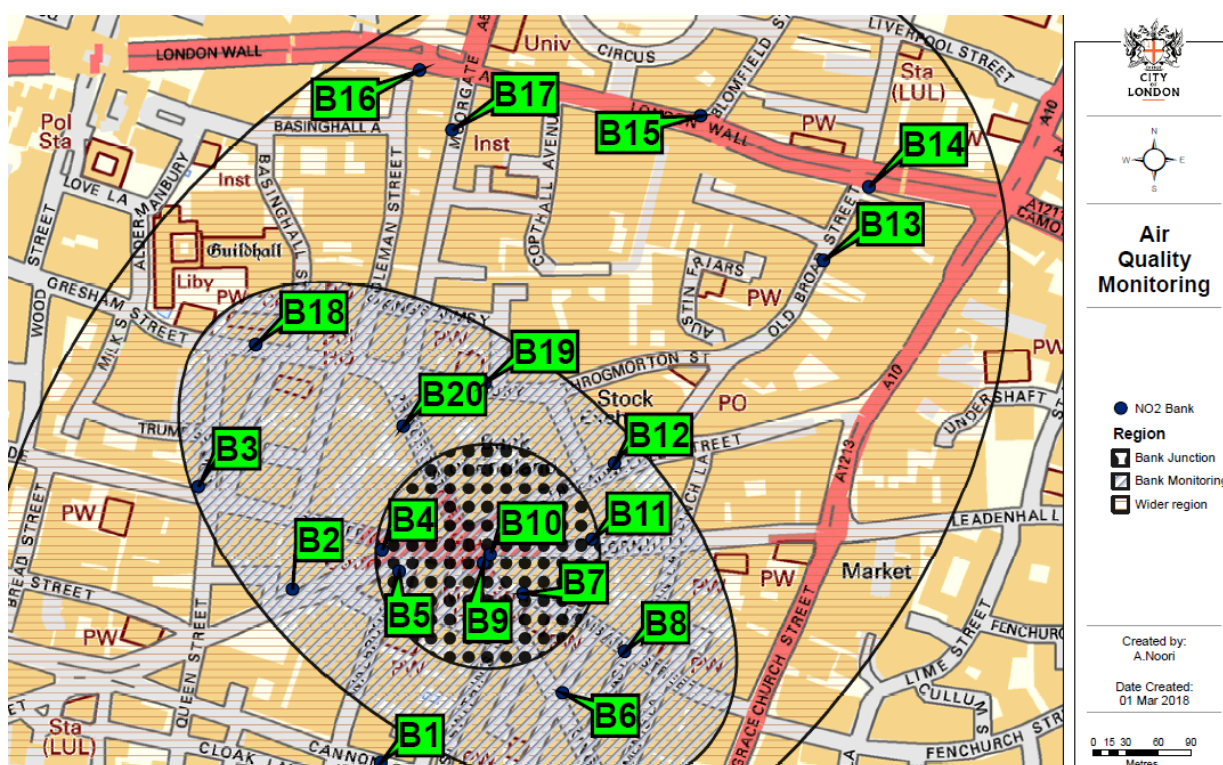


## Appendix 3

### Air Quality

Figures 8 – 11 below compares post-scheme data from 2017 and 2018 to 2016 - 2017 data for the same months (May to April). Emerging data appears to indicate that there has been an improvement in air quality at Bank Junction and in the surrounding area since the introduction of the Bank on Safety scheme. Diffusion tube locations are shown in Figure 9.

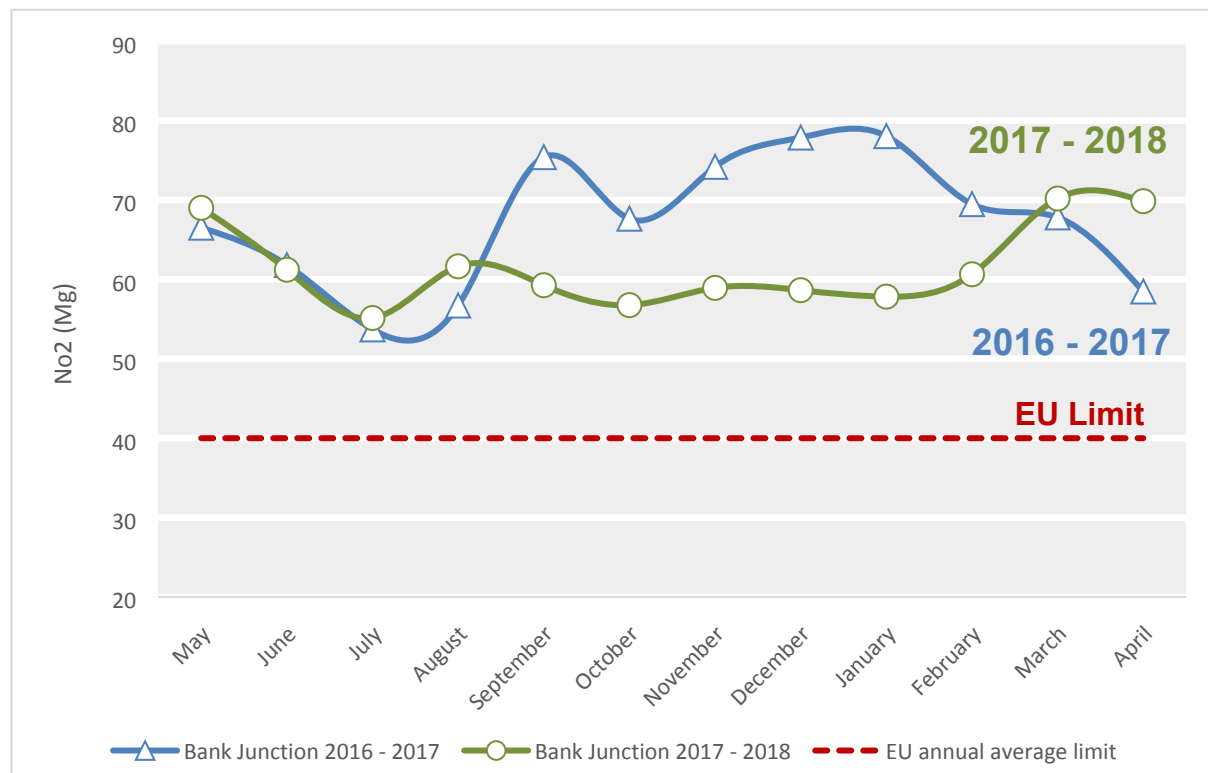
**Figure 8:**  
**Air Quality monitoring sites at Bank Junction and the surrounding area.**



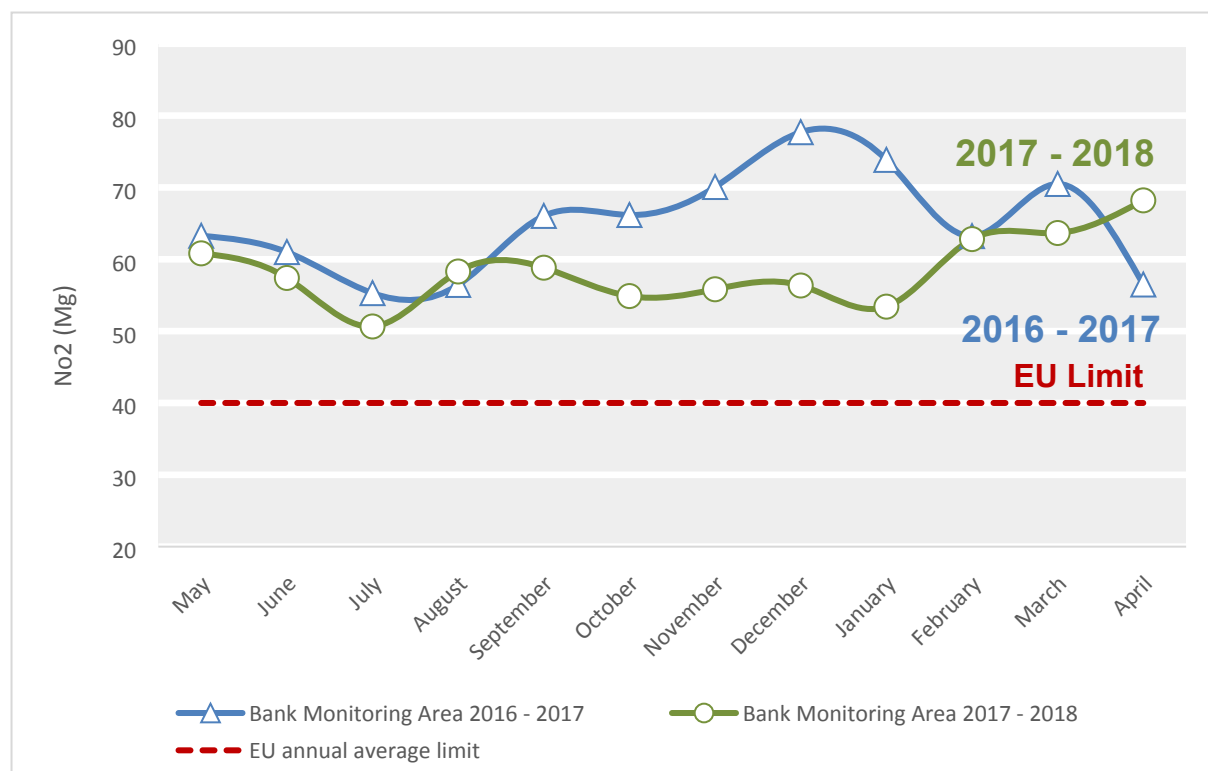
It is important to note that the diffusion tube method cannot distinguish the difference between the operational hours of the scheme as it is an accumulative reading each month. Therefore, it is impossible to say from this method of monitoring what contribution the experiment has had in comparison to other initiatives to improve air quality. It is clear however that the air quality in the area still has much room for improvement to meet the EU annual average limit.

In January 2018, part way through the Bank on Safety experimental scheme, the Queen Victoria Street arm of Bank Junction was reopened to traffic and although it is too early to make conclusions, this appears to have affected air quality levels negatively.

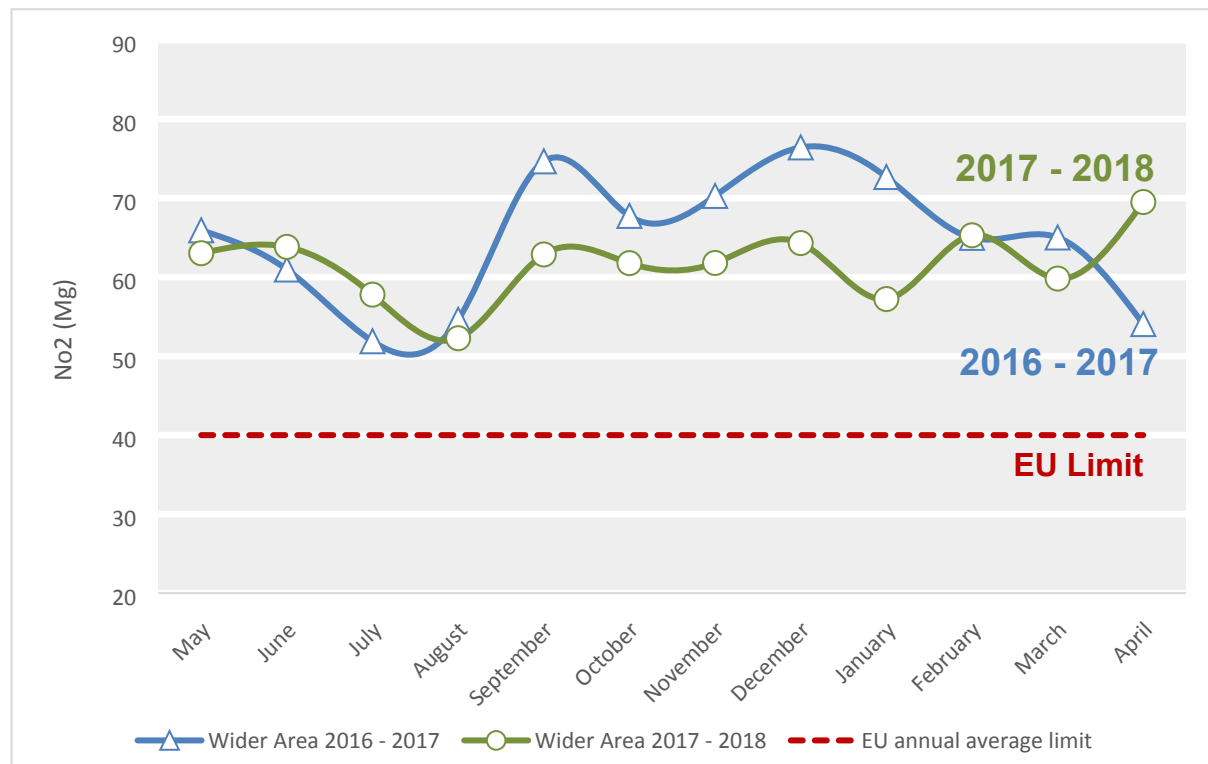
**Figure 3 (in main report): Changes in No<sub>2</sub> between 2016 and 2017 at Bank Junction**



**Figure 9:  
changes in No<sub>2</sub> between 2016 and 2017 in the Bank Monitoring Area**



**Figure 10: changes in  $\text{No}_2$  between 2016 and 2017 in the wider area**



**Figure 11: changes in  $\text{No}_2$  between 2016 and 2017 at City of London continuous monitoring stations**

