

ITEM No ...5.....

REPORT TO: COMMUNITY SAFETY AND PUBLIC PROTECTION COMMITTEE –
21 FEBRUARY 2022

REPORT ON: DUNDEE LOW EMISSION ZONE

REPORT BY: EXECUTIVE DIRECTOR OF NEIGHBOURHOOD SERVICES

REPORT NO: 57-2022

1 PURPOSE OF REPORT

- 1.1 To advise Committee on the outcome of the objection period following the publishing of a Notice of Proposals for the Dundee Low Emission Zone scheme.
- 1.2 To seek approval to apply to the Scottish Ministers for approval of the proposed Dundee Low Emission Zone scheme in line with the Transport (Scotland) Act 2019, the Low Emission Zones (Scotland) Regulations 2021, and the Low Emission Zones (Emission Standards, Exemptions and Enforcement) (Scotland) Regulations 2021.

2 RECOMMENDATION

- 2.1 It is recommended that Committee approves the report and:
 - 1. Remits the Executive Directors of Neighbourhood Services and City Development to apply to the Scottish Ministers for the making of the Low Emission Zone as per Section 10 of Part 2 of the Transport (Scotland) Act 2019 based on the submission template presented in Appendix B.
 - 2. Subject to the LEZ scheme being approved by Scottish Ministers, approves the publication of a notice to 'make' the LEZ scheme, as set out in set in Regulation 5 of the Low Emission Zones (Scotland) Regulations 2021
 - 3. Delegates authority to the Executive Director of City Development under Section 17 of the Transport (Scotland) Act 2019 to grant or renew time limited exemptions as outlined in Section 4.6.

3 FINANCIAL IMPLICATIONS

- 3.1 Grant funding has been made available in this financial year from Transport Scotland in relation to capital expenditure for infrastructure required for the enforcement of the LEZ scheme as outlined in Section 4.14 of Committee Report 286-2021, and revenue funding for consultancy support to complete the National Low Emission Framework (NLEF) process for development and implementation of the LEZ scheme. Future funding for the ongoing costs of maintaining the LEZ enforcement system following its installation is the subject of ongoing discussion with Scottish Government, through the LEZ Leadership Group. The estimated cost for these elements is £320,000 per annum once enforcement commences in 2024/25.

4 MAIN REPORT

- 4.1 Reference is made to Article II of the Community Safety and Public Protection Committee of 25 October 2021, and Committee Report 286-2021, which approved the publishing of a Notice for the Dundee LEZ scheme proposal as per the Transport (Scotland) Act 2019, and the Low Emission Zones (Scotland) Regulations 2021.
- 4.2 Requirements set out in Regulation 3 of Part 2 of the Low Emission Zones (Scotland) Regulations 2021 advises that a notice for the making, amendment or revocation of a scheme is to be published after the formal public consultation, but before submitting the proposals for ministerial approval. A local authority must publish a Notice of proposals at least once in a local newspaper, publish information on the local authority website, give notice to consultees (as outlined in Section

11 of the Act and the Regulations), make available information available for physical inspection at Council Offices, and such other steps to make those affected by the proposal aware such as displaying notices in any roads to which the proposed scheme relates. Regulation 4 of Part 2 of the Low Emission Zones (Scotland) Regulations 2021 states that any persons may object to the making, amendment or revocation of a LEZ scheme, and this should be done within the sphere of the 'Publication of notice of LEZ proposal', with the time period for and how objections can be submitted being included within the published Notice.

- 4.3 The process set out in Section 4.2 was followed and a total of six submissions were received. The submissions were from a mix of local businesses and individuals. The report in Appendix A summarises the general nature of the objections, and the local authority's response to them. This report will be included with the submission to the Scottish Ministers as required in Regulation 4(5) of the Low Emission Zones (Scotland) Regulations 2021. Issues raised included the possible impact on businesses due to a concern that the LEZ will reduce footfall in the city centre, and that the design of the LEZ will affect businesses due to not being able to Gellatly Street car park not being available to non-compliant vehicles. Other concerns related to non-compliant motorhomes and streets becoming deserted due to the LEZ preventing vehicles from accessing them. It is considered that no amendments to the proposed scheme are necessary.
- 4.4 Section 10 of Part Two of the Transport (Scotland) Act 2019 advises that a low emission zone cannot be made, amended or revoked unless the proposal to make, amend or revoke the scheme is approved by the Scottish Ministers. The 'Low Emission Zone Guidance' document published by Transport Scotland in October 2021 contains a template to support local authorities to meet the regulatory requirements of submitting a LEZ proposal. The Dundee LEZ Scheme has been prepared in accordance with the guidance. The draft template for seeking Ministerial approval of the proposed Dundee LEZ scheme is provided in Appendix B. All relevant National Low Emission Framework appraisal reports, consultation and objection period reports, traffic modelling report, air quality evidence reports and impact assessments such as the Integrated Impact Assessment and Statutory Environmental Assessment reports are referenced within the completed template for Ministerial Approval.
- 4.5 The LEZ Guidance document indicates that following submission of the approval application, Scottish Ministers will seek to provide a response to the local authority in writing as soon as reasonably practicable. It is noted that the Scottish Ministers have the power to make any modifications to a scheme proposal as they consider appropriate. Should the Scottish Minister approve the proposed scheme, section 6 of the Transport (Scotland) Act 2019 requires the local authority to publish a notice to 'make' a LEZ scheme, with requirements for this notice to 'make' set in Regulation 5 of the Low Emission Zones (Scotland) Regulations 2021 in advance of the approved introduction date which is set in the proposal as 30 May 2022.
- 4.6 Section 17 of the Transport (Scotland) Act 2019 allows the local authority to grant or renew time limited exemptions in respect of vehicle types, or in respect of vehicles which enter the zone to which the scheme relates solely due to their following a signed diversion as a result of a temporary road closure. The period of any exemption can be for up to a maximum of one year. Whilst it is not anticipated that there will be many instances where a time limited exemption to the LEZ scheme will be required, the submission to Scottish Ministers must describe how any such applications will be dealt with. It is proposed that the authority to deal with any such applications is delegated to the Executive Director of City Development.

5.0 POLICY IMPLICATIONS

- 5.1 This report has been subject to an assessment of any impacts on Equality & Diversity, Fairness & Poverty, Environment and Corporate Risk. A copy of the Impact Assessment is available on the Council's website at www.dundee.gov.uk/iia/reports.

6.0 CONSULTATIONS

6.1 The Council Management Team were consulted on the preparation of this report and agree with its contents.

Elaine Zwirlein
Executive Director of Neighbourhood Services

Tom Stirling
Head of Community Safety & Protection

28 January 2022

Appendices:

- A) Objection period report outlining the number of objections received, the general nature of these objections, and the Councils response to these objections.
- B) draft Scottish Ministers approval submission template

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Low Emission Zone Objections

As required under Regulation 4 (4) of the Low Emission Zones (Scotland) Regulations 2021, this report provides detail on:

- (a) the number of objections received,
- (b) a summary of the general nature of the objections received,
- (c) the local authority's response to the objections received.

Following approval at the Community Safety & Public Protection Committee on 25 October 2021, a Notice of Proposals for a Low Emission Zone scheme for Dundee was published on 1 November 2021. The formal objection period on the proposed Low Emission Zone (LEZ) then ran for the minimum 28-days from 1st November to 28th November 2021. No objections were received by Dundee City Council during this period. It was identified during the compiling of the report that an oversight with communicating with one of the statutory consultees had occurred and therefore the decision was made to re-run the objection period.

The Notice of Proposals was published again on 13 December 2021 with the re-run of the formal objection period lasting for 35-days from 13th December 2021 to 16th January 2022. A total of six objections were received during this period, with this being a mix of local businesses (2) and individuals (4). A full response has been provided to each objection received. The following sections summarise the general nature of the objections received and the local authority's response to the objections received.

Issue 1: Concern about the impacts on local residents and businesses - retailers and hospitality in the city centre over the last two years have suffered severe drops in footfall and income due to the Covid-19 pandemic, home working, and the subsequent switch to online shopping. The inability to drive within the zone will deter even more people from coming into the town, with the LEZ therefore encouraging people to shop out with of the proposed zone.

Response:

Dundee City Council has undertaken a wide-ranging option appraisal exercise to determine the optimum LEZ for Dundee, and key to this has been seeking to balance the need to address issues of poor air quality in the city against the impacts on local residents and businesses.

Funding has been made available from Transport Scotland to help residents and businesses become LEZ-compliant, with support available for the retrofitting of non-compliant vehicles with the costs of purchasing a compliant vehicle, or to change transport mode. A supporting Integrated Impact Assessment (IIA), which considers the costs and benefits to business resulting from the introduction of a LEZ in Dundee has been undertaken during the LEZ development process.

Two-year grace periods for enforcement following introduction have been proposed to help mitigate the impact of the proposed LEZ in individuals and businesses. By the time enforcement commences in 2024, predictions in our IIA suggest that only 12% of the trips to the LEZ area by cars would be by non-compliant cars.

Drivers of non-compliant vehicles will be able to use car parks in relatively close proximity to the city centre without entering the LEZ.

No amendments are therefore proposed.

Issue 2: Concern about the detrimental effect on tourism due to exclusion of EURO 5 motorhomes and residential vans, and disadvantaged caused to those who cannot afford Euro 6 motorhomes or residential vans.

Response:

Overnight stays are not permitted within any of the Dundee City Council car parks, while those looking to park a motorhome during the day in Dundee are directed to the East Whale Lane car park which is outside of the proposed low emission zone area.

There is scope in the legislation to allow DCC to introduce 'time-limited exemptions' for certain vehicle types if this is considered necessary, however due to there not being any overnight car parks for motorhomes or residential vans in the proposed LEZ area, it is unlikely that such an application for a 'time-limited exemption' for this vehicle type would be approved should one be submitted.

No amendments are therefore proposed.

Issue 3: Concern that the proposed LEZ area is an unreasonable and illogical layout that will negatively disrupt many local businesses, especially those which heavily rely on city public car parking facilities, such as Gellatly Street carpark, for its guests, colleagues, and partners. Introducing this new zone will negatively impact our hotels, and potentially force us out of business, because our guests will be forced to use other hotels who are not included in the zone and have their own car park facilities.

Response:

The reasoning why the Wellgate, West Bell St and West Marketgait NCP car parks are not within the proposed LEZ scheme area is due to these being accessed directly from the A91 inner-ring road network which is not included in the LEZ scheme. Car parks are excluded from LEZ schemes as the Transport (Scotland) Act 2019 allows LEZ's to only apply to 'roads' so there would be no offence for driving within a car-park. In the case of the Gellatly St carpark, this is accessed via Gellatly Street, which is within the proposed LEZ area, therefore cars wishing to drive along Gellatly Street need to meet the emission standards set or have a valid exemption (i.e. blue badge). The access road to the Wellgate carpark, Kirk Lane, is a private road. The Transport (Scotland) Act 2019 also prevents private roads from being included in LEZ schemes.

DCC's LEZ development has followed the Scottish Government's recommended approach in terms of the National Low Emission Framework (NLEF) and National Modelling Framework (NMF), supported by relevant impact assessments, and this is wholly consistent with the approach undertaken by the other LEZ cities in Scotland. This includes a supporting Integrated Impact Assessment (IIA), which considers the costs and benefits to business resulting from the introduction of a LEZ in Dundee. Two-year grace periods for enforcement following introduction have been proposed to help mitigate the impact of the proposed LEZ in individuals and businesses. By the time enforcement commences in

2024, predictions in our IIA suggest that only 12% of the trips to the LEZ area by cars would be by non-compliant cars.

The nearest equivalent car-park out with of the proposed LEZ area is less than a 5-minute walk from the hotel referred to in the objection submitted. In addition, blue-badge holders are exempt from enforcement and would be able to utilise disability access via Commercial St or Gellatly St.

An objective of the Dundee LEZ is for it to 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. Restricting access to city centre carparks, such as Gellatly Street, may encourage drivers to switch to more sustainable forms of transport, such as public transport or active travel. Allowing non-compliant vehicles access to the Gellatly Street car park would not support this objective.

No amendments are therefore proposed.

Issue 4: Concern that the LEZ will cause a large reduction in traffic and where there is no traffic in the evenings or nights which could lead to increased anti-social behaviour which will cause citizens to feel defenceless and intimidated.

Response:

Dundee City Council has undertaken a wide-ranging option appraisal exercise to determine the optimum LEZ for Dundee, and key to this has been seeking to balance the need to address issues of poor air quality in the city against the impacts on local residents and businesses.

To help mitigate the impact of the introduction of LEZs in Scotland, funding has been made available from Transport Scotland to help residents and businesses become LEZ-compliant, with support available for the retrofitting of non-compliant vehicles, with the costs of purchasing a compliant vehicle, or to change transport mode.

While the low emission zone (LEZ) may encourage some drivers who currently own a non-compliant car to change to cycling, it is not the case the LEZ will prevent vehicles from accessing the city centre resulting in traffic less street. Predictions suggest that by the time that enforcement begins in 2024, 12% of the journeys being made in to the LEZ area would be by non-compliant cars. The number of cars restricted from entering the LEZ may even be lower than this due to exemptions for blue-badge holders allowing them to enter the LEZ in a non-compliant car.

No amendments are therefore proposed.

Summary:

Following analysis of the submission received during the objection period, it is considered that no amendments to the proposed low emission zone scheme for Dundee is necessary. It will be necessary though to ensure that communications promoting the funding being made available for residents and businesses from Transport Scotland to help become LEZ-compliant is maintained following the introduction of the scheme until enforcement commences.

Ministerial Approval Template

Local Authority Low Emission Zone Template

Transport (Scotland) Act 2019

The Low Emission Zones (Emission Standards, Exemptions and Enforcement) (Scotland) Regulations 2021

The Low Emission Zones (Scotland) Regulations 2021

The purpose of this template is to support local authorities to complying with the regulatory requirements when submitting a Low Emission Zone proposal.

Reporting Body
<i>Name of local authority...</i>
Dundee City Council Dundee House 50 North Lindsay Street Dundee DD1 1
Date of submission:
Signature:
Committee approval date:

Introduction

Provide a brief introduction to the proposed LEZ scheme including the areas, hours of operating and scope...

Under the powers granted by the Transport (Scotland) Act 2019 (the 'Act'), 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) proposes to introduce a Low Emission Zone (LEZ) in Dundee.

Despite improvements in air quality since the introduction of the [Dundee City Council Air Quality Action Plan \(AQAP\)](#) in 2011, there remain locations in the city where the Scottish Air Quality Objective (AQO) for annual mean nitrogen dioxide (NO₂) levels (40ug/m³) are not being met. While the number of exceedances of the NO₂ annual mean objective has decreased significantly in the past 10 years, the proposed Low Emission Zone (LEZ) is to be introduced in the city to further accelerate Dundee's required compliance with the objective levels. The LEZ is also being introduced to contribute to the Council meeting greenhouse emissions reductions targets as outlined within the [Dundee Climate Action Plan](#) published in 2019, and to help promote the city as an inclusive and desirable place to live, invest, visit and learn.

Dundee City Council's Community Safety and Public Protection Committee has approved that an area within the city's A991 inner ring road would form the Low Emission Zone, access to which would only be available to road vehicles that meet certain emissions criteria. The proposed area that will form the Dundee Low Emission Zone scheme area is within the A991 Inner Ring Road and excludes the Bell Street, West Marketgait NCP and Wellgate car parks. A map of the LEZ area and a list of all roads (or parts of roads) to which the LEZ applies to is provided in **Appendix A**. A larger map is also available from the LEZ pages on the DCC website – www.dundee.gov.uk/lez. The proposed LEZ scheme is set to be introduced on 30th May 2022. Following the introduction, 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, are proposed meaning enforcement would not commence until 30th May 2024.

The proposed LEZ scheme is to apply to all vehicle types, apart from motorcycles and mopeds (which have been scoped out of the proposed LEZ scheme), as outlined in **Table 2 in Appendix B**. 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 within Appendix B**, and these will be applicable to the Dundee LEZ scheme. There are vehicles which can be retrofitted with emission abatement technology to improve emissions. Retrofitted or repowered vehicles that have been done so through the independent accreditation scheme called Clean Vehicle Retrofit Accreditation Scheme (CVRAS) - where the emission standards are confirmed to a Euro 6/VI standard equivalent - will also be considered as meeting the minimum emission standards.

The Dundee LEZ will not apply to the specific vehicles subject to a national exemption as outlined in the Low Emission Zones (Emission Standards, Exemptions and Enforcement) (Scotland) Regulations 2021. Full details of those vehicles exempted are included in **Table 5 within Appendix B**.

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. **Table 6 within Appendix B** outlines the default penalty charges.

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, light goods vehicles and special category 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 Dundee LEZ will operate 24 hours a day, 7 days a week, all year.

Section 17 of the Act includes that local authorities may grant and renew 'time-limited exemptions', in respect of a vehicle or type of vehicle for the purpose of section 6(1)(b), by reference to the vehicle's use. The maximum period for which a 'time-limited exemption' may be granted is a period of 1-year. No 'time limited exemptions' for vehicles have been applied for so currently no 'time-limited exemptions' have been applied to the Dundee LEZ scheme. Should DCC receive a request for a 'time-limited exemption', DCC may grant these in circumstances where it can be clearly demonstrated by the applicant that the vehicle operator or groups are doing all they can to comply with the LEZ but may require longer time than the agreed grace period. There may also be rare situations when very specialist vehicles (which may not be suitable for retrofit) are required to enter the LEZ for a specific purpose.

The Community Safety & Public Protection Committee has delegated the authority to grant 'time-limited exemptions' under Section 17 of the Transport (Scotland) Act 2019 to the Executive Director of City Development who will consider applications in consultation with the Head of Sustainable Transport & Roads, and the Head of Community Safety & Protection and any relevant Council services depending on the nature of the application.

The Act also allows for any 'time-limited exemptions' granted or renewed to be subject to such conditions or restrictions as specified by the local authority.

The Act includes that local authorities must provide for the granting and renewal of a time-limited exemption in respect of vehicles which enter the zone to which the scheme relates solely due to their following a signed diversion as a result of a temporary road closure. The maximum period for which such an exemption will be granted is no longer than the length of the road closure for which the signed diversion is required.

In addition, the Act allows for the LEZ to be suspended for the duration of events of local or national significance. No such events have been proposed to date for the Dundee LEZ scheme.

Strategy

Include the strategic action plan that shows how it will achieve the overall goal...

As a part of their [2017/18 Programme for Government \(PfG\)](#), the Scottish Government included a commitment to 'make our towns and cities more attractive places in which to invest and work – as well as protecting health – by introducing low emission zones in our four biggest cities by 2020 and into all other Air Quality Management Areas by 2023 where the National Low Emission Framework appraisals advocate such mitigation'. Following this announcement, DCC's [Community Safety & Public Protection Committee at their 13 November 2017](#) meeting remitted the Executive Directors of Neighbourhood Services and City Development to facilitate the introduction of a LEZ in Dundee to help achieve this commitment.

In order to help achieve and sustain necessary improvements in air quality, and contribute to meeting greenhouse gas reduction targets, DCC will utilise the powers afforded to them under The Transport (Scotland) Act 2019 by introducing a low emission zone scheme. The LEZ scheme will only permit vehicles that meet set emission standards to drive on roads within the LEZ area without penalty charge. DCC will install automated number plate recognition (ANPR) cameras at strategic locations within this area to identify non-compliant vehicles driving on roads within the area, with the registered owner of the vehicle then issued an appropriate Penalty Charge Notice (PCN) as set out in the national Low Emission Zone (Emission Standards, Exemptions and Enforcement) (Scotland) Regulations 2021. The increasing scale of the PCN will deter further non-compliance and therefore the LEZ will reduce air pollutant emissions from vehicles entering this area. The Dundee LEZ ensures that all vehicles inside the city centre area are compliant with LEZ emission standards and this will further develop an environment that promotes more active and sustainable travel choices by removing more polluting vehicles from the central location. This may also encourage some people to walk, cycle or use public transport instead of a car for their journeys which will help contribute to reducing greenhouse gas emissions. DCC have utilised the [Scottish Government's National Low Emission Framework](#) to identify the most appropriate LEZ scheme for Dundee.

To assist with the development of Dundee's LEZ, a full policy review was undertaken in the National Low Emission Framework (NLEF) Stage 1 Report ([Dundee Low Emission Zone, National Low Emission Framework Stage 1 Report, SYSTRA 2019 \(2.1MB PDF\)](#)). The policy review first set the context of the legislative framework for introducing a LEZ in Dundee, providing background on where LEZ fits in the legislative landscape. This was followed with a detailed review of National, Regional and Local plans, policies and strategies to ensure cognisance was taken of those that may help shape a LEZ in Dundee or in turn, be impacted by the introduction of a LEZ.

The detailed legislation, policies and plans reviewed in the NLEF Stage 1 Report are listed below.

Firstly, the key policy and legislative drivers for Low Emission Zones are:

- Transport (Scotland) Act 2019
- Cleaner Air for Scotland – The Road to a Healthier Future (CAFS)
- Cleaner Air for Scotland 2 – Towards a Better Place for Everyone (CAFS2)
- The Environment Act 1995: Part IV

The wider legislative and policy that influence or can be influenced by a LEZ in Dundee:

- EU, UK and Scottish Air Quality Legislation
 - The Ambient Air Quality and Cleaner Air for Europe (CAFE) Directive (2008/50/EC)
 - 2013 Clean Air Programme for Europe (COM(2013)918)
 - 2016 National Emissions Ceiling Directive (2016/2284/EU)
 - The Environment Act 1995: Part IV
 - The Air Quality Strategy for England, Scotland, Wales and Northern Ireland
 - Air Quality Standards (Scotland) Regulations 2010
 - Air Quality (Scotland) Regulations 2000
 - Air Quality (Scotland) Amendment Regulations 2002
 - Air Quality (Scotland) Amendment Regulations 2016
 - Cleaner Air for Scotland – The Road to a Healthier Future (CAFS)
 - Cleaner Air for Scotland 2 – Towards a Better Place for Everyone (CAFS2)
 - National Low Emission Framework (NLEF)
- National Plans, Policies and Strategies
 - National Planning Framework 3 (NPF3)

- National Transport Strategy 2 (NTS2)
- Strategic Transport Projects Review (STPR)
- Regional Plans and Policies
 - Strategic Development Plan 2012-2032 (TAYPlan)
 - TACTRAN Regional Transport Strategy (2015–2036 Refresh)
 - Tay Cities Regional Economic Strategy 2019-2039
 - Tay Cities Deal Proposal
- Local Plans and Policies and Projects
 - City Plan for Dundee 2017 – 2026
 - Dundee Local Development Plan 2019
 - Dundee Cycling Strategy
 - Tay Cities Regional Transport Model
 - Dundee City Microsimulation Model
 - Dundee Air Quality Action Plan

The detailed policy review early in the LEZ development process informed the NLEF appraisal of the LEZ to ensure that the final LEZ fits well in the national, regional and local policy landscape.

Governance

Provide an overview of the Governance function, including the policies, monitoring of implementation, resources and an accountability system if appropriate...

At the [13 November 2017 Community Safety & Public Protection Committee](#), Dundee City Council remitted the development of the LEZ for Dundee as a joint responsibility between the Executive Directors of Neighbourhood Services and City Development.

Convenors / vice-convenors of both the Community Safety & Public Protection and City Development Committees were appointed to represent DCC at the LEZ Leadership Group set up to oversee the introduction of LEZs in Scotland.

A 'Dundee Low Emission Zone Delivery Group' (DLEZDG) was established in 2018 and has met on a monthly basis since January 2019. The DLEZDG is joint chaired by the Head of Community Safety & Protection and the Head of Sustainable Transport & Roads. Membership of the DLEZDG includes representatives from Dundee City Council departments, representatives from the Regional Transport Partnership for Angus, Dundee City, Perth & Kinross and Stirling (TACTRAN), NHS Tayside, Transport Scotland, the Scottish Environmental Protection Agency and neighbouring local authorities such as Fife Council.

The joint Chairs of the DLEZDG provide information on progress for senior management, convenors / vice-convenors to monitor and to make key decisions. Reporting is done to the Community Safety & Public Protection Committee with all decision making on the LEZ scheme proposals being considered and approved by this Committee. Approval to utilise LEZ support grant funding is also sought through this Committee. This has included the following:

- [13 November 2017](#) – remit the Executive Director of Neighbourhood Services and the Executive Director of City Development to facilitate the introduction of a LEZ in Dundee.
- [3 June 2019](#) – agree the objectives for the Dundee LEZ scheme
- [30 September 2019](#) – approval to progress with the public consultation and stakeholder engagement on the LEZ options set out in the report.

- [24 February 2020](#) – approve amendment of objectives for Dundee LEZ following requirement for LEZ schemes to contribute towards meeting the emission reduction targets set out in the Climate Change (Scotland) Act 2009 being a mandatory objective for LEZs under Section 14 of the Transport (Scotland) Act 2019.
- [7 June 2021](#) – approving the preferred area / vehicle scope / introduction date and grace periods for the LEZ scheme and to carry out statutory consultation on preferred LEZ scheme for Dundee
- [25 October 2021](#) – approval to proceed with the publication of Notice of proposals for Dundee LEZ scheme based on the preferred scheme consulted on
- 21 February 2022 – approval to apply to the Scottish Ministers for the making of the Low Emission Zone as per Section 10 of Part 2 of the Transport (Scotland) Act 2019

Following approval of the LEZ, the Sustainable Transport and Roads service within City Development will have responsibility for the implementation of the enforcement automated number plate recognition (ANPR) camera system and subsequent LEZ enforcement. This section is already responsible for enforcing car parking restrictions. A back-office system for the recording, checking and issuing of PCNs will be established for the purpose of LEZ enforcement in line with set guidance.

The Low Emission Zone Delivery Group will continue to meet following the introduction of the scheme with statutory reporting requirements co-ordinated through this Group.

This will include:

- the preparation of an annual report as soon as reasonably practicable after the end of the financial year. This report will be jointly prepared by the Executive Directors of Neighbourhood Services and City Development and will be submitted to the Policy & Resources Committee for scrutiny and approval prior to submission to the Scottish Ministers. This will include the financial reporting in terms of income from penalty charge notices and expenditure incurred in maintaining the enforcement system and enforcing the LEZ;
- the section of the Annual Progress Report (APR) for air quality that will report on the effectiveness of the LEZ. The Executive Director of Neighbourhood Services currently seeks approval from the Community Safety & Public Protection Committee to submit this report to the Scottish Government as a part of the Local Air Quality Management (LAQM) requirements. The template for this report is provided annually by the Scottish Government with the due date for submission of the report being 30 June each year; and
- the monitoring of impacts of the LEZ on traffic out with of the LEZ and determining whether or not further mitigation to reduce these impacts is required will be undertaken by the Sustainable Transport and Roads service.

Summary of Air Quality, Climate Change and Transport issues

Provide a summary of the current existing Air Quality, Climate Change and Transport issues and how these integrate with the LEZ proposal

AIR QUALITY

In 2006 DCC declared the whole of the local authority area as an 'Air Quality Management Area' (AQMA) for the NO₂ annual mean objective (Figure 1). A single AQMA rather than several connecting AQMAs was declared to enable wider consideration of air quality improvements in Dundee. In 2010, DCC amended the initial AQMA to include the annual mean objective for PM₁₀ and in 2013 DCC further amended the AQMA to include the 1-hour mean objective for NO₂. It was identified through source apportionment work that that road traffic emissions of NO_x were the

main contributor to NO_x concentrations at the locations where objectives for NO₂ were not being met.

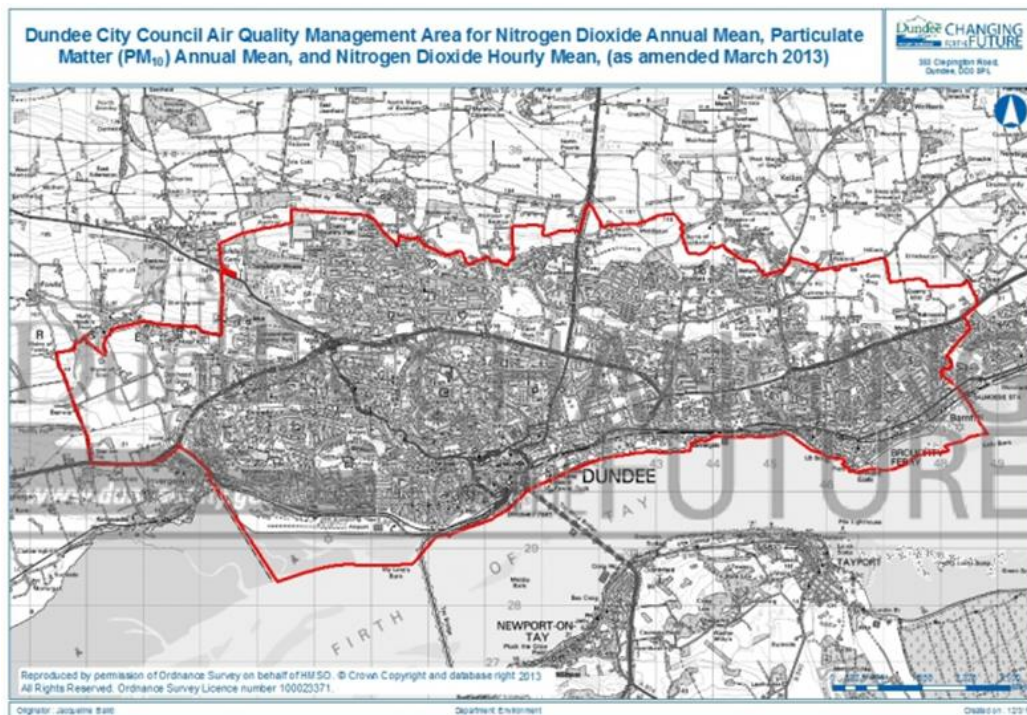


Figure 1: Dundee City Council AQMA for NO₂ and PM₁₀

In line with statutory requirements, an [Air Quality Action Plan for Dundee](#) was published in 2011. The 2011 AQAP contains 32 measures for introduction in pursuit of the air quality objectives. An update on the progress of each of these is included in the Annual Progress Report (APR) submitted to the Scottish Government as a part of the Council's Local Air Quality Management duties.

Although improvements have been made since the introduction of the AQ Action Plan in 2011, there are a number of locations where the NO₂ annual mean objective has continued to be exceeded in the years prior to the Covid-19 pandemic. These include locations within the city centre area and on main arterial routes around and leading to the city centre, as indicated in Figure 2 below for NO₂ annual mean monitoring data from 2019. The most recent [APR for 2021](#) identified compliance against the NO₂ annual mean objective in 2020 at all but one monitoring location however it is recognised that the reduction in traffic levels across the network because of the Covid-19 pandemic, which during some periods in April 2020 were only at 35% of 2019 AADT (annual average daily traffic) levels, contributed greatly to this.

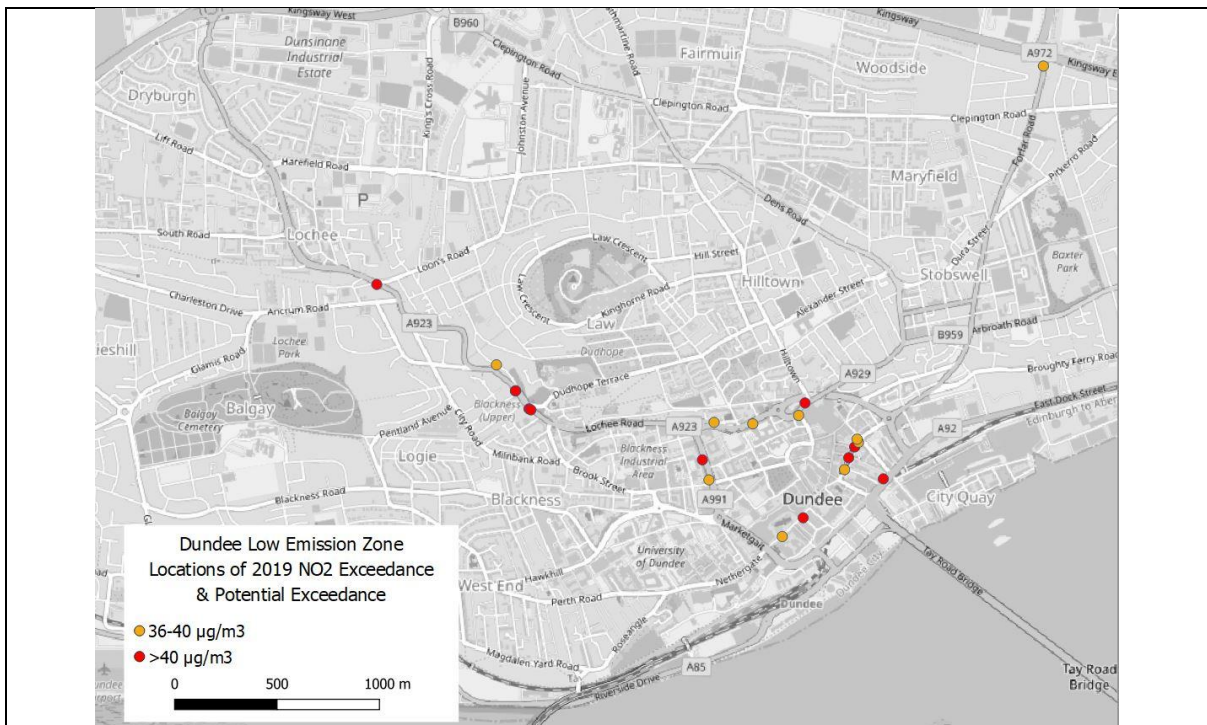


Figure 2: 2019 Annual Mean Concentrations of NO₂ greater than 36µg/m³

The objective levels set for hourly-NO₂ and Particulate Matter (PM₁₀ & PM_{2.5}) have been met in recent years. Chapter 3 of the [‘SYSTRA National Low Emission Framework Stage 2 Report – December 2021 \(8.9MB PDF\)’](#) report provides a more detailed analysis of existing air quality issues in Dundee.

The ‘Low Emission Zone Appraisal’ section of this submission outlines the predicted impact on NO₂ and particulate matter concentrations of the proposed Dundee LEZ scheme. The introduction of the Dundee LEZ is predicted to improve NO₂ levels in the city with seven current exceedance locations projected to drop below the legal limit of 40 µg/m³ for annual average NO₂. Three locations where NO₂ is predicted to remain above the legal limit are on Lochee Road, although the overall levels of NO₂ are shown to drop closer to 40 µg/m³, primarily as a result of all buses on the corridor meeting LEZ emission standards. As outlined in the ‘Low Emission Zone Appraisal’ section of this submission, extending the LEZ to incorporate Lochee Road is not considered viable and instead separate complimentary traffic management measures on the corridor are required. The investigation and assessment of possible options is being progressed by DCC with further traffic analysis due to be undertaken in conjunction with Scottish Environmental Protection Agency (SEPA) during March 2022, with possible changes to the road layout / junctions to be analysed within the SEPA air quality model to help identify levels of reductions of NO₂ concentrations at receptor locations in this area.

Scottish Government funding has also been granted through the Air Quality Action Plan support fund to progress with the review and update of the 2011 AQAP, with this review to commence in 2022. This will include bringing the DCC AQAP in line with the Dundee LEZ scheme, the Scottish Government’s ‘Cleaner Air for Scotland 2’ strategy, and measures contained within the Dundee Climate Action Plan.

CLIMATE CHANGE

In June 2019, the DCC declared a Climate Emergency, recognising the serious and accelerating environmental, social and economic challenges faced by climate change and DCC published a

[Climate Action Plan](#) (in collaboration with public, private and community organisations). The Climate Action Plan details the carbon dioxide levels (CO₂) in 2005 and 2015, noting a 24% reduction in tonnes of CO₂ equivalent (tCO₂e). In 2015, Transport accounted for 25% of carbon of all CO₂ emissions. The Climate Action Plan commits to surpass the Covenant of Mayors target of 40% reduction in greenhouse gas emissions by 2030 and ultimately achieve a science-based target of net-zero greenhouse gas emissions by 2045, in line with the proposed targets of the Scottish Climate Change Bill.

The introduction of a LEZ in Dundee is included as an action within this plan with reference to its introduction linking to 3 of the 17 UN Sustainable Development Goals adopted in 2015 to which Scotland signed up to. In addition, the introduction of the LEZ is considered to support other actions within the CAP such as the:

- Increased proportion of public transport
- Increased proportion of walking and cycling
- Shift to electric vehicles

Measures to encourage avoiding unnecessary vehicle use, or switching to the use of zero emission vehicles if unable to avoid vehicle use, aim to reduce emissions in the City. The introduction of the LEZ will complement the plans, policies and strategies in place across Dundee that aim to achieve the committed reduction targets, including the [Dundee Cycling Strategy](#). The LEZ also complements National targets such as the ban on new fossil fuel vehicles by 2030 and a specific commitment to reduce car kilometres by 20% by 2030 which was included in the [Update on Climate Change Plan](#) published in December 2020.

Careful consideration has been made to ensure that the design and scope of the LEZ does not lead to an increase in carbon emissions as a result of increased kilometres being travelled by non-compliant vehicles seeking to avoid the LEZ.

Transport has been identified as a major source of greenhouse gas emissions and the LEZ is part of a wider strategy to shift towards a low carbon economy and reduction of greenhouse gas emissions. The LEZ stops the most polluting vehicles from operating within the city centre of Dundee, reducing emissions and improving air quality particularly in the city centre. However, the LEZ does not in itself directly reduce the number of vehicles on the full Dundee road network and traffic modelling assumed that existing non-compliant vehicles would still exist on the network with drivers choosing to park on the periphery of the LEZ area.

Traffic microsimulation modelling in support of the development of the LEZ concluded that with the LEZ in place there is a negligible impact in average distance travelled or speed of vehicles in the city, suggesting that the LEZ will not adversely impact on CO₂ emissions. The modelling did not factor in parallel policies or secondary influences to encourage a shift towards sustainable transport modes. For example, with bus operators introducing newer cleaner buses into their fleets to meet LEZ emission standards, this may encourage more of the population to switch to the bus for some journeys. Similarly, with a network of increasingly cleaner vehicles, it may be more attractive to cycle or walk in areas with lower emission levels.

The introduction of the Dundee LEZ option will ensure Dundee's bus fleet consists of lower emitting vehicles and contributes to a positive change to Dundee's environment. This is particularly true of the city centre where there is high pedestrian activity and where buses may dwell at bus stops for longer or wait at signal-controlled junctions with their engines running. Similarly, the environment on key routes in and out of the city, where there are a high proportion of buses, will benefit from this improved fleet and this may contribute to a city where walking and

cycling is considered a more attractive mode of transport. Additionally, a bus fleet that contains more modern vehicles that are likely to be more comfortable to travel on and have better facilities, may promote a shift to this more sustainable travel mode, reducing the number of private vehicles on the road network and contributing to an overall improved environment that may in turn incentivise more active and sustainable travel choices.

The Dundee LEZ ensures that all vehicles inside the city centre area are compliant with LEZ emission standards will further develop an environment that promotes more active and sustainable travel choices by removing more polluting vehicles from these central locations. The Dundee LEZ may encourage some people to walk, cycle or use public transport instead of a car. SEPA's Report [Consideration of Carbon Dioxide emissions within an LEZ scheme: Dundee \(SEPA, December 2021 \(0.6MB PDF\)\)](#) concluded that CO₂ emission could reduce by 170 tonnes upon introduction of the LEZ, with the main decrease seen inside the LEZ. The LEZ therefore creates a city centre with lower levels of harmful emissions (including significant NO₂ reductions as noted above) thereby creating an environment for active and sustainable modes of transport to be more attractive for more people. Any resultant reduction in private vehicle trips (not captured in transport or emissions modelling) will directly result in reduced carbon entering the environment and contribute to the city meeting climate change targets.

TRANSPORT

The Dundee LEZ is only one element in supporting a transition to more sustainable modes of transport which will support the overall LEZ objectives of improving air quality and reducing climate change emissions. The council is looking to update its Local Transport Strategy, however it has very much been focused on the [TACTRAN Regional Transport Strategy \(RTS\)](#) as it is a statutory document and it is recognised that Dundee is the regional centre and serves a greater population in the surrounding hinterland of approximate 400,000 people.

The RTS supports the council's ambition to ensure that the transport system contributes to safeguarding the environment and promotes the improvement of the health and wellbeing of Dundee residents and visitors. This strategy acknowledges the need to reduce greenhouse gases and air quality improvements. The city council has a recently updated [cycling strategy \(2019\)](#) and this is the policy platform to provide focus to improve cycling in the city both in terms of infrastructure and encouraging more people use the bike as a main mode of transport. The LEZ is also contained within the Dundee Climate Action Plan, and it contributes to the broader city objectives and vision to create a healthy, vibrant and attractive city by protecting public health and reducing emissions.

The council has invested heavily in cycle infrastructure over the years by creating and improving new and existing links in the city. The council have constructed a new footway/cycle bridge over the railway at Greenmarket, new toucans crossings and cycleway on the north side of the Kingsway Trunk Road, a new cycleway and toucans crossings on the A92 Arbroath Road. The council are to bring forward major cycling improvements in Broughty Ferry which is a multi-million-pound project which represents a major transformational upgrade to the National Cycle Network linking Dundee to Angus.

Through Spaces for People funding the council has introduced active travel measures throughout the city to respond to the Covid-19 crisis and this included reducing traffic in certain streets including in the city centre (Union Street), introducing 20mph speed limits, additional cycle lanes on Ninewells Ave and Perth Road and creating parklets in the Albert Street area. The council opened a brand-new Active Travel hub in the Waterfront area in September 2021 and this is to complement the V&A museum and a new rail station in the city centre. This hub will be at the

forefront of future active travel delivery and promotion in the city. The council are promoting more 20mph zones in residential areas throughout the city to support mode shift to more sustainable transport options.

The council has been working with TACTRAN, Angus Council, Perth and Kinross Council, Fife Council and the local / regional bus operators and have created the Tayside Bus Alliance (TBA) to develop bus priority proposals and improve bus services in the region. This was in response to the Transport (Scotland) Act 2019 and the future £500 million from Scottish Government to fund bus priority throughout Scotland. At present the Tay Bus Alliance are working on future priority proposals and have been awarded approximately £500k to develop bus priority corridors for implementation. Dundee City Council are the lead authority in this and this will be a major project coming forward for the city in the next few years.

The council have been working with TACTRAN / Transport Scotland to bring forward Park and Choose through a Local Rail Development Funding bid and this study will consider both rail and bus-based park and choose in the region. We have been also working with Fife Council/ Sustrans to bring forward Park and Choose proposals at the southern end of the Tay Road Bridge. This work is ongoing and we continue to engage with Transport Scotland on STPR2 through Regional working groups and taking forward the actions and interventions that support the delivery of the National Transport Strategy.

The city has been very much at the forefront of Electric Vehicles (EV) revolution and promoting their use in the city and region for many years. To date, Dundee has one of the highest concentrations of Electric Vehicles (EVs) of any city in the UK, with 24% of Dundee City Council's fleet being electric. The charging infrastructure in the city has continued to grow since it was first introduced in 2011 with a mixture of publicly available and private chargers being installed. The 90 charging units across the city have generated over 191,500 charging sessions, totalling an estimated 5.4 million electric miles. The council also works alongside other local authorities and TACTRAN to deliver the actions within the Regional EV strategy. In addition to EVs the city council has also been developing ebikes and the RideOn company has installed and operates an electric bike hire scheme and has over a dozen e-bike hire stations at key locations within the city.

The city council is developing a Strategic Investment Plan for the city centre and this is to build up on the success of the V&A and Waterfront project and will directly support the objectives of the LEZ. This plan has a strong connectivity theme within which will encourage more sustainable modes and improve the air quality and look to reduce greenhouse gases while bring forward additional economic benefits to the city.

Overall the LEZ is only one key element within the Councils integrated transport policy and delivery programmes which are aim at improving air quality and reducing greenhouse gas emissions.

LEZ objectives

Please outline the objectives and targets for the proposed LEZ

Note from the Act -

The objectives specified under subsection (1)(d) must include—

(a)an objective of contributing towards meeting the air quality objectives prescribed under section 87(1) of the Environment Act 1995 (regulations about air quality), and,

(b)an objective of contributing towards meeting the emission reduction targets set out in Part 1 of the Climate Change (Scotland) Act 2009.

An early requirement within the National Low Emission Framework (NLEF) Stage Two process is to identify objectives for the LEZ. The initial objectives were agreed by DCC in June 2019 which took cognisance of the then draft Transport (Scotland) Bill as well as key policies and strategies for Dundee and for air quality in Scotland, in particular The City Plan for Dundee (2017-2026) and Cleaner Air for Scotland. The City Plan is the overarching policy document for Dundee City Council and it is therefore crucially important that cognisance is taken of its aims and objectives when developing the LEZ for Dundee. Following the publication of the Transport (Scotland) Act 2019 in November 2019, a slight amendment to the objectives was necessary due to the requirement to include an objective that contributes towards meeting Climate Change emission targets.

The objectives for Dundee's Low Emission Zone were accepted at the Community Safety & Public Protection Committee meeting on February 24 2020. The three objectives are that the LEZ will aim 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.

LEZ Appraisal

Include the initial assessment, define the problem, who was consulted, grace periods, developed options and detailed reason why this option was chosen over others...

The methodology used to identify the most appropriate LEZ scheme design and scope for Dundee included adherence to the [Scottish Government National Low Emission Framework \(2019\) \(NLEF\)](#) document, utilising modelling outputs provided by SEPA from the National Modelling Framework City Air Quality model for Dundee and traffic modelling.

The NLEF was developed as a part of the Scottish Governments 'Cleaner Air for Scotland' (CAFS) 2015 air quality strategy and *'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.'*

Stage One consisted of a screening process that includes a full policy review and first set the context of the legislative framework for introducing a LEZ in Dundee, providing background on where LEZ fits in the legislative landscape. This was followed with a detailed review of National, Regional and Local plans, policies and strategies to ensure cognisance is taken of those that may help shape a LEZ in Dundee or in turn, be impacted by the introduction of a LEZ. An assessment of the air quality status and measures being put in place to work towards achieving specific objective levels is contained within the screening report - SYSTRA Dundee Low Emission Zone, National Low Emission Framework Stage 1 Report 2019.

As the Scottish Government, in their 2017/18 Programme for Government, committed to the introduction of a LEZ in the four cities of Aberdeen, Dundee, Edinburgh and Glasgow, it was

recognised that no NLEF Stage 1 screening outcome was required and that Dundee City Council would progress the NLEF Stage 2 assessment process to develop the appropriate LEZ option(s) for the city.

The first Interim NLEF Stage 2 Assessment Report ([Dundee Low Emission Zone, National Low Emission Framework Interim Stage 2 Report, \(2019\)](#)) was published in September 2019 and introduces the objectives for the Dundee LEZ scheme and the appraisal process followed to identify a list of potential LEZ options to be presented for consultation and subsequent detailed testing through traffic and air quality models.

This report summarises the high-level scenario testing undertaken using SEPA's National Modelling Framework (NMF) Dundee City Air Quality Model. Officers from DCC and SYSTRA, who were appointed to support DCC with the LEZ development process, worked with SEPA to produce a set of high level NMF scenarios, to inform the LEZ option generation process. Three potential LEZ areas were identified as follows:

- Seagate – the full extent of Seagate in Dundee City Centre (Figure 3)
- Inner Ring Road – covering the area inside the inner ring road (Figure 4)
- All Roads – covering the full NMF AQ model extent (Figure 5)

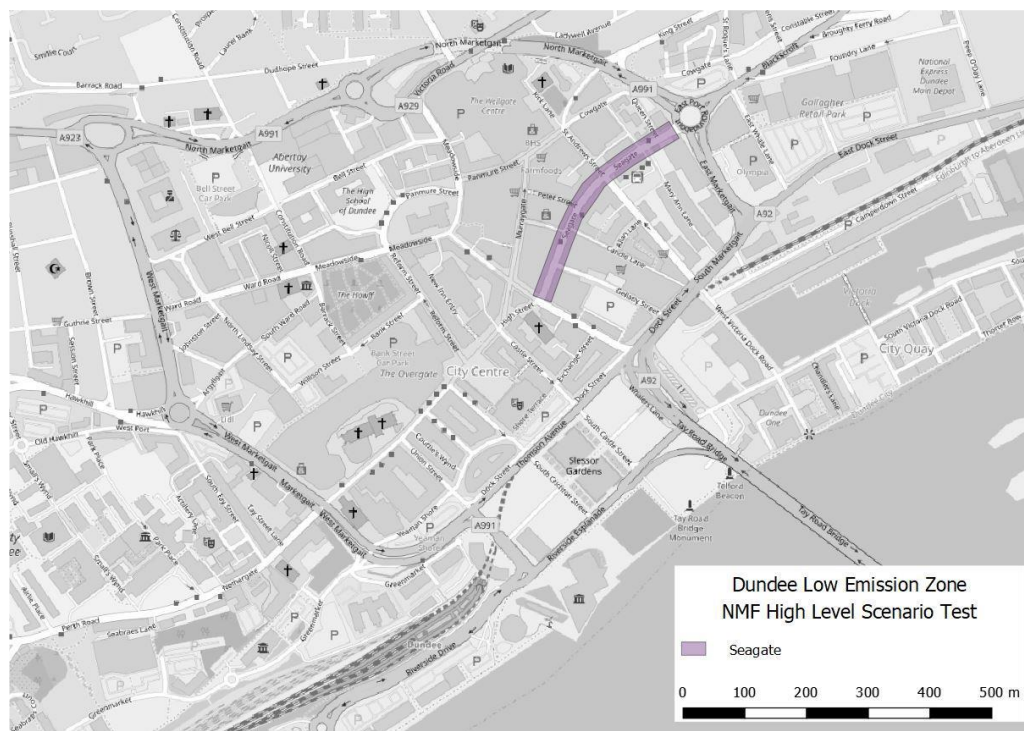


Figure 3: NMF Seagate scenario

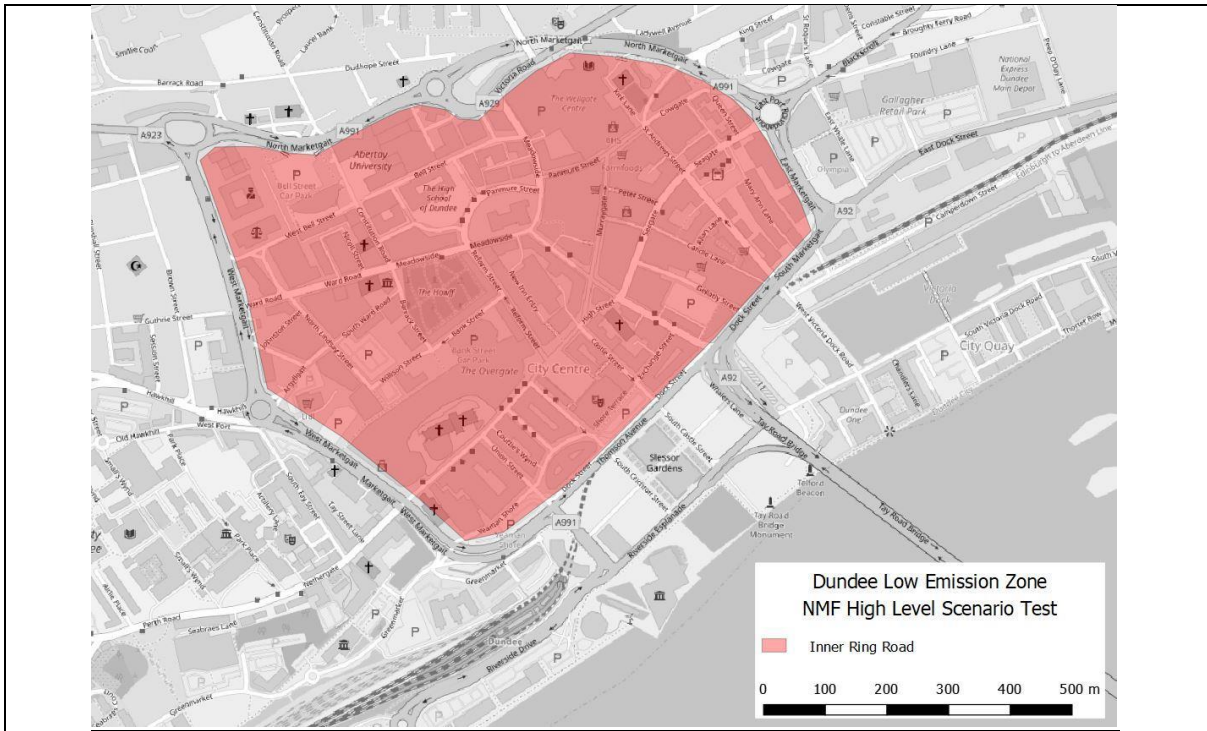


Figure 4: NMF Inner ring road scenario

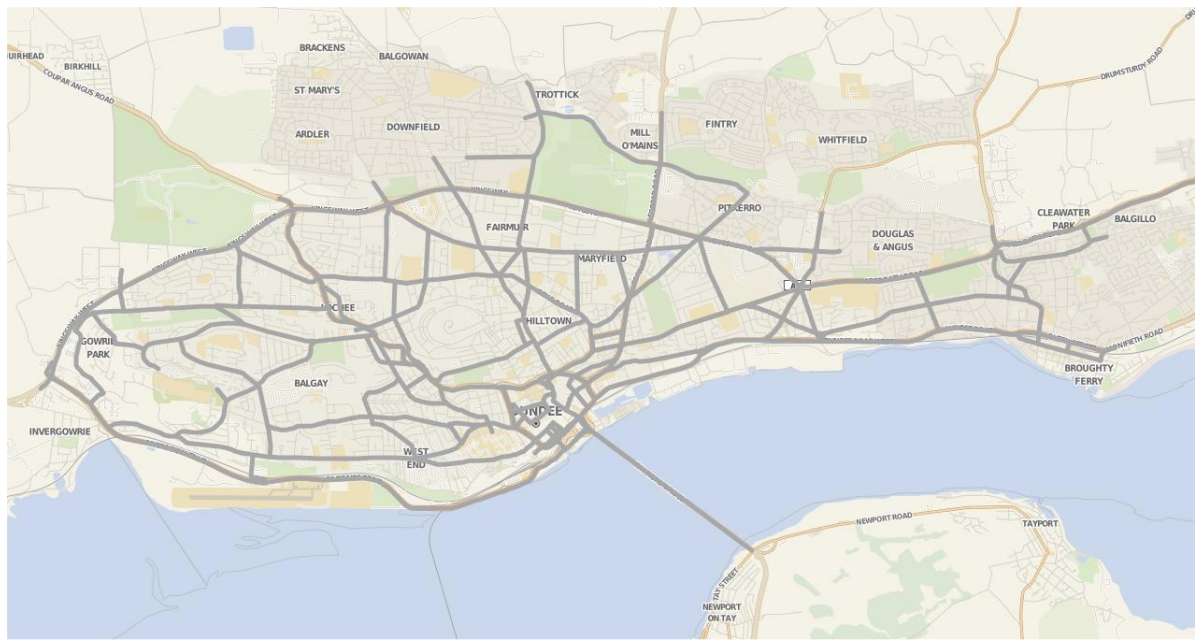


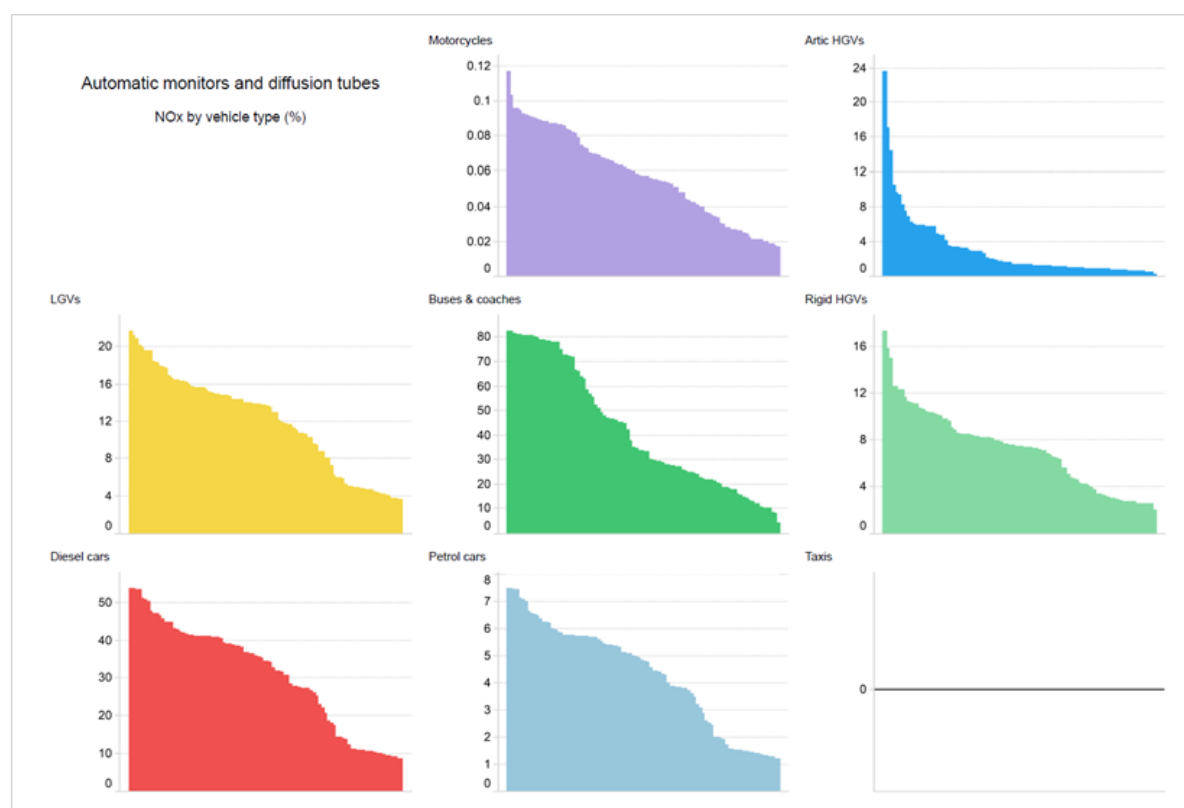
Figure 5: NMF Dundee Extents (All roads scenario)

Six sets of options for vehicle restrictions were identified and combined with the three option areas to create 18 high level scenario tests in total. The vehicle restriction groups all assume 100% compliance with emerging Transport (Scotland) Bill guidelines for a LEZ at the time this process was undertaken, namely Euro VI for diesel HGVs/buses, Euro 6 for diesel cars and Euro 4 for petrol vehicles, and were as follows:

- Bus
- Bus and diesel car
- Bus and Heavy Goods Vehicle (HGV)

- Bus, diesel car and HGV
- Bus, diesel car HGV and Light Goods Vehicle (LGV)
- Bus, diesel car, HGV, LGV and petrol car

The vehicle restriction groups are structured such that the vehicle types are added incrementally based on their contribution to modelled emissions of NO_x in the NMF. Figure 6 is taken from the NMF online model visualisation tool (Spotfire) and shows the modelled NO_x by vehicle type at all corresponding on-street monitoring locations. The graphs show that buses and coaches contribute up to approximately 80% of modelled NO_x at some sites with diesel cars the next highest contributor, accounting for over 50% of modelled NO_x at some locations. LGVs and artic and rigid HGVS contribute lower levels of modelled NO_x, up to a maximum of 25% at certain locations while petrol cars account for no more than 8% of modelled NO_x at any individual site. Motorcycles were not included in the NMF scenario testing due to their low (<0.12%) contribution to modelled NO_x.



Source: National Modelling Framework Online (SpotFire) Application, 2019

Figure 6: NO_x by vehicle type at all monitoring locations (NMF)

Each modelled scenario assumes that, within the area represented, 100% compliance is achieved for each of the six different vehicle type classifications detailed here (e.g. in the All Roads bus scenario, all modelled buses are assumed to be Euro VI standard). From the All Roads Scenarios, covering the full extent of the NMF for Dundee, the impact of any other smaller LEZ option area can be inferred for its likely impacts on air quality and this is critical in the LEZ option development and appraisal process. In theory, any number of potential LEZ options can be assessed using the All Roads scenario results. The total modelled NO₂ at all automatic monitoring and diffusion tubes sites for the full extent of the NMF modelled area (Figure 5) was calculated for the NMF 2017 Base and each modelled scenario. The percentage reduction in network wide modelled NO₂ between

each scenario and the NMF 2017 Base was then calculated and is detailed in Table 1. It was noted that as the area reduced in size and the modelled vehicle type added reduced in pollution apportionment percentage, the reductions in modelled NO₂ were considered insignificant and continuing to produce results with smaller reductions in modelled NO₂ was not considered a suitable use of NMF resource at this stage. The cells where no value is recorded were not simulated.

Table 1: Total percentage reduction in modelled NO₂ in NMF scenario

Vehicle Type Restriction	% reduction in modelled NO ₂ from 2017 Base NMF		
	All Roads	Inner Ring Rd	Seagate
Bus	-19.4%	-19.2%	-12.8%
Bus & diesel car	-23.3%	-19.7%	-
Bus & HGV	-22.8%	-	-
Bus, diesel car & HGV	-26.8%	-	-
Bus, diesel car, HGV & LGV	-27.7%	-	-
Bus, diesel car, HGV, LGV & petrol car	-27.9%	-	-

The high level NMF results showed that should all buses in Dundee be of Euro VI standard there would be approximately a 19% reduction in NO₂ network-wide and that this reduction is significantly more than any other vehicle type would provide. This suggested that a LEZ for Dundee is likely to have to include buses in order for a LEZ to achieve its air quality objective. When applying modelled NO₂ reductions from the All Roads/inner ring road bus only scenarios to 2017 observed exceedance locations, however, the NMF predicts there to be six locations still exceeding 40 µg/m³ and a further five sites between 36 µg/m³ and 40 µg/m³. This result suggested that while a Euro VI bus fleet would bring the largest reduction in NO₂, this alone is not sufficient in addressing all exceedances in Dundee. The bus only NMF results also highlight that a city-wide LEZ and a significantly smaller LEZ contained within the inner ring road both bring significant reductions in NO₂ of approximately 19%. The introduction of diesel cars to a network wide All Roads scenario results in a 4% decrease in modelled NO₂. The addition of diesel cars to a city wide scenario predicted that all 2017 exceedance locations will drop below 40 µg/m³. A network wide bus and HGV scenario results in a 3.5% reduction in modelled NO₂. While this reduction is comparable to the bus and diesel car NMF scenario, the reduction in modelled NO₂ is not enough to result in all 2017 exceedance locations falling below 40 µg/m³. Reducing the LEZ area to that inside the inner ring road, the addition of diesel cars brings a less than 1% reduction in network-wide modelled NO₂.

The LEZ Objectives and NMF results informed a LEZ option generation, sifting and development process which followed the principles of Scottish Transport Appraisal Guidance (STAG). All options were assessed for their feasibility, affordability and public acceptability. Options that fail the screening criteria were removed and not progressed in the appraisal process. The options remaining at the end of this process are taken forward for detailed appraisal.

The LEZ option generation exercise was started where the potential area of the LEZ was the only consideration. Table 2 includes the 9 areas identified for assessment (the drawing references appendices referred to in the Table can be found in Appendix B of the [\(National Low Emission Framework Interim Stage 2 Report 2019\)](#)).

Table 2: Dundee LEZ areas for consideration

LEZ Area Option Name	Description	Drawing Reference
Seagate	Seagate, from East Marketgait to Commercial Street	Appendix B, B1
Inner ring road (Option 1)	Covering the entire area within the inner ring road but excluding the inner ring road	Appendix B, B2
Inner ring road (Option 2)	Covering the entire area within the inner ring road area and including sections of the inner ring road	Appendix B, B3
Lochee Road corridor	Covering pollution exceedance locations on Lochee Rd, from Dudhope roundabout to High Street/Rankine Street	Appendix B, B4
Inner ring road (Option 2) & Lochee Road	Combination of inner ring road (Option 2) and Lochee Road	Appendix B, B5
Inner ring road (Option 2) & Lochee Road to Forfar Road	Covering the area bounded by Lochee Road, A90 Kingsway and Forfar Road and including the area of inner ring road (Option 2)	Appendix B, B6
Kingsway (excluding trunk road network & Ninewells Hospital)	Covering the area bounded by A90 Kingsway, Riverside Drive, Greendykes Road but excluding area around Ninewells Hospital to allow access there for all vehicles	Appendix B, B7
Kingsway (excluding trunk road network)	Covering the area bounded by A90 Kingsway, Riverside Drive, Greendykes Road (and including Ninewells Hospital)	Appendix B, B8
AQMA	Covering the entire AQMA (the entire Dundee City Council area)	Appendix B, B9

High level sifting and option appraisal against the LEZ objectives and feasibility, affordability and public acceptability, initially of the LEZ area alone and then in combination of vehicle type restrictions concluded there to be 8 emerging LEZ Options that were considered feasible, affordable and publicly acceptable. Table outlines the 8 emerging options at that point.

Table 3: Emerging LEZ options

Option Number	LEZ Area	LEZ Restriction
Option 1	Inside Inner Ring Road	Bus
Option 2	Kingsway (excluding trunk road network)	Bus
Option 3	Inside Inner Ring Road	Bus & Diesel Car (&HGV, LGV, petrol car)
Option 4	Including Inner Ring Road	Bus & Diesel Car (&HGV, LGV, petrol car)
Option 5	Including Inner Ring Road & Lochee Road	Bus & Diesel Car (&HGV, LGV, petrol car)
Option 6	Kingsway (excluding trunk road network)	Bus
	Inside Inner Ring Road	Diesel Car (&LGV, HGV, petrol car)
Option 7	Kingsway (excluding trunk road network)	Bus
	Including Inner Ring Road	Diesel Car (&LGV, HGV, petrol car)
Option 8	Kingsway (excluding trunk road network)	Bus
	Including Inner Ring Road & Lochee Road	Diesel Car (&LGV, HGV, petrol car)

Each of the 8 emerging options were then assessed for its likely impact on the local transport network and its likely operational needs. Full detail of this analysis is contained with Chapter 5 of the (National Low Emission Framework Interim Stage 2 Report 2019). Of the 8 emerging options,

only 2 options and their associated variants, were recommended to be taken to consultation. The option generation exercise identified the area inside Dundee's inner ring road as the most viable area for a LEZ. The 5 options were slight variants of this area and/or include different proposed vehicle restrictions and were as follows:

- LEZ Option 1A - Inner Ring Road Bus Only (including bus station) (Figure 7)
- LEZ Option 1B - Inner Ring Road Bus Only (excluding bus station) (Figure 8)
- LEZ Option 2A - Inner Ring Road All Vehicles (including all car parks) (Figure 9)
- LEZ Option 2B - Inner Ring Road All Vehicles (excluding Bell Street and West Marketgait NCP car parks) (Figure 10)
- LEZ Option 2C - Inner Ring Road All Vehicles (excluding Bell Street, West Marketgait NCP and Wellgate car parks) (Figure 11)

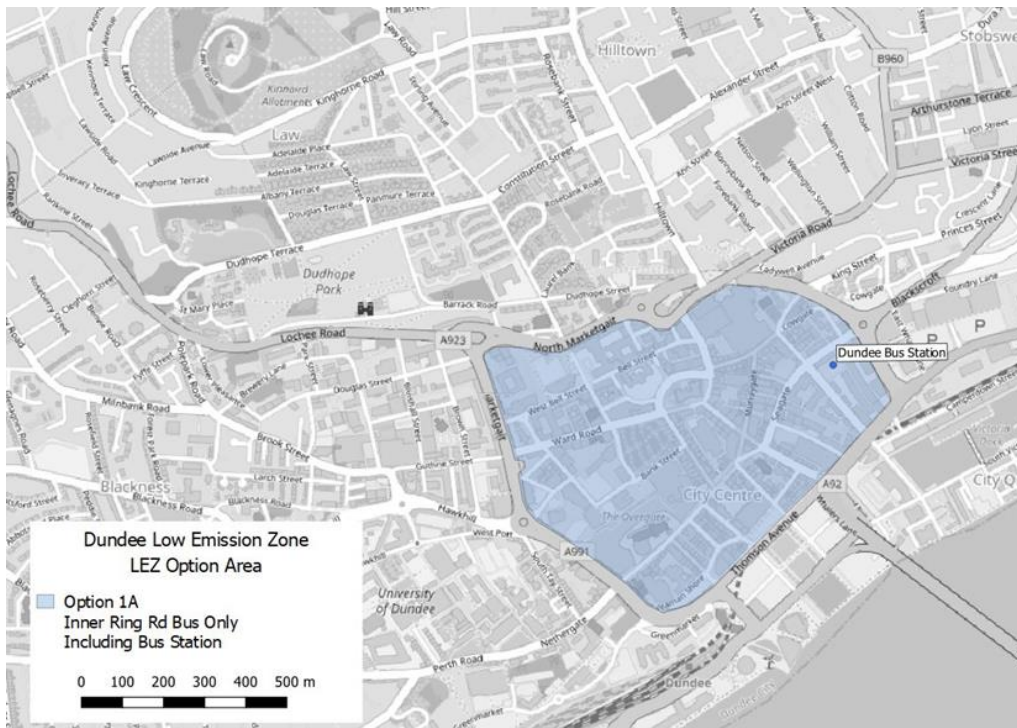


Figure 7: Option 1A

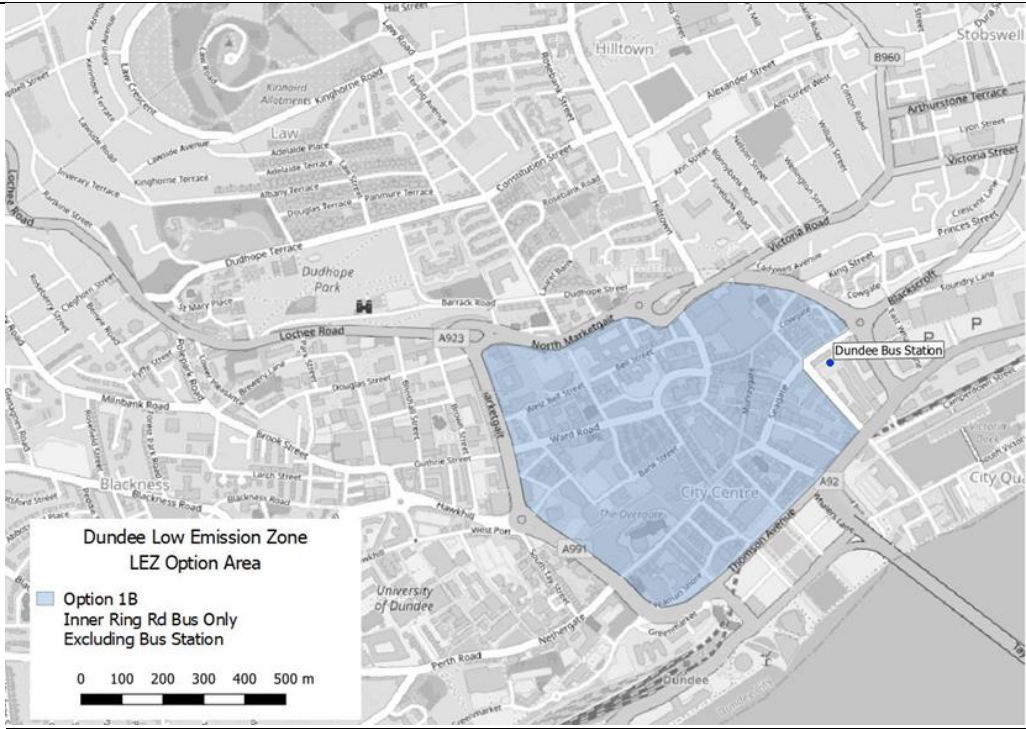


Figure 8: Option 1B

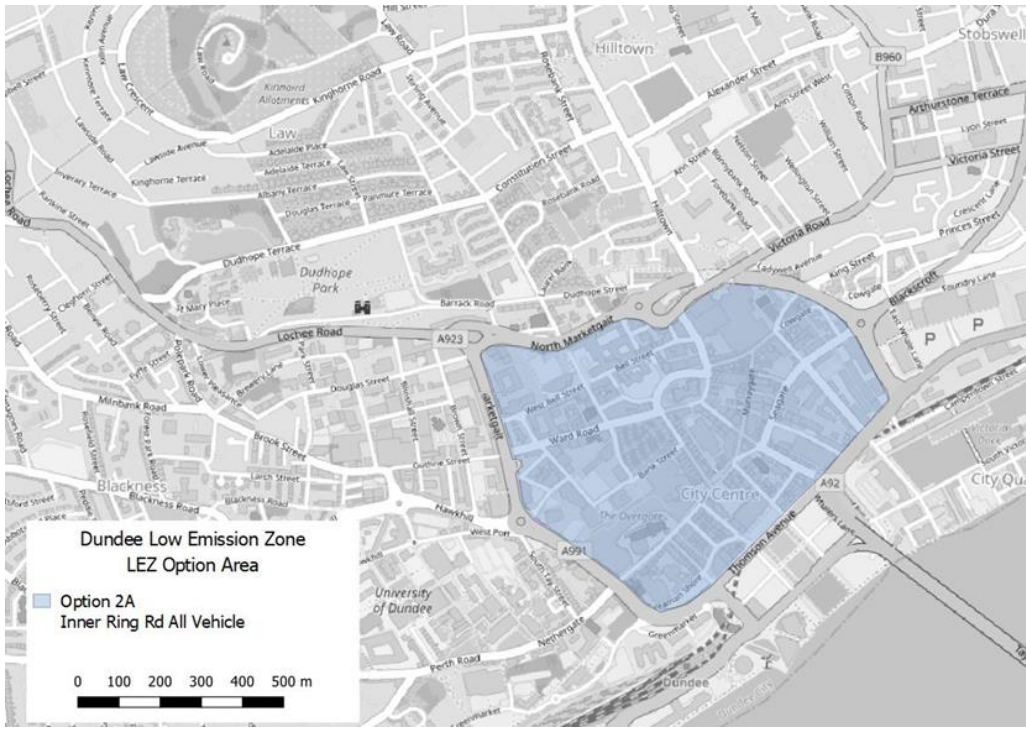


Figure 9: Option 2A

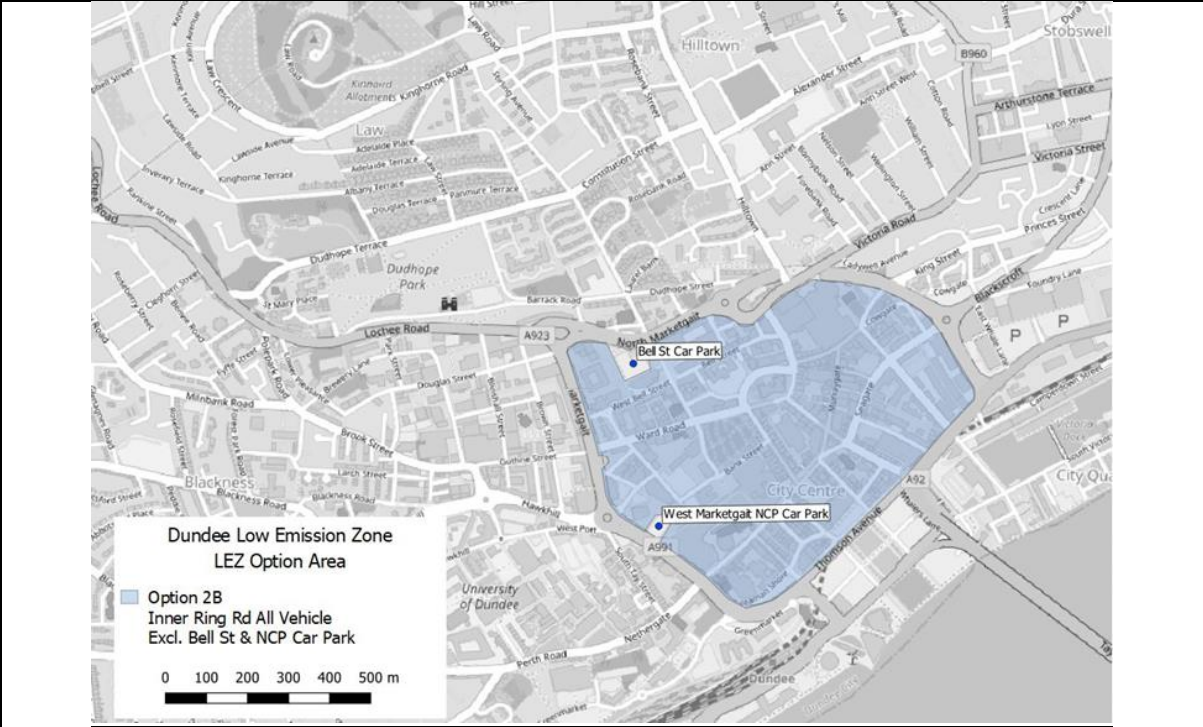


Figure 10: Option 2B

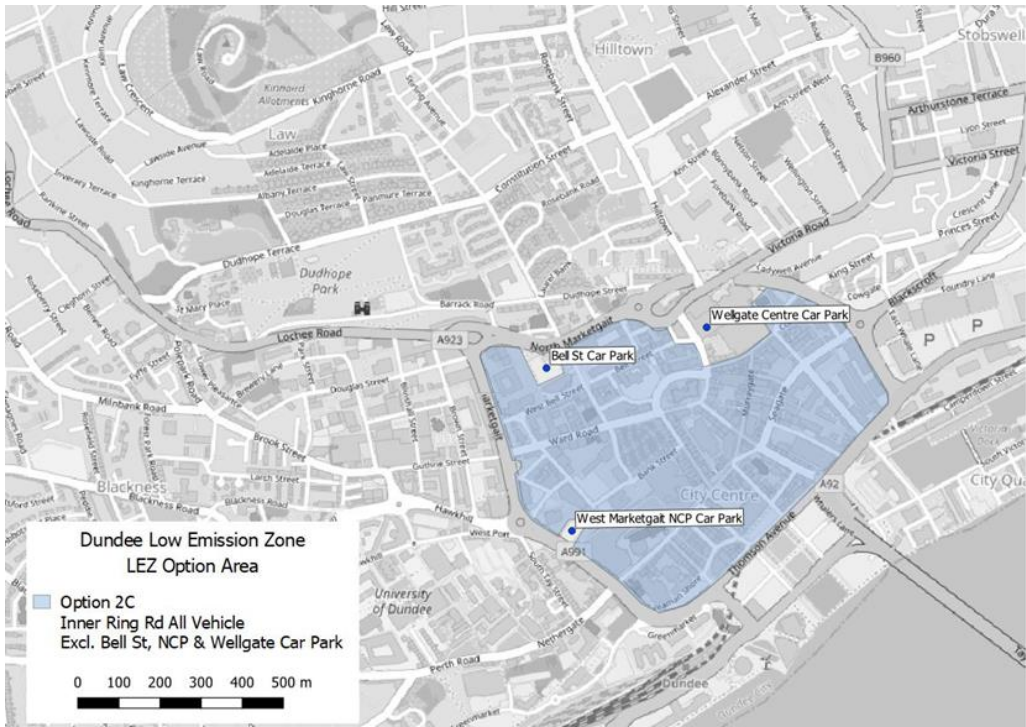


Figure 11: Option 2C

It is inferred from the NMF scenario testing that these LEZ options do not tackle all air quality exceedance locations with exceedances in annual mean concentrations of NO₂ predicted to remain on Lochee Road, West Marketgait and Dock Street. The Interim NLEF Stage 2 Report therefore concludes that a LEZ should be delivered, but that work continues to identify other

targeted transport interventions which could reduce pollution at the remaining exceedance locations.

Upon completion of the Interim NLEF Stage 2 Assessment Report (*Dundee Low Emission Zone, National Low Emission Framework Interim Stage 2 Report, SYSTRA 2019*) DCC's Community Safety and Public Protection Committee gave approval on 30 September 2019 to undertake a consultation exercise on the five identified LEZ Options for consultation. The consultation took the form of an online public survey and face to face workshops with key (and statutory) stakeholders such as bus, taxi and freight operators, the local business community, community councils and Green groups. Further details of the engagement undertaken is provided in the 'Consultation, Engagement and Stakeholder Input' section of this submission.

The outcomes from the consultation period were reported to the Community Safety and Public Protection Committee in February 2020. The stakeholder feedback suggested that further evidence is required to conclude whether Lochee Road is excluded from a LEZ. This was reflected in the public responses that favoured the view that Lochee Road should be included in a LEZ. It is well known that the corridor is subject to some of the highest levels of pollutants in the city. As such, it was stated at the Community Safety and Public Protection Committee in February 2020 that detailed traffic modelling of a LEZ option including Lochee Road would be undertaken.

Dundee City Council commissioned the development of a traffic microsimulation model of the Dundee Greater City Centre area for the purpose of assessing the LEZ options identified through the NLEF appraisal process. An initial 2019 Base Model was developed (as detailed in the report *Dundee Greater City Centre Base Paramics Model Development Report (SYSTRA, November 2019)* and from this a future year 2023 Reference Case Model was created (as detailed in the technical note *Dundee Greater City Centre Reference Case Note (SYSTRA, February 2020)*). The 2023 Reference Case, as defined by DCC, reflects infrastructure changes and committed Local Development Plan forecasts to 2023.

In total, 15 LEZ options were tested in the traffic model, representing a comprehensive testing programme that was widened in scope as a direct result of the public and stakeholder consultation outcomes. A technical modelling note (*Dundee Greater City Centre Paramics Model LEZ Option Testing Note (SYSTRA, April 2020)*) outlines the development of each of the LEZ option models and assesses the impact the introduction of each LEZ has on the Dundee road network, where modelled trips by non-compliant vehicle are displaced to a location outside the LEZ.

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.

The model results clearly show there to be considerable impacts on the Dundee Road network if Lochee Road is included in any LEZ option. For this reason, all Lochee Road options were at this stage removed from the appraisal process and are not considered viable LEZ options.

The three inner ring road options are shown to operate with less impact on the road network however it is noted that Option 2A shows increased congestion on the inner ring road, particularly the eastern side around East Marketgait and Dock Street. This is a result of non-compliant vehicles being reassigned to car parks on the periphery of the LEZ inner ring road area. In Option 2B and 2C, where fewer vehicles are displaced due to greater car park availability in these options, this congestion is not recorded through the modelling results.

Full details of the traffic modelling are included in [‘SYSTRA ‘Dundee Microsimulation Model – LEZ Option Testing Note – Final’ – May 2021 \(1.0MB PDF\)’](#).

The outcomes of the consultation and traffic modelling were used to further refine the five LEZ options and allow for final detailed appraisal of the remaining LEZ option(s). The consultation and modelling results alongside wider local and national government objectives support an all vehicle LEZ and therefore the bus only LEZ options were removed at this stage as stand-alone options. Option 2A and 2B were not considered fully implementable under current legislation due to [Section 6](#) of the Transport (Scotland) Act 2019 detailing the restrictions on driving within a LEZ. Section 6 states: *A person may not drive a vehicle on a road within a low emission zone in contravention of the terms of a low emission zone scheme unless (a) the vehicle meets the specified emission standard, or (b) the vehicle is exempt (Act 2019 Section 6)*. Furthermore, [Section 14](#) of the Act 2019 states that a LEZ may not specify a private or special road as part of the scheme area. Possible safety concerns were also identified, as it is possible that some drivers may perform unsafe manoeuvres to avoid entering the car parks at the final opportunity, such as abrupt braking and reversing on to the A991 dual carriageway. Option 2C, which excluded Bell Street, West Marketgait NCP and Wellgate car parks does meet legislative framework and traffic modelling demonstrates the option operates without impacts on the current road network. In addition, Option 2C was the favoured option in the 2019 public consultation.

The Scottish Environmental Protection Agency (SEPA) who develop and run the National Modelling Framework (NMF) Dundee City Air Quality Model, were subject to a cyber-attack in late 2020 resulting in the NMF being unavailable at the start of 2021. As an interim step, to inform the likely impact on emissions resulting from the introduction of the preferred LEZ option, analysis of emissions based on traffic model outputs was undertaken by SEPA using EMIT software. The emission analysis presented [\(SEPA Dundee Emissions Analysis Report – May 2021\)](#) focused on emissions of Nitrogen Oxides (NOx), which describes the combination of NO₂ emitted directly from vehicles as well as Nitrogen Oxide (NO) which can be converted to NO₂ in the atmosphere. The interim emissions analysis of the proposed city-centre-only LEZ indicated an overall reduction in NOx emissions on roads within the LEZ of 78%. On Lochee Road that is outside of the LEZ boundary there is a reduction in NOx emissions of an average of 20%.

Option 2C (Figure 12) was therefore recommended to be presented as the final preferred option for the Dundee LEZ scheme.

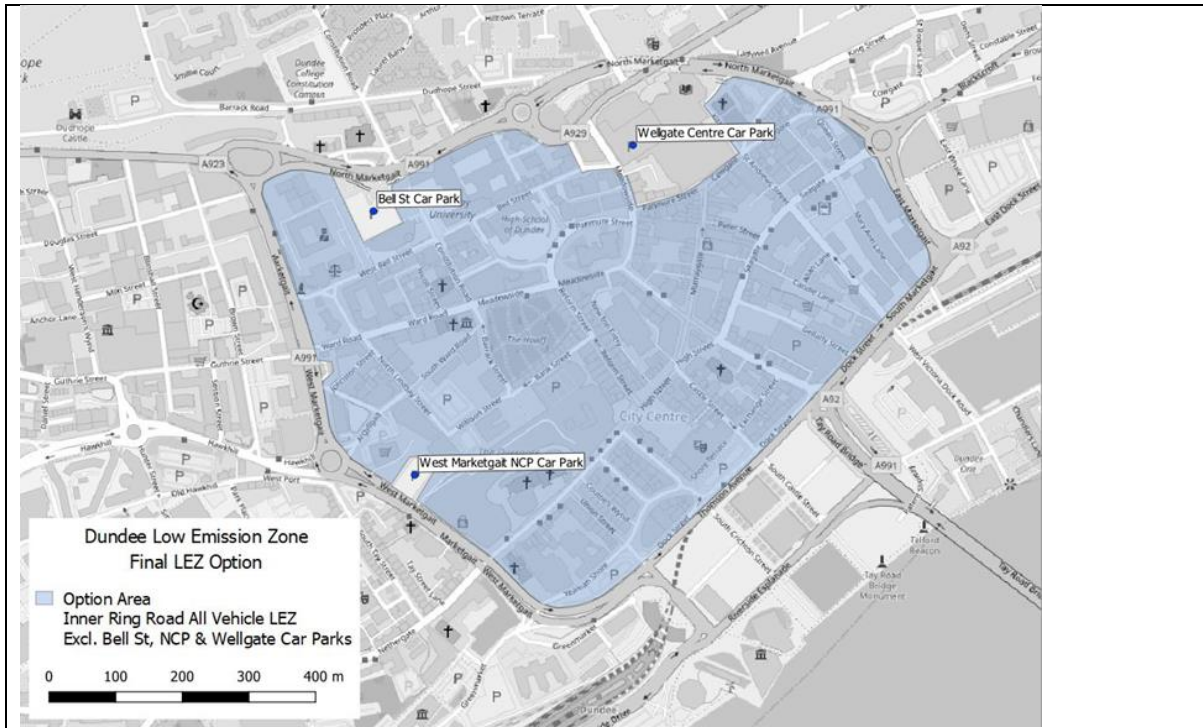


Figure 12: Final Dundee LEZ Option

In June 2021 the CS&PP Committee agreed to recommended option being the preferred LEZ scheme for Dundee and for this to be put forward for statutory consultation as per the Transport (Scotland) Act 2019 and the Low Emission Zone (Scotland) Regulations 2021. Details of this consultation is contained within the ‘Consultation, Engagement and Stakeholder Input’ section of this submission.

Once SEPA were able access to the NMF Dundee Air Quality Model following the cyber-attack in late 2020, analysis of the impact on NO₂ levels was able to be undertaken, with the [SEPA Low Emission Zone Dundee Evidence Report](#) being published in September 2021. This report identified that the air quality modelling results indicate that local concentrations of NO₂ within the LEZ area will be reduced by the proposed LEZ (Figure 13), and that exceedances modelled inside the LEZ would all be removed following LEZ implementation, as shown in Figure 14 .

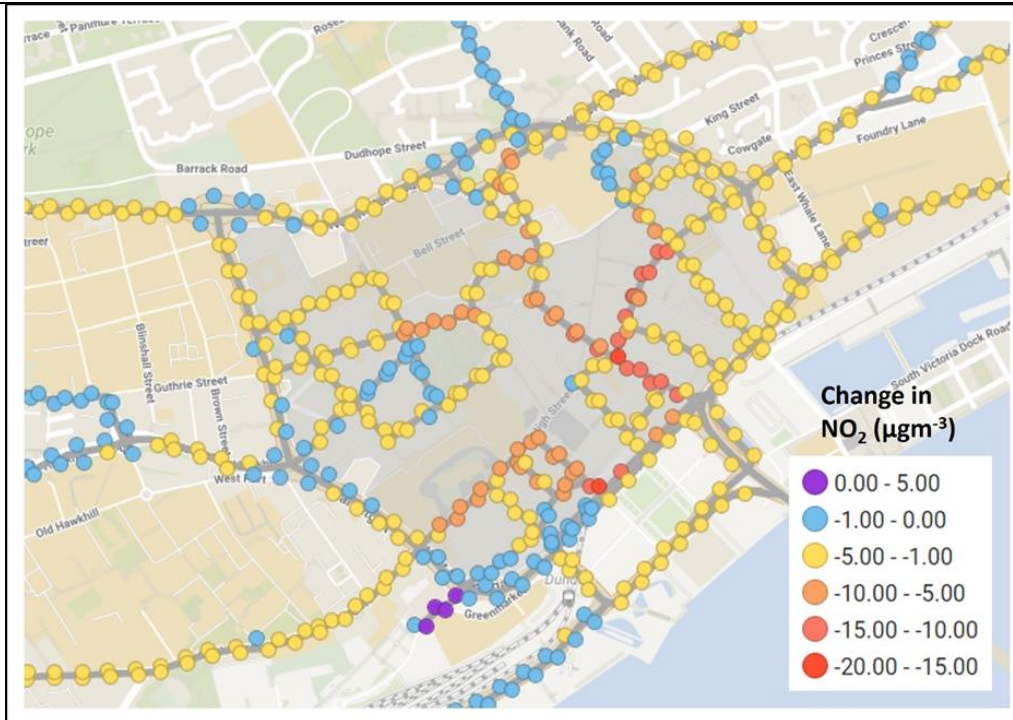


Figure 13: Relative change in NO₂ concentration between Reference and LEZ cases in the city centre. The roadside points along Greenmarket are coloured purple due to a small increase in NO₂ concentration.

The predicted reductions result in roadside NO₂ levels within the LEZ to below the objective level at all locations, as shown in Figure 14. Although Figure 13 indicates some increase along the Greenmarket, the level of predicted increase in roadside concentrations is less than $0.5\mu\text{g}\text{m}^{-3}$, corresponding to predicted total NO₂ following implementation of the LEZ of around $25\mu\text{g}\text{m}^{-3}$.

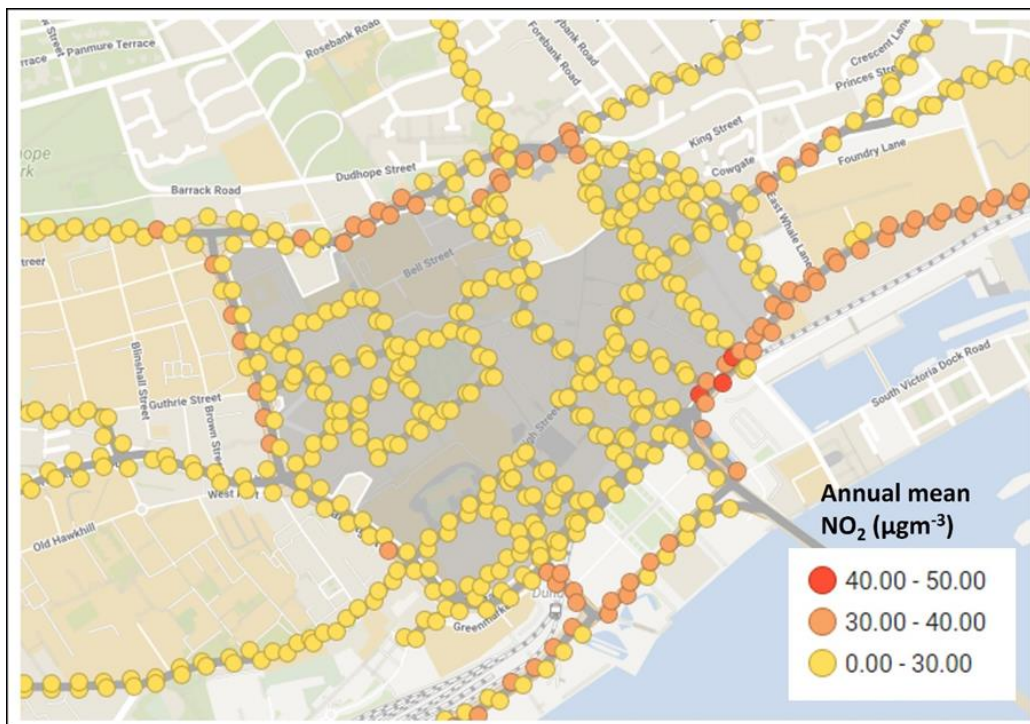


Figure 14: Predicted NO₂ concentration for the LEZ case in the city centre

There are a small number of points outside of the LEZ on Dock Street where there are predicted to be exceedances of NO₂ (Figure 14). These exceedances were present in the Reference case of the

model and in Diffusion Tube observations. The LEZ is predicted to reduce concentrations on this road by $\sim 3\mu\text{g}/\text{m}^3$, such that the average concentration at roadside points along this section of road exceeds $40\mu\text{g}/\text{m}^3$ by less than $1\mu\text{g}/\text{m}^3$ for average traffic speeds. In the more precautionary reduced speed scenario, the average concentration along this section of road exceeds $42\mu\text{g}/\text{m}^3$. The SEPA report advises that it is expected that these areas of exceedance on Dock Street will not persist beyond the introduction of the LEZ. SEPA also undertook detailed modelling at façade receptors in this location which indicated that the annual mean NO_2 concentration does not exceed $40\mu\text{g}/\text{m}^3$ at any of these receptors.

While improvements are predicted at all monitoring locations, reductions of between $1.5\mu\text{g}/\text{m}^3$ – $2\mu\text{g}/\text{m}^3$ are predicted in the region of the automatic monitor and the diffusion tubes on the north west arterial route (NWAR), which includes Lochee Road / Logie Street, that exceeded NO_2 limit values in 2019 (Figure 15). The potential for future NO_2 exceedances along Lochee Road will depend partly on the extent to which traffic levels return to pre-COVID levels, however separate targeted improvements to the road network in this location are being investigated by Dundee City Council in order to bring about further reductions. This work is ongoing with further traffic analysis due to be undertaken in conjunction with SEPA during March 2022, with possible changes to the road layout / junctions to be analysed within the SEPA air quality model to help identify levels of reductions of NO_2 concentrations at receptor locations on the NWAR.

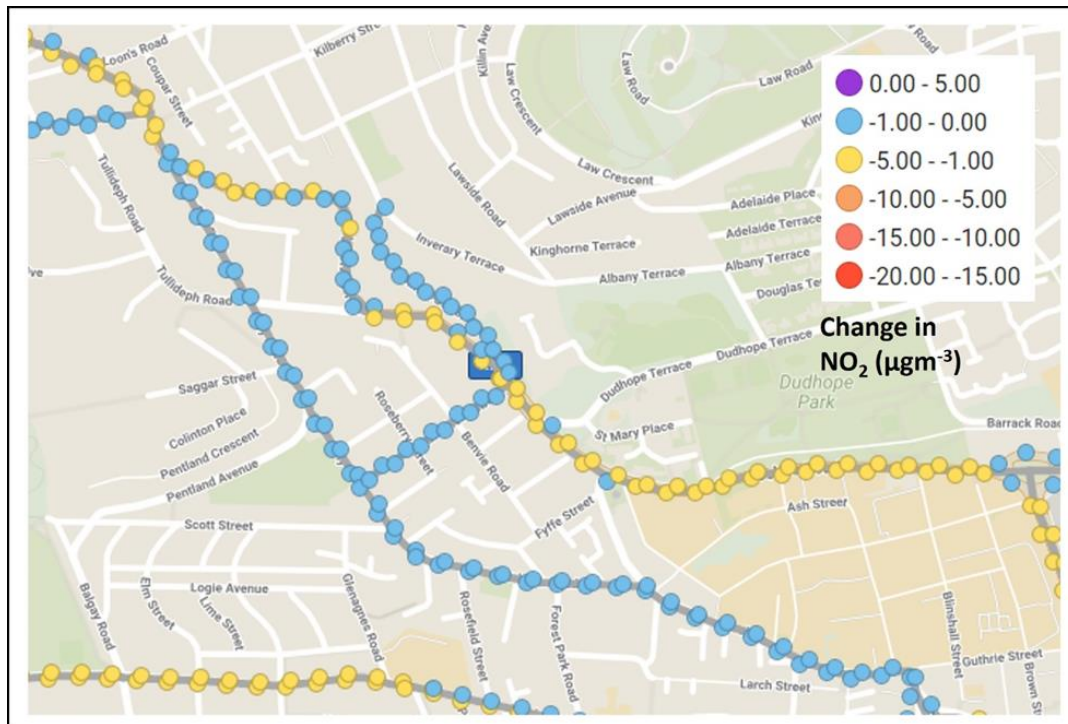


Figure 15: Relative change in NO_2 concentration between Reference and LEZ cases on Lochee Road

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 (discussed above) where the SEPA report identifies small reductions in NO_2 concentrations. Figure 16 shows predicted changes to concentrations of NO_2 across the entire model domain, confirming that there are only small changes outside of the inner-ring-road zone.



Figure 16: Relative changes in NO₂ concentration between Reference and LEZ cases across the entire model domain.

The report also includes that the LEZ is also expected to lead to substantial reductions in tailpipe emissions of PM¹⁰, most notably on bus routes inside the LEZ. However, these emissions have not been used to predict concentrations of PM₁₀. Roadside concentrations of PM₁₀ are dominated by non-tailpipe emissions, including brake and tyre-wear and re-suspension from the road surface. It is difficult to quantify the rates of these 'non-tailpipe' emissions and therefore model predictions of PM₁₀ concentrations would be associated with high levels of uncertainty.

There are large reductions in PM₁₀ tailpipe emissions as a result of implementing the LEZ. The largest reductions occur inside the LEZ, as shown by the roads highlighted black in Figure 17. This scale of reduction is greater than would be expected to occur in PM₁₀ concentration data, due to the contribution of non-tailpipe emissions, as discussed above.



Figure 17: Ranked changes in PM₁₀ emissions (%) on all roads. The greatest reductions occur inside the LEZ as highlighted in black.

Operations

Section 8 of the Transport (Scotland) Act 2019 enables the enforcement of LEZ schemes. The proposed Dundee LEZ will be enforced through Automatic Number Plate Recognition (ANPR) cameras in line with the LEZ Regulations Schedule 6 that detail the approved devices.

The procurement process for the purchase of ANPR cameras is ongoing with funding from the Scottish Government awarded in 2021/22. The final number and location of cameras will depend on the outcome of the procurement process with fixed cameras to be installed at specific entry locations to maximise enforcement.

Signage will be in line with the requirements of LEZ Guidance document and those approved within the Traffic Signs Regulations and General Directions (TSRGD), with signage proposed to be placed at entry and exit points to the LEZ area, and on approach roads where deemed necessary by DCC. Any signage requirements on trunk roads (such as A92 (Dock Street), Tay Road Bridge, Kingsway) will be undertaken by Transport Scotland. Road markings are also proposed to be put in place where deemed necessary.

Dundee City Council is also procuring updated software that will allow the Council to undertake all enforcement activities associated with the new low emission zone. It is expected that the procurement exercise will be completed by May/June 2022 with the new supplier's system fully operational well in advance of LEZ enforcement commencing in 2024 to allow for sufficient testing of the system to be undertaken. LEZ enforcement (PCN issues, appeals etc) will be managed through an expansion of the Council's parking team who are situated within the City Development service of DCC. Subject to agreement with the DVLA, for a period of three months prior to enforcement commencing it is proposed that advisory letters will be issued to owners of non-compliant vehicles captured by the ANPR cameras driving on a road within the LEZ area.

Following the introduction of the scheme and through the grace period before enforcement commences, our LEZ communications strategy will ensure that appropriate messaging is undertaken to highlight what support to the various sectors is available to help ensure that they are compliant with the LEZ requirements once enforcement begins in 2024. A copy of a current communications strategy is contained within **Appendix E** however it is caveated that this is a live document that is subject to change in response to feedback on messaging required, to be consistent with future national campaigns, and funding allocations awarded during post-introduction in 2022.

Modelling / Validation

Transport and Air quality modelling including how you have tested assumptions and validated the approach taken. Covid Uncertainties impact

Traffic modelling

In order to carry out the traffic modelling required for the Dundee LEZ, a new traffic model for the greater city area was procured through funding obtained in 2018/19 via the Scottish Government's Air Quality Action Plan fund. After completion of the tendering process, the new model was procured with building of the model commencing in 2019.

SYSTRA Ltd (SYSTRA) were commissioned by Dundee City Council (DCC) in 2019 to develop a Paramics microsimulation model of the Greater Dundee City Centre area for the purpose of assessing scenarios associated with the proposed Dundee Low Emission Zone.

To inform the Dundee Paramics modelling development, a range of datasets were collated including traffic survey data, mapping, public transport information and bus journey time information. The model was developed using Paramics Discovery version 22.0.5. The model runs independently for the AM (07:00-10:00), IP (10:00-16:00) and PM (16:00-19:00) periods. The model has been calibrated and validated based on WebTAG and DMRB guidance and SYSTRA's

Microsimulation Consultancy Good Practice Guide. Video footage from the surveys was also utilised to ensure the general behaviour of traffic in the model reflected the conditions on site. The 2019 Dundee Base Model meets WebTAG criteria for turn count comparisons in the majority of modelled hours. Modelled observed journey times also compare well to observed in the majority of cases. Whilst the modelled screenline flows do not meet the required WebTAG criteria, these are very strict considering the scale of flows associated with the screenlines in the study area; relaxation of the threshold to a more suitable level results in a good comparison being observed. The 2019 Dundee Base Model is considered a robust platform from which testing and forecasting can be undertaken.

Following on from the initial 2017 Base Model development and subsequent 2023 Reference Case Model development, the SYSTRA 'Dundee Microsimulation Model – LEZ Option Testing Note – Final' (May 2021) detailed the development and testing of 15 different LEZ scenarios (based on the three core options identified in the NLEF Stage 2 Report).

For all the LEZ Option models the following assumptions were made, following discussions between SYSTRA, DCC and Transport Scotland:

- The base year (2017) vehicle fleet has been used to provide a worst case with regards to displaced traffic volumes and resulting impact on emissions.
- No mode shift, or destination shift, reflecting a worst case in terms of vehicles to be displaced.
- Non-compliant cars destinating in the LEZ boundary assumed to move to park out-with the LEZ boundary in the nearest car park available.
- All taxis assumed to be compliant.
- All HGVs originating or destinating within the boundary assumed to be compliant.
- All LGVs originating or destinating the LEZ boundary assumed to be compliant.

In order to prohibit the relevant number of non-compliant vehicles from the LEZ, the proportion of compliant and non-compliant cars, LGVs and HGVs was provided by SEPA, as identified through ANPR traffic surveys.

It was assumed that for the LGV and HGV trips that arrived or departed from within the LEZ in the Reference Case model, any non-compliant vehicles would be replaced with compliant ones. The non-compliant cars are assumed to divert to a nearby carpark outside of the LEZ

The traffic modelling concluded that the introduction of any of the three core LEZ options (including this final submitted LEZ option) did not result in any noticeable difference in network operation compared to a scenario without a LEZ. Crucially, the modelling showed there to be a reduction in traffic inside the LEZ area and this translated to a reduction in NO₂ emissions as detailed in SEPAs air quality analysis work.

The traffic modelling also concluded that the inclusion of the Lochee Road corridor (to varying extents) in a LEZ resulted in significant congestion and rerouting of traffic and these were not considered viable options.

The Covid-19 pandemic had a dramatic impact on travel across all modes and specifically travel in Scotland's city centres. To assist in the development of the LEZs across Scotland, Transport Scotland commissioned a Scenario Planning study to apply the principals of modelling in considering the uncertainty over what travel will look like after the pandemic has ended. The outcomes from the study are detailed in the [LEZ Post-Covid Uncertainty Summary Note \(SYSTRA Ref. GB01T20E86/11024112/005, January 2021\)](#).

The core traffic modelling results summarised above were undertaken based on one plausible future scenario, as defined as the 2023 Reference Case. The Covid-19 study recommended that a sensitivity test was undertaken on one other further plausible future, to ensure a robust set of modelling results to inform Dundee's LEZ. The sensitivity scenario was defined as "Coping as Best We Can" where, following an economic downturn, the projected rate of change towards a cleaner fleet is lower than pre-Covid-19 forecasts (as provided by SEPA) and traffic shrinkage is experienced, similar to the 2010 economic downturn.

To inform a reduction in traffic, DCC's Road Traffic Reduction Act monitoring data was utilised. The data provides surveyed AM and PM peak and Annual Average Daily Traffic (AADT) flows from the city from 1996 to 2020. The data shows a reduction in traffic from pre-financial crisis in 2006 to a lowest point in 2012 of around 9% in the AM peak hour and 7.5% in the PM Peak Hour. It was agreed that a 10% reduction would be applied to the traffic model demands for the 2023 Reference Case and appropriate LEZ Option models.

The sensitivity testing of the LEZ traffic models concluded that, under such a future scenario the road network would operate without noticeable difference from the Reference Case model. Again, and crucially, the modelling showed there still to be a reduction in traffic inside the LEZ area which translated to a reduction in NO₂ emissions as detailed in SEPAs air quality analysis work. It was concluded that even in a low growth/traffic future scenario, the LEZ protects the city centre from higher levels of emissions.

Air Quality

The detailed modelling work on the preferred LEZ scheme for Dundee undertaken by the Scottish Environment Protection Agency presented in this submission follows the NMF approach and methods outlined in previous reports (SEPA, 2017) ensuring a consistent approach in air quality modelling. These include:

- The use of ADMS-Urban and EMIT as used in previous NMF work.
- Processing traffic model outputs in the same way that detailed data from traffic data collection surveys was processed earlier in the NMF process.
- Running the air quality models of each city using identical methods and default model settings as used previously.
- Using the same sources of data for input into the model, such as road layout, road width and building heights.
- Using appropriate meteorological and background emission data obtained from a common source.
- Combining traffic data with published emission information to derive consistent emission estimates.
- More accurate emission information, if available, will be applied in a consistent way.
- Ensure that observations and lessons learned from one city are applied in other cities.
- Process, visualise and report on modelling output in a consistent and informative way.

The model continues to be assessed against measurement data to ensure the model is performing well, which includes updating emission calculations based on Automatic Number Plate Recognition (ANPR) data to account for fleet turnover and localised bus fleet data.

The ADMS-Urban software has been updated recently with the new version of ADMS-Urban (version 5) being used to re-model Dundee.

The [SEPA LEZ Dundee Evidence Report](#) indicates that all current NO₂ exceedances inside the

proposed LEZ will be removed with the introduction of the proposed LEZ. The predicted changes to roadside concentrations are expected to remove current exceedances of the Scottish Air Quality Objective for NO₂ annual mean in the city centre. Full details of the Air Quality modelling can be found in the 'LEZ Appraisal section' of this submission.

Consultation, Engagement and stakeholder input

How have you engaged and consulted with relevant stakeholder? How have you your plans been changed or amended as an outcome/result?

Engagement with stakeholders has been ongoing since establishment of the Dundee LEZ Delivery Group in 2018. This has included meetings with representatives of local bus operators in April 2019 and again in August 2019 with the Confederation of Passenger Transport (CPT) also present at the August meeting. A meeting with the Freight Industry representatives was held in June 2019, which was attended by the Freight Transport Association (FTA) and Road Haulage Association (RHA). These meetings were in advance of the initial consultation period on possible LEZ scope and design options undertaken in the autumn of 2019, during which further focussed briefings were held which are outlined further below.

Following completion of the initial appraisal process as out lined in the Interim NLEF Stage 2 Assessment Report, DCC's Community Safety and Public Protection Committee gave approval on 30 September 2019 to undertake an online survey and run stakeholder engagement on the recommended five potential area and vehicle scope options for the LEZ as detailed in NLEF Stage Two Assessment Interim Report.

The five options for the LEZ in respect to potential area and scope of vehicles that included in the online survey were:

- Option A: Inner ring road, buses only (Figure 18)
- Option B: Inner ring road, excluding the bus station (Figure 19)
- Option C: Inner ring road, all vehicles, including all car parks (Figure 20)
- Option D: Inner ring road, all vehicles, excluding Bell Street and West Marketgait NCP car parks (Figure 21)
- Option E: Inner ring road – all vehicles, excluding Bell Street, West Marketgait NCP car parks and Wellgate car parks (Figure 22)

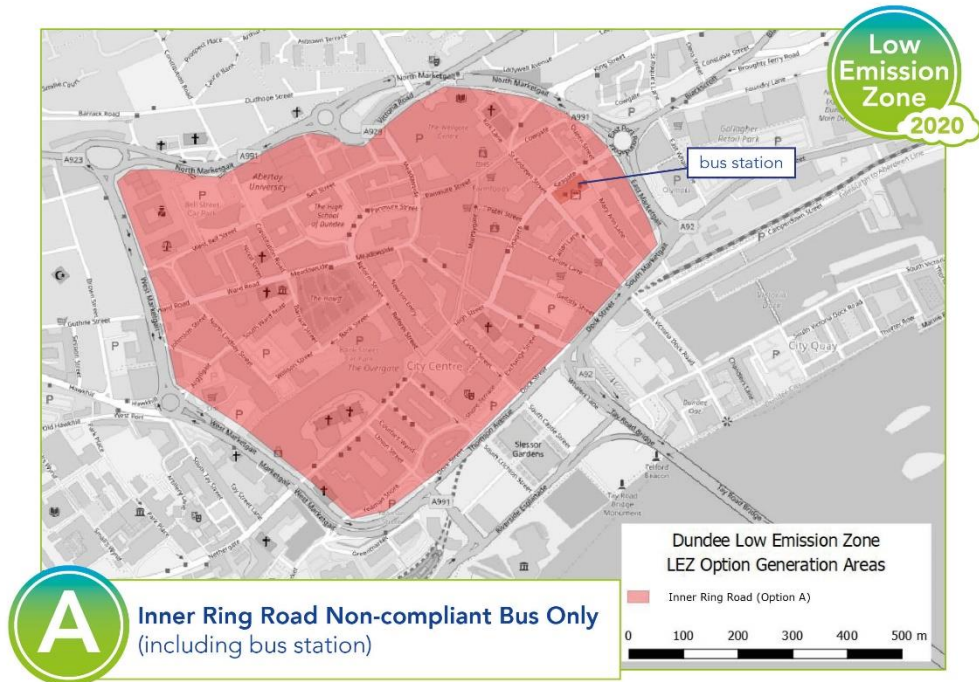


Figure 18: Option A

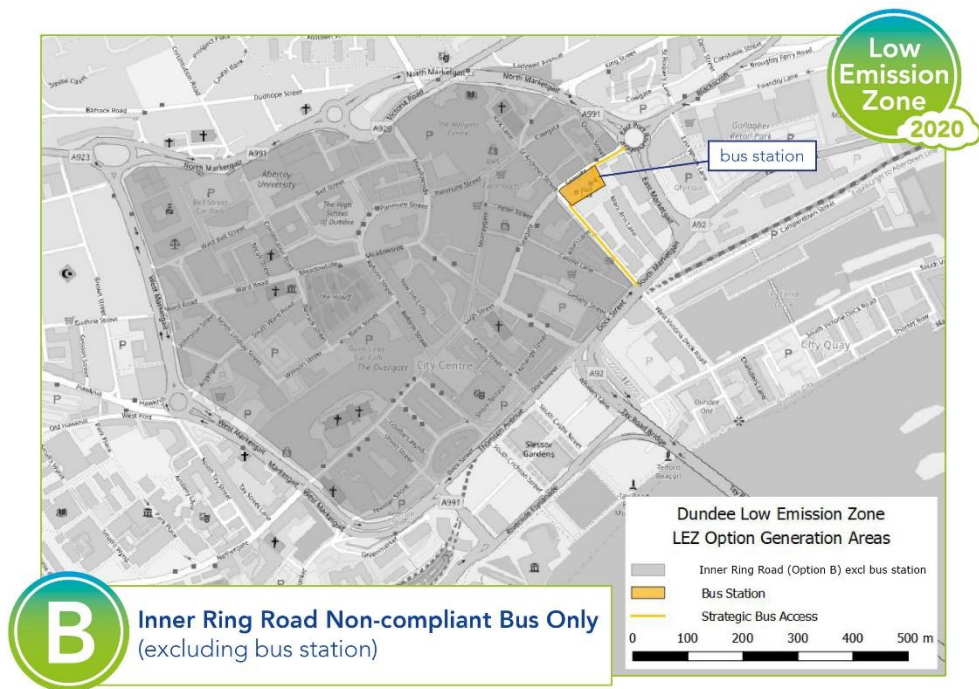


Figure 19: Option B

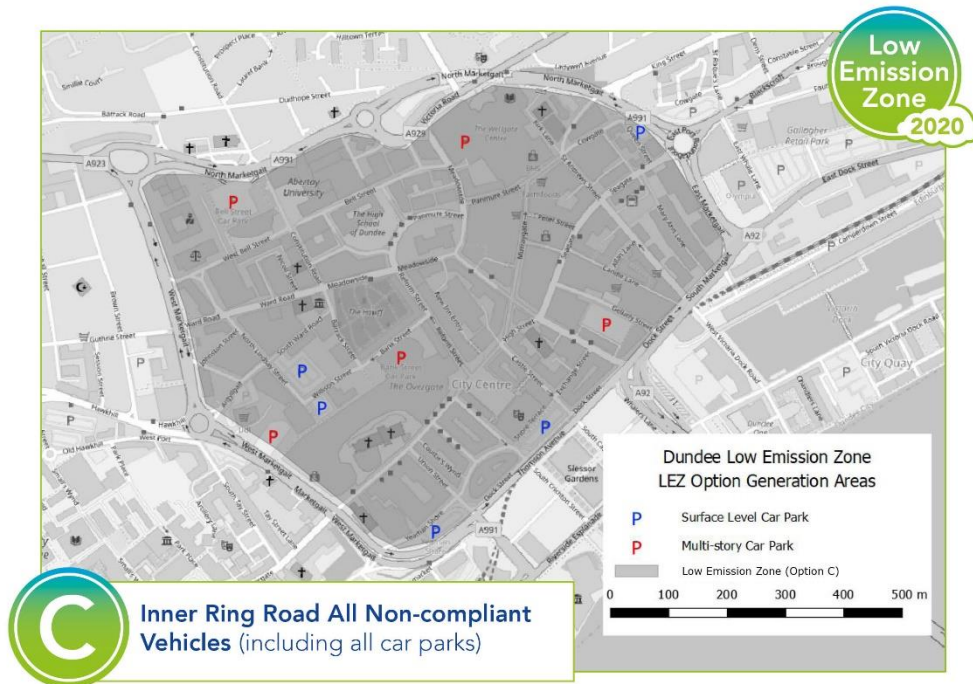


Figure 20: Option C

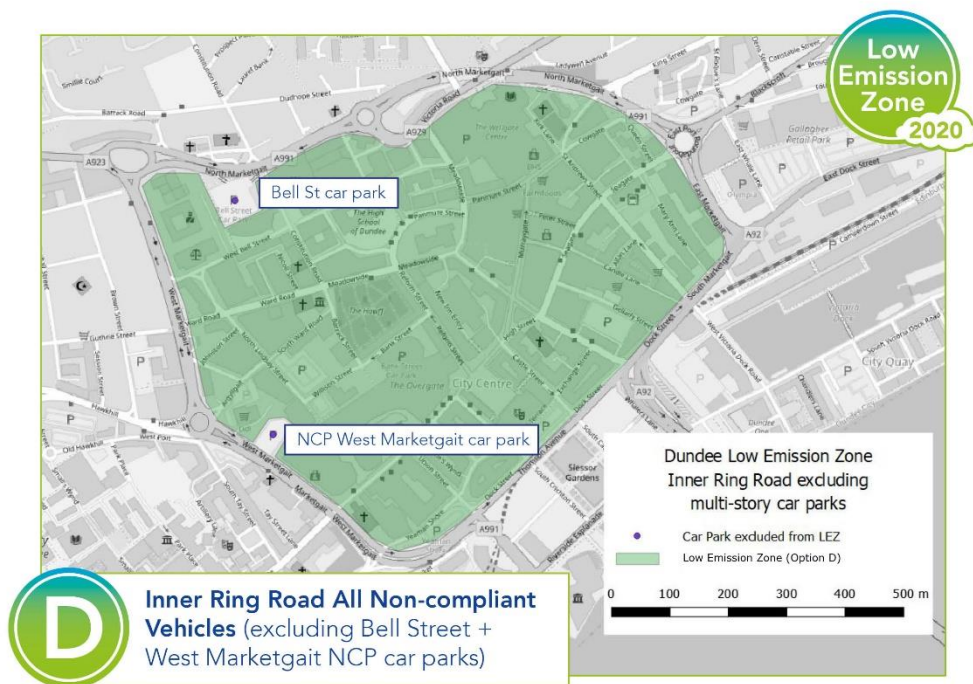


Figure 21: Option D

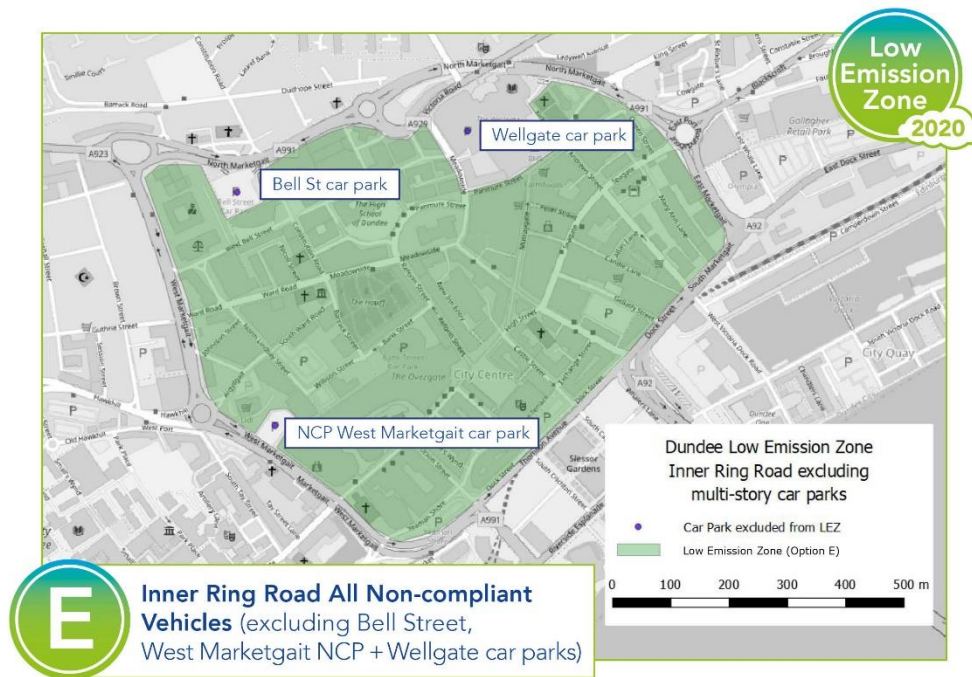


Figure 22: Option E

In addition to seeking people's views on the area and scope of vehicles for the LEZ, other questions included thoughts on the principle of LEZs and of a LEZ for Dundee, and thoughts on which options would provide most impact for improving air quality, promoting active and sustainable travel, and would promote Dundee as an inclusive and desirable place to live, invest, visit and learn. The online survey also sought preference for the length of the grace period between introduction and enforcement commencing, and also allowed for comment on other possible LEZ design options.

The online survey was launched on the October 2019 and ran for 6-weeks. It was aimed at the 148,710 people who live in Dundee and the 18,000 or so who travel into the city for work/study. Methods used to draw the public's attention to the online consultation include the press releases, social media and the delivery of leaflets to approximately 4000 residential and commercial address points within and adjacent to the potential LEZ boundary.

The online survey was viewed 1902 times and a total of 1336 people completed it. This is a very high conversion rate (70%) for surveys of this type and represents engagement with more than 1% of the target audience, again a high rate for consultations like this.

The consultation showed that the introduction of a LEZ in Dundee is generally favoured, with 65% of public responses supporting its introduction. Similarly, 64% support the introduction of a LEZ applying to all vehicle types. In respect to the potential area and scope of vehicles, Option E was supported the most with 35% of respondents choosing this option. Option C was the next most popular preference at 24%. With regard to the grace period before LEZ enforcement begins, 31% of respondents wished for this to be as short a period as possible, 36% wished for this to be as long as possible and 29% wanted an intermediate grace period preference. A wide range of views were expressed on other possible LEZ design options. Out of the 1336 respondents, 641 provided some comments at this question, however not all were in respect to possible design options and included comments on LEZs in general. Of the 641 comments, 148 respondents (11% of overall 1336 surveys) indicated that they believed that Lochee Rd should be included within the design of

the LEZ. 161 respondents (12% of overall 1336 surveys) wrote that there should not be a LEZ for Dundee at all.

Workshops with key stakeholders were held concurrently with the live public survey during October and November 2019. Key stakeholders were also invited to submit a formal written response on their views on the LEZ proposals.

The stakeholders represented at the workshops held during this period were as follows:

- Bus industry representatives: Stagecoach East Scotland, Xplore Dundee, Moffatt & Williamson and the Confederation of Passenger Transport (CPT)
- Freight industry representatives: Logistics UK (Freight Transport Association), Road Haulage Association, United Parcel Service (UPS), local freight operators
- The Tayside and Central Regional Transport Partnership (Tactran)
- Tay Cities Management Group
- Business community: DDOne, Federation of Small Businesses (FSB) and Dundee & Angus Chamber of Commerce, local businesses
- Community Councils: Stobswell Forum, City Centre & Harbour Community Council, West End Community Council
- Environmental/interest groups: British Lung Foundation, Friends of the Earth Tayside (FoET), Friends of Riverside Nature Park, Scottish Wildlife Trust and Extension Rebellion, Dundee Civic Trust, Dundee Resource & Re-Use Centre
- Taxi representatives

Full details of the stakeholder workshops and feedback received through the workshops and written responses received is outlined in *SYSTRA '2019 Consultation on Emerging Options – Stakeholder Engagement Report' – January 2020* which was presented to the [Community Safety & Public Protection Committee in February 2020](#).

The key themes that emerged during the stakeholder engagement were:

- Of those that stated a preferred scheme option, Option 2A (Option C - all vehicles and no car parks excluded) was the preferred option.
- The bus station does not serve all bus operators and should not be excluded from any LEZ option
- Business representatives were concerned that restricting private vehicles may be negative to local businesses in the LEZ area with a wider belief that a LEZ may negatively impact on city centre businesses
- Concerns expressed that parking will be displaced into residential areas neighbouring the city centre
- Concerns expressed that Lochee Road, including some of the highest air quality exceedances, was not included in any LEZ option and this should be examined further
- A general theme across all groups that a maximum grace period is needed
- Financial support for individuals/businesses is needed to enable them to switch to compliant vehicles
- Exemptions should be provided for certain vehicles (disabled drivers, vintage vehicles)

Stakeholder feedback suggested that further evidence is required to conclude whether Lochee Road is excluded from a LEZ. This was reflected in the public responses that favoured the view that Lochee Road should be included in a LEZ. It is well known that the corridor is subject to some of the highest levels of pollutants in the city. As such, it was stated at the Community Safety and Public Protection Committee in February 2020 that detailed traffic modelling of a LEZ option including Lochee Road would be undertaken. This will provide further evidence over and above

the desktop exercise conducted in the option appraisal exercise, to assess the impact of including Lochee Road in a LEZ for the city.

Engagement with key stakeholders continued into 2020 however due to impact the Covid-19 pandemic there was a pause on this for the remainder of 2020 and early 2021.

In light of the difficulties faced by many throughout 2020 and 2021 because of the Covid-19 pandemic, DCC were keen to understand the level of support for the introduction of a LEZ in the city post pandemic and gauge the impact the pandemic may have had on businesses and bus operators in preparing for its introduction. To further understand the impact on the Dundee business community from the pandemic and the introduction of a LEZ, a short online survey was then circulated by SYSTRA to approximately 300 city centre businesses and the Dundee & Angus Chamber of Commerce members in March 2021. Given the importance of bus compliance to the success of any LEZ, bus operators were also approached by SYSTRA in March 2021 and asked to complete a short questionnaire.

Cognisance of the difficulties faced by many throughout 2020 and 2021, particularly in the context of a Dundee city centre LEZ and its implications for city businesses and bus operators, feedback from these surveys and questionnaires suggests that a grace period greater than the required minimum is desirable. While a key purpose of any LEZ is to speed up improvements to air quality (through compliance with emission standards), it is considered counter-productive to set a date that bus operators will be unable to meet should the consequence of specifying the grace period as the minimum being that services are removed.

It was agreed by the Community Safety & Public Protection Committee at the 7 June 2021 meeting to apply a 2-year grace period for residents, non-residents and non-compliant vehicles. This is further outlined in the 'Grace periods' section of this submission. The Committee also agreed at this meeting for statutory consultation to be undertaken on the preferred LEZ Scheme for Dundee based on the recommendations in the NLEF Stage Two Interim Report, with this being based to develop the Statement of Scheme Proposal which was the basis for the consultation.

In line with The Act 2019, DCC launched an eight-week consultation from 14th June 2021 to 9th August 2021 on its proposed LEZ scheme for the city, which was provided in the [Statement of Scheme Proposal](#).

Section 11 of the Transport (Scotland) Act 2019 states that before a local authority submits its final Low Emission Zone (LEZ) proposals to Scottish Ministers for approval, it must consult with:

- the Scottish Environment Protection Agency,
- NatureScot
- Historic Environment Scotland,
- such persons as the authority considers represent the interests of—
 - I. the road haulage industry,
 - II. the bus and coach industry,
 - III. the taxi and private hire car industry,
 - IV. local businesses, and
 - V. drivers, likely to be affected by the proposal,
- such persons as are specified by the Scottish Ministers in regulations
 - I. neighbouring local authorities
 - II. the Regional Transport Partnership (Tactran)
 - III. the local Health Board
- such other persons as the authority considers appropriate

The statutory consultation period consisted of the following elements:

- Letter correspondence to statutory consultees advising of LEZ proposals
- Stakeholder workshops
- Online survey seeking views on the proposed LEZ option
- Information flyer delivered to residents and businesses in proposed LEZ area
- A programme of social media activity across Twitter and Facebook, with more than 60 posts in that period all of which will include the link to the information pages on the DCC website

The information flyer directing people to the consultation information online and inviting comments on the proposals was sent to approximately 4000 residential and business address points in total within and adjacent to the proposed LEZ scheme area. The key findings and conclusions from the [SYSTRA 'Outcomes from Statutory Consultation On The Proposed LEZ Scheme For Dundee Report' – September 2021](#) report is summarised here with the full report providing details of this consultation period including responses received from those listed as statutory consultees under the Transport (Scotland) Act 2019 and DCC's responses to the feedback received.

The Table 4 below lists the stakeholders contacted directly by DCC during this Statutory Consultation and shows those that have provided a written submission in response.

Table 4: Stakeholders contacted and those who responded

Stakeholder Type	Organisation	Response Received
Bus and coach industry	Moffatt & Williamson	
Bus and coach industry	Stagecoach East Scotland	Yes
Bus and coach industry	Xplore Dundee	Yes
Bus and coach industry	Stagecoach Citylink Coaches	Yes
National Body	Historic Environment Scotland	Yes
National Body	SEPA	
National Body	NatureScot	Yes
Neighbouring Local Authority	Angus Council	
Neighbouring Local Authority	Fife Council	Yes
Neighbouring Local Authority	Perth & Kinross Council	
Local Health Board	NHS Tayside	Yes
Regional Transport Partnership	SESTran	Yes
Regional Transport Partnership	TACTRAN	Yes
Freight Representative	Road Haulage Association	Yes
Freight Representative	Logistics UK	Yes
Local Business	Royal Mail	Yes
Local Business	UPS	Yes
Business Representative	Dundee & Angus Chamber of Commerce	N/A
Business Representative	Eco Stars	N/A
Taxi Operators	DCC Taxi Liaison Group	N/A

Note that Eco Stars, a free national environmental fleet management recognition scheme which operates a local scheme in Dundee, was utilised to send letters to its members from the local business and freight community. The DCC taxi liaison group sent letters to its members to allow all taxi representatives the opportunity to respond.

In addition to the responses noted above, DCC received written submissions from the following individuals and organisations:

- Asthma UK & British Lung Foundation Scotland
- Dundee and Angus Green Party
- Enterprise Holdings
- Friends of the Earth Tayside
- Maggie Chapman, MSP for Scottish Green Party
- Paths for All
- RAC Motoring
- The National Union of Rail, Maritime and Transport Workers (RMT) Dundee Taxi Branch
- Tayside & Fife Greener Practice
- Unite Union Taxi Branch

SYSTRA and DCC organised seven virtual stakeholder workshops held in June, July and August 2021 the statutory consultation period on its LEZ proposals. A summary of the workshop groups and number of attendees is provided in the table 5 below

Table 5: Virtual stakeholder workshops

Workshop Group	Date	Number of Attendees
Neighbouring authorities & regional transport partners	24/06/2021	20
Bus Operators	01/07/2021	6
Freight Operators	06/07/2021	4
Taxi Trade Representatives	07/07/2021	2
Stobswell Forum	08/07/2021	3
City centre & harbour community council	21/07/2021	4
Green Groups Forum	02/08/2021	4
Business Community	05/08/2021	15
Total No. of Stakeholders Consulted:		58

Each workshop was scheduled for 1 hour 30 minutes. At all stakeholder workshops, a presentation on the proposals for the LEZ in Dundee, including details on planned operation and enforcement timeline for its introduction, was given by the Dundee LEZ Delivery Group (LEZDG). This was followed by a question and answer session. It should be noted that the sessions were held with representatives of each group or community, with the reach of each session extending beyond the number of attendees listed above.

Through stakeholder workshops and submissions received by DCC, no stakeholders expressed objection or opposition to the proposed LEZ scheme however, there were a number of questions and concerns raised. The full consultation report provided an evidenced based response to these comments, as summarised here.

Comment: Dundee bus station is used by operators service neighbouring authority area (and beyond) and concerns that its inclusion in the LEZ will have a detrimental impact on service provision to local communities.

Response: Consultation with operators raised no concerns about impacts to services utilising the bus station. All current services are expected to utilise compliant vehicles by 2024 and the benefits

from the cleaner buses will be felt in all communities they serve. Creating a dedicated route that allows non-compliant buses in / out of the bus station would likely impact on the air quality on Dock Street, where recorded levels of pollutants are high, as this section of road would be used to access the bus station. It was noted by one operator that pick-ups and drop-offs at the bus station may be impacted. This concern is mitigated with the location of the bus station in relation to the LEZ and the available parking in relative proximity (e.g. Olympia car park and Gallagher Retail Park (free for 2 hours))

Comment: Lochee Road is excluded from the LEZ and therefore the LEZ does not address an area with high levels air pollution.

Response: *Lochee Road is a key transport corridor in Dundee and has had some of the highest recorded NO₂ levels in Dundee in recent years. The corridor was considered for inclusion in the LEZ from the outset and six Lochee Road Scenarios were tested for suitability in the Paramics traffic model. The results from this concluded that while there were benefits to Lochee Road there were significant disbenefits to surrounding areas and city-wide traffic conditions. Including the Lochee Road corridor effectively pushes the most polluting vehicles on to local roads that are more residential in nature and shifts the known problem on Lochee Road to other locations. The traffic modelling showed significant increase in traffic flows and journey times on adjacent routes such as City Road, Loon's Road and Perth Road/Hawkhill. Full details can be found in Chapter 9 of the second Interim NLEF Stage 2 Report and through SEPA's online visualisation tool. In addition to these negative effects, air quality modelling undertaken by SEPA showed that the preferred LEZ scheme (i.e. excluding Lochee Road) still brings an average 20% reduction in NO_x on the corridor and predicts levels of NO₂ will be reduced by 1-2 µg/m³, primarily due to compliant cleaner buses serving the corridor (and all bus routes in the city). For these reasons, Lochee Road is not included in the proposed LEZ and DCC are exploring other options to further improve air quality and sustainable travel on the corridor.*

Comment: The zone is not wide enough and doesn't cover the majority of state schools and residential areas.

Response: *The Interim NLEF Stage 2 Report and accompanying model testing report details the appraisal and testing of possible LEZ scenarios encompassing areas larger than inner ring road area. Aside for the resulting detrimental impact to the network traffic conditions (including increased congestion, queueing and therefore emissions) the inclusion of residential areas where there are currently no air quality issues would be harmful and unfair to those living in these areas and increase the cost to comply with the LEZ.*

Comment: Major car parks are excluded and this does not promote the needed shift to sustainable and active travel modes.

Response: *From a legislative viewpoint it is not possible to include the three car parks on the periphery of the proposed LEZ area (Bell Street, West Marketgait NCP and Wellgate Centre) if the inner ring road is excluded from LEZ area, although options encompassing these car parks were considered in detail. See Chapter 10 of the Interim NLEF Stage 2 Report for a full explanation on the car park considerations.*

Comment: The two-year grace period is too long and it should be as short as possible.

Response: *The minimum grace period after the introduction of a LEZ is one year. Consultation with bus operators and local businesses informed that recovery from the unprecedented Covid-19 pandemic will take many years and many would not be able to comply with LEZ emission standards by 2023. Giving one-year additional grace (when up to three years could have been given), allows for bus operators, businesses and residents of Dundee and surrounding areas to plan for the LEZ introduction and mitigates against any unintended consequences of enforcement at an*

earlier date. It has also been shown that bus operators have already commenced improving their fleet in order to be compliant by 2024 and therefore the benefits of the LEZ will be felt before enforcement begins.

Comment: Concern for people living in areas of deprivation and the risk in the health inequalities that an LEZ may bring.

Response: *The LEZ proposals have been subject to an Integrated Impact Assessment and this concluded that when the LEZ is delivered with exemptions and funding support, the unintended impacts can be minimised and mitigated against. DCC will continue to promote and support opportunities as they become available.*

DCC set out its proposals for the LEZ on its website where those wishing to provide feedback could do so through an online consultation form. Feedback was sought only on the proposals as defined in the Statement of Scheme Proposal and did not seek wider views (e.g. on whether a LEZ was supported or whether the scheme should change) as this was captured in the consultation exercise in 2019.

There were 124 completed responses to the online consultation. As the survey did not gather statistical information, the responses were categorised into one of the following categories, based on the content of their answer:

- Support for the LEZ 26%
- Neutral 30%
- Against the LEZ 36%
- Lacks Coverage/ Do more 8%

The majority of responses (36%) were against the introduction of the proposed LEZ. Given the nature of the online question, it was perhaps expected that those individuals with concerns on the LEZ took the time to complete the survey whereas those who agree with the proposals may have been less inclined to do so. However, 26% of responses were in support of the LEZ with a further 8% broadly in support of the LEZ in principle but believe it should cover a larger area. 30% of responses were classed as neutral and did not express an opinion for or against the LEZ. Of these, the majority used the survey to ask specific questions on the proposal. Where possible, DCC answered these directly where contact details are available.

The report concluded that the statutory consultation further informed the development of the LEZ in Dundee however it did not highlight the need for DCC to reconsider any aspect of the LEZ as defined in the Statement of Scheme Proposal.

Taking in to account the outcomes of the consultation and stakeholder engagement, the Integrated Impact Assessment and the SEPA LEZ Evidence report, it was considered that the Statement of Scheme Proposal consulted upon did not need to be amended and as such should be the final design and scope of the Dundee LEZ. This was presented to the CS&PP Committee on 25 October 2021 where approval was given to publish the Notice of the LEZ Scheme Proposal as per statutory requirements and commence the statutory objection period.

The '**Proposal to make a Low Emission Zone Scheme – Dundee City Council**' was published on the DCC website on 1st November 2021, with a press notice appearing in the Public Notices section of the 'The Courier' newspaper in Dundee on 1st November 2021 (**Appendix C**) Street notices were placed on roads included within the scope of the LEZ scheme, while physical copies of required information were made available for viewing, by appointment only, at the DCC headquarters,

Dundee House. Statutory and other consultees were notified by email following the publishing of this notice.

Consultation on the Environmental Report (ER) for the Dundee LEZ Scheme ran for 6-weeks from 1st November 2021 to 13 December 2021. No public comments on the ER were received by DCC during this period. Further detail of this consultation is contained within the 'Wider considerations' section of this submission.

The objection period ran for 28-days between the date of the proposal notice being published and 29 November 2021. During this time period no objections to the proposed LEZ scheme were received by the Council. During the preparation of the objection report it was identified that an oversight had occurred that had led to a statutory consultee, namely those who represent the business community, to not have been notified of the publication of the proposal notice / objection phase. As such it was decided that the period for objection be repeated, with the re-run commencing on 13 December 2021 and running for 5-weeks, closing on 16 January 2022. The press notice, street notices, physical copies of the required information, and notifications to statutory other consultees via emails were repeated. The list of statutory and other consultees contacted, and if any objection was submitted by these is contained in **Table 9** in **APPENDIX C**.

As required under Regulation 4 (4) of the Low Emission Zones (Scotland) Regulations 2021, a report that details (a) the number of objections received, (b) a summary of the general nature of the objections received, and (c) the local authority's response to the objections received was produced following the conclusion of the objection phase. This report is contained within **APPENDIX D** to this submission.

As outlined in the report, a total of six objections were received during this period, being a mix of local businesses (2) and individuals (4). Issues raised included the possible impact on businesses (included within 5 responses) due to a concern that the LEZ will reduce footfall in the city centre, and that the design of the LEZ will affect businesses due to not being able to Gellatly Street car park not being available to non-compliant vehicles (1). Other concerns related to non-compliant motorhomes (1) and streets becoming deserted due to the LEZ preventing vehicles from accessing them (1). A full response was provided to each objection received. The objection report summarises the general nature of the objections received and how DCC considered the issues raised and response to it. Following consideration of the objections received, it is considered that no amendments to the proposed scheme are necessary. It will be necessary though to ensure that communications promoting the funding being made available for residents and businesses from Transport Scotland to help become LEZ-compliant is maintained following the introduction of the scheme until enforcement commences.

Grace Periods

Please detail the grace periods given to residents and non-residents...

The Transport (Scotland) Act 2019 requires a LEZ to specify a grace period before penalty enforcement of the scheme. [Section 15](#) details the scope and time-limits of the grace period.

The grace period applicable to non-residents must expire:

- not less than 1 year after it begins (introduction date), and
- not more than 4 years after it begins.

The grace period applicable to residents (whose registered address is inside the zone) must expire not more than 2 years after the expiry of the grace period applicable to non-residents.

The specified grace periods proposed for both residents and non-residents of the LEZ area and for all non-exempt vehicle types are to be for two-years, commencing on the date that the low emission zone is introduced, being 30 May 2022. During the grace periods, enforcement of the LEZ will not take place, with enforcement therefore commencing on 30th May 2024.

To help inform the duration of the grace period for the Dundee LEZ scheme, the 2019 online survey contained a question asking for the preferred length of any grace period. As outlined previously, the greatest response was for a grace period that 'is as long as possible', with 36% choosing this option. with 31% of respondents wishing for it to be as short a period as possible, and 29% wanting an intermediate grace period preference. A general theme across all groups during the stakeholder workshops held during the 2019 engagement events was that a maximum grace period is needed.

Further consultation with two key stakeholders, namely bus operators and the business community, was undertaken in March 2021. All bus operators confirmed their full fleet would not be compliant with LEZ emission standards by 2023 (should the minimum 1-year grace period be specified following introduction in 2022). It was indicated by the two main bus operators that this may have implications on the level of service they would be able to provide.

Dundee has low levels of car ownership. Scottish Household Survey data from 2019 shows that 39% of households do not have access to a car against a Scotland wide average of 27.6%. There is a correspondingly higher reliance on the city's bus network and any reduction in its extent or frequency as a consequence of the earlier introduction of an LEZ would have a negative impact on the city's many bus users.

In addition, it is recognised that the Covid-19 pandemic has had an unprecedented impact on society, including on the wider environment and the economy. Cognisance of the difficulties faced by many throughout 2020 and 2021, particularly in the context of a Dundee city centre LEZ and its implications for city businesses and bus operators, feedback from the suggests that a grace period greater than the required minimum is desirable. While a key purpose of any LEZ is to speed up improvements to air quality (through compliance with emission standards), it is considered counter-productive to set a date that bus operators will be unable to meet should the consequence of specifying the grace period as the minimum being that services are removed. Legislation allows for up to 4-years to be specified as the grace period for non-residents. While such a period would be welcomed by those who will be required to upgrade their fleet by giving them additional time to do so, the need to address air quality issues should not be forgotten. In addition, funding is being made available through various support funds for householders, businesses and via retro-fit schemes such as the Bus Emission Abatement Retrofit (BEAR) schemes to assist with those affected to become complaint.

The proposed two-year grace periods for both residents and non-residents of the LEZ area and for all non-exempt vehicle types were agreed by the Community Safety and Public Protection Committee to be the basis of the statutory consultation on the preferred Low Emission Zone scheme for Dundee.

A key theme from consultation with public and key stakeholders was the need for consistency not only of the vehicle types included in the LEZ but also the grace periods applied to the LEZ enforcement. It is therefore considered important that the grace period should be applicable to all

vehicle types from the same date to ensure consistency and ease of enforcement and wider communications. It is proposed therefore not to provide any additional grace period for residents of the zone with enforcement of the LEZ for residents and non-residents of the zone (and all vehicle types) from the same date.

The proposed two-year grace periods for both residents and non-residents of the LEZ area and for all non-exempt vehicle types were agreed by the Community Safety and Public Protection Committee at the 25 October 2021 meeting for inclusion within the Notice of Proposals for the Dundee LEZ scheme.

During the objection period that followed the publishing of the Notice of proposals, no objections for which the basis of the objection being the length of the grace period were received.

Wider considerations

SEA, EQIA etc...

NLEF guidance advises that as part of the NLEF Stage 2 Assessment, the LEZ should be subject to detailed impact, equality and environmental assessments as required, to ensure all impacts, beyond changes air quality, are fully considered. In line with NLEF Guidance, Dundee's LEZ is subject to the following impact assessments:

- Integrated Impact Assessment (IIA)
- Strategic Environmental Assessment (SEA)

Integrated Impact Assessment

The IIA helps inform the final design of Dundee's LEZ by presenting potential impacts arising from its introduction. As set out in this NLEF Report, the LEZ will restrict non-compliant vehicles from entering a defined area in the city centre inside the inner ring road and the IIA considered a range of consequential impacts including access, health, and financial impacts.

The IIA utilised the NHS Lothian Integrated Impact Assessment (IIA) guidance as an effective mechanism for meeting requirements of the NLEF and the Equality Act 2010 (Specific Duties) (Scotland) 2014. The IIA approach is consistent with Transport Scotland's approach to the IIA for the LEZ Regulations with the approach tailored to reflect relevant supporting guidance for Dundee's LEZ.

Through the IIA, the likely impacts of the LEZ introduction on the following groups were assessed:

- People with protected characteristics (e.g. age, gender, disability, ethnicity, religion);
- Those vulnerable to falling into poverty (e.g. unemployed, single parents, homeless people, carers and vulnerable families)
- Geographical communities (e.g. urban, rural, and business communities)

The impacts on each group were organised by the key IIA themes:

- Equalities and Human Rights
- Environmental
- Economic

Full details of the conclusions of the IIA can be found in [Dundee Low Emission Zone Integrated Impact Assessment \(SYSTRA Ref. GB01T19A08/210121, October 2021\)](#), with key outcomes summarised as follows.

The IIA presents a range of impacts resulting from the proposed implementation of a LEZ and includes direct and indirect impacts affecting individuals and businesses. The magnitude of impact varies according to likelihood of occurrence and the considered mitigations. The following impacts are considered to be of high priority:

- Health benefits
 - A direct impact of the LEZ will be to reduce emissions concentrations through restricting access to the city centre from the most polluting vehicles. A secondary impact may be felt through improved vehicle turnover as a behavioural change to the LEZ, though this is anticipated to be limited in Dundee. Indirect impacts of the LEZ may be the resulting health benefits from a mode shift from private vehicle travel to active travel or public transport modes.

- Potential economic costs replacing vehicles
 - LGV and bus will be most significantly affected due the requirements of their trips inside the LEZ area
 - Private car owners will likely be affected to a lesser degree, primarily due to the area covered by the LEZ. It is anticipated that few private car owners that currently access the city centre would consider replacing a non-compliant vehicle over adjusting their parking/trip habits to utilise a car park on the periphery of the zone. This however may result in changes to access, as noted below.

- Reduction in the access and provision of goods/services/care
 - Businesses are likely to be impacted as they will face restrictions in how they can operate in the city centre should they currently utilise a non-compliant vehicle
 - Individuals are given fewer options as they face restrictions to access the good/service/care or the good/service/care is no longer being offered. This will especially affect who are reliant on private vehicle transport but do not have access to finance to achieve compliance or those that use community transport not considered exempt from LEZ enforcement.

- Potential economic activity changes
 - Through the changing atmosphere of the city centre, some people and businesses may be more attracted to the area, generating more economic activity.
 - The push to compliant vehicles provides new opportunities for retrofitting, vehicle sales/maintenance, vehicle lease operations and car clubs potentially generating economic and employment growth.
 - Some sectors and industries that are reliant on vehicles and have a fleet of non-compliant vehicles may be adversely affected by the LEZ and may be forced to reduce or amend operations at a cost impact.

The LEZ has the potential to cause a range of positive and negative impacts, from improving health of society to potentially reducing access to the city centre for those who rely on private vehicle transport. The most significant impact of the LEZ will be the improvement in air quality and the resulting health benefits, benefitting residents, visitors and workers. The LEZ also has a potential positive health impact through encouraging the use of active travel and public transport for certain trips and changing existing travel behaviours.

Given the focus of the IIA to look at how certain protected groups are potentially differentially affected, there are instances where the LEZ could disproportionately affect some groups in society. For example, those who have a diminished ability to upgrade to a compliant vehicle due

to low income (including people on benefits, single parents, or disabled people). Those on lower incomes may experience reduced access to locations and in turn the goods, services, or employment opportunities available to them. Community transport providers rely on cars and minibuses that may be subject to a LEZ, therefore the services they provide to a range of protected groups (such as youth groups and those receiving care) may be affected.

Mitigation can reduce these potential impacts. For example, the LEZ Mobility Fund, retrofitting schemes, and exemptions outlined in the LEZ regulations all look to reduce any negative impacts of the proposed LEZ scheme. The IIA shows that protected members of society can be impacted by the LEZ in subtle ways that, although small in magnitude relative to the overall health benefits of the LEZ, can be removed or mitigated through considerate decision making at a national and local level.

Strategic Environmental Assessment

The SEA Process for Dundee LEZ

Strategic Environmental Assessment (SEA) is legislated through the Environmental Assessment (Scotland) Act 2005 and is a means to assess the likely impact of a public plan on the environment and to seek ways to mitigate predicted effects arising if they are likely to be significant. Under the Environmental Assessment (Scotland) Act 2005 all public bodies are required to undertake a SEA of a plan if it is likely to have significant environmental effects. This is both positive (beneficial) and negative (adverse) effects.

DCC has undertaken a Strategic Environmental Assessment (SEA) as part of the preparation of the Dundee LEZ. A SEA aims to:

- Integrate environmental factors into Plans, Programmes and Strategies (PPS) preparation and decision-making;
- Improve PPS and enhance environmental protection;
- Increase public participation in decision making; and
- Facilitate openness and transparency of decision-making.

The SEA has been prepared in accordance the Environmental Assessment (Scotland) Act 2005. The key stages are:

- Screening – determines if the PPS is likely to have significant environmental effects and whether an SEA is required
- Scoping – deciding on the scope and level of detail of the Environmental Report, and the consultation period for the report through engagement with the Consultation Authorities
- Environmental Report – publishing an Environmental Report on the PPS and its environmental effects and consulting on that report
- Adoption – providing information on the adopted PPS, how consultation comments have been taken into account, and methods for monitoring the significant environmental effects of the implementation of the PPS
- Monitoring – monitoring significant environmental effects to enable the Responsible Authority to identify any unforeseen adverse effects at an early stage and undertake appropriate remedial action

Following the SEA guidance, a SEA Screening Assessment was undertaken and concluded that the introduction of the LEZ may result in significant (positive) impacts on the wider environment and that a full SEA was required. A [SEA Screening report](#) was submitted to the SEA Gateway on 26 March 2019 and comments were received from the Consultation Authorities (SEPA, NatureScot, Historic Environment Scotland) on 10 April 2019 who responded in agreement with this view. A [Screening Determination](#) was then made on 10 February 2021. It should be noted that the length

of time between the Screening Report and Screening Determination was primarily due to timeframes for the introduction of LEZs across Scotland being delayed as a result of the Covid-19 pandemic.

A Scoping Report was then submitted to the SEA Gateway on 15 September 2021, with comments from the Consultation Authorities received on 20 October 2021. The comments were considered when preparing the subsequent [Environmental Report](#).

Environmental appraisal of the LEZ (the Plan) was undertaken through the development of an Environmental Report setting out:

- how environmental considerations have been integrated into the Plan;
- how the Environmental Report has been taken into account;
- how other plans, policies and strategies on a local, regional and national level have been considered in delivering the plan;
- how opinions expressed on the Environmental Report have been taken into account;
- how any other consultations have been taken into account, the reasons for choosing the plan in the light of other alternatives; and
- the measures that are to be taken to monitor the environmental effects of implementing the LEZ

The Scoping Report indicates how these would be addressed in the Dundee LEZ Environmental Report and outlined some of the key aspects to be covered in it. The Assessment Methodology for the Environmental Report followed the Environmental Topics and Assessment Questions based approach, as outlined in the SEA Guidance:

- What is the relevant policy context / key relevant environmental objectives?
- What is the current baseline and how will it evolve without the plan?
- What are the effects on the environmental topic, assessed through Assessment Questions?
- Could any significant effects be mitigated or enhanced?

The assessment focussed only on those topics that were scoped in in the SEA Scoping Report, namely:

- Population and Human Health
- Air
- Climatic Factors
- Material Assets

Using the Environmental Topics based approach, the environmental effects of the LEZ were assessed in the Environmental Report with the overall score shown in Table 4 below.

Table 6: Environmental Effects of the LEZ

Environmental Topic	Score (+,-,0,?)
Population and human health	+
Air	+
Climatic Factors	0
Material Assets	0

SEA Consultation and next steps

The LEZ was been developed with significant involvement from key stakeholders and members of the public. However, in line with the Environmental Assessment (Scotland) Act 2005, the

Environmental Report must also be consulted on. As agreed with the Consultation Authorities, a six-week consultation period ran from 1 November 2021 to 13 December 2021 to allow interested parties to make representations on the SEA Environmental Report. The consultation period ran concurrently with the 28-day period for objections to the final LEZ scheme, ensuring the final LEZ and the Environmental Report were available to view at the same time.

At the end of the SEA consultation period, the Responsible Authorities (DCC) must take account any comments received during consultation before finalising the Plan (the LEZ). Responses were received from all three Consultation Authorities with SEPA providing feedback on the results of the Environmental Assessment (NatureScot and Historic Environmental Scotland topics scoped out so no comments required). SEPA agreed with the results of the Assessment, noting SEPA have been provided assistance in the development of the LEZ throughout (as noted in this report). No wider comments on the Environmental Report were received (i.e. from public or stakeholders) and therefore the proposed LEZ scheme is not required to be adjusted or reassessed prior to submission of the LEZ Scheme.

Once a plan (i.e. the LEZ) has been adopted (proposed in May 2024), a SEA Statement (widely referred to as a 'Post Adoption Statement') will be prepared. This statement will outline how the assessment findings have been taken into account. The statement is designed to improve the transparency of the decision-making process within plans.

Costs / funding

Provide a costs analysis and projections – anticipated and actual to date...

The projected annual costs for the running of the LEZ scheme is estimated within **Table 7**. At this stage only estimates can be provided, further information will be provided once available.

Table 7: Estimated annual costs

	Estimated annual costs
Camera maintenance contract	£40,000.00
ANPR camera software licences	£77,000.00
Power costs ANPR cameras	£5,000.00
Spare camera kit / wear and tear	£10,000.00
Fibre maintenance / UTC involvement maintenance	£10,000.00
LEZ signage maintenance	£10,000.00
Enforcement / PCN software license	£10,000.00
Back office administration 3.0 posts ((1.0) management)	£100,000.00
DVLA database fees	£40,000.00
Monitoring LEZ / annual reports	£20,000.00
TOTAL	£322,000.00

Risks and uncertainty

Detail the potential risks of the LEZ scheme and the any uncertainty around the proposal and actions...

The following Risk Register contained within **Table 8** details potential risks of the Dundee LEZ scheme, including uncertainty around the proposal and what mitigation actions have been identified.

Table 8: LEZ Risk Register

Risk	Impact	Likelihood	Score	Mitigation	Impact	Likelihood	Score
LEZ Subject to Examination	4	2	8	Robust case for change has been established via the NLEF process and LEZ has been informed by 2 rounds of public and stakeholder engagement and the objection period. Objections received have all been responded to and/or addressed.	4	2	8
Scottish Ministers amend or reject proposed scheme leading to need for update to Committee on options	4	2	8	Continued dialogue with Transport Scotland throughout the development of the proposal.	4	2	8
Scottish Ministers amend or reject proposed scheme	4	2	8	Engage with Ministers to understand concerns and address any issues raised.	4	2	8
Funding is not available to cover scheme maintenance and running costs	5	2	10	Continue to engage with Transport Scotland and Ministers on opportunities for ongoing revenue support. Ensure LEZ costs are reflected in DCC's future budgeting. Scope of enforcement may be reduced.	5	2	10
DCC does not achieve May target date for declaring LEZ	3	2	6	Submission of LEZ proposals to Ministers as soon as possible following Committee approval.	3	2	6
Public transport operators react to increased financial pressures by reducing services or increasing costs	5	4	20	BEAR funding has been awarded to local bus operators. Continue to work with operators on the further deployment of electric buses in Dundee, and to identify further measures to increase the attractiveness of bus travel through	5	2	10

				achieving faster and more reliable journey times.			
Increased costs to individuals as a result of LEZ implementation	4	4	16	Continue to raise awareness of various funding streams available to assist with the cost of compliance. 2-year grace periods identified to allow for additional time to comply with LEZ requirements.	4	3	12
Increased costs to businesses as a result of LEZ implementation	4	4	16	Continue to raise awareness of various funding streams available to assist with the cost of compliance. 2-year grace periods identified to allow for additional time to comply with LEZ requirements.	4	3	12
Negative impacts on the City Centre economy	4	3	12	2-year grace periods identified, following engagement with businesses, to allow for additional time to comply with LEZ requirements. LEZ has been designed to ensure the majority of key city centre destinations remain accessible to all.	4	2	8
Negative impacts on accessibility for certain users	4	4	16	LEZ has been designed to ensure the majority of key city centre destinations remain accessible to all. National exemption granted to blue badge holders.	4	2	8
Issues with procurement of enforcement camera system	3	3	9	Advanced implementation and testing to be completed to ensure robust system	3	2	6
Insufficient or not suitably trained staff for LEZ enforcement and appeals	3	4	12	Additional staffing costs included in future cost projections. Relevant staff training.	3	3	9
Contractor failure for example faulty / poor performing enforcement camera system	5	2	10	Resilient systems and service levels put in place to minimise (or eliminate where possible) downtime of the LEZ Establish maintenance regime to ensure continuous operation of the LEZ.	5	1	5

Handling of personal data for LEZ enforcement	5	2	10	Compliance with legislation and guidance. All data to be stored and (where required) transferred in a secure manner. All data and data management processes shall be compliant with the requirements of GDPR and the Data Protection Act 2018.	5	2	10
The LEZ results in unacceptable traffic increases in sensitive parts of the city	5	4	20	Traffic model predictions indicate minimal impact. Monitoring of the LEZ once operational to identify and respond to any undesirable traffic increases.	5	1	5
The LEZ appeals process is not established within regulations in time for enforcement to begin	5	2	10	Continue to engage with Transport Scotland and partners to seek expanding Parking & Bus Lane tribunal.	5	2	10
The DVLA database with Euro Emission Standards, and subsequent data sharing agreements are not in place in advance of enforcement starting	5	2	10	Continue to engage with Transport Scotland and partners	5	2	10
Section 104 Order not in force in time for enforcement of LEZs	5	2	10	Continue to engage with Transport Scotland and partners	5	2	10
The LEZ does not achieve the desired level of emissions reduction	5	2	10	Ongoing monitoring and reporting on the performance of the LEZ.	5	1	5
LEZ planning based on pre-Covid traffic data and behaviours, and it is not clear whether this will revert to pre-pandemic levels.	5	3	15	Testing of the LEZ under alternative futures already undertaken. Ongoing monitoring and reporting on the performance of the LEZ.	5	2	10

Mitigation

Please provide the mitigating actions for the above risks... include a risk register if applicable...

Means to mitigate identified risks are contained within Table 8 in the 'Risks and uncertainty' section of this submission.

Monitoring and Reporting

Outline plans on reporting and monitoring of the LEZ operations...

Monitoring and reporting on the performance and effectiveness of the LEZ will take place in accordance with the Transport (Scotland) Act 2019 and associated LEZ Guidance.

Part 5 (1) of the Low Emission Zones (Scotland) Regulations 2021 contains provisions requiring that a local authority operating a scheme must for the duration of the scheme (a) keep proper accounts, as required by proper accounting practices, for that scheme showing the costs of (as the case may be) proposing, making and operating the scheme and how the gross and net revenue of the scheme is calculated, (b) prepare, in respect of each financial year, a statement of account based on the accounts referred to in paragraph (1)(a) and, if applicable, paragraph (2) in such form as is required by proper accounting practices, and (c) publish the statement of account, in such manner as is required by proper accounting practices, in the annual accounts of the authority for the financial year, with a copy of this statement of account required to be included with the annual report required under Section 29 of the Transport (Scotland) Act 2019.

The annual reporting requirements set in Section 29 of the Transport (Scotland) Act 2019 will be jointly prepared by the Executive Directors of Neighbourhood Services and City Development and will be submitted to the Policy & Resources Committee for scrutiny and approval prior to submission to the Scottish Ministers.

In accordance with the Act, DCC will prepare an annual report on the operation and effectiveness of the LEZ, share this with Ministers and publish on our website. In accordance with the Guidance this will cover, as a minimum:

- The scheme size, boundary location, vehicle scope, date of scheme introduction and grace period start/end dates;
- A summary of the operation and effectiveness of the scheme including an assessment of: the costs of proposing, making and operating the scheme; the number and details of penalties issued; the number of appeals received and a summary of their outcomes; gross and net revenue gathered by the authority from the operation of the scheme; details of how the revenue has been used to facilitate the achievement of the scheme's mandatory and discretionary objectives; and
- Any modifications to the scheme in the past 12 months,

In accordance with the Act and The Low Emission Zone (Scotland) Regulations 2021, DCC will keep and publish annual accounts in connection with the LEZ for the duration of a scheme's operation, with a 'statement of accounts' published in DCC's annual accounts. This will identify:

- the costs of proposing, making and operating the scheme and the calculation method and actual figures related to gross and net revenue and expenditure of the scheme, to include all of the costs incurred for, or in connection with, planning, procuring, implementing, maintaining, repairing, improving, administering, managing, enforcing and promoting the scheme;
- any grant provisions provided by Scottish Ministers in relation to the LEZ scheme.

The performance of the LEZ in reducing levels of air pollution will be included within the LAQM process via incorporation within the Annual Progress Report for air quality. It is noted though that the APR reports on monitoring taken over the 'calendar year', and that trends may only be evident over a number of years rather than year on year.

Conclusions

Please provide an overall summary of the proposed LEZ, including the introduction date, enforcement date, hours of operations, vehicle scope, geographical boundary and local exemptions...

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 the Low Emission Zone, access to which would only be available to road vehicles that meet specified 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 Dundee Low Emission Zone scheme area. A map of the LEZ area and a list of all roads (or parts of roads) which form part of the LEZ is provided in **Appendix A**. A larger map is also available from the LEZ pages on the DCC website – www.dundeeccity.gov.uk/lez

The proposed LEZ scheme is set to be introduced on 30th May 2022. Following the introduction, 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, are proposed meaning enforcement would not commence until 30th May 2024.

The proposed LEZ scheme is to apply to all vehicle types, apart from motorcycles and mopeds (which have been scoped out of the proposed LEZ scheme), as outline in **Table 2 in Appendix B**. 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** within **Appendix B**. 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 considered as meeting the minimum emission standards. The LEZ will not apply to the specific vehicles subject to a national exemption as outlined in the Low Emission Zones (Emission Standards, Exemptions and Enforcement) (Scotland) Regulations 2021. Full details of those vehicles exempted are included in **Table 5 within Appendix B**. The LEZ will operate 24 hours a day, 7 days a week, all year.

Section 17 of the Act includes that local authorities may grant and renew 'time-limited exemptions', in respect of a vehicle or type of vehicle for the purpose of section 6(1)(b), by reference to the vehicle's use. The maximum period for which a 'time-limited exemption' may be granted is a period of 1-year. No 'time limited exemptions' for vehicles have been applied for so currently no 'time-limited exemptions' are applicable to the Dundee LEZ scheme, however delegation for receiving and assessing applications has been approved.

The Act includes that local authorities must provide for the granting and renewal of a time-limited exemption in respect of vehicles which enter the zone to which the scheme relates solely due to their following a signed diversion as a result of a temporary road closure. The maximum period for which such an exemption will be granted is no longer that the length of the road closure for which the signed diversion is required.

In addition, the Act allows for the LEZ to be suspended for the duration of events of local or national significance. No such events have been proposed to date for the Dundee LEZ scheme.

Appendices	
A	Map of Low Emission Zone area and list of roads included within scheme area
B	Vehicle scope, emission standards, exemptions and penalty charge levels.
C	Publication of Notice of Proposals and on street Notices
D	Report on Objection Period
E	Communications strategy

APPENDIX A

Low Emission Zone map of area



Figure 23: Low Emission Zone map

Table 1 – List of roads within the 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

APPENDIX B

Table 2: Types of vehicles to be included in the proposed Dundee LEZ scheme following categories as set out in Annex II of the Directive 2007/46/EC.

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.

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

Table 5: National exemptions

Vehicle type or classification	Description
Emergency vehicles	<p>The vehicle is being driven by any person who is:</p> <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; • 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). <p>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</p>

	the blue badge would be applied to that vehicle on that day of travel.
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.

Table 6: LEZ Initial penalty charge and subsequent penalty charge rates

Vehicle category	Initial Penalty Charge	Subsequent Penalty Charges			
	1	2	3	4	5
Light passenger vehicle	£60	£120	£240	£480	£480
Minibus	£60	£120	£240	£480	£960
Bus and coach	£60	£120	£240	£480	£960
Light goods vehicles	£60	£120	£240	£480	£480
Heavy goods vehicle	£60	£120	£240	£480	£960
Special Category Vehicles	£60	£120	£240	£480	£480

Publication of Notice of Proposals and on street Notices

40 CLASSIFIED

THE COURIER & ADVERTISER
Monday, November 1, 2021

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<p>Public Notices</p> <p>DUNDEE CITY COUNCIL TRANSPORT (SCOTLAND) ACT 2019 LOW EMISSION ZONES (SCOTLAND) REGULATIONS 2021 DUNDEE LOW EMISSION ZONE</p> <p>Notice is hereby given that Dundee City Council intends to apply to the Scottish Ministers under Section 10 of the Transport (Scotland) Act 2019 for approval to introduce and operate a Low Emission Zone (LEZ) within the A991 inner-ring road network in the City of Dundee.</p> <p>Under the proposed Dundee LEZ scheme :-</p> <ol style="list-style-type: none"> 1. 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 within the LEZ area. 2. The LEZ scheme will operate 24 hours a day, 7 days a week, all year round. 3. The LEZ will be introduced on 30 May 2022. 4. If a driver of a vehicle (other than a motorbike or a moped) that does not meet set standards for exhaust emissions drives that vehicle into the LEZ area, the registered keeper (other than in the circumstances specified in Regulation 5 of the above named Regulations) will receive a penalty charge. 5. Penalty charges will start to be issued, following a two-year grace period for all vehicles and for residents living within the LEZ area, on 30 May 2024. <p>A copy of this notice, consultation, how the consultation has been taken into consideration, the proposed restrictions, maps showing the area and the effect of the proposals and a statement of reasons may be inspected online at Dundee City Council's website at www.dundeecc.gov.uk/lez.</p> <p>They are also available for inspection by appointment only between 10am - 4.00pm Monday to Friday at Dundee City Council, Dundee House, 50 North Lindsay Street, Dundee DD1 1LE. Appointments can be made by calling 01382 436280.</p> <p>Any person may within 28 days from 1/11/2021 object to the proposed Scheme by notice in writing to the Head of Sustainable Transport and Roads, Dundee City Council, Floor 5, Dundee House, 50 North Lindsay Street, Dundee, DD1 1LS, or by email to dundee.lez@dumdeecity.gov.uk. Objections should state the name and address of the objector and must specify the grounds(s) of objection.</p> <p>ROGER MENNIE, Head of Democratic and Legal Services.</p>	<p>General Services</p> <p>THE GUTTER MAN EST 1990</p> <p>ROOF & GUTTER CLEANING SERVICES GUTTERS CLEANED, REPAIRED OR REPLACED FROM £25.00</p> <p>ROOFS CLEANED AND COATED WITH MARLEY COATINGS MOSS TREATMENTS & ROOFS DE-MOSSED WALLS & DRIVEWAYS CLEANED - ALL ROOF REPAIRS SLATING - TILING - FLAT ROOFING SPECIALISTS CHIMNEY POTS REPAIRED OR REMOVED EXTERIOR PAINTING - ROTTEN TIMBER REMOVED</p> <p>REPLACING PVC SOFFITS, EAVES & BARGE BOARDS CHOKED DRAINS CLEANED - FREE QUOTES & ADVICE</p> <p>Covering Angus and Tayside areas Tel: 07884 174091 01674 658616</p>	<p>Home Improvement</p> <p>TAY ROOFING AND BUILDING LTD</p> <p>• Moss Removal • Slating and Tiling • Cement work Roughcasting • Upvc Fascia and Guttering Installed • Guttering Cleaning • Flat Roofing Specialist • Annual Roof Maintenance Carried Out 24 hour Call Out • Storm Damage & Insurance Work</p> <p>ALL COVID-19 GOVERNMENT GUIDELINES ADHERED TO.</p> <p>FREE ESTIMATES AND ADVICE DISTANCE NO OBJECT</p> <p>Tel: 01382 848790 or 01738 658676</p>
<p>Pets & Accessories</p> <p>PROPERTY WANTED Wanted to buy detached 2/3 bedroom Bungalow/Cottage.</p>	<p>Help Wanted</p> <p>COMPUTER EXPERT Help required with personal computer, as unable to download Microsoft Edge TEL 0782438850 or 0770664081</p>	<p>DAISY DOG WALKING SERVICES</p> <p>Mrs Norma Stewart Dog Walker</p> <p>AREAS COVERED ARE DUNDEE AND ANGUS Mobile: 07845798797</p>

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THE COURIER & ADVERTISER
Monday, December 13, 2021

Public Notices

**DUNDEE CITY COUNCIL
TRANSPORT (SCOTLAND) ACT 2019
LOW EMISSION ZONES
(SCOTLAND) REGULATIONS 2021
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ROGER MENNIE, Head of Democratic and Legal Services.

Christmas Greetings

MRS MAY BAIN
sends warm Christmas and New Year wishes to all friends and former neighbours.
FORMERLY OF MEIGLE.

GORDON & ANN MILLAR
won't be sending cards this year but wish family, friends and neighbours A Merry Christmas and A Happy New Year.
FRICKHEIM

MARGARET SIMPSON
will not be sending Christmas cards this year and instead will be donating to Reverse Rett Syndrome Research and Diabotes UK. I would like to wish all family and friends a Merry Christmas and Happy New Year.
TAYLOR COURT, KEITH

IAN, JEAN and VALERIE MILNE
will not be sending cards this year but would like to wish all family and friends a Merry Christmas and a Happy New Year.
3 Gleswavy, Meigle.

MARGARET ROBERTSON
Catmorr House, Scoon
Would like to wish all family and friends a Merry Christmas and a Happy New Year
FORMERLY ERROL

MR & MRS LAURANCE KNIGHT
would like to wish all their friends and neighbours a very Merry Christmas and a Happy New Year.
18 Jeanfield Road, Forfar DD8 1J5

RON HERRON
won't be sending cards

JIMMY DICK
won't be sending cards

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TWO

Public Notices

**DUNDEE CITY COUNCIL
TRANSPORT (SCOTLAND) ACT 2019
LOW EMISSION ZONES
(SCOTLAND) REGULATIONS 2021
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ROGER MENNIE, Head of Democratic and Legal Services

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greetings to friends and

FORMER



IAN, JEAN and

will not be sending Christmas
greetings to all family and friends
Happy Christmas

3 Glen

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DUNDEE CITY COUNCIL

**TRANSPORT (SCOTLAND) ACT 2019
LOW EMISSION ZONES (SCOTLAND) REGULATIONS 2021**

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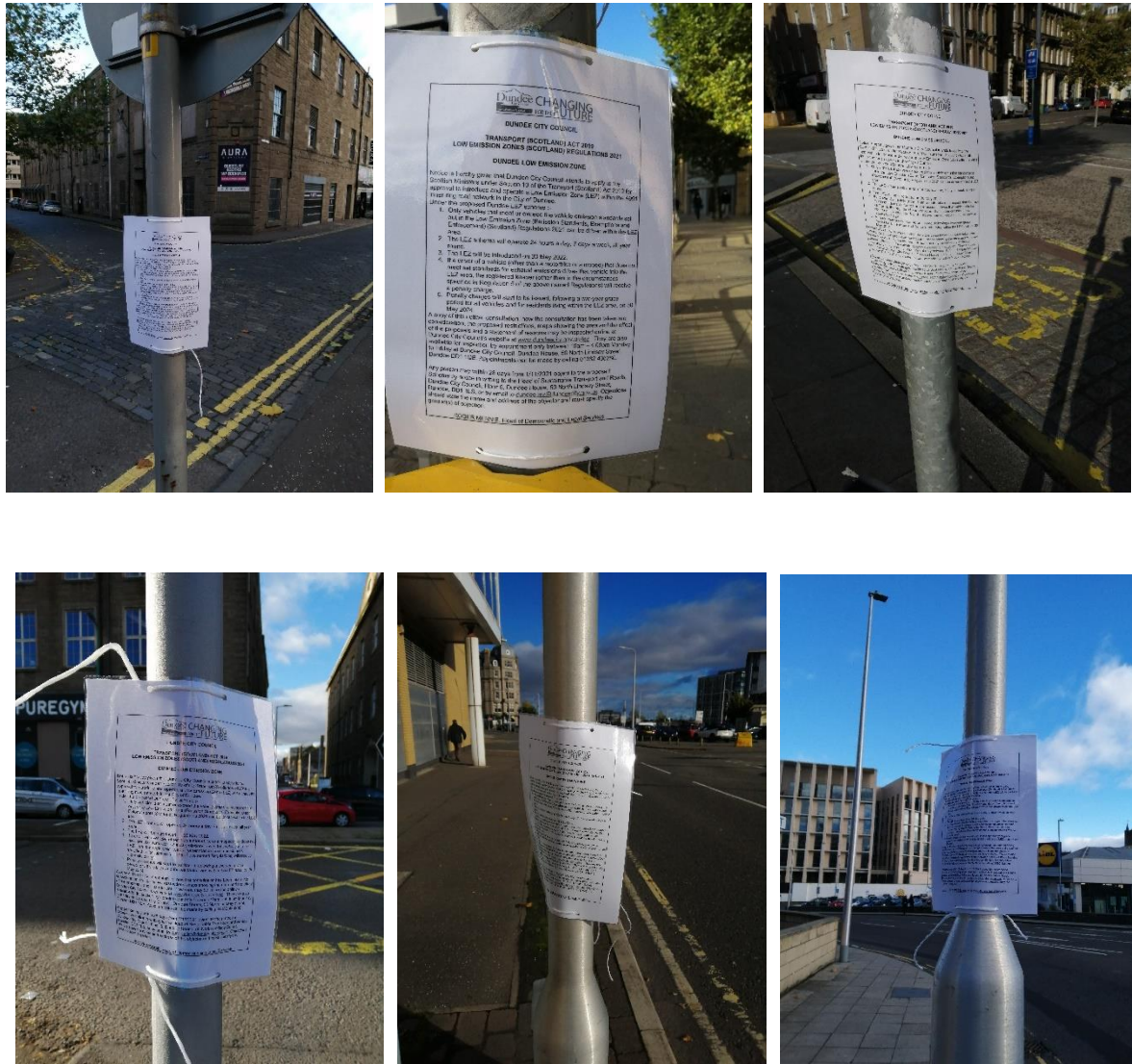


Table 9: List of those notified directly of objection phase

Stakeholder /Organisation / Company	Objection submitted
Angus Council	NO
Perth & Kinross Council	NO
Fife Council	NO
SEPA	NO
Scottish Natural Heritage / NatureScot	NO
NHS Tayside	NO
Historic Environment Scotland	NO
TACTRAN	NO
SEStran	NO
Dundee and Angus Chamber of Commerce	NO
Road Haulage Association	NO

Freight Trade Association (Logistics UK)	NO
Xplore Dundee	NO
Stagecoach East Scotland	NO
Scottish City Link Coaches Ltd	NO
Moffatt & Williamson	NO
Dundee taxi Liaison Group	NO
Unite the Union taxi branch	NO
RMT Union Branch	NO
RAC	NO
The AA	NO
UPS	NO
Royal Mail	NO
Friends of the Earth Tayside	NO
British Lung Foundation	NO
Paths for All	NO
Dundee Angus Green Party	NO
Enterprise Holdings	NO
Tayside & Fife Greener Practice	NO
City Centre & Harbour Comm. Council	NO
West End Community Council	NO
Stobswell Forum	NO
Coldside Community Forum	NO
Tay Road Bridge Authority	NO
Dundee Cycling Forum	NO
MSP Maggie Chapman	NO
North East Fife Committee	NO
ECO Stars	NO
Federation of Small Businesses	NO
City Centre Management	NO
North East Fife Committee	NO

APPENDIX D

Objection period report

Low Emission Zone Objections

As required under Regulation 4 (4) of the Low Emission Zones (Scotland) Regulations 2021, this report provides detail on:

- (a) the number of objections received,
- (b) a summary of the general nature of the objections received,
- (c) the local authority's response to the objections received.

Following approval at the Community Safety & Public Protection Committee on 25 October 2021, a Notice of Proposals for a Low Emission Zone scheme for Dundee was published on 1 November 2021. The formal objection period on the proposed Low Emission Zone (LEZ) then ran for the minimum 28-days from 1st November to 28th November 2021. No objections were received by Dundee City Council during this period. It was identified during the compiling of the report that an oversight with communicating with one of the statutory consultees had occurred and therefore the decision was made to re-run the objection period.

The Notice of Proposals was published again on 13 December 2021 with the re-run of the formal objection period lasting for 35-days from 13th December 2021 to 16th January 2022. A total of six objections were received during this period, with this being a mix of local businesses (2) and individuals (4). A full response has been provided to each objection received. The following sections summarise the general nature of the objections received and the local authority's response to the objections received.

Issue 1: Concern about the impacts on local residents and businesses - retailers and hospitality in the city centre over the last two years have suffered severe drops in footfall and income due to the Covid-19 pandemic, home working, and the subsequent switch to online shopping. The inability to drive within the zone will deter even more people from coming into the town, with the LEZ therefore encouraging people to shop out with of the proposed zone.

Response:

Dundee City Council has undertaken a wide-ranging option appraisal exercise to determine the optimum LEZ for Dundee, and key to this has been seeking to balance the need to address issues of poor air quality in the city against the impacts on local residents and businesses.

Funding has been made available from Transport Scotland to help residents and businesses become LEZ-compliant, with support available for the retrofitting of non-compliant vehicles with the costs of purchasing a compliant vehicle, or to change transport mode. A supporting Integrated Impact Assessment (IIA), which considers the costs and benefits to business resulting from the introduction of a LEZ in Dundee has been undertaken during the LEZ development process.

Two-year grace periods for enforcement following introduction have been proposed to help mitigate the impact of the proposed LEZ in individuals and businesses. By the time enforcement commences in 2024, predictions in our IIA suggest that only 12% of the trips to the LEZ area by cars would be by non-compliant cars.

Drivers of non-compliant vehicles will be able to use car parks in relatively close proximity to the city centre without entering the LEZ.

No amendments are therefore proposed.

Issue 2: Concern about the detrimental effect on tourism due to exclusion of EURO 5 motorhomes and residential vans, and disadvantaged caused to those who cannot afford Euro 6 motorhomes or residential vans.

Response:

Overnight stays are not permitted within any of the Dundee City Council car parks, while those looking to park a motorhome during the day in Dundee are directed to the East Whale Lane car park which is outside of the proposed low emission zone area.

There is scope in the legislation to allow DCC to introduce 'time-limited exemptions' for certain vehicle types if this is considered necessary, however due to there not being any overnight car parks for motorhomes or residential vans in the proposed LEZ area, it is unlikely that such an application for a 'time-limited exemption' for this vehicle type would be approved should one be submitted.

No amendments are therefore proposed.

Issue 3: Concern that the proposed LEZ area is an unreasonable and illogical layout that will negatively disrupt many local businesses, especially those which heavily rely on city public car parking facilities, such as Gellatly Street carpark, for its guests, colleagues, and partners. Introducing this new zone will negatively impact our hotels, and potentially force us out of business, because our guests will be forced to use other hotels who are not included in the zone and have their own car park facilities.

Response:

The reasoning why the Wellgate, West Bell St and West Marketgait NCP car parks are not within the proposed LEZ scheme area is due to these being accessed directly from the A91 inner-ring road network which is not included in the LEZ scheme. Car parks are excluded from LEZ schemes as the Transport (Scotland) Act 2019 allows LEZ's to only apply to 'roads' so there would be no offence for driving within a car-park. In the case of the Gellatly St carpark, this is accessed via Gellatly Street, which is within the proposed LEZ area, therefore cars wishing to drive along Gellatly Street need to meet the emission standards set or have a valid exemption (i.e. blue badge). The access road to the Wellgate carpark, Kirk Lane, is a private road. The Transport (Scotland) Act 2019 also prevents private roads from being included in LEZ schemes.

DCC's LEZ development has followed the Scottish Government's recommended approach in terms of the National Low Emission Framework (NLEF) and National Modelling Framework (NMF), supported by relevant impact assessments, and this is wholly consistent with the approach undertaken by the other LEZ cities in Scotland. This includes a supporting Integrated Impact Assessment (IIA), which considers the costs and benefits to business resulting from the introduction of a LEZ in Dundee. Two-year grace periods for enforcement following introduction have been proposed to help mitigate the impact of the proposed LEZ in individuals and businesses. By the time enforcement commences in

2024, predictions in our IIA suggest that only 12% of the trips to the LEZ area by cars would be by non-compliant cars.

The nearest equivalent car-park out with of the proposed LEZ area is less than a 5-minute walk from the hotel referred to in the objection submitted. In addition, blue-badge holders are exempt from enforcement and would be able to utilise disability access via Commercial St or Gellatly St.

An objective of the Dundee LEZ is for it to 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. Restricting access to city centre carparks, such as Gellatly Street, may encourage drivers to switch to more sustainable forms of transport, such as public transport or active travel. Allowing non-compliant vehicles access to the Gellatly Street car park would not support this objective.

No amendments are therefore proposed.

Issue 4: Concern that the LEZ will cause a large reduction in traffic and where there is no traffic in the evenings or nights which could lead to increased anti-social behaviour which will cause citizens to feel defenceless and intimidated.

Response:

Dundee City Council has undertaken a wide-ranging option appraisal exercise to determine the optimum LEZ for Dundee, and key to this has been seeking to balance the need to address issues of poor air quality in the city against the impacts on local residents and businesses.

To help mitigate the impact of the introduction of LEZs in Scotland, funding has been made available from Transport Scotland to help residents and businesses become LEZ-compliant, with support available for the retrofitting of non-compliant vehicles, with the costs of purchasing a compliant vehicle, or to change transport mode.

While the low emission zone (LEZ) may encourage some drivers who currently own a non-compliant car to change to cycling, it is not the case the LEZ will prevent vehicles from accessing the city centre resulting in traffic less street. Predictions suggest that by the time that enforcement begins in 2024, 12% of the journeys being made in to the LEZ area would be by non-compliant cars. The number of cars restricted from entering the LEZ may even be lower than this due to exemptions for blue-badge holders allowing them to enter the LEZ in a non-compliant car.

No amendments are therefore proposed.

Summary:

Following analysis of the submission received during the objection period, it is considered that no amendments to the proposed low emission zone scheme for Dundee is necessary. It will be necessary though to ensure that communications promoting the funding being made available for residents and businesses from Transport Scotland to help become LEZ-compliant is maintained following the introduction of the scheme until enforcement commences.

APPENDIX E

COMMUNICATIONS STRATEGY

APPENDIX E

Communications strategy

Dundee Low Emission Zone Communications Strategy (v.3 February 2022)

1. Introduction

1.1 Since 2018, Dundee City Council has been working to develop and introduce a Low Emission Zone (LEZ). The council's LEZ Delivery Group has led this work which includes the creation and implementation of local communications activity supporting and reinforcing Transport Scotland's national communications campaign.

1.2 Communications activity in Dundee has sought to educate and inform as well as learn from key stakeholders and target audiences as proposals are developed and the LEZ is introduced.

1.3 Communication activity focuses on:

- Raising awareness and understanding of the Dundee LEZs;
- “get ready”/“be prepared” considerations/implications with messages including awareness raising and understanding of air quality benefits to provide context for the benefits of the Dundee LEZ;
- working with stakeholders to provide up-to-date, impartial, uncomplicated, evidence-based information to the public, businesses and transport sector to support the introduction of the Dundee LEZ; and
- delivering clear, consistent and timely information to key audiences.

1.4 Initial Scotland-wide communication, reinforced by activity in Dundee was defined by a phased, evidence-based approach to communications, supplemented by an evidence gathering phase using national market research and a limited test campaign.

1.5 This communications strategy updates previous versions to reflect national campaign activity in early 2022, awareness-raising around all aspects of Dundee's LEZ (including designated area, accessibility and compliant/non-compliant vehicle categories) and in particular the period between implementation in May 2022 and the end of the grace period in May 2024. It also seeks to meet the requirements of the Low Emission Zones (Scotland) Regulations 2021.

2. Context

2.1 In late 2017 Transport Scotland carried out a consultation “Building Scotland's Low Emission Zones” allowing the public, businesses and transport operators to share their views on the scope and lead-in times for LEZs. It received 967 responses with 95.5% of respondents supporting the principle of LEZs to help improve air quality in Scotland.

2.2 LEZs will set an environmental limit on certain road spaces, which restricts access to the most polluting vehicles within the designated area.

2.3 The Scottish Government's "Programme for Government" 2017-18 committed to introducing Low Emission Zones (LEZ) into Scotland's four biggest cities

2.4 The Transport (Scotland) Act, approved in October 2019 provides legislation to enable the creation and civil enforcement of LEZs and authority for the Scottish Government to set consistent national standards for a number of key aspects of LEZs. These include emissions, penalties, certain exemptions and parameters for grace periods. Dundee City Council, along with the three other cities, have the powers to create, enforce, operate or revoke a LEZ in their area and to design the shape, size and vehicle scope of their LEZ.

2.5 The indicative timeline for introduction of a Dundee LEZ is on May 30, 2022, in line with the three other cities and the Scottish Government's timetable.

2.6 In designing the shape, size and scope of its LEZ, Dundee City Council has carried out a programme of communication and consultation with a wide variety of key audiences/stakeholders. In particular an extensive information and consultation engagement took place between October and December 2019. This included direct engagement with key stakeholders, a number of consultation events with specific groups and a public consultation survey. This was supplemented by the statutory publishing of the proposals notice and the running of the objection period.

2.7 A report was brought to the council's community safety and public protection committee on February 21. It detailed the outcome of the consultation/objections phase of the process, initial feedback from Transport Scotland on the proposed LEZ for Dundee, as well as seeking permission to submit the scheme to ministers for final approval and delegated powers to officers to implement the scheme.

3. Objectives and approach

3.1 The research, evidence and resulting considerations have informed this updated communication strategy and tactics. The figures also provide a statistically valid baseline to track improvements in awareness/understanding – and these improvements will be tracked where possible against specific activity from the national and other local campaigns.

3.2 Dundee City Council's communications campaign will include an action plan to communicate details of the LEZ proposal, highlighting in particular:

- Geographic boundaries of the LEZ;
- class and age/emission levels of prohibited vehicles; and
- timescales/grace periods to allow people and businesses to consider appropriate steps they may wish to take.

3.3 This will involve a blended model of:

- Direct information proactively issued/targeted at key groups;
- Broader awareness-raising activity; and
- signposting to relevant information.

3.4 It can be anticipated that further campaign activity will require awareness-raising of the benefits underpinning the introduction of the LEZ and consider/address concerns about operational issues surrounding access to the LEZ and the grace period.

4. Strategic Communication considerations

4.1 This communications strategy has been built flexibly on the basis of milestone review points and will require to be reviewed at key points after the LEZ is implemented in May 2022 and becomes fully operational in May 2024.

4.2 From the research and feedback to date, public understanding of the LEZ policy and, where it is known about, myths and misunderstandings have grown up naturally to attempt to explain complex matters.

4.3 A national “myth-busting” campaign informed by feedback from consultees and in each of the four cities was on-going throughout February 2022. It includes advertising, social media activity and a contact programme via distribution of a leaflet/ pocket guide. Key messages addressed common misconceptions encountered during the consultation phase including only electric vehicles can use the LEZ, fines will be levied from the day of introduction, vehicles wishing to enter must pay a charge etc.

5. Target audiences and stakeholder network

5.1 Section 11 of the Act, in tandem with the Low Emission Zones (Scotland) Regulations 2021 provides a list of the organisations that local authorities must consult when making, amending or revoking a scheme. These organisations are:

- The Scottish Environment Protection Agency;
- Scottish Natural Heritage;
- Historic Environment Scotland;
- such persons as the authority considers represent the interests of –
 - the road haulage industry,
 - the bus and coach industry,
 - the taxi and private hire car industry,
 - local businesses, and drivers, likely to be affected by the proposals
 - such other persons as the authority considers appropriate.
- neighbouring local authorities;
- Regional Transport Partnerships; and
- NHS (including Health Boards).

5.2 Although not mentioned in the above list, it is worth noting that a number of organisations may already be covered by it, such as:

- Federation of Small Businesses, and delivery companies (including Royal Mail) as per Section 11(d)(iv) of the Act;

- coach companies as per covered under Section 11(d)(ii) of the Act; and
- trade bodies representing the transport sector as per Section 11(d) of the Act.

5.3 While it is not mandated in the Act to consult beyond the above list, Dundee City Council is keen to ensure that the scope, extent and likely impacts of its LEZ are as widely known and understood as possible. In order to achieve this the organisations listed below also form part of the council's on-going communications activity.

- City Centre and Harbour Community Council, whose area is within the boundaries of the proposed LEZ;
- Employees of Dundee City Council;
- pedestrians;
- public transport users;
- individuals with health conditions which may be affected by air quality;
- groups advocating sustainable transport policies;
- residents living within the proposed boundaries of the LEZ;
- active travel groups (including Dundee Cycling Forum); and
- groups representing people with disabilities (including Dundee Access Group).

6. Activity to date

6.1 Since the principle of Low Emission Zones was established nationally and proposals for Dundee were developed, a phased approach has been taken to communications activity. This has included:

- provision of a central resource on the council's website (www.dundee.gov.uk/service-area/city-development/sustainable-transport-and-roads/low-emission-zone-scheme) for the latest information, updated regularly and linked to the national LEZ website www.lowemissionzones.scot;
- media relations including news updates linked to key milestones to support awareness;
- social media posts (Twitter, Facebook, Instagram and LinkedIn) raising awareness and driving traffic to the web pages/national website;
- face to face engagement with key stakeholder groups including Dundee and Angus Chamber of Commerce, DD1 and public transport providers; and
- an extensive online consultation exercise on the proposed LEZ.

6.2 Initial positioning was developed with Transport Scotland with key messaging reflecting that the Transport (Scotland) Bill was going through Parliament and that the Dundee LEZ was in development.

6.3 Subsequent messaging was updated to reflect the assent of the Transport (Scotland) Act 2019 and agreement to undertake an initial consultation phase by Dundee City Council. This includes:

- the indicative size, scale and boundaries of the Dundee Low Emission Zone and timescales for its introduction;
- information to all audiences about the implications for them of the introduction of Dundee's LEZ helping to them grasp the phased, consultative approach and to avoid surprises;
- "myth busting" by updating the Frequently Asked Questions on an ongoing basis to reflect the latest developments;
- contextualising the LEZs as part of range of actions designed to improve air quality and promote all forms of active travel as part of a wider public health approach;
- all using an informative, factual, succinct "tone of voice".

6.4 Statutory and non-statutory engagement phases have since been completed, and the final LEZ proposal for Dundee is due for consideration by elected members before submission to Ministers for their final decision.

7. Key messages

7.1 It is important to note that a "pick and mix" approach to the use of the following key messages will ensure that the most effective communications are directed to the appropriate audience at the right time, using the most accessible channels. One or more of the key messages will always be included in any communications issued by Dundee City Council as part of its awareness-raising and behaviour change communications activities.

7.2 Commitment:

- Dundee City Council is introducing a Low Emission Zone working in partnership with the Scottish Government;
- a Low Emission Zone to improve air quality will be introduced in Dundee on May 30, 2022; and
- the grace period will end in May 2024.

7.3 Benefits:

- The Dundee LEZ will contribute to the broader city objectives and the vision to create a healthy, vibrant and attractive city by protecting public health through improving air quality in Dundee and achieving air quality compliance for NO₂, PM₁₀ and PM_{2.5};
- LEZs can help to reduce pollution from vehicle emissions and contribute to a faster rate of uptake for lower emission vehicles. Cleaner vehicles also benefit other areas they travel through outside the zones. Emissions reduction is supported by encouraging people to consider using public transport and active travel.

7.4 Compliance:

- The LEZ is based on Euro emission engine classification standards, and with the following as the minimum criteria:
 - Euro 6 for diesel engine cars and light goods vehicles (introduced in September 2014, with any new car sold after September 2015 having to meet this standard);

- Euro 4 for petrol engine cars and light goods vehicles (introduced in January 2005, with any new vehicles sold after January 2006 having to meet this standard); and
- Euro VI for heavy diesel vehicles (including older retrofitted engines which would be improved to operate as Euro VI).

7.5 Check:

- To find out if your vehicle can enter any of Scotland's LEZs a basic registration checker is available at www.lowemissionzones.scot The best way to check, however, is by consulting the vehicle's logbook or direct with the manufacturer.

7.6 Penalty:

- 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 after May 2024 by the vehicle's registered keeper where a non-compliant vehicle enters unless it is exempt.

7.7 Grace period:

- There is a two-year grace period (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, meaning enforcement will commence on May 30, 2024.

8. Timeline/actions

8.1 The community safety and public protection committee determined the final recommended boundaries for the Dundee Low Emission Zone on February 21 2022. The scheme has been submitted to Ministers for final approval.

8.2 Communications activity will increase in intensity and volume in the run up to May 30 2022, with further activity throughout the two-year grace period. These communications will include, but not be limited to:

- Stakeholder briefings including local businesses;
- communications materials being issued to key target groups, including local residents;
- web resources;
- advertising, including radio and billboard/other signage;
- media relations; and
- social media channels, including Twitter, Facebook, Instagram and LinkedIn.

9. Evaluation

9.1 The initial research in sections 2.1, 3.1 and 3.2 above forms a baseline, allowing progress to be measured at relevant milestones e.g. 12 months after the introduction of the Dundee Low Emission Zone.

In addition, further evaluation methods will be used to chart success and reveal new tactical requirements, gaps and course corrections:

- Website analytics;

- social media analytics and sentiment analysis;
- stakeholder uptake of materials and attendance at events;
- feedback; and
- FOI enquiry trends.

10. Governance

The Dundee LEZ Delivery Group which includes senior representatives from key service areas meets regularly to review actions and update activity, helping to ensure all operational and communications activity dovetails.

Progress on communications is also discussed with the National LEZ Communications Group which includes officials and communications representatives of:

- Transport Scotland/Scottish Government and their communications consultancy, BIG Partnership;
- Aberdeen, Dundee, Edinburgh and Glasgow councils; and
- other relevant partners as appropriate e.g. SEPA, Regional Transport Partnerships, Health Protection Scotland/NHS Scotland.

11. Next steps

11.1 An action/delivery plan with detailed communications activity, budget implications and timeline will be prepared to guide implementation of this iteration of the strategy. Communications activity covering the launch of Dundee's Low Emission Zone in May 2022 to the end of the grace period in May 2024 will be laid out, along with aims and objectives, key milestones and desired outcomes.

11.2 As a dynamic document this strategy will be kept under constant review to help inform future updates.