

Dundee Low Emission Zone Scheme – Dundee City Council

Under the powers granted by the [Transport \(Scotland\) Act 2019](#), and in accordance with [The Low Emission Zones \(Scotland\) Regulations 2021](#) and [The Low Emission Zones \(Emission Standards, Exemptions and Enforcement\)\(Scotland\) Regulations 2021](#), Dundee City Council (DCC) made a Low Emission Zone (LEZ) Scheme in Dundee on 24th May 2022, which is to be introduced on Monday 30th May 2022. Enforcement of the LEZ Scheme will not commence until the conclusion of the grace periods, which will be on 30th May 2024.

Dundee Low Emission Zone Scheme

Name of Local Authority making, amending or revoking the Low Emission Zone

Dundee City Council.

Statement of scheme

Dundee City Council's Community Safety and Public Protection Committee has agreed to put forward that an area within the city's A991 inner ring road would form an Low Emission Zone, access to which would only be available to certain types of vehicle that meet stringent emissions criteria. It is proposed that an area within the A991 Inner Ring Road, excluding the Bell Street, West Marketgait NCP and Wellgate car parks forms the basis of the Dundee Low Emission Zone Scheme. A map showing the extent of the Dundee LEZ, and the roads (or parts of roads) which form part of the LEZ are provided within the 'LEZ area on a map', and 'List of roads (or parts of a road) which form part of the LEZ' headings below.

The Dundee LEZ scheme is to be introduced on 30th May 2022. Following this, 2-year grace periods (during which enforcement of the LEZ will not take place) for both residents and non-residents of the LEZ area and for all non-exempt vehicle types will be in place, meaning enforcement would commence on 30th May 2024.

The Dundee LEZ scheme is to apply to all vehicle types, apart from motorcycles and mopeds (which have been scoped out of the proposed LEZ scheme) and those subject to a national exemption outlined in the Low Emission Zones (Emission Standards, Exemptions and Enforcement) (Scotland) Regulations 2021. Full details of the vehicle types included, vehicle emission standards and exemptions are provided in the associated headings below.

The objectives for Dundee's Low Emission Zone were accepted at the Community Safety & Public Protection Committee meeting on February 24 2020, and are:

- Protect public health through improving air quality in Dundee and achieving air quality compliance for nitrogen dioxide (NO₂), Particulate Matter (PM)₁₀ and PM_{2.5} (prescribed under section 87(1) of the Environment Act 1995);
- Develop an environment that helps promote more active and sustainable travel choices in Dundee and contributes to meeting emission reduction targets set out in Part 1 of the Climate Change (Scotland) Act 2009, and
- Contribute to the ongoing transformational change in Dundee and help promote the city as an inclusive and desirable place to live, invest, visit and learn.

Statement setting out the reasons why the scheme should be made and effect the LEZ will have in relation to the roads it covers

We want people in Dundee to enjoy

- cleaner air
- better health
- a more pleasant and attractive city.

Air pollution is harmful to health, especially for

- the young
- the elderly
- those with heart and lung conditions.

Dundee has made progress in reducing levels of air pollution, however there are still streets where nitrogen dioxide (NO₂) is at levels that exceed set objective levels so we need to take more action.

In Dundee (and most UK cities), road traffic is the main source of NO₂.

Low Emission Zones can help reduce pollution from vehicle emissions, tackling both poor air quality and climate change. LEZs reduce pollution levels and improve air quality by stopping the most polluting vehicles entering a specific area.

Despite improvements in air quality since the introduction of the DCC Air Quality Action Plan in 2011, there remain locations in the city where the Air Quality Objective (AQO) for annual mean NO₂ are not being met. While the number of exceedances of the NO₂ annual mean objective has decreased, the proposed LEZ is to be introduced in the city to accelerate Dundee's required compliance with the objective levels.

The full option appraisal process that has culminated in the identification of the proposed LEZ scheme option is described in detail within the **SYSTRA 'National Low Emission Framework - Interim Stage 2 report'**. This document contains analysis of the National Modelling Framework (NMF) Air Quality Modelling work undertaken by SEPA, the Paramics Traffic modelling undertaken, the COVID-19 Uncertainty Study and the SEPA Emissions Analysis work.

The process has included identifying a range of high-level scenarios, some of which were then assessed in the SEPA Air Quality City Model for Dundee to see their effect on NO₂ levels in areas of Dundee where there are current exceedances of the air quality objective level.

From this, five potential options were subjected to public consultation and stakeholder engagement in autumn 2019. The five options included scenarios where the LEZ applied to buses only, to all vehicle types, and had three different possible areas based on the city centre bound by the inner-ring road. Over 1300 responses were received to the public consultation, with 64% of respondents supporting the introduction of an LEZ applying to all vehicles. This option was also being favoured by bus operators.

After this consultation, the five options plus additional Lochee Road inclusive variations requested during the consultation process, were assessed in a traffic microsimulation model to identify any potential impacts on the Dundee road network. The traffic modelling of the city centre only options

helped to understand the localised impact of each option in restricting non-compliant vehicles from accessing the area inside the inner ring road and redistributing trips to car parks on the periphery of the proposed option area. When modelling the variations that included Lochee Road, the modelling suggested that the introduction of a LEZ incorporating the Lochee Road corridor significantly impacted on network conditions. The increase in network congestion was evident on all inner ring road option variants tested with both Lochee Road variants. 15 LEZ options in total were tested in the Dundee City Paramics traffic model and the model results clearly show there to be considerable impacts on the Dundee Road network if Lochee Road is included in any LEZ option.

In addition to the traffic modelling, further scenarios resulting from a COVID-19 Uncertainty Study that looked at plausible futures for travel post pandemic and how this may affect proposed LEZs in Scotland were also assessed in the traffic model. The results showed general network conditions between the Covid-19 sensitivity Reference Case and option models were relatively similar with no significant increase to network congestion or journey times on key routes. This modelling again however identified that the inclusion of Lochee Road options in the LEZ would result in localised rerouting of non-compliant vehicles.

For these reasons, all Lochee Road options were removed from the appraisal process and were not considered viable LEZ options. The final option which excludes the Bell Street, West Marketgait NCP, and Wellgate Centre car parks was chosen as the two other inner-city options which included these car parks would not have complied with Section 14(3)(a) of the Transport (Scotland) Act 2019 due to the car parks being considered being a 'private road' or directly accessed by a 'private road'. Road safety considerations also mitigated against these options.

Based on the traffic modelling results and the 2019 public consultation, to help achieve compliance with NO₂ air quality objective levels, and continued compliance with Particulate Matter (PM)₁₀ and PM_{2.5} objectives, the LEZ is to apply to all vehicle types, apart from motorcycles and mopeds (which have been scoped out of the proposed LEZ scheme) and those subject to a national exemption outlined in the Low Emission Zones (Emission Standards, Exemptions and Enforcement) (Scotland) Regulations 2021.

The primary focus of the LEZ is to protect public health by improving air quality and reducing exposure to high concentrations of air pollutants. The **SEPA Low Emission Zone Dundee Evidence Report** identified that the air quality model results indicate that local concentrations of Nitrogen Dioxide (NO₂) are reduced by the LEZ, with exceedances modelled inside the LEZ would all be removed following LEZ implementation. The LEZ is also expected to lead to substantial reductions in tailpipe emissions of PM₁₀, most notably on bus routes inside the LEZ. It is also expected that as vehicle fleets change to comply with the LEZ requirements, benefits to air quality will extend beyond the LEZ area, such as Lochee Road where the SEPA report identifies small reductions in NO₂ concentrations.

By restricting access of particular vehicles, the LEZ may also have a broader impact on transport choices, encouraging the use of active travel modes with positive effects on human health and for climate change targets, in line with the LEZ objectives.

The decision to apply a 2-year grace period is driven by feedback obtained through consultation and stakeholder engagement as to how quickly those affected by the introduction of the LEZ in being able to become fully compliant. In addition, the unprecedented impact of the COVID-19 pandemic

on society, including the wider environment and economy, needs to be considered. Potential implications for city centre businesses and bus operators suggests that a grace period greater than the required 1 year minimum is appropriate. The 2-year grace period would be applicable to all vehicle types from the same date to ensure consistency and ease of enforcement and wider communications. No additional grace period for residents of the zone is proposed.

After consideration of the responses received during the statutory consultation, the Integrated Impact Assessment and the SEPA LEZ Evidence Report, it was considered there was no need for Dundee City Council to reconsider any aspect of the LEZ scheme as defined in the [Statement of Scheme Proposal that was the subject of the consultation undertaken in summer 2021 \(0.62MB PDF\)](#).

Dundee Low Emission Zone objectives

The objectives for Dundee's Low Emission Zone were accepted at the Community Safety & Public Protection Committee meeting on February 24 2020, and are to:

- Protect public health through improving air quality in Dundee and achieving air quality compliance for nitrogen dioxide (NO₂), Particulate Matter (PM)₁₀ and PM_{2.5} (prescribed under section 87(1) of the Environment Act 1995);
- Develop an environment that helps promote more active and sustainable travel choices in Dundee and contributes to meeting emission reduction targets set out in Part 1 of the Climate Change (Scotland) Act 2009, and
- Contribute to the ongoing transformational change in Dundee and help promote the city as an inclusive and desirable place to live, invest, visit and learn.

Description of the Dundee Low Emission Zone

Dundee City Council has identified that an area within the A991 inner-ring road network (as identified on the map below) will form a Low Emission Zone within which only vehicles that meet or exceed the vehicle emission standards set out in the Low Emission Zone (Emission Standards, Exemptions and Enforcement) (Scotland) Regulations 2021 can be driven on roads within the LEZ area.



[This map can also be downloaded here \(1.7MB PDF\).](#)

Table 1 contains the list of the roads that are included within the Dundee LEZ scheme area within the A991 inner-ring road network. Unless otherwise stated, the full length of the road is within the LEZ scheme area:

Table 1: List of roads within the Dundee LEZ area

Road name	Part of road which form part of LEZ
Allan Lane	Full length
Albert Square	Full length
Argyllgait	Full length
Bank Street	Full length
Barrack Street	Full length
Bell Street	Between Victoria Road and Constitution Road
Cameron's Close	Full length
Candle Lane	Full length
Castle Street	Full length
Chapel Street	Full length
Commercial Court	Full length
Commercial Street	Full length
Constitution Road	Full length
Courthouse Square	Full length
Couttie's Wynd	Full length
Cowgate	Full length
Crichton Street	Full length
Dock Street	Between Whitehall Crescent and Commercial Street/A991 junction

Euclid Crescent	Full length
Euclid Street	Full length
Exchange Court	Full length
Exchange Street	Full length
Forester Street	Full length
Gellatly Street	Full length
High Street	Full length
Irvine's Square	Full length
Johnston Street	Full length
King Street	Between St. Andrew's Street and North Marketgait
Malthouse Close	Full length
Mary Ann Lane	Full length
Meadow Entry	Full length
Meadowside	Between Meadow Lane and Constitution Road
Murraygate	Full length
Nethergate	Between West Marketgait and Crichton Street
Nicholl Street	Full length
North Lindsay Street	Full length
Panmure Street	Full length
Peter Street	Full length
Pullar's Close	Full length
Queen Street	Full length
Rattray Street	Full length
Reform Street	Full length
Royal Exchange Lane	Full length
Seagate	Between Commercial Street and East Marketgait
Shore Terrace	Full length
Soapwork Lane	Full length
South Ward Road	Full length
St Andrew's Lane	Full length
St Andrew's Street	Full length
Sugarhouse Wynd	Full length
Trades Lane	Full length
Union Street	Full length
Ward Road	Full length
West Bell Street	Full length
Whitehall Crescent	Full length
Whitehall Street	Full length
Willison Street	Full length
Yeaman Shore	Full length

The Dundee LEZ Scheme will apply to all vehicle types, apart from motorcycles and mopeds (which have been scoped out of the proposed LEZ scheme) and those subject to a national exemption outlined in the [Low Emission Zones \(Emission Standards, Exemptions and Enforcement\) \(Scotland\) Regulations 2021](#).

The types of vehicles to be included will be the following categories as set out in Annex II of the Directive 2007/46/EC as listed in Table 2 below.

Table 2: Types of vehicles to be included in the Dundee LEZ scheme

Vehicle	Vehicle Category	Description
Light passenger vehicles	M1	Vehicles designed and constructed for the carriage of passengers and comprising no more than eight seats in addition to the driver's seat.
Minibus	M2	Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 tonnes.
Bus and coach	M3	Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass exceeding 5 tonnes.
Light Goods Vehicles (LGVs)	N1	Vehicles designed and constructed for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes.
Heavy Goods Vehicles (HGVs)	N2	Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 3.5 tonnes but not exceeding 12 tonnes.
	N3	Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 12 tonnes.

Vehicles will be permitted access to LEZs on the basis of their exhaust emissions standard. Mandatory nationally consistent emission standards for Scottish LEZs have been set for virtually all petrol and diesel vehicle classifications (e.g. buses, taxis, vans, HGVs, cars, motorcycles) within The Low Emission Zones (Emission Standards, Exemptions and Enforcement) (Scotland) Regulations 2021). These are shown in Tables 3 and 4.

Table 3: LEZ emission standard for compression ignition (diesel) engines

Vehicle category	Emission standards	Euro Categories
Heavy-duty vehicles (e.g. HGVs and buses/coaches)	Euro VI	M2, M3, N2, N3
Light passenger and light goods vehicles	Euro 6	M1, M2, M3, N1, N2
Special category vehicles: <ul style="list-style-type: none"> • an ambulance (which is not exempt under the Regulations); • a hearse; • a motor caravan. 	Euro 6	M1, M2, M3

Table 4: LEZ emission standard for positive ignition (petrol and gas) engines

Vehicle category	Emission standards	Euro Categories
Heavy-duty vehicles (e.g. HGVs and buses/coaches)	Euro IV	M2, M3, N2, N3
Light passenger and light goods vehicles	Euro 4	M1, M2, N1, N2
Special category vehicles: <ul style="list-style-type: none"> • an ambulance (which is not exempt under the Regulations); • a hearse; • a motor caravan. 	Euro 4	M1, M2, M3

Vehicles can be retrofitted with emission abatement technology to improve emissions. Suitably certified retrofitted or repowered vehicles - where the emission standards are confirmed to a Euro 6/VI standard equivalent - will also be LEZ compliant.

Dundee's LEZ Scheme will not apply to motorcycles and mopeds given the limited contribution these make to NO₂ emissions.

As identified in [The Low Emission Zones \(Emission Standards, Exemptions and Enforcement\) \(Scotland\) Regulations 2021](#), a number of vehicle types will be exempt from LEZs in Scotland, meaning that any restrictions will not apply to them. The list of national exemptions can be found in Table 5 below.

Table 5: National exemptions

Vehicle type or classification	Description
Emergency vehicles	The vehicle is being driven by any person who is: <ul style="list-style-type: none"> • undertaking their duty as a constable; • providing a response to an emergency at the request of the Scottish Ambulance Service Board; • exercising the functions of the Scottish Ambulance Service Board, the Scottish Fire and Rescue Service, Her Majesty's Coastguard or the National Crime Agency.
Naval, military or air force vehicles	<ul style="list-style-type: none"> • Vehicles being used for naval, military or air force purposes.
Historic vehicles	<ul style="list-style-type: none"> • The vehicle was manufactured or registered under the Vehicle Excise and Registration Act 1994 for the first time at least 30 years ago;

	<ul style="list-style-type: none"> • The vehicle is no longer in production; and • The vehicle has been historically preserved or maintained in its original state and has not undergone substantial changes in the technical characteristics of its main components.
Vehicles for disabled persons	<ul style="list-style-type: none"> • The vehicle is being driven by any person who is in receipt of a badge (a blue badge) that has been issued under Section 21(2) of the Chronically Sick and Disabled Persons Act 1970, • a passenger in the vehicle has been issued with a badge under that Section of that Act; or • a badge for the vehicle has been issued under Section 21(4) of that Act; or • a reduction in annual rate of vehicle excise duty applies because the vehicle is being used by a disabled person in receipt of personal independence payment at the standard rate; or • Vehicles registered with a 'disabled' or 'disabled passenger vehicles' tax class e.g. the vehicle is exempt from payment of vehicle excise duty under paragraph 19(1) or 20(1) of schedule 2 of the Vehicle Excise and Registration Act 1994 (exemptions from excise duty for vehicles used by disabled persons).
Showman vehicles	<ul style="list-style-type: none"> • Vehicles described as either “showman’s goods vehicle” or “showman’s vehicle” according to Section 62(1) of the Vehicle Excise and Registration Act 1994. Note: these are highly specialised vehicles used for the purposes of travelling showmen, where the vehicle is used during the performance, used for the purpose of providing the performance or used for carrying performance equipment.

* Note: blue badges are assigned to a person, not a vehicle, so a blue badge holder could travel in any vehicle and the rules of the blue badge would be applied to that vehicle on that day of travel.

The Transport (Scotland) Act 2019 allows for local authorities to grant a ‘time-limited exemption’ of no more than 1 year (although this can be renewed following reassessment) to certain vehicles or vehicle types which would allow any non-compliant vehicles within such a group to continue to drive within the LEZ area without penalty on a temporary basis. The Council may grant time limited exemptions but only in exceptional circumstances where it can be clearly demonstrated that vehicle operators or groups are doing all they can to comply with the LEZ but may require longer time than the agreed grace period. Currently, no specific time-limited exemptions are proposed.

The Dundee LEZ Scheme will operate 24 hours a day, 7 days a week, all year.

The legislation allows for the LEZ to be suspended for the duration of events of local or national significance. The LEZ can also be suspended in emergency situations, such as an accident on the wider road network that requires all vehicles to be temporarily diverted through the LEZ area (but only where vehicles follow prescribed diversionary routes).

The default penalty charges for LEZs have been set in Schedule 4 of the Low Emission Zones (Emission Standards, Exemptions and Enforcement) (Scotland) Regulations 2021 and therefore are consistent across all of Scotland.

The initial penalty charge for all non-compliant vehicles is set at £60, reduced by 50% if it is paid within 14 days. The penalty amount doubles with each subsequent breach of the rules detected in the same LEZ. The penalty charges are capped at £480 for cars and light goods vehicles and £960 for minibuses, buses, coaches and HGVs. Where there are no further breaches of the rules detected within the 90 days following a previous violation, the penalty is reset to the base tier of charge i.e. £60.

The proposed LEZ scheme is to be introduced on 30th May 2022.

Two-year grace periods (during which enforcement of the LEZ will not take place) are proposed for both residents and non-residents of the LEZ area and for all non-exempt vehicle types, meaning enforcement will commence on 30th May 2024.

Enforcement will be undertaken through the use of Automatic Number Plate Recognition (ANPR) cameras.

Relevant documents to the development of the Dundee Low Emission Zone Scheme

Other documents that have been produced during the LEZ development process and are referred to in this document are available below and at www.dundee.gov.uk/lez . These include:

- [SYSTRA 'National Low Emission Framework - Interim Stage 2 report' \(8.6MB PDF\)](#) - this report describes the process followed to identify the proposed LEZ scheme including options appraisals and details of traffic modelling undertaken. A shorter 'summary note' version is also available [SYSTRA 'National Low Emission Framework – Stage 2 Assessment – Summary Note \(2.2MB PDF\)](#)
- [SEPA Low Emissions Zone Dundee Evidence Report September 2021 \(4.2MB PDF\)](#) – this Scottish Environmental Protection Agency (SEPA) report identifies the anticipated air quality impacts of the proposed LEZ scheme
- [SYSTRA 'Outcomes From Statutory Consultation On The Proposed LEZ Scheme For Dundee Report' \(0.6MB PDF\)](#) - this report summarises the outcomes of the statutory consultation on the proposed LEZ scheme and earlier consultation / stakeholder engagement carried out
- [SYSTRA / Jacobs 'LEZ Uncertainty Summary Note' \(0.8MB PDF\)](#) – a report into COVID uncertainties and LEZ development across the four LEZ cities in Scotland.
- [SYSTRA 'Dundee Low Emission Zone Integrated Impact Assessment' \(2.1MB PDF\)](#)
- [SYSTRA Strategic Environmental Assessment – Environmental Report \(1.8MB PDF\)](#)
- [LEZ Objections Report \(0.06MB PDF\)](#)

Further resources

Further [air quality related resources](#) and [information about air quality in Dundee](#) are available via our website.

The Low Emission Zones Scotland website contains further information about [LEZ plans for Aberdeen, Edinburgh and Glasgow](#).

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