

Cleaner Air for Scotland The Road to a Healthier Future

2018/19 Progress Report

March 2020

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Ministerial Foreword

This report outlines the progress made towards delivering ‘Cleaner Air for Scotland – The Road to a Healthier Future’, Scotland’s first separate air quality strategy, from its publication in 2015 to present. Since publication of the strategy, a global climate change emergency has been declared. Scottish Government acted immediately with amendments to our Climate Change Act to set a 2045 target for net zero emissions. These are the most stringent legislative targets anywhere in the world and Scotland’s contribution to climate change will end, definitively, within a generation.

Just as Scotland is leading the way on climate change action, so too are we leading on improving air quality. Since the publication of Cleaner Air for Scotland, Scotland’s first Low Emission Zone has been established. The Low Emission Zone came in to effect in Glasgow at the end of 2018 and there are plans for further Zones in Aberdeen, Dundee and Edinburgh by the end of 2020. Cleaner Air for Scotland is a national cross government strategy and partnership working has been paramount to the successful delivery of the actions. I would like to take this opportunity to thank all those who have been involved for your valued contributions. I look forward to these strong partnerships continuing through to the next Strategy in order to ensure that we continue to make strives to improve the air quality in Scotland.

In November 2018 I announced an independently led review of Cleaner Air for Scotland, which was completed in July 2019. Although we committed to a review of the strategy after five years I decided to bring this process forward. Considering the declaration of a climate emergency, establishment of Low Emission Zones and major advances in knowledge around the human health impacts of air pollution, it is important to ensure that our air quality strategy remains fit for purpose.

Despite the undoubted improvements in air quality which have taken place over recent years, major challenges remain to be tackled. The achievements of Cleaner Air for Scotland provide us with a solid foundation for addressing these challenges, which will be built on with a new air quality strategy to take us into the 2020s.



Roseanna Cunningham MSP, Cabinet Secretary for Environment, Climate Change & Land Reform

1. Introduction and Background

Over recent years emissions of air pollutants have reduced and air quality has improved across Scotland. However, poor air quality continues to impact on human health and the environment. Poor air quality is also a health inequalities issue, due to the disproportionate effects on the more vulnerable members of the population (people who are very young, the elderly, those with pre-existing medical conditions, and those living in urban areas and deprived communities).

Cleaner air provides multiple benefits, and the responsibility for better air quality rests with many groups, including the general public, national and local government and businesses. There are also opportunities to generate efficiencies and cost savings by linking air quality to related policy interventions, such as climate change adaptation and mitigation, and noise reduction.

[Cleaner Air for Scotland – The Road to a Healthier Future \(CAFS\)](#), published in 2015, is a national cross government strategy that sets out how the Scottish Government and its partner organisations propose to reduce air pollution further to protect human health and fulfil Scotland's legal responsibilities as soon as possible. Delivery of CAFS was a commitment of the [Scottish Government's Plan for Scotland 2017 -18](#). Progress has been supported by the CAFS Governance Group, and actions managed by specific working groups and sub-groups.

An independent review of CAFS was carried out during 2019, which was a commitment made in the 2018/19 Programme for Government. CAFS is now being redrafted with a view to publishing a revised strategy at the end of 2020. As a new strategy will be published at the end of the year, this is the final report on progress towards delivering the 40 key actions described in the original CAFS strategy. It is also a reflection on achievements to date and a space to consider the next steps and future opportunities to improve air quality.

The majority of CAFS actions, as well as several new actions, have been completed as shown in Appendix A. Cross departmental working has been crucial to achieving this, and the success of the new strategy will be equally reliant on engagement and partnership working. The redrafting process provides scope to review CAFS actions in terms of deliverability, relevance and impact in the context of a changed policy landscape (climate change emergency, low emissions zones etc.) and growing evidence concerning the health impacts of air pollution. This ensures the strategy remains fit for purpose and reflective of the current requirements..

The new strategy will continue to focus on transport, placemaking, health and climate change themes, but will also introduce new policy areas such as domestic combustion and agriculture. Actions will be based on recommendations for delivering further air quality improvements from the independent review. The strategy will also be aligned with forthcoming policies in climate change, planning and transport to ensure multiple benefits and alignment across these key policy areas.

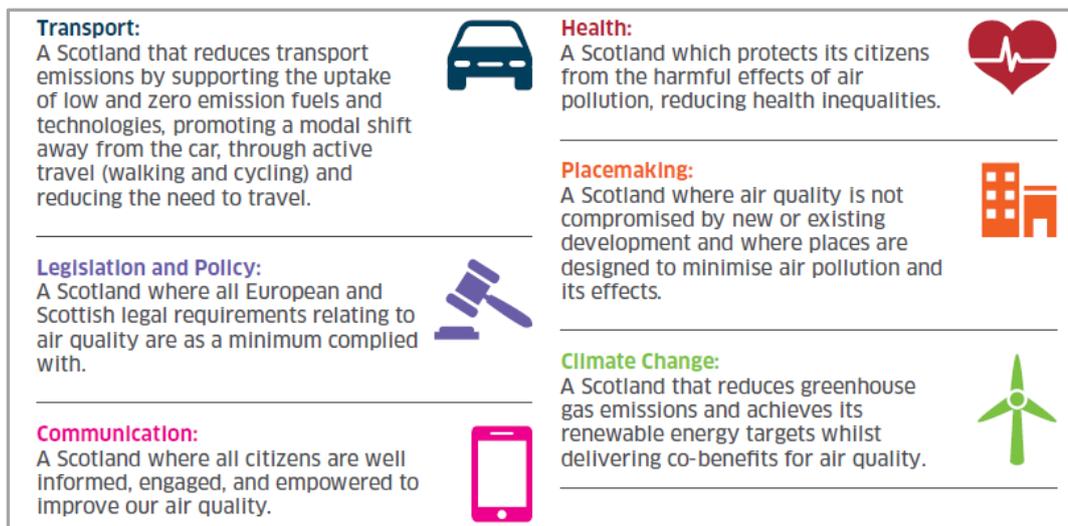


Figure 1: The six key themes of the Cleaner Air for Scotland (CAFS) Strategy

2. Summary of progress

28 CAFS actions have been completed including the establishment of a PM_{2.5} monitoring network, streaming of the Local Air Quality Management System and delivery of air quality training and guidance for local authority planners amongst others. Delivery of some actions were held back, as they were dependant on the provisions of the Planning (Scotland) Act 2019 and Transport (Scotland) Act 2019 and the strategic direction set by the associated strategies (National Planning Framework 4 and National Transport Strategy). As a result 3 actions will be reviewed and refreshed as part of the CAFS 2020 redraft to ensure they remain relevant and deliverable.

7 actions have been significantly progressed and are on schedule to be delivered under a revised timescale. Of these 7 actions, 3 are on schedule for delivery in 2020. The remaining 4 actions will be taken forward in the new strategy.

4 actions contain two distinct elements at different stages of completion, the action status has been split to reflect this. Included in this category is the delivery of the National Modelling Framework where the local models which provide evidence for the 4 city Low Emission Zones have been delivered, however the regional model remains under development. The regional model will be progressed further during 2020 and taken forward as an action in the new strategy.

In addition to the 40 actions outlined in the original strategy, 9 new actions have been progressed. These include an evaluability assessment for Low Emissions Zones, contribution to the UK National Air pollution Control Programme and development of an air quality focused version of the Place Standard tool. Of these new actions 6 have been completed and 3 have progressed significantly.

Through reflecting on progress made in delivering these 40 actions, it is clear much has been achieved in pursuit of improving air quality for the benefit of human health and the environment. We can now look ahead to the opportunities for further improvements by introducing new actions to tackle emissions from agriculture and domestic combustion and refreshing transport, placemaking and climate change actions in line with recent changes to legislation to ensure multiple benefits.

Full details of progress against all CAFS actions in are presented in Appendix A.

CAFS Review 2019

An independent review of CAFS was carried out during 2019, which was a commitment made in the 2018/19 Programme for Government. The two main aims of the review were to assess progress to date in implementing the CAFS actions and to identify additional priorities for delivering further air quality improvements. The review was led by a steering group, supported by four expert working groups. The review produced a [number of recommendations](#) which the Scottish Government will use to inform the redrafting of CAFS in 2020.

Next Steps

The Scottish Government is currently considering the recommendations made by the independent CAFS review steering group, along with comments on the recommendations received via an online survey held at the end of 2019. Revision of CAFS will progress during 2020, with the intention to republish the strategy by the end of the year.

Key areas of focus will include:

- The inclusion in CAFS of actions to tackle emission sources beyond transport, such as agriculture and domestic combustion.
- A focus on effective coordination between air quality and climate change policies
- Ensuring air quality is a key component in the development of the National Planning Framework 4.
- Continuing work to implement further Low Emission Zones in Aberdeen, Dundee and Edinburgh.
- Implementation of the National Modelling Framework regional model.
- Conducting social research to inform a more comprehensive national air quality public awareness campaign.

The CAFS Governance Group remains in place to oversee ongoing delivery of the CAFS objectives and actions.

Appendix A: Progress across CAFS policy areas

Key to acronyms in the table:

CAFS – Cleaner Air for Scotland
 EPS - Environmental Protection Scotland
 HPS – Health Protection Scotland
 SEPA – Scottish Environment Protection Agency
 SG – Scottish Government
 TS – Transport Scotland

Objective	Ref.	CAFS Action	Delivery Organisation	Target dates	Update	Status
Communications	C1	Development of a Scottish air quality Indicator to assist in assessing compliance with air quality legislation and delivery of CAFS objectives.	SG and contractor	16/17	<p>The final report from the Institute of Occupational Medicine was submitted to the Scottish Government, as was the report of a follow up project undertaken by the University of Glasgow.</p> <p>Consideration is being given to the future of this action. Defra's Daily Air Quality Index and the Know and Respond app are available through the Scottish Air Quality Database for those looking to access information about air pollution levels in their</p>	<p>Significant progress</p> <p>Further consideration of this action in 2020 as part of the CAFS redraft</p>

					area and potential impact on health.	
	C2	CAFS will support the ongoing Greener Scotland communication campaigns, encouraging individuals to use the car less to improve their health and their local environment.	SG/EPS	16/17	CAFS Communications events such as Clean Air Day , led by Environmental Protection Scotland, have strongly aligned with Greener Scotland campaign messages.	Complete
	C3	A national AQ public awareness campaign will be developed.	HPS/SG/TS/ EPS	15/20	A number of the CAFS communications actions (such as clean air day, air quality exhibit and education projects) have continued to raise public awareness of air quality as an issue. A national Low Emission Zone website has also been developed by Transport Scotland.	Significant Progress

					<p>The CAFS Communications subgroup, chaired by Environmental Protection Scotland and with support from Health Protection Scotland has recommended that further social research into current levels of public understanding and awareness of air quality is required in order to inform further development of an effective national public awareness campaign. This was also a key recommendation from the independent review of CAFS, and will be taken forward as part of the CAFS redraft in 2020.</p>	
	New Action	Citizen science initiatives based around schools and education		15/20	<p>SEPA has been working with schools in several local authorities on the CleanAir@School project, enabling pupils to measure air pollution at their school, with trends being used to build evidence for behaviour change actions. The project has 10 Environmental Protection</p>	<p>Complete</p> <p>On-going delivery</p>

					<p>Agencies (EPAs) across Europe participating.</p> <p>Learn About Air is a dedicated teaching resource, linked to Scotland's Curriculum for Excellence, for pupils to learn about air quality, the impact it has on their lives and how they can influence it. It also provides a powerful mechanism to feed this message back into the pupil's home environment, thus reaching the wider population.</p>	
Legislation and Policy	LP1	A refocused Local Air Quality Management system will be implemented.	SG	16/20	<p>A revised Local Air Quality Management system was launched in 2016, which has included a streamlined reporting process, and more recently, integration of the National Low Emissions Framework assessment (see LP10-12). The recent independent review of CAFS made a number of Local Air Quality Management recommendations, which will be considered further during the 2020 redraft of CAFS.</p>	Complete

	LP2	A PM _{2.5} monitoring network will be established.	SG	16/18	The PM _{2.5} monitoring network now contains 55 sites	Complete
	LP3	Revised and updated Scottish NO ₂ action plans will be produced to demonstrate how compliance with the EU Ambient AQ Directive will be achieved by 2020.	SG	15/20	A response to the revised UK action plans submitted in July 2017 is awaited from the European Commission. A response was due to be received in April 2018, but this has been postponed.	Complete
	LP4	Design, develop and implement a two-level modelling system for regional and local scales (NMF).	SEPA/SG/TS	16/18	Local Modelling Framework: The local air quality model methodology has been designed and implemented by SEPA. Local models have been produced for Glasgow, Edinburgh, Aberdeen and Dundee, and are currently being used to support the design and delivery of Low Emission Zones.	Complete
			SEPA/SG/TS	16/18	Regional Modelling Framework: A necessary initial focus on the local models to support Low Emission Zone implementation in the four largest cities, together with a lack of regional traffic data has resulted in some slippage, and a revised date for completion in 2020.	Significant progress

					However significant progress has been made on the methodology for the regional model. See LP5.	
	LP5	Evaluate the requirements of a regional model and then support its development during the first 2 years of implementing CAFS.	SEPA/SG/TS	16/18	The methodology for the regional air quality model has been successfully developed, and evaluated against the Dutch model on which it is based. Regional traffic data issues were identified which have delayed implementation. Funding has now been identified to resolve this in part, with the first phase of data gathering focussing on a specific region before wider implementation. Implementation of the regional model will be taken forward in the revised CAFS strategy.	Significant progress
	LP6	Develop guidance and promote a support network for all practitioners involved in reviewing and assessing local impacts on air quality resulting from regional decision-making.	SEPA/SG/TS	15/17	Local Modelling Framework: A robust support network for the local models has been developed via the National Modelling Framework and Low Emission Zone delivery groups. SEPA has taken on responsibility of providing assistance to any other local authorities undertaking	Complete

					National Low Emission Framework appraisals in the future which may require a detailed local air quality model.	
				15/17	Regional Modelling Framework: Guidance for the regional model will be developed when the regional model has been implemented, and is on schedule for delivery under a revised timescale. See LP5.	Significant progress
	LP7	Undertake detailed modelling of all 4 major cities and associated adjoining spaces in Scotland, covering areas associated with highest levels of poor AQ.	SEPA/SG/TS	16/18	Detailed air quality models for Aberdeen, Dundee, Edinburgh and Glasgow are complete, and continuing to be reviewed and updated as required. Cities are setting up Low Emission Zone Delivery Groups, but maintaining the National Modelling Framework subgroups to provide technical support and low emission zone scenario testing.	Complete
LP8	Identify requirements and undertake data collection requirements for additional urban areas within 3 years of implementing CAFS.	SEPA/SG/TS	16/19	Additional areas requiring detailed local air quality models will be identified through the National Low Emissions Framework Stage 1 screening	Significant progress	

					assessment, to be undertaken by Local Authorities and reported through the Local Air Quality Management System Annual Progress Report 2020.	On schedule for completion in 2020
LP9	Implement the national databases for traffic data collection and local modelling outputs associated with CAFS.	SEPA	15/17	<p>Local model outputs: SEPA has collated air quality and traffic data for each of the four local models, and presented these in a range of visualisation tools for local authority practitioners, alongside the enhanced data analysis applications previously developed which provide a visual interface for public interrogation of air quality datasets. The local air quality model applications are password protected for local authority and partner use alone, as these will relate to the development of appropriate actions and Low Emission Zone option appraisals.</p>	Complete	
		TS	15/17	<p>Traffic data: A more centralised traffic database is required to ensure that a standard approach is taken to collecting and presenting traffic information</p>	Significant progress	

					across Scotland. This would also support the National Modelling Framework regional model. The National Transport Data System (NTDS), managed by Transport Scotland, became operational in July 2016. The CAFS review made a number of recommendations with regards to traffic data, and these will be considered as part of the revised CAFS strategy.	
	LP10	By April 2016, in further consultation with partner organisations, the National Low Emission Framework criteria, tests, and processes will be developed, agreed, and finalised.	TS	15/17	The National Low Emission Framework was published in January 2019, after being updated to take account of feedback on the initial draft from local authorities and SEPA to ensure alignment and integration with the existing Local Air Quality Management regime and Low Emission Zone commitments included in the 2017/19 Programme for Government. Local Authorities with Air Quality Management Areas declared for transport emissions will report the results of their Stage 1 National Low Emission Framework screening assessment in their 2020 Annual Progress Reports.	Complete

	LP11	A standard appraisal process will be designed and implemented for assessing local air quality measures.	TS	15/17	Guidance on how Local Authorities should carry out the National Low Emission Framework Stage 1 assessment has been developed. The Annual Progress Report template for 2020 will be updated to include this guidance.	Complete
	LP12	Develop the software tools and associated guidance for the National Low Emissions Framework, including funding options and technical reports that will underpin the evidence on effectiveness of options.	TS	15/16	See LP10 and LP11	Complete
	New Action	Progress made towards EU compliance by 2020 (contributions from various CAFS, Local Air Quality Management initiatives and updated National Modelling Framework modelling data).		15/20	Further modelling will be undertaken in 2020 to assess compliance with the requirements of the EU ambient air quality Directive. Scottish local authorities made an important contribution to development of the zonal plans, which summarise the wide range of measures being implemented by authorities as part of their Air Quality Action Plans, which complement actions being	Significant progress

					undertaken by central government.	
	New Action	Reduction in the number of existing Air Quality Management Areas (i.e. revoked, substances revoked) and new Air Quality Management Areas being declared.		15/20	Declarations for a number of substances within Air Quality Management Areas have been revoked or amended since CAFS was published, and there has been a reduction in new Air Quality Management Areas being declared. Scottish Government has written to all Local Authorities with Air Quality Management Areas to request an update and/or submission of final Air Quality Action Plans, and an assessment of current Air Quality Management status with a view to considering whether revocations may be appropriate, in line with one of the key overarching objectives of CAFS to see significant progress towards revocation of all Air Quality Management Areas by 2020.	Complete Ongoing delivery
	New Action	Production of Scotland's contribution to UK National Air Pollution Control Programme (required by the NECD).		18/19	Scottish Government provided Defra with content to inform and support the National Air Pollution Control Programme. The	Complete

					Programme was published in April 2019. The review of CAFS also recommended that work should be undertaken on habitats and emissions to set appropriate targets in the context on the UK requirements under the National Emissions Ceiling Directive (see below on CAFS review).	
	New Action	Review of CAFS undertaken with a revised strategy to be in place for 2020		18/19	An independent review of CAFS was carried out during 2019, led by a steering group and informed by four expert working groups. The review produced a number of recommendations which the Scottish Government will use to inform the redrafting of CAFS in 2020.	Significant progress On schedule for completion end of 2020
Health	H1	World Health Organisation guideline values for PM ₁₀ and PM _{2.5} will be included in legislation as Scottish AQ objectives.	SG	16/17	PM_{2.5}: The Air Quality (Scotland) Amendment Regulations came into force in 2016, and introduced the World Health Organisation guideline value for PM _{2.5} (10 µg/m ³ as an annual average) into Scottish legislation. Scotland is the first county in Europe to include this more stringent guideline value in domestic legislation. This comes into effect on 31 December 2020.	Complete

				16/17	<p>PM₁₀: Given that the World Health Organisation guideline value is less stringent than the current Scottish objective (20µg/m³ compared to 18µg/m³), it is possible that a number of Air Quality Management Areas could be revoked following such a change, through having PM₁₀ concentrations higher than the current Scottish objective but lower than the World Health Organisation guideline value.</p> <p>In order to avoid PM₁₀ Air Quality Management Areas being revoked and then declared for PM_{2.5} exceedances, no change to the PM₁₀ objective will take place until sufficient data has been gathered to determine PM_{2.5} concentrations across Air Quality Management Areas in Scotland.</p> <p>Given the significant expansion of the PM_{2.5} monitoring network (see LP2), it is envisaged that sufficient PM_{2.5} data will be available to allow a final decision to be made post 2020.</p>	<p>Significant progress</p> <p>Further consideration of this action in 2020 as part of the CAFS redraft</p>
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	H2	NHS boards and their LA partners will include reference to air quality and health in the next revision of their Joint Health Protection Plans, which should identify and address specific local priority issues.	HPS	16/18	<p>A survey of all NHS boards (NHSBs) in Scotland was carried out in late 2017. This identified that a majority of the NHSBs had either already included air quality as a topic in their current Joint Health Protection Plan, or were planning to include it in the next revision of their plan. This was an encouraging finding. The initial results of the Joint Health Protection Plan survey were shared with the Scottish Parliament Health and Sport Committee, which held an evidence hearing in relation to air pollution and health in early April 2018.</p> <p>The Air Pollution and Health Group, subgroup of the Scottish Health Protection Network, chaired by Health Protection Scotland, has produced an updated briefing paper on air pollution and health, which provides links to relevant sources of data. Future briefings are planned to include recommendations derived from the survey of Joint Health Protection Plans as well as to provide links to guidance on</p>	Complete
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					interventions to reduce air pollution for health benefit.	
	New action	Updated PM _{2.5} mortality data produced by HPS for Scotland.		18	An update to the 2014 HPS briefing note ' Air Quality (PM_{2.5} particulate air pollution) and Mortality in Scotland ' was published in June 2018.	Complete
	New action	Evaluability Assessment developed for Low Emission Zones		20	The Air Pollution and Health sub group has developed an 'Evaluability Assessment' to investigate options for evaluating the outcomes, including health outcomes, associated with operating a Low Emission Zone. A report is complete and due for publication in early 2020.	Complete
Transport	T1	All Local Authorities should ensure that they have a corporate travel plan (perhaps within a carbon management plan) which is consistent with any local air quality action plan.	SEPA	16/17	The Local Air Quality Management Annual Progress Report template was updated to allow local authorities to report on CAFS related actions. A review of the information provided in the Annual Progress Reports for 2017 indicated that while many Local Authorities have a corporate travel plan or similar transport strategy in place, more guidance is required to ensure these are effectively linked with	Significant progress

					Air Quality Action Plans. The need for additional guidance on integration of transport and air quality strategies will be considered as part of the CAFS redraft during 2020.	
T2	Finalise and deliver the National Walking Strategy Delivery Plan by 2016.	TS	16/17	In April 2019 Transport Scotland developed and delivered the Let's Get Scotland Walking Action Plan. This is a high level plan that was developed to assist in the delivery of Let's Get Scotland Walking - the National Walking Strategy and its vision. The National Walking Strategy sits within the context of A More Active Scotland Delivery Plan, Active Scotland Outcomes Framework, National Planning Framework and the Long-term Vision for Active Travel in Scotland 2030.	Complete	
T3	Work with partners to deliver our shared vision in the Cycling Action Plan for Scotland that by 2020, 10% of everyday journeys will be made by bike.	TS	16/20	Progress towards meeting the Cycling Action Plan headline shared vision of 10% of everyday journeys being made by bike has been slower than envisaged. A statement was made to	Significant progress	

				<p>Parliament by the Cabinet Secretary for Transport, Infrastructure and Connectivity on 18 June 2019 to confirm that the vision will not be met.</p> <p>Transport Scotland is undertaking a broad programme of analytical work and engagement with delivery partners to better understand where making progress in improving rates of active travel is being made, and where it is not. As part of this the Active Travel Framework was published in December 2019 that sets out the key objectives and outcomes all partners are expected to demonstrate in grant activity.</p> <p>Transport Scotland doubled the already record investment in walking and cycling, from £39.2 million £80 million in 2018-19, and sustained this for 2019-20. The doubling of the active travel budget – plus match funding from local authorities and other partners - will allow investment in major capital infrastructure and behaviour change projects, which will increase active travel levels</p>	
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					and reduce emissions through modal shift to walking and cycling.	
T4	Support for green buses will be reviewed by 2016 including scope for supporting retrofitting existing vehicles, taking account of technological and market developments and the need to tackle air quality as well as climate change.	TS	16/17	<p>The 8th round of the Scottish Green Bus Fund has been delivered. To date over £17m of investment has supported deployment of 475 low emission buses through the Bus Services Operators Grant, Low Emission Vehicle incentive introduced in April 2019, and the Bus Emissions Abatement Retrofit fund.</p> <p>As announced in Programme for Government 2019/20, as part of Transport Mission Zero, Transport Scotland are exploring new financing options to accelerate deployment of zero emission vehicles.</p>	Complete	
T5	Evaluate the Bus Investment Fund in 2016 to learn from supported projects and inform decisions on options for future support for local projects to improve public transport.	TS	16/17	The Programme for Government 2019/20 announced over £500m of long term investment in bus priority infrastructure.	Complete	

	T6	The Bus Operators Grant will be reviewed by 2016 including options to incentivise the use of low emission buses.	TS	16/17	See T4.	Complete
	T7	By 2016, review guidance and legislation on the powers of local transport authorities regarding bus service to see if they could be made more effective and to ensure enough priority is given to air quality alongside other considerations.	TS	16/17	Decisions on guidance to local authorities and regional transport authorities regarding bus services and consideration of air quality will now be made during 2020/21 to support the provisions of the Transport Act now passed and give effect to the strategic direction set by the new National Transport Strategy. This will be considered as part of the redraft of CAFS in 2020.	Revised timescale Further consideration of this action in 2020 as part of the CAFS redraft
	T8	Continue delivery of actions contained in Switched On Scotland: A Roadmap to Widespread Adoption of Plug-In Vehicles.	TS	16/20	Transport Scotland's Charge Place Scotland network has expanded to over 1000 publicly available electric vehicle charge points including nearly 200 'rapid' charge points, one of the most comprehensive networks in Europe. The continued development of this public network demonstrates the Scottish Government's determination to phase out the need for new petrol and diesel vehicles by 2032. Work is	Complete

					<p>continuing with all 32 Scottish Local Authorities, and private businesses and commercial operators through the Energy Saving Trust, to further develop and strengthen the ChargePlace network.</p> <p>The overall budget for the Low Carbon Transport Loan was increased from £8m to £20m for 2018/19, while the Switched on Fleets budget was increased from £1.2m to £4.8m in 2018/19. A new funding stream of £10m for 'Switched on Towns and cities Challenge Fund' was also announced.</p>	
T9	Review the Roadmap and develop a post- 2015 plug-in vehicle action plan.	TS	16/17	<p>"Switched On Scotland Phase Two - An Action Plan for Growth" was published on 13 June 2017, and supersedes the previous Roadmap. The 2017 Programme for Government commitment "to phase out the need for new petrol and diesel cars and light vans by 2032" further builds on the work of the refreshed roadmap's action plan and a delivery plan for this has now been published.</p>	Complete	

	T10	Work with key partners to investigate the use of hydrogen as a transport fuel, as well as exploring wider environmental and economic opportunities of using hydrogen for energy applications – especially in promoting renewables, energy balancing and storage.	TS	15/17	In line with the Scottish Government's Energy Strategy, policy on hydrogen as an alternative low carbon transport fuel is now being developed by Transport Scotland in collaboration with Scottish Government colleagues in Energy Directorate and the Enterprise Agencies, in tandem with thinking on the role for hydrogen in low carbon heat, energy storage, and energy systems balancing.	Complete
	T11	Continue to engage with our partners on the role less carbon intensive fuels such as liquid petroleum gas, compressed natural gas and biofuels can play in the transition to a near zero emission road transport sector by 2050.	TS	16/20	In line with the Scottish Government's Energy Strategy, it is recognised that the contribution of lower carbon alternative liquid and gaseous fuels will play a significant role in the transition to a decarbonised transport sector. Transport Scotland are working with Scottish Government Energy colleagues, as well as UK Government and relevant industry and academia stakeholders to ensure that policy in this area is most effective to encourage uptake of such fuels.	Complete

	T12	Encourage each local authority with an air quality management area to create a Freight Quality Partnership and consider appropriate measures for air quality improvement by 2017.	TS	17/18	The main forum for partnership working on freight is the Scottish Freight and Logistics Advisory Group. There is an Urban Freight subgroup comprising the lead freight officials of the Regional Transport Partnerships and local authorities, with a remit to share best practice, identify opportunities, and co-ordinate activity aimed at increasing the sustainability, safety and efficiency of freight movements in Scotland's urban areas. An Urban Freight guidance document was published in December 2019, which contains a section on Freight Quality Partnerships.	Complete
	T13	Encourage Freight Quality Partnerships to extend their activities to include consideration of the environmental impact of freight transport.	TS	17/18	See T12	Complete
	T14	Review existing Ministerial guidance on Regional and Local Transport Strategies during 2016 in the light of the refreshed National Transport Strategy.	TS	16/17	The National Transport Strategy (NTS) refresh recommended a full scale review of the NTS. The updated NTS was published in February 2020 and recommends a review of transport governance	Revised timescale Further consideration of this action

					in Scotland to identify new models for transport governance. The review of Local and Regional Transport Strategies was on hold awaiting the publication of the updated NTS. This action will now be considered during the redraft of CAFS in 2020 in line with revised timescales.	in 2020 as part of the CAFS redraft
	T15	Trunk road impacts on Air Quality Management Areas will be reviewed and implement mitigation where trunk roads are the primary contributor to air pollutants.	TS	16/18	Transport Scotland contributed to the development of the draft Crieff Air Quality Action Plan by Perth and Kinross Council. The key aim is to identify transport-related actions that could be implemented to mitigate air pollution, where the main source of pollution is from traffic on the A85. The final plan was published during 2019.	Complete Ongoing delivery
	New action	Implementation of Glasgow Low Emission Zone by 01/01/2019 (Phase 1) and ongoing work (Phases 2 – 5)		17/20	Scotland's first Low Emission Zone came into effect in Glasgow city centre on 31 December 2018. A phased approach is being taken, with phase 1 applying to buses, before full implementation by 31 December 2022, when all vehicles entering the zone will	Complete Ongoing delivery

					have to meet specified exhaust emission standards.	
	New action	Work to implement Low Emission Zones in Edinburgh, Aberdeen and Dundee.		17/20	<p>Work is underway to implement Low Emission Zones (LEZs) in the remaining three cities by 2020, with LEZ city delivery groups reviewing and implementing the evidence provided by the national modelling framework local models.</p> <p>The new Transport (Scotland) Act contains provisions to enable the creation and civil enforcement of LEZs by local authorities and allows the Scottish Government to set consistent national standards. A consultation on LEZ regulations and guidance is also currently underway.</p>	<p>Significant progress</p> <p>On schedule for completion end of 2020</p>
Placemaking	P1	Ensure that future updates and revisions to Scottish Planning Policy and National Planning Framework will take account of CAFS.	SG	16/20	Delivery of actions P1 and P2 was largely held back, while outcomes were awaited from 'Places, People and Planning: A consultation on the future of the Scottish Planning System', and	<p>Complete</p> <p>Next steps to be</p>

					the associated Planning Bill, now Planning (Scotland) Act 2019. A clear understanding of the likely outcomes from the review was required, particularly on how development plans are prepared, whether supplementary guidance is required, and which guidance may be embedded in the National Planning Framework 4 (NPF4), before engagement with local authorities on the strategic CAFS Placemaking actions could properly progress. Actions P1 and P2 will be reviewed and refreshed as part of the CAFS 2020 redraft, in conjunction with the team preparing NPF4.	considered in CAFS redraft
	P2	Expect planning authorities to review Local Development Plans and revise at the next scheduled update to ensure policies are consistent with CAFS objectives and any Local Authority Air Quality Action Plans.	SG	16/17	See P1	Complete Next steps to be considered in CAFS redraft
	P3	Work with Environmental Protection Scotland to produce updated guidance on air quality and planning.	SG	16/17	"Delivering Cleaner Air for Scotland; Development Planning and Development Management" was launched in February 2017.	Complete

				<p>The guidance is intended to be used in the planning system for evaluating air quality.</p> <p>Environmental Protection Scotland (EPS) with assistance from the Royal Town Planning Institute (RTPI) Scotland updated the guidance document “Land-Use Planning and Development Control: Planning for Air Quality”, developed by Environmental Protection UK (EPUK) and the Institute of Air Quality Management (IAQM).</p> <p>EPS tailored this guidance to Scotland, given its different planning system and air quality standards and objectives. EPS’s air quality expert group, which is chaired by Ricardo Energy and Environment, and includes members from SEPA, local authorities, consultants, and the Scottish Government all provided comments and input to the document.</p>	
	P4	Work with SEPA to introduce air quality training for local authority spatial and transport planners.	SG	15/17	<p>The air quality training package for local authority planners has been delivered by SEPA to a</p> <p>Complete</p>

					number of local authority planners, and wider stakeholders.	
	P5	Support SEPA in revising its guidance on Strategic Environmental Assessment to bring it into line with CAFS.	SG	15/17	SEPA published its revised Strategic Environmental Assessment (SEA) air quality guidance in April 2017. Representatives from the CAFS Governance Group engaged with the appropriate leads in SEPA, to ensure the revised guidance took account of CAFS.	Complete

	New action	Development of Place Standard tool/guidance specifically for air quality assessments		17/19	An air quality-focussed 'technical version' of the Place Standard tool was developed and trialled in conjunction with the Place Standard Implementation Team to support the CAFS work, encourage more proactive consideration of air quality earlier in the planning process, and to enable better conversations within local authorities and communities of interest on air quality improvement measures, Local Air Quality Management action planning and Low Emission Zones. The ongoing review of the Place Standard has taken account of the outputs of this project. The technical version of the tool will also be included in the mobile version of the Glasgow Science Centre CAFS exhibit (see C3).	Complete
Climate Change	CC1	Ensure that future updates to the 'Low Carbon Scotland: Meeting Our Emissions Reduction Targets' publication on meeting our climate change targets take into account air quality impacts.	SG	16/17	A CAFS Climate Change Sub-group was brought together in 2016, drawing widely on the expertise in relevant organisations throughout Scotland. Following even wider consultation, advice and	Complete

					<p>challenge, the Sub-group completed its report “Synergies and Tensions between Climate Change and Air Quality Actions” in October 2016. The report, including 50 key findings, was submitted to the Scottish Government teams drafting the Scottish Climate Change Plan. The Sub-group also contributed to the work of a UK cross-department group that has been set up to explore the requirements and opportunities for cross disciplinary research to provide a stronger evidence base for analysing the synergies and tensions of policy and regulation of air quality and climate change.</p> <p>There is ongoing engagement with the team currently revising Scottish Government’s Climate Change plan, to ensure air quality impacts are fully considered, and the potential for multiple benefits is maximised.</p>	
CC2	Expect any Scottish Local Authority which has or is currently developing a Sustainable Energy Action Plan to ensure that air quality considerations are covered.	SG/LA	18/19	The Local Air Quality Management annual progress report template has been updated to allow local authorities to report on CAFS related actions. A review of the information provided	Significant Progress	

				<p>in the annual progress reports for 2017 indicates the following progress has been made:</p> <ul style="list-style-type: none"> • 12 authorities have reported that they have a Sustainable Energy Action Plan (SEAP) which includes air quality considerations, or are currently developing a SEAP. • 2 authorities do not have a formally adopted SEAP and are not in the process of developing one at this time. • 18 authorities have not submitted enough information to determine their progress with action CC2. Although most have climate change policies of some sort, it is not clear if they take air quality policies in to consideration. <p>SEPA and Scottish Government will consider as part of the CAFS redraft during 2020 what next steps or guidance may be required to encourage those Local Authorities developing SEAPs to ensure air quality is considered.</p>	<p>Next steps to be considered as part of the CAFS redraft in 2020</p>
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	CC3	Forestry Commission Scotland will publish updated guidance on the impact of biomass on air quality to help Local Authorities fulfil their statutory responsibilities.	FCS	15/17	In November 2014 the then Minister for Business, Energy & Tourism met with local authorities to discuss biomass procurement. Attendees requested clarification on existing legislation and guidance relating to air quality and biomass boilers installed under the Renewable Heat Incentive. Consequently, Forestry Commission Scotland has produced guidance on this issue which was published in November 2015.	Complete
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The Scottish Government
St Andrew's House
Edinburgh
EH1 3DG

ISBN: 978-1-83960-614-4 (web only)

Published by The Scottish Government, March 2020

Produced for The Scottish Government by APS Group Scotland, 21 Tennant Street, Edinburgh EH6 5NA
PPDAS702866 (03/20)

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