

SERVICE UPDATE

<u>Name of Service:</u>	Strategic Place Planning
<u>Date:</u>	December 2018
<u>Title of Update:</u>	Aberdeen Low Emission Zone
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UPDATE:

1 Purpose

- 1.1 This Service Update informs Members of Aberdeen City Council's progress to date and next steps in terms of determining the need for and scope of a Low Emission Zone (LEZ) in Aberdeen. It also provides information on the progress made by other Scottish cities in determining their LEZs.

2 Background

- 2.1 Low Emission Zones set an environmental limit on certain road spaces, allowing access to only the cleanest vehicles. Vehicles that do not meet the emission standards set for a LEZ will not be able to enter the zone. A penalty charge will be payable by the vehicle's registered keeper where a non-compliant vehicle enters unless it is exempt.
- 2.2 LEZs can have multiple benefits:
- Health - cleaner air has health benefits for everyone, particularly elderly and very young people and those with existing heart and lung conditions;
 - Environmental – LEZs help reduce pollution from vehicle emissions and can help to accelerate the uptake of lower emission vehicles and encourage people to consider using active travel and public transport; and
 - Economic - LEZs can help improve air quality within towns and cities making them more attractive places for living, working and visiting.
- 2.3 The [Aberdeen Air Quality Action Plan \(AQAP\) 2011](#) identifies LEZs as one potential measure for addressing air quality exceedances in Aberdeen. An [Aberdeen City Centre Low Emission Study](#) was completed in 2015 and modelled various scenarios to look at their impacts on emissions reductions. This concluded that a LEZ could achieve significant reductions depending on the streets and types of vehicles affected.
- 2.4 In September 2016 the Scottish Government announced its [Programme for Scotland 2016/17](#) which committed to a LEZ being introduced as a pilot somewhere in Scotland by 2018.

- 2.5 At their [meeting](#) of 22nd February 2017, Aberdeen City Council (ACC) agreed to: *instruct the Chief Executive to prepare a business case around the feasibility of Aberdeen City Council introducing Low Emission Zones throughout the city.* At their [meeting](#) of 21st June 2017, ACC agreed to: *instruct the Director of Communities, Housing and Infrastructure to carry out a Low Emission Feasibility Study, and instruct officers to inform the Council of the study outcomes and recommendations at prescribed stages of the assessment process.*
- 2.6 The Scottish Government, in their [Programme for Government 2017/18](#), published in September 2017, made a commitment to introduce LEZs to Scotland's four biggest cities by 2020 and to all Air Quality Management Areas (AQMAs) by 2023.
- 2.7 At their [meeting](#) of 11th December 2017, Aberdeen City Council agreed to instruct the Interim Director of Communities, Housing and Infrastructure to: *continue to progress the Low Emission Feasibility Study...and continue to inform the Council of the study outcomes at prescribed stages of the assessment process, and inform the Council of the implications of any new legislation, national policy and guidance relating to Low Emission Zones (LEZs) and air quality as they are published.*

3 The Aberdeen Air Quality Context

- 3.1 Aberdeen has three Air Quality Management Areas (AQMAs) declared due to exceedances of legally-binding EU and national air quality objectives for Nitrogen Dioxide (NO₂) and Particulate Matter (PM10). Plans of each of the AQMAs can be found in Appendix A to this update.
- 3.2 The Council declared part of the city centre an AQMA in June 2001 due to predicted exceedances of the national air quality objectives for NO₂ and PM10. The area of the city centre AQMA was extended several times between 2001 and 2011 and now includes Market Street, Union Street, King Street (between Castle Street and Roslin Terrace), Virginia Street, Commerce Street, Guild Street, Bridge Street, Holburn Street (between Great Southern Road and Union Street), Victoria Road (between the Queen Elizabeth II bridge and Crombie Road) and West North Street to 100m north of its junction with Littlejohn Street (Figure A1).
- 3.3 The Wellington Road AQMA stretches from the Queen Elizabeth II Bridge to Balnagask Road (Figure A2) and was declared in 2008 due to exceedance of the NO₂ annual mean objective and the Scottish annual mean and 24-hour PM10 objectives.
- 3.4 The Anderson Drive AQMA was declared in 2008 due to exceedances of the annual mean NO₂ objective and the Scottish PM10 annual mean and 24-hour mean objectives. It was extended in 2011 and now incorporates all of Anderson Drive from the Bridge of Dee to Haudagain Roundabout and parts of Great Northern Road and Auchmill Road (Figure A3).
- 3.5 The Council reviews and assess air quality through the Local Air Quality Management regime defined under the Environment Act 1995. Annual Progress Reports (APRs) contain monitoring data, data trends, emerging

issues and an update on progress made with respect to implementation of air quality actions, with the most recent APR published in [June 2018](#).

- 3.6 ACC operates an extensive monitoring network across the city to measure ambient levels of air pollutants. This consists of six automatic monitoring stations that measure a variety of air pollutants including NO₂ and Particulates (PM_{2.5} and PM₁₀) and a network of passive diffusion tubes measuring NO₂ levels at 75 sites around the city. Locations of the monitoring stations are identified in the APR.
- 3.7 Earlier in 2018, proposals to amend two AQMAs were approved by the Scottish Government due to monitoring data strongly suggesting that exceedances of the short-term objectives are unlikely. This will see the removal of the 1-hour NO₂ objective from the City Centre AQMA Order and the 24-hour PM₁₀ objective from the Anderson Drive AQMA Order. However, although air quality has been improving throughout the city since 2012, current levels are not low enough to allow the AQMAs to be fully revoked without the introduction of additional measures.
- 3.8 There are a number of projects close to being delivered or in development that have the potential to improve air quality in each of the affected areas. The imminent opening of the Aberdeen Western Peripheral Route (AWPR) should see the displacement of much urban traffic to the new bypass and result in less congestion and more free-flowing public transport in all three AQMAs with consequent improvements in air quality. Delivery of the Aberdeen City Centre Masterplan ([CCMP](#)) should see a reduction in city centre traffic and the creation of more space for people, supported by active travel and public transport priority measures. Options for a revised Roads Hierarchy are also being developed in the context of the AWPR and the CCMP, based on the principle of the city centre as a destination, rather than a through-route, for vehicular traffic. These projects should bring incremental improvements to air quality in the city centre AQMA as they are delivered. In terms of the Anderson Drive AQMA, delivery of the Haudagain roundabout improvement scheme, due to commence upon completion of the AWPR, will bring significant benefits to this air quality hotspot, while the outcomes of the Wellington Road Multimodal Corridor Study STAG (Scottish Transport Appraisal Guidance) Part 2 Appraisal (due late 2020 / early 2021) should, as they move to delivery phase, bring further air quality improvements at this location.

4 National Policy and Legislative Context

4.1 Cleaner Air for Scotland

- 4.1.1 The Scottish Government's Cleaner Air for Scotland (CAfS) strategy (2015) provides a route for local authorities and partner organisations to work together to improve air pollution further to achieve Scotland's legal responsibilities. The strategy sets out a series of actions across a range of policy areas, whilst introducing new initiatives, including the National Modelling Framework (NMF). The Government has ordered a review of the strategy with recommendations due to be consulted upon in summer 2019.

4.2 National Modelling Framework

4.2.1 The NMF is intended to provide much of the quantitative evidence to support local authorities through the decision-making process for LEZs. The NMF sets out a coordinated approach with respect to:

- the collection of detailed traffic data;
- development of a standardised air quality modelling approach;
- post-modelling analysis; and
- the development of visual and analytical appraisal tools for scenario testing.

4.2.2 The NMF helps to ensure that the evidence, analysis and decision-making is consistent across Scotland, and is fit and robust for the forthcoming National Low Emissions Framework (NLEF) process, even though transport issues and sources of emissions differ between geographical areas. The local NMF provides the ability to analyse individual vehicle classes across the transport fleet, assessing their relevant contributions to local air quality, and to work in conjunction with local detailed traffic model outputs to assess traffic-based scenarios, where required, in relation to urban air quality standards. The Scottish Environmental Protection Agency (SEPA) is leading on this work on behalf of the Scottish Government in association with local authorities.

4.3 National Low Emissions Framework

4.3.1 A draft NLEF has recently been prepared. This is *an air quality-focused, evidence-based appraisal process developed to help local authorities consider transport related actions to improve local air quality, where transport is identified as the key contributor to air quality problems*. Local authorities should have regard to the NLEF when undertaking their local air quality management duties and when developing AQAPs.

4.3.2 The draft NLEF identifies Stage 1 of the NLEF process as screening. Screening should be undertaken by all local authorities with an AQMA or at risk of an AQMA and will encompass a review of proposed actions across a range of functions, with a particular focus on transport. This will allow local authorities to assess whether these actions are likely to lead to significant improvements in air quality within their AQMAs, in line with the requirement to meet the air quality objectives in the shortest possible timescale. Where the proposed actions are judged to not support delivery of this requirement, local authorities should move to Stage 2, Assessment. The outcome of the screening exercise should be included within APRs and AQAP updates as required.

4.3.3 Through the screening process, some AQMAs will be excluded from the need for further consideration due to the nature of the AQMA (e.g. size, scale, contributing sources of pollution) or where committed actions from the AQAP or other programmes of work are likely to remove air quality exceedances in the shortest possible timescale. Where the outcome of the screening exercise determines that a LEZ is a potentially appropriate option, the affected AQMA will move to the Stage 2 assessment process.

4.3.4 Local authorities will be required to report the outcomes of their first Stage 1 screening exercise by 30th June 2019. Screening should then be

undertaken on an annual basis as part of the annual assessment and review process and reported through the APR.

- 4.3.5 Stage 2 will be carried out by local authorities supported by SEPA through the NMF. Local NMF models will represent a standardised approach to modelling air quality for local authorities with a focus on identifying detailed traffic-related source apportionment across the appropriate area, with the outputs providing quantitative evidence to support decision-making, including the potential benefits of introducing vehicle restrictions zones to improve air quality. In addition, the NMF will link traffic model outputs and air quality modelling, allowing local authorities to consider wider traffic management measures in the context of improving local air quality.
- 4.3.6 The NLEF appraisal process will assist local authorities to determine whether a LEZ is appropriate to address air quality issues in their area. Where it is determined that a LEZ is appropriate, the process will help to define the boundary of the zone and to consider the scope of the vehicle classes to be included in order to achieve the improvements required. Whilst focusing on consideration of LEZs, the assessment will also provide information to support local authorities in considering a range of other transport-related actions.
- 4.3.7 The NMF local model will be used to estimate the potential improvement in air quality by removing, or reducing emissions from, all or part of the vehicle fleet. These traffic scenarios will be applied within the boundaries of the options identified. Scenarios could include removing diesel vehicles, restricting buses to EURO VI emission standards (including retrofit) or quantifying the effect of newer vehicles entering the fleet due to natural turnover.
- 4.3.8 The outcome of the Stage 2 assessment process will be to identify whether a LEZ should be progressed to support the delivery of improved air quality and, in particular, to reduce any exceedances of air quality standards. The NMF approach will support this decision by providing evidence to:
- show air quality impacts of potential LEZ options;
 - help identify the preferred option;
 - aid consideration of wider impacts of the preferred option; and
 - help establish the likely costs of the preferred option.

Any measures identified through the Stage 2 assessment should be included within the AQAP with the date by which they will be delivered. Should the Stage 2 assessment conclude that a LEZ is not an appropriate measure, the information produced through the NMF will support the identification of alternative transport-related measures to reduce exceedances of air quality and these should be considered as part of the appraisal process, with the outcomes reported through the Stage 2 Assessment Report.

4.4 Transport (Scotland) Bill

- 4.4.1 The [Transport \(Scotland\) Bill](#) was introduced by the Cabinet Secretary for Finance and Constitution, Derek Mackay MSP, on 8th June 2018 and recently completed Stage 1 of the Parliamentary process.

- 4.4.2 Part 1 of the Bill enables the creation and civil enforcement of LEZs by local authorities, subject to ministerial approval, and allows the Scottish Government to set consistent standards for emissions, penalties and certain exemptions from such zones. The Bill adds further detail on the proposed operation of LEZs to ensure nationwide consistency which ACC will be expected to comply with.
- 4.4.3 The most polluting vehicles would be banned from entering a LEZ during its hours of operation. Any banned vehicles entering a LEZ would be subject to a penalty charge, with enforcement carried out using Automatic Number Plate Recognition (ANPR) cameras, as is normal practice for moving traffic offences, such as bus lane, red light and speed limit enforcement. LEZ standards for enforcement will apply Scotland-wide. One Penalty Charge Notice (PCN) per vehicle per day per zone would apply. Local authorities can specify their LEZs for 24/7, year-round operation or vary hours of operation to suit local circumstances and have some discretion over the different types of vehicles affected. PCN monies received will go to the local authorities to cover back office / administration / operational costs and 'facilitating the low emission objectives'. LEZs will also be consistent with European standards.
- 4.4.4 Temporary suspensions may be allowed for, for example, major events, and other general exemptions may apply. Grace periods will apply to both residents and non-residents from the date on which the LEZ comes into effect and for residents the grace period is referred to as a 'sunset period'. The grace period for non-residents is 1 to 4 years after the LEZ begins, with the residents' sunset period being 1 to 2 years after the expiry of the grace period.
- 4.4.5 An annual report on the operation and effectiveness of any LEZ will require to be prepared, published and sent to Scottish Ministers.
- 4.4.6 As this is a partnership project, it is expected that local authorities will contribute financially to the establishment and operation of a LEZ. A Financial Memorandum to the Bill estimates costs involved in setting up LEZs, although ACC officers, in their response to the Bill, raised concerns that the costs of developing, implementing, and enforcing / operating a LEZ, which will include substantial traffic management costs over and above back office, staffing and cameras, have been underestimated.
- 4.4.7 The expectation is that operating and enforcement costs will be met from income received via PCNs. Experience of introducing other traffic restrictions leads ACC to expect PCN income from LEZs to reduce substantially over time and therefore to be unlikely to cover annual and additional operating costs due to reasonably high expectations of compliance. The Bill also suggests PCN revenue may be required to be used to repay any grant funding provided by the Scottish Government for the establishment and operation of LEZs.
- 4.4.8 There will be substantial vehicle replacement and retrofitting required for vehicles which could be considered essential within LEZs, such as public transport, freight and refuse vehicles.
- 4.4.9 At the present time, ACC has no budget to support the development, delivery or operation of LEZs and therefore we would expect that the additional costs of implementing and operating the requirements of the Bill would be fully met by the Scottish Government through the annual Local Government funding settlement. ACC's response to the Bill made a statement to this effect.

- 4.4.10 The Government expects a report on Stage 1 of the Bill to be prepared in late 2018 / early 2019, with debate to follow in early 2019, allowing Stage 2 of the parliamentary process to commence in late January. Subject to successful progress through the parliamentary process, it is anticipated that the Bill will be enacted in summer 2019.
- 4.5 A national LEZ [website](#) has been developed to give businesses and members of the public information on LEZs in general and the current status and plans of the four cities in particular.

5 Work to Date - Aberdeen

- 5.1 In accordance with the Scottish Government's commitment to have a LEZ in place in Scotland's four major cities by 2020, ACC is currently working with the Government and partners to establish the evidence base for the need for a LEZ in Aberdeen.
- 5.2 An Aberdeen air quality model is currently being developed by SEPA. Emissions from major roads are defined explicitly in the model based on traffic count data gathered in 2012 and 2017. The data provides detailed traffic composition so that vehicles can be classified into different categories based on local conditions, rather than relying on national fleet data which has been shown to not adequately represent Aberdeen. Officers are mindful, however, of the need to take into account, during future forecasting, the likely impacts of the opening of the AWPR on traffic levels and compositions throughout the city, as well the impacts of the forthcoming Haudagain Roundabout improvement scheme on the Anderson Drive AQMA, and how delivery of the Roads Hierarchy review and CCMP projects will affect the city centre AQMA.
- 5.3 The base model is now complete, based on 2017 data. SEPA are now in the process of developing a '2020 Do Minimum' scenario which will look at likely emissions in the AQMAs with the AWPR open and taking into account any other projects and natural fleet turnover likely to occur between now and 2020, thus fulfilling Stage 1 of the NLEF process.
- 5.4 Should the model suggest exceedances of air quality objectives are still likely in the AQMAs by 2020, Stage 2 will commence, whereby various intervention scenarios will be modelled and their likely impacts evaluated in order that an optimum solution can be identified that will bring emissions down to an acceptable level. This will include modelling of CCMP projects and other committed and proposed strategic transport interventions. As well as the impacts on air quality of these modelled scenarios, officers will be considering the wider impacts of each scenario on residents, businesses, transport operators and other stakeholders. Appropriate engagement with those likely to be impacted by proposals will form an integral part of the option appraisal process.
- 5.5 Along with representatives of the Scottish Government and the City Councils of Dundee, Edinburgh and Glasgow, ACC sits on various national air quality and LEZ groups, to detail the provision of regulations and guidance that will support consistency across the authorities in terms of how the regime is developed, implemented and enforced, as well as vehicle compliance, exemptions, etc. and where local authorities may have discretion. These include:
- Four Cities LEZ Consistency Group (led by Transport Scotland);

- CAFS Governance Group (led by the Scottish Government); and
- The national LEZ Leadership Group (led by Scottish Ministers).

5.6 Recent consistency group meetings have focussed on:

- Procurement and deployment of ANPR for enforcement – the group has agreed that a centralised procurement strategy, led by Transport Scotland with input from local authorities, is the preferred approach to realise cost and time savings. Transport Scotland is therefore looking at required specifications and procurement options to progress;
- Development of a Back-Office Enforcement System – the group has agreed this should be managed locally by each local authority. Each authority is now considering its individual requirements while, at the same time, aiming for a degree of consistency with the other cities. As ACC already has a Back Office established to process bus lane and parking enforcement, the preferred approach will be to grow this existing resource rather than starting anew; and
- Exemptions (permanent and temporary), with the group currently debating whether exemptions should be applied uniformly across Scotland or whether there should be a degree of local flexibility, and what these exemptions should be.

5.7 A local Project Group has also been established to oversee work being undertaken to identify the need for and scope of a LEZ in Aberdeen. Chaired by the Chief Officer – Strategic Place Planning, this includes representatives of various Council teams with a role in this project as well as representatives from our regional partners Nestrans and Aberdeenshire Council.

6 Work to Date – Other Cities

6.1 Glasgow

6.1.1 On 28th September 2017, Glasgow City Council approved plans to introduce a LEZ. In October 2017, the First Minister announced that Glasgow would be the first city to have a LEZ in place in 2018. As such, proposals in Glasgow are at a much more advanced stage than those of other cities, with the initial phase of the LEZ due to come into force at 23:59 on 31st December 2018.

6.1.2 Similar to Aberdeen, SEPA undertook traffic and air quality work in Glasgow with the following key findings:

- There was a clear link between areas of increased bus traffic and higher levels of city centre air pollution;
- An initial focus on reducing emissions associated with bus movement through the city would achieve the quickest improvements in air quality; and
- The greatest improvements in air quality are where buses are the greatest contributor and are replaced by Euro VI and/or retrofitted.

6.1.3 Phase 1 of the Glasgow LEZ will therefore focus on addressing local service buses through Traffic Regulation Conditions (TRCs) set by the Traffic Commissioner, with all local service buses expected to meet a Euro VI (or suitable retrofit) emission standard within four years of the LEZ being introduced. The current level of Euro VI compliance in Glasgow city centre is between 10% and 12%. With financial support from the Scottish Government, bus operators will bring their fleet up to Euro VI emission

standard over a five-year period so that, by the end of December 2018, 20% of bus journeys through the LEZ will be of Euro VI emission standard, with this proportion required to increase by 20% each year so that, by December 2022, 100% of buses meet this standard. Glasgow recognises that continued funding from the Government to support ongoing retrofitting is critical to the success of Phase 1.

- 6.1.4 Furthermore, Glasgow City Council recognises that bus services are essential to the city's transport infrastructure and that reducing bus emissions, rather than removing or reducing bus services, is the objective, and will continue to promote the use of sustainable and public transport in the city over the use of private cars. As such, LEZ work is being progressed alongside an ongoing package of measures including active travel network improvements, roadspace reallocation and public realm enhancements.
- 6.1.5 Phase 2 of the scheme, which will address all other vehicles (trucks, vans, cars, taxis and motorbikes) will commence in 2022. Currently, however, powers available to Glasgow City Council only enable the delivery of Phase 1 via a TRC. Specific LEZ legislation will only be available to Scottish local authorities to use once the Transport Bill is finalised and in law. This will then enable Glasgow City Council to deliver their wider aspirations of Phase 2.
- 6.1.6 The hours of operation of Phase 1 will be 24 hours a day, 7 days a week, 365 days per year. For Phase 2, the outcomes of phase 1 modelling and consultation will better inform the structure and hours of operation and it may be suitable for LEZ enforcement to be restricted to certain busier times of the day.
- 6.1.7 As part of the process, the Council and Transport Scotland are consulting city stakeholders and conducting appropriate Business Economic Impact Assessments to allow economic outcomes to be evaluated to ensure the proposed intervention phasing is proportionate, and to minimise any adverse impacts on the local economy.
- 6.1.8 LEZ enforcement (PCNs) will commence within four years of the LEZ being introduced. Enforcement may be rolled out across those streets within the LEZ in stages by prioritising the most polluted streets first. This would allow for a more targeted and focused approach on the main problem streets, thereby delivering the biggest improvements where it is needed most and then increasing to include the whole of the LEZ geographical area.
- 6.1.9 At a recent 'Lessons Learned' presentation from Glasgow City Council, reflecting their experiences of establishing the first LEZ in Scotland, officers were keen to point out that the SEPA modelling work is essential for making the case for a LEZ and modelled outcomes should be used as much as possible as this constitutes evidence-based policy using sound science, and has been instrumental in convincing the public and stakeholders (particularly the bus operators who are the first group to be affected in Glasgow) of the need for and benefits of a LEZ. Officers were also keen to point out that they consider a LEZ as only part of the answer in terms of addressing pollution and emissions in the longer-term – a modal shift to

public and other sustainable forms of transport is still the ultimate goal. Perhaps more crucially, it was highlighted that any delay in the progress of the Transport Bill or removal of funds for the Government to support the LEZ process will significantly impact on Glasgow's ability to deliver the LEZ.

6.2 Edinburgh

- 6.2.1 In a report to the Transport and Environment Committee in May 2018, the City of Edinburgh Council reaffirmed its *commitment to explore the development of low emission zones, in line with the commitment by the Scottish Government to work with local authorities to introduce LEZs to the four main cities (Aberdeen, Dundee, Edinburgh, and Glasgow) by 2020.*
- 6.2.2 In tandem with LEZ development, the Council is reviewing its City Transport Strategy and undertaking a Central Edinburgh Transformation project. Together these projects aim to set a strategic direction for transport and placemaking in Edinburgh. While each project has its own purpose, there are issues that feature across all three. To ensure these are aligned and to enable stakeholders to give collective feedback, the three projects will be progressed together as a wider programme of work during 2019. Public engagement took place during autumn 2018 on how to create a more active and connected city, a healthier environment, a transformed city centre, and improved neighbourhood streets – <http://www.edinburgh.gov.uk/connectingplaces/>.
- 6.2.3 Regarding a LEZ, the Council is currently exploring options based around geographic limits and vehicle types, and balancing the critical need to take action to minimise citizens' exposure to pollutants against the impacts of LEZs on individuals and businesses that are reliant on older and high-emission vehicles. Geography-based options under consideration include an Edinburgh-wide LEZ, a focus on the city centre and LEZs that target specific emissions hotspots across the city. The Council hopes to have detailed LEZ options for further engagement in early 2019 and will look to commence the legal process as soon as legislation is available.

6.3 Dundee

- 6.3.1 Similar to Aberdeen, Dundee City Council is in the early stages of planning for the introduction of a LEZ and is working with SEPA to develop the local air quality model to help identify and test potential options for a LEZ.

7 National LEZ Funding Support

- 7.1 The Scottish Government made funding available in summer 2018 to local authorities progressing work to support the introduction of a LEZ. This was for capital investment to support infrastructure requirements such as ANPR camera systems purchase and installation, development of back office enforcement technology and signage, for implementation during the 2018/19 financial year. Funding can also support resource requirements for traffic modelling, appraisal and impact assessment and staff resources.
- 7.2 ACC was unable to make use of this funding due to being at an earlier stage of the process than other cities. Without a defined project at this stage, it is impossible to predict and quantify infrastructure or resource requirements. There is not an option to purchase equipment this financial year for supply and

installation in a future year. Even should this be available, this would have significant risks that, with any LEZs not being legally enforceable for 5-6 years, any equipment purchased now will be obsolete by the time the LEZ is fully established and enforcement can commence, and it is not clear in any case how this aligns with the Consistency Group's decision to pursue a central procurement strategy, led by Transport Scotland. Nor did officers see further traffic data gathering and modelling as a responsible use of resources, given the profound changes in traffic behaviour that are anticipated to result from the opening of the AWPR which will render any data gathered at the current time almost immediately obsolete. It is hoped, however, that funding will continue to be available in future years for local authorities so that, once the modelling work is complete and options can be appraised and then translated into a defined project, ACC can make best use of any funding available at the time when this will be necessary.

- 7.3 Separately, bus operators can apply to the [Scottish Bus Emissions Abatement Retrofit \(BEAR\) programme](#) to cover the costs of converting vehicles to Euro VI standard. In 2017/18, Phase 1 awarded funding for the retrofitting of 47 buses, and Phase 2 is now open with a deadline for applications of 1st March 2019. The programme aims to fit buses and coaches with Clean Vehicle Retrofit Accreditation Scheme (CVRAS) accredited retrofit technology measures to support the delivery of LEZs. The funding is available to licensed bus and coach operators, local authorities and community transport operators located in, or operating eligible vehicles on routes within, one of Scotland's LEZ cities and / or in an AQMA. The scheme is being administered by the Energy Saving Trust (EST) on behalf of Transport Scotland.
- 7.4 A LEZ Support Fund was announced in September 2018. Also administered by the EST, this will consider small grants to individuals and business that will find it hardest to adapt to LEZ proposals.

8 Next Steps

- 8.1 Next Steps for ACC in terms of determining and making a case for a LEZ in Aberdeen are therefore to:
- Prepare a Stage 1 NLEF Screening Report for Council consideration and submission to the Scottish Government by 30th June 2019;
 - Continue working with SEPA to develop a 2020 air quality model, reflecting, amongst other things, the predicted impact of the AWPR on traffic levels and air quality in each of the three AQMAs;
 - Should the modelling work suggest that air quality objectives will still be exceeded in 2020, develop a series of options for testing in the model, including incremental delivery of CCMP projects;
 - Appraise these options against LEZ and air quality objectives, as well as their likely impacts on businesses, members of the public and other stakeholders;
 - Review this work at an appropriate interval following opening of the AWPR to ensure the model represents the most up-to-date and robust traffic predictions;
 - Should the case for a LEZ be made, engage with stakeholders to better understand and, where necessary, mitigate the impacts of a LEZ;
 - Define the scope and detail of the preferred option resulting from model testing and appraisal; and

- Develop a Full Business Case reflecting the design of the preferred option (which may include significant traffic management interventions) including costs, benefits, impacts, mitigations, timescales for delivery and phasing, for future consideration by the Council.

8.2 Concurrent with this process, officers will:

- Continue working with partners on the various groups mentioned in paragraph 5.5;
- Continue to monitor the progress of the other three cities in developing LEZs and look to learn from the experiences of others;
- Continue to monitor progress of the Transport (Scotland) Bill to understand its implications on LEZs; and
- Review options for grant application submissions that may arise in 2019/20 to support the LEZ assessment process.

8.3 Officer will continue to keep Members up to date with LEZ progress and any emerging legislation and guidance of relevance to LEZs via further Service Updates and / or Committee reports as the need arises.

Appendix A – Aberdeen's Air Quality Management Areas

Figure A1: Aberdeen City Centre Air Quality Management Area

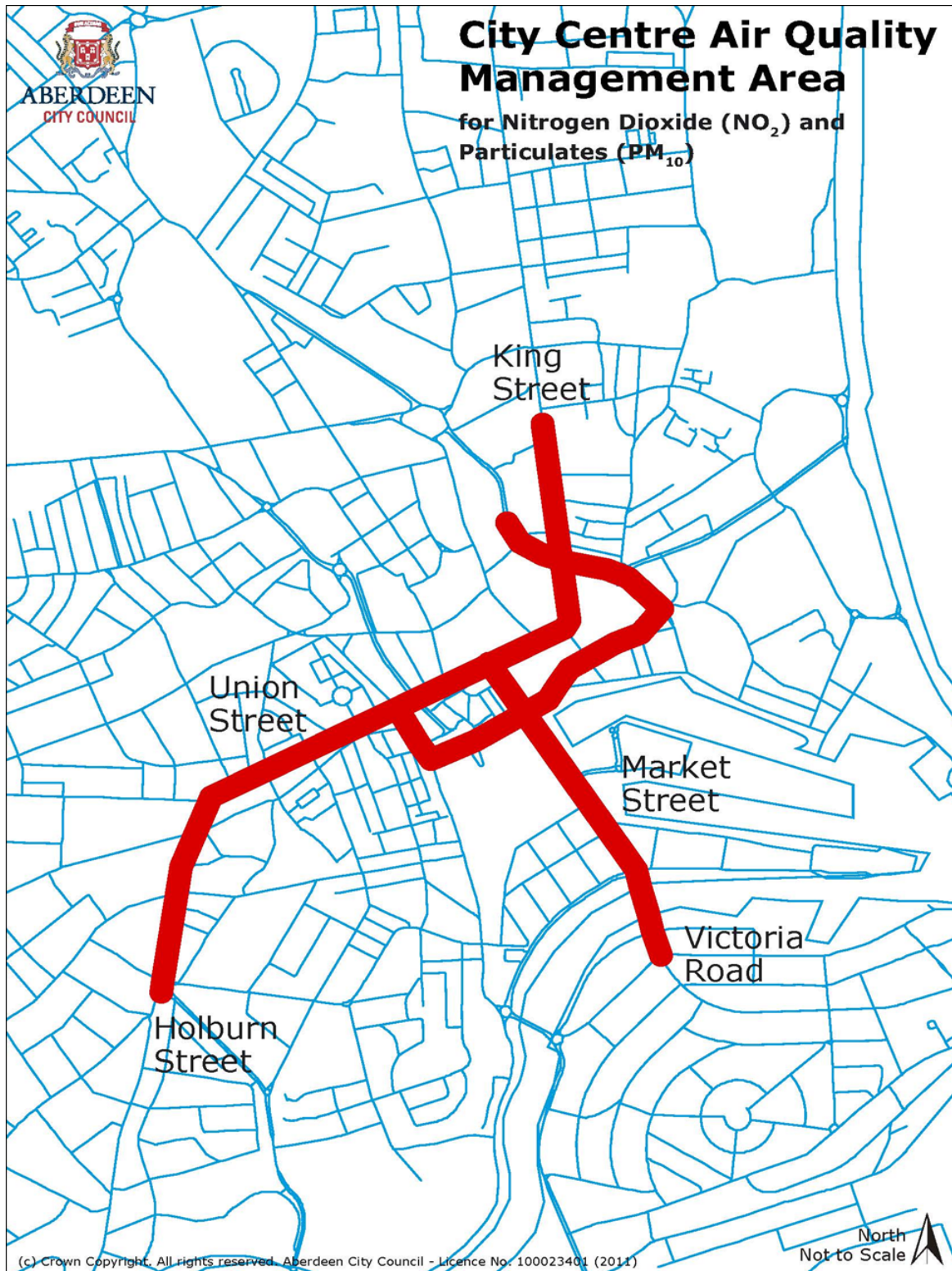


Figure A2: Wellington Road Air Quality Management Area

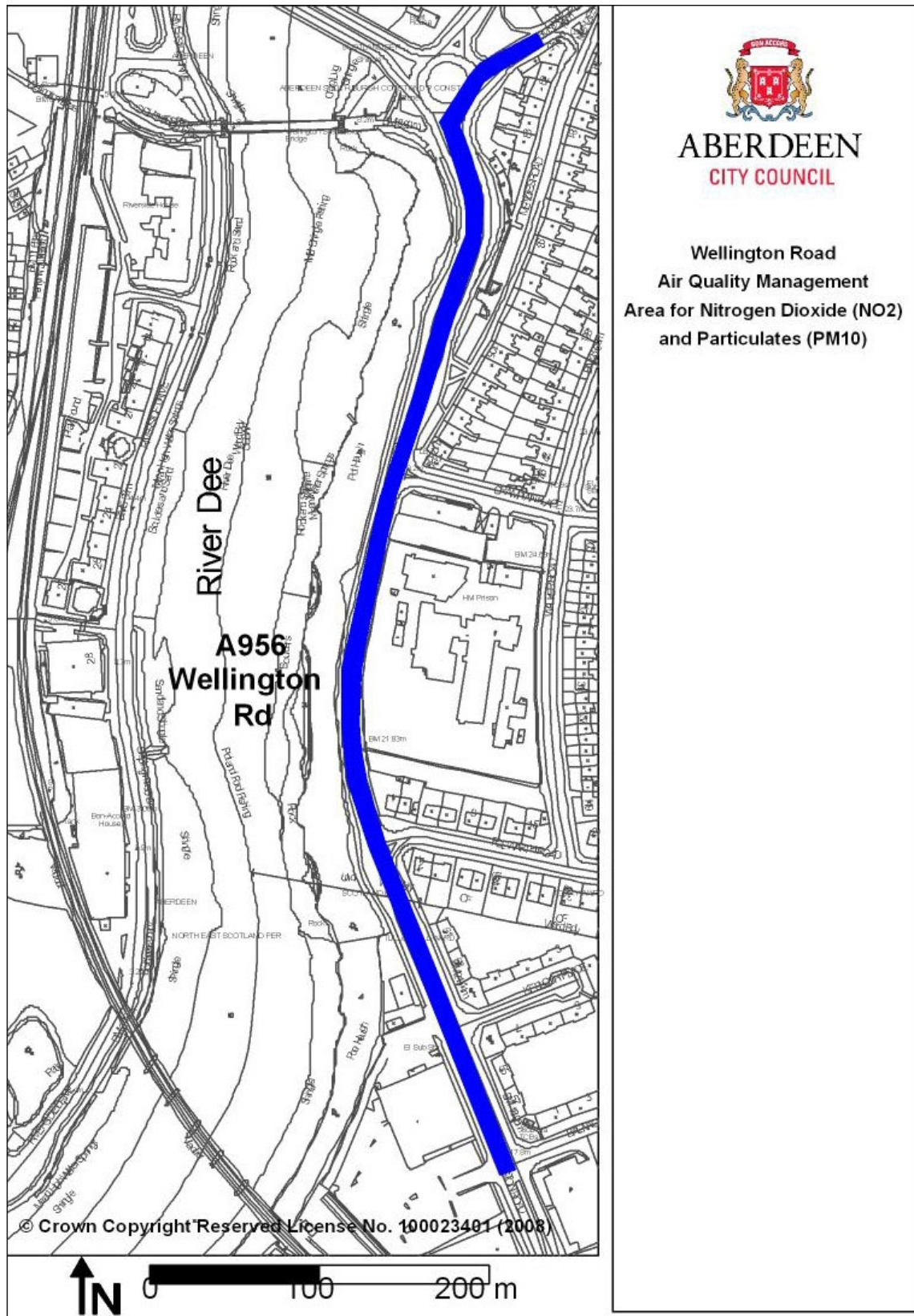


Figure A3: Anderson Drive Air Quality Management Area

