



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

Cleaner Air for Scotland (CAFS) and National Low Emission Framework (NLEF)

Dr. Stephen Thomson

STEPHEN R. COVEY

THE 7 HABITS OF HIGHLY EFFECTIVE PEOPLE

The Maturity Continuum

	APPROACH - URGENT	APPROACH - STRATEGIC
IMPORTANT	Crisis Pressing problems Deadline-driven	Preparation Prevention Values clarified Planning Relationship building Empowerment
NOT IMPORTANT	Interruptions Meetings Many pressing matters Popular activities	Look busy Telephone calls Time-wasters Escape activities Excessive media

Powerful Lessons in Personal Change

FRANKLIN COVEY CO.

Cleaner Air for Scotland

Scotland's first distinct air quality strategy

Series of actions across key policy areas to deliver further improvements to air quality over the coming years.

National Modelling Framework (NMF, to provide evidence)

National Low Emissions Framework (NLEF, to provide transport appraisal to underpin business case) .

CAFS year 1 update: examples of work

Refreshed Local Air Quality Management (LAQM) system launched in 2016, with single annual progress report + publication of revised and updated Scottish policy guidance and UK wide technical guidance .

2016/17 funding support for LA LAQM to fund 13 new PM_{2.5} monitoring stations

Report into “Synergies and Tensions between Climate Change and Air Quality Actions”

NMF city models for (pilot) Aberdeen, Dundee, Glasgow and Edinburgh

CAFS progress report – NMF in Glasgow

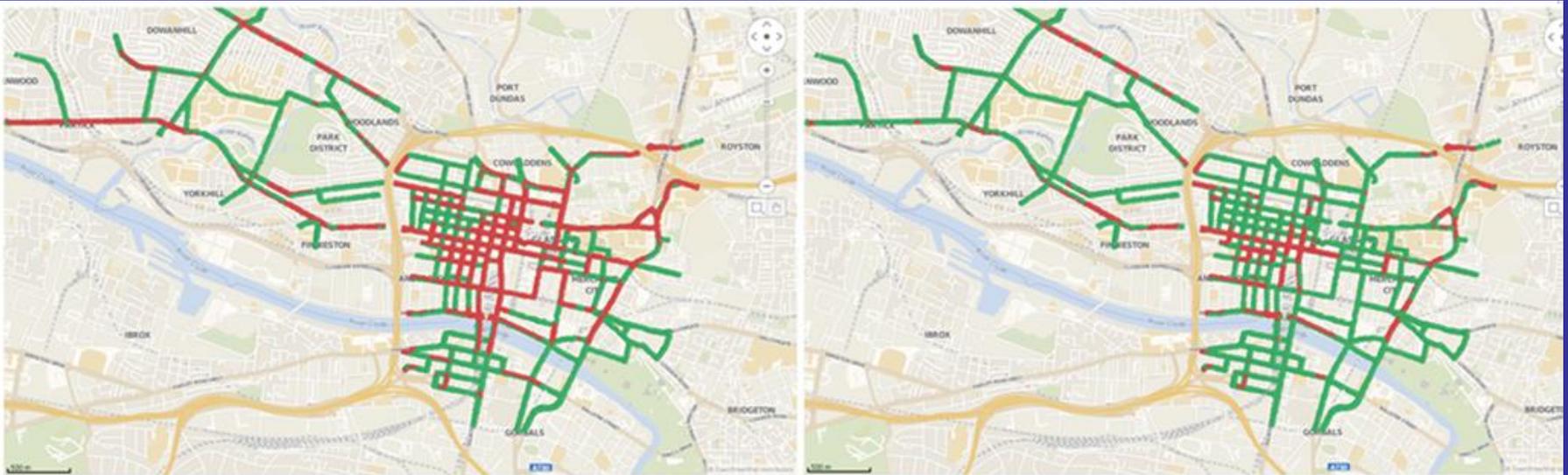


Figure 5: Provides comparison in the changes to modelled NO₂ for different traffic scenarios, visualised for all kerbside points through the online data analysis application. The 2 maps compare kerbside concentrations for the National Fleet, and for improvements if all buses were EURO 6 (or similar emission standard).

PfG and draft CCP

Programme for Government

‘We will take forward the actions set out in CAFS to reduce air pollution further. With the help of local authorities, we will identify and put in place the first low emission zone by 2018, creating a legacy on which other areas can build.’

Draft Climate Change Plan

Policy outcome 1: With local authorities and others, evaluate the scope for urban-wide low emission zones with a specific focus on CO2 emissions, as well as air pollution more generally.

Policy outcome 1, delivery route: Building on NLEF, we will establish read across to LEZs focusing on CO2 emissions.

The Herald



WIN FLIGHTS TO LAS VEGAS

Last chance: The final token plus entry form

PAGE 16



WORTH £2000

TRANSPOTTING REVIEW

First verdict on Boyle's sequel

PAGE 3

100 GREAT SPORT IC

The country's capped football and joint top

254TH YEAR NO. 306

FRIDAY JANUARY 20, 2017

Pollution charge on drive in battle against emissions

Anger as SNP reveals plan for new levy to tackle climate change from next year

TOM GORDON
POLITICAL EDITOR

DRIVERS in Scotland face paying a costly pollution charge from next year under radical government plans to improve air quality and tackle climate change.

Highland ministers yesterday confirmed plans to pilot the country's first Low Emission Zone (LEZ) in 2018. Targeted at heavy polluting lorries, buses and taxis, an LEZ using number plate recognition technology has covered the whole of London since 2008, and applies 20 days a year.

The daily charge is £100 for larger vans and minibuses, and £200 for lorries, buses, coaches and other specialist heavy vehicles, which do not meet clean emission standards.

The scheme also applies only to buses in Brighton, Newark, Nottingham and Oxford.

The Alliance of British Drivers and the Scottish LEZ scheme was designed to "take money out of drivers' pockets and channel it 'not instead of anybody who drives out."

It is not yet known which local authorities will pilot the scheme, but Glasgow, Edinburgh and Aberdeen councils have recently completed feasibility studies.

The cost and a schedule of charges and penalties has to be worked out. Friends of the Earth Scotland said Glasgow had one of the most polluting a successful plan there would help create low emission zones in other cities.

Director Dr Richard Dixon said the levy would apply initially to lorries, buses and vans which failed clean emission standards, and then be extended to taxis and cars.

He said: "It's not the only thing we need to do to tackle air pollution, but it's an important step and it's also good for climate change."

He said the cost of the LEZ would depend on existing camera technology, and urged the cities with the worst pollution - Glasgow, Edinburgh and Aberdeen - to get government funding to become the pilot or to get the levy sooner before the second one is launched.

A report last week identified 20 areas in Scotland and cities where pollution limits are regularly broken, with Glasgow's Hope Street and St John's Road in Edinburgh the worst.

Piping-hot Tattoo begins in west

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The world famous Edinburgh Tattoo, the annual event held in the shadow of the castle, now has a rival in the west. Not to be outdone by the capital, the SSE Events is bringing back to the Glasgow Tattoo with innovative with Irish dancers, Ailig MacLean, left, and Courtney McAuliffe joining partner in a number from Wexford outside the venue. More than 100 performers are taking part from Scotland, Northern Ireland, Republic of Ireland, Germany, Spain and the Netherlands. The Massed Pipes and Drums of The Glasgow Tattoo include Clive Pyle (left), Ian Baird, Neilson (left), Scotland and Strathclyde. The Band Of Her Majesty the Queen's Own Highlanders (left) and the Massed Pipes and Drums of The Glasgow Tattoo.

It is time to zone in on the problem of air pollution

CLIMATE change is a hot topic, both abroad – where there is much apprehension among environmentalists over the approach the upcoming Trump administration will adopt – and at home, where the Scottish Government's target of a zero-carbon economy has long been the subject of political skirmishing. Through the fog of this war, however, we should not forget there is an immediate, pressing concern which needs to be addressed. It concerns the very air that we breathe, which for many of us is increasingly polluted. There is a case to be argued that Public Enemy Number One should now be the traffic that chokes both our streets and our lungs.

Hope Street in Glasgow, with Edinburgh's St John's Road second. But it is not just the huge conurbations that are the serial offenders – even Crieff High Street showed levels of particulate matter above the Scottish target.

FoE Scotland claims that air pollution causes more than 2,200 early deaths north of the Border each year, while a study in medical journal The Lancet found that people living near a busy road have an increased risk of suffering dementia, with one in 10 Alzheimer's cases associated with heavy traffic. Clearly – if that is the word – something must be done. The Scottish Government is keen to introduce a low emission zone, where heavily polluting vehicles are subject to a levy. Cameras read number plates and check it against a database of registered vehicles. An addendum to the congestion charge, it works well in London.

In these austere times, no-one welcomes an extra expense. But this is one area where we may be well advised to cough up.

FRIDAY, JAN 20, 2017

Crippling work and

100

By Michael Buckley
Scottish Political Editor

MOTORISTS face being hit by crippling congestion charges and a levy to park as part of the SNP's new war on Scots drivers.

Ministers were last night accused of hammering motorists – and their employers – after they unveiled the latest stage of their 'zealous' green crusade against drivers.

Scotland's first 'low emission zones' are to be piloted by next year, which could see the drivers of taxis, lorries, vans and gas-turbocharged heavy cars banned from town centres or being forced to pay to enter.

Employers face paying a new tax if they provide a parking space for workers – with many firms expected to pass on the extra cost to their employees.

Congestion charging is also on the cards, while a set of more incentives will be devised to encourage people to drive electric cars.

The Scottish Government claims it will work towards completely phasing out conventional diesel and petrol vehicles within three decades.

"The measures are included in a radical draft climate change plan that aims to cut Scotland's carbon emissions by two-thirds in the next 15 years.

"The plan will collaborate with a local authority to put in place a pilot low-emission zone by 2018."

Hugh Eilwood, spokesman for the Alliance of British Drivers, said: "High-polluting cars to Page 8"



Big day ahead: Donald Trump and wife Melania in Washington yesterday. SEE PAGES 6 & 7

Prostate scan to save thousands

A BREAKTHROUGH in the way prostate cancer is diagnosed could save the lives of thousands of men.

Potential sufferers should be given MRI scans as soon as symptoms are raised by doctors, a study suggests.

A trial involving 11 UK hospitals has found that giving men the scan as soon as suspicion is raised doubles the rate of which tumours are spotted.

It also reduces by a quarter the number of men subjected to biopsies. They can be painful, inaccurate and carry a risk of side-effects such as infection.

The findings of the study – hailed as the biggest advance in prostate cancer diagnosis in 30 years – are now being examined by NHS officials.

Angela Galloway, chief executive of Prostate Cancer UK, said: "This is the biggest leap forward in prostate cancer diagnosis in decades, with the potential to save many lives."

FULL STORY – PAGE 9

WHITE HOUSE, HERE I COME!

Brexit

Enforcement & compliance

Energy security

Circular economy

Air quality?



National Low Emission Framework (NLEF)

NLEF is a transport-focused science-led, evidence based appraisal process to enable local authorities to justify the business case for, and implement, a range of air quality improvement options related to transport.

Vehicle Access Regulation Scheme (VARs) options include, but not limited to, LEZ.



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Low Emission Zones (LEZ)

Low Emission Zones (LEZs) set minimum emission standards for access to a defined area.

Local authorities already have powers to establish LEZs in their areas and set their own emissions standards and operating procedures; tie into NLEF to provide consistency

NLEF work in progress

Document structure and writing of draft chapters is well underway, with support from Atkins + NLEF steering group

Complete draft documents by end February

NLEF steering group with overseeing role

Foreword	(i)	(i)	Ministerial statement
Non Technical Summary	(ii)	(ii)	
Introduction	1.1		What is NLEF, where should it be used
	1.2		The Background / Philosophy for NLEF
	1.3		Using NLEF: The Structure of the Document
Objectives Aims Roles and Responsibilities	2.1		Terminology
	2.2		Aims/Objectives by NLEF Stage
	2.3		NLEF appraisal in context (LAQM, CAPS, STAG)
	2.4		Roles and Responsibilities (summary)
	A2.1		OARR detail, including detail behind 2.1 to 2.4
Appraisal Procedure	3.1		Emissions Criteria Selection
	3.1.1		How to select from available mitigation for NLEF
	3.1.2		NLEF related emission standards by vehicle type
	A3.1		Detailed Guidance - emission standard setting
	3.2		Stage 0 Pre-appraisal
	3.2.1		Step by step (summary)
	3.2.2		Data needs
	3.2.3		Criteria for go/nogo
	3.2.4		Cost-benefit analysis
	3.2.5		reporting needs
	A3.2		Detailed Guidance - detailed methodology for Stage 0
	3.3		Stage 1 Initial Appraisal
	3.3.1		Step by step (summary)
	3.3.2		Data needs
	3.3.3		Criteria for go/nogo
	3.3.4		Cost-benefit analysis
	3.3.5		Reporting needs
	A3.3		Detailed Guidance - detailed methodology for Stage 1
	3.4		Stage 2 Detailed Appraisal
	3.4.1		Step by step (summary)
	3.4.2		Data needs
	3.4.3		criteria for go/nogo
	3.4.4		cost-benefit analysis
	3.4.5		reporting needs
	A3.4		Detailed Guidance - detailed methodology for Stage 1
	3.5		Stage 3 Monitoring, Managing and Evaluation Stage
	3.5.1		step by step (summary)
	3.5.2		data needs
	3.5.3		MME criteria
	3.5.4		reporting needs
	A3.5		Evidence Base - requirements for Stage 4
	A3.6		Detailed Guidance - Cost Benefit Analysis & Tool
Implementation & Enforcement	4.1		Enforcement
	4.1.1		Options for enforcement (examples from elsewhere)
	4.1.2		Technical issues/options in enforcement
	4.1.3		Legislative options/routes for enforcement
	4.2		Implementation
	3.5.1		step by step (summary)
	3.5.2		data needs
	3.5.3		reporting needs
	A4.1		Detailed Guidance - requirements for Stage 3
	A4.2		Evidence Base for Enforcement
Legislation	5		Legislative Routes for Implementation
Funding and Costs	6.1		Scottish funding sources
	6.2		UK/European funding sources
	6.3		Compliance Costs (Stage 1 initial appraisal)
	6.4		Implementation Costs
	6.5		Incentives
	A6.1		Further detail on Funding / Incentives



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NLEF work in progress

- Associated tools being developed - cost benefit analysis tools
- Emission criteria for petrol (Euro 4) and diesel (Euro 6) to be confirmed
- Charging vehicles to enter the area Vs excluding those vehicles that do not meet the standards.
- Legislation drivers and LEZ enforcement powers (akin to decriminalised parking and bus lane enforcement).
- Role of Traffic Regulation Orders

NLEF work in progress

- Key local authority stakeholder engagement with transport, planning, and policy of all four major cities (Aberdeen, Dundee, Edinburgh, and Glasgow).
- Transport Scotland Director level involvement in delivery
- Role of key partners including Traffic Commissioner, Scotland Excel, bus and freight industry
- Governance arrangements once NLEF is live
- Communications Strategy for LEZs in particular

NLEF work in progress

- Budget case for NLEF being developed – to support future Minister submission around cost of LEZs (+ future tie into existing funding such as BSOG and GBF)
- Key costs across:
 - Civil engineering – design, procurement, construction, operation
 - Back office engineering and resource
 - Retrofitting existing fleet
 - New fleet
 - Communications

Next steps

NLEF workshop – 30 January

NLEF consultation – end February

NLEF economic appraisal of LEZs –
end February target date

NLEF publication in summer

Tweets by @step_scotland

 STEP Retweeted 



Transport Scotland

@transcotland

Air your views on the National Low Emission Framework – and get updates on NLEF guidance – at our workshop on 30/1. bit.ly/nlef17



05 Jan 

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