

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**EXECUTIVE COMMITTEE****20 JULY 2021****DUNDEE CITY COUNCIL PROPOSED LOW EMISSION ZONE:
CONSULTATION RESPONSE****REPORT BY SENIOR PARTNERSHIP MANAGER**

This report seeks approval of a proposed response to Dundee City Council's consultation on Proposal to make a Low Emission Zone Scheme

1 RECOMMENDATIONS

- 1.1 That the Executive Committee considers and approves the proposed consultation response to Dundee City Council's Proposal to make a Low Emission Zone Scheme as detailed in Appendix A.

2 BACKGROUND

- 2.1 Under the powers granted by the Transport (Scotland) Act 2019, and in accordance with The Low Emission Zones (Emission Standards, Exemptions and Penalty Charges) (Scotland) Regulations 2021 and The Low Emission Zones (Scotland) Regulations 2021, Dundee City Council (DCC) proposes to introduce a Low Emission Zone (LEZ) in Dundee. Feedback is sought by Dundee City Council by 9 August 2021.
- 2.2 At its meeting of 15 June 2021, the Partnership delegated authority to the Executive Committee to consider and approve a response to Dundee City Council's consultation on their Proposal to make a Low Emission Zone Scheme.

3 DISCUSSION

- 3.1 Dundee City Council intend introducing a Low Emission Zone (LEZ) that will cover the area within the Inner Ring Road, excluding Bell Street, West Marketgait NCP and Wellgate car parks. 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) and those subject to a national exemption.
- 3.2 The proposed LEZ scheme is intended to be introduced on 30th May 2022 with a 2-year grace period (during which enforcement of the LEZ will not take place), meaning enforcement would commence on 30th May 2024. The zone will only be accessible to vehicles that meet the emissions criteria: Euro VI for buses, coaches & HGVs (registered from 2013); Euro 6 for diesel cars and LGVs

(Registered from 2015) and Euro 4 for petrol cars and LGVs (registered from 2006).

3.3 The objectives for Dundee's Low Emission Zone are:

- Protect public health through improving air quality in Dundee and achieving air quality compliance for nitrogen dioxide (NO₂), Particulate Matter (PM)₁₀ and PM_{2.5};
- 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

3.4 Dundee City Council invited Tactran Members and Officers to a presentation on 24th June 2021 outlining the proposals and timescales for the proposed Dundee Low Emission Zone. A copy of the presentation is provided at Appendix A. Further information on Dundee Low Emission Zone Scheme Proposal can be found at www.dundee.gov.uk/lez.

3.5 The proposed Dundee Low Emission Zone objectives are in line with the objectives of the Tactran Regional Transport Strategy 2015 – 2036 Refresh. In particular, Dundee LEZ will assist in achieving Tactran's specific objectives for Economy; Health & Well-being and the Environment, as follows:

- 4a) Helping to meet or better all statutory air quality requirements;
- 3a) contributing to achievement of the Scottish national targets and obligations on greenhouse gas emissions;
- 3c) Promoting a shift towards more sustainable modes;
- 1a) Ensuring that transport infrastructure and services in the region help deliver economic growth, particularly in key business and employment sectors and in supporting town centres.

3.6 Although the proposed Dundee Low Emission Zone covers the area within the Inner Ring Road, its influence will be far wider as Dundee city centre is a regional cultural and economic centre serving a far wider area than the city itself. A number of the bus services accessing the city centre originate from outside the city in Angus, Perth & Kinross and Fife, and as such any improvements to the buses on these routes will assist in reducing harmful emissions in the neighbouring authority areas as well.

3.7 In terms of goods vehicles, the LEZ in Glasgow and the proposed LEZs in Aberdeen, Edinburgh and Dundee all intend having the same standard for vehicle emissions criteria for accessibility to the LEZ. This will also have a positive impact on other city and town centres, as haulage firms modernise their fleets to meet these standards.

3.8 Therefore it is recommended that Tactran is fully supportive of the proposed Dundee Low Emission Zone.

3.1 The Executive Committee is asked to consider and approve the proposed Tactran response, as detailed in Appendix B to allow submission by the deadline of 9 August 2021.

4 CONSULTATIONS

4.1 The relevant officers from constituent Councils have been consulted on Tactran's response to the consultation.

5 RESOURCE IMPLICATIONS

5.1 There are no resource implications arising directly from this report.

6 EQUALITIES IMPLICATIONS

6.1 Dundee City Council has undertaken a Integrated Impact Assessment of Dundee Low Emission Zone, proposed option for statutory consultation and this is available on the Council's [website](#). This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified.

Niall Gardiner
Senior Partnership Manager

Report prepared by Niall Gardiner. For further information e-mail niallgardiner@tactran.gov.uk / tel 07919990370

NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report.

Dundee Low Emission Zone



SYSTRA

Introduction

- Transport Scotland's National Low Emission Framework first identified 5 possible options for Dundee's LEZ
- Public and stakeholder consultation was held in Autumn 2019
- Consultation and detailed traffic modelling has identified the preferred final option for Dundee's LEZ
- This presentation will summarise the steps undertaken and conclusions reached to help identify the final proposed LEZ for Dundee
- This forms part of the statutory consultation on the proposed LEZ as defined in [The Low Emission Zones \(Scotland\) Regulations 2021](#)

LEZ Options

- LEZ Option 1A - Inner Ring Road Bus Only (including bus station)
- LEZ Option 1B - Inner Ring Road Bus Only (excluding bus station)

- LEZ Option 2A - Inner Ring Road All Vehicles (including all car parks)
- LEZ Option 2B - Inner Ring Road All Vehicles (excluding Bell Street and West Marketgait NCP car parks)
- LEZ Option 2C - Inner Ring Road All Vehicles (excluding Bell Street, West Marketgait NCP and Wellgate car parks)

- Consultation also promoted Lochee Road options

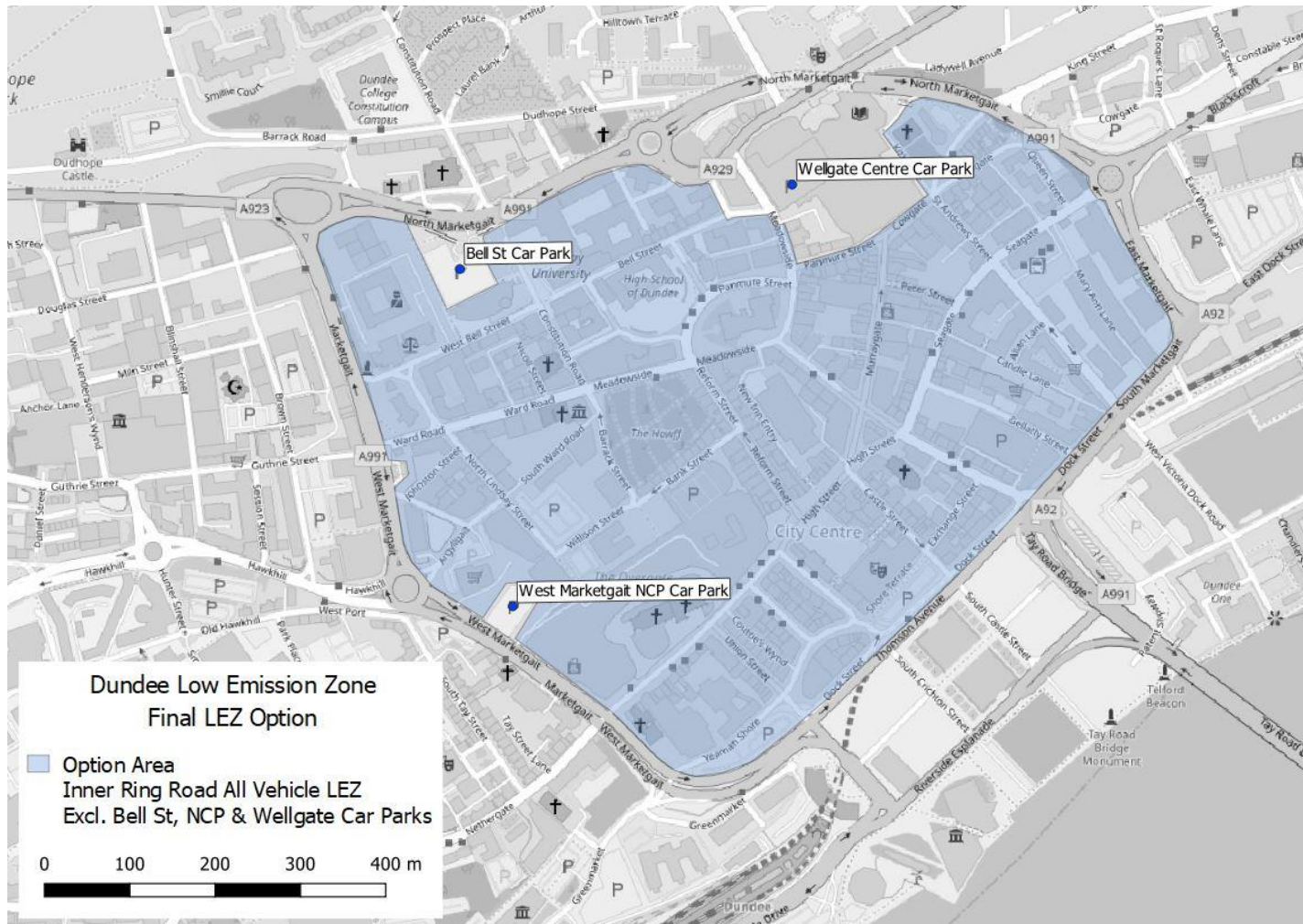
Preferred LEZ Option

- LEZ Option 1A - Inner Ring Road Bus Only (including bus station)
- LEZ Option 1B - Inner Ring Road Bus Only (excluding bus station)

- LEZ Option 2A - Inner Ring Road All Vehicles (including all car parks)
- LEZ Option 2B - Inner Ring Road All Vehicles (excluding Bell Street and West Marketgait NCP car parks)
- **LEZ Option 2C - Inner Ring Road All Vehicles (excluding Bell Street, West Marketgait NCP and Wellgate car parks)**

- Consultation also promoted Lochee Road options

Final LEZ Option



Final LEZ Option – Traffic Modelling

- Traffic modelling of the final LEZ Option shows the network operates relatively similarly to existing conditions
- Some redistribution of traffic flow on inner ring road
 - Decrease in traffic on West Marketgait, north of Westport roundabout (at recent exceedance location)
 - Increase in traffic on West Marketgait, south of Westport roundabout
 - Reduction in traffic levels inside the inner ring road as parking trips redistributed to the periphery car parks

Final LEZ Option – Air Quality Modelling

- Air quality modelling is undertaken by SEPA, through the National Modelling Framework (NMF)
- Cyber attack in late 2020 has delayed the NMF analysis
- Traffic modelling and consultation results assisted Dundee to identify the preferred LEZ Option
- Emissions analysis undertaken by SEPA as an interim step show that NO_x emissions reduce by an average of 78% inside the LEZ and 20% on the Lochee Road corridor
- The final LEZ Option will be assessed in the NMF air quality model as soon as possible and in advance of submission to Scottish Ministers

Final LEZ Option - Operation

- The LEZ will include enforcement of buses, diesel & petrol cars, LGVs and HGVs as specified in [The Low Emission Zones \(Emission Standards, Exemptions and Enforcement\) \(Scotland\) Regulations 2021](#)
- Compliant vehicles in Dundee's LEZ will be:
 - Euro VI for buses, coaches & HGVs (registered from 2013)
 - Euro 6 for diesel cars and LGVs (registered from 2015)
 - Euro 4 for petrol cars & LGVs (registered from 2006)
- Consistent with LEZs in Glasgow, Aberdeen and Edinburgh
- Enforced through a network of ANPR cameras

Final LEZ Option – Grace Period

- It is Dundee City Council's intention to introduce the LEZ on 30th May 2022.
- The introduction of a LEZ must be followed by a grace period as defined in [The Transport \(Scotland\) Act 2019](#)
- A two-year grace period (during which enforcement of the LEZ will not take place) is proposed.
- This will apply for both residents and non-residents of the LEZ area and for all non-exempt vehicle types, meaning enforcement will commence on 30th May 2024.

Final LEZ Option – Grace Period

- To inform the chosen grace period, additional consultation has taken place with key stakeholders
- Consultation with bus operators confirmed fleets will not be fully compliant by May 2023
- Covid-19 has impacted on the income of bus operators and city businesses
- Potential implications for city centre businesses and bus operators suggests that a grace period greater than the required 1 year minimum is appropriate

Final LEZ Option – Exemption & Penalty

- The list of vehicles exempt from LEZ penalty enforcement, as specified in the LEZ Regulations, are:
 - Emergency vehicles
 - Vehicles for disabled persons
 - Military vehicles
 - Vehicles of historic interest
 - Showman vehicles
- The LEZ Regulations specify the penalty charges by vehicle class, and sets escalated charges for repeat offences:
 - £60 - £480 car & van
 - £60 - £960 bus, coach & HGV

Funding Support

- Through its 2018 Programme for Government, the Scottish Government committed to help those who will have most difficulty preparing for the introduction of LEZs.
- New funding has been made available in 2021/22 through the Low Emission Zone Support Fund for:
 - Businesses
 - Households
 - Taxi & private hire vehicles
 - HGV & bus retrofit

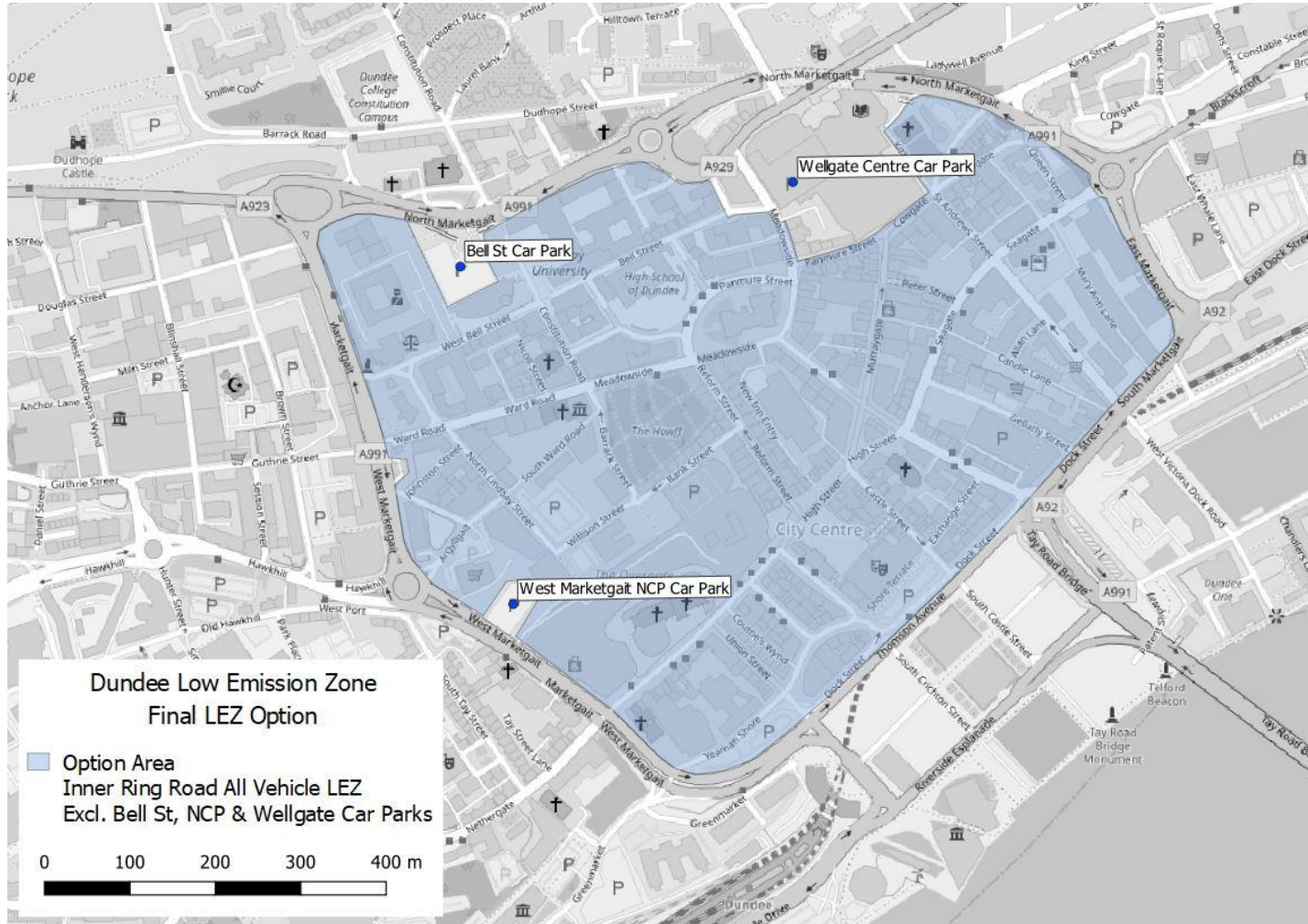
Timeline for Dundee LEZ

- June 2021 Community Safety & Public Protection Committee Report
- [Summer 2021](#) [Statutory Consultation](#)
- Autumn 2021 Community Safety & Public Protection Committee Report
- Early 2022 Submission of final LEZ scheme to Scottish Ministers
- Spring 2022 Approval & declaration of Dundee LEZ
- Spring 2024 Enforcement of Dundee LEZ begins

More information & your views

- Full information on the proposals for Dundee's LEZ can be found at www.dundee.gov.uk/lez
- This includes links to all supporting documents such as the NLEF Report and Emissions Analysis Report
- Submission of representations to dundee.lez@dundee.gov.uk
- The closing date for representations is 9th August 2021

Final Option for Dundee's LEZ



Head of Sustainable Transport and Roads,
Dundee City Council
Floor 5, Dundee House
50 North Lindsay Street
Dundee
DD1 1LS

June 2021

Dear Sir,

Dundee Low Emission Zone – Consultation response

Thank you for the presentation provided to Tactran Members and Officers on 24th June 2021 outlining the proposals and timescales for the proposed Dundee Low Emission Zone. The presentation was very informative.

From the presentation and the information provided in the invitation letter and also on the Dundee City Council website it is our understanding that Dundee City Council intend introducing a Low Emission Zone (LEZ) that will cover the area within the Inner Ring Road, excluding Bell Street, West Marketgait NCP and Wellgate car parks. 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) and those subject to a national exemption. The proposed LEZ scheme is intended to be introduced on 30th May 2022 with a 2-year grace period (during which enforcement of the LEZ will not take place), meaning enforcement would commence on 30th May 2024. The zone will only be accessible to vehicles that meet the emissions criteria: Euro VI for buses, coaches & HGVs (registered from 2013); Euro 6 for diesel cars and LGVs (Registered from 2015) and Euro 4 for petrol cars and LGVs (registered from 2006).

It is also noted that the objectives for Dundee's Low Emission Zone are:

- Protect public health through improving air quality in Dundee and achieving air quality compliance for nitrogen dioxide (NO₂), Particulate Matter (PM)₁₀ and PM_{2.5};
- 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

The proposed Dundee Low Emission Zone objectives are in line with the objectives of the Tactran Regional Transport Strategy 2015 – 2036 Refresh. In particular, Dundee LEZ will assist in achieving Tactran's specific objectives for Economy; Health & Well-being and the Environment, as follows:

4a) Helping to meet or better all statutory air quality requirements;

3a) contributing to achievement of the Scottish national targets and obligations on greenhouse gas emissions;

3c) Promoting a shift towards more sustainable modes;

1a) Ensuring that transport infrastructure and services in the region help deliver economic growth, particularly in key business and employment sectors and in supporting town centres.

Tactran recognises that although the proposed Dundee Low Emission Zone covers the area within the Inner Ring Road, its influence will be far wider as Dundee city centre is a regional cultural and economic centre serving a far wider area than the city itself. It is also recognised that a number of the bus services accessing the city centre originate from outside the city in Angus, Perth & Kinross and Fife, and as such any improvements to the buses on these routes will assist in reducing harmful emissions in the neighbouring authority areas as well.

In terms of goods vehicles, it is noted that the LEZ in Glasgow and the proposed LEZs in Aberdeen, Edinburgh and Dundee all intend having the same standard for vehicle emissions criteria for accessibility to the LEZ. This will also have a positive impact on other city and town centres, as haulage firms modernise their fleets to meet these standards.

I therefore can confirm that Tactran is fully supportive of the proposed Dundee Low Emission Zone.

Yours faithfully,

Mark Speed

Partnership Director