

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 23 NOVEMBER 2021

IMPACT ON ANGUS OF DUNDEE LOW EMISSION ZONE

INFORMATION REPORT

1. INTRODUCTION

This report presents a review of the impacts on Angus of the low emission zone (LEZ) to be adopted in Dundee.

2. BACKGROUND

2.1 The Transport (Scotland) Act 2019 created the provision for Scotland's four largest cities to implement LEZs: Aberdeen, Dundee, Edinburgh and Glasgow. The indicative timetable for their introduction is set to the spring of 2022.

2.2 Dundee City Council have since been progressing through the new statutory process to implement a LEZ, beginning with a public consultation in 2019 to set the criteria for the schemes planning phase and has led to the final statutory consultation held during the summer of 2021. Their planned date for implementation of the LEZ within the city centre is May 2022.

3. CURRENT POSITION

3.1 Dundee LEZ Area

The final consultation aimed to agree the final design of the LEZ, most notably the area. Five different layouts of the city centre were considered during the process however the decision if to create a low emission within the inner-city centre ring road, although three car parks located in this area (Bell Street, NCP Marketgait and Wellgate – see **Appendix 1**) have been excluded from the LEZ. Section 14(3)(a) of the Transport (Scotland) Act 2019, states that low emission zones may not specify a private road and therefore access to these 3 car parks must be maintained for all traffic.

3.2 Impact on Traffic Flow

Although there are a number of pedestrianised areas within the inner ring road, there are roads where traffic of all types can currently move freely. During the planning phase a traffic modelling exercise was undertaken to replicate the likely impact of the proposed LEZ on traffic flow within the LEZ and surrounding areas. The main outcome was that traffic levels are likely to reduce by 30% within the LEZ and only a small increase of traffic is likely on areas on the ring road, mainly West Marketgait, with the network operating to similar existing conditions. It is therefore expected that journey times, both public transport and private car, to/from Angus will not be impacted by the introduction of the LEZ.

3.3 Impact on Air Quality

The Scottish Environmental Protection Agency (SEPA) has carried out a traffic emissions assessment of the recommended LEZ scenario to assist with the identification of the preferred LEZ scheme. The assessment indicates that implementation of the proposed LEZ will reduce NOx emissions on key bus routes inside the LEZ boundary by an average of 70%. It is further expected that the LEZ will have positive impact on the air quality of main arterial routes leading into the city centre, with much of this improvement being attributed to cleaner air buses and HGVs. Lochee Road is one of these main arterial routes and the SEPA assessment details this area is expected to experience a reduction in NOx emissions by an average of 20%. Similarly,

it is a requirement of Dundee City Council to establish an air quality model and this work is due to be carried out by SEPA. However, the 2020 cyber attack suffered by SEPA has delayed this work and the air quality model will take place as soon as possible.

3.4 Implementation and Operating

The vehicle specifications, penalty charges and process for the introduction of the LEZ (including grace periods) are already set out by the Low Emission Zones (Emissions, Standards, Exemptions and Enforcement) (Scotland) Regulations 2021. This creates a consistent approach across the LEZ in Aberdeen, Dundee, Edinburgh and Glasgow and therefore allows key stakeholders to plan more efficiently for the expected impacts.

3.5 The proposed start date for Dundee's LEZ is 30 May 2022. However, after consultation with key stakeholders, including residents, businesses and bus operators, the LEZ will provide a two-year grace period, meaning vehicles must be fully compliant by 30 May 2024.

Complaint vehicles in Dundee's LEZ will be those that meet the emission standard of:

- Euro VI for buses, coaches, HGVs. Vehicles in this category registered from 2013 are likely to meet the required standard.
- Euro 6 for diesel cars and vans. Vehicles in this category registered from 2015 are likely to meet the required standard.
- Euro 4 for petrol vehicles. Vehicles in this category registered from 2006 are likely to meet the required standard.

Vehicles considered exempt are:

- Emergency service
- Military, naval and air force
- Disability adapted
- Historic interest
- Showman

The LEZ will operate 24 hours a day, 7 days a week. The scheme will be enforced through a network of automatic number plate recognition (ANPR) cameras. Penalty charges will range from £60.00 (first offence), to £480.00, although a 50% reduction will be available if the charge is paid for within the first 14 days. Transport Scotland are also providing support, to residents and businesses, through the Low Emissions Support Fund, to help ready themselves for the LEZ implementation.

4. **IMPACT ON ANGUS**

4.1 There will be limited impact from the Dundee LEZ on Angus.

4.2 Dundee's city centre is a trip generator for Angus residents whether that be for work, education, leisure, shopping or as a transport hub for onward bus and rail travel. It is therefore important to consider what the impact of the Dundee LEZ may be on Angus residents.

4.3 The impact is however considered to be limited. Enforcement of the LEZ will not commence until May 2024 and by this point petrol cars would have to be 19 years old to be noncompliant, as petrol cars registered from 2006 onwards, meet the Euro 4 criteria. Diesel cars would have to be 10 years old, as diesel cars registered from 2015 onwards, meet the Euro 6 criteria. Whilst there are likely to be a number of diesel cars more than 10 years old, it is likely that the vast majority of private car owners in Angus will be able to drive within the LEZ. Additionally, access will still be provided to three multi-storey car parks within the LEZ boundary, as well as several other city centre parking locations out with the LEZ boundary.

4.4 Stagecoach East Scotland, along with Moffat and Williamson will be only Angus operators directly impacted by the LEZ, as some of their services traverse directly through the zone. However, Stagecoach is considered to be one of Scotland's largest bus operators and have therefore been engaged by Transport Scotland in detailed discussions regarding all aspects of the Transport (Scotland) Act 2019 at a very early stage and for a number of years now. This has allowed Stagecoach East Scotland to ready their fleet for the implementation of Scotland's

4 low emission zones, by executing an appropriate fleet replacement programme. Furthermore, Dundee City Council consulted, with bus operators, including Moffat and Williamson and Stagecoach East Scotland to ensure that enforcement of the scheme only started, once operators fleet meets the required standards.

- 4.5 The local bus services travelling directly into the LEZ and within Angus are Moffat and Williamson services 51, 78A and 79C and Stagecoach services 20/21, 39, 57/59 and 73. On Stagecoach services, passengers are already likely to have seen the modernisation of the vehicles operating along these routes. 20/21 and 73 operate extensively within Angus and communities served by these vehicles are already benefitting from these cleaner buses.
- 4.6 The vast majority of Angus local bus services do not operate outside of Angus and are unlikely at this stage to have benefitted from an improvement in emission standards. Large operators, including Stagecoach, rotate their fleet throughout their operating areas to ensure that the most popular routes are operated by the fleet's newest vehicles. This results in urban areas, such as Dundee, with more new vehicles than neighbouring rural areas, such as Angus, and the rural area invariably operates with older fleet which was previously used in an urban area. This is a common approach throughout the UK and the majority of fleet operating in Angus has previously been deployed by Stagecoach elsewhere.
- 4.7 Low emission zones will force operators to accelerate the renewal of their fleet, and this may result in Angus seeing the operation of a higher standard of vehicles quicker than the areas would have without the introduction of Scotland's 4 low emission zones. It should be noted that these vehicles moving into Angus are likely to be non-compliant with the LEZ but be more modern than the current fleet operating in the area. Again, the impact on Angus bus fleets is therefore considered to be limited.
- 4.8 There are several small bus and coach operators in Angus but these operators are even less likely to be impacted by the LEZ than Stagecoach. None of them currently operate within the LEZ with any regularity and they are unlikely to have any operational requirement to do so in the future.

NOTE: No background papers, as detailed by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to a material extent in preparing the above report.

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List of Appendices

Appendix 1 – Map of Proposed Dundee City Centre LEZ

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