

# Transport and Environment Committee

10.00am, Thursday, 6 December 2018

## Annual Air Quality Update

<b>Item number</b>	7.7
<b>Report number</b>	
<b>Executive/Routine</b>	Routine
<b>Wards</b>	All
<b>Council Commitments</b>	

### Executive Summary

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This report provides an annual update on 2017 air quality monitoring data, trends and emerging issues.

In general, long term trends show concentrations are going down for both Nitrogen Dioxide (NO<sub>2</sub>) and particles (PM<sub>2.5</sub> and PM<sub>10</sub>), however there remains, a number of hot-spot areas where legal standards are breached.

The report also outlines progress with actions to improve air quality which are predominately based on promoting cleaner transport, improving traffic flow and easing congestion (by use of intelligent traffic signalling) and promoting modal shift away from car use.

In terms of Low Emission Zone (LEZ) development, a consultation will be undertaken on a proposed LEZ scheme in 2019.

Nationally, the Scottish Government has committed to a full review of the air quality (Cleaner Air for Scotland) strategy by 2020, to take account of other sources, such as domestic wood burning and agriculture, as well as transport.

## Annual Air Quality Update

### 1. Recommendations

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- 1.1 It is recommended that the Committee notes the contents of this report.

### 2. Background

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- 2.1 Under the Environment Act 1995 and the associated Local Air Quality Management (LAQM) framework, all local authorities are duty bound to review and assess air quality in their areas against national pollution objectives. When a pollutant fails to comply with an objective, an Air Quality Management Area (AQMA) must be declared and an Action Plan prepared, detailing measures which will be implemented to improve air quality within the designated area.
- 2.2 Edinburgh has declared six Air Quality Management Areas (AQMAs) - five for the pollutant nitrogen dioxide (NO<sub>2</sub>) and one for fine particulates (PM<sub>10</sub>).
- 2.3 The Council's current Air Quality Action Plan for NO<sub>2</sub> requires to be revised to reflect national and local policy direction and investigate new measures. A draft PM<sub>10</sub> Air Quality Action Plan for the Salamander Street AQMA is expected in early 2019.
- 2.4 The Council produces an Annual Progress Report (APR) under the terms of the aforementioned Act which contains monitoring data, data trends, emerging issues and an update on progress which has been made with respect to actions that may improve air quality. The report, described herein, is undertaken in accordance with the Technical Guidance (TG16) 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 on 5<sup>th</sup> October 2017.
- 2.5 In February 2018 the Environment Climate Change and Land Reform committee of the Scottish parliament reported on its inquiry into air quality in Scotland, particularly in respect to the Cleaner Air for Scotland (CAfS) strategy. This is a national cross-government strategy that sets out how the Scottish Government and its partner organisations propose to reduce air pollution further to protect human health and fulfil Scotland's legal responsibilities as soon as possible. A series of actions across a range of policy areas are outlined, a summary of which is available at the link below. Progress by the Council against relevant actions within this strategy is also demonstrated in the Annual Progress Report. Some of the findings of the inquiry are presented in the main body of this report.

- 2.6 The Scottish Government has committed to work with Scotland's four biggest cities Glasgow, Edinburgh, Aberdeen and Dundee, to introduce LEZs in those cities between 2018 and 2020. The Council has confirmed its intention to support this commitment to a LEZ in a report to the Transport and Environment Committee in May 2018.
- 2.7 In June 2018 the Transport (Scotland) Bill was introduced to the Scottish Parliament. This will provide legislation that enables the creation and civil enforcement of low emission zones in Scotland. The Bill will allow the government to set consistent national standards for a number of key aspects of LEZs including vehicle emissions, penalties, certain exemptions and parameters for grace periods. Local authorities will then have the powers to create, enforce, operate or revoke a LEZ in their areas. The Bill is currently progressing through Parliament and is expected to be enacted by Summer 2019.
- 2.8 LEZ design and development is currently being considered alongside two other major transport related strategies; the City Mobility Plan (a revised Local Transport Strategy), and the City Centre Transformation Project, which aims to re-imagine how people move around and use the city centre. In respect to these three projects, a substantial public consultation process was undertaken in Autumn 2018, which will help inform plans for each project as they are developed during 2019.

### 3. Main report

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#### **Monitoring Regime**

- 3.1 Nitrogen Dioxide (NO<sub>2</sub>) and Particulate Matter (PM<sub>10</sub>), are typically the pollutants of concern in most urban areas in the UK. In Scotland it also became a statutory requirement for local authorities to review and assess the smaller fraction of particles (PM<sub>2.5</sub>) in April 2016.
- 3.2 Edinburgh has a well-established regime for monitoring NO<sub>2</sub> and PM<sub>10</sub> pollutants, by approved automated analysers housed in air quality stations (at roadside and background sites) and additional NO<sub>2</sub> non-automated monitoring at 132 sites across the city (in 2017).
- 3.3 PM<sub>2.5</sub> has been monitored at St Leonards (background station) since 2003, however a wider network is currently being developed following the recent legislative changes. This includes a new monitor in the St John's Road station, of which the first full year of results are reported herein; and development of two other sites, one in Tower Street, Leith, within the boundary of the PM<sub>10</sub> AQMA and the other in the newly established Nicolson Street station. PM<sub>10</sub> will also be monitored at these sites.
- 3.4 The first full year of data from the new Nicolson Street station, which was set up in conjunction with DEFRA to monitor NO<sub>2</sub>, will be reported in the next Annual Progress Report. This station forms part of the national Automatic Urban and Rural Network (AURN).

## **Monitoring Data**

- 3.5 Improvements in air quality are assessed by analysis of long term trend data. Short term results are influenced by weather and temporary events such as local traffic diversions and road works.
- 3.6 In 2017, NO<sub>2</sub> monitoring data shows there are still a number of locations within some of the AQMAs that exceed the legal standards, although long-term trends show concentrations are going down.
- 3.7 A summary of locations where monitoring results are at or exceed the annual mean nitrogen dioxide objective is illustrated in Appendix 1.
- 3.8 The Central AQMA has the highest concentration of sites that exceed the standards, however other locations in the St John's Road and Glasgow Road (Newbridge) AQMAs also exceed. For the first time since the declaration of the Great Junction Street and Inverleith Row AQMAs there are no breaches of NO<sub>2</sub> objectives. Good practice required this trend to be sustained for a number of years before revocation of the AQMAs.
- 3.9 NO<sub>2</sub> trend data is shown in Appendix 2. Appendix 3 details the legal standards for NO<sub>2</sub> (and particles).
- 3.10 Scotland has set tighter standards for particulates (PM<sub>10</sub> and PM<sub>2.5</sub>) compared with the rest of the UK and Europe, as shown in Appendix 3.
- 3.11 In respect to PM<sub>10</sub>, data from all monitoring locations in 2017 meets the UK National Objectives, however concentrations at Queensferry Road and Salamander Street station show breaches of the Scottish standard.
- 3.12 At Queensferry Road data is temporarily being affected by the demolition and construction work associated with the development of a 60-bed care-home.
- 3.13 At Salamander Street, which is within the PM<sub>10</sub> AQMA the levels are just above the objective. They have reduced in recent years and are showing a downward trend, likely due to changes in industrial and fugitive sources in the vicinity of this site. Work ongoing to devise an Air Quality Action Plan will need to consider how this trend is sustained, as there is residential development proposed for the area. The Action Plan, being developed in conjunction with SEPA, Forth Ports and relevant stakeholders will be published for consultation in early 2019.
- 3.14 PM<sub>10</sub> and PM<sub>2.5</sub> long term trends from measured data across all sites generally show a decrease in concentrations with time, as shown in Appendix 4, although at Glasgow Road concentrations are more stable.

## **Progress with actions**

- 3.15 The main actions in the current NO<sub>2</sub> Air Quality Action Plan and Local Transport Strategy to improve air quality are based on;
  - promoting cleaner transport, especially buses via a voluntary means,
  - adoption of a fleet recognition efficiency scheme for reducing emissions from road freight vehicles,

- improving traffic flow and easing congestion by use of intelligent traffic signalling, and;
- 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**

- 3.16 Generally, the bus companies operating in Edinburgh continue to improve their fleet, however it is recognised that substantial financial support is needed to deliver continued improvement.
- 3.17 Lothian Buses is the largest bus service provider in the city and is committed to reducing the emissions of its fleet and investing in low emission vehicles as a part of its fleet replacement strategy.
- 3.18 In August 2018 78 % of the fleet was Euro V (engine standard) or better. The number of Euro III buses was reduced to 21% of the total fleet, from 31% in 2017. The bus company deploys its highest Euro Standard vehicles on high frequency services and those routes which transit AQMAs, e.g. Airlink 100 and Service 22 which both pass through the Central AQMA and St John's Road and Great Junction Street AQMAs respectively. The company also continues to add to the electric vehicle charging infrastructure to support the operation of electric buses in the city.
- 3.19 All other major bus companies operating in Edinburgh have practically eradicated Euro III vehicles from their fleets.
- 3.20 There are 71 buses in the Stagecoach East Scotland fleet operating on services into Edinburgh. The majority of these buses (65) pass through the Queensferry Road corridor into the city centre, while the others, the JET Airport Service from Fife, goes along the Glasgow Road AQMA. The delivery of 19 new coaches during May and June 2018 resulted in all the city centre bound fleet being better than Euro V standard. In November 2017, a fleet renewal of the JET service, brought all of those buses up to Euro VI standard.
- 3.21 Data for City-link and First Bus is that previously presented to Committee in 2017. In summary, 73% of First's bus fleet operating in the City were Euro V standard or better in 2017 and in 2016, the majority (86%) of the 51 buses operating on the City-link services entering Edinburgh, were also Euro V standard or better.
- 3.22 Leading by example through the acquisition of lower emission vehicles for its own fleet, 75% of the Council's own operational fleet is Euro V or better.

### **Adoption of a Fleet Recognition Efficiency Scheme**

- 3.23 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.
- 3.24 The scheme was launched in January 2012 and recently celebrated the 200<sup>th</sup> operator member, totalling 8,001 vehicles. Most members are goods vehicle operators (102), followed by passenger transport (27) and public-sector fleets (4). Sixty-seven members' fleets are ancillary to the main use of their business.

- 3.25 Funding for the ECO Stars scheme to continue during 2018/2019 has been secured from the Scottish Government Air Quality Action Plan grant.
- 3.26 The freight sector is traditionally a more demanding group for local authorities to coordinate.

### **Intelligent Traffic Signalling**

- 3.27 Improving traffic flow and reducing vehicle idling times are also measures which help to improve air quality. As per previous annual reports the following updates are given in respect to two types of traffic management systems that are installed;
- 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. However, due to ongoing utility works and road improvements, many of the inductive loops get damaged and require repair. Maintenance work is ongoing. In 2018 new infrastructure was installed on the Bridges and the Ardmillan triangle including Gorgie Road/Dalry, Angle Park Terrace and Slatford Road, became fully operational.
  - MOVA (Microprocessor Optimised Vehicle Actuation) was installed at the Newbridge Roundabout (Glasgow Road AQMA) in April 2016 and resulted in significant reductions in waiting time on the A8 westbound corridor. Subsequently NO<sub>2</sub> concentrations measured at the junction showed some improvement. Transport Scotland are currently re-designing lane integration from the M9 off-slip at this junction. Recommendations have been made to carry out an air quality impact assessment in relation to the proposals to ensure there is no adverse impact on air quality.

### **Progress with Other Actions**

- 3.28 In 2015 the Council updated the Active Travel Action Plan which aims to deliver significant increases in the number of pedestrian and cycling journeys travelled within Edinburgh. As well as bringing health benefits, the Active Travel Action Plan will assist in encouraging modal shift away from car use. The Plan has set targets of 35% for walking and 10% for cycling for all trips in the City by 2020.
- 3.29 As a part of Council's parking permit pricing review, there was a consultation between October 2017 and January 2018 on the possible introduction of a surcharge issued to diesel vehicles. The Council received a positive response to the consultation with 5,412 responses to the online questionnaire. The majority (88%) of respondents recognise the impact air quality has on their health and agree (82%) that it is important to tackle air pollution. Nearly half (47%) agreed that the Council should charge more for permits issued to the most polluting vehicles. The Council will now 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 permits 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.

- 3.30 The conditions for taxis and private hire cars licences have been altered to help improve air quality. Emissions reduction is expected through the introduction of an age limitation and vehicle emission (engine) standard policy. As of 1 October 2018, any new taxi licensed vehicle (or a replacement vehicle under an existing taxi licence) will require to be Euro 6 engine standard.
- 3.31 The Council has also agreed to develop a programme to hold vehicle-free days in the city centre on a regular basis. The overall aim is to ensure residents experience the city in a quieter, more people-focussed environment and will enable the Council to monitor congestion and travel behaviours to inform future plans for transforming the city centre.

### **Electric Vehicles**

- 3.32 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.
- 3.33 The Department of Transport's vehicle licensing statistics show that plug-in (electric) vehicles are steadily increasing in Edinburgh, where, in 2011 there were 9 plug-in vehicles registered in the City and as of March 2018 there were 659.
- 3.34 The Council continues to administer Transport Scotland's Switched on Fleets grant on behalf of the Edinburgh Community Planning Partners. Over 2016-17 there were eight plug-in vehicles procured by four organisations. In 2018-19 a total of 23 plug-in vehicles are earmarked for five organisations.
- 3.35 Additionally, Transport Scotland's 'Charge Place Scotland' grant which provides grant funding for EV charging infrastructure is also administered by the Council. Over the financial year 2017-18, the Council installed two additional 50kW Rapid charging units and one 22kW Fast charging unit. A further six charging units (12 charging points) were upgraded with new more innovative technology across six sites which included the University of Edinburgh and Queen Margaret University sites.

### **LEZ Development**

- 3.36 The National Modelling Framework (NMF) introduced as a part of the Cleaner Air for Scotland Strategy 2015 will provide a significant proportion of the quantitative evidence for the development of a LEZ in Edinburgh. The Council continues to work with SEPA on Edinburgh specific inputs to the model development. Some initial findings, reported to the Transport and Environment Committee in May 2018, showed predicted roadside concentrations across the city that will be in excess of an annual mean of 40µg/m<sup>3</sup> in 2019. Another scenario also showed exceedences when all vehicles were of the best available engine standard (Euro 6/VI),

highlighting the need for other measures that will improve air quality. The modelling work to date also supports the findings of historic Local Air Quality Management work, which recognises the need to consider all vehicle classes, including cars, when exploring measures to improve air quality.

- 3.37 Revised vehicle emission factors have recently been incorporated into the model and the Council has committed to providing traffic model outputs, that will include the assessment of wider traffic management changes relating to other strategy development i.e. the City Centre Transformation and the City Mobility Plan. SEPA will provide an initial modelling summary and technical report before the end of 2018.
- 3.38 Following this, a detailed LEZ proposal will be developed in early 2019 and a specific consultation process will be undertaken.
- 3.39 Funding to support the delivery of LEZs has been made available from the Scottish Government for a one-year period for 2018/19. An application for part of this funding has been successfully made by the Council.
- 3.40 To support the introduction of LEZ's across the different fleets there are other funding streams being developed. BEAR, Transport Scotland's Bus Emissions Abatement Retrofit Programme, will provide a second phase of funding (2018/19) for buses, and for other vehicle owners there is to be a Low Emission Zone Support Fund that will target specific cohorts of both commercial and private vehicle owners affected by the introduction of LEZs. The detail of this is to be developed by the Scottish Government in 2018/19.

### **Cleaner Air for Scotland (CAfS) Strategy**

- 3.41 Following the air quality inquiry by the Environmental, Climate Change and Land Reform committee of Scottish Parliament this year, the Scottish Government has reconfirmed the importance for CAfS to be kept under review and has committed to a full review of the strategy by 2020.
- 3.42 The initial version of the strategy focuses very much on transport, as this remains the most significant source of local air pollution. However, a key consideration of the review will be to give greater attention to other emissions sources such as domestic wood burning, and also to focus in more detail on effective co-ordination between air quality and climate change policies. Scottish Government recognise that the protection of both human and environmental health is central to the current strategy and this will continue to be the case.

### **Local Priorities and Challenges**

- 3.43 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.
- 3.44 The Council has recently begun preparing a new Local Development Plan for Edinburgh called the City Plan 2030. This will set out policies and proposals for development in Edinburgh between 2020 and 2030. The main consultation



document will be presented to Planning Committee in January 2019. Early engagement on topics such as housing development, employment space, retail and leisure, with relevant industry/development sectors and community representatives has begun. Alignment with local air quality management and developing local and national air quality strategies will be crucial to ensuring a sustainable economic growth.

3.45 Priorities for the Council in terms of air quality in 2018/19, will be:

- Revise the current (NO<sub>2</sub>) Air Quality Action Plan in conjunction with the development of the new City Mobility Plan and the review of the national Cleaner Air for Scotland Strategy;
- Develop LEZ-specific proposals in early 2019 with partner organisations, SEPA, Transport Scotland and SEStran, as well as the Scottish Government;
- Produce an Air Quality Action Plan for the Salamander Street AQMA with relevant stakeholders; and
- Ensure the new City Plan 2030 takes cognisance of air quality policies and objectives for successful and sustainable economic growth.

#### **4. Measures of success**

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- 4.1 An improvement in air quality based on long term trend data within each of the AQMAs.
- 4.2 Revocation of the Air Quality Management Areas.

#### **5. Financial impact**

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- 5.1 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.

#### **6. Risk, policy, compliance and governance impact**

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- 6.1 This Annual Air Quality Progress Report (2018) 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.
- 6.2 The European Commission launched infraction proceedings against the UK Government (Member State) for breach of NO<sub>2</sub> Limit Values under the EU Air Quality Directive. The European Commission allowed an extension until 1 January 2015 for compliance of the Edinburgh Urban area. The Scottish Government has

indicated that it would not seek to pass on any fines to Local Authorities which are imposed by the EU on the UK Government.

## **7. Integrated Impact Assessment**

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- 7.1 This report is a statement of facts regarding the results of ambient air quality monitoring and improvements achieved to date regarding progress with actions. An Integrated Impact Assessment (IIA) is not required, however a such an assessment will be undertaken for the development of Action Plans (for NO<sub>2</sub> and PM<sub>10</sub>) in the future.

## **8. Sustainability impact**

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- 8.1 The content of this report is a statement of facts and does not in itself promote any environmental impact.

## **9. Consultation and engagement**

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- 9.1 The 2018 Air Quality Annual Progress Report reports is published on the Council's website.
- 9.2 Formal public consultation and engagement will be undertaken for development of Action Plans for NO<sub>2</sub> and PM<sub>10</sub>.

## **10. Background reading/external references**

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- 10.1 2018 Air Quality Annual Progress Report (APR) for City of Edinburgh Council  
[http://www.edinburgh.gov.uk/downloads/download/117/local\\_air\\_quality\\_management\\_reports](http://www.edinburgh.gov.uk/downloads/download/117/local_air_quality_management_reports)
- 10.2 The maps of the AQMAs are available online at;  
<http://www.edinburgh.gov.uk/airquality>
- 10.3 Cleaner Air for Scotland Strategy Actions and Progress Report 2018  
<https://www.gov.scot/Publications/2018/08/9935>  
<http://www.gov.scot/Publications/2015/11/5671/17>
- 10.4 Report from the Environment Climate Change and Land Reform committee on the inquiry into air quality in Scotland, February 2018  
<https://digitalpublications.parliament.scot/Committees/Report/ECCLR/2018/2/28/Air-Quality-in-Scotland-Inquiry>

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## 11. Appendices

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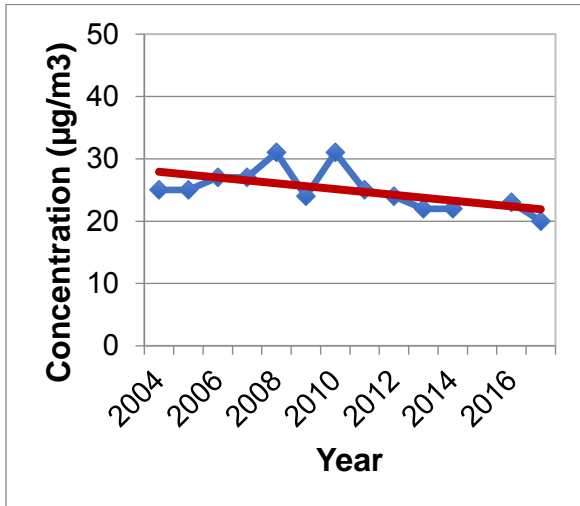
Appendix 1	Locations where 2017 monitoring results for NO <sub>2</sub> are at or exceed legal standards
Appendix 2	Summary of NO <sub>2</sub> Trend Data.
Appendix 3	NO <sub>2</sub> , Particle PM <sub>10</sub> and PM <sub>2.5</sub> Standards
Appendix 4	Particle PM <sub>10</sub> and PM <sub>2.5</sub> Trends

**Summary of the locations where 2017 monitoring results are at or exceed the annual mean Nitrogen Dioxide Objective**

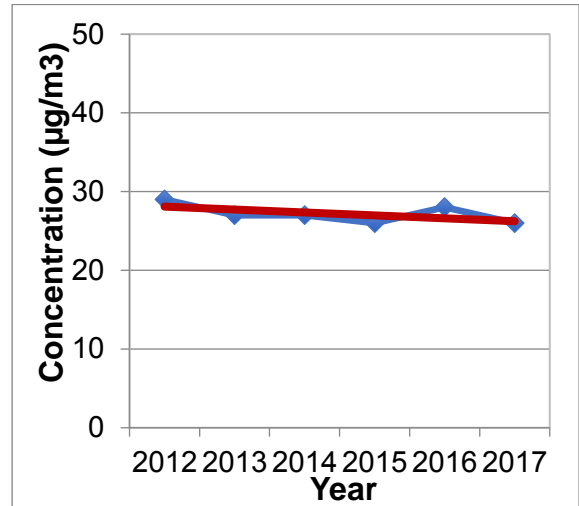
Site ID	Site address	In AQMA (NO <sub>2</sub> )?	Data Capture	Annual mean concentration µg/m <sup>3</sup> (Bias adjusted 0.82)
138	Clerk Street 15	Y Central	100	41
48c	Cowgate Blackfriars	Y Central	100	41
48e	Cowgatehead 2	Y Central	67	48
37a*	Grassmarket 41	Y Central	83	50
HT1	Haymarket Terrace	Y Central	92	41
81	London Rd/E. Norton Pl	Y Central	75	41
46	London Road/Easter Rd	Y Central	83	40
135	Nicolson Street 69	Y Central	100	44
27	North Bridge – South	Y Central	67	43
47	Princes Street Eastbound	Y Central	75	43
24	Princes Street/Mound	Y Central	67	44
33	Queen Street	Y Central	67	40
144	South Bridge 59	Y Central	100	43
3b	Torphichen Place 1	Y Central	92	41
3	Torphichen Place CH	Y Central	92	42
28d	West Port 42	Y Central	83	47
15	Glasgow Rd Newbridge	Y Glasgow Rd	100	41
58*	Glasgow Rd Newbridge	Y Glasgow Rd	100	44
1d	St John's Road 131	Y St John's Rd	83	42
ID5	St John's Road (Auto)	Y St John's Rd	97	53
55	Inverleith Row	Y Inverleith Row	83	40
64	Queensferry Road 550	No	100	41

**Nitrogen Dioxide (NO<sub>2</sub>) Trends**

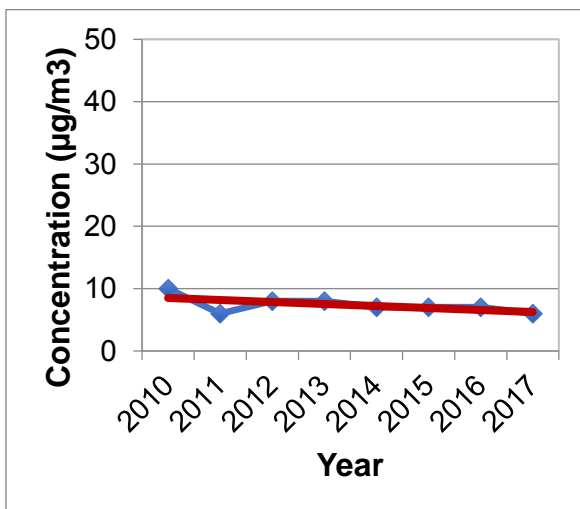
**Trend in Annual Mean NO<sub>2</sub> Concentrations at St Leonard's - Background site**



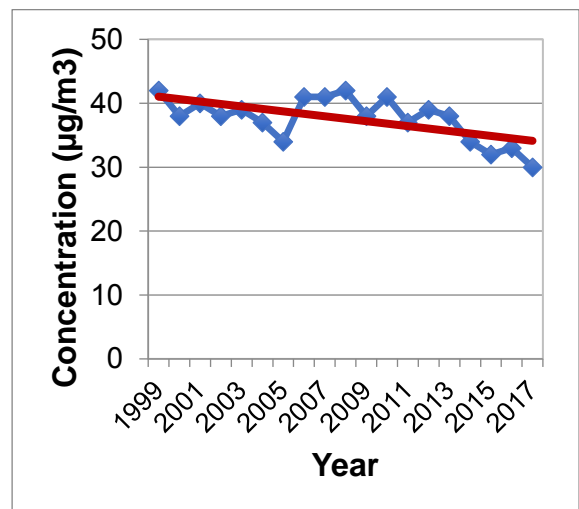
**Trend in Annual Mean NO<sub>2</sub> Concentrations Glasgow Road (Newbridge) - Roadside site**



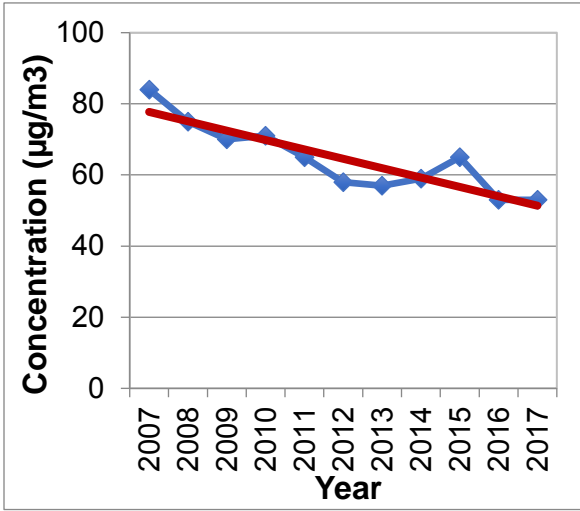
**Trend in Annual Mean NO<sub>2</sub> Concentrations at Currie - Suburban site**



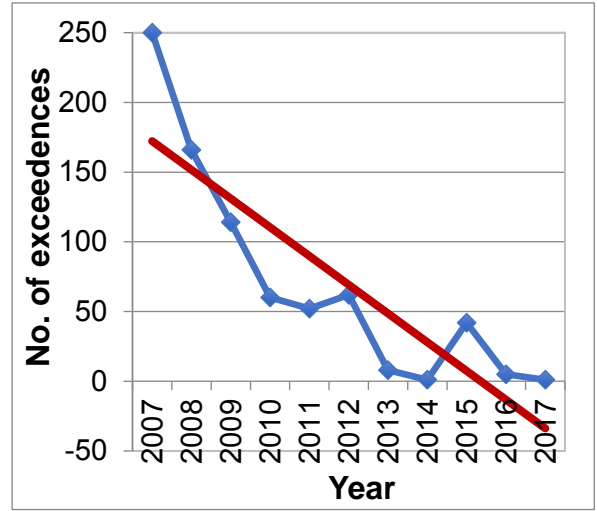
**Trend in Annual Mean NO<sub>2</sub> Concentrations at Gorgie Road - Roadside site**



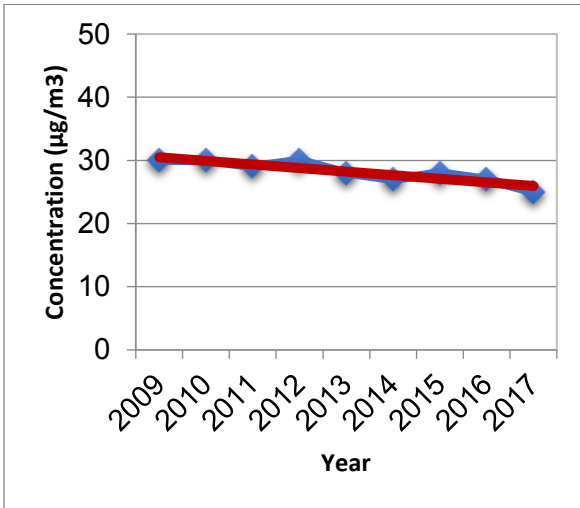
**Trend in Annual Mean NO<sub>2</sub> Concentrations at St John's Road – Roadside site**



**Trend in the Number of Exceedances of the Hourly Mean NO<sub>2</sub> Objective at St John's Road - Roadside site**



**Trend in Annual Mean NO<sub>2</sub> Concentrations at Salamander Street – Roadside site**



**Nitrogen Dioxide (NO<sub>2</sub>), Particle PM<sub>10</sub> and PM<sub>2.5</sub> Legal Standards**

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

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





