Response to reviewer #1

We thank reviewer #1 for the referee for the constructive comments. These comments are helpful for improving our manuscript. We understand that the comments are positive on the scientific content of the manuscript while appropriate revisions and clarifications are necessary. We have addressed the reviewer’s comments on a point to point basis as below for consideration.

The manuscript ‘Analysis of spatial and temporal patterns of on-road NO2 concentrations in Hong Kong’ presents an investigation of the spatial and temporal variability of street level NO2 concentrations in Hong Kong. Two on road measurement campaigns were performed in 2010 and 2017 which combined both remote sensing LP-DOAS and mobile in-situ CE-DOAS measurements. As the measurements were taken at different time under different conditions, the authors put a big effort on filtering and normalizing the data in order to make these data sets comparable. Details of the filtering and normalizing procedure are presented. The filtered data were used to analyze the long term trend as well as the temporal and spatial characteristic of NO2. The authors also show some interesting characteristics, e.g., enhancement of NO2 levels around shopping area during weekends and increase of NO2 around metro stations. The manuscript is in general well written and the topic is of interest of the general audiences of "Atmospheric Measurement Techniques". However, some clarifications are necessary. I suggest this manuscript for publication after a minor revision.

Specific comment:

As the measurement campaign were only performed in 2010 and 2017 each for a week. Although the authors have put a lot of effort in filtering and normalizing the data, it is difficult to say the measurements are representative for the general condition. I understood that it is difficult to have longer term measurements, but the authors should at least clarify that it is only a short term measurement and avoid using the term ‘representative’. In addition, the measurement campaigns were performed in different seasons of the year and the meteorological conditions could be quite different. Is there any good reason?

Response: The measurement campaigns took place in different years and months and each for around one week time (10 days in Dec. 2010 and 8 days in Mar. 2017). It is very difficult to have regular measurements to derive annual average map. Therefore, we put a lot of effort on filtering and normalizing the data to get a better overview. In the revised manuscript, we rephased the term ‘representative’ to avoid confusion.
Regarding to the measurement campaign in different seasons, we tried to organize the campaigns in the similar time of year, but due to certain limitations, we can only measure in these two time frames. The two measurement campaigns were performed in winter (December) and early spring (March). We have analyzed the meteorological parameters including temperature, humidity, wind speed and wind direction taken during the two measurement campaigns. The results show that the meteorological conditions are quite similar during the two campaigns. We have supplemented the information in the revised manuscript (page 12, line 24-26).

Section 3.2.1: The authors present an example of the NO2 level under congestion condition and concluded that to filter data take 8 s after the vehicle speed below 5km/h. The lag time shown in this case is the combination of accumulation of NO2 in ambient plus the lag time of the instrument. The lag time of the instrument is fixed and can be measure, while the time of accumulation of NO2 varies. Clarification is necessary.

Response: A clarification is added to the revised manuscript (page 8, line 1-2).

Figure 4 caption: Change ‘during stops due to traffic congestion’ to ‘during traffic congestion’.

Response: The caption is revised according the reviewer’s suggestion (page 8).

Section 3.3: Deriving long term trend from 2 weeks of measurements is not very convincing. The authors should state clear the purpose of comparing these short term measurements. The analysis of EPD and LP-DOAS data is variable though.

Response: The purposes of comparing these short term measurements are (1) to illustrate the differences between on-road mobile and road side stationary measurements and (2) to examine the consistency of the long term trend of road side NO2 derived from stationary measurements. We have supplemented the information in the revised manuscripts (page 9, line 16 to page 12, line 2).

Figure 6: This plot contains a lot of information already. However, I still would like to know whether it is possible to compare the EPD data measured at the same time when the CE-DOAS was passing by and how’s the correlation in between? The labels in the plots should be larger. The date in the title of each plot is redundant, please remove them.

Response: Our measurements only have few overpasses with the EPD stations during the campaigns. As a result, there are only few data points for comparison. Therefore, investigating the correlation for such a small dataset might not be
statistical significance. We have revised Figure 6 according to reviewer comments (page 10).

Figure 8: How does the average map calculated for each year? Does it corrected for the diurnal effect? Since the authors described the measurements were taken during the different time of the day which contains the morning and evening rush hours and non-rush-hour at noon, it may lead to a bias in averaging all measurements.

Response: The measurements were taken with a fix schedule during morning rush hours, noontime and evening rush hours. We weighted the morning, noontime and evening measurements equally in the averaging process. Therefore, we do not correct for diurnal pattern of NO2. As both the measurements in 2010 and 2017 are processed with the same procedure, it is unlikely to have a bias when comparing the two datasets. We have supplemented a brief description of the averaging procedure in the figure caption (page 13).

Figure 11: NO2 concentration measured by the 7 EPD stations are shown on the map as well. But the authors don’t describe any results such as the difference between EPD measurements and the coinciding closest on-road measurements, and the NO2 average changes in these 2 years of EPD stations.

Response: The EPD measurements shown on the maps are used to illustrate the consistency of the on road and stationary measurements. We have supplemented a brief discussion regarding the on road and stationary measurements (page 11, line 5-9 and page 17, line 21). As we have discussed before, there are only few coinciding CE-DOAS and EPD measurement data. Looking into this small dataset might not be able to derive statistical significant conclusion.

Page 5 line 28: ‘a equilibrium state’ to ‘an equilibrium state’.

Response: We have removed the sentence according to comment from reviewer #2.

Page 12 line 2-3: Explain why >1 ppb is significant. I suppose this is related to the detection limit of the instrument. Please specify it in the methodology section.

Response: The detection limit of the instrument is now included in the methodology section of the revised manuscript (page 4, line 7).

Page 15 line 10: ‘primary NO could be. . .’ is grammatically incorrect. Please revise.
Response: The grammatically mistake has been corrected (page 15, line 26).

Page 17 line 3: If the traffic load is mostly constant in commercial areas which include most shopping malls on Sunday, why the differential map shows the decrease of NO2 around shopping malls? A better description is necessary.

Response: Although the traffic load is mostly constant, the parking spaces are limited in these shopping areas and results in low speed cruising and traffic congestion around these major shopping areas during weekend, which lead to higher emission of NOx. This explanation is written on page 19, line 7-10.

Page 18 line 14 and 15: Same as before, explain why >1 ppb is significant.

Response: The detection limit of the instrument is now included in the methodology section of the revised manuscript (page 4, line 7).

Page 20 line 20: I couldn’t see the causal relationship between the increase amount of private cars and public transport usage with the significant increase of weekend drivers in Hong Kong. The authors should describe it better.

Response: Both number of private car and public transport usage increase in the past few years implied that the usage per private car is greatly reduced. The decrease of private car usage is mainly due to the reduction for daily commute using private cars, which is coherent with the increase of public transport usage. As a result most of the private cars are mainly used during weekends. We have supplemented the explanation in the revised manuscript (page 19, line 3-5).
Response to reviewer #2

We thank reviewer #2 for careful reading our manuscript and the very detailed comments. They certainly helped us to improve the manuscript. We understand that the comments are positive on the scientific content of the manuscript while appropriate revisions and clarifications are necessary. We have addressed the reviewer’s comments on a point to point basis as below for consideration.

In this manuscript, Zhu et al. report on measurements of boundary layer NO2 in Hong Kong using different techniques. In two campaigns, car-based measurements with a CE-DOAS instrument were performed for several days at different times of the day, covering both rush-hour and normal conditions. These measurements are complemented by data from the in-situ measurement network, a long path DOAS instrument operating during and in between campaigns, and OMI satellite data. Data were analysed for their temporal trend, the diurnal profile, the week-end effect, their spatial distribution and the NO2 / NOx ratio.

The paper reports interesting measurement results from a highly polluted city enforcing strict emission controls and highlights some nice local effects such as changes in pollution levels around metro stations. The manuscript is overall well written but focuses on reporting measurement results and a qualitative interpretation. It therefore does not fit well into the scope of AMT (“The main subject areas comprise the development, intercomparison, and validation of measurement instruments and techniques of data processing and information retrieval for gases, aerosols, and clouds.”) but should rather have been submitted to ACP in my opinion. It would also benefit from a more quantitative discussion including error bars.

Nevertheless, I recommend it for publication after the following points have been fully addressed.

Response: Before we submitted our manuscript to AMT, we carefully thought about the choice of journals and we chose AMT because our manuscript reports the application of mobile CE-DOAS, the data analysis method of the mobile measurements and the measurement results. We also compared our mobile measurements with in-situ monitor data. Therefore, we think the work represented fits well with the scope of AMT especially the specially issue of “Advances in cavity-based techniques for measurements of atmospheric aerosol and trace gases”. We hope the manuscript is of interests for the general audience of the journal.

1. Was any correction applied to the in-situ chemiluminescence NOx analysers for cross-sensitivities?

Response: Cross-sensitivities correction is not applied to the chemiluminescence NOx analyzer measurements. However, the in-situ monitor operated by EPD have
undergoes a series of calibration and verification procedures. The quality of the measurement data is proofed to meet the measurement standard.

2. I'm not yet convinced by the discussion of the NO2 to NOx ratios. While I can understand that the ratio is driven by the fraction of NOx emitted as NO close to the source, and therefore a change in technology used in the car fleet can have an impact on NO2 to NOx ratios at roadside stations, I'm surprised to see that this is also the case at ambient stations. Is this because of the increase in ozone concentrations, and if so, does this match quantitatively with model results/stationary state estimates?

Response: The increase of ambient ozone certainly has an effect on the NO2 to NOx ratio. However, it is very difficult to quantify the contribution of increase of ozone on the increase of NO2 to NOx ratio even with chemical transport model. In addition, the focus of this section is to analysis the long term change of on-road and ambient NO2. Model study of the interaction between ambient O3 and NOx is certainly interesting but beyond of the scope of the paper. We have supplemented the information in the revised manuscript (page 16, line 3-5).

The values given in Fig. 9 are also not in good agreement with the number of 0.7 given for the NO2/NOx ratio in section 2.3. Clearly, this ratio is not constant over the measurement period and varies strongly within the area. How will that impact on the results?

Response: The NO2/NOx ratio given in section 2.3 reflects the general condition in Hong Kong and of course this number could vary in a wide range depending the local situation. The value indicated in section 2.3 is more representative for the ambient station measurements Fig 9b. The ratio provided is only supplementary information and not our focus of the study. In order to avoid confusion, we have removed the calculation of NO2/NOx ratio in section 2.3.

3. I do not see what I can learn from Fig. 7 which is not already shown in Fig. 6.

Response: We would like to show the decrease of NO2 level is not only happening in Hong Kong, but also in the surrounding areas. Therefore, we provided the satellite images of NO2 spatial distribution over Pearl River Delta in both 2010 and 2017.

4. In section 3.2.1, a filtering of the data for congestion situations is described, and I can see the reason why the authors apply this filter. On the other hand, isn't there a risk of introducing a low bias, as the most busy (and thus most polluted) parts of the roads which have the highest risk of congestion will be removed from the data?
Response: The reviewer is right that the filter implemented would remove more data from busy roads where congestions happen more frequently. The filter is only applied to the maps for comparison (Figure 8), so that the maps are focus on NO2 concentrations instead of congestion patterns, since the congestion patterns could be very different due to road constructions and traffic accidents. The interpretation of the data is based on the difference between these maps, which they are analyzed in the same way. Therefore, the biases are very likely to be cancelled out with each other. On the other hand, this filter was not applied to the NO2 spatial distribution analysis (Figure 12), so it will not affect the interpretation of the spatial pattern of NO2. In order to avoid confusion, we have added a sentence in section 3.2.1 to clarify that the filter is only applied the maps for comparison (page 8, line 8).

5. If I understood the diurnal normalization discussed in section 3.2.2 right, not the actual diurnal profile from the LP DOAS is used but rather the mean profile for that day of week, scaled to the actual LP DOAS measurements. As can be seen in Figure 5, the match is not very good between these two curves, and I’m wondering what that implies for the validity of the correction and the remaining bias from non-coincidence of measurements.

Response: In this study, the mean profile of the day of week is scaled to fit the actual LP-DOAS measurement and the resulting profile is used for diurnal variation correction. Although the LP-DOAS measures along an optical path of 2km, the results may still not be fully representative for the general condition of the entire Hong Kong. Figure 5 shows the LP-DOAS and 7 EPD monitor stations NO2 measurements. The result shows the scaled LP-DOAS data matches better the general condition of Hong Kong. Therefore, we use the scaled mean profile instead of the actual coinciding data. We have included a more detailed explanation of the use of scaled profiles instead of coinciding measurement in the revised manuscript (page 9, line 6-8).

6. In Figure 8 and the discussion in the text, the measurements taken in March 2017 and December 2010 are used to characterise the long-term evolution of NO2 in Hong Kong. While the differences are large enough to be convincing, I still think that some discussion is needed here to exclude and quantify other effects such as weather, season or sampling.

Response: The measurement campaigns were held in different seasons, we tried to organize the campaigns in the similar time of year, but due to certain limitations, we can only measure in these two time frames. The two measurement campaigns were performed in winter (December) and early spring (March). We have analyzed the meteorological parameters including temperature, humidity, wind speed and wind direction taken during the two measurement campaigns. The results show that the meteorological conditions are quite similar during the two campaigns. We have supplemented the information in the revised manuscript (page 12, line 24-26).
7. In section 3.4, the differences between the magnitude of the NO2 concentrations measured by EPD ambient stations and on-road CE-DOAS is discussed in the context of Figure 11. However, already in Fig. 6 it can be seen that CE-DOAS values are on average clearly (much) higher than the station data, although measured within 100 m. I assume that this is mainly due to the different measurement altitudes and the steep vertical profile of NO2 in this urban environment (see also the earlier paper on the LP-DOAS measurements by Chan et al., 2012). In my opinion, this asks for some discussion with respect to the representativity of the CE-DOAS measurements and the station data, for example for human health and compliance with environmental legislation.

Response: The vertical distribution of NO2 under on-road/road side conditions varies in a wide range. The EPD ambient stations are located at different altitude and in general above 10m a.g.l., while the road side stations are measuring at 3m a.g.l.. The inlet of our on-road mobile measurement is setup at 1.5m a.g.l., which is much closer to the pedestrians breathing height. As the tail pipes of vehicles are usually at 10-30cm a.g.l., our mobile measurement inlet is much closer to the emission sources and therefore in general measure higher NO2 concentrations. We have supplemented the description of the EPD stations (page 5, line 11-12) and the explanation of much higher on-road NO2 measured by the mobile CE-DOAS (page 12, line 5-9) in the revised manuscript.

8. In order to put Figure 12 to use in other studies, it is important to know if this is a snapshot or an average over many observations. If the latter is true, the number of individual measurements that go into these averages and also the RMS are relevant so that the reader can get an idea of how representative the mean value is.

Response: The spatial distribution of NO2 shown in Figure 12 is an average of all available measurements. The standard route measurement was performed 3 times per day, while other locations only have single or few overpasses during the two campaigns. Therefore, the resulting map can be regards as a consistent snapshot. In order to have a better overview, the data are corrected for diurnal variation using the LP-DOAS measurements (Figure 12b). To avoid confusion, we have extended the description of the figure capture of Figure 12 (page 20).

9. I’m missing a statement on the availability of data – as the high resolution NO2 map is one of the main outcomes of the study, readers should know how to access it.

Response: We have now included a statement on the availability of data. The mobile measurement data is available on request from the corresponding author (ka.chan@dlr.de).

10. The text is overall well written and clear, but there are several shorter sections which need careful proof reading for grammar.
Response: We have carefully proofread the manuscript again and corrected the typing and grammatical errors.
Analysis of spatial and temporal patterns of on-road NO₂ concentrations in Hong Kong

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Abstract. In this paper we present an investigation of the spatial and temporal variability of street level concentrations of NO₂ in Hong Kong as an example for a densely populated megacity with heavy traffic. For the study we use a combination of open path remote sensing and in-situ measurement techniques that allows us to separate temporal changes and spatial patterns and analyse them separately. Two measurement campaigns have been conducted, one in December 2010 and one in March 2017. Each campaign lasted for a week which allowed us to examine diurnal cycles, weekly patterns as well as spatially resolved long term changes. We combined a long-path Differential Optical Absorption Spectroscopy (DOAS) instrument with a cavity enhanced DOAS and applied several normalizations to the data sets in order to make the different measurement routes comparable. For the analysis of long term changes we used the entire unfiltered data set, for the comparison of spatial patterns we filtered out the accumulation of NO₂ when stopping at traffic lights for focusing on the changes of NO₂ spatial distribution instead of comparing traffic flow patterns, and for the generation of composite maps the diurnal cycle has been normalized by scaling the mobile data with coinciding citywide path-averaged measurement results.

An overall descending trend from 2010 to 2017 could be observed, consistent with the observations of the ozone monitoring instrument (OMI) and the Environment Protection Department (EPD) air quality monitoring network data. However, long term difference maps show pronounced spatial structures with some areas, e.g. around subway stations, revealing an increasing trend. We could also show, that the weekend effect, which for the most part of Hong Kong shows reduced NO₂ concentrations on Sundays and to a lesser degree on Saturdays, is reversed around shopping malls. Our study shows that the spatial differences have to be considered when discussing city-wide trends and can be used to put local point measurements into perspective. The resulting data set provides a better insight into on-road NO₂ characteristics in Hong Kong which helps to identify heavily polluted areas and represents a useful database for urban planning and the design of pollution control measures.
1 Introduction

Nitrogen dioxide ($\text{NO}_2$) is one of the major air pollutant and plays a key role in both tropospheric and stratospheric chemistry. It participates in the catalytic formation of tropospheric ozone ($\text{O}_3$) and also contributes to the formation of secondary aerosols (Jang and Kamens, 2001; Huang et al., 2014) and causes acid rain. High $\text{NO}_2$ concentration is known to be toxic to human.

Nitrogen oxides ($\text{NO}_x$), defined as the sum of nitric oxide (NO) and $\text{NO}_2$, is released into the atmosphere from both natural and anthropogenic sources. Major sources of $\text{NO}_x$ include fossil fuel combustion, biomass burning, lightning and oxidation of ammonia (Bond et al., 2001; Zhang et al., 2003). In Hong Kong, vehicle emissions are the main source of $\text{NO}_x$. Similar to many metropolitan areas, a decreasing trend of ambient and roadside $\text{NO}_x$ levels has been observed (Carslaw, 2005; Keuken et al., 2009; Tian et al., 2011) which is contributed from the effective vehicular emission control measures in the past. However, the pollution levels measured at both ambient and roadside air quality monitoring stations are still occasionally exceeded the world health organization (WHO) guideline values of 40 $\mu$g/m$^3$ (annual) and 200 $\mu$g/m$^3$ (hourly) for $\text{NO}_2$, with more frequent exceedance of hourly $\text{NO}_2$ with high values observed at roadside stations. A rising trend of $\text{NO}_2$/NO$_x$ ratio with reduction of $\text{NO}_x$ is recorded at the roadside monitor stations in Hong Kong, which means the reduction rate of $\text{NO}_2$ is slower than NO in recent years (Tian et al., 2011). Vehicular $\text{NO}_2$ is either primarily emitted at the tail pipe or secondarily formed from oxidation of NO emission involving ozone and volatile organic compounds (VOCs) in the ambient (Muilwijk et al., 2016; Chang et al., 2016). The increase of $\text{NO}_2$/NO$_x$ ratio could either relate to the upgrades of vehicle engines and catalytic filters or changes in the composition and ambient level of VOCs. However, $\text{NO}_2$ concentration changes rapidly with time and has a very strong spatio-temporal variability, which is often unknown in urban areas (Longley et al., 2015). Regular roadside air quality monitoring stations are not sufficient to capture these variations and could not provide an overview of the roadside pollution situation representative for Hong Kong. Therefore, it is necessary to perform on-road mobile measurements for better understanding the pollutant distribution and spatial coverage of $\text{NO}_2$ for the entire city.

In order to capture the spatial and temporal variability of $\text{NO}_2$ concentrations in the central metropolitan area of Hong Kong, we use a combination of two different differential optical absorption spectroscopy (DOAS) techniques, a long path DOAS (LP-DOAS) and a cavity enhanced DOAS (CE-DOAS), as well as an ultraviolet (UV) based dual beam in-situ ozone monitor (Model 205, 2B Technologies). CE-DOAS is a relatively new spectroscopic measurement technique which uses an optical resonator to produce a long light path to enhance the absorption signal within a limited space (Platt et al., 2009). Sensitive measurements of trace gas have already been demonstrated by Langridge et al. (2006); Venables et al. (2006); Washenfelder et al. (2008); Thalman and Volkamer (2010); Min et al. (2016); Chan et al. (2017b). Compared to other in-situ $\text{NO}_2$ monitoring techniques, CE-DOAS is insensitive to other reactive nitrogen ($\text{NO}_y$) in the atmosphere, making it a better option for small spatial scale measurements and detection of spatial variation of trace gases. Its high accuracy allows fast sampling which is important for mobile measurements.

Mobile measurements are an effective tool to obtain the spatial and temporal variations of highly dynamic on-road pollutants. Therefore, it has been widely used for determining on-road vehicle emission factors (Vogt et al., 2003; Uhrner et al., 2007; Ning et al., 2012) and assessing the impacts of urban planning on air quality (Rakowska et al., 2014; Chan et al., 2017b).
Mobile CE-DOAS measurements of on-road NO$_2$ were performed in December 2010 and March 2017. The mobile measurements were used to investigate the relationship between on-road and ambient air quality. In addition, LP-DOAS measurements were performed to investigate the temporal variation of general ambient NO$_2$ in Hong Kong. Details of the mobile CE-DOAS and LP-DOAS experimental setups are presented in section 2. In section 3.2, the data filtering and normalization algorithms applied to the mobile measurement data are introduced. The mobile NO$_2$ measurements are then analysed together with LP-DOAS and local monitoring station data for the long term trends, and results are shown in section 3.3. Section 3.4 presents the analysis of the characteristics of the weekend effect for different parts of the city. In addition, the spatial patterns of on-road NO$_2$ and the identification of pollution hotspots are presented in section 3.5.

2 Methodology

2.1 Mobile cavity enhanced DOAS

A CE-DOAS instrument was employed for mobile measurements using a sampling inlet positioned on top of the front part of the vehicle at a height of about 1.5 m above ground. The measurements were performed in December 2010 and March 2017 and divided into two parts, (a) measurement along a standard route that covers large part of the urban area in Hong Kong and (b) single measurement in different areas that are not covered by the route. The regular route covers Mong Kok, Central and Causeway Bay which are the busiest areas in Hong Kong (see Figure 1). The standard route measurements were performed 2 to 3 times per day in order to cover non-rush hours, morning and evening rush hours. The varying route measurements were mostly performed during non-rush hours which aims to provide better spatial coverage and to identify pollution hotspots. Measurements performed in 2010 focus more on the on-road NO$_2$ spatial distribution and the identification of pollution hotspots. Therefore, the 2010 measurements include more non-standard route measurements to have a better spatial coverage. On the other hand, the objectives of the 2017 measurements were refined to investigate the spatio-temporal variations over major pollution hotspots, that are mostly concentrated in the city center. As a result, we focused more on the standard route measurements over the city center in 2017.

The principle of the CE-DOAS (Platt et al., 2009) is similar to that of the cavity enhanced absorption spectroscopy (CEAS) (Fiedler et al., 2003). The measured absorption spectrum of an incoherent broad band light source (e.g. LED) is used to determine the concentration of trace gases, which allows the application of the DOAS technique for the detection of multiple trace gases by a single instrument.

A schematic diagram of the CE-DOAS instrument is shown in Figure 2. The CE-DOAS consists of a blue LED light source, an optical resonator with two high reflective mirrors, a spectrometer and an air sampling system. Dielectric coated high reflective mirrors (reflectivity >99.98% at 440 nm) are placed at both ends of the sampling cell to form an optical resonator. Light from the high power blue LED (CREE XR-E royal blue, 440 nm - 455 nm FWHM) is coupled into the optical resonator by a convex lens with a focal length of 25 mm. Light escaped from the other side of the optical resonator is coupled to an optical fiber with a numerical aperture of 0.22 by a convex lens with a focal length of 50 mm and an aluminum mirror. The transmitted light is redirected to the spectrometer for spectral analysis through the optical fiber. Spectra are recorded by an
Figure 1. Map of Hong Kong city center. (a) The standard measurement route; (b) the location of LP-DOAS. Yellow crosses indicate 3 roadside EPD monitoring stations while blue crosses represent 4 ambient EPD monitoring stations. The blue line indicated in (b) represents the optical path of the LP-DOAS.

Avantes spectrometer (AvaSpec-ULSi2048L-USB2) with a Sony ILX511 charge coupled device (CCD) detector. The spectral range of the spectrometer is adjusted to 395 nm - 492 nm with a spectral resolution of 0.47 nm (FWHM). The sampling cell is made by a Teflon pipe with length of 50 cm and a sampling volume of 286.3 cm$^3$. The sample flow of the system is achieved by a direct current vacuum pump located at the outlet side of the sampling chamber. A Teflon filter is placed in front of the inlet of the sampling cavity to avoid aerosols entering the sampling cavity and affecting the optical path by scattering and contamination of the high reflective mirrors. The time resolution of the CE-DOAS was adjusted to 4 seconds during the mobile measurement. Detailed description of the CE-DOAS instrument can be found in Platt et al. (2009); Chan et al. (2017b).

In this study, the software DOASIS (Kraus, 2005) was used for the CE-DOAS spectral evaluation. The CE-DOAS spectral fit is performed in the wavelengths from 435.6 nm to 455.1 nm, which includes several strong NO$_2$ and water vapor absorption bands. Reference absorption cross sections of NO$_2$ (Vandaele et al., 2002), H$_2$O (Rothman et al., 2003), Glyoxal (CHOCHO) (Volkamer et al., 2005) and O$_4$ (Hermans et al., 1999) were included in the DOAS fitting.

2.2 Long path DOAS observations

A Light Emitting Diode (LED) based LP-DOAS system was installed on the roof top of the City University of Hong Kong building, providing measurement of near surface NO$_2$. The retro reflectors were placed on a high rise building located at the center of Kowloon, realizing an optical path of 1.9 km (total absorption path of 3.8 km). The spectral range of the spectrometer was adjusted from 400 nm to 462 nm with a spectral resolution of 0.4 nm (FWHM). The average altitude of the LP-DOAS
Figure 2. Schematic diagram of the experimental setup of the CE-DOAS.

light path is \(~50\) m above ground level covering a long light path over the urban area of Hong Kong, providing representative measurements of the spatial distribution of ambient NO\(_2\) level. Details of the experimental setup and the data retrieval procedure of the LP-DOAS can be found in Chan et al. (2012, 2017a). When focusing on the spatial variations, we used ambient NO\(_2\) values measured by the LP-DOAS to normalize for the temporal dependency of the mobile CE-DOAS measurements. Since the mobile measurements record data from different parts of the city at different times of the day, the diurnal variability has to be normalized in order to produce a concentration map that is representable for daily average concentration of NO\(_2\). Details of the normalization procedure are presented in section 3.2.

2.3 Local air quality monitoring network

Ambient NO\(_2\) data in Hong Kong were acquired from the air quality monitoring network of Hong Kong which is operated by the Environmental Protection Department (EPD). The air quality monitoring network comprises 13 ambient and 3 roadside monitor stations (see Figure 1 for the locations of some of the stations). They are located at different altitude and in general above 10 m a.g.l., while the road side stations are measuring at 3 m a.g.l.. The measurements cover both urban and rural areas in Hong Kong. The NO\(_2\) and NO\(_x\) concentrations are measured by in-situ chemiluminescence NO\(_x\) analyzer. Ultra-violet (UV) absorption O\(_3\) analyzer is used for O\(_3\) monitoring. More details of the air quality monitoring network can be found on http://www.aqhi.gov.hk/en/monitoring-network/air-quality-monitoring-network.html. Hourly NO\(_2\) concentrations from seven nearby air quality monitoring stations were used to compare to LP-DOAS and CE-DOAS NO\(_2\) measurements. In addition, NO\(_2\), NO\(_x\) and O\(_3\) data from the monitoring stations are used for long-term trend analysis. The reaction time of NO-NO\(_2\)-O\(_3\) chemistry caused by traffic-induced turbulence in an inner city street canyon with high traffic density is about 12.6 seconds, as simulated by the regional atmospheric chemistry mechanisms (RACM) (VDI, 2017b) using typical values for photolysis frequencies and meteorological situations. Since emissions accumulate for much longer than that, we can assume a equilibrium state with an average NO\(_2\)/NO\(_x\) ratio of 0.70 ± 0.22 for our measurements was calculated, using our measured O\(_3\) concentration with typical values for photolysis rate and an overcast sky (VDI, 2017a), derived from...
The Leighton ratio equation. This value could be confirmed by ratios derived from the EPD monitoring stations where NO measurements were available (see section 3.3).

2.4 OMI Satellite observations

The Ozone Monitoring Instrument (OMI) is a passive nadir-viewing satellite borne imaging spectrometer (Levelt et al., 2006) on board the Earth Observing System’s (EOS) Aura satellite. The instrument consists of two charge-coupled devices (CCDs) covering a wavelength range from 264 nm to 504 nm. A scan provides measurements at 60 positions across the orbital track covering a swath of approximately 2600 km. The spatial resolution of OMI varies from \( \sim 320 \text{ km}^2 \) (at nadir) to \( \sim 6400 \text{ km}^2 \) (at both edges of the swath). The instrument scans along 14.5 sun-synchronous polar orbits per day, providing daily global coverage observations.

In this study, NASA’s OMI NO\(_2\) standard product version 3 (SPv3) is used (Krotkov et al., 2017). The slant column densities (SCDs) of NO\(_2\) are derived from Earth’s reflected spectra in the visible range (402 - 465 nm) using an iterative sequential algorithm (Marchenko et al., 2015). The OMI NO\(_2\) SCDs are converted to vertical column densities (VCDs) by using the concept of air mass factor (AMF) (Solomon et al., 1987). The AMFs are calculated based on NO\(_2\) and temperature profiles derived from the Global Modeling Initiative (GMI) chemistry transport model simulations with a horizontal resolution of 1° (latitude) \( \times \) 1.25° (longitude) (Rotman et al., 2001). Separation of stratospheric and tropospheric columns is achieved by the local analysis of the stratospheric field over unpolluted areas (Bucsela et al., 2013).

3 Results and Discussion

3.1 NO\(_2\) measurement comparison

Our LP-DOAS measurements of atmospheric NO\(_2\) in Hong Kong started in December 2010. The data shows significant diurnal, weekly and seasonal variability. The daytime annual average NO\(_2\) concentration measured by the LP-DOAS from 2011 to 2015 is 47.5 \( \mu \text{g/m}^3 \). A decreasing trend can be observed (see section 3.3 for more detailed discussion), but they all still higher than the annual average of 40 \( \mu \text{g/m}^3 \) in WHO guideline (same standard as the Hong Kong air quality objective for NO\(_2\)). Additionally, episodes of high NO\(_2\) levels are occasionally recorded, especially from long range transportation of air pollutants from mainland China (Kuhlmann et al., 2015).

A time series of NO\(_2\) concentrations measured by LP-DOAS and EPD monitoring stations are shown in Figure 3. On one hand, both LP-DOAS and EPD measurements show similar variation pattern with higher values during daytime and lower values at night. On the other hand, LP-DOAS and different EPD stations measurements also demonstrate different characteristics of NO\(_2\). The significant spatial dependency of NO\(_2\) is also confirmed in long-term changes (see section 3.3 for more detailed discussion). All measurements show an elevated NO\(_2\) level during morning (8:00 to 10:00) and afternoon (17:00 to 19:00) rush hours. However, the absolute concentration measured by different stations varies in a wide range. In addition, differences in measurement height also contribute to differences among these measurements. In order to have a better overview
of the NO$_2$ spatial distribution, temporal variation and their emission source pattern, we performed mobile measurements of on-road NO$_2$ using a CE-DOAS instrument. On road measurement can easily be influenced by the traffic condition, e.g., accumulation of emission during traffic congestion, and the diurnal variation of ambient NO$_2$. In order to correct for these effects in the mobile measurement, we have filtered data which is influenced by traffic condition and normalized the on-road measurement for diurnal variation of NO$_2$.

3.2 Data filtering and normalization

3.2.1 Comparison of concentrations during fluent traffic and traffic congestion

Traffic congestion can result in higher pollution levels due to accumulation of vehicle emissions, caused by less turbulent mixing with cleaner air and longer NO to NO$_2$ reaction time. It has been observed that high concentrations of NO$_2$ were recorded during low speed driving in our measurements, i.e. in a traffic jam or waiting in front of a traffic light. Figure 4 shows the time series of vehicle speed and measured NO$_2$ concentration during a traffic congestion on 2$^{nd}$ Mar 2017. Note that the vehicle speed is calculated from the GPS data with an error about 0.6 m. Converting the error into vehicle speed would be 1.4 km/h. Therefore, the vehicle speed is never zero even if the vehicle stops. In the example shown in Figure 4, the vehicle slowed down and stopped for half a minute at a traffic light. The NO$_2$ level goes up from about 100 $\mu$g/m$^3$ to more than 400 $\mu$g/m$^3$. The NO$_2$ level rises about 8 s after the vehicle stopped. When the vehicle started moving again, the measured NO$_2$ level gradually dropped back to the pre-stop level within 20 s.

In order to separate data that is influenced the NO$_2$ spikes induced by traffic congestion or idling, we filtered data from 8 s after the vehicle speed drop below 5 km/h to 20 s after the vehicle speed goes above 5 km/h again. In order to avoid filtering data due to poor GPS signal, this filter only applies when the vehicle speed is below 5 km/h for more than 8 s. The lag time

![Figure 3. Time series of NO$_2$ concentration measured by LP-DOAS and EPD Monitoring stations during the measurement campaign in 2010.](image-url)
shown in this case is 8 s. It is the combination of accumulation of NO\textsubscript{2} in ambient and the lag time of the instrument. The lag time of the instrument is \textasciitilde 4 s, while the time of accumulation of NO\textsubscript{2} varies with the ambient condition. The average NO\textsubscript{2} concentrations for standing condition are 239 \(\mu\text{g/m}^3\) which is 14.5 % higher on average. We filter out traffic light or traffic jam stops only to have a consistent NO\textsubscript{2} spatial distribution under fluent driving condition for the direct comparison of two measurements in different days and years, in order to focus on the concentrations instead of the stopping frequency congestion patterns. This filter criterion removed 37 % and 30 % of the total number of measurement data in 2010 and 2017. However, since the filter mainly removes measurements at low speed or standing, only 10 % and 11 % of the spatial points were removed for 2010 and 2017, respectively. This filter is only applied to generate maps for comparison.

### 3.2.2 Normalization of the diurnal cycle

In order to separate the NO\textsubscript{2} spatial and temporal variability and show a representative spatial distribution of NO\textsubscript{2} in Hong Kong, we developed an algorithm using LP-DOAS measurements to normalize for the diurnal variations. Although the LP-DOAS measurement covers a long light path over the urban area in Hong Kong, the NO\textsubscript{2} values provided might still not be representative for all measurement areas due to local influences. Therefore, we use a normalized long term average of diurnal NO\textsubscript{2} cycle for each weekday to correct for the temporal variation effect. The normalized data is less depending on outliers caused by the overpass pollution plume and can also interpolate data gaps due to instrumental problems and bad weather.

LP-DOAS measurements of atmospheric NO\textsubscript{2} for each day are first normalized by dividing by the daily mean NO\textsubscript{2} concentration. The resulting normalized NO\textsubscript{2} level are then averaged for each day of the week over a period of 2 years to obtain a representative diurnal NO\textsubscript{2} variation pattern. The normalized and averaged diurnal NO\textsubscript{2} variation pattern of the corresponding weekday is scaled and shifted to fit the normalized LP-DOAS measurement for each day during the mobile measurement campaign. The inverse of the 1 \(\sigma\) (standard deviation) variation of the 2-year averaged and normalized NO\textsubscript{2} level is used as
Figure 5. Normalized diurnal cycle of NO\textsubscript{2} on Friday in Hong Kong in 2010 measured by the LP-DOAS and EPD monitoring stations. EPD measurements on 17\textsuperscript{th} Dec 2010 from 7 monitoring stations are indicated as dashed line. The green curve represents LP-DOAS measurement while purple line is the 2 years averaged diurnal pattern with shadowed area of the 1 \textit{\sigma} standard deviation variation. The blue line shows the scaled and shifted diurnal pattern of ambient NO\textsubscript{2} on Friday, 17\textsuperscript{th} Dec 2010.

weighting in the least squares regression to scale and shift the long term average diurnal pattern. In order to avoid single high value affecting the whole regression, normalized NO\textsubscript{2} level exceeded the 1 \textit{\sigma} variation of the 2-year averaged and normalized NO\textsubscript{2} level were not considered in the regression process. Figure 5 shows the normalized NO\textsubscript{2} concentration measured by the LP-DOAS on 17\textsuperscript{th} Dec 2010. Normalized 2-year Friday mean NO\textsubscript{2} diurnal pattern, the diurnal pattern of scaled NO\textsubscript{2} measurement taken on 17\textsuperscript{th} Dec 2010 and normalized EPD monitoring data are shown as well. All data illustrate similar characteristics with significant peaks in the morning (8:00 to 10:00) and evening (17:00 to 19:00) rush hours. Compared to the original LP-DOAS measurements, the fitted mean diurnal NO\textsubscript{2} pattern matches better with measurements from most of the EPD monitor stations, indicating the fitted diurnal pattern better represent the general condition in Hong Kong. The fitted long term diurnal pattern is then used to correct for the diurnal effect of the mobile measurement. Mobile measurements are multiplied by the simultaneous NO\textsubscript{2} level of the resulting normalized LP-DOAS diurnal pattern to obtain a more representative value for the measurement areas.

3.3 Long-term trends of NO\textsubscript{2}

On road CE-DOAS measurements are analyzed together with LP-DOAS and EPD monitors data to investigate the long term trend of on-road and ambient NO\textsubscript{2}. The observed trends at different locations are compared to the changes of the mobile on-road CE-DOAS NO\textsubscript{2} measurements in 2010 and 2017 taken within 100 m radius of the 3 EPD roadside stations or within 1 km radius of the center of the LP-DOAS measurement path (Figure 6a, b, c and d), in order to illustrate the differences.
Figure 6. Monthly averaged daytime NO\textsubscript{2} concentration from Jan 2010 to Mar 2017 measured by three EPD stations and LP-DOAS. Red dots indicate the averaged NO\textsubscript{2} concentration measured by the CE-DOAS within 100 m radius of (a) Mong Kok, (b) Causeway Bay and (c) Central roadside station. (d) shows the CE-DOAS measurements within 1 km radius of the center of the LP-DOAS measurement path and monthly daytime averaged ambient NO\textsubscript{2} levels observed by the LP-DOAS. (e) shows the monthly averaged OMI tropospheric NO\textsubscript{2} VCDs over Hong Kong. The reduction rates R\textsubscript{r} indicated on the figures are calculated by taking the relative difference between averaged data taken in December 2010 and March 2017. Low reduction of LP-DOAS is due to sparse measurements in March 2017.
Figure 7. Averaged OMI tropospheric NO$_2$ VCDs over Pearl River Delta a) from 1$^{st}$ of Nov 2010 to 31$^{st}$ Jan 2011 and b) from 1$^{st}$ Feb 2017 to 31$^{st}$ Apr 2017.
between on-road mobile and road side stationary measurements and to examine the consistency of the long term trend of road side NO\textsubscript{2} derived from stationary measurements. The time series represent monthly averaged ambient NO\textsubscript{2} concentrations measured during daytime. OMI satellite observations of monthly average tropospheric NO\textsubscript{2} VCDs over Hong Kong are shown in Figure 6e. The data were filtered for cloud fraction larger than 50\% and averaged for OMI pixel within 50 km of the measurement site. The on-road CE-DOAS NO\textsubscript{2} measurements are in general much higher than the ambient monitor stations data. This is mainly due the difference in measurement height. The inlet of our on-road mobile measurement platform was set up at 1.5 m a.g.l, while the EPD road side stations were measurement at 3 m a.g.l, and the ambient stations were located at even higher altitudes. As the tail pipes of vehicles are usually at 10 - 30 cm a.g.l, our mobile measurement inlet is much closer to the emission sources and therefore in general measures higher NO\textsubscript{2} concentrations.

On-road, ambient, and satellite measurements of NO\textsubscript{2} all show a decreasing trend. Ambient NO\textsubscript{2} levels measured by the LP-DOAS show a descending trend with a rate of 2.5\% per year. Stronger decreasing trends of roadside NO\textsubscript{2} are observed by EPD in Mong Kok, Causeway Bay and Central roadside station with annual decreasing rates of 4.4\%, 3.3\% and 4.8\%, respectively. A similar reduction rate is also observed by on-road CE-DOAS measurements. Comparing the CE-DOAS measurement taken in 2010 and 2017, on-road NO\textsubscript{2} levels are overall reduced by 28\% for areas along the standard measurement route which would correspond to an annual decreasing rate of 4.0\%. NO\textsubscript{2} levels in 85\% of the measurement area are significant reduced (>1 ppb) by 37\% on average, whereas NO\textsubscript{2} levels in 14\% of the area are elevated (>1 ppb) by 22\% on average. The reduction rate for on-road NO\textsubscript{2} levels around the EPD roadside monitor stations varies from 24\% to 54\%. This reduction change can also be observed from space by OMI satellite. Tropospheric NO\textsubscript{2} VCDs show a descending trend with a rate of 3.7\% per year. In addition, Figure 7a and b show tropospheric NO\textsubscript{2} VCDs over the Pearl River Delta from 1\textsuperscript{st} of Nov 2010 to 31\textsuperscript{st} Jan 2011 and from 1\textsuperscript{st} Feb 2017 to 31\textsuperscript{st} Apr 2017, respectively. In general, tropospheric NO\textsubscript{2} VCDs are reduced by ∼50\% (7\% per year) over Hong Kong, while the reduction over Pearl River Delta is ranging from 30 - 60\%.

Averaged on-road NO\textsubscript{2} concentrations measured along the standard route during December 2010 and March 2017 are shown in Figure 8a and b, the differences in Figure 8c. The measurement routes are slightly different due to road constructions and maintenance. The two measurement campaigns were performed in winter and early spring. We have analyzed the meteorological parameters including temperature, humidity, wind speed and wind direction taken during the two measurement campaigns. The results show that the meteorological conditions are quite similar during the two campaigns. In general, a significant reduction (ranging from 20\% to 50\%, and on average 4\% per year) of on-road NO\textsubscript{2} can be observed which is consistent with the LP-DOAS and EPD monitor data. The reduction of on-road NO\textsubscript{2} level along Nathan Road, the busiest road in Kowloon, is ranging from 50\% to 60\% (around 7\% to 8\% per year). On the other hand, an enhancement of NO\textsubscript{2} level can be observed around subway stations, e.g., Hong Kong University station, Kwun Tong station, Diamond Hill station, Ngau Tau Kok station, etc. It probably reflects the fact that there are more bus terminals or bus stops surrounding metro stations in 2017 compared to 2010. Data from the transport department shows that the total number of licensed franchised bus has slightly increased by 3\% from 5729 in 2010 to 5916 in 2016 (http://www.td.gov.hk/en/transport_in_hong_kong/transport_figures/monthly_traffic_and_transport_digest/index.html). Although the number of franchised bus only has a small contribution to the total number of vehicle in Hong Kong (608 thousands in 2010, 746 thousands in 2016), franchised buses can account
Figure 8. Averaged on-road NO\textsubscript{2} concentrations measured along the standard route during (a) December 2010 and (b) March 2017. (c) shows the relative differences between 2010 and 2017. The markers indicate the location of metro stations. Measurements taken during morning rush hours, noontime and evening rush hours are weighted equally in the averaging.
Figure 9. Monthly averaged NO\textsubscript{2}/NO\textsubscript{x} ratio from EPD (a) roadside stations (b) ambient stations. O\textsubscript{3} concentrations measured by EPD (c) roadside stations (d) ambient stations are shown. Shadowed area indicates the 1 \(\sigma\) standard deviation variation of measurements.
for up to 40% of the traffic at busy traffic corridors (http://www.info.gov.hk/gia/general/201512/31/P201512310204.htm). Average daily public transport usage also increased from 11.6 millions time per day in 2010 to 12.6 millions time per day in 2016. According to the annual reports of Transport International Holdings Limited, the parent company of the Kowloon Motor Bus Company, the largest franchised bus operator in Hong Kong, the total number of buses running by the company increases slightly from 3988 in 2010 to 4162 in 2016. However, the number of bus routes reduced from 393 in 2010 to 384 in 2016. These changes are mainly due to the reformation of the operational strategies of the franchised bus operators. Due to the expansion of the metro system in Hong Kong, the role of bus has gradually changed from point to point long distance services to a connector between destination and metro stations. Therefore, enhancement of NO\textsubscript{2} levels is observed around metro stations.

On the other hand, franchised bus operators in Hong Kong started to introduce low emission buses (i.e., Euro IV and V) since 2009. Buses with model earlier than Euro III are proven to be more polluted than latest models (Dallmann et al., 2011; Mock, 2014; Lau et al., 2015; Pastorello and Melios, 2016). Therefore, bus companies started to install retro fit catalytic convertor on earlier bus models and these buses will be replaced completely by buses with higher emission standard by 2021. In addition, the government has set up franchised bus Low Emission Zones (LEZs) in three busiest traffic corridors in Hong Kong on 31\textsuperscript{st} Dec 2015. Buses with emission standard below Euro IV are not allowed to operate within these low emission zones. Therefore, both roadside and its nearby ambient NO\textsubscript{2} levels show a descending trend. Navigation (water transport), road transport and public electricity generation are the largest sources of NO\textsubscript{x} according to the 2015 Hong Kong Emission Inventory Report and data from the EPD Hong Kong Air Pollutant Emission Inventory, accounting for 33\%, 30\% and 25\% of total NO\textsubscript{x} emissions in 2010 (only NO\textsubscript{x} is available in the EPD inventory) and 37\%, 18\% and 28\% in 2016, respectively. NO\textsubscript{x} emissions from navigation and public electricity generation are rather constant, while emissions from road transport show a significant reduction of \sim50\% from 32.1 tonnes in 2010 down to 16.2 tonnes in 2015. This is coherent with the decreasing trend of NO\textsubscript{2} from 2010 to 2017.

We have looked into the NO\textsubscript{2}/NO\textsubscript{x} ratio as well as the O\textsubscript{3} concentration in order to better understand the impacts of reduction of vehicular emission of NO\textsubscript{x}. An increasing trend of NO\textsubscript{2}/NO\textsubscript{x} ratio is observed from both roadside and ambient monitoring stations. Figure 9 shows the NO\textsubscript{2}/NO\textsubscript{x} ratio for (a) roadside and (b) ambient stations. Ozone concentrations from both (c) roadside and (d) ambient stations are shown for reference. Decreasing roadside NO\textsubscript{2} level with increasing NO\textsubscript{2}/NO\textsubscript{x} ratio implies a significant reduction of primary NO emissions. The reduction of primary NO is could be subjected to the upgraded catalytic converter of diesel vehicles (from Euro III or earlier model to Euro IV and V) which reduces the total NO\textsubscript{x} emission and increases the NO\textsubscript{2}/NO\textsubscript{x} ratio (Kašpar et al., 2003). Newer diesel engines in general reduce the total NO\textsubscript{x} emission by \sim50\% according to the European emission standards for diesel passenger cars (EU emission standards, 2007). The Euro III diesel engines emission limit of NO\textsubscript{x} is 0.50 g/km, whereas the Euro IV emissions limit has been reduced by half to 0.25 g/km. However, this standard might not fully reflect the real driving condition (Franco et al., 2014) and it should be confirmed by more realistic mobile measurements. Furthermore, Tian et al. (2011) observed a rising roadside NO\textsubscript{2}/NO\textsubscript{x} ratio as well coincided with the introduction of new environmental friendly pre-Euro light and heavy duty vehicles in 2000 and 2003. Ning et al. (2012) also suggested that the proposal of replacing Euro II and III franchised buses to meet Euro IV or even higher emission standards will result in an increase of roadside NO\textsubscript{2}/NO\textsubscript{x} ratio. In addition, a general rising trend of ambient and
Figure 10. (a) shows the five years average diurnal cycle of NO$_2$ of each day of the week measured by LP-DOAS. The seven years average diurnal cycle of NO$_2$ of each day of the week measured by EPD (b) Sham Shui Po station, (c) Mong Kok station and (d) Causeway Bay station.

Roadside ozone is also observed from the EPD monitoring data. The increase of atmospheric NO$_2$/NO$_x$ with large reduction of NO may have been contributed be partly related to the recent increase of O$_3$ level in the roadside stations ambient, as less NO is available for the titration process under heavy NO$_x$ environment. However, it is difficult to quantify the contribution of increase of ozone on the NO$_2$/NO$_x$ ratio. Discussion of the interaction between O$_3$ and NO$_x$ is however beyond of the scope of the paper.
3.4 Weekend effect

Figure 10a shows the five years average diurnal cycle of NO$_2$ of each day of the week measured by LP-DOAS, and the seven years average NO$_2$ diurnal pattern measured by EPD Sham Shui Po, Mong Kok and Causeway Bay station are shown in Figure 10b, c and d, respectively. The diurnal pattern of NO$_2$ illustrates different characteristics between weekdays and weekend. Different measurement locations also show different characteristics of NO$_2$ during weekend. The LP-DOAS measurement indicates the NO$_2$ concentration is on average 3.3% lower on Saturday and 8.7% lower on Sunday compared to weekdays. However, the morning rush hour (8:00 to 10:00) peak of NO$_2$ is significantly reduced by 23.1% on Sunday, while the evening rush hour (18:00 to 20:00) peak shows a less pronounced reduction of 9.7%. NO$_2$ measurements from the Sham Shui Po ambient station and the LP-DOAS show similar diurnal variation pattern and weekend reduction. The weekend reduction is less pronounced for the roadside measurements in Mong Kok, the NO$_2$ level is on average 3.8% lower on Sunday compared to weekdays, with reduction during the morning and evening rush hours of 13.1% and 7.3%, respectively. Similar weekend reductions are also observed by other EPD roadside stations, i.e., Causeway Bay and Central. These differences in the diurnal cycle are most likely due to different types of land use. Traffic emissions are the main source of NO$_2$ in urban areas which is strongly dependent on human activities. In residential areas, traffic is reduced during weekend as most of the residents do not work on Sunday, e.g., frequency of buses is reduced during weekend. However, the traffic load is mostly unchanged in commercial areas, since shops are open as well on Sunday.

In order to further investigate the relationship between residents’ activities during weekdays and weekend and NO$_2$ emissions, we have looked into the morning standard route measurements on a sequential Sunday and Monday in 2017. Two sequential days are used for comparison so as to avoid influences from different meteorological conditions. NO$_2$ concentration maps measured on Sunday and Monday are shown in Figure 11a and b and its difference in c. **Coinciding NO$_2$ concentration measured by the 7 EPD stations are also shown for reference.** The NO$_2$ level on Sunday is on average about 45% lower than that of Monday. The mobile measurements are in general agreement with coinciding EPD data, while discrepancies can be observed for peak values captured by the more frequently measuring CE-DOAS. This discrepancy is mainly due to the difference in measurement time. Mobile measurement recorded the instant concentration of on-road NO$_2$ which could easily be influenced by a single incident, especially the on-road NO$_2$ level varies rapidly. On the other hand, EPD monitors provide hourly averaged NO$_2$ concentration which tend to average out those local pollution peaks. Besides, four EPD ambient monitoring stations are located more than 15 m above ground level. Therefore, EPD ambient stations are expected to measure lower NO$_2$ concentrations compared to on-road CE-DOAS measurements. In addition, NO$_2$ concentrations of each location show rapid changes which are highly dependent on the traffic flow. However, a consistent elevated NO$_2$ level is observed over the most busy roads, such as Nathan Road in Kowloon, western and eastern Harbor Cross Harbor tunnels. 85% of the measurements show significant higher (>1 ppb) NO$_2$ concentrations, whereas 13% of the measurements show significant lower (>1 ppb) NO$_2$ concentrations on Monday compared to Sunday. The spatial pattern of elevated NO$_2$ level on Sunday matches with the location of large shopping malls. Similar difference maps between other workdays and Sunday are observed. The number of licensed private car grows by $\sim$30% from 415 thousands in 2010 to 536 thousands in 2016, while
Figure 11. Mobile CE-DOAS measurement of on-road NO$_2$ on (a) Monday (6$^{th}$ Mar 2017) and (b) Sunday (5$^{th}$ Mar 2017). Coinciding NO$_2$ concentration measured by the 7 EPD stations are shown on the map as circle markers for reference. The color scale of the EPD measurements is the same as the mobile measurements. (c) shows the differences between Monday and Sunday. The markers indicate the location of major shopping malls.
the public transport usage increases by \(\sim 9\%\) from 11.6 millions time per day in 2010 to 12.6 millions time per days in 2016 (http://www.td.gov.hk/en/transport_in_hong_kong/transport_figures/monthly_traffic_and_transport_digest/index.html). These numbers imply that there is a significant increase of weekend drivers. The decrease of private car usage is mainly due to the reduction for daily commute using private cars, which is coherent with the increase of public transport usage. As a result most of the private cars are mainly used during weekends in Hong Kong. People are taking public transport for daily commute to avoid traffic jam during weekdays, while go out to shopping with their own car in the weekend. As the parking spaces are limited around these shopping areas and results in low speed cruising and traffic congestion around these major shopping areas during weekend. As a consequence, an enhancement of NO\(_2\) level can be observed over these locations. This is an interesting example of how people’s daily life influences the pollution patterns.

### 3.5 Spatial distribution of NO\(_2\) in Hong Kong

In order to have a better overview of major pollution hotspots in Hong Kong, all measurements taken in 2010 were spatially averaged to a high resolution grid of 20 m \(\times\) 20 m (Figure 12 (a)). These measurements covered most of the major roads in Hong Kong, including highway, urban, sub-urban and rural area. As the spatial coverage of measurements taken in 2010 and 2017 is quite different and there is a general decreasing trend of NO\(_2\), we only use data measured in 2010 for the spatial distribution analysis to avoid any bias toward lower value over the city center. Elevated NO\(_2\) levels are mainly distributed over motorways and busy roads that always with high traffic intensity in the city center, e.g. No. 8 and No. 9 motorway, Nathan Road in Kowloon, Queen’s Road in Central, and Hennessy Road from Admiralty to Causeway Bay. About 29\% of the on-road measurements exceeded the WHO one hour guideline value of 200 \(\mu\)g/m\(^3\), while 27\% of the data measured in the city center exceed the guideline. High NO\(_2\) values over motorways are probably due to having more heavy-duty vehicles. On the other hand, traffic congestion and street canyon effects (Rakowska et al., 2014) are the major cause of elevated on-road NO\(_2\) in the city center.

As described in section 3.2.2, on-road pollutants mainly produced by vehicles and the traffic flow patterns also have a large impact on pollutant distributions (Westerdahl et al., 2005; Kaur et al., 2007; Huan and Kebin, 2012; Rakowska et al., 2014; Fu et al., 2017). The diurnal dependency of the measurement times is corrected for using the simultaneous normalized LP-DOAS measurement. The normalized spatial distribution of on-road NO\(_2\) is shown in Figure 12(b). This normalized dataset provides a better overview of the daily average. NO\(_2\) levels over some regions are significantly enhanced after applying the normalization, particularly, the residential area in Yuen Long district and Tung Chung district, where the Hong Kong International airport is located. Some other areas (mainly at the city center and highways) obtained lower NO\(_2\) values after normalization. Enhancement of NO\(_2\) concentrations after normalization for certain areas is due to the fact that the mobile measurement took place during non-peak hours during the day, while reduction of NO\(_2\) concentrations is due to the measurement vehicle overpassing the regions during rush hours of the day. Compared to unnormalized data, only 27\% of normalized on-road measurements exceeded the WHO one hour guideline and about 20\% of the area in the city center exceed
Figure 12. (a) Averaged spatial distribution of NO$_2$ in Hong Kong measured by the mobile CE-DOAS in 2010. (b) Normalized spatial distribution of NO$_2$ over Hong Kong measured by the mobile CE-DOAS in 2010. The CE-DOAS data is normalized using coinciding normalized LP-DOAS data. The black box indicates the area of the city center used for the other maps. The standard route measurement was performed 3 times per day, while other locations only have single or few overpasses during the two campaigns.
the guideline. The slightly decreased NO$_2$ level in both all over Hong Kong and city center are presumably due to the fact that the measurement campaigns are conducted during daytime when the NO$_2$ level is in general higher compared to nighttime.

4 Summary and conclusions

A high resolution spatial distribution map of street level NO$_2$ makes identifying city pollution hotspots possible. It could meanwhile provide valuable information for urban planning as well as help with the development of pollution control measures. For obtaining the pollutant information, on-road mobile CE-DOAS measurements were successfully deployed in Hong Kong in December 2010 and March 2017, respectively. The diurnal dependency due to the different sampling time of mobile measurements was normalized through combining the continuous measurements of LP-DOAS. Furthermore, the algorithm, which was developed to separate and filter the accumulation of local emissions due to traffic congestion, helped us focusing on the concentrations instead of the stopping frequency while the maps’ comparison.

The long term trend and spatial variations of ambient, roadside and on-road NO$_2$ levels were investigated by analyzing on-road CE-DOAS measurements together with LP-DOAS and EPD monitor stations. The long term trend analysis showed that the ambient NO$_2$ level was descending with a rate of 2.5% per year, while the roadside NO$_2$ level showed a strong decreasing trend with annual reduction rate ranging from 3.4 - 4.9%. This observation matched with the mobile measurement results that on-road NO$_2$ was in general reduced by 20-50% between 2010 and 2017. The changes of the operational strategies of the major franchised bus company in Hong Kong could be revealed by the enhancements of NO$_2$ level observed at locations close to metro stations. In addition, a rising trend of NO$_2$/NO$_x$ ratio was observed in both roadside and ambient monitor data. This was mainly subjected to the reduction of vehicle emissions which typically associated with NO$_2$/NO$_x$ ratio. Increasing O$_3$ concentration also contributed to the reduction of NO$_2$ level in the past few years in Hong Kong.

The temporal emission characteristic of different districts in Hong Kong were investigated using mobile measurements taken on different days of the week. The weekend reduction rate of on-road measurements was much higher than the long term ambient/roadside observation of LP-DOAS and EPD monitoring stations. By analyzing the spatial pattern of the weekend reduction effect, we found that the NO$_2$ levels of most residential districts were reduced on Sunday while commercial and shopping areas showed a rather constant NO$_2$ level throughout the week. The mobile CE-DOAS measurements presented in this paper offered a full-scaled perception for the on-road NO$_2$ characteristics in Hong Kong. Simultaneously, these spatial distribution measurement results are also important for chemical transport model validations and assessment of human health effects.

Data availability. The mobile measurement data is available on request from the corresponding author (ka.chan@dlr.de).

Competing interests. The authors declare that they have no conflict of interest.
Acknowledgements. The work described in this paper was jointly supported by the German Academic Exchange Service (DAAD) Programme des Projektbezogenen Personenaustauschs (PPP) (project ID: 57334317), the Germany / Hong Kong Joint Research Scheme sponsored by the Research Grants Council of Hong Kong and the German Academic Exchange Service (Reference No. G-CityU104/16) and the Research Grants Council of the Hong Kong Special Administrative Region, China (Project No. CityU 11305817). We thank Annette Schütt, Teng Fei, Song Hao, Willy Ying for helping with the organization of the measurement campaign.
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VDI: Environmental meteorology, reaction mechanism for the determination of the nitrogen dioxide concentration, Bd. 3783 Part 19, vDI-Richtlinie, 2017b.


