

Low Emission Zones Consultation

1. INTRODUCTION

- 1.1** In November 2015, the Scottish Government published the Cleaner Air for Scotland (CAFS) Strategyⁱ. CAFS is a national strategy which sets out how the Scottish Government and its partner organisations propose to reduce air pollution to fulfil Scotland's ambitious carbon reduction targets. Amongst the policy areas that are outlined within CAFS, the National Low Emissions Frameworkⁱⁱ (NLEF) is cited as an important initiative, alongside the National Modelling Framework, adoption of World Health Organisation Guidelines, and proposals for a National Air Quality Awareness Campaign
- 1.2** CAFS also describes how the Scottish Government would enable local authorities to appraise, justify the business case for, and implement a range of, air quality improvement options related to transport and associated land use. In addition, the Scottish Government's "A Plan for Scotland 2016 -17"ⁱⁱⁱ is committed to, with the help of local authorities, identifying and putting in place the first Low Emission Zone(LEZ) by 2018. The concept of LEZs has been established for some years. An LEZ involves a city or local authority setting vehicle emissions limits in defined areas where poor air quality is an issue. Any vehicles which do not meet the required LEZ standard are restricted or deterred from entering the area concerned, either by exclusion (full or partial) or by charging.
- 1.3** Much work has already taken place on building the evidence for Low Emission Zones, with detailed work on the new National Modelling Framework (NMF) to provide key evidence, and strong progress on developing the NLEF, to deliver guidance on business case development and delivery. In addition, a wide range of consultation and engagement with key stakeholders on the delivery challenges of LEZs has taken place. Due to the complex nature of delivering LEZs, and some of the concerns that were raised by stakeholders in relation to this, Transport Scotland are taking forward a consultation to support the early adopters in their work, and to finalise a guidance document.

2. CONSULTATION

- 2.1** The CAFS Strategy has seen the establishment of a Governance Group with wide ranging representation, to oversee its progress. The group consists of several subgroups focusing on specific topics, and now wishes to receive further input from other Stakeholders.

2.2 The ‘Building Scotland’s Low Emission Zones’ consultation^{iv} was launched on the 6th of September, and invites views on how the Scottish Government can, with the help of local authorities, identify and put in place the first new LEZ by 2018, creating a legacy on which other areas can build.

2.3 With Local Authorities, the Scottish Government has committed to introduce LEZs into Scotland’s four biggest cities between 2018 and 2020 and into all other Air Quality Management Areas by 2023

3. CONCLUSIONS/RECOMMENDATIONS

3.1 SEStran welcomes this opportunity and is keen to encourage the first LEZ in Scotland to be implemented within the SEStran Region.

3.2 Members are invited to submit their comments to SEStran Officers for collation by the 24th of November. Following this, SEStran Officers will provide a paper at the next Partnership Board on the 8th December.

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Policy Implications	
Financial Implications	
Equalities Implications	
Climate Change Implications	LEZs to be implemented in Scotland’s four largest cities by 2020 and into all other air quality management areas by 2023

ⁱ <http://www.gov.scot/Resource/0048/00488493.pdf> - Cleaner Air for Scotland (CAFS)

ⁱⁱ <http://www.gov.scot/Publications/2015/01/3287/10> - Low Emissions Framework

ⁱⁱⁱ <http://www.gov.scot/Resource/0050/00505210.pdf> - A Plan for Scotland

^{iv} https://consult.scotland.gov.uk/transport-scotland/building-scotlands-low-emission-zones/user_uploads/low-emission-zones-consultation-2.pdf - Building Scotland’s Low Emission Zones Consultation