

## ABERDEEN CITY COUNCIL

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| <b>COMMITTEE</b>          | City Growth and Resources                     |
| <b>DATE</b>               | 24 June 2021                                  |
| <b>EXEMPT</b>             | No  |
| <b>CONFIDENTIAL</b>       | No  |
| <b>REPORT TITLE</b>       | Aberdeen Low Emission Zone – Preferred Option |
| <b>REPORT NUMBER</b>      | COM/21/149                                    |
| <b>DIRECTOR</b>           | Steve Whyte                                   |
| <b>CHIEF OFFICER</b>      | Gale Beattie                                  |
| <b>REPORT AUTHOR</b>      | Will Hekelaar                                 |
| <b>TERMS OF REFERENCE</b> | 3.2   |

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### 1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to present Aberdeen’s proposed Low Emission Zone (LEZ) and to gain approval to formally submit the scheme to Scottish Ministers following further consultation on and publication of the proposed scheme, assuming no significant changes to the proposals are required as a result of these processes.

### 2. RECOMMENDATION(S)

That the Committee:

- 2.1 Agree the outcomes of the LEZ option appraisal and that Option 6 (encompassing the proposed LEZ boundary and supporting traffic management requirements as detailed in section 3.1.9) best meets the objectives of the Aberdeen LEZ;
- 2.2 Instruct the Chief Officer – Strategic Place Planning to include consideration of access restrictions at the South College Street / Millburn Street junction within the business case development for Phase 2 of the South College Street Junction Improvement project, and to ensure that the business case includes programming considerations for works delivery in advance of LEZ enforcement commencing;
- 2.3 Agree that 2 years is an appropriate grace period to enable residents, businesses and visitors time to comply with LEZ requirements;
- 2.4 Instruct the Chief Officer – Strategic Place Planning to undertake a further eight-week period of public and stakeholder consultation and engagement on the proposed LEZ boundary and grace period;
- 2.5 Delegate authority to the Chief Officer – Strategic Place Planning, in consultation with the Leader of the Council and the Convenor of the City Growth

and Resources Committee, to publish the proposed LEZ scheme following the consultation period, and to formally submit Aberdeen's LEZ proposal to Scottish Ministers; and

- 2.6 Instruct the Chief Officer – Strategic Place Planning to submit the full financial model for the LEZ to the Council's budget process for 2022/23.

### **3. BACKGROUND**

#### **3.1 LEZ Preferred Option**

- 3.1.1 As was reported to this Committee on 28 October 2020, Aberdeen City Council (ACC) has been developing and appraising options for a LEZ in the City Centre using the National Low Emission Framework (NLEF) appraisal tool, supplemented by STAG (Scottish Transport Appraisal Guidance). An initial Interim NLEF Stage 2 report was completed in June 2020, recommending that 8 options be taken forward for further appraisal, including public and stakeholder consultation and detailed traffic and air quality modelling. These options were:

- Option 1A – Union Street Area, including Denburn Road;
- Option 1B – Union Street Area, excluding Denburn Road;
- Option 2A – Union Street & George Street Area, including Denburn Road;
- Option 2B – Union Street & George Street Area, excluding Denburn Road;
- Option 3A – City Centre Masterplan (CCMP) East including Denburn Road;
- Option 3B – CCMP East excluding Denburn Road;
- Option 4A – CCMP, including Denburn Road; and
- Option 4B – CCMP, excluding Denburn Road.

Plans of the options can be found in the second Interim NLEF Stage 2 Report and Executive Summary which form Appendices 1 and 2 of this report.

- 3.1.2 Consultation took place during September and October 2020 with more than 500 members of the public and organisations engaging. An online questionnaire was supplemented with workshops held with a range of stakeholders, including Community Councils, transport operators and groups with an interest in health, equalities and the environment. A summary of the online consultation outcomes is presented in Appendix 3, with a summary of the outcomes of the stakeholder workshops forming Appendix 4.

- 3.1.3 In the online consultation, respondents were asked to rank options in order of preference, where a ranking of 1 was given to their preferred option and 8 to the least preferred option. Considering the options identified by respondents as their preferred option (given a ranking of 1), there was a clear preference for options at the opposite ends of the scale, with Option 4A (the largest option) receiving the highest number of preferred option votes, closely followed by Option 1A (one of the smallest options), as shown in Figure 1.

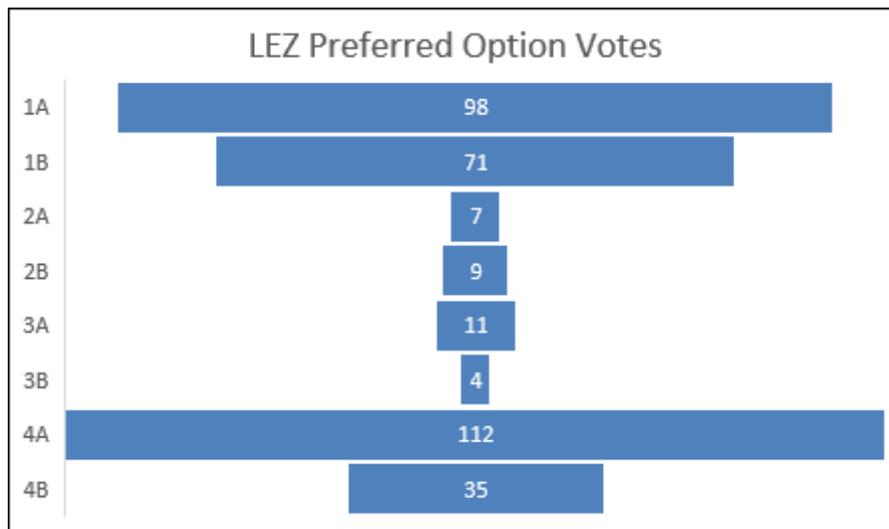


Figure 1: Preferred Option Votes

When considering overall average rankings, Option 1A emerged as the most popular option, with a general preference for the smaller options. Those options excluding Denburn Road from the LEZ area were less well received, with 2B, 3B and 4B being the least acceptable options (Figure 2).



Figure 2: Average Option Rankings

3.1.4 The options were also subject to detailed traffic modelling in the revised City Centre Paramics microsimulation model.

3.1.5 Following an iterative process of option testing, adjustment and appraisal, a preferred option has emerged. This process has been overseen by the Aberdeen LEZ Delivery Group, comprising representatives of ACC, Aberdeenshire Council, Nestrans, NHS Grampian's Public Health Unit, Transport Scotland, SYSTRA (ACC's modelling and appraisal consultants) and SEPA (the Scottish Environment Protection Agency, engaged by Transport Scotland to undertake air quality modelling).

3.1.6 A summary of this process is provided below:

- Options 2B and 3A were sifted out as they are unlikely to cope with future forecast traffic demand without resulting in increased congestion in sometimes sensitive locations. They also have a low level of public acceptability compared to the other options;

- Options 3B and 4B also have relatively low public acceptability and are projected to increase traffic (particularly non-compliant traffic) in the Hutcheon Street / Skene Square area. Nitrogen Dioxide (NO<sub>2</sub>) emissions have been hovering near exceedance levels for a number of years here and any increase in traffic would likely see further breaches of air quality objectives and potentially a new Air Quality Management Area (AQMA) being declared, in obvious contradiction to LEZ objectives;
- The remaining options were then subject to screening against modelled traffic flow changes at 2019 exceedance locations, with Options 1A, 1B and 2A not anticipated to meet the NO<sub>2</sub> objectives without significant additional interventions not historically considered (such as CCMP projects);.
- None of the remaining options aligned fully with the revised North East Scotland Roads Hierarchy. A process then took place to see if these conflicts could be mitigated by traffic management measures and / or revisions of the LEZ boundary;
- In addition, there were concerns about the accessibility of the City Centre under Option 4A, where only 1 City Centre car park would be accessible to non-compliant vehicles, and the resulting implications on social inclusion, the City Centre economy and the large number of residents who would be living in the LEZ area;
- During the option testing and sifting process, a 'hybrid' option, Option 5 (a plan of which is also included within Appendices 1 and 2) was introduced, to combine the benefits of both the smaller and larger options. Option 5:
  - Has a fairly tight boundary (like Option 1A/B) but encompasses more areas of air quality exceedance;
  - Will have less impacts on residents and businesses than 4A;
  - Better maintains accessibility to the wider area for non-compliant vehicles than 4A:
  - Restricts through access for non-complaint vehicles in accordance with the Roads Hierarchy;
  - Better encourages routing choices in line with the Hierarchy;
  - Can cope better at predicted traffic demand levels; and
  - Potentially reduces congestion at key locations compared to the other options.
- Options 4A and 5 therefore proceeded to more detailed appraisal against the LEZ objectives and STAG criteria;
- Option 4A was found to perform less well against some of the criteria, namely accessibility, social inclusion and the economy, particularly in the context of COVID-19 recovery;
- Option 5 therefore emerged as the most promising option and proceeded to further detailed testing. This included consideration of supporting measures to enhance the benefits of the LEZ and reduce any negative impacts on surrounding streets. Again, this necessitated an iterative process of adjustments of the boundary to identify a final option that is feasible and deliverable, that best meets the scheme objectives and which reduces unintended negative impacts in other areas of the City.

3.1.7 However, the traffic and air quality model outputs show that a LEZ alone, under any of the option scenarios, is unlikely to be sufficient to bring all NO<sub>2</sub> exceedance locations in the City Centre AQMA within objective limits – for example, areas of Union Street, King Street and Market Street are anticipated to remain near or over the objective limit even though they are within the LEZ area. The LEZ was therefore tested in combination with the strategic transport elements of the CCMP and it was determined that the objectives of the LEZ could be fully met if delivered in combination with the CCMP project to restrict traffic on the central section of Union Street between Bridge Street and Market Street to buses, taxis and cycles only, with supporting traffic restrictions on Union Terrace and Rose Street (Option 6). Projected air quality impacts of Option 5 (LEZ boundary alone) and Option 6 (LEZ + CCMP project) are provided in Table 1 below.

Table 1: Predicted Impact of LEZ on Air Quality Exceedance Locations

| Site | Exceedance Location   | Flow Difference to Base |          | Air Quality Impact |          |
|------|---|-------------------------|----------|--------------------|----------|
|      |   | Option 5                | Option 6 | Option 5           | Option 6 |
| DT30 | 335 Union St  | 5%                      | -25%     |                    |          |
| DT73 | 61 Skene Square   | -8%                     | -10%     |                    |          |
| DT18 | 14 Holburn St   | 1%                      | -14%     |                    |          |
| CM2  | Union Street  | 3%                      | -41%     |                    |          |
| DT16 | 1 Trinity Quay  | -7%                     | 8%       |                    |          |
| DT77 | 27 Skene Square   | -8%                     | -10%     |                    |          |
| DT11 | 105 King St   | 3%                      | -2%      |                    |          |
| DT10 | 184/192 Market St   | -4%                     | -2%      |                    |          |
| DT9  | 39 Market St  | 1%                      | -36%     |                    |          |
| DT29 | 469 Union St  | 3%                      | -32%     |                    |          |
| DT12 | 40 Union St   | 9%                      | -61%     |                    |          |
| DT17 | 43/45 Union St  | 9%                      | -61%     |                    |          |
| DT82 | 7 Virginia Street   | -8%                     | 5%       |                    |          |
| DT19 | 468 Union St  | 3%                      | -32%     |                    |          |
|      |   |                         |          |                    |          |
|      | NO <sub>2</sub> Levels predicted to be Under Threshold              |                         |          |                    |          |
|      | NO <sub>2</sub> Levels predicted to be Near Threshold               |                         |          |                    |          |
|      | NO <sub>2</sub> Levels predicted to be Over Threshold               |                         |          |                    |          |
|      | NO <sub>2</sub> Levels predicted to be Significantly Over Threshold |                         |          |                    |          |

3.1.8 The traffic modelling also indicated that non-compliant traffic displaced by the LEZ could migrate to streets around the periphery of the zone which may be inappropriate for accommodating this additional traffic, specifically Ferryhill Road and Fonthill Road to the south of the LEZ. Various options were tested in the model to mitigate these impacts, including bus gates, junction treatments, banned turns and extensions of the LEZ. The most effective and appropriate intervention to address this issue proved to be access restrictions to and from Millburn Street at its junction with South College Street / Palmertson Place. These were shown to significantly reduce traffic volumes through the Ferryhill area.

3.1.9 The outcome of the modelling and appraisal process is therefore that the preferred LEZ Option (see Figure 3 below) encompasses: the previous Option 5 boundary (with some adjustments to address remaining areas of NO<sub>2</sub> exceedance and to support non-compliant traffic routeing around the LEZ area); restrictions to general traffic (in the form of the CCMP project to restrict access

to the central section of Union Street to bus, taxi and cycle only and additional restrictions on part of Union Terrace and Rose Street); and a revised junction layout at South College Street / Millburn Street with restricted movements to and from Millburn Street.



Figure 3: Preferred LEZ Option

3.1.10 The traffic modelling also suggested that the closure of Union Street to general traffic could put additional pressure on the Wellington Place / Springbank Terrace / Willowbank Place corridor, and that this could be addressed by implementing turning restrictions at the Wellington Place / Springbank Terrace / Crown Street junction and the Springbank Terrace / Willowbank Road / Bon Accord Street junction (Figure 4). These are not considered necessary to deliver the proposed LEZ package at this point in time, however movements in this area will be monitored once the LEZ is operational to understand how traffic is using this area and whether these additional restrictions are required.



Figure 4: Potential Future Traffic Management requirements

3.1.11A full description of the option appraisal, sifting and development process is contained within the second interim NLEF Report – the full report is available as Appendix 1, while Appendix 2 forms an Executive Summary. Appendix 5 comprises the LEZ Option Testing Report. A plan of the final preferred LEZ option is included as Appendix 6, along with a schedule of streets that fall within the proposed LEZ boundary. An initial Emissions Analysis Report is included as Appendix 10, and will be developed further as we move towards final scheme proposals.

### 3.2 Grace Periods and Exemptions

3.2.1 It is assumed at this stage that Aberdeen’s LEZ will operate 24hrs a day, 7 days a week and will apply to all vehicles except:

- Those granted a national exemption under [The Low Emission Zones \(Emission Standards, Exemptions and Penalty Charges\) \(Scotland\) Regulations 2021](#) (emergency services; naval, military or air force vehicles; historic vehicles; vehicles for disabled persons, including vehicles being driven by a blue badge holder or with a blue badge holder as a passenger; and showman vehicles); and
- Motorcycles and mopeds – LEZ Guidance recommends that these are scoped out of LEZ schemes unless a local authority can provide justification for their inclusion.

However, by 2024, it is estimated that 86% of cars, 70% of Light Goods Vehicles (LGVs), 93% of Heavy Goods Vehicles (HGVs) and all taxis in Aberdeen will be compliant with the LEZ. This means that drivers of these vehicles can continue driving within the LEZ (apart from areas subject to other traffic restrictions) without penalty.

3.2.2 The legislation governing LEZs requires a grace period between the date the LEZ is formally declared and the date at which enforcement will commence.

This must be a minimum period of 1 year and can be a maximum of 6 years for residents of the LEZ area and 4 years for non-residents. However, draft LEZ Guidance states that: *Given that air quality should be improved in the quickest time possible, application of the minimum grace period (i.e. 1 year) should be regarded as the default unless a rationale can be provided to go beyond this.*

- 3.2.3 During consultation, the maximum grace periods were the most popular options for both residents and non-residents, although there was significant support for minimum grace periods especially for non-residents.

| Length of Grace Period (Residents) | % of respondents selecting this as preferred option |
|------------------------------------|---|
| 1 year                             | 19.2%   |
| 2 years                            | 10.5%   |
| 3 years                            | 8.5%  |
| 4 years                            | 4.7%  |
| 5 years                            | 7.1%  |
| 6 years                            | 45.1%   |

Table 2: Preferred Grace Periods (Residents)

| Length of Grace Period (Non - residents) | % of respondents selecting this as preferred option |
|--|---|
| 1 year                                   | 34.4%   |
| 2 years                                  | 6.52%   |
| 3 years                                  | 6.32%   |
| 4 years                                  | 47.8%   |

Table 3: Preferred Grace Periods (Non-Residents)

Additional engagement took place with city centre businesses and bus operators in March and April 2021 to understand their ability to comply with a 1 year grace period. There were understandable concerns around this, especially while businesses continue to struggle with the impacts of the COVID-19 pandemic.

- 3.2.4 Clearly, the longer the grace period, the more the benefits of the LEZ will be diluted. A balance must be struck, however, between achieving air quality and public health improvements in the quickest possible timescale, and allowing sufficient time for members of the public and businesses to comply with the LEZ in the context of COVID-19 recovery. It is likely that the pandemic has impacted on traditional fleet renewal programmes and the ability of individuals and businesses to upgrade their vehicles or change mode of travel to become LEZ-compliant.

- 3.2.5 To mitigate this, Transport Scotland has made grants available to individuals and small businesses to support them to upgrade their vehicle or switch to an alternative mode of transport. During 2020/21, £14,000 was awarded to individuals and £12,500 to businesses in Aberdeen. Funding has also been made available to bus operators to retrofit older vehicles to become LEZ-compliant, although to date no major bus operator in Aberdeen has had a successful application to this fund. It is anticipated that these funding streams will also be made available in 2021/22.

- 3.2.6 On that basis, it is considered a grace period of 2 years for both residents and non-residents is appropriate and strikes a balance between improving air quality and public health in the quickest possible timescale and being sympathetic to the ongoing impacts of COVID-19 on residents and businesses.
- 3.2.7 Local authorities also have the power to grant and renew time-limited exemptions (of up to one year) for certain vehicles or types of vehicle and to temporarily suspend the LEZ for events of national or local significance.

### 3.3 COVID-19 Uncertainties

- 3.3.1 In recognition of the uncertainties around the medium to long-term impacts of COVID-19 on traffic levels and transport behaviour, Transport Scotland commissioned research to better understand these uncertainties and how policies to address these could interface with LEZ proposals. Four plausible futures were identified, reflecting varying degrees of economic recovery and the permanency of changes initiated by the pandemic. This Scenario Planning exercise concluded that the impact of the LEZs will vary between each city depending on their specific traffic levels and fleet composition, but LEZs will nevertheless protect city centres by preventing non-compliant vehicles from entry and reducing emissions compared to pre-LEZ levels. The LEZ Post-COVID Uncertainty Report is included as Appendix 8.
- 3.3.2 This work has helped to identify ACC's preferred LEZ option and further sensitivity testing of the option was undertaken to ensure that the LEZ remains relevant in all plausible future scenarios and robust to variations in network conditions that may occur in a post-pandemic world (see Appendix 5).

### 3.4 Next Steps

- 3.4.1 In accordance with LEZ Regulations, the Council is required to undertake further consultation and engagement on the proposed LEZ boundary and incorporate any relevant feedback prior to formal publication of proposals. It is proposed to undertake an eight-week period of consultation and engagement on the preferred option boundary between June and August 2021. Following consultation, the Council is required to publish the proposed scheme and allow 28 days for any objections to the scheme to be submitted.
- 3.4.2 A number of Traffic Regulation Orders (TROs) must be successfully progressed in order to deliver the traffic management requirements of the proposed option package shown in Figure 3. Should the recommendations of this report be agreed, these will be taken forward by officers under delegated powers, with any objections reported to the Operational Delivery Committee for consideration. A schedule of required TROs forms Appendix 7. An indicative programme for the LEZ consultation and publication process and the concurrent TRO process is included as Appendix 9.
- 3.4.3 Alongside this, a series of supporting assessments will be finalised to better understand the wider impacts of the LEZ and how any negative impacts can be mitigated. These will include Strategic Environmental Assessment (SEA),

Integrated Impact Assessment (IIA) and Business and Regulatory Impact Assessment (BRIA).

- 3.4.4 Assuming a formal examination is not triggered and there are no significant amendments required to the proposed LEZ boundary following consultation and the objection period, it is anticipated that the final scheme will be submitted to Scottish Ministers in late 2021 / early 2022. Should Ministers approve the scheme, ACC should be in a position to formally declare its LEZ by spring 2022.

#### **4. FINANCIAL IMPLICATIONS**

- 4.1 To date, LEZ option appraisal and modelling work has been fully funded by Transport Scotland and Nestrans.
- 4.2 The Council has been awarded £105,000 from Transport Scotland to complete option appraisal work in 2021/22, including consultation and engagement. £240,000 has also been made available from the Scottish Government's Air Quality Action Plan Grant scheme 2021/22 for the delivery of traffic management measures to support the LEZ.
- 4.3 Further capital funding is expected to be made available from Transport Scotland later this year to commence LEZ implementation, namely purchase and installation of Automatic Number Plate Recognition (ANPR) cameras to support LEZ enforcement.
- 4.4 Approving the preferred option for the LEZ will allow the final development of the operating and financial model for the scheme, which will include expected levels of maintenance and management required, and any income from enforcement activities.
- 4.5 It should be noted that the Transport (Scotland) Act 2019 states that: *Any monies received from penalty charges in respect of a LEZ scheme can be applied by a local authority only for the purposes of facilitating (directly or indirectly) the achievement of the scheme's objectives.* In essence, any revenue generated through the issuing of fines must be used to cover the ongoing running costs of the LEZ. Should there be any surplus income once these costs are covered, these can be used by the local authority to help achieve scheme objectives, particularly air quality and / or climate change emission reduction activities, and could take the form of further transport improvements in and around the LEZ. If (and only if) any surplus remains after the local authority has made use of it to further the scheme objectives, will this have to be returned to Scottish Ministers.
- 4.6 As identified in 3.2.1, by the time the LEZ becomes operational, it is likely that the majority of vehicles in Aberdeen will be compliant with the LEZ. The Aberdeen Western Peripheral Route (AWPR) should also allow an alternative route for any non-compliant vehicles who would previously have accessed the LEZ area to cross Aberdeen city centre. As such, the LEZ is not expected to generate high levels of income through enforcement activity.

4.7 The full financial model for the LEZ will be prepared and submitted for consideration as part of the Council's budget process for 2022/23.

## 5. LEGAL IMPLICATIONS

5.1 ACC has a legal duty to meet statutory air quality objectives and improve air quality in its AQMAs through the implementation of the Air Quality Action Plan (2011) and associated initiatives.

5.2 Legislation enabling local authorities to declare and enforce LEZs is included within the [Transport \(Scotland\) Act 2019](#). [The Low Emission Zones \(Emission Standards, Exemptions and Penalty Charges\) \(Scotland\) Regulations 2021](#) covers emissions standards for LEZ compliant vehicles (Euro VI/6 for diesel vehicles and Euro IV/4 for petrol vehicles), national exemptions from LEZs (see section 3.2.1), penalty charges and the Penalty Charge Notice (PCN) process which will essentially follow the same process as the Council currently uses for enforcing bus lane violations. [The Low Emission Zones \(Scotland\) Regulations 2021](#) covers the declaration and implementation of LEZs, including consultation, publication of proposals, objections, examinations, approved devices for LEZ enforcement, and the process of amending and revoking schemes.

5.3 There is a risk of objections to the proposed LEZ which will have to be considered prior to submission of the final LEZ proposal to Scottish Ministers. A formal examination may be called should the Council or Scottish Ministers be dissatisfied with one or more elements of the LEZ scheme and believe that such elements should be opened to public scrutiny, comment and review.

5.4 There is also a risk of objections to the supporting TROs generating the need for an inquiry.

## 6. MANAGEMENT OF RISK

| Category              | Risk   | Low (L)<br>Medium (M)<br>High (H) | Mitigation   |
|-----------------------|--|-----------------------------------|--|
| <b>Strategic Risk</b> | Delivery of a LEZ supports a number of the Council's strategic priorities, particularly in terms of a sustainable economy, a sustainable transport system, the continued health and prosperity of our citizens and a | M                                 | Develop final LEZ scheme, supported by robust modelling and appraisal, and informed by public and stakeholder engagement and impact assessments. |

|                    |  |   |  |
|--------------------|--|---|--|
|                    | <p>high-quality environment.</p> <p>Failure to deliver a LEZ where there is evidence of its effectiveness could undermine the Council's ability to realise these aspirations.</p>  |   |  |
| <b>Compliance</b>  | <p>ACC could face legal challenge should air quality continue to breach objective limits and insufficient action is taken to address this.</p> <p>Any LEZ may be subject to objection and/or require examination.</p>  | M | <p>Develop final LEZ scheme, supported by robust modelling and appraisal, and informed by public and stakeholder engagement and impact assessments.</p> <p>Continue to work with the public and stakeholders to understand and mitigate concerns around a LEZ.</p>   |
| <b>Operational</b> | <p>There may be risks around the operation and enforcement of LEZs.</p>  | L | <p>Continue to identify and monitor risks as LEZ moves towards design and delivery.</p>  |
| <b>Financial</b>   | <p>Continuing poor air quality could see increasing societal costs arising from pollution-related health complaints.</p> <p>Care needs to be taken that any LEZ ultimately recommended for implementation supports the economic vitality of the city centre.</p> <p>There may be risks associated with the costs of implementing, managing, maintaining and enforcing a LEZ.</p> | M | <p>Develop final LEZ scheme, supported by robust modelling and appraisal, and informed by public and stakeholder engagement and impact assessments.</p> <p>Undertake IIA and BRIA.</p> <p>Continue to work with Transport Scotland and the other LEZ cities to determine the optimum approach to LEZ delivery, management, maintenance and enforcement.</p> <p>Develop full financial model for LEZ.</p> |

|                              |  |   |  |
|------------------------------|--|---|--|
| <b>Reputational</b>          | Failure to implement a LEZ when there is evidence of the health benefits of doing so could result in reputational damage should ACC not take sufficient action to improve air quality and the health and wellbeing of our citizens and visitors. | H | Develop final LEZ scheme, supported by robust modelling and appraisal, and informed by public and stakeholder engagement and impact assessments. |
| <b>Environment / Climate</b> | If a LEZ is not delivered the Council may not meet EU, UK and Scottish Government objective limits for a number of harmful pollutants, and / or local and national targets around carbon emissions reduction.                                    | M | Develop final LEZ scheme, supported by robust modelling and appraisal, and informed by public and stakeholder engagement and impact assessments. |

## 7. OUTCOMES

| <b><u>COUNCIL DELIVERY PLAN</u></b>                 |         |  |
|---|---------|--|
|   |         | <b>Impact of Report</b>  |
| <b>Aberdeen City Local Outcome Improvement Plan</b> |         |  |
| Prosperous People Outcomes                          | Stretch | The proposals within this report support the delivery of Stretch Outcome 11 in the LOIP: <i>Healthy life expectancy (time lived in good health) is five years longer by 2026</i> . Poor air quality is known to worsen a number of health conditions, particularly those affecting the heart and lungs, potentially reducing life expectancy for sufferers. A LEZ could improve health and therefore increase life expectancy by reducing concentrations of harmful pollutants.  |
| Prosperous Place Outcomes                           | Stretch | The proposals within this report support the delivery of Stretch Outcome 14 ( <i>Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate</i> ) in that most measures to reduce air pollutants will also reduce carbon emissions. The proposals may also contribute towards the delivery of Stretch Outcome 15 ( <i>38% of people walking and 5% of people cycling as main mode of travel by 2026</i> ) in that traffic levels within the LEZ area may reduce, |

|  |   |
|--|---|
|  | resulting in a safer environment for walking and cycling.   |
| <b>Regional and City Strategies</b>                      | <p>The proposals in this report support the delivery of the Regional and Local Transport Strategies, both of which aim to deliver a cleaner transport system which results in fewer emissions. Specifically, the RTS 2040 identifies as priorities: <i>No exceedance of WHO safe level of emissions</i> and <i>Reduced carbon emissions to support net-zero</i>.</p> <p>They also complement the Council's Net Zero Vision, specifically actions around supporting people to make low-emission lifestyle choices and removing the need for people to purchase petrol or diesel cars or vans. A LEZ is identified as a means of achieving City Centre Regeneration within the supporting Infrastructure Plan.</p> <p>A LEZ will also support delivery of the Council's Air Quality Action Plan and complement the CCMP by contributing to the development of a cleaner and more welcoming city centre for residents and visitors</p> |
| <b>UK and Scottish Legislative and Policy Programmes</b> | <p>Delivery of a LEZ contributes towards the delivery of the Scottish National Transport Strategy (NTS2) and the Cleaner Air for Scotland (CAFS) Strategy and compliance with European, UK and Scottish Government legislation on Air Quality Standards and Objectives. It also supports the Climate Change (Emissions Reduction Targets) (Scotland) Act which sets targets for a reduction of greenhouse gas emissions. The Transport (Scotland) Act 2019 makes provision for local authorities to introduce and enforce LEZs.</p>   |

## 8. IMPACT ASSESSMENTS

| Assessment                               | Outcome  |
|--|--|
| <b>Impact Assessment</b>                 | IIA has been undertaken on this report. Further impact assessments are being undertaken as part of the NLEF process and will be made available to members of the public and stakeholders when available, and submitted to Ministers as part of final scheme proposals. |
| <b>Data Protection Impact Assessment</b> | Not required at this stage, although will be undertaken as part of implementation of the enforcement camera system.  |

## 9. BACKGROUND PAPERS

None

## 10. APPENDICES

Appendix 1 – Interim NLEF Stage 2 Report  
Appendix 2 – Interim NLEF Stage 2 Report Executive Summary  
Appendix 3 - LEZ Online Consultation Summary Report  
Appendix 4 – LEZ Stakeholder Workshops Summary Report  
Appendix 5 – LEZ Traffic Modelling Report  
Appendix 6 – Plan of Proposed LEZ and Schedule of Streets Included  
Appendix 7 - Schedule of TROs  
Appendix 8 – LEZ Post-COVID Uncertainty Report  
Appendix 9 - LEZ Approval Process  
Appendix 10 – Emissions Analysis Report

## 11. REPORT AUTHOR CONTACT DETAILS

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