – West of Inner Ring Road/Utttoxeter Road..... | 39 |
| Figure A.8 – Trends in Annual Mean NO <sub>2</sub> Concentrations Measured outside of AQMAs – Inner Ring Road.....                         | 40 |
| Figure A.9 – Trends in Annual Mean NO <sub>2</sub> Concentrations Measured outside of AQMAs – East and South Derby .....                   | 41 |
| <br>Figure F.1 – Derby City AADT (15 sites) March 9 <sup>th</sup> 2020 – June 14 <sup>th</sup> 2020 .....                                  | 56 |

## Tables

|  |    |
|--|----|
| Table 2.1 – Declared Air Quality Management Areas .....  | 3  |
| Table 2.2 – Progress on Measures to Improve Air Quality.....   | 6  |
| Table 2.3 – Responses to DEFRA Comments on Derby City Council's ASR (2020) .....                                   | 13 |
|  |    |
| Table A.1 – Details of Automatic Monitoring Sites .....  | 19 |
| Table A.2 – Details of Non-Automatic Monitoring Sites .....  | 20 |
| Table A.3 – Annual Mean NO <sub>2</sub> Monitoring Results: Automatic Monitoring (µg/m <sup>3</sup> ) .....        | 26 |
| Table A.4 – Annual Mean NO <sub>2</sub> Monitoring Results: Non-Automatic Monitoring (µg/m <sup>3</sup> ) ....     | 27 |
| Table A.5 – 1-Hour Mean NO <sub>2</sub> Monitoring Results, Number of 1-Hour Means > 200µg/m <sup>3</sup><br>..... | 42 |
|  |    |
| Table B.1 – NO <sub>2</sub> 2020 Diffusion Tube Results (µg/m <sup>3</sup> ) .....                                 | 43 |
|  |    |
| Table C.1 – Bias Adjustment Factor .....   | 49 |
| Table C.2 – Annualisation Summary (concentrations presented in µg/m <sup>3</sup> ) .....                           | 51 |
|  |    |
| Table E.1 – Air Quality Objectives in England .....  | 53 |
|  |    |
| Table F 1 – Impact Matrix .....  | 59 |

# 1 Local Air Quality Management

This report provides an overview of air quality in Derby during 2020. 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 Derby City Council to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England are presented in Table E.1.

## 2 Actions to Improve Air Quality

### 2.1 Air Quality Management Areas

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

A summary of AQMA declared by Derby City Council can be found in Table 2.1. The table presents a description of the two AQMA that are currently designated within Derby City Council. Appendix D: Map(s) of Monitoring Locations and AQMA provides a link to maps of the AQMA and also the air quality monitoring locations in relation to the AQMA. The air quality objectives pertinent to the current AQMA designations relate to annual mean exceedances of NO<sub>2</sub>.

Derby City Council are in the process of developing new boundaries for these AQMA.

**Table 2.1 – Declared Air Quality Management Areas**

| AQMA Name       | Date of Declaration                                    | Pollutants and Air Quality Objectives | One Line Description   | Is air quality in the AQMA influenced by roads controlled by Highways England? | Level of Exceedance: Declaration | Level of Exceedance: Current Year | Name and Date of AQAP Publication               | Web Link to AQAP                             |
|-----------------|--|---------------------------------------|--|--|----------------------------------|-----------------------------------|---|--|
| No.1 Ring Roads | Declared 01/08/2001, Amended 01/09/2002 and 23/10/2006 | NO2 Annual Mean                       | An AQMA encompassing the Inner and Outer Ring-Roads in the city, as well as some sections radial roads and the entire length of Osmaston Road. | NO   | 63.6µg/m3                        | 40.1µg/m3                         | Derby City Council Air Quality Action Plan 2020 | The AQAP is available <a href="#">here</a> . |
| No.2 A52        | Declared 01/08/2001, Amended 01/09/2002 and 23/10/2006 | NO2 Annual Mean                       | Sections of the A52, Derby Road and Nottingham Road in Spondon.  | YES  | 40.6µg/m3                        | 32.3µg/m3                         | Derby City Council Air Quality Action Plan 2020 | The AQAP is available <a href="#">here</a> . |

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

☒ Derby City Council confirm that all current AQAPs have been submitted to Defra.

## 2.2 Progress and Impact of Measures to address Air Quality in Derby

Defra's appraisal of last year's ASR can be found in Table 2.3.

Derby City Council has taken forward a number of direct measures during the current reporting year of 2020 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2. 22 measures are included within Table 2.2, with the type of measure and the progress Derby City Council have made during the reporting year of 2020 presented. Where there have been, or continue to be, barriers restricting the implementation of the measure, these are also presented within Table 2.2.

More detail on these measures can be found in Derby City Council's updated Air Quality Action Plan (2020). Key completed measures include:

- LCWIP is complete, subject to approval and consultation
- Some elements of Roadside NO<sub>2</sub> scheme have now been completed
- Derby City Council's AQAP was approved by Cabinet in Nov 2020
- Tranche 1 of the DfT Emergency Active Travel Fund has been delivered. The delivery of Tranche 2 is now in progress
- E-Scooter hire scheme has been delivered; 35 scooters are in operation, with funding until April 2022
- Beat the Street now complete

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

- LCWIP cabinet approval to be secured and public consultation due this year
- Fleet and travel plans to be completed
- Anti-idling enforcement policy
- AQ Planning Policy
- NO<sub>2</sub> Roadside Scheme due to be fully complete in summer
- Delivery of Tranche 2 Emergency Active Travel Funding

Derby City Council's priorities for the coming year are:

- TCF and FTZ program progression
- Progressing review of AQMA boundaries

- Locking in benefits of Covid-19 lockdown, such as working from home and increased cycling

The principal challenges and barriers to implementation that Derby City Council anticipates facing are:

- Trying to deliver on the various programmes in Table 2.2 given that there are other priorities due to the Covid-19 pandemic.

**Table 2.2 – Progress on Measures to Improve Air Quality**

| Measure No. | Measure   | Category                              | Classification   | Year Measure Introduced | Estimated / Actual Completion Year | Organisations Involved                 | Funding Source   | Defra AQ Grant Funding | Funding Status   | Estimated Cost of Measure | Measure Status | Reduction in Pollutant / Emission from Measure | Key Performance Indicator   | Progress to Date  | Comments / Barriers to Implementation  |
|-------------|---|---------------------------------------|--|-------------------------|------------------------------------|--|--|------------------------|------------------|---------------------------|----------------|--|---|---|--|
| 1           | Local Cycling and Walking Infrastructure Plan (LCWIP)                         | Transport Planning and Infrastructure | Cycle network  | 2019                    | 2021                               | DCiC, NCiC, DfT                        | D2N2 Funding (to create Plan)  | NO                     | Funded           | £50k - £100k              | Implementation | Reduced vehicle emissions from mode shift.     | Completion of Plan  | Completed   | Completed  |
| 2           | Updated Council Staff and Fleet Travel Plans and updated Cleaner Fleet Policy | Promoting Travel Alternatives         | Workplace Travel Planning  | 2019                    | 2022                               | DCiC                                   | LA - existing budget   | NO                     | Funded           | < £10k                    | Planning       | Reduced vehicle emissions                      | # of low emission vehicles in Council grey fleet and # business mode shift journeys | Development Phase initiated in June 2019 and Cleaner Fleet Strategy now approved by Cabinet   | Plans have stalled due to Covid priorities. Needs to be re-focussed.   |
| 3           | Cleaner Taxis Project   | Promoting Low Emission Transport      | Taxi Licensing conditions  | 2018                    | 2020                               | DCiC, Derby Taxi Trade and Unions      | Clean Air Fund bid unsuccessful. Possible use of Transforming Cities Fund and/or Future Transport Zones funding to progress. | NO                     | Partially Funded |                           | Aborted        | Reduced vehicle emissions                      | # of taxis meeting minimum NOx emissions standards                                  | Taxi Licensing Strategy approved, but with later implementation date. Taxi fleet emission study complete.   | Progress currently on hold due to partial funding and other priorities. Some aspects being delivered through TCF.  |
| 4           | Capability Programme  | Promoting Travel Alternatives         | Workplace Travel Planning  | 2021                    | 2022                               | DCiC                                   | LA and Partners through Access Fund, Local Growth Fund and Capability Fund.  | NO                     | Not Funded       |                           | Planning       | Reduced vehicle emissions                      | Capability Fund analysis  | Awaiting result of Capability Fund bid  |  |
| 5           | EV Charging Infrastructure  | Promoting Low Emission Transport      | Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging | 2020                    | 2023                               | DCiC, NCC, OLEV, EV Charging Providers | OLEV (Go Ultra Low Cities) Funded. Also now TCF and FTZ. Also potential procurement through D2N2 scheme.                     | NO                     | Funded           |                           | Planning       | Reduced vehicle emissions                      | # New EV Charge Points  | 21 Charge points installed in DCC owned car parks under OLEV now complete. Commitment to incorporate EV charging into TCF and FTZ mobility hubs. Cabinet Report being produced on possible re-entry into D2N2 scheme. | Needs to be Supported by EV Charging Planning Policy (local and government). Concerns over future costs of maintaining publicly owned EV infrastructure, especially in light of Covid-19 financial recovery. |



| Measure No. | Measure  | Category                                | Classification                           | Year Measure Introduced | Estimated / Actual Completion Year | Organisations Involved                         | Funding Source   | Defra AQ Grant Funding | Funding Status   | Estimated Cost of Measure | Measure Status | Reduction in Pollutant / Emission from Measure  | Key Performance Indicator  | Progress to Date   | Comments / Barriers to Implementation   |
|-------------|--|---|--|-------------------------|------------------------------------|--|--|------------------------|------------------|---------------------------|----------------|---|--|--|---|
| 6           | Bus Retrofit Programme (CBTF)  | Vehicle Fleet Efficiency                | Vehicle Retrofitting programmes          | 2020                    | 2020                               | DCiC, Arriva                                   | Delivered by local private bus operators using CBTF Funding with LA support            | YES                    | Funded           | £1 million - £10 million  | Completed      | Reduced bus emissions   | # completed retrofitted buses  | All Arriva buses now retro-fitted.                               | Completed (but only partially as some bus upgrades were not taken forward)  |
| 7           | Anti-idling Enforcement  | Traffic Management                      | Anti-idling enforcement                  | 2020                    | 2021                               | DCiC, schools                                  | LA Enforcement. Use of DEFRA funding for comms campaign?                               | NO                     | Partially Funded |                           | Planning       | Reduced vehicle emissions   | New expanded PPO enforcement service operational, then # of Notices Served   | Report complete and awaiting Cabinet consideration, but on hold. | Question over whether remit of PPO Service can include anti-idling. Funding and resource not yet allocated for publicity campaign and designation of anti-idling zones. |
| 8           | Area and Regional Coordination of AQ Measures through AQWG and EMAQN | Other                                   | Other                                    | 2016                    |                                    | Derbyshire and other East Midlands Authorities | Using existing DCC funding to work with Derbyshire and other East Midlands Authorities | NO                     | Funded           |                           | Completed      | Wide range of measures proposed under Work Plan   | AQWG Work Plan Implementation and annual reporting to Health Protection Board and Health and Well-being Boards   | Operational since 2016   | Slowed down due to Covid-19 priorities. Needs re-energising in 2021.  |
| 9           | AQ and Planning  | Policy Guidance and Development Control | Air Quality Planning and Policy Guidance |                         | 2022                               | DCiC, EMAQN                                    | LA resourced   | NO                     | Funded           |                           | Planning       | Ensuring AQ is at the heart of planning decisions. To assist EV charging implementation under EV schemes being taken forward under TCF/FTZ. | Completion of Local Plan AQ Policy and subsequently, completion of Supplementary Planning Guidance (or Developer's Guide) on AQ and EV Charging Policy. Also developing specific Planning Guidance on Derby Local Roadside NO2 Plan TMS. | EMAQN template produced for use in DCC Policy.                   | Policy being taken forward, however currently resource-constrained due to other Local Plan commitments.   |

| Measure No. | Measure   | Category                              | Classification  | Year Measure Introduced | Estimated / Actual Completion Year | Organisations Involved               | Funding Source   | Defra AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Reduction in Pollutant / Emission from Measure   | Key Performance Indicator   | Progress to Date   | Comments / Barriers to Implementation  |
|-------------|---|---------------------------------------|---|-------------------------|------------------------------------|--------------------------------------|--|------------------------|----------------|---------------------------|----------------|--|---|--|--|
| 10          | Derby Roadside NO2 Local Air Quality Plan - Traffic Management Scheme             | Traffic Management                    | UTC, Congestion management, traffic reduction                     | 2020                    | 2021                               | DCiC and JAQU                        | Subject to DEFRA Funding                               | YES                    | Funded         | > £10 million             | Implementation | Reduction in annual average NO2 along Stafford Street to below 40µgm3 by 2020 (reduction of 9.4µgm-3 NO2 based on 2020 baseline) | Compliance with EU Limit Values   | Measures currently being delivered. Due for completion in early summer 2021.   | Implementation going ahead, subject to ongoing government advice.  |
| 11          | National Bus Strategy   | Transport Planning and Infrastructure | Public transport improvements- interchanges stations and services |                         | 2022                               | DCiC and Local Bus Service Providers | Requirement on all LAs                                 | NO                     | Funded         | £10k - 50k                | Planning       | Variety of measures within Bus Partnership e.g. anti-idling, emissions standards etc   | Completion of Bus Partnership Scheme  | Bus Partnership Scheme required to be delivered by April 2022  |  |
| 12          | Updated Air Quality Action Plan (AQAP)  | Other                                 | Other   | 2019                    | 2020                               | DCiC                                 | LA funded  | NO                     | Funded         | £10k - 50k                | Completed      | Variety of measures proposed following source apportionment modelling across AQMAs   | Completion of AQAP  | Completed and approved by Cabinet in November 2020.  | Resource/staff constraints and ownership of measures following completion of Plan.   |
| 13          | Air Quality Awareness Raising   | Public Information                    | Via other mechanisms  |                         |                                    | DCiC Comms                           | LA Delivery using DEFRA Implementation Funding (£450k) | YES                    | Funded         | £100k - £500k             | Implementation | Indirect reductions in pollutant concentrations due to behavioural change resulting from information. Hard to quantify.          | # stakeholders actively engaged, assessed via click-through rates and average view length time on social media and web pages and # mailshots/ letters | Taxi engagement workshop and Clean Air Day events complete. Ongoing updating of website and connecting Derby site including useful info and signposting. | Currently insufficient staff to deliver funding. Funding includes revenue, so hoping to appoint new comms/marketing officer/s? |
| 14          | Investigate the potential for promoting low emission freight initiatives in Derby | Promoting Low Emission Transport      | Other   |                         |                                    | DCiC, DCC                            | Derby City Council / Derbyshire County Council         | NO                     | Not Funded     |                           | Planning       | Unknown  | Unknown   | Council to consider options for supporting a freight consolidation centre and promoting Eco Stars  | Resource constrained. Possibly not deemed a priority. Departmental ownership and resource allocation required.                 |

| Measure No. | Measure  | Category                              | Classification | Year Measure Introduced | Estimated / Actual Completion Year | Organisations Involved                      | Funding Source   | Defra AQ Grant Funding | Funding Status   | Estimated Cost of Measure | Measure Status | Reduction in Pollutant / Emission from Measure   | Key Performance Indicator   | Progress to Date  | Comments / Barriers to Implementation   |
|-------------|--|---------------------------------------|----------------|-------------------------|------------------------------------|---|--|------------------------|------------------|---------------------------|----------------|--|---|---|---|
| 15          | Review Derby Bonfire Enforcement Policy                                | Other                                 | Other          |                         | 2021                               | DCiC  | Derby City Council / PHE   | NO                     | Partially Funded | £10k - 50k                | Planning       | NO2 and PM2.5 emissions reduction. Hard to quantify.                                   | Completion of Policy.   | Political discussion initiated. Next stage is to draft a new policy and undertake public engagement.        | Some equalities issues to consider and conflicts with Bonfire Night celebrations. Political/public pressure needs to be considered fully. |
| 16          | Transforming Cities Fund (TCF) implementation                          | Alternatives to private vehicle use   | Other          | 2020                    | 2023                               | DCiC jointly with NCiC and private partners | Derby CC delivery jointly with Nottingham CC - £161m awarded under TCF.                                | NO                     | Funded           | > £10 million             | Planning       | Emission reductions to be modelled. Hard to quantify in some cases.                    | Large variety of measures being delivered under TCF. Examples include: No. of people using new cycling/walking infrastructure and converting car trips to sustainable modes, delivery of EV Charging infrastructure etc | See extensive work programme  | See extensive work programme  |
| 17          | Future Transport Zones (FTZ) Programme                                 | Transport Planning and Infrastructure | Other          | 2020                    | 2024                               | DCiC jointly with NCiC                      | Derby CC delivery jointly with Nottingham CC - £20m awarded under FTZ Fund.                            | NO                     | Funded           | > £10 million             | Planning       | Emission reductions to be modelled. Hard to quantify in some cases.                    | E.g. No. of people using data platform, MaaS app and mobility hubs.   | See extensive work programme  | See extensive work programme  |
| 18          | Moving Derby Forward Programme (Covid-19 emergency transport measures) | Traffic Management                    | Other          | 2020                    | 2021                               | DCiC, DfT                                   | DfT Emergency Active Travel Fund - £238k from tranche 1. More funding being delivered under tranche 2. | NO                     | Funded           | £100k - £500k             | Implementation | Emergency measures, so focus is on implementation rather than theoretical measurement. | Completion of programme. No. of people using new cycle lanes and No. of converted trips to cycling/walking from car. Amount of reallocated road space   | Restrictions on Corporation Street and Victoria Street/Albert Street delivered. Awaiting tranche 2 funding. |   |

| Measure No. | Measure   | Category                                | Classification  | Year Measure Introduced | Estimated / Actual Completion Year | Organisations Involved                   | Funding Source   | Defra AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Reduction in Pollutant / Emission from Measure                | Key Performance Indicator  | Progress to Date   | Comments / Barriers to Implementation   |
|-------------|---|---|---|-------------------------|------------------------------------|--|--|------------------------|----------------|---------------------------|----------------|---|--|--|---|
| 19          | Creation of Air Quality Project Board                 | Policy Guidance and Development Control | Other policy  |                         | 2021                               | DCiC                                     | Derby CC   | NO                     | Funded         | < £10k                    | Planning       | Not possible to calculate.                                    | Creation of Board and board meeting programme completed. First meeting taken place.                  | Board member selection process initiated.  | Challenge to get buy-in and commitment from relevant senior officers.             |
| 20          | Local Growth Fund (LGF)                               | Alternatives to private vehicle use     | Other   | 2020                    | 2023                               | DCiC, NCiC, DCC and NCC                  | Local Growth Fund (LGF) £50k per year until March 2023 | NO                     | Funded         | £100k - £500k             | Implementation | Emission reductions from mode change trips                    | No. of businesses provided with support – No. of installed cycle storage bays, shower facilities etc | Ongoing for next 3 years   | Main barrier is business engagement   |
| 21          | Beat the Street                                       | Promoting Travel Alternatives           | Promotion of walking  | 2021                    | 2021                               | Move More Derby, DCC, Intelligent Health | National Lottery, Sport England                        | NO                     | Funded         | £50k - £100k              | Completed      | Reduced vehicle emissions                                     | 6 month follow up survey to be sent in September this year which will look at long term behaviour.   | 28,227 participants (10.7% of Derby population) took part between 31/03/21 and 12/05/21. 81 out of 82 schools took part.   |   |
| 22          | e-Scooter Hire Scheme                                 | Promoting Low Emission Transport        | Other   | 2021                    | 2021                               | DCC, Wind Mobility                       | TCF  | NO                     | Funded         |                           | Implementation | Reduced vehicle emissions                                     | No. of users and scooter miles covered.  | Firs tranche of scooters now available to key workers.   | Cost of use of scooters may be a barrier.   |
| 23          | eRT link Cathedral Quarter to Pride Park (D2200)      | Transport Planning and Infrastructure   | Public transport improvements- interchanges stations and services | 2020                    | 2023                               | DCC and Private Partners                 | TCF  | NO                     | Funded         | > £10 million             | Implementation | Reduced vehicle emissions by encouraging electric vehicle use | Completion of infrastructure. No. of users.  | Draft report due end of June.  |   |
| 24          | 3 x P&R Smart Hubs, bus lanes and cycle lanes (D1100) | Transport Planning and Infrastructure   | Bus route improvements  | 2020                    | 2023                               | DCC and Private Partners                 | FTZ  | NO                     | Funded         | £1 million - £10 million  | Implementation | Reduced vehicle emissions                                     | Completion of hubs   | A52 Megaloughton Lane issues being discussed. Final Hub layout for A6 Boulton Moor to be agreed. Encouraging potential patronage figures for A38 Royal Derby Hospital. | Issues regarding A38 Royal Derby Hospital to be discussed before site progresses. |
| 25          | Derby Strategic corridors (D2300)                     | Transport Planning and Infrastructure   | Bus route improvements  | 2020                    | 2023                               | DCC, Bus Providers and Private Partners  | TCF  | NO                     | Funded         | £1 million - £10 million  | Implementation | Reduced bus emissions   |  | Draft reports for corridor improvements issued for review. Work has started on mapping and packaging the remaining routes of the network.                              |   |

| Measure No. | Measure  | Category                              | Classification  | Year Measure Introduced | Estimated / Actual Completion Year | Organisations Involved    | Funding Source                                 | Defra AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Reduction in Pollutant / Emission from Measure               | Key Performance Indicator  | Progress to Date  | Comments / Barriers to Implementation  |
|-------------|--|---------------------------------------|---|-------------------------|------------------------------------|---------------------------|--|------------------------|----------------|---------------------------|----------------|--|--|---|--|
| 26          | Public Realm work within the key areas of the city centre (A4100 + 4200)     | Transport Planning and Infrastructure | Public transport improvements- interchanges stations and services | 2020                    | 2023                               | DCC and Private Partners  | TCF  | NO                     | Funded         | £1 million - £10 million  | Implementation | Reduced vehicle emissions                                    | Completion of infrastructure. No. of users.                              | Design work ongoing and monitoring underway on Corporation Street.  |  |
| 27          | Derby bus station vehicular entrance/exit upgrades (A3100)                   | Transport Planning and Infrastructure | Bus route improvements  | 2020                    | 2023                               | DCC                       | TCF  | NO                     | Funded         | £1 million - £10 million  | Implementation | Reduced bus emissions  | Completion of works  | 3 draft reports presented. Final report due end of June.  |  |
| 28          | City Centre to Derby Rail Station Access Improvement Scheme (A3400)          | Transport Planning and Infrastructure | Cycle network   | 2020                    | 2021                               | DCC                       | TCF  | NO                     | Funded         | £1 million - £10 million  | Implementation | Reduced vehicle emissions by encouraging walking and cycling | Completion of infrastructure. No. of users and vehicle road miles saved. | Final Scoping Report due end of June.   |  |
| 29          | DRT for Infinity Park, RR, Bombardier, bus/rail station, city centre (D2100) | Transport Planning and Infrastructure | Bus route improvements  | 2020                    | 2023                               | DCC/Private Bus Company   | Primarily delivered privately with DCC support | NO                     | Funded         | £1 million - £10 million  | Implementation | Reduced vehicle emissions                                    | Road miles saved and use of service                                      | Core zones identified.  |  |
| 30          | Strategic cycle link (Derby) (B1100 + 1200)                                  | Transport Planning and Infrastructure | Cycle network   | 2020                    | 2023                               | DCC                       | TCF  | NO                     | Funded         | £1 million - £10 million  | Implementation | Reduced vehicle emissions by encouraging cycling             |  | Work currently on hold.   | Nottingham City Council legal procurement issue regarding placing orders with VIA East Midlands. |
| 31          | City centre - Mickleover cycle route (D3100)                                 | Transport Planning and Infrastructure | Cycle network   | 2020                    | 2023                               | DCC with private partners | TCF  | NO                     | Funded         | £1 million - £10 million  | Implementation | Reduced vehicle emissions by encouraging cycling             |  | Scoping Report received and under consideration.  | Possibly constrained by land ownership and development issues                                    |
| 32          | Pentagon Island - Spondon (Nottm Rd) cycleway (D3200)                        | Transport Planning and Infrastructure | Cycle network   | 2020                    | 2023                               | DCC                       | TCF  | NO                     | Funded         | £1 million - £10 million  | Implementation | Reduced vehicle emissions by encouraging cycling             |  | Scoping Report proposals issued.  |  |
| 33          | City Centre - Raynesway (A52) cycleway (D3300 to 3600)                       | Transport Planning and Infrastructure | Cycle network   | 2020                    | 2023                               | DCC                       | TCF  | NO                     | Funded         | £1 million - £10 million  | Implementation | Reduced vehicle emissions by encouraging cycling             |  | Chequers Road Phase 2 completed January 2021. Phase 3 commenced February 2021 and due for completion in June 2021. Highfield Lane and Meadow Lane cycle route scheme due to commence September 2021. Meadow Lane to |  |

| Measure No. | Measure   | Category                              | Classification  | Year Measure Introduced | Estimated / Actual Completion Year | Organisations Involved    | Funding Source | Defra AQ Grant Funding | Funding Status | Estimated Cost of Measure | Measure Status | Reduction in Pollutant / Emission from Measure                             | Key Performance Indicator | Progress to Date   | Comments / Barriers to Implementation   |
|-------------|---|---------------------------------------|---|-------------------------|------------------------------------|---------------------------|----------------|------------------------|----------------|---------------------------|----------------|--|---------------------------|--|---|
|             |   |                                       |   |                         |                                    |                           |                |                        |                |                           |                |  |                           | Raynesway cycle route scheme construction began in May 2021.   |   |
| 34          | Inter-urban bus lane and traffic light priority (Derby) (B3200)   | Transport Planning and Infrastructure | Bus route improvements  | 2020                    | 2023                               | DCC/Bus Partners          | TCF            | NO                     | Funded         | £1 million - £10 million  | Implementation | Reduced bus emissions  |                           | Recommendations for identified pinch points due in June 2021. Contract roles identified. Start dates in August 2021. |   |
| 35          | Derby Contactless EMV upgrades and RH integration (B3100)   | Transport Planning and Infrastructure | Bus route improvements  | 2020                    | 2023                               | DCC with private partners | TCF/FTZ        | NO                     | Funded         | £100k - £500k             | Implementation | Reduced bus emissions by increasing speed and efficiency of payment system | Scheme completion         | Final report submitted.  | Delay in awarding work to consultants due to delays experienced between expiry date and commencement of ESPO framework. |
| 36          | Continued funding of the 'Workplace Travel Service' business support and grants package (Derby) (D4100) | Promoting Travel Alternatives         | Workplace Travel Planning   | 2021                    | 2023                               | DCC                       |                | NO                     | Funded         | £100k - £500k             | Implementation |  |                           | Strategic Director approval received.  |   |
| 37          | Zero Emission Bus Regional Areas (ZEBRA)  | Promoting Low Emission Transport      | Public Vehicle Procurement - Prioritising uptake of low emission vehicles | 2021                    |                                    | DCC                       | ZEBRA Fund     | NO                     | Not Funded     |                           | Planning       | No. of Zero Emission Buses purchased                                       | Successful bid first step | Currently preparing bid under ZEBRA fund   |   |



**Table 2.3 – Responses to DEFRA Comments on Derby City Council’s ASR (2020)**

| No. | Comments from DEFRA on Derby City Council’s ASR (2020)  | Response (if required)  |
|-----|---|---|
| 1   | It has been suggested for the Council to consider reviewing their monitoring regime to include a co-location site. This is still advised, and derivation of a local bias adjustment factor is encouraged, however use of the national factor is appropriate.  | No co-location studies were carried out during 2020, therefore a national bias adjustment factor has been used.   |
| 2   | The Council are commended on their excellent and incredibly detailed interactive map of monitoring locations. The inclusion of modelled future concentrations, in addition to historic concentrations, is extremely beneficial. However, the map has not been updated to include NO <sub>2</sub> concentrations for 2019. It is advised that the Council update their map accordingly to include the most recent NO <sub>2</sub> concentrations.  | Derby City Council have updated the map with the monitored NO <sub>2</sub> concentrations from 2020.  |
| 3   | Though the Council have provided trend graphs for NO <sub>2</sub> , it does not appear as though they have plotted all monitoring locations. The trend graphs do not show any exceedances within the district despite their being 5. It is understood that it may not be practical to present all monitoring locations as the Council currently has 71. However, it is advised that the Council present all monitoring locations within an AQMA (particularly those displaying an exceedance) to understand how NO <sub>2</sub> trends are changing within the AQMAs. | The trend graphs in this ASR (Figures A1 – A9) present the NO <sub>2</sub> concentrations from all monitoring locations. The NO <sub>2</sub> concentration at each monitoring location within each of the two AQMAs are shown in Figures A1 – A5. |
| 4   | It is encouraging to see the Council responding to the comments raised in the previous reporting year. This is indicative of good practice.   | No comment required.  |
| 5   | There are errors in the accompanying excel spreadsheet. Table 2.1 is not fully completed and, like in the main report, Table 2.2 is incorrectly filled out. Can the Council please ensure that the data in the excel spreadsheet matches the main report and that all relevant sections are completed.  | This issue was resolved, and the updated spreadsheet and ASR were submitted to and accepted by DEFRA.   |
| 6   | As Table 2.2 is incorrectly filled the ASR cannot be accepted. The Council are advised to amend Table 2.2 and the accompanying excel spreadsheet and resubmit their ASR.  | This issue was resolved, and the updated spreadsheet and ASR were submitted to and accepted by DEFRA.   |

## 2.3 PM<sub>2.5</sub> – 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<sub>2.5</sub> (particulate matter with an aerodynamic diameter of 2.5µm or less). There is clear evidence that PM<sub>2.5</sub> has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

Whilst Derby City Council continues to focus on the need to meet the EU Limit Value for NO<sub>2</sub>, many of the proposed measures e.g., the new Local Air Quality Plan, are expected to aid the reduction of fine particulate matter concentrations.

Derby City Council already implements the following measures that are designed to address the emission of PM<sub>2.5</sub>, such as:

- The enforcement of a city-wide smoke control area, a zero-tolerance approach to the burning of trade waste and a general policy to discourage bonfires;
- Attempt to ensure the submission and agreement of Construction Management Plans with detailed dust management measures, by planning condition/s for all significant developments in the City;
- Development of an air quality focussed policy on the installation and use of domestic and all other non-permit threshold biomass boilers.

Vehicle brake and tyre wear is a well-known source of PM<sub>2.5</sub> emissions, therefore, it is acknowledged that schemes and projects, such as Cycle Derby, personal and employee Personalised Travel Planning (PTP), eBikes Derby (now ended), and other work to encourage the shift from road traffic to walking/cycling is an important part of local action to reduce PM<sub>2.5</sub>. The Council advocate that centrally led work to encourage the manufacturing industry to implement significant improvements in tyre and brake materials to minimise, or even avoid, wear, is a vital part of the programme to reduce PM<sub>2.5</sub>.

Derby City Council works closely with Derbyshire County Council via the Air Quality Working Group (AQWG) to develop measures aimed at reducing PM<sub>2.5</sub> across the County. This Group has now committed to reporting on air quality to the Health Protection Board and the City's Health and Well Being Board and has developed an Action Plan in order to address the PM<sub>2.5</sub> targets under the Public Health Outcomes Framework.



Derby City Council outline several measures for managing PM<sub>2.5</sub> in our AQAP, including regulating emissions from small combustion sources, Derby being a smoke control area, and expanding the remit of the Public Protection team to include further smoke enforcement.

Derby City Council are also considering the development of an up-to-date Bonfire Policy aimed at discouraging bonfires more widely, possibly through greater enforcement. The existing Bonfire Policy has been reviewed in the Air Quality Action Plan.

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

This section sets out the monitoring undertaken within 2020 by Derby City Council and how it compares with the relevant air quality objectives. In addition, monitoring results are presented for a five-year period between 2016 and 2020 to allow monitoring trends to be identified and discussed.

### 3.1 Summary of Monitoring Undertaken

#### 3.1.1 Automatic Monitoring Sites

Automatic (continuous) monitoring is now carried out under the AURN Network (managed by Bureau Veritas on behalf of DEFRA) at the Derby St Alkmund's Way site with data available for 2020. Table A.1 in Appendix A shows the details of the automatic monitoring sites. National monitoring results are available at [https://uk-air.defra.gov.uk/networks/site-info?uka\\_id=UKA00630](https://uk-air.defra.gov.uk/networks/site-info?uka_id=UKA00630).

Maps showing the location of the 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. The site is part of the AURN and has been calibrated by DEFRA to national standards.

#### 3.1.2 Non-Automatic Monitoring Sites

Derby City Council undertook non-automatic (i.e., passive) monitoring of NO<sub>2</sub> at 71 sites during 2020. Table A.2 in Appendix A presents the details of the non-automatic sites. 2 new non-automatic locations have been implemented since 2019 (CR1 and KOR1). Monitoring was undertaken at KOR1 for three months but was not able to be continued due to access issues. This location therefore has insufficient data, particularly as one of its three months' worth of data were recorded during the first Covid-19 national lockdown.

A link to maps showing the location of the monitoring sites is 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, annualisation (where the annual mean data capture is below 75% and greater than 33%), and distance correction. Further details on adjustments are provided in Appendix C.

### 3.2.1 Nitrogen Dioxide (NO<sub>2</sub>)

Table A.3 and Table A.4 in Appendix A compare the ratified and adjusted monitored NO<sub>2</sub> annual mean concentrations for the past five years with the air quality objective of 40µg/m<sup>3</sup>. Note that the concentration data presented represents the concentration at the location of the monitoring site, following the application of bias adjustment and annualisation, as required (i.e. the values are exclusive of any consideration to fall-off with distance adjustment).

For diffusion tubes, the full 2020 dataset of monthly mean values is provided in Appendix B. Note that the concentration data presented in Table B.1 includes distance corrected values, only where relevant.

SS1 is located at traffic lights on Stafford Street within the No.1 Ring Roads AQMA, meaning that it is still exposed to the pollutants from queuing traffic despite the Covid-19 lockdown.

As acknowledged in previous reports, the boundary of the inner/outer ring road AQMA is out of date and no longer reflective of current circumstances and subsequently, work is being undertaken to re-design the boundaries of this AQMA. The new boundaries are currently being finalised and the AQMA is due to be formally amended, subject to local consultation and approval.

As there are no NO<sub>2</sub> annual mean concentrations of more than 60µg/m<sup>3</sup>, it is likely that there are no exceedances of the 1-hour mean objective for NO<sub>2</sub>.

### 3.2.2 Particulate Matter (PM<sub>10</sub>)

Derby City Council have not undertaken any PM<sub>10</sub> monitoring since 2013. These data have been presented in previous reports and are not repeated here; measured concentrations were well below the relevant objectives.

### **3.2.3 Particulate Matter (PM<sub>2.5</sub>)**

Derby City Council does not currently monitor PM<sub>2.5</sub> concentrations and currently have no plans to do so in the future.

### **3.2.4 Sulphur Dioxide (SO<sub>2</sub>)**

Derby City Council does not currently monitor SO<sub>2</sub> concentrations and currently have no plans to do so in the future.

## Appendix A: Monitoring Results

**Table A.1 – Details of Automatic Monitoring Sites**

| Site ID | Site Name                | Site Type | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Pollutants Monitored | In AQMA? Which AQMA?                                      | Monitoring Technique | Distance to Relevant Exposure (m) <sup>(1)</sup> | Distance to kerb of nearest road (m) <sup>(2)</sup> | Inlet Height (m) |
|---------|--------------------------|-----------|-------------------------|--------------------------|----------------------|---|----------------------|--|---|------------------|
| AURN    | St Alkmund's Way<br>AURN | Roadside  | 435763                  | 336306                   | NO2                  | Yes -<br>Derby NO <sub>2</sub><br>AQMA No.1<br>Ring Roads | Chemiluminescent     | N/A  | 3.7   | 1.2              |

**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**

| Diffusion Tube ID | Site Name                         | Site Type        | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Pollutants Monitored | In AQMA? Which AQMA? | Distance to Relevant Exposure (m) <sup>(1)</sup> | Distance to kerb of nearest road (m) <sup>(2)</sup> | Tube Co-located with a Continuous Analyser? | Tube Height (m) |
|-------------------|-----------------------------------|------------------|-------------------------|--------------------------|----------------------|----------------------|--|---|---|-----------------|
| AB1               | 201 Abbey Street                  | Roadside         | 434846                  | 335657                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 2.0   | No  | 1.8             |
| AR1               | 189/191 Ashbourne Road            | Roadside         | 433633                  | 336850                   | NO2                  | N                    | 0.0  | 4.0   | No  | 1.8             |
| AR2               | 259 Ashbourne Road                | Roadside         | 433459                  | 336918                   | NO2                  | N                    | N/A  | 14.5  | No  | 1.8             |
| AR3               | 148 Ashbourne Road                | Roadside         | 433796                  | 336786                   | NO2                  | N                    | 0.0  | 3.0   | No  | 1.8             |
| AR4               | Millgate, Ashbourne Road          | Roadside         | 434307                  | 336565                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 4.0   | No  | 1.8             |
| AS1               | Kenneth House, Agard Street       | Roadside         | 434545                  | 336570                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 2.5   | No  | 1.8             |
| AS2               | Centro West, Agard Street         | Roadside         | 434579                  | 336571                   | NO2                  | N                    | 0.0  | 4.2   | No  | 1.8             |
| AS3               | 8/10 Agard Street                 | Roadside         | 434712                  | 336490                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 2.0   | No  | 1.8             |
| BR1               | Bass Recreation Ground/The Holmes | Urban Background | 435764                  | 336306                   | NO2                  | N                    | N/A  | 4.0   | No  | 1.8             |
| BUR1              | 220 Burton Road                   | Roadside         | 434785                  | 335241                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 3.0   | No  | 1.8             |
| BUR2              | 114a Burton Road                  | Roadside         | 435025                  | 335508                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 2.0   | No  | 1.8             |
| CAV1              | 171/182 Cavendish Court           | Roadside         | 434820                  | 336505                   | NO2                  | N                    | 0.0  | 15.0  | No  | 1.8             |

| Diffusion Tube ID | Site Name                        | Site Type    | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Pollutants Monitored | In AQMA? Which AQMA? | Distance to Relevant Exposure (m) <sup>(1)</sup> | Distance to kerb of nearest road (m) <sup>(2)</sup> | Tube Co-located with a Continuous Analyser? | Tube Height (m) |
|-------------------|----------------------------------|--------------|-------------------------|--------------------------|----------------------|----------------------|--|---|---|-----------------|
| CC1               | Casteward Court, Traffic Street  | Kerbside     | 435725                  | 335802                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 35.0  | No  | 1.8             |
| CH1               | Council House                    | Urban Centre | 435496                  | 336294                   | NO2                  | N                    | N/A  | >50   | No  | 1.8             |
| CM1               | Victoria Street/Corn Market      | Roadside     | 435262                  | 336157                   | NO2                  | N                    | N/A  | 5.0   | No  | 1.8             |
| CR1               | 49 Derby Road, Chellaston        | Roadside     | 437814                  | 330456                   | NO2                  | N                    | 0.0  | 7.0   | No  | 1.8             |
| DER1              | 198 Derby Road                   | Roadside     | 438942                  | 335864                   | NO2                  | N                    | 0.0  | 2.0   | No  | 1.8             |
| DR1               | Duffield Road/North Street       | Roadside     | 434814                  | 337041                   | NO2                  | Y - No.1 Ring Roads  | 2.0  | 4.0   | No  | 1.8             |
| DR2               | 5 Duffield Road                  | Roadside     | 434937                  | 336916                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 4.0   | No  | 1.8             |
| EG1               | Eastgate (Pentagon)              | Roadside     | 436064                  | 336487                   | NO2                  | N                    | N/A  | 3.0   | No  | 1.8             |
| FG1               | 100A Friar Gate                  | Roadside     | 434718                  | 336375                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 11.5  | No  | 1.8             |
| FG2               | 63 Friar Gate                    | Roadside     | 434450                  | 336523                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 4.9   | No  | 1.8             |
| FG3               | Friargate / Bridge Street corner | Roadside     | 434497                  | 336510                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 7.0   | No  | 1.8             |
| GC1               | 23 Gilbert Close                 | Roadside     | 439776                  | 335696                   | NO2                  | Y - No.2 A52         | 0.0  | 10.0  | No  | 1.8             |
| HL1               | 109 Highfield Lane               | Roadside     | 437382                  | 336044                   | NO2                  | N                    | 2.0  | 19.0  | No  | 1.8             |

| Diffusion Tube ID | Site Name                      | Site Type | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Pollutants Monitored | In AQMA? Which AQMA? | Distance to Relevant Exposure (m) <sup>(1)</sup> | Distance to kerb of nearest road (m) <sup>(2)</sup> | Tube Co-located with a Continuous Analyser? | Tube Height (m) |
|-------------------|--------------------------------|-----------|-------------------------|--------------------------|----------------------|----------------------|--|---|---|-----------------|
| HS1               | 16/18 Harrow Street            | Roadside  | 437196                  | 334410                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 8.0   | No  | 1.8             |
| KL1               | 10 Kirkleys Ave North          | Roadside  | 440206                  | 335650                   | NO2                  | Y - No.2 A52         | 0.0  | 10.0  | No  | 1.8             |
| KL2               | 27 Kirkleys Ave South          | Roadside  | 440198                  | 335611                   | NO2                  | Y - No.2 A52         | 0.0  | 12.0  | No  | 1.8             |
| KOR1              | 232 Kedleston Old Road         | Roadside  | 433857                  | 337647                   | NO2                  | N                    | 0.0  | 6.5   | No  | 1.8             |
| KR1               | 8 Kedleston Road (Chiropodist) | Roadside  | 434775                  | 337086                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 8.0   | No  | 1.8             |
| LR1               | 938 London Road                | Roadside  | 437676                  | 334090                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 3.0   | No  | 1.8             |
| LR2               | 1178 (1170) London Road        | Roadside  | 438162                  | 333654                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 5.0   | No  | 1.8             |
| LW1               | 18 Leeway                      | Roadside  | 439647                  | 335575                   | NO2                  | Y - No.2 A52         | 0.0  | 9.8   | No  | 1.8             |
| ML1               | 25 Morledge                    | Roadside  | 435477                  | 336176                   | NO2                  | N                    | N/A  | 11.0  | No  | 1.8             |
| MR1               | 14 Mansfield Road              | Roadside  | 435439                  | 336817                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 3.0   | No  | 1.8             |
| NR1               | 24 Nottingham Road             | Roadside  | 439899                  | 335348                   | NO2                  | Y - No.2 A52         | 0.0  | 5.7   | No  | 1.8             |
| NR2               | 203/201 Nottingham Road        | Roadside  | 436700                  | 336637                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 2.0   | No  | 1.8             |
| NR3               | 123 Nottingham Road            | Roadside  | 435795                  | 336625                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 3.0   | No  | 1.8             |



| Diffusion Tube ID | Site Name                       | Site Type        | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Pollutants Monitored | In AQMA? Which AQMA? | Distance to Relevant Exposure (m) <sup>(1)</sup> | Distance to kerb of nearest road (m) <sup>(2)</sup> | Tube Co-located with a Continuous Analyser? | Tube Height (m) |
|-------------------|---------------------------------|------------------|-------------------------|--------------------------|----------------------|----------------------|--|---|---|-----------------|
| NR4               | 63 Nottingham Road              | Roadside         | 435586                  | 336642                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 3.0   | No  | 1.8             |
| NS1               | 32 Newdigate Street             | Roadside         | 435091                  | 333526                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 2.0   | No  | 1.8             |
| NS2               | 80 Newdigate Street             | Roadside         | 435022                  | 333581                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 2.0   | No  | 1.8             |
| OPR1              | 523 Osmaston Park Road          | Roadside         | 436809                  | 332826                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 3.0   | No  | 1.8             |
| OPR2              | 104 Osmaston Park Road          | Roadside         | 435716                  | 333327                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 4.5   | No  | 1.8             |
| OR1               | 831 Osmaston Road               | Roadside         | 436992                  | 332713                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 10.0  | No  | 1.8             |
| OR2               | 29 Ivy Square off Osmaston Road | Roadside         | 436046                  | 334857                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 6.0   | No  | 1.8             |
| OR3               | 114 Osmaston Road               | Roadside         | 435534                  | 335467                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 2.0   | No  | 1.8             |
| OR4               | 59 Osmaston Road                | Roadside         | 435440                  | 335717                   | NO2                  | Y - No.1 Ring Roads  | 0.1  | 2.0   | No  | 1.8             |
| PL1               | 26 / 24a Penny Long Lane        | Urban Background | 434364                  | 337881                   | NO2                  | N                    | 10.0   | N/A   | No  | 1.8             |
| RS1               | 150 Radbourne Street            | Roadside         | 433118                  | 336650                   | NO2                  | N                    | 0.0  | 4.0   | No  | 1.8             |
| RT1               | Royal Telegraph Pub             | Roadside         | 435653                  | 335706                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 2.0   | No  | 1.8             |
| RW1               | 7 Raynesway                     | Roadside         | 438535                  | 333508                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 8.0   | No  | 1.8             |

| Diffusion Tube ID | Site Name                                 | Site Type | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Pollutants Monitored | In AQMA? Which AQMA? | Distance to Relevant Exposure (m) <sup>(1)</sup> | Distance to kerb of nearest road (m) <sup>(2)</sup> | Tube Co-located with a Continuous Analyser? | Tube Height (m) |
|-------------------|---|-----------|-------------------------|--------------------------|----------------------|----------------------|--|---|---|-----------------|
| SMC1              | St Marys Court 1                          | Roadside  | 435203                  | 336779                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 3.0   | No  | 1.8             |
| SMC2              | St Marys Court 2                          | Roadside  | 435249                  | 336785                   | NO2                  | N                    | 0.0  | 12.8  | No  | 1.8             |
| SR1               | 1 Station Road                            | Roadside  | 439789                  | 335412                   | NO2                  | Y - No.2 A52         | 0.0  | 8.0   | No  | 1.8             |
| SS1               | Stafford Street<br>Burleigh Mews<br>Flats | Roadside  | 434748                  | 336352                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 4.0   | No  | 1.8             |
| SS2               | Roman House,<br>Stafford Street           | Roadside  | 434766                  | 336329                   | NO2                  | N                    | 0.0  | 7.1   | No  | 1.8             |
| SS3               | 46 Stafford Street                        | Roadside  | 434703                  | 336213                   | NO2                  | N                    | 0.0  | 5.2   | No  | 1.8             |
| SS4               | 59a Stafford Street                       | Roadside  | 434688                  | 336155                   | NO2                  | N                    | 0.0  | 2.0   | No  | 1.8             |
| ST1               | 64 St Thomas Road                         | Roadside  | 435294                  | 334202                   | NO2                  | N                    | 0.0  | 3.9   | No  | 1.8             |
| UNR2              | 414 Uttoxeter New Road                    | Roadside  | 433190                  | 335380                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 7.7   | No  | 1.8             |
| UNR3              | 431 Uttoxeter New Road                    | Roadside  | 433186                  | 335327                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 9.0   | No  | 1.8             |
| UNR4              | 266 Uttoxeter New Road                    | Roadside  | 433786                  | 335778                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 2.0   | No  | 1.8             |
| UNR5              | 199 Uttoxeter New road                    | Roadside  | 433887                  | 335804                   | NO2                  | N                    | 0.0  | 2.0   | No  | 1.8             |
| UNR6              | 126 Uttoxeter New Road                    | Roadside  | 434227                  | 335958                   | NO2                  | N                    | 0.0  | 10.0  | No  | 1.8             |

| Diffusion Tube ID | Site Name                              | Site Type | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Pollutants Monitored | In AQMA? Which AQMA? | Distance to Relevant Exposure (m) <sup>(1)</sup> | Distance to kerb of nearest road (m) <sup>(2)</sup> | Tube Co-located with a Continuous Analyser? | Tube Height (m) |
|-------------------|--|-----------|-------------------------|--------------------------|----------------------|----------------------|--|---|---|-----------------|
| UNR7              | Rowleys Mill Flats, Uttoxeter New Road | Roadside  | 434461                  | 336041                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 4.9   | No  | 1.8             |
| UOR1              | 208 Uttoxeter Old Road                 | Roadside  | 433877                  | 335850                   | NO2                  | N                    | 0.0  | 4.0   | No  | 1.8             |
| UOR2              | Corner of Uttoxeter Old Rd/James Close | Roadside  | 434182                  | 336329                   | NO2                  | N                    | 0.0  | 4.3   | No  | 1.8             |
| UOR3              | 122/124 Uttoxeter Old Road             | Roadside  | 434109                  | 336255                   | NO2                  | N                    | 0.0  | 1.8   | No  | 1.8             |
| UOR4              | Ashbourne Court, Uttoxeter Old Road    | Roadside  | 434310                  | 336533                   | NO2                  | Y - No.1 Ring Roads  | 0.0  | 2.5   | No  | 1.8             |
| WH1               | 115 Windmill Hill Lane                 | Roadside  | 433161                  | 336692                   | NO2                  | N                    | 0.0  | 8.2   | No  | 1.8             |
| WR1               | 124 Walbrook Road                      | Roadside  | 434852                  | 334055                   | NO2                  | N                    | 0.0  | 3.9   | No  | 1.8             |

**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.3 – Annual Mean NO<sub>2</sub> Monitoring Results: Automatic Monitoring (µg/m<sup>3</sup>)**

| Site ID | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Site Type | Valid Data Capture for Monitoring Period (%) <sup>(1)</sup> | Valid Data Capture 2020 (%) <sup>(2)</sup> | 2016 | 2017 | 2018 | 2019 | 2020 |
|---------|-------------------------|--------------------------|-----------|---|--|------|------|------|------|------|
| AURN    | 435763                  | 336306                   | Roadside  | 98  | 98   |      | 37   | 36   | 35   | 26   |

☒ **Annualisation has been conducted where data capture is <75% and >33% in line with LAQM.TG16.**

☒ **Reported concentrations are those at the location of the monitoring site (annualised, as required), i.e. prior to any fall-off with distance correction.**

**Notes:**

The annual mean concentrations are presented as µg/m<sup>3</sup>.

Exceedances of the NO<sub>2</sub> annual mean objective of 40µg/m<sup>3</sup> are shown in **bold**.

All means have been “annualised” as per LAQM.TG16 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

(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.4 – Annual Mean NO<sub>2</sub> Monitoring Results: Non-Automatic Monitoring (µg/m<sup>3</sup>)**

| Diffusion Tube ID | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Site Type        | Valid Data Capture for Monitoring Period (%) <sup>(1)</sup> | Valid Data Capture 2020 (%) <sup>(2)</sup> | 2016 | 2017        | 2018        | 2019 | 2020 |
|-------------------|-------------------------|--------------------------|------------------|---|--|------|-------------|-------------|------|------|
| AB1               | 434846                  | 335657                   | Roadside         | 67.9  | 67.9                                       | 33.0 | 29.0        | 29.0        | 29.0 | 24.0 |
| AR1               | 433633                  | 336850                   | Roadside         | 100.0   | 100.0                                      |      | <b>42.0</b> | <b>43.0</b> | 38.0 | 30.8 |
| AR2               | 433459                  | 336918                   | Roadside         | 100.0   | 100.0                                      |      |             | 31.0        | 29.0 | 22.2 |
| AR3               | 433796                  | 336786                   | Roadside         | 100.0   | 100.0                                      | 31.0 | 29.0        | 29.0        | 27.0 | 20.5 |
| AR4               | 434307                  | 336565                   | Roadside         | 90.4  | 90.4                                       | 35.0 | 33.0        | 32.0        | 29.0 | 24.5 |
| AS1               | 434545                  | 336570                   | Roadside         | 100.0   | 100.0                                      |      |             | 32.0        | 32.0 | 25.1 |
| AS2               | 434579                  | 336571                   | Roadside         | 100.0   | 100.0                                      |      |             |             | 28.0 | 23.6 |
| AS3               | 434712                  | 336490                   | Roadside         | 92.3  | 92.3                                       | 35.0 | 35.0        | 31.0        | 32.0 | 20.3 |
| BR1               | 435764                  | 336306                   | Urban Background | 100.0   | 100.0                                      |      |             | 37.0        | 39.0 | 28.4 |
| BUR1              | 434785                  | 335241                   | Roadside         | 92.3  | 92.3                                       | 31.0 | 33.0        | 31.0        | 32.0 | 25.2 |
| BUR2              | 435025                  | 335508                   | Roadside         | 49.6  | 49.6                                       | 32.0 | 32.0        | 33.0        | 30.0 | 28.8 |
| CAV1              | 434820                  | 336505                   | Roadside         | 100.0   | 100.0                                      | 28.0 | 26.0        | 23.0        | 23.0 | 17.8 |
| CC1               | 435725                  | 335802                   | Kerbside         | 83.6  | 83.6                                       |      |             | 25.0        | 28.0 | 18.8 |

| Diffusion Tube ID | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Site Type    | Valid Data Capture for Monitoring Period (%) <sup>(1)</sup> | Valid Data Capture 2020 (%) <sup>(2)</sup> | 2016        | 2017        | 2018        | 2019        | 2020 |
|-------------------|-------------------------|--------------------------|--------------|---|--|-------------|-------------|-------------|-------------|------|
| CH1               | 435496                  | 336294                   | Urban Centre | 100.0   | 100.0                                      | 27.0        | 29.0        | 25.0        | 25.0        | 19.9 |
| CM1               | 435262                  | 336157                   | Roadside     | 100.0   | 100.0                                      | 26.0        | 26.0        | 23.0        | 22.0        | 16.8 |
| CR1               | 437814                  | 330456                   | Roadside     | 91.2  | 91.2                                       |             |             |             |             | 13.8 |
| DER1              | 438942                  | 335864                   | Roadside     | 100.0   | 100.0                                      | 29.0        | 30.0        | 29.0        | 28.0        | 24.6 |
| DR1               | 434814                  | 337041                   | Roadside     | 100.0   | 100.0                                      | 32.0        | 27.0        | 26.0        | 27.0        | 19.9 |
| DR2               | 434937                  | 336916                   | Roadside     | 100.0   | 100.0                                      | 35.0        | 29.0        | 29.0        | 27.0        | 21.7 |
| EG1               | 436064                  | 336487                   | Roadside     | 92.1  | 92.1                                       | <b>47.0</b> | <b>45.0</b> | <b>43.0</b> | <b>40.0</b> | 31.1 |
| FG1               | 434718                  | 336375                   | Roadside     | 100.0   | 100.0                                      |             |             |             | 28.0        | 21.5 |
| FG2               | 434450                  | 336523                   | Roadside     | 100.0   | 100.0                                      |             |             |             | 31.0        | 23.3 |
| FG3               | 434497                  | 336510                   | Roadside     | 92.6  | 92.6                                       | 39.0        | 33.0        | 35.0        | 33.0        | 25.1 |
| GC1               | 439776                  | 335696                   | Roadside     | 100.0   | 100.0                                      | 29.0        | 27.0        | 25.0        | 24.0        | 18.7 |
| HL1               | 437382                  | 336044                   | Roadside     | 100.0   | 100.0                                      | 28.0        | 30.0        | 24.0        | 26.0        | 21.3 |
| HS1               | 437196                  | 334410                   | Roadside     | 90.4  | 90.4                                       | 30.0        | 32.0        | 30.0        | 29.0        | 22.8 |
| KL1               | 440206                  | 335650                   | Roadside     | 100.0   | 100.0                                      | 29.0        | 29.0        | 25.0        | 24.0        | 19.4 |

| Diffusion Tube ID | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Site Type | Valid Data Capture for Monitoring Period (%) <sup>(1)</sup> | Valid Data Capture 2020 (%) <sup>(2)</sup> | 2016        | 2017        | 2018        | 2019        | 2020 |
|-------------------|-------------------------|--------------------------|-----------|---|--|-------------|-------------|-------------|-------------|------|
| KL2               | 440198                  | 335611                   | Roadside  | 100.0   | 100.0                                      | 26.0        | 25.0        | 22.0        | 21.0        | 16.7 |
| KOR1              | 433857                  | 337647                   | Roadside  | 100.0   | 24.9                                       |             |             |             |             | 34.2 |
| KR1               | 434775                  | 337086                   | Roadside  | 100.0   | 100.0                                      | 31.0        | 31.0        | 29.0        | 27.0        | 20.9 |
| LR1               | 437676                  | 334090                   | Roadside  | 100.0   | 100.0                                      | <b>44.0</b> | <b>44.0</b> | <b>40.0</b> | <b>42.0</b> | 35.1 |
| LR2               | 438162                  | 333654                   | Roadside  | 100.0   | 100.0                                      | 35.0        | 35.0        | 33.0        | 33.0        | 26.2 |
| LW1               | 439647                  | 335575                   | Roadside  | 100.0   | 100.0                                      |             |             | 23.0        | 23.0        | 19.3 |
| ML1               | 435477                  | 336176                   | Roadside  | 100.0   | 100.0                                      | 39.0        | 38.0        | 34.0        | 34.0        | 25.1 |
| MR1               | 435439                  | 336817                   | Roadside  | 84.7  | 84.7                                       | 30.0        | 31.0        | 27.0        | 28.0        | 21.5 |
| NR1               | 439899                  | 335348                   | Roadside  | 100.0   | 100.0                                      |             |             | 34.0        | 37.0        | 32.2 |
| NR2               | 436700                  | 336637                   | Roadside  | 100.0   | 100.0                                      | <b>47.0</b> | <b>48.0</b> | <b>45.0</b> | <b>44.0</b> | 36.2 |
| NR3               | 435795                  | 336625                   | Roadside  | 84.7  | 84.7                                       | 32.0        | 32.0        | 30.0        | 29.0        | 23.2 |
| NR4               | 435586                  | 336642                   | Roadside  | 91.2  | 91.2                                       | 30.0        | 33.0        | 30.0        | 29.0        | 24.8 |
| NS1               | 435091                  | 333526                   | Roadside  | 92.3  | 92.3                                       | <b>41.0</b> | 38.0        | 37.0        | 31.0        | 25.6 |
| NS2               | 435022                  | 333581                   | Roadside  | 100.0   | 100.0                                      | <b>41.0</b> | 36.0        | 38.0        | 33.0        | 29.2 |

| Diffusion Tube ID | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Site Type        | Valid Data Capture for Monitoring Period (%) <sup>(1)</sup> | Valid Data Capture 2020 (%) <sup>(2)</sup> | 2016        | 2017        | 2018        | 2019        | 2020        |
|-------------------|-------------------------|--------------------------|------------------|---|--|-------------|-------------|-------------|-------------|-------------|
| OPR1              | 436809                  | 332826                   | Roadside         | 100.0   | 100.0                                      | 27.0        | 27.0        | 27.0        | 27.0        | 20.6        |
| OPR2              | 435716                  | 333327                   | Roadside         | 90.7  | 90.7                                       | <b>43.0</b> | 36.0        | 36.0        | 37.0        | 29.5        |
| OR1               | 436992                  | 332713                   | Roadside         | 100.0   | 100.0                                      | 26.0        | 26.0        | 24.0        | 24.0        | 19.9        |
| OR2               | 436046                  | 334857                   | Roadside         | 100.0   | 100.0                                      | 33.0        | 34.0        | 33.0        | 31.0        | 26.5        |
| OR3               | 435534                  | 335467                   | Roadside         | 100.0   | 100.0                                      | 34.0        | 37.0        | 35.0        | 34.0        | 29.2        |
| OR4               | 435440                  | 335717                   | Roadside         | 100.0   | 100.0                                      | 33.0        | 31.0        | 28.0        | 29.0        | 22.4        |
| PL1               | 434364                  | 337881                   | Urban Background | 100.0   | 100.0                                      | 17.0        | 16.0        | 15.0        | 15.0        | 11.1        |
| RS1               | 433118                  | 336650                   | Roadside         | 90.4  | 90.4                                       | 31.0        | 28.0        | 25.0        | 24.0        | 18.8        |
| RT1               | 435653                  | 335706                   | Roadside         | 91.2  | 91.2                                       | 39.0        | 38.0        | 36.0        | 33.0        | 24.0        |
| RW1               | 438535                  | 333508                   | Roadside         | 100.0   | 100.0                                      | 31.0        | 32.0        | 31.0        | 31.0        | 25.4        |
| SMC1              | 435203                  | 336779                   | Roadside         | 100.0   | 100.0                                      | <b>41.0</b> | <b>40.0</b> | 38.0        | 37.0        | 28.5        |
| SMC2              | 435249                  | 336785                   | Roadside         | 100.0   | 100.0                                      |             |             | 25.0        | 25.0        | 19.9        |
| SR1               | 439789                  | 335412                   | Roadside         | 100.0   | 100.0                                      | 31.0        | 36.0        | 32.0        | 29.0        | 21.9        |
| SS1               | 434748                  | 336352                   | Roadside         | 90.7  | 90.7                                       | <b>51.0</b> | <b>48.0</b> | <b>45.0</b> | <b>45.0</b> | <b>40.1</b> |



| Diffusion Tube ID | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Site Type | Valid Data Capture for Monitoring Period (%) <sup>(1)</sup> | Valid Data Capture 2020 (%) <sup>(2)</sup> | 2016        | 2017        | 2018        | 2019 | 2020 |
|-------------------|-------------------------|--------------------------|-----------|---|--|-------------|-------------|-------------|------|------|
| SS2               | 434766                  | 336329                   | Roadside  | 90.4  | 90.4                                       |             |             |             | 28.0 | 21.9 |
| SS3               | 434703                  | 336213                   | Roadside  | 100.0   | 100.0                                      |             |             |             | 27.0 | 23.1 |
| SS4               | 434688                  | 336155                   | Roadside  | 100.0   | 100.0                                      | 37.0        | 36.0        | 37.0        | 34.0 | 28.1 |
| ST1               | 435294                  | 334202                   | Roadside  | 100.0   | 100.0                                      |             |             |             | 37.0 | 28.8 |
| UNR2              | 433190                  | 335380                   | Roadside  | 100.0   | 100.0                                      |             |             | 28.0        | 27.0 | 21.9 |
| UNR3              | 433186                  | 335327                   | Roadside  | 100.0   | 100.0                                      | 31.0        | <b>48.0</b> | <b>44.0</b> | 27.0 | 21.9 |
| UNR4              | 433786                  | 335778                   | Roadside  | 75.3  | 75.3                                       | <b>41.0</b> | <b>40.0</b> | 37.0        | 36.0 | 27.8 |
| UNR5              | 433887                  | 335804                   | Roadside  | 100.0   | 100.0                                      | 32.0        | 35.0        | 33.0        | 32.0 | 27.1 |
| UNR6              | 434227                  | 335958                   | Roadside  | 100.0   | 100.0                                      |             |             |             | 26.0 | 20.8 |
| UNR7              | 434461                  | 336041                   | Roadside  | 100.0   | 100.0                                      |             |             | 23.0        | 22.0 | 18.5 |
| UOR1              | 433877                  | 335850                   | Roadside  | 100.0   | 100.0                                      |             |             |             | 28.0 | 23.5 |
| UOR2              | 434182                  | 336329                   | Roadside  | 100.0   | 100.0                                      |             |             |             | 23.0 | 18.6 |
| UOR3              | 434109                  | 336255                   | Roadside  | 82.7  | 82.7                                       |             |             |             | 28.0 | 23.9 |
| UOR4              | 434310                  | 336533                   | Roadside  | 100.0   | 100.0                                      |             |             |             | 31.0 | 25.2 |

| Diffusion Tube ID | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Site Type | Valid Data Capture for Monitoring Period (%) <sup>(1)</sup> | Valid Data Capture 2020 (%) <sup>(2)</sup> | 2016 | 2017 | 2018 | 2019 | 2020 |
|-------------------|-------------------------|--------------------------|-----------|---|--|------|------|------|------|------|
| WH1               | 433161                  | 336692                   | Roadside  | 100.0   | 100.0                                      |      |      |      | 26.0 | 19.9 |
| WR1               | 434852                  | 334055                   | Roadside  | 100.0   | 100.0                                      |      |      |      | 30.0 | 23.5 |

☒ Annualisation has been conducted where data capture is <75% and >33% in line with LAQM.

☒ Diffusion tube data has been bias adjusted.

☒ Reported concentrations are those at the location of the monitoring site (bias adjusted and annualised, as required), i.e. prior to any fall-off with distance correction.

#### Notes:

The annual mean concentrations are presented as  $\mu\text{g}/\text{m}^3$ .

Exceedances of the NO<sub>2</sub> annual mean objective of 40 $\mu\text{g}/\text{m}^3$  are shown in **bold**.

NO<sub>2</sub> annual means exceeding 60 $\mu\text{g}/\text{m}^3$ , indicating a potential exceedance of the NO<sub>2</sub> 1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per LAQM.TG16 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

(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%).

Figure A.1 – Trends in Annual Mean NO<sub>2</sub> Concentrations Measured in No.1 Ring Road AQMA

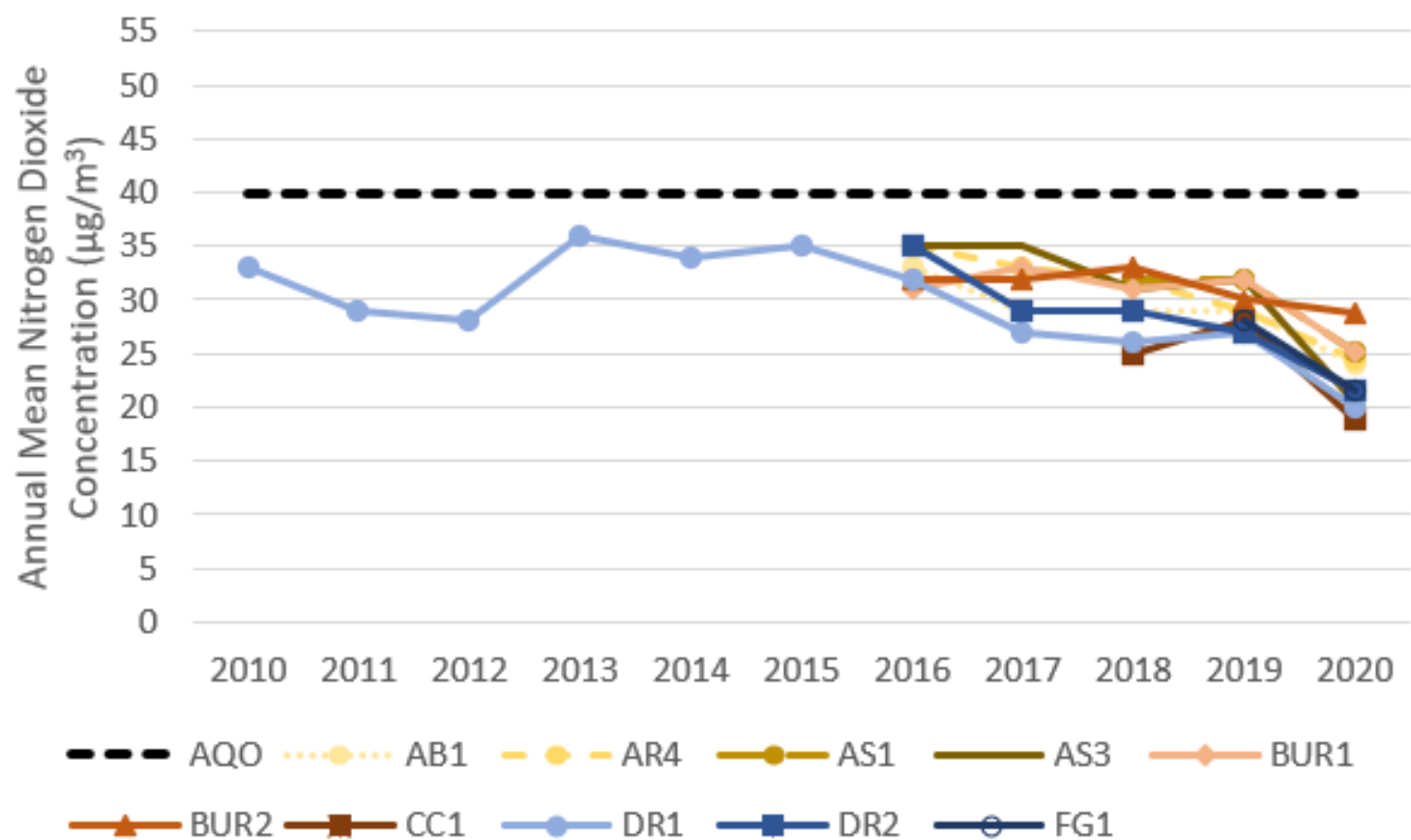


Figure A.2 – Trends in Annual Mean NO<sub>2</sub> Concentrations Measured in No.1 Ring Road AQMA continued

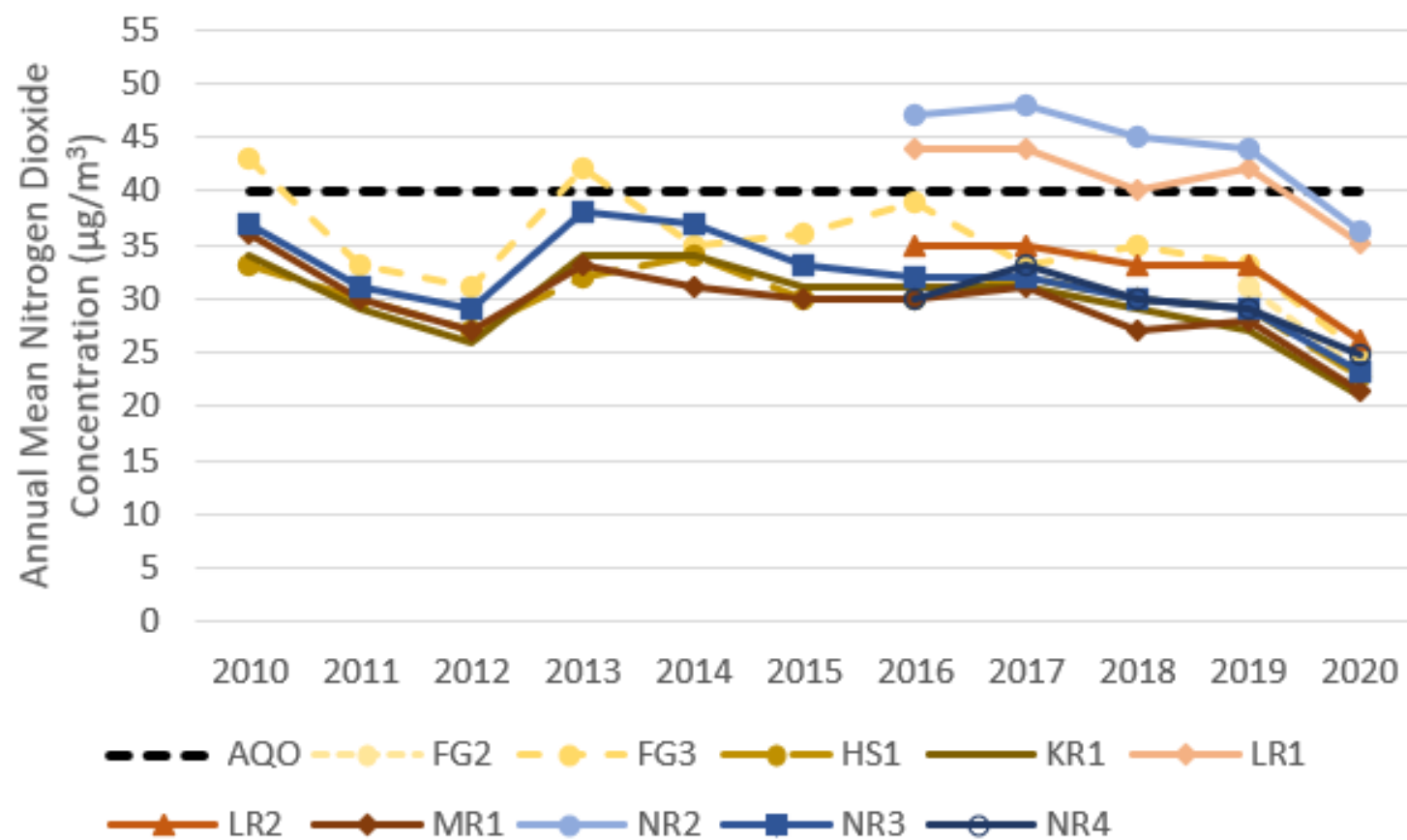


Figure A.3 – Trends in Annual Mean NO<sub>2</sub> Concentrations Measured in No.1 Ring Road AQMA continued

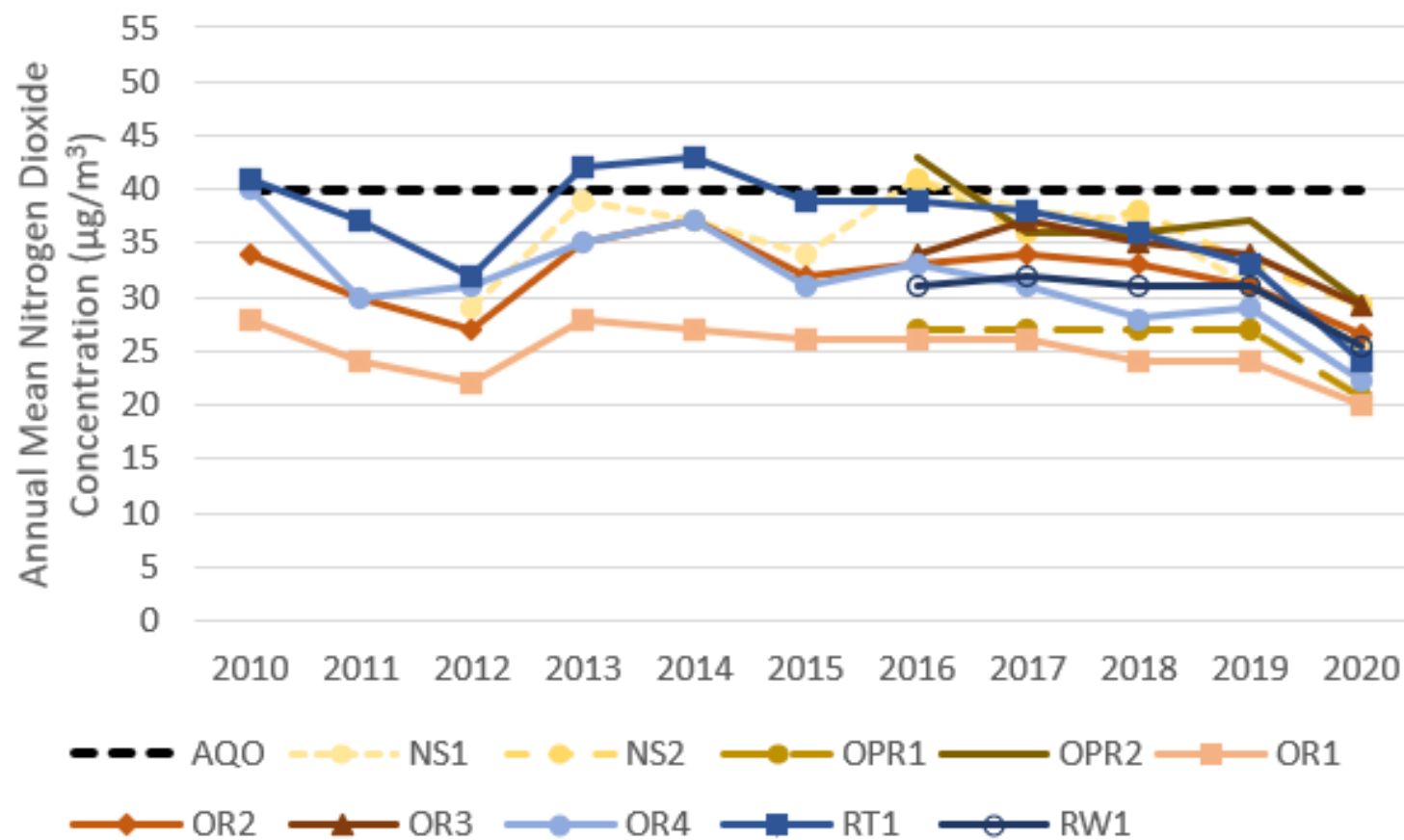


Figure A.4 – Trends in Annual Mean NO<sub>2</sub> Concentrations Measured in No.1 Ring Road AQMA continued

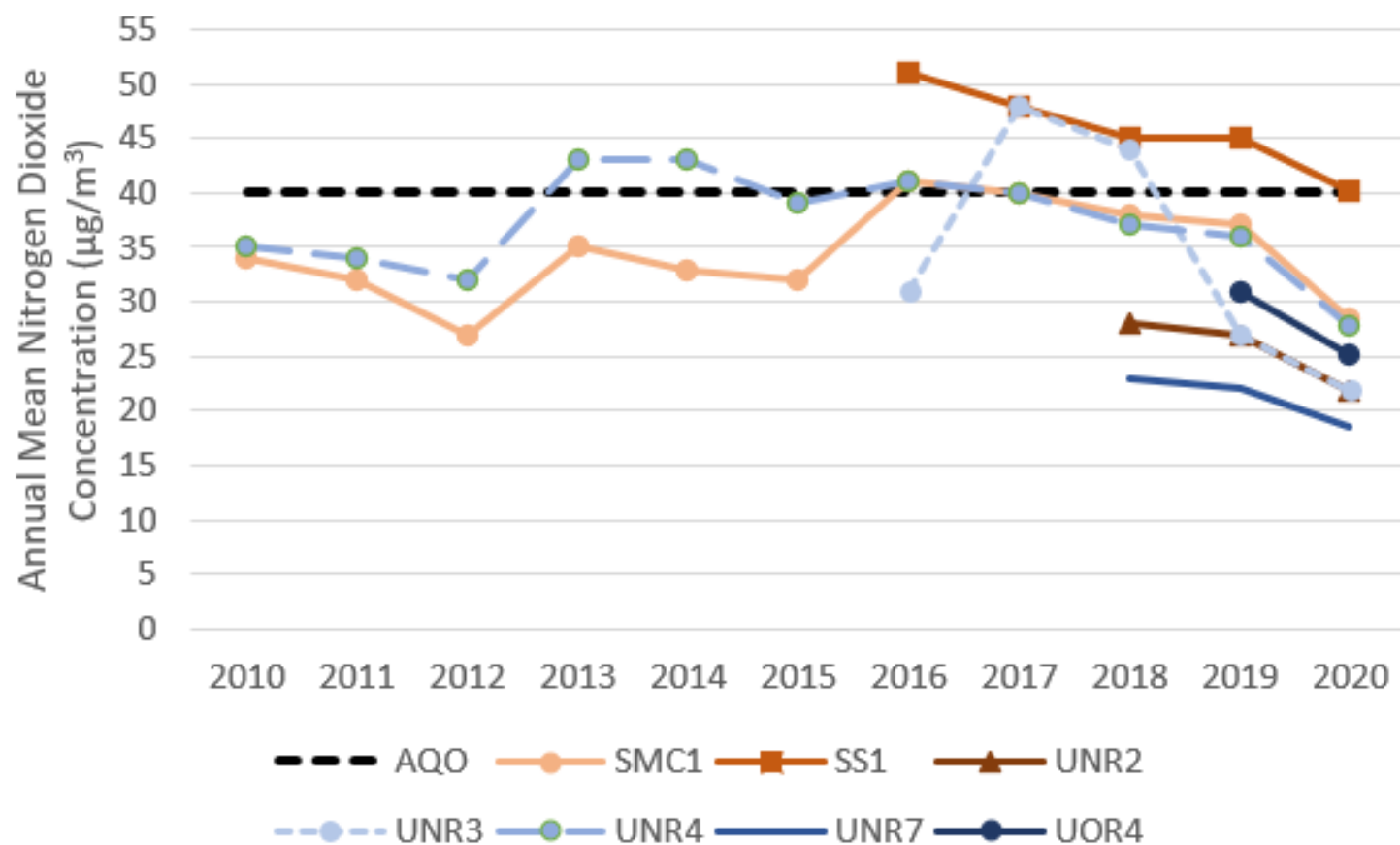


Figure A.5 – Trends in Annual Mean NO<sub>2</sub> Concentrations Measured in No.2 A52 AQMA

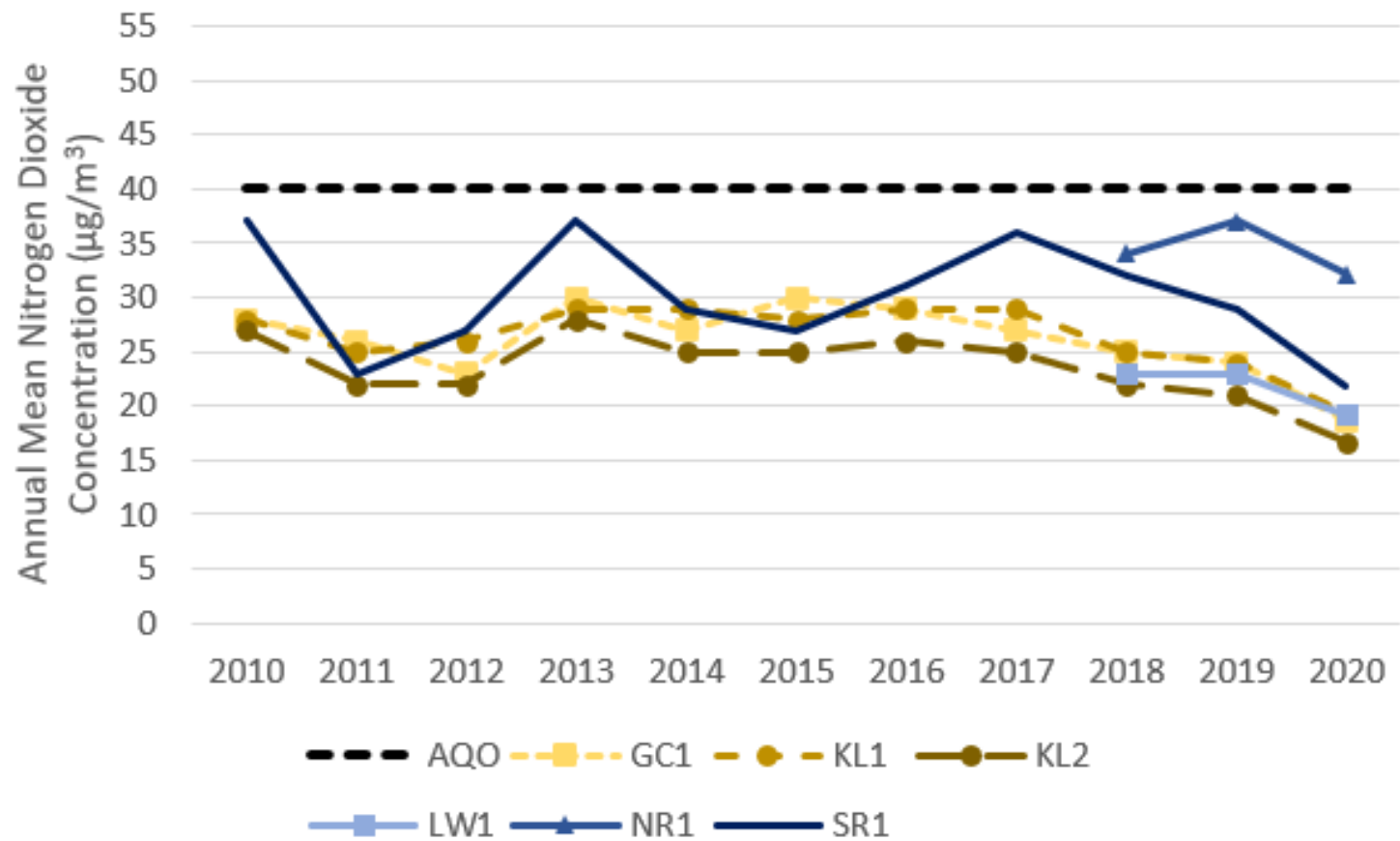
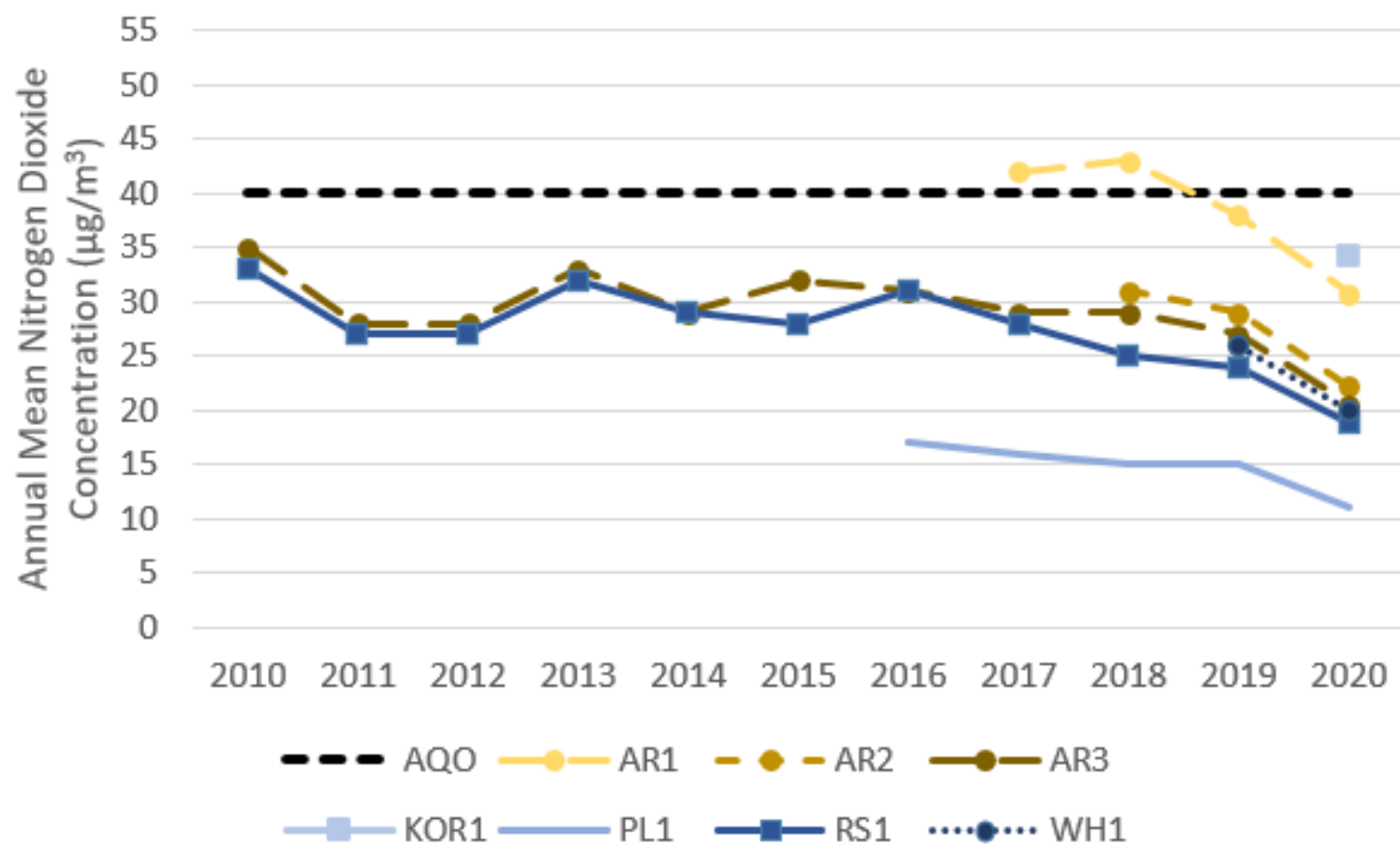


Figure A.6 – Trends in Annual Mean NO<sub>2</sub> Concentrations Measured outside of AQMAs – West Derby





**Figure A.7 – Trends in Annual Mean NO<sub>2</sub> Concentrations Measured outside of AQMAs – West of Inner Ring Road/Uttoxeter Road**

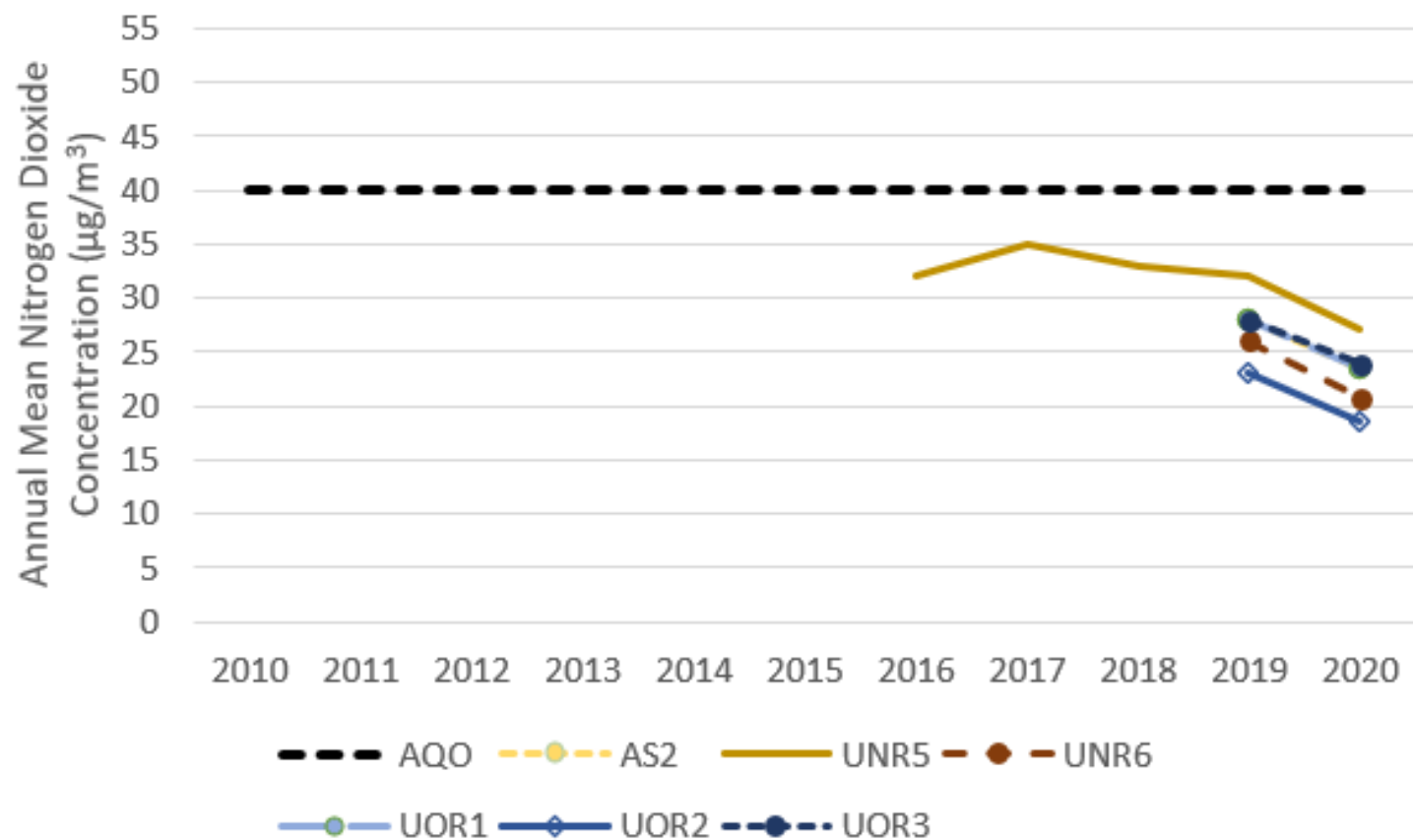


Figure A.8 – Trends in Annual Mean NO<sub>2</sub> Concentrations Measured outside of AQMAs – Inner Ring Road

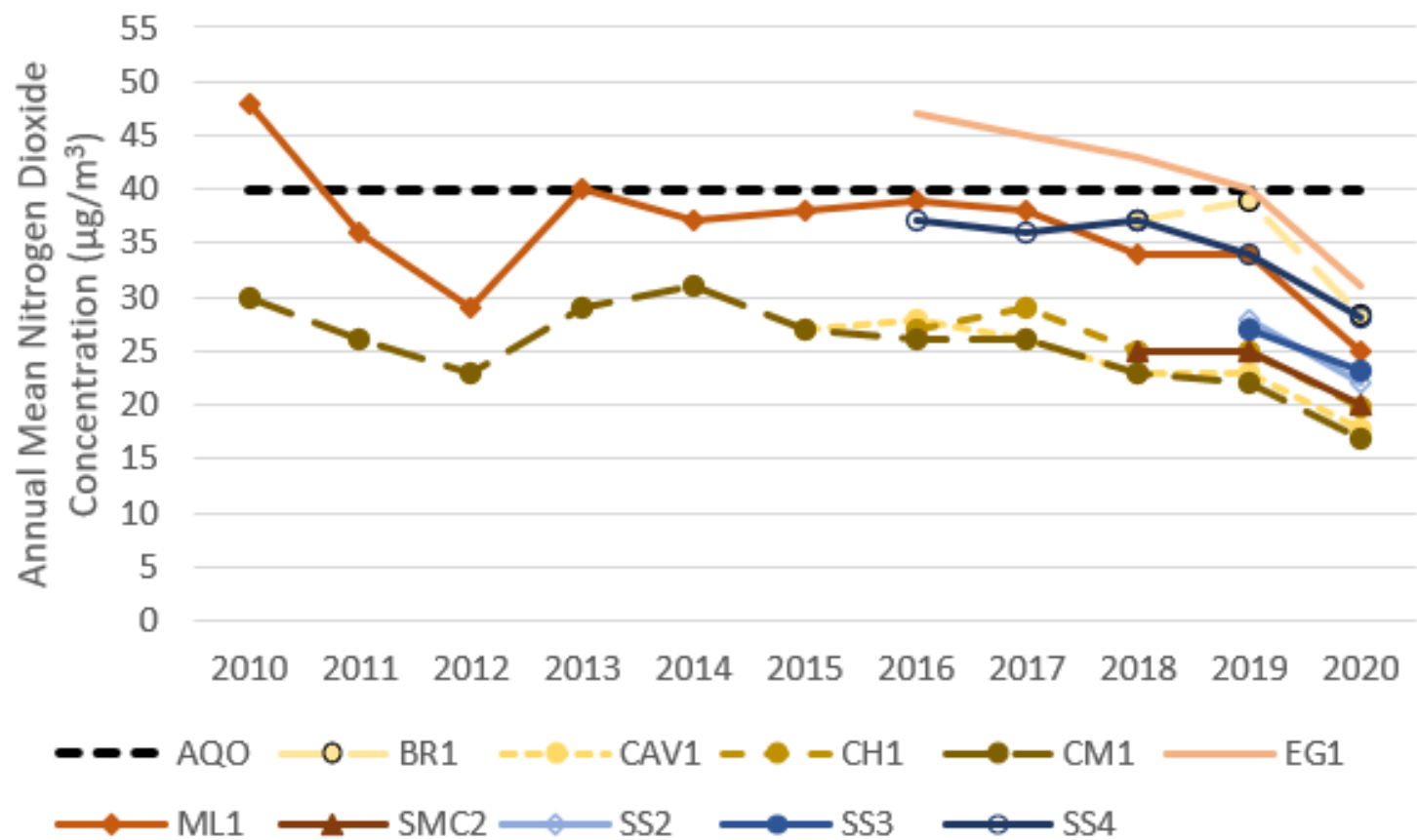
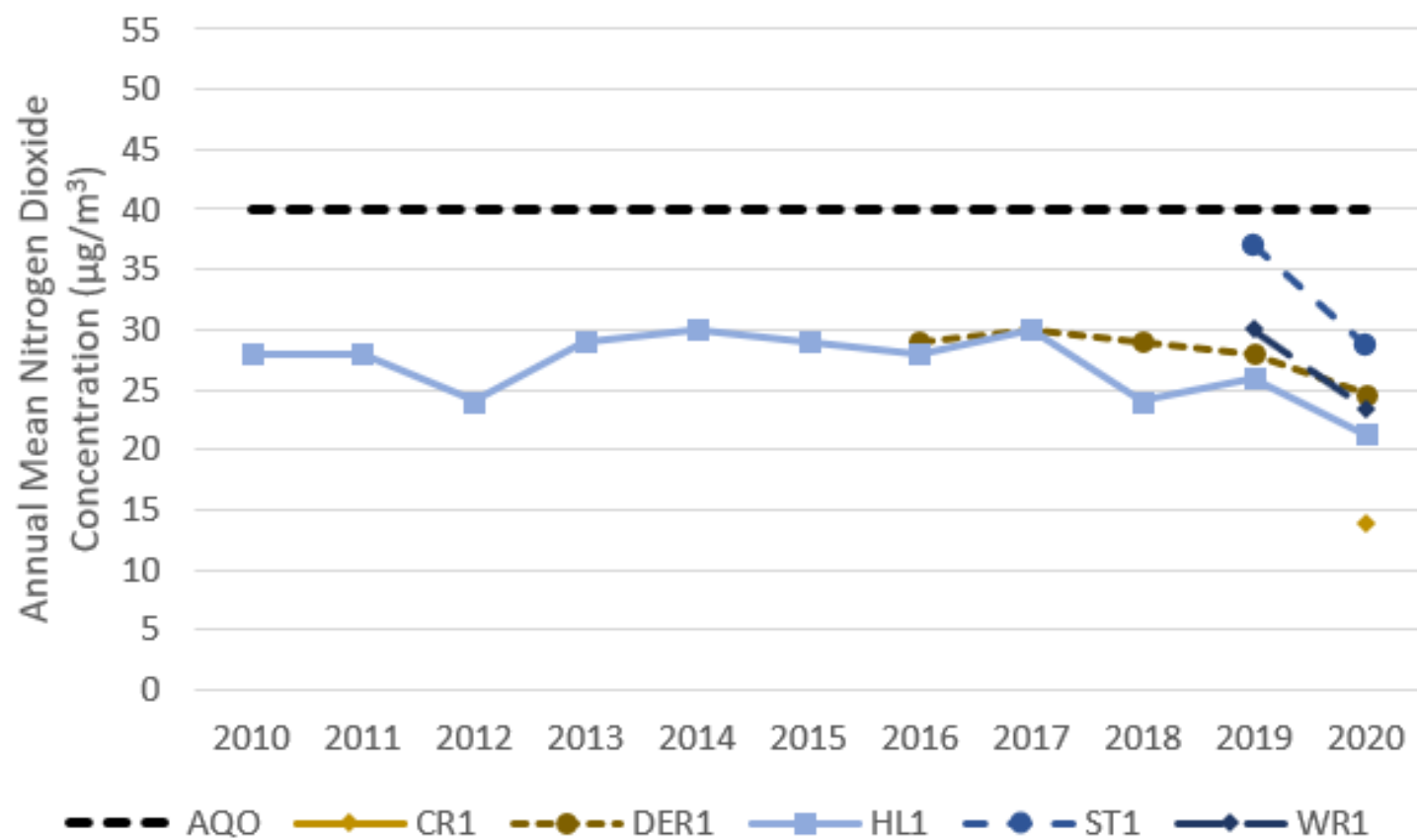


Figure A.9 – Trends in Annual Mean NO<sub>2</sub> Concentrations Measured outside of AQMAs – East and South Derby



**Table A.5 – 1-Hour Mean NO<sub>2</sub> Monitoring Results, Number of 1-Hour Means > 200µg/m<sup>3</sup>**

| Site ID | X OS Grid Ref (Easting) | Y OS Grid Ref (Northing) | Site Type | Valid Data Capture for Monitoring Period (%) <sup>(1)</sup> | Valid Data Capture 2020 (%) <sup>(2)</sup> | 2016 | 2017 | 2018 | 2019 | 2020 |
|---------|-------------------------|--------------------------|-----------|---|--|------|------|------|------|------|
| AURN    | 435763                  | 336306                   | Roadside  | 98  | 98   |      | 0    | 0    | 0    | 0    |

**Notes:**

Results are presented as the number of 1-hour periods where concentrations greater than 200µg/m<sup>3</sup> have been recorded.

Exceedances of the NO<sub>2</sub> 1-hour mean objective (200µg/m<sup>3</sup> not to be exceeded more than 18 times/year) are shown in **bold**.

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

(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 2020

Table B.1 – NO<sub>2</sub> 2020 Diffusion Tube Results (µg/m<sup>3</sup>)

| DT ID | X OS<br>Grid Ref<br>(Easting) | Y OS<br>Grid Ref<br>(Easting) | Jan  | Feb  | Mar  | Apr  | May  | Jun  | Jul  | Aug  | Sep  | Oct  | Nov  | Dec  | Annual Mean:<br>Raw Data | Annual Mean:<br>Annualised and<br>Bias Adjusted<br>(0.77) | Annual Mean:<br>Distance<br>Corrected to<br>Nearest<br>Exposure | Comment |
|-------|-------------------------------|-------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--------------------------|---|---|---------|
| AB1   | 434846                        | 335657                        | 37.1 |      | 31.7 |      | 14.0 | 27.6 | 18.3 | 34.7 | 35.8 |      | 41.1 |      | 30.0                     | 24.0  | -   |         |
| AR1   | 433633                        | 336850                        | 53.7 | 44.8 | 36.9 | 25.7 | 27.8 | 37.8 | 35.9 | 37.4 | 41.5 | 43.2 | 48.5 | 46.8 | 40.0                     | 30.8  | -   |         |
| AR2   | 433459                        | 336918                        | 35.1 | 27.1 | 29.6 | 21.8 | 29.1 | 30.0 | 31.7 | 29.6 | 25.9 | 29.5 | 29.4 | 27.6 | 28.9                     | 22.2  | -   |         |
| AR3   | 433796                        | 336786                        | 36.3 | 25.4 | 27.9 | 18.6 | 18.0 | 27.4 | 19.8 | 24.6 | 28.0 | 28.2 | 29.9 | 36.0 | 26.7                     | 20.5  | -   |         |
| AR4   | 434307                        | 336565                        | 47.5 | 36.5 | 28.9 | 18.9 | 19.3 | 28.0 | 28.1 |      | 27.3 | 31.8 | 39.7 | 44.0 | 31.8                     | 24.5  | -   |         |
| AS1   | 434545                        | 336570                        | 52.3 | 42.6 | 27.7 | 19.3 | 21.8 | 24.7 | 28.0 | 29.7 | 33.0 | 35.9 | 39.1 | 37.6 | 32.6                     | 25.1  | -   |         |
| AS2   | 434579                        | 336571                        | 35.4 | 25.2 | 27.3 | 30.5 | 25.9 | 30.5 | 20.6 | 34.7 | 36.8 | 33.5 | 32.2 | 35.8 | 30.7                     | 23.6  | -   |         |
| AS3   | 434712                        | 336490                        |      | 35.0 | 16.2 | 16.3 | 13.7 | 22.3 | 20.9 | 23.4 | 30.8 | 37.3 | 35.8 | 38.9 | 26.4                     | 20.3  | -   |         |
| BR1   | 435764                        | 336306                        | 73.0 | 46.5 | 16.1 | 24.7 | 21.0 | 26.9 | 27.2 | 27.7 | 38.1 | 41.8 | 49.7 | 49.6 | 36.9                     | 28.4  | -   |         |
| BUR1  | 434785                        | 335241                        | 45.7 | 36.9 | 34.4 | 24.5 | 18.9 | 27.1 | 27.1 | 29.6 |      | 34.9 | 39.9 | 40.3 | 32.7                     | 25.2  | -   |         |
| BUR2  | 435025                        | 335508                        | 46.1 |      |      |      | 21.4 | 28.2 | 24.2 | 31.9 | 40.2 |      |      |      | 32.0                     | 28.8  | -   |         |
| CAV1  | 434820                        | 336505                        | 36.9 | 26.6 | 20.7 | 14.4 | 13.1 | 20.7 | 15.2 | 20.4 | 22.7 | 25.9 | 29.7 | 31.5 | 23.2                     | 17.8  | -   |         |
| CC1   | 435725                        | 335802                        | 50.9 |      | 24.2 | 14.8 | 13.7 | 20.8 | 15.2 | 21.3 | 25.0 | 27.9 |      | 30.0 | 24.4                     | 18.8  | -   |         |
| CH1   | 435496                        | 336294                        | 45.4 | 32.3 | 27.4 | 14.9 | 10.8 | 17.1 | 15.8 | 19.2 | 24.8 | 29.5 | 37.2 | 35.4 | 25.8                     | 19.9  | -   |         |
| CM1   | 435262                        | 336157                        | 39.1 | 25.1 | 23.4 | 14.2 | 11.6 | 15.6 | 15.1 | 17.6 | 19.6 | 22.6 | 30.1 | 27.8 | 21.8                     | 16.8  | -   |         |
| CR1   | 437814                        | 330456                        | 24.0 | 16.0 | 14.6 | 15.5 | 13.6 | 17.1 | 12.0 | 17.2 | 22.4 | 19.5 |      | 25.2 | 17.9                     | 13.8  | -   |         |
| DER1  | 438942                        | 335864                        | 53.0 | 40.8 | 29.9 | 19.7 | 18.6 | 25.4 | 24.1 | 28.3 | 30.5 | 35.5 | 38.7 | 39.0 | 32.0                     | 24.6  | -   |         |
| DR1   | 434814                        | 337041                        | 42.8 | 32.0 | 19.6 | 17.3 | 15.0 | 18.6 | 15.8 | 24.2 | 27.4 | 31.5 | 31.1 | 35.5 | 25.9                     | 19.9  | -   |         |

| DT ID | X OS<br>Grid Ref<br>(Easting) | Y OS<br>Grid Ref<br>(Easting) | Jan  | Feb  | Mar  | Apr  | May  | Jun  | Jul  | Aug  | Sep  | Oct  | Nov  | Dec  | Annual Mean:<br>Raw Data | Annual Mean:<br>Annualised and<br>Bias Adjusted<br>(0.77) | Annual Mean:<br>Distance<br>Corrected to<br>Nearest<br>Exposure | Comment |
|-------|-------------------------------|-------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--------------------------|---|---|---------|
| DR2   | 434937                        | 336916                        | 43.0 | 29.2 | 29.7 | 18.3 | 18.0 | 21.1 | 20.1 | 25.7 | 27.9 | 31.7 | 33.7 | 39.2 | 28.1                     | 21.7  | -   |         |
| EG1   | 436064                        | 336487                        | 53.0 | 41.1 | 24.6 |      | 31.6 | 36.5 | 36.1 | 40.2 | 48.1 | 46.2 | 46.8 | 40.6 | 40.4                     | 31.1  | -   |         |
| FG1   | 434718                        | 336375                        | 46.7 | 24.2 | 20.3 | 21.3 | 22.0 | 26.7 | 17.7 | 23.4 | 27.0 | 31.3 | 39.9 | 35.3 | 28.0                     | 21.5  | -   |         |
| FG2   | 434450                        | 336523                        | 40.6 | 29.5 | 26.9 | 19.8 | 17.0 | 27.8 | 24.7 | 28.6 | 34.7 | 35.5 | 38.1 | 39.9 | 30.3                     | 23.3  | -   |         |
| FG3   | 434497                        | 336510                        | 39.3 | 32.0 | 33.0 | 22.7 | 22.0 | 29.4 |      | 34.2 | 37.6 | 37.3 | 37.7 | 33.3 | 32.6                     | 25.1  | -   |         |
| GC1   | 439776                        | 335696                        | 42.4 | 32.2 | 18.1 | 14.6 | 15.2 | 21.3 | 18.5 | 21.1 | 23.9 | 25.8 | 30.1 | 28.0 | 24.3                     | 18.7  | -   |         |
| HL1   | 437382                        | 336044                        | 56.5 | 43.9 | 20.9 | 12.6 | 12.3 | 16.3 | 21.3 | 23.2 | 25.1 | 31.8 | 36.8 | 32.0 | 27.7                     | 21.3  | -   |         |
| HS1   | 437196                        | 334410                        | 49.4 | 32.0 |      | 16.4 | 16.4 | 22.4 | 25.0 | 28.1 | 32.1 | 36.1 | 38.5 | 29.8 | 29.7                     | 22.8  | -   |         |
| KL1   | 440206                        | 335650                        | 42.8 | 30.8 | 21.5 | 17.2 | 14.6 | 19.5 | 20.2 | 19.0 | 25.1 | 27.0 | 31.9 | 32.4 | 25.2                     | 19.4  | -   |         |
| KL2   | 440198                        | 335611                        | 33.8 | 25.3 | 18.5 | 15.5 | 14.5 | 17.0 | 16.7 | 17.5 | 20.6 | 21.3 | 30.6 | 28.8 | 21.7                     | 16.7  | -   |         |
| KOR1  | 433857                        | 337647                        | 55.5 | 42.3 | 35.4 |      |      |      |      |      |      |      |      |      | 44.4                     | 34.2  | -   |         |
| KR1   | 434775                        | 337086                        | 39.4 | 26.3 | 19.6 | 16.8 | 17.5 | 20.5 | 24.6 | 27.7 | 32.1 | 35.1 | 34.0 | 32.5 | 27.2                     | 20.9  | -   |         |
| LR1   | 437676                        | 334090                        | 68.2 | 48.8 | 40.2 | 25.8 | 26.2 | 38.1 | 40.9 | 36.7 | 49.6 | 50.2 | 65.8 | 56.6 | 45.6                     | 35.1  | -   |         |
| LR2   | 438162                        | 333654                        | 52.9 | 41.8 | 27.9 | 22.3 | 16.9 | 29.7 | 31.8 | 31.8 | 35.1 | 32.7 | 42.5 | 42.2 | 34.0                     | 26.2  | -   |         |
| LW1   | 439647                        | 335575                        | 41.5 | 31.5 | 20.5 | 14.6 | 16.4 | 16.8 | 23.1 | 19.7 | 25.8 | 24.2 | 34.1 | 32.1 | 25.0                     | 19.3  | -   |         |
| ML1   | 435477                        | 336176                        | 51.1 | 35.5 | 20.9 | 20.8 | 19.3 | 27.4 | 28.1 | 32.5 | 36.1 | 41.6 | 42.2 | 35.1 | 32.6                     | 25.1  | -   |         |
| MR1   | 435439                        | 336817                        |      |      | 31.5 | 15.9 | 13.6 | 25.8 | 21.6 | 28.0 | 32.4 | 34.3 | 41.7 | 34.5 | 27.9                     | 21.5  | -   |         |
| NR1   | 439899                        | 335348                        | 67.3 | 43.1 | 35.9 | 26.5 | 29.5 | 33.3 | 36.3 | 40.0 | 42.7 | 48.4 | 52.0 | 46.5 | 41.8                     | 32.2  | -   |         |
| NR2   | 436700                        | 336637                        | 70.9 | 56.2 | 26.3 | 29.6 | 37.0 | 37.0 | 41.2 | 42.8 | 50.8 | 53.9 | 60.1 | 58.8 | 47.1                     | 36.2  | -   |         |
| NR3   | 435795                        | 336625                        | 46.2 | 34.8 | 31.0 |      | 17.6 | 20.9 |      | 25.7 | 30.9 | 26.4 | 39.1 | 28.4 | 30.1                     | 23.2  | -   |         |
| NR4   | 435586                        | 336642                        | 56.6 | 45.1 | 29.3 | 17.9 | 13.4 | 22.1 | 27.2 | 29.9 | 33.8 | 32.1 |      | 46.2 | 32.1                     | 24.8  | -   |         |

| DT ID | X OS<br>Grid Ref<br>(Easting) | Y OS<br>Grid Ref<br>(Easting) | Jan  | Feb  | Mar  | Apr  | May  | Jun  | Jul  | Aug  | Sep  | Oct  | Nov  | Dec  | Annual Mean:<br>Raw Data | Annual Mean:<br>Annualised and<br>Bias Adjusted<br>(0.77) | Annual Mean:<br>Distance<br>Corrected to<br>Nearest<br>Exposure | Comment |
|-------|-------------------------------|-------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--------------------------|---|---|---------|
| NS1   | 435091                        | 333526                        | 38.5 | 31.9 | 27.7 | 32.3 | 27.4 | 32.6 | 24.5 | 38.1 | 41.9 |      | 29.9 | 41.2 | 33.3                     | 25.6  | -   |         |
| NS2   | 435022                        | 333581                        | 43.0 | 32.6 | 36.7 | 35.0 | 34.3 | 41.3 | 29.5 | 35.7 | 40.1 | 36.5 | 46.4 | 44.5 | 38.0                     | 29.2  | -   |         |
| OPR1  | 436809                        | 332826                        | 34.1 | 28.6 | 18.0 | 23.7 | 21.4 | 25.9 | 20.6 | 25.1 | 31.2 | 27.3 | 32.5 | 32.9 | 26.8                     | 20.6  | -   |         |
| OPR2  | 435716                        | 333327                        | 54.8 | 40.8 | 32.1 | 31.1 | 28.9 |      | 28.8 | 36.6 | 38.5 | 39.7 | 44.1 | 46.6 | 38.4                     | 29.5  | -   |         |
| OR1   | 436992                        | 332713                        | 35.4 | 28.0 | 25.7 | 19.8 | 17.9 | 21.4 | 19.7 | 24.9 | 30.1 | 30.0 | 33.2 | 24.4 | 25.9                     | 19.9  | -   |         |
| OR2   | 436046                        | 334857                        | 48.9 | 36.0 | 32.9 | 28.1 | 24.5 | 29.8 | 25.1 | 34.3 | 35.4 | 35.2 | 40.8 | 42.4 | 34.5                     | 26.5  | -   |         |
| OR3   | 435534                        | 335467                        | 52.2 | 44.3 | 30.9 | 22.2 | 23.2 | 28.9 | 30.7 | 31.8 | 39.6 | 48.7 | 52.2 | 50.5 | 37.9                     | 29.2  | -   |         |
| OR4   | 435440                        | 335717                        | 42.7 | 26.5 | 25.6 | 16.9 | 15.4 | 22.7 | 21.8 | 28.6 | 31.0 | 35.5 | 39.0 | 42.8 | 29.0                     | 22.4  | -   |         |
| PL1   | 434364                        | 337881                        | 23.7 | 17.3 | 10.9 | 10.7 | 7.7  | 11.2 | 9.8  | 10.9 | 14.5 | 17.4 | 19.3 | 20.0 | 14.5                     | 11.1  | -   |         |
| RS1   | 433118                        | 336650                        | 32.9 | 24.0 |      | 18.5 | 18.6 | 19.5 | 21.1 | 21.8 | 27.8 | 27.1 | 30.0 | 27.5 | 24.4                     | 18.8  | -   |         |
| RT1   | 435653                        | 335706                        | 45.1 | 41.6 | 19.9 | 25.6 | 21.2 | 24.8 | 25.0 | 30.5 | 33.0 | 35.1 | 41.5 |      | 31.2                     | 24.0  | -   |         |
| RW1   | 438535                        | 333508                        | 46.3 | 31.5 | 27.6 | 24.1 | 25.5 | 30.0 | 25.3 | 32.3 | 34.0 | 37.7 | 43.2 | 39.0 | 33.0                     | 25.4  | -   |         |
| SMC1  | 435203                        | 336779                        | 51.8 | 41.8 | 36.2 | 22.9 | 27.4 | 35.1 | 35.2 | 32.6 | 36.4 | 41.1 | 41.4 | 43.0 | 37.1                     | 28.5  | -   |         |
| SMC2  | 435249                        | 336785                        | 42.7 | 31.7 | 23.3 | 15.9 | 15.1 | 18.8 | 18.7 | 21.1 | 24.9 | 28.9 | 33.6 | 36.1 | 25.9                     | 19.9  | -   |         |
| SR1   | 439789                        | 335412                        | 47.1 | 42.0 | 27.2 | 20.0 | 15.9 | 18.4 | 18.9 | 18.6 | 26.1 | 29.8 | 35.6 | 41.2 | 28.4                     | 21.9  | -   |         |
| SS1   | 434748                        | 336352                        | 71.8 | 58.4 | 47.4 | 32.0 | 36.4 |      | 47.0 | 52.7 | 56.3 | 54.7 | 59.7 | 56.9 | 52.1                     | <b>40.1</b>   | -   |         |
| SS2   | 434766                        | 336329                        | 34.9 | 24.0 |      | 20.5 | 19.1 | 28.7 | 21.3 | 28.6 | 31.3 | 32.4 | 36.5 | 36.2 | 28.5                     | 21.9  | -   |         |
| SS3   | 434703                        | 336213                        | 44.8 | 33.9 | 33.7 | 21.3 | 19.3 | 21.9 | 23.6 | 25.5 | 30.7 | 35.5 | 33.3 | 36.4 | 30.0                     | 23.1  | -   |         |
| SS4   | 434688                        | 336155                        | 48.0 | 35.9 | 36.1 | 29.1 | 25.3 | 34.5 | 25.9 | 34.3 | 37.1 | 39.2 | 47.1 | 45.4 | 36.5                     | 28.1  | -   |         |
| ST1   | 435294                        | 334202                        | 45.7 | 38.5 | 18.9 | 26.8 | 30.9 | 33.1 | 34.2 | 40.5 | 46.6 | 41.9 | 46.1 | 45.5 | 37.4                     | 28.8  | -   |         |
| UNR2  | 433190                        | 335380                        | 46.6 | 35.8 | 23.5 | 18.0 | 16.9 | 19.9 | 21.0 | 24.3 | 29.9 | 34.0 | 38.2 | 33.7 | 28.5                     | 21.9  | -   |         |

| DT ID | X OS<br>Grid Ref<br>(Easting) | Y OS<br>Grid Ref<br>(Easting) | Jan  | Feb  | Mar  | Apr  | May  | Jun  | Jul  | Aug  | Sep  | Oct  | Nov  | Dec  | Annual Mean:<br>Raw Data | Annual Mean:<br>Annualised and<br>Bias Adjusted<br>(0.77) | Annual Mean:<br>Distance<br>Corrected to<br>Nearest<br>Exposure | Comment |
|-------|-------------------------------|-------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--------------------------|---|---|---------|
| UNR3  | 433186                        | 335327                        | 45.5 | 30.9 | 28.6 | 18.9 | 18.4 | 21.7 | 23.9 | 23.6 | 30.6 | 31.3 | 34.9 | 33.3 | 28.5                     | 21.9  | -   |         |
| UNR4  | 433786                        | 335778                        | 51.5 |      | 11.8 | 28.5 | 28.6 | 34.1 |      |      | 45.7 | 38.9 | 42.9 | 43.0 | 36.1                     | 27.8  | -   |         |
| UNR5  | 433887                        | 335804                        | 52.3 | 42.1 | 34.7 | 20.6 | 19.8 | 25.6 | 26.6 | 27.9 | 31.0 | 35.9 | 52.8 | 53.1 | 35.2                     | 27.1  | -   |         |
| UNR6  | 434227                        | 335958                        | 36.6 | 27.5 | 24.9 | 18.7 | 18.6 | 22.7 | 22.6 | 24.4 | 30.2 | 31.1 | 33.7 | 33.3 | 27.0                     | 20.8  | -   |         |
| UNR7  | 434461                        | 336041                        | 32.9 | 24.1 | 25.4 | 17.6 | 16.0 | 17.2 | 16.7 | 20.7 | 27.2 | 26.0 | 31.9 | 32.0 | 24.0                     | 18.5  | -   |         |
| UOR1  | 433877                        | 335850                        | 44.8 | 35.6 | 29.5 | 19.9 | 16.1 | 23.9 | 24.8 | 29.1 | 31.7 | 35.4 | 39.3 | 35.8 | 30.5                     | 23.5  | -   |         |
| UOR2  | 434182                        | 336329                        | 34.2 | 25.1 | 23.7 | 17.4 | 15.4 | 22.5 | 15.2 | 23.2 | 27.4 | 26.5 | 31.3 | 28.1 | 24.2                     | 18.6  | -   |         |
| UOR3  | 434109                        | 336255                        | 48.5 | 33.4 | 30.9 | 18.6 | 21.2 | 25.8 | 22.0 |      | 32.0 |      | 40.6 | 37.0 | 31.0                     | 23.9  | -   |         |
| UOR4  | 434310                        | 336533                        | 47.5 | 33.3 | 29.6 | 20.8 | 21.7 | 28.0 | 26.3 | 30.4 | 35.2 | 37.3 | 43.0 | 40.1 | 32.8                     | 25.2  | -   |         |
| WH1   | 433161                        | 336692                        | 34.6 | 27.9 | 15.1 | 21.4 | 15.4 | 17.9 | 20.4 | 22.9 | 30.9 | 32.0 | 36.6 | 34.8 | 25.8                     | 19.9  | -   |         |
| WR1   | 434852                        | 334055                        | 31.4 | 30.4 | 23.2 | 28.9 | 26.2 | 25.5 | 24.0 | 29.8 | 34.8 | 34.2 | 38.0 | 39.3 | 30.5                     | 23.5  | -   |         |

☒ All erroneous data has been removed from the NO<sub>2</sub> diffusion tube dataset presented in Table B.1.

☒ Annualisation has been conducted where data capture is <75% and >33% in line with LAQM.TG16.

☐ Local bias adjustment factor used.

☒ National bias adjustment factor used.

☒ Where applicable, data has been distance corrected for relevant exposure in the final column.

☒ Derby City Council confirm that all 2020 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.

#### Notes:

Exceedances of the NO<sub>2</sub> annual mean objective of 40µg/m<sup>3</sup> are shown in **bold**.

NO<sub>2</sub> annual means exceeding 60µg/m<sup>3</sup>, indicating a potential exceedance of the NO<sub>2</sub> 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and annualisation.



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

### **New or Changed Sources Identified Within Derby City Council During 2020**

Derby City Council has not identified any new sources relating to air quality within the reporting year of 2020, other than the major developments listed in the Executive Summary. However, there are plans for the incinerator plant, which has not been operational for two years, to be brought back into operation in the future.

### **Additional Air Quality Works Undertaken by Derby City Council During 2020**

Derby City Council has not completed any additional works within the reporting year of 2020.

### **QA/QC of Diffusion Tube Monitoring**

Derby City Council's diffusion tube supplier, SOCOTEC Didcot, have supplied the following information regarding QA/QC:

- Tube Type: 50% TEA : 50% Acetone
- Uncertainty: "Diffusion Tubes for Ambient NO<sub>2</sub> Monitoring: Practical Guidance" categorises diffusion tubes as an indicative method, and as such the uncertainty is defined as  $\pm 25\%$ . During in field intercomparisons, SOCOTEC's diffusion tubes perform at  $\pm 10\%$  uncertainty.
- Quality Control: A quality control (QC) sample of known concentration is run with the samples. The data generated is then assessed using a Shewhart control chart to determine the process is under statistical control.
- Analytical Repeatability: In 2020, 7400+ QC samples were analysed, achieving a relative standard deviation of 0.84%.
- Confidence Intervals:  $2\sigma \pm 1.67\%$   $3\sigma \pm 2.51\%$

- Limit of Detection: The analytical limit of detection is 0.03µg NO<sub>2</sub>. Over a 4-week exposure this would equate to 0.6µg/m<sup>3</sup>, or 0.3ppb.
- Quality Assurance: The manufacture and analysis of NO<sub>2</sub> diffusion tubes is covered by SOCOTEC's UKAS accreditation.
- SOCOTEC's laboratory has taken part in the AIR (previously WASP) proficiency scheme since its inception. To achieve the highest ranking of "Satisfactory", a laboratory must achieve a z-score of <2. For 2020, SOCOTEC had an average z-score of 0.42.
- SOCOTEC bought in ISO Guide 34 and ISO/IEC 17025 certified standards, which are used to prepare calibration and QC standards.
- 2% of tubes are checked for blankness during manufacture to ensure there is no contamination introduced during the manufacturing process.
- The method meets the requirements laid out in DEFRA's "Diffusion Tubes for Ambient NO<sub>2</sub> Monitoring: A Practical Guidance."

Derby City Council's diffusion tube supplier did not change during 2020. There were no supply issues with SOCOTEC during 2020, other than a minor delay during March and April due to the first national Covid-19 lockdown. SOCOTEC quickly caught up with demand and no further issues were experienced.

Diffusion tube monitoring dates deviated slightly from the 2020 Diffusion Tube Monitoring Calendar due to the practicality and feasibility of diffusion tube installations.

### Diffusion Tube Annualisation

Missing diffusion tubes meant that two monitoring locations did not achieve the minimum data requirements (75%) during 2020. The data for these sites (AB1 and BUR2) have therefore been adjusted to an annual mean, based on the ratio of concentrations during the short-term monitoring period to those over the 2020 calendar year. KOR1 also did not achieve 75% data capture, but the data from this monitor has not been annualised as it achieved less than 33% data capture. Annualisation has utilised data from the four closest urban background monitoring sites whose data are available from the Automatic Urban and Rural Network (AURN; <https://uk-air.defra.gov.uk>) where there was sufficient annual data capture (>85%); these sites are listed in Table C.2. The Diffusion Tube Data Processing Tool was utilised to annualise the data from AB1 and BUR2.

## Diffusion Tube Bias Adjustment Factors

The diffusion tube data presented within the 2020 ASR have been corrected for bias using an adjustment factor. Bias represents the overall tendency of the diffusion tubes to under or over-read relative to the reference chemiluminescence analyser. LAQM.TG16 provides guidance with regard to the application of a bias adjustment factor to correct diffusion tube monitoring. Triplicate co-location studies can be used to determine a local bias factor based on the comparison of diffusion tube results with data taken from NO<sub>x</sub>/NO<sub>2</sub> continuous analysers. Alternatively, the national database of diffusion tube co-location surveys provides bias factors for the relevant laboratory and preparation method.

Derby City Council have applied a national bias adjustment factor of 0.77 to the 2020 monitoring data. A summary of bias adjustment factors used by Derby City Council over the past four years is presented in Table C.1. The national bias adjustment factor for the 50% TEA in acetone method for SOCOTEC Didcot is 0.77 (taken from spreadsheet 03/21, based on 22 studies; available at <https://laqm.defra.gov.uk/bias-adjustment-factors/national-bias.html>).

**Table C.1 – Bias Adjustment Factor**

| Year | Local or National | If National, Version of National Spreadsheet | Adjustment Factor |
|------|-------------------|--|-------------------|
| 2020 | National          | 03/21  | 0.77              |
| 2019 | National          | 03/19  | 0.75              |
| 2018 | National          | 03/18  | 0.77              |
| 2017 | National          | 03/17  | 0.77              |

## NO<sub>2</sub> Fall-off with Distance from the Road

Wherever possible, local authorities should ensure that monitoring locations are representative of exposure. However, where this is not possible, the NO<sub>2</sub> concentration at the nearest location relevant for exposure should be estimated using the Diffusion Tube Data Processing Tool/NO<sub>2</sub> fall-off with distance calculator available on the LAQM Support website. Where appropriate, non-automatic annual mean NO<sub>2</sub> concentrations corrected for distance are presented in Table B.1.

Following the Diffusion Tube Data Processing Tool, no diffusion tube NO<sub>2</sub> monitoring locations within Derby City Council required distance correction during 2020.

## QA/QC of Automatic Monitoring

The automatic monitor in Derby City Council's administrative area is managed by Bureau Veritas and run by DEFRA. Derby City Council is not involved with QA/QC of the monitor.

### Automatic Monitoring Annualisation

The automatic monitoring location within Derby City Council recorded data capture of greater than 75% therefore it was not required to annualise any monitoring data. In addition, any sites with a data capture below 33% do not require annualisation.

### NO<sub>2</sub> Fall-off with Distance from the Road

Wherever possible, local authorities should ensure that monitoring locations are representative of exposure. However, where this is not possible, the NO<sub>2</sub> concentration at the nearest location relevant for exposure should be estimated using the NO<sub>2</sub> fall-off with distance calculator available on the LAQM Support website. Where appropriate, non-automatic annual mean NO<sub>2</sub> concentrations corrected for distance are presented in Table B.1.

No automatic NO<sub>2</sub> monitoring locations within Derby City Council required distance correction during 2020.

**Table C.2 – Annualisation Summary (concentrations presented in  $\mu\text{g}/\text{m}^3$ )**

| Site ID | Annualisation Factor Nottingham Centre | Annualisation Factor Chesterfield Loundsley Green | Annualisation Factor Burton-on-Trent Horninglow | Annualisation Factor Leicester University | Average Annualisation Factor | Raw Data Annual Mean | Annualised Annual Mean | Comments |
|---------|--|---|---|---|------------------------------|----------------------|------------------------|----------|
| AB1     | 1.0389                                 | 1.0524  | 1.0500  | 1.0159                                    | 1.0393                       | 30.0                 | 31.2                   |          |
| BUR2    | 1.1578                                 | 1.1909  | 1.1976  | 1.1362                                    | 1.1706                       | 32.0                 | 37.5                   |          |

## Appendix D: Map(s) of Monitoring Locations and AQMAs

Maps of monitoring locations and AQMAs within the Derby City Council administrative area are available at: <http://maps.derby.gov.uk>.

## Appendix E: Summary of Air Quality Objectives in England

**Table E.1 – Air Quality Objectives in England<sup>7</sup>**

| Pollutant                              | Air Quality Objective: Concentration                                | Air Quality Objective: Measured as |
|--|---|------------------------------------|
| Nitrogen Dioxide (NO <sub>2</sub> )    | 200µg/m <sup>3</sup> not to be exceeded more than 18 times a year   | 1-hour mean                        |
| Nitrogen Dioxide (NO <sub>2</sub> )    | 40µg/m <sup>3</sup>   | Annual mean                        |
| Particulate Matter (PM <sub>10</sub> ) | 50µg/m <sup>3</sup> , not to be exceeded more than 35 times a year  | 24-hour mean                       |
| Particulate Matter (PM <sub>10</sub> ) | 40µg/m <sup>3</sup>   | Annual mean                        |
| Sulphur Dioxide (SO <sub>2</sub> )     | 350µg/m <sup>3</sup> , not to be exceeded more than 24 times a year | 1-hour mean                        |
| Sulphur Dioxide (SO <sub>2</sub> )     | 125µg/m <sup>3</sup> , not to be exceeded more than 3 times a year  | 24-hour mean                       |
| Sulphur Dioxide (SO <sub>2</sub> )     | 266µg/m <sup>3</sup> , not to be exceeded more than 35 times a year | 15-minute mean                     |

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<sup>7</sup> The units are in microgrammes of pollutant per cubic metre of air (µg/m<sup>3</sup>).

## Appendix F: Impact of COVID-19 upon LAQM

COVID-19 has had a significant impact on society. Inevitably, COVID-19 has also had an impact on the environment, with implications to air quality at local, regional and national scales.

COVID-19 has presented various challenges for Local Authorities with respect to undertaking their statutory LAQM duties in the 2021 reporting year. Recognising this, Defra provided various advice updates throughout 2020 to English authorities, particularly concerning the potential disruption to air quality monitoring programmes, implementation of Air Quality Action Plans (AQAPs) and LAQM statutory reporting requirements. Defra has also issued supplementary guidance for LAQM reporting in 2021 to assist local authorities in preparing their 2021 ASR. Where applicable, this advice has been followed.

Despite the challenges that the pandemic has given rise to, the events of 2020 have also provided Local Authorities with an opportunity to quantify the air quality impacts associated with wide-scale and extreme intervention, most notably in relation to emissions of air pollutants arising from road traffic. The vast majority (>95%) of AQMAs declared within the UK are related to road traffic emissions, where attainment of the annual mean objective for nitrogen dioxide (NO<sub>2</sub>) is considered unlikely. On 23rd March 2020, the UK Government released official guidance advising all members of public to stay at home, with work-related travel only permitted when absolutely necessary. During this initial national lockdown (and to a lesser extent other national and regional lockdowns that followed), marked reductions in vehicle traffic were observed; Department for Transport (DfT) data<sup>8</sup> suggests reductions in vehicle traffic of up to 70% were experienced across the UK by mid-April, relative to pre COVID-19 levels.

This reduction in travel in turn gave rise to a change of air pollutant emissions associated with road traffic, i.e. nitrous oxides (NO<sub>x</sub>), and exhaust and non-exhaust particulates (PM). The Air Quality Expert Group (AQEG)<sup>9</sup> has estimated that during the initial lockdown period in 2020, within urbanised areas of the UK reductions in NO<sub>2</sub> annual mean concentrations were between 20 and 30% relative to pre-pandemic levels, which

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<sup>8</sup> Prime Minister's Office, COVID-19 briefing on the 31<sup>st</sup> of May 2020

<sup>9</sup> Air Quality Expert Group, Estimation of changes in air pollution emissions, concentrations and exposure during the COVID-19 outbreak in the UK, June 2020



represents an absolute reduction of between 10 to 20µg/m<sup>3</sup> if expressed relative to annual mean averages. During this period, changes in PM<sub>2.5</sub> concentrations were less marked than those of NO<sub>2</sub>. PM<sub>2.5</sub> concentrations are affected by both local sources and the transport of pollution from wider regions, often from well beyond the UK. Through analysis of AURN monitoring data for 2018-2020, AQEG have detailed that PM<sub>2.5</sub> concentrations during the initial lockdown period are of the order 2 to 5µg/m<sup>3</sup> lower relative to those that would be expected under business-as-usual conditions.

As restrictions are gradually lifted, the challenge is to understand how these air quality improvements can benefit the long-term health of the population.

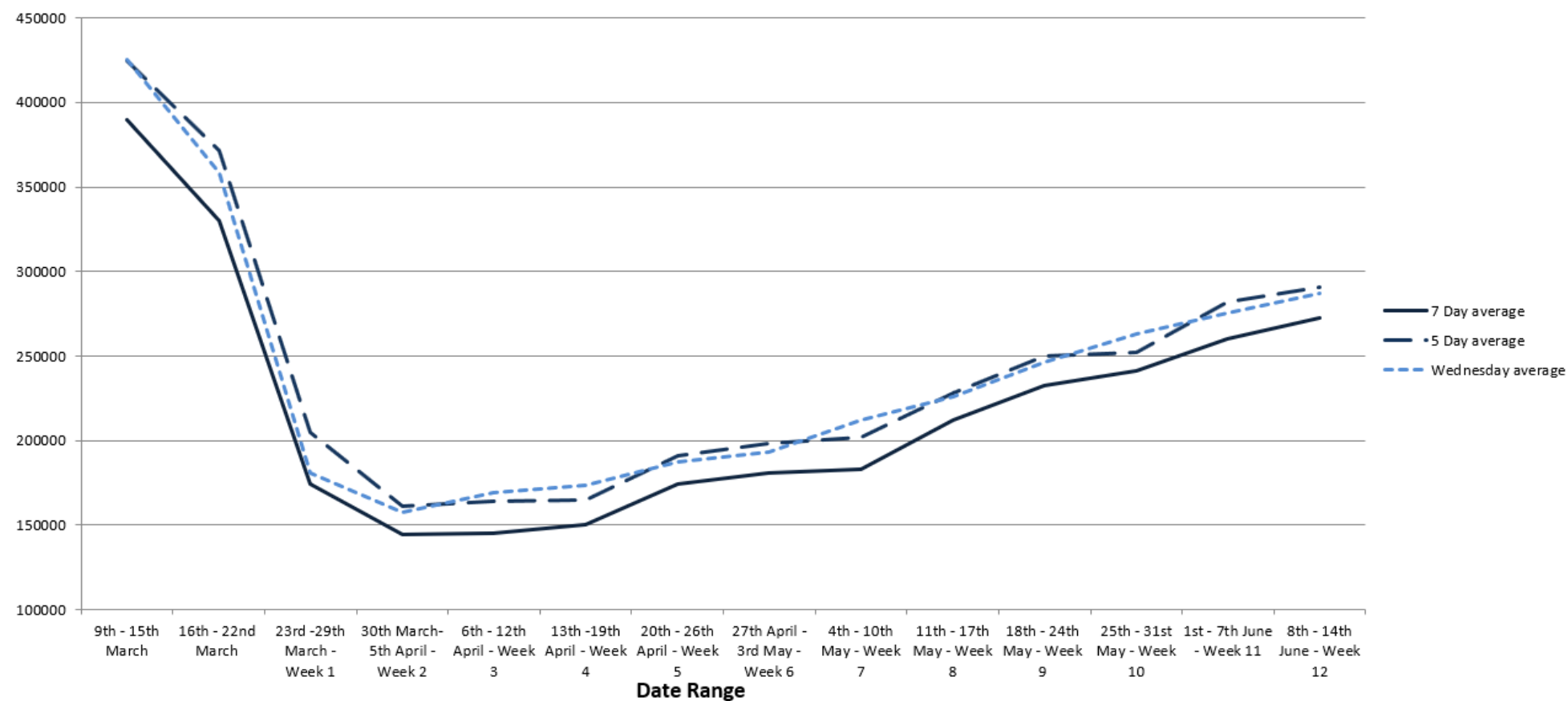
## **Impacts of COVID-19 on Air Quality within Derby City Council**

The Covid-19 pandemic put pressure on Derby City Council resources, but the diffusion tube monitoring programme was maintained and not significantly affected.

Derby City Council has begun comparing monthly datasets from 2019 and 2020 to assess the impact of the Covid-19 pandemic and subsequent lockdown on local NO<sub>2</sub> concentrations. It has been found that, on average, NO<sub>2</sub> concentrations were 29.3% lower in March 2020 than in March 2019, and 44.8% lower in April 2020 than in April 2019.

Derby City Council has also analysed how the Covid-19 lockdown affected traffic flow in Derby between the first week of national lockdown in March 2020 and June 2020, as shown in Figure F.1. The annual average daily traffic (AADT) during this time was around 30% lower than the 2019 AADT. The 2019 AADT was very similar to the week of the 9th-15th March, which was two weeks prior to the national lockdown. Traffic was at its lowest point during the second week of lockdown between 30th March and 5th April, where flows were at approximately 63% lower than the 2019 AADT. The graphs and data track the changes for the 5-day and 7-day averages and Wednesday daily flows. The Wednesday figures give an indication throughout lockdown of a comparison unaffected by the bank holidays.

**Figure F.10 – Derby City AADT (15 sites) March 9<sup>th</sup> 2020 – June 14<sup>th</sup> 2020**



## Opportunities Presented by COVID-19 upon LAQM within Derby City Council

Derby City Council has identified several opportunities presented by COVID-19, including:

- presenting data to show the impact that we can have by reducing traffic. This may be presented via Derby City Council's website, contacting schools directly, contacting businesses directly, or air quality campaign, to get this information out to public.
- locking in the air quality benefits of the "new normal", by promoting activities which benefitted air quality during lockdown, such as increased working from home and increased cycling.
- evaluating the effectiveness of Covid Emergency Active Travel. Corporation Street was closed to cars during lockdown as part of Covid Emergency Active Travel. By evaluate the effectiveness of this scheme and others, Derby City Council can decide whether to continue, remove, or enhance these schemes.

## Challenges and Constraints Imposed by COVID-19 upon LAQM within Derby City Council

The Covid-19 pandemic put pressure on Derby City Council resources, but the diffusion tube monitoring programme was maintained and not significantly affected. **Impact Rating: None.**

As with previous years, a national bias adjustment factor has been utilised to adjust the diffusion tube results for 2020. In the 2019 ASR, there were 21 co-location studies that were utilised to calculate the bias factor for the laboratory and preparation method used. For 2020, this number has increased to 22 studies. Therefore, the uncertainty associated with the resultant annual mean NO<sub>2</sub> concentrations in 2020 should be low than in previous years. **Impact Rating: None.**

Diffusion tube monitoring dates deviated slightly from the 2020 Diffusion Tube Monitoring Calendar due to the practicality and feasibility of diffusion tube installations. **Impact Rating: None.**

Tubes were stored for longer than normal in the laboratory, but laboratory guidance was still adhered to. **Impact Rating: Small.**

Given the impact of the Covid-19 pandemic on resources, the review of Derby City Council's bonfire policy has been delayed. **Impact: Small.**

Derby City Council have recently prepared a new Air Quality Action Plan (AQAP), which was approved by Cabinet in November 2020 and submitted to DEFRA in December 2020.

**Impact Rating: None.**

The impact of Covid-19 meant that the *Derby and Derbyshire Air Quality Working Group* was not as active as normal, as Public Health had other priorities.

**Table F 1 – Impact Matrix**

| Category   | Impact Rating: None  | Impact Rating: Small   | Impact Rating: Medium   | Impact Rating: High  |
|--|--|--|---|--|
| Automatic Monitoring – Data Capture (%)            | More than 75% data capture   | 50 to 75% data capture   | 25 to 50% data capture  | Less than 25% data capture   |
| Automatic Monitoring – QA/QC Regime                | Adherence to requirements as defined in LAQM.TG16                          | Routine calibrations taken place frequently but not to normal regime. Audits undertaken alongside service and maintenance programmes | Routine calibrations taken place infrequently and service and maintenance regimes adhered to. No audit achieved | Routine calibrations not undertaken within extended period (e.g. 3 to 4 months). Interruption to service and maintenance regime and no audit achieved                        |
| Passive Monitoring – Data Capture (%)              | More than 75% data capture   | 50 to 75% data capture   | 25 to 50% data capture  | Less than 25% data capture   |
| Passive Monitoring – Bias Adjustment Factor        | Bias adjustment undertaken as normal                                       | <25% impact on normal number of available bias adjustment colocation studies (2020 vs 2019)  | 25-50% impact on normal number of available bias adjustment studies (2020 vs 2019)                              | >50% impact on normal number of available bias adjustment studies (2020 vs 2019) and/or applied bias adjustment factor studies not considered representative of local regime |
| Passive Monitoring – Adherence to Changeover Dates | Defra diffusion tube exposure calendar adhered to                          | Tubes left out for two exposure periods  | Tubes left out for three exposure periods   | Tubes left out for more than three exposure periods  |
| Passive Monitoring – Storage of Tubes              | Tubes stored in accordance with laboratory guidance and analysed promptly. | Tubes stored for longer than normal but adhering to laboratory guidance  | Tubes unable to be stored according to be laboratory guidance but analysed prior to expiry date                 | Tubes stored for so long that they were unable to be analysed prior to expiry date. Data unable to be used   |
| AQAP – Measure Implementation                      | Unaffected   | Short delay (<6 months) in development of a new AQAP, but is on-going  | Long delay (>6 months) in development of a new AQAP, but is on-going  | No progression in development of a new AQAP  |
| AQAP – New AQAP Development                        | Unaffected   | Short delay (<6 months) in development of a new AQAP, but is on-going  | Long delay (>6 months) in development of a new AQAP, but is on-going  | No progression in development of a new AQAP  |

## 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               | 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  |
| LAQM              | Local Air Quality Management  |
| NO <sub>2</sub>   | Nitrogen Dioxide  |
| NO <sub>x</sub>   | Nitrogen Oxides   |
| PM <sub>10</sub>  | Airborne particulate matter with an aerodynamic diameter of 10µm or less  |
| PM <sub>2.5</sub> | Airborne particulate matter with an aerodynamic diameter of 2.5µm or less   |
| QA/QC             | Quality Assurance and Quality Control   |
| SO <sub>2</sub>   | Sulphur Dioxide   |

## References

- Local Air Quality Management Technical Guidance LAQM.TG16. April 2021. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.
- Local Air Quality Management Policy Guidance LAQM.PG16. May 2016. Published by Defra in partnership with the Scottish Government, Welsh Assembly Government and Department of the Environment Northern Ireland.