

Transport and Environment Committee

10.00am, Thursday, 5 December 2019

2019 Air Quality Annual Progress Report

Executive/routine	Routine
Wards	All
Council Commitments	18

1. Recommendations

- 1.1 It is recommended that the Committee notes the content of the statutory Annual Progress Report submitted to the Scottish and UK Government as part of the Local Air Quality Management Framework.

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2019 Air Quality Annual Progress Report

2. Executive Summary

- 2.1 The report provides an annual update on the most recently available annual air quality monitoring data (2018), local pollutant trends and emerging issues, fulfilling the requirements of the statutory Local Air Quality Management Framework.
- 2.2 Concentrations of the main pollutants of concern are decreasing at most locations across the city, although there remain areas where statutory legal objectives are being breached. The development of a low emission zone (LEZ) is expected to reduce concentrations of traffic related nitrogen dioxide even more. Continued breaches of fine particulate matter (PM₁₀) objectives in the Salamander Street Air Quality Management Area (AQMA) are to be addressed with a forthcoming Air Quality Action Plan.
- 2.3 On a national level there is an ongoing review of Scotland's low emission strategy - Cleaner Air for Scotland Strategy. A revised draft strategy expected in 2020.

3. Background

- 3.1 The Local Air Quality Management framework is set out in the Environment Act (1995) and obliges local authorities to review and assess air quality in their areas against national pollutants objectives. When a pollutant fails to comply with an objective, an AQMA must be declared and an Action Plan prepared, detailing measures which will be implemented to improve air quality within the designated area.
- 3.2 In Edinburgh there are five AQMAs declared for breaches of the NO₂ objectives – Central, St John's Road, Great Junction Street, Glasgow Road (Newbridge) and Inverleith Row. Traffic is the main source of this pollutant, however other sources including emissions from heating (e.g. combined heat and power plants), can contribute to the general background concentrations, especially in the city centre. The Council's current Air Quality Action Plan relating to this pollutant will be revised in 2020 to take account of the commitment to develop a low emission zone scheme for the city and in cognisance of the City Mobility Plan and changes to national policy, namely the Cleaner Air for Scotland Strategy.

- 3.3 There is one AQMA declared for fine particles (PM₁₀) in the Salamander Street area, which has a mix of sources including fugitive, industrial and traffic emissions. An Air Quality Action Plan for this pollutant is currently being devised.
- 3.4 The Council is obliged to produce an Annual Progress Report, described herein, to give an update on progress which has been made with respect to actions that may improve air quality. The Annual Progress Report must also detail the latest annual air quality monitoring data (2018), trends in local pollutants and emerging issues. It is compiled in accordance with the Technical Guidance (updated 2018) issued by the Department of Environment Food and Rural Affairs (DEFRA) and approved by the Scottish Government following peer reviewed by DEFRA and Scottish Environment Protection Agency (SEPA). The previous annual update was presented to the Transport and Environment Committee in [December 2018](#).

4. Main report

Monitoring network

- 4.1 The Council is predominately concerned with the review and assessment of Nitrogen Dioxide (NO₂) and Particulate Matter (PM₁₀), as with most cities across the UK. However, legislative changes in 2016 have also meant that Scottish local authorities must also review and assess the smaller fraction of Particles (PM_{2.5}).
- 4.2 The monitoring network for NO₂ and PM₁₀ is well established in Edinburgh, with data obtained from eight automatic monitoring stations and 139 non-automatic (passive diffusion tubes) locations (NO₂) in 2018.
- 4.3 The PM_{2.5} monitoring network is being developed in conjunction with the Scottish Government. St Leonards, part of the UK National Automatic Urban and Rural Network, has been operating as a long-term monitoring site for this (and other) pollutants, since 2003. PM_{2.5} monitoring began at St John's Road 2017 and in 2019 Tower Street and Queensferry Road were added to the network. The previous analyser at Queensferry Road which only monitored PM₁₀, had to be replaced. Funding earmarked for establishing particle monitoring at Nicolson Street was redirected to safeguard particle monitoring at Queensferry Road. It is now anticipated that monitoring will begin at Nicolson Street in 2020.

Monitoring data

- 4.4 Generally, improvements in air quality are assessed by analysis of long-term trends. Short-term results are influenced by weather and temporary events such as local traffic diversions and roadworks.
- 4.5 Long-term trend analysis, including data collected in 2018, shows concentrations of pollutants at most locations are decreasing. The exception is Queensferry Road where a construction site adjacent to the monitoring station has affected the results over the past two years. Other sites, such as Glasgow Road show a levelling-off of concentrations. Appendix 1 shows relevant trend analysis for NO₂, PM₁₀ and PM_{2.5}

from the relevant monitoring stations and for NO₂ within the AQMAs (non-automatic monitoring).

- 4.6 The 2018 annual data analysis shows there are still a number of locations where legal objectives are breached for NO₂ and PM₁₀. The objectives for these pollutants are defined in Appendix 2. Scotland has set tighter standards for particulates (PM₁₀ and PM_{2.5}) compared with the rest of the UK and Europe.
- 4.7 In respect to NO₂, a summary of all locations where the annual mean objective was breached in 2018 is shown in Appendix 3. These sites are predominately located in the Central AQMA, however there remains locations in the St John's Road and Glasgow Road (Newbridge) AQMA that show concentrations at and above the annual mean objective.
- 4.8 There is one location on West Port, where it is estimated that the hourly mean objective for NO₂ continues to be breached.
- 4.9 There were no breaches of the hourly mean objective at St John's Road for the third year in a row. In addition, St John's Road saw a significant reduction in concentrations from the year previous. This is likely to be related to the deployment of Euro VI engine buses, on all high-frequency local services along the corridor, between 2017 and 2018.
- 4.10 In respect to PM₁₀; data from all monitoring locations in 2018 meets the UK National Objectives, however concentrations at Queensferry Road and Salamander Street station show breaches of the Scottish standard. As mentioned Queensferry Road is temporarily being affected by an adjacent development site.
- 4.11 At Salamander Street, work is progressing to devise an Air Quality Action Plan in conjunction with SEPA, Forth Ports and relevant stakeholders. The challenge will be to ensure the downward trend in PM₁₀ concentrations are sustained as new residential development is proposed in and around the area. The Draft Air Quality Action Plan will be published for public consultation in 2020.

Progress with Actions to improve Air Quality

Low Emission Zone

- 4.12 The Council is committed to work with Scottish Government to develop and implement a LEZ scheme in Edinburgh. LEZs are being progressed in the four main Scottish cities - Edinburgh, Glasgow, Dundee, and Aberdeen - as a tool to address longstanding non-compliance with NO₂ objectives.
- 4.13 Between May and July 2019, the Council publicly consulted on proposals for a LEZ scheme including a city centre zone boundary applying to all vehicle types and a city-wide boundary applying to commercial vehicles (buses, coaches, taxi and private hire, light and heavy goods vehicles). The consultation also set out proposals for when enforcement would start. This was reported to the Transport and Environment Committee in [October 2019](#).

- 4.14 Work is continuing with regard to the full impact of a future LEZ, in particular the required emission reductions, with a view to have a Scheme for consideration by the Council in 2020.

Progress with actions in the Current Action Plan

- 4.15 The main actions in the current NO₂ Air Quality Action Plan and Local Transport Strategy to improve air quality are based on:
- 4.15.1 promoting cleaner transport, especially buses via a voluntary means;
 - 4.15.2 adoption of a fleet recognition efficiency scheme for reducing emissions from road freight vehicles;
 - 4.15.3 improving traffic flow and easing congestion by use of intelligent traffic signalling; and
 - 4.15.4 promoting modal shift away from car use by means of an Active Travel Action Plan, provision of Park and Rides, controlled parking and priority parking zones.

Promoting Cleaner Transport

- 4.16 Generally, the bus companies operating in Edinburgh continue to improve their fleet by improving the engine emission (Euro) standards of vehicles.
- 4.17 The main operator, Lothian Buses has over 82% of the bus fleet at Euro V or better. The company's Bus 2020 Strategy will see the whole fleet Euro V and better next year. Lothian Buses deploys its highest Euro Standard vehicles on high frequency services and those routes which transit AQMAs.
- 4.18 There are 84 buses in the Stagecoach East Scotland fleet operating on services into Edinburgh, predominately through the Glasgow Road and Central AQMAs. The fleet is of Euro V standard and better, with 57% at Euro VI standard.
- 4.19 First Bus fleet has reduced overall, with the percentage of Euro VI slightly increasing. Although, for operational purposes Euro II and III vehicles have been introduced into the fleet, the company is committed to reducing emissions as a part of their fleet replacement and upgrade strategies.
- 4.20 All Citylink services into Edinburgh pass through the Glasgow Road AQMA, St Johns Road AQMA or Central AQMA. Euro III and IV vehicles have been eradicated from the company's fleet and there are plans to ensure all of the vehicles operating on the 900 (Glasgow to Edinburgh) and AIR (airport) services are replaced. This would leave 78% of the fleet Euro VI standard in 2020.
- 4.21 Leading by example the proportion of Council's fleet Euro 6/VI and above, continues to increase - from 33% to 46% between 2018 and 2019. The current Strategic Fleet Review aims to deliver a 100% electric car fleet by 2020 and 100% electric van fleet by 2022/23. The review, with the rollout of the telematic (vehicle management) system, will help address issues pertinent to improving air quality, such as reducing engine idling, reducing the size of the fleet, and determining the

extent of the potential for alternative fuel vehicles (e.g. electric or dual hybrid systems).

- 4.22 The operational Waste fleet was completed in Autumn 2019. This was targeted first as it is the heaviest fleet in terms of fuel usage and emissions.

Adoption of a fleet recognition efficiency scheme

- 4.23 The freight sector is a more demanding group for local authorities to co-ordinate, so to persuade road freight operators to voluntarily reduce their emissions, the Council became a partner in an EU-funded project in 2012, ECO Stars Europe, through which the ECO Stars Edinburgh scheme was established.

- 4.24 ECO Stars is a voluntary, free to join, fleet recognition scheme that provides bespoke guidance on environmental best practice to operators of goods vehicles, buses and coaches, whose fleets regularly serve the Edinburgh area. It was launched in January 2012 and to date 241 operators have joined with a total of 9,254 vehicles. ECO Stars Edinburgh is one of the largest ECO Stars schemes in the UK.

Improving traffic flow and easing congestion by use of intelligent traffic signalling

- 4.25 Improving traffic flow and reducing vehicle idling times are also measures which help to improve air quality. Two different types of traffic management systems are installed in the city.
- 4.26 Split Cycle Offset Optimisation Technique (SCOOT) systems are automatically responsive to traffic flows and demand and therefore help ease congestion by providing more effective control of traffic signals. SCOOT infrastructure is in place on many road networks in the city. Air Quality Action Plan Grant funding is currently assisting with SCOOT development in Cowgate, Bridges, London Road and Inverleith Row. In 2019, Gorgie Road, Chesser Avenue and Balgreen Road became fully operational.
- 4.27 MOVA (Microprocessor Optimised Vehicle Actuation) was installed at the Newbridge Roundabout (Glasgow Road AQMA) in April 2016 and resulted in reductions in waiting time on the A8 westbound corridor. Subsequently, NO₂ concentrations measured at the junction showed some improvement, however concentrations continue to be above the legal objective. Any future changes to the Newbridge roundabout would need to consider the air quality impact.
- 4.28 Generally, repairs to the road surface and surface excavation (e.g. utility companies roadworks), can cause damage to the systems inductive loops. Following repair, configuration and revalidation is required, which can mean that the installations are often not fully operational.

Promoting Modal Shift from Car Use

- 4.29 The Council is supporting a range of policies and measures to encourage modal shift away from car use, including, but not exclusive of the following:

- 4.29.1 Developing a new active travel plan, the current plan having last been updated in 2016. The current plan has set targets of 35% of all Edinburgh adult residents' trips being made by walking and 10% by bicycle by 2020.
- 4.29.2 Co-ordinated workplace travel planning activity in large work place sites in the city.
- 4.29.3 Park and Rides (P&R) locations around the periphery of the city boundary and in neighbouring Authorities - East Lothian, Midlothian and Fife. The current number of spaces available has the potential to reduce the two-way daily work commuter traffic by 11,280 vehicles.
- 4.29.4 Controlled Parking Zones (CPZs) and Priority Parking Zones (PPZs) within the city have been used by the Council to deter commuter travel. The introduction of new, and extensions to existing, CPZs or PPZs are kept under regular review by the Council and a strategic review of parking is currently underway.

Other Measures and Actions to Improve Air Quality

Electric Vehicle Charging

- 4.30 Plug-in (electric) vehicle use is steadily increasing in Edinburgh. In December 2017, the Council approved Edinburgh's first Electric Vehicle (EV) Action Plan, with the key purpose of developing a strategic and co-ordinated approach to electric vehicle charging hubs. This is to encourage the uptake of EVs, while reducing carbon emissions, improving air quality and unlocking wider economic benefits. Since then the Council has approved a Business Case for the installation of on-street EV charging infrastructure which will involve the installation of 66 on-street charging points across the city to strengthen the existing network.

Residents Parking Permits

- 4.31 As a part of the Parking Pricing Strategy, the Council will introduce a surcharge on residents' permits for diesel-fuelled vehicles, with a view to encouraging owners to consider the impact of their vehicle choice, on both the wider-environment and local air quality. The new surcharge will come into force with new permit holders or existing permit holders changing to diesel vehicles, but omit those who currently own a diesel car, to compensate for purchases that were made in *good faith* at a time when diesel vehicles were incentivised.

Conditions for Taxis and Private Hire Cars

- 4.32 The conditions for taxis and private hire cars (PHC) licences have been altered to help improve air quality. Emissions reduction is expected through the introduction of an age limitation and vehicle engine (emission) policy. As of 1 April 2020, any new licensed taxi or PHC vehicle (or a replacement vehicle under an existing taxi/PHC licence) will require to be Euro 6 engine standard.

Edinburgh City Centre Transformation Programme

- 4.33 In September 2019 the Council approved Edinburgh's City Centre Transformation - an ambitious plan for a people-focused Capital City Centre, which seeks to improve community, economic and cultural life. It outlines a programme to enhance public spaces to better support life in the city, by prioritising movement on foot, by bike and by public transport. The Council will therefore need to undergo a re-evaluation of traffic management priorities in the city centre, while also taking cognisance of the development of the LEZ and the emerging City Mobility Plan.

Clean Air Day

- 4.34 Clean Air Day is a national annual campaign which aims to raise awareness of air pollution, its harm to health and actions which everyone can take to improve air quality.
- 4.35 This year the Council hosted an event in Deaconess Gardens at St Leonards for pupils from Sciennes, Preston Street and Royal Mile primary schools with assistance from NHS Lothian. The children explored the site's air quality monitoring station to find out what happens to air samples and there were demonstrations about how human biology is affected by poor air quality. Pupils made pledges, were asked their views on Edinburgh's proposed LEZ and enjoyed a game of tag with an air quality related theme.
- 4.36 The Council also assisted SEPA in the delivery of an air quality banner competition in which 11 primary schools across the city took part. Banners were produced from the winning entries and displayed at the school gates in time for Clean Air Day.
- 4.37 A report from the day's events is included in Appendix 4.

Scotland's low emission strategy, Cleaner Air for Scotland (CAFS)

- 4.38 CAFS was launched in November 2015 by the Scottish Government, aiming to deliver more effective and efficient policy direction and guidance to achieve reduction in emissions by 2020.
- 4.39 A review of the strategy was announced late 2018, to consider the progress of the CAFS Strategy to date, assess the current state of Scotland's air quality and possible future trajectories, identify evidence and activity gaps and finally, provide advice and recommendations on priorities for further action.
- 4.40 On 29 August 2019, the independent Chair for the review, Professor Gemmill Campbell published a set of recommendations, following reports by expert working groups relating to health and environment, transport, placemaking and agriculture, industrial and domestic emissions. A consultation process is currently underway on the recommendations, with the Scottish Government aiming to publish a revised CAFS strategy in 2020.

Local Priorities and Challenges

- 4.41 Continuing economic growth in the city and wider region presents a challenge for air quality. Population growth has inevitable demand for all modes of transport and supported infrastructure.
- 4.42 The Council is preparing a new Local Development Plan for Edinburgh called the City Plan 2030, which will set out policies and proposals for development in Edinburgh between 2020 and 2030. The first stage of preparing the Plan is to consult on changes through a the 'Choices for City Plan 2030' document.
- 4.43 Alignment with local air quality management and developing local and national air quality strategies will be crucial to ensuring a sustainable economic growth.

5. Next Steps

- 5.1 This Air Quality Annual Progress Report (2019) discharges the Council's statutory duty to report on the monitoring and assessment of air quality, as specified under the terms of the Environment Act 1995 and the associated Local Air Quality Management framework.
- 5.2 The 2019 Air Quality Annual Progress Report reports is published on the Council's website.
- 5.3 The main priority for the Council in 2019/20 will be the revision to the current NO₂ Air Quality Action Plan (2008). This will be developed in conjunction with the City Mobility Plan (new Local Transport Strategy) and the review of the Cleaner Air for Scotland Strategy. The LEZ scheme for Edinburgh will form a major aspect of the Action Plan.
- 5.4 In progressing the LEZ, the Council will continue to work with the Scottish Government to have a scheme in place by the end of 2020. Work will also continue with SEPA and Transport Scotland to fully assess the implications of such a scheme, under the National Low Emission Framework and the National Modelling Framework. Provisions set out in the forthcoming Transport (Scotland) Bill will also be taken into account.
- 5.5 In 2019/20 the Council will also finalise the Draft Salamander Street Air Quality Action Plan for PM₁₀ in conjunction with SEPA, Forth Ports and relevant stakeholders to ensure levels are brought in line with the legal objectives. The challenge will be to ensure the downward trend in PM₁₀ concentrations in the area can be sustained, as new residential development is proposed in and around the area.
- 5.6 Further local priorities are summarised below:
 - 5.6.1 continue to work with Lothian Buses to improve fleet standard;
 - 5.6.2 continue ECO Stars scheme;

- 5.6.3 continue the roll out of telematics across the Council Fleet, following its early integration into the high-polluting Refuse Collection Vehicles;
- 5.6.4 complete outstanding SCOOT development and repair work;
- 5.6.5 commence installation of on-street electric vehicle charging infrastructure to strengthen the existing network;
- 5.6.6 continue support for the Active Travel Action Plan; and
- 5.6.7 undertake the Real-World Driving Emissions Study to support the National Modelling Framework and provide local insight to help inform Action Planning.

6. Financial impact

- 6.1 This report is a statement of facts regarding the results of ambient air quality monitoring and improvements achieved to date regarding progress with actions. The report has no direct financial impacts.

7. Stakeholder/Community Impact

- 7.1 Formal public consultation and engagement will be undertaken for development of Action Plans for NO₂ and PM₁₀.

8. Background reading/external references

- 8.1 2019 Air Quality Annual Progress Report (APR) for City of Edinburgh Council
http://www.edinburgh.gov.uk/downloads/download/117/local_air_quality_management_reports
- 8.2 A map of the AQMAs and the Council's monitoring network is available online at;
<https://edinburghcouncil.maps.arcgis.com/apps/webappviewer/index.html?id=dc93485b492947d0b2182c75aca4c554>
- 8.3 Cleaner Air for Scotland Strategy Independent Review, August 2019
<https://www.gov.scot/publications/cleaner-air-scotland-strategy-independent-review/>

9. Appendices

- 9.1 Appendix 1 Trends in NO₂, PM₁₀ and PM_{2.5}
- 9.2 Appendix 2 Nitrogen Dioxide (NO₂), Particle PM₁₀ and PM_{2.5} Legal Standards
- 9.3 Appendix 3 Summary of the locations where 2018 monitoring results are at or exceed the annual mean Nitrogen Dioxide Objective (40 µg/m³)
- 9.4 Appendix 4 Report on Clean Air Day 2019

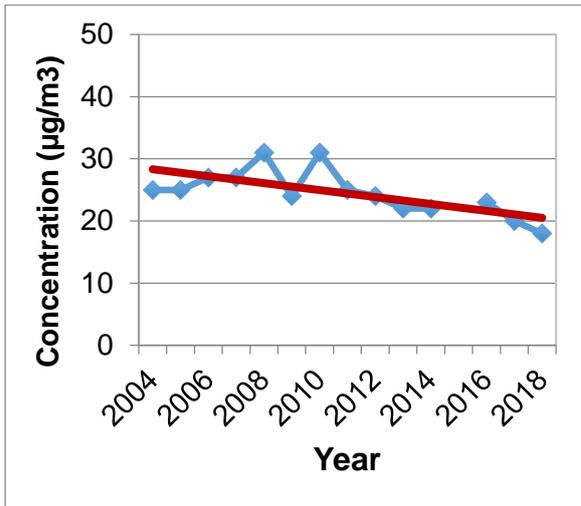
Appendix 1

Trends for Nitrogen Dioxide (NO₂) and Particle Matter (PM₁₀ and PM_{2.5})

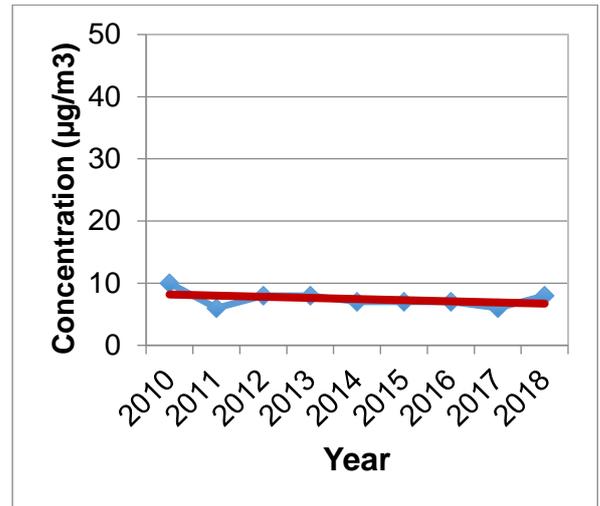
Trends in Annual Mean Nitrogen Dioxide (NO₂)

Trends are calculated using automatically measured data from different types of monitoring stations across the City. These types are mentioned in brackets below.

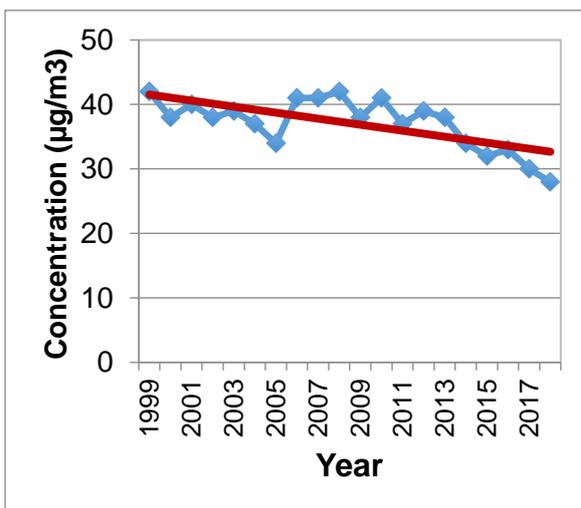
St Leonard's (Urban Background)



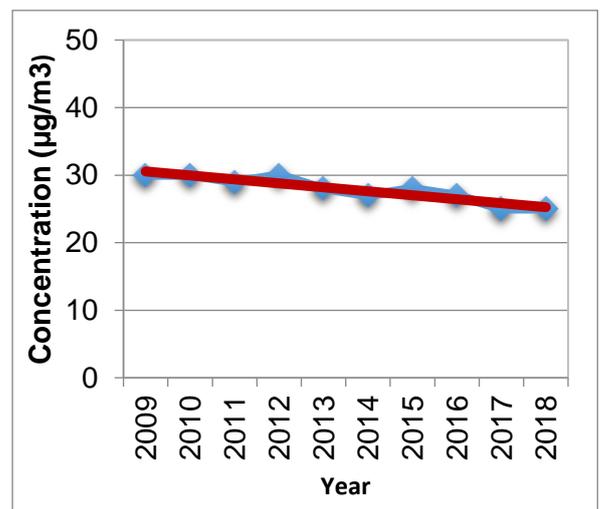
Currie (Suburban background)



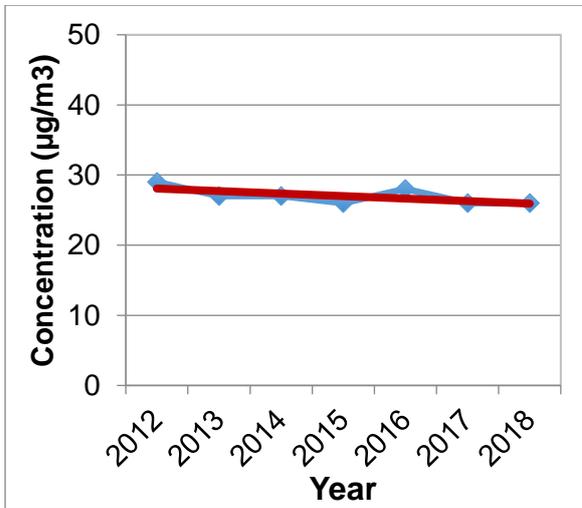
Gorgie Road (Roadside)



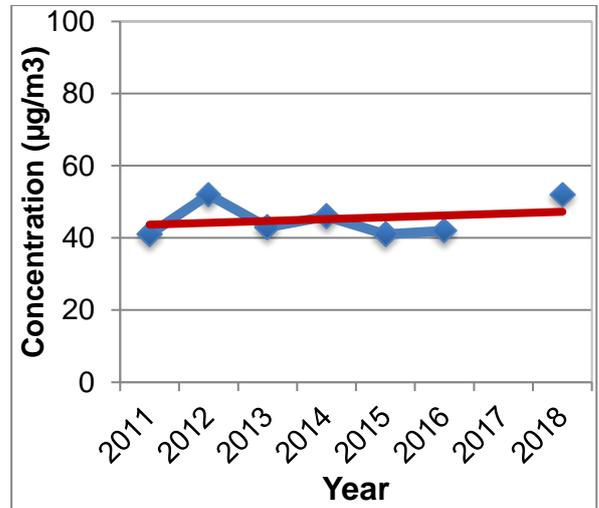
Salamander Street (Roadside)



Glasgow Road (Roadside)

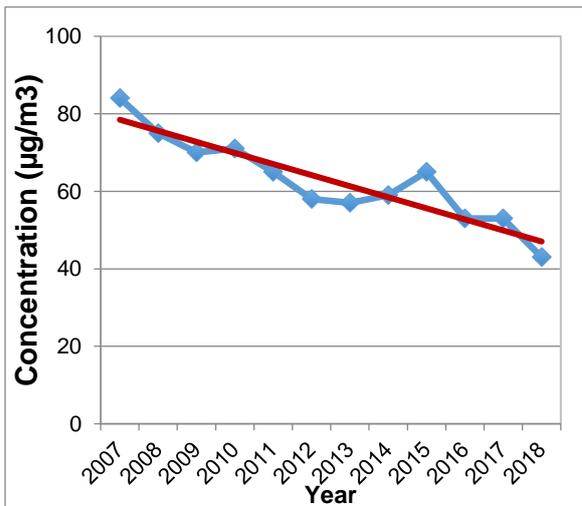


Queensferry Road (Roadside)

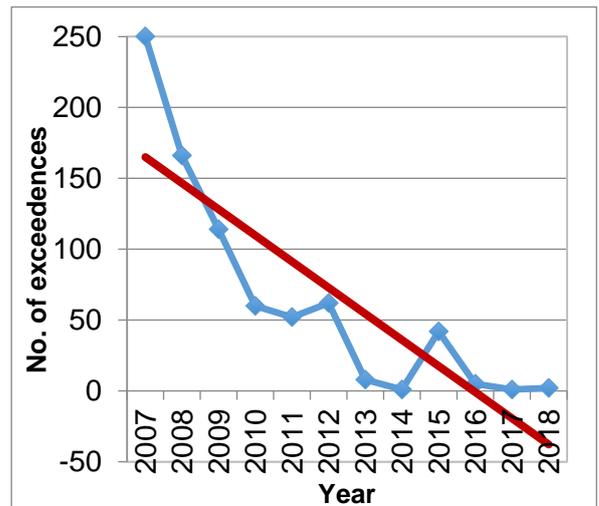


Trends of Nitrogen Dioxide (NO₂) at St Johns Road (Kerbside)

Annual Mean



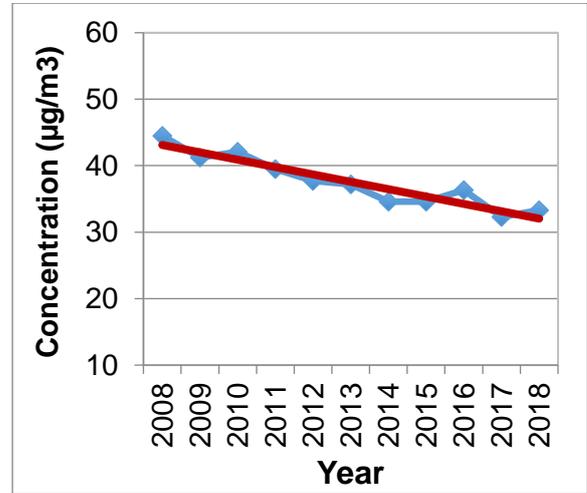
Number of Exceedances of the Hourly Mean Objective



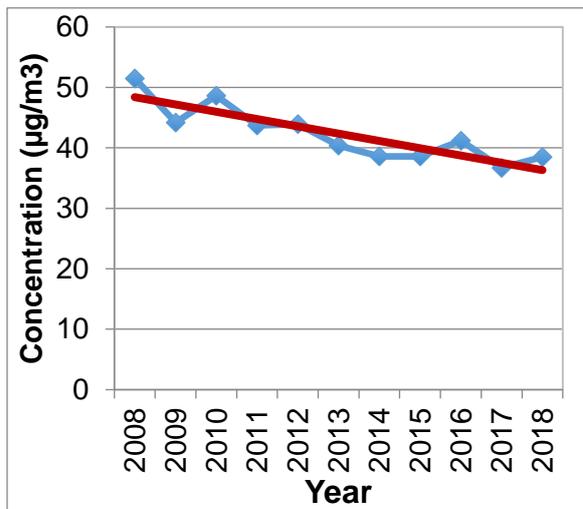
Trend in Annual Mean Nitrogen Dioxide (NO₂) in the Air Quality Management Areas

Trends are calculated using average non-automatic (passive diffusion tube) data.

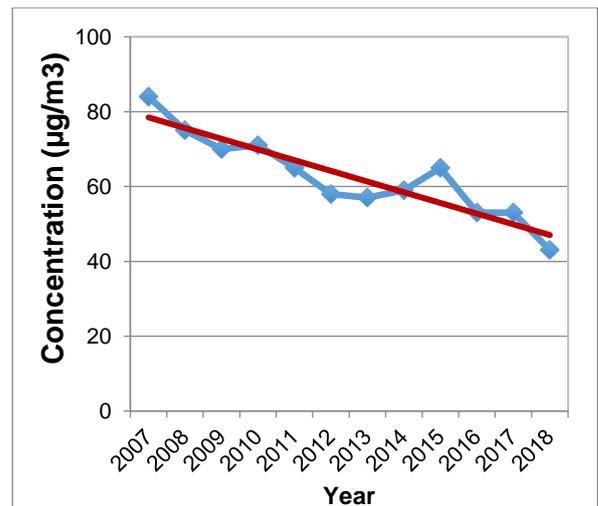
Great Junction Street AQMA



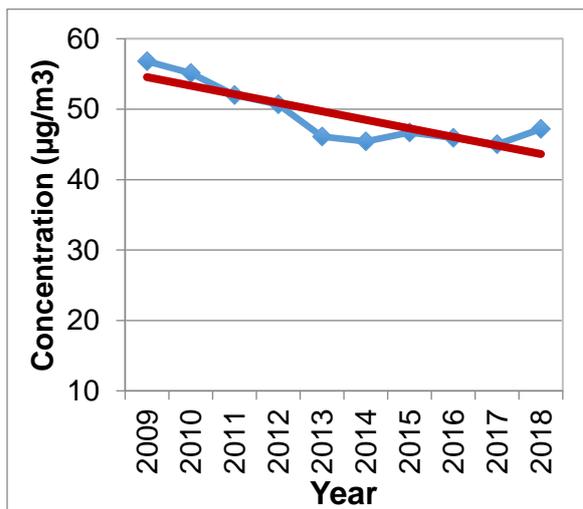
Central AQMA



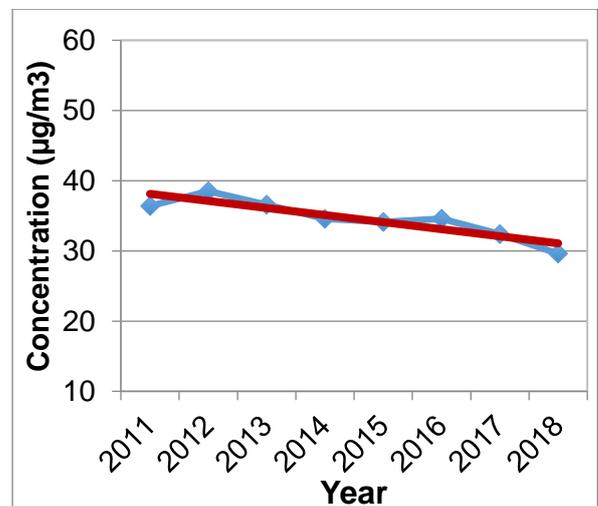
St John's Road AQMA



Glasgow Road AQMA



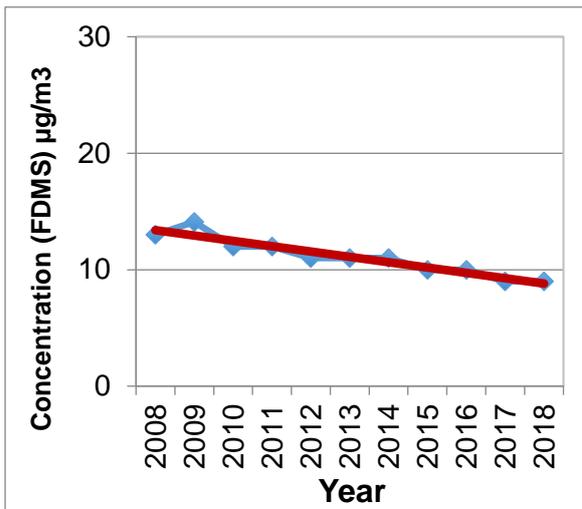
Inverleith Row AQMA



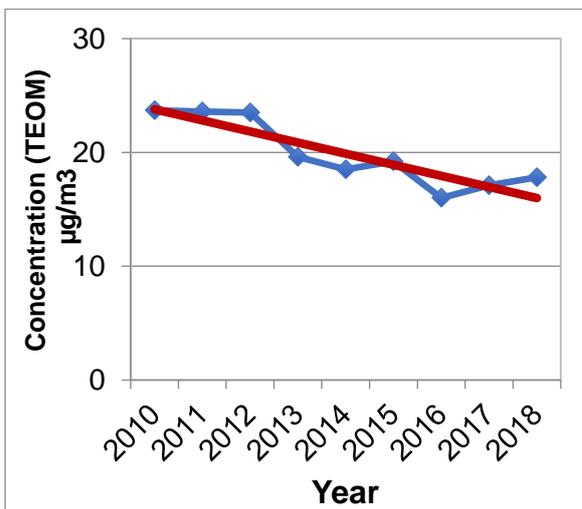
Trends in Annual Mean PM₁₀

Trends are calculated using automatically measured data from different types of monitoring stations (mentioned in brackets) across the City.

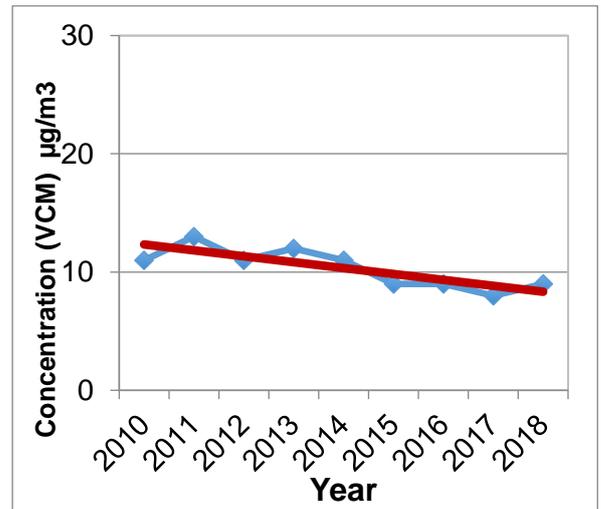
St Leonard's (Urban Background)



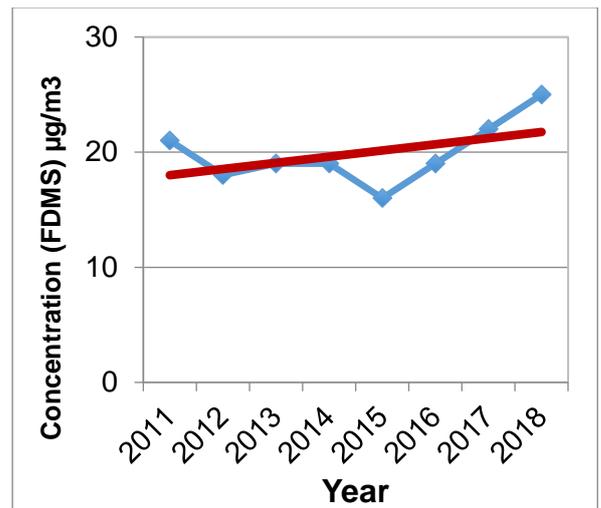
Salamander Street (Roadside / Fugitive / Industrial)



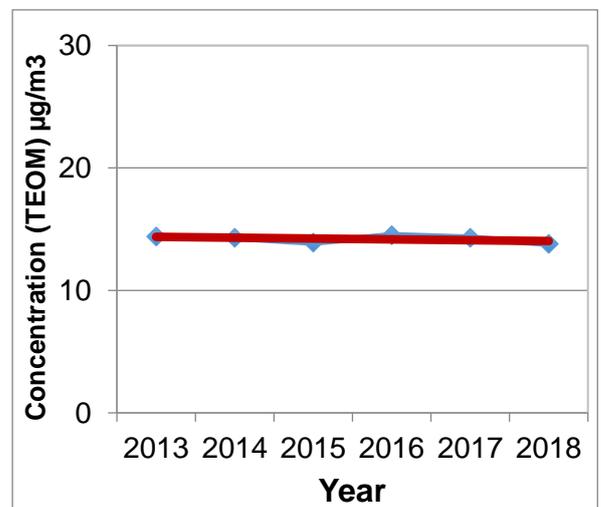
Currie (Suburban)



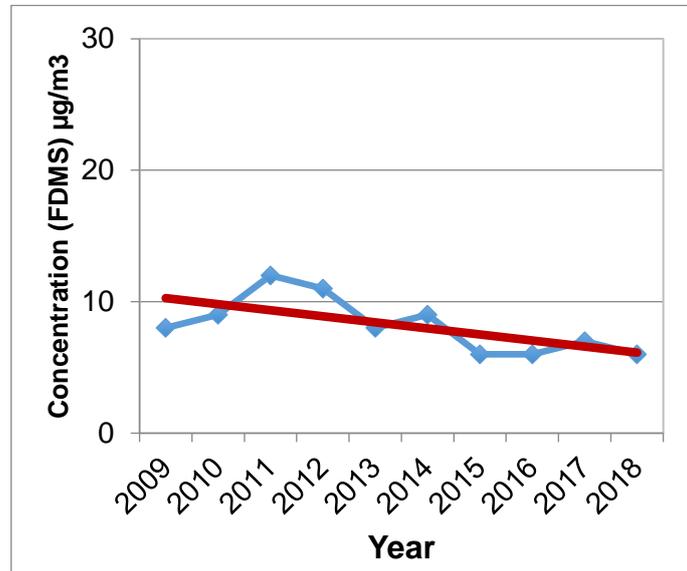
Queensferry Road (Roadside)



Glasgow Road (Roadside)



**Trend in Annual Mean PM_{2.5}
at St Leonard's monitoring station (automatically measured data)**



NO₂, PM₁₀ and PM_{2.5} Legal Standards

Nitrogen Dioxide (NO₂), Particle PM₁₀ and PM_{2.5} Legal Standards

Pollutant	Status	Concentration in Ambient air	Measured as	To be achieved by
NO ₂	Scottish & UK Statutory Air Quality Objective and EU limit values	200 µg/m ³ not to be exceeded more than 18 times a year	1-hour mean	31.12.2005*
		40 µg/m ³	Annual mean	31.12.2005*
PM ₁₀	Scottish Statutory Air Quality Objectives	18 µg/m ³	Annual mean	2010
		50 µg/m ³ not to be exceeded more than 7 times a year	Daily mean	2010
	Statutory UK Objective and EU limit values	40 µg/m ³	Annual mean	2004
		50 µg/m ³ not to be exceeded more than 35 times a year	Daily mean	2004
PM _{2.5}	Scottish Statutory Air Quality Objective	10 µg/m ³	Annual mean	2020
	Statutory UK Objective and EU limit values	25 µg/m ³	Annual mean	2020
		15% reduction in urban background	-	2010-2020

* The European Commission allowed an extension until 1 January 2015 for compliance.

Appendix 3

Summary of the locations where 2018 monitoring results are at or exceed the annual mean Nitrogen Dioxide Objective (40 µg/m³)

Site ID	Site address	In AQMA (NO ₂)?	Data Capture	Annual mean concentration µg/m ³ (Bias adjusted 0.9)
37a*	Grassmarket 41	Y Central	79	56
67	London Rd/Earlston Pl	Y Central	92	42
81	London Rd/E. Norton Pl	Y Central	92	43
70	London Rd/Wolseley Ter	Y Central	92	40
135	Nicolson Street 69	Y Central	83	43
ID11	Nicolson Street (Auto)	Y Central	100	47
27	North Bridge – South	Y Central	83	40
47	Princes Street Eastbound	Y Central	92	40
33	Queen St/North David St	Y Central	92	42
SH1	Shandwick Place Hostel	Y Central	58	40
144	South Bridge 59	Y Central	67	41
3b	Torphichen Place 1	Y Central	92	43
3	Torphichen Place CH	Y Central	83	43
28d	West Port 42	Y Central	92	51
28b	West Port 62	Y Central	58	65
15	Glasgow Rd Newbridge	Y Glasgow Rd	92	40
58*	Glasgow Rd Newbridge	Y Glasgow Rd	92	45
1d	St John's Road 131	Y St John's Rd	100	40
ID5	St John's Road (Auto)	Y St John's Rd	99	43
64	Queensferry Road 550	No	92	41

* Duplicate passive diffusion tube result

(Auto) = Automatic data, otherwise data represents results from the non-automatic, passive diffusion tube network.

Report on Clean Air Day 2019

Clean Air Day is a national annual campaign which aims to raise awareness of air pollution and its harm to health. It is a chance for people to find out more about air pollution, share information and learn simple ways to improve air quality and the health of the nation.

This year Clean Air Day was held on Thursday 20 June. The Scotland campaign was coordinated by Environmental Protection Scotland.

In the run up to the National Clean Air Day campaign, the Council assisted SEPA in the delivery of a banner competition in primary schools in Edinburgh. Children were asked to design posters with an air quality theme, and banners produced from winning entries for display at the school gates commencing the week of Clean Air Day. In total eleven schools across the city took part.

On Clean Air Day itself, 60 pupils from P6 and P7 classes of three local primary schools - Royal Mile, Preston Street and Sciennes- attended a learning event in Deaconess Gardens, the location of the St Leonards automatic air quality monitoring station. The event was organised by the Council, with representatives from NHS Lothian Health Protection and Community Paediatric teams, and support from Environmental Protection Scotland, Bureau Veritas, AECOM and DEFRA who operate and manage the monitoring station.

The day, consisting of a series of short workshops, games and interactive demonstrations, gave the children the exciting opportunity to learn about air pollution, how it is monitored, its health impacts and how travel and lifestyle choices can impact air quality. Children also had the chance to give their views on the Edinburgh's Low Emission Zone proposals. Feedback from both pupils and teachers was overwhelmingly positive, with pupils reporting that they found the day both fun and interesting and were motivated to continue with making active travel a regular part of their lives.



Clean Air Day 2019 schools' event