

Cleaner Air for Scotland 2 Delivery Plan

July 2021

Cleaner Air for Scotland 2 Delivery Plan

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Overview

Cleaner Air for Scotland 2 (CAFS 2) sets out how the Scottish Government will deliver further air quality improvements over the next five years. All of this is necessary if we are to secure our vision of Scotland having the best air quality in Europe – a quality of air that aims to protect and enhance health, wellbeing and the environment.

This Delivery Plan is structured around 10 priorities which reflect the 10 high level themes from the independently led review of Cleaner Air for Scotland completed in 2019:

1. Health
2. Integrated Policy
3. Placemaking
4. Data
5. Behaviour Change
6. Industrial Emissions Regulation
7. Tackling Non Transport Emissions Sources
8. Transport
9. Governance, Accountability and Delivery
10. Further Progress Review

A comprehensive consultation exercise was undertaken to inform CAFS 2. We have built on that process, continuing to engage with a range of partners to develop this Delivery Plan. The Plan outlines our priorities, outcomes and actions as well as delivery timescales. This encompasses actions being led or supported by the Scottish Environment Protection Agency (SEPA), Transport Scotland, NatureScot, Local Authorities and Health Protection Scotland.

We are clear on who is doing what, who is leading, who is supporting and who is ultimately responsible for delivering actions. Included at the end of the Delivery Plan is a more detailed table showing support roles for delivery organisations and timescales, which can be read in addition to the main Delivery Plan text.

To ensure accountability on progress, we will also publish a Progress Report for CAFS 2 on an annual basis. Simple and effective governance arrangements will also be delivered by establishing a Ministerial Group supported by a Delivery Group with a clear remit and well defined responsibilities for ensuring the actions in this Delivery Plan are delivered.

Priority	Outcome	Number of Actions	Delivery Partners
Health	Our interventions are proportionate, fair and effective informed by an improved understanding of the long term health effects and exposure of air pollution at levels comparable to Scotland.	5	Scottish Government, Health Protection Scotland and Transport Scotland
Integrated Policy	We maximise co-benefits between air quality and related policy areas such as climate change, noise, transport, planning and agriculture amongst others to deliver enhanced benefits.	4	Scottish Government, SEPA and Local Authorities
Placemaking	We promote and support the place principle with place-based approaches, delivering air quality improvements as a direct co-benefit of sustainable places.	7	Scottish Government, SEPA, Local Authorities and NatureScot
Data	We address the gaps in both quality and coverage of air quality, transport and human health data in Scotland and provide effectively integrated datasets for use by local authorities and transport authorities.	9	Scottish Government, SEPA, Transport Scotland and Health Protection Scotland
Behaviour Change	We ensure the Scottish public are aware of air pollution issues and empowered to make behaviour changes that contribute towards improving air quality and reducing exposure.	4	Scottish Government and SEPA
Industrial Emissions Regulation	EU standards and principles relating to emissions of air pollutants continue to apply in Scotland following the UK's exit from the EU.	8	Scottish Government, SEPA and Transport Scotland
Tackling Non Transport Emissions Sources	We address emissions from domestic (household) burning and agriculture, going beyond current regulatory and management approaches	16	Scottish Government, SEPA, Local Authorities, NatureScot and Industry
Transport	We support a modal shift to active travel and public transport. This will mean, amongst other objectives, providing a transport system that facilitates active travel choices, better public transport provision and constraints upon private vehicle use, especially in urban centres where pollution and congestion are most acute.	26	Scottish Government, Transport Scotland, SEPA and Local Authorities
Governance	We deliver simple and effective governance arrangements for CAFS 2.	7	Scottish Government, CAFS Delivery Group and SEPA
Review	CAFS 2 is reviewed after 5 years	1	Scottish Government and SEPA

Priority 1: Health

We will adopt a precautionary public health approach to further air pollution reduction.

Our strategic approach includes:

- Environment and Health Working Group Report
<http://www.scottishairquality.scot/assets/documents/Health-Environment-Working-Group-Report.pdf>
- National Institute for Health and Care Excellence guidance on domestic indoor air quality
<https://www.nice.org.uk/guidance/NG149>
- Respiratory Care Action Plan
[Respiratory care - action plan: 2021 to 2026 - gov.scot \(www.gov.scot\)](https://www.gov.scot/resources/documents/2021/05/Respiratory_care_-_action_plan_2021_to_2026_-_gov.scot_(www.gov.scot))

Outcomes:

1. Our interventions are proportionate, fair and effective informed by an improved understanding of the long term health effects and exposure of air pollution at levels comparable to Scotland.

Actions:

Our key long term actions (to 2026)

- The Scottish Government with support from Public Health Scotland will assess the evidence of health impacts of low level pollution in countries with levels of ambient air pollution comparable to Scotland.
- The Scottish Government with support from Public Health Scotland will commission population research on the long term effects of air pollution using cohort methods to aid further understanding of health impacts and explain the apparently different epidemiology in Scotland.
- The Scottish Government with support from Public Health Scotland will convene a task group to identify what, if any, actions might best be undertaken at Scottish level to address the issues associated with indoor air pollution.
- Transport Scotland with support from the Scottish Government and Public Health Scotland will contribute to research on in-vehicle air quality measurement methodology, the use of recirculation mode for long-distance journeys related to CO₂ and in-vehicle air pollution related to occupational health.
- The Scottish Government with support from Public Health Scotland will commission an assessment of actual exposures experienced by a representative sample of the Scottish population, assessing pollution exposures over a realistic activity range during a normal time period.

Priority 2: Integrated policy

We ensure that strategies, policies and plans being developed and implemented by central and local government for climate change mitigation and adaptation, and related policies such as noise reduction, are closely co-ordinated and aligned with those for air quality in order to maximise co-benefits.

Our strategic approach includes:

- Update to the Climate Change Plan 2018 – 2032 [Climate Change Plan 2018-2032 - update: strategic environmental assessment - draft - gov.scot \(www.gov.scot\)](https://www.gov.scot/publications/scotland-and-fourth-national-planning-framework-position-statement/)
- The National Planning Framework 4 (in development) <https://www.gov.scot/publications/scotland-and-fourth-national-planning-framework-position-statement/>
- The National Transport Strategy 2 <https://www.transport.gov.scot/publication/national-transport-strategy-2/>
- Transportation: noise action plan <https://www.gov.scot/publications/transportation-noise-action-plan/>
- Scotland's Third Land Use Strategy 2021-2026 [Land use - getting the best from our land: strategy 2021 to 2026 - gov.scot \(www.gov.scot\)](https://www.gov.scot/publications/land-use-getting-the-best-from-our-land-strategy-2021-to-2026/)
- Nitrogen Balance Sheet [Climate change: Nitrogen Balance Sheet - gov.scot \(www.gov.scot\)](https://www.gov.scot/publications/nitrogen-balance-sheet/)
- Cleaner Air for Scotland Governance Group Report [CAFS-Climate-Change-Sub-Group-Report.pdf \(scottishairquality.scot\)](https://www.scottishairquality.scot/publications/cafs-climate-change-sub-group-report/)
- Climate Ready Scotland [Climate Ready Scotland: climate change adaptation programme 2019-2024 - gov.scot \(www.gov.scot\)](https://www.gov.scot/publications/climate-ready-scotland-climate-change-adaptation-programme-2019-2024/)
- River basin management plans [River basin management plans - silage, slurry and anaerobic digestate – improving storage and application: consultation - gov.scot \(www.gov.scot\)](https://www.gov.scot/publications/river-basin-management-plans-silage-slurry-and-anaerobic-digestate-improving-storage-and-application-consultation/)

Outcomes:

2. We maximise co-benefits between air quality and related policy areas such as climate change, transport, planning and agriculture amongst others to deliver enhanced benefits.

Actions:

Our key short term actions (to 2022)

- The Scottish Government will ensure that actions in the Scottish Government's Climate Change Plan maximise co-benefits for air quality.
- The Scottish Government will ensure that all actions taken by the Scottish Government to address air quality maximise the potential for co-benefits and minimise disbenefits with climate change mitigation and adaptation. The 50 recommendations for maximising co-benefits set out in the CAFS Governance Group climate change report will be used to guide this process. We will work with local authorities and others to ensure that a similar approach is taken at local level.

- The Scottish Government with support from SEPA will ensure that the Scottish Nitrogen Balance Sheet to be established by March 2022, reflects the contributions to air pollution from all sectors of the economy. Also, ensure that the new evidence base from the Balance Sheet is used to inform future policy making around air quality and its alignment with other strategic frameworks. Once established, the Balance Sheet will be reviewed on a regular basis.

Our key medium term action (to 2024)

- SEPA will work with local authorities to ensure that noise action plans are closely aligned with air quality action plans to deliver co-benefits. Guidance will be produced to facilitate this.

Priority 3: Placemaking

We support place based approaches to tackle air pollution, create better, more sustainable places and contribute to better, healthier lives and higher amenity and improved conditions for work, life and play.

Our strategic approach includes:

- Placemaking Working Group Report <http://www.scottishairquality.scot/assets/documents/Placemaking-Working-Group-Report.pdf>
- National Planning Framework 4 (in preparation) <https://www.gov.scot/publications/scotlands-fourth-national-planning-framework-position-statement/>
- The Place Standard tool <https://www.placestandard.scot/>
- Place Principle <https://www.gov.scot/publications/place-principle-introduction/>
- The EU Research and Innovation policy agenda on Nature-Based Solutions https://ec.europa.eu/info/research-and-innovation/research-area/environment/nature-based-solutions_en
- Connecting Nature <https://connectingnature.eu/>
- Digital Strategy for planning <https://www.gov.scot/publications/transforming-places-together-scotlands-digital-strategy-planning/>
- Open Space Strategies [Planning \(Scotland\) Act 2019 \(legislation.gov.uk\)](https://legislation.gov.uk/ukpga/2019/12/section/1)
- Integrated Tools for Air Pollution Assessment [ITAPA | JNCC - Adviser to Government on Nature Conservation](https://www.gov.uk/government/organisations/jncc/about/itapa)

Outcomes:

3. We promote and support the place principle with place-based approaches, delivering air quality improvements as a direct co-benefit of sustainable places.

Actions:

Our key short term actions (to 2022)

- The Scottish Government will ensure that National Planning Framework 4 has regard to CAFS 2 in its preparation, in accordance with the Planning (Scotland) Act 2019.
- The Scottish Government with support from SEPA will promote the aim of the UK Integration Tools for Air Pollution Assessment (ITAPA) project in developing an online air pollution risk assessment tool for air pollution effects on ecosystems.

Our key medium term actions (to 2024)

- The Scottish Government will undertake a review of nature based, green and blue interventions which can benefit air quality, using the outcomes to develop a database of potential solutions for both regeneration and new developments.
- The Scottish Government with support from SEPA will implement the National Modelling Framework (NMF) regional air quality model to assess the effects of land-use development on local air quality.
- Local authorities with support from Scottish Government will assess how effectively air quality is embedded in plans, policies, City Deals and other initiatives, and more generally in cross departmental working, identifying and addressing evidence, skills, awareness and operational gaps.

Our key long term actions (to 2026)

- The Scottish Government will work with local authorities who wish to develop a targeted approach where appropriate for utilising the Place Standard tool with an air quality focus.
- The Scottish Government will continue to promote the use and role of the Place Standard tool(s) in place-based approaches, enabling delivery of air quality improvement as a co-benefit of delivering high quality, sustainable places that support health and wellbeing and reduce health inequalities.

Priority 4: Data

We regularly review our approaches to data collection and utilisation, to ensure that we realise the potential of new technologies, continue to collect data that are relevant, robust and fit for purpose, and link effectively to related datasets that can provide added value in supporting joined up policy delivery

Our strategic approach includes:

- The National Transport Strategy 2
<https://www.transport.gov.scot/publication/national-transport-strategy-2/>
- National Low Emissions Framework
[National low emission framework - gov.scot \(www.gov.scot\)](https://www.gov.scot/publication/national-low-emission-framework-2021-2024/pages/1-2021-2024/)
- National Modelling Framework
[Cleaner air for Scotland: the road to a healthier future - gov.scot \(www.gov.scot\)](https://www.gov.scot/publication/cleaner-air-for-scotland-the-road-to-a-healthier-future/pages/1-2021-2024/)
- Digital Strategy for planning
[Transforming Places Together: digital strategy for planning - gov.scot \(www.gov.scot\)](https://www.gov.scot/publication/digital-strategy-for-planning/pages/1-2021-2024/)

Outcomes:

4. We address the gaps in both quality and coverage of air quality, transport and human health data in Scotland and provide effectively integrated datasets for use by local authorities and transport authorities.
5. We enable traffic data to be collected in a manner that supports local air quality objectives, as well as local development planning and regional transport modelling.
6. We embrace new technologies to complement current air quality monitoring networks

Actions:

Our key short term actions (to 2022)

- The Scottish Government with support from SEPA will commission a review of air quality data collection and reporting in Scotland. The review will identify any notable gaps in data provision, with recommendations on how to fill these. The review will also provide recommendations on how current air quality data and methodologies can be more effectively integrated with other datasets, particularly those relating to transport, human health, environmental quality and spatial planning.
- The Scottish Government with support from SEPA will provide guidance to local authorities on how best to always commission traffic data collection in a way that supports local air quality objectives.
- Transport Scotland, SEPA and Scottish Government will work together to develop a central data storage for traffic data to support the development and use of SEPA's National Modelling Framework (NMF) (and UK AERIUS).

- Transport Scotland will establish a comprehensive network of air quality emissions monitors on local and trunk roads in the early 2020s.

Our key long term actions (to 2026)

- The Scottish Government with support from SEPA, Transport Scotland and Health Protection Scotland will explore options for transport, air quality and health data-sharing between relevant public bodies.
- Transport Scotland with support from SEPA will undertake a review of [road] transport data capture and associated gap with relevance to air quality.
- Transport Scotland with support from SEPA will develop an approach for standardised annual collection and storage of traffic data which can be used for multiple purposes, including air quality management.
- Transport Scotland with support from SEPA will collect transport data within Air Quality Management Areas (AQMAs) and beyond to support air pollution mitigation planning, following the good practice established by SEPA's National Modelling Framework (NMF).
- The Scottish Government with support from SEPA will commission research to explore the potential of utilising satellite data to complement air quality monitoring.

Priority 5: Behaviour change

We will develop an effective public engagement strategy for air quality, drawing upon an assortment of different approaches, using materials from other successful strategies to build a coordinated suite of multi-media initiatives

Our strategic approach includes:

- Cleaner Air for Scotland – air quality public attitudes and behavior: final report
<https://www.gov.scot/publications/cleaner-air-scotland-air-quality-public-attitudes-behaviour-review-final-report/>
- Climate Change Public Engagement Strategy
[Climate Change - Net Zero Nation: draft public engagement strategy - consultation - gov.scot \(www.gov.scot\)](https://www.gov.scot/publications/climate-change-net-zero-nation-draft-public-engagement-strategy-consultation-gov.scot/www.gov.scot/)

Outcome:

7. We ensure the Scottish public are aware of air pollution issues and empowered to make behaviour changes that contribute towards improving air quality and reducing exposure.

Actions:

Our key short term action (to 2022)

- The Scottish Government will commission a baseline survey of current awareness amongst the Scottish public of air pollution health effects and source contributors.

Our key medium term action (to 2024)

- Scottish Government will actively link with other agencies and organisations that are not air quality specific, but which deliver programmes having co-benefits for air quality improvements and behavioural change, such as Cycling Scotland, Sustrans and Living Streets.
- The Scottish Government will develop a public engagement strategy on air quality in Scotland, taking into account the recommendations from the evidence review.

Our key long term action (to 2026)

- Scottish Government will continue to support Clean Air Day and other activities promoting raising awareness of air pollution.

Priority 6: Industrial Emissions Regulation

We will carefully consider the scope for requiring further reductions of air pollutant emissions, balancing environmental benefits against costs of further regulation.

Our strategic approach includes:

- Agriculture, Industrial and Domestic Emissions Working Group Report <http://www.scottishairquality.scot/assets/documents/Emissions-Working-Group-Report.pdf>
- SEPA Sector Plans <https://sectors.sepa.org.uk/>
- SEPA Regulatory Strategy one-planet-prosperity-our-regulatory-strategy.pdf (sepa.org.uk)

Outcomes:

8. EU standards and principles relating to emissions of air pollutants continue to apply in Scotland following the UK's exit from the EU, in line with the duties introduced by the UK Withdrawal from the European Union (Continuity) (Scotland) Act 2021 (the Continuity Act 2021).
9. We address regulatory gaps in relation to air emissions.

Actions:

Our key short term action (to 2022)

- Ensure that EU standards and principles relating to emissions of air pollutants continue to apply in Scotland following the UK's exit from the EU, in line with the duties introduced by the Continuity Act 2021.

Our key long term actions (to 2026)

- SEPA will utilise its sector plan approach to encourage businesses to go beyond compliance to achieve further reduction in air pollutants and greenhouse gas emissions
- The Scottish Government and SEPA will, as part of the review of the Clean Air Act 1993 (see domestic burning actions), address the regulatory gap relating to stack height assessment for SEPA permitted sites.
- Transport Scotland will develop an emission impact and evidence base on Transport Refrigeration Unit (TRU) emissions.
- The Scottish Government, SEPA and Transport Scotland will engage with industry to produce guidance on requirements for gaseous and particulate emission from Non-Road Mobile Machinery (NRMM).

- Transport Scotland will contribute into research to develop a consistent method of measuring non-exhaust emissions (NEE) from road traffic, in order to improve the understanding of NEE emissions in Scotland.
- Transport Scotland will explore opportunities across traffic management, behaviours and legislation/standards to reduce NEE from road traffic.
- The Scottish Government will review the role of incineration in Scotland's waste hierarchy.

Priority 7: Tackling Non Transport Emissions Sources

We will address emissions from domestic (household) burning and agriculture, going beyond current regulatory and management approaches.

Our strategic approach includes:

- Agriculture, Industrial and Domestic Emissions Working Group Report
<http://www.scottishairquality.scot/assets/documents/Emissions-Working-Group-Report.pdf>
- Energy Efficient Scotland Route Map (2018)
<https://www.gov.scot/publications/energy-efficient-scotland-route-map/>
- Ecodesign
<https://op.europa.eu/en/publication-detail/-/publication/c6ccf626-2f6d-11e5-9f85-01aa75ed71a1/language-en>
- Woodsure and Ready to Burn educational schemes
<https://www.readytoburn.org/>
- Joint Nature Conservation Committee Nitrogen Futures project
<https://data.jncc.gov.uk/data/04f4896c-7391-47c3-ba02-8278925a99c5/JNCC-Report-665-FINAL-WEB.pdf>
- Plantlife Report: Cleaner Air for Scotland's Wildlife
https://www.plantlife.org.uk/application/files/4116/0828/6643/PL_Nitrogen_Scotland_report_Singles.pdf
- River basin management plans
[River basin management planning | Scottish Environment Protection Agency \(SEPA\)](#)

[River basin management plans - silage, slurry and anaerobic digestate – improving storage and application: consultation - gov.scot \(www.gov.scot\)](#)

Domestic (Household) Burning

Outcomes:

10. We further develop and promote educational schemes that encourage burning cleaner fuels in efficient stoves.
11. We introduce controls on the most polluting domestic fuels to help improve air quality, prevent nuisance and protect health.
12. We review and update existing controls on domestic (household) burning.

Actions:

Our key short term actions (to 2022)

- The Scottish Government will encourage uptake of Ecodesign stoves through Ecodesign Ready and other initiatives, along with consideration of how best to address widespread replacement of pre Ecodesign appliances.
- The Scottish Government will work with business and industry to support and further develop educational schemes such as Woodsure and Ready to Burn, including manufacturers, suppliers and users of both fuels and appliances.
- The Scottish Government will commission work to provide further evidence on the proportion of particulate matter (PM) emissions and other key pollutants attributable to domestic burning in Scotland, together with geographic and demographic distribution of domestic burning.
- The Scottish Government in developing policies and programmes to support households and businesses in transitioning to low-carbon heating solutions, will consider the needs of those affected by any controls on the supply of the most polluting domestic fuels.

Our key medium term actions (to 2024)

- The Scottish Government will work with local government and SEPA to consider revision of the Clean Air Act 1993.
- The Scottish Government with local authorities will consider what changes are needed to the current permitted development rights for flues for woodburning stoves and biomass boilers.

Our key long term action (to 2026)

- The Scottish Government will take forward, working with businesses that may be affected and other interested parties, potential measures to control the supply of the most polluting domestic fuels – including a ban on house coal, restricting the sulphur content of smokeless fuels to 2%, prohibiting the sale of certain types of wet wood and introduction of a minimum renewables content for manufactured smokeless fuels. In taking forward this work, we are mindful that any new measures would require to be implemented over a period of time, such as a transitional period during which businesses could adapt to the new requirements without disproportionate costs.

Agriculture

Outcomes:

13. We work in collaboration with the agriculture sector and relevant public and private sector bodies to reduce ammonia emissions and improve environmental outcomes through a combination of improved advice/support services and other relevant measures.
14. We enable appropriate management interventions to minimise the health and amenity impacts of muirburn.
15. We work to decrease nitrogen emissions through a combination of improved understanding, efficiencies and soil condition.

Actions

Our key short term action (to 2022)

- The Scottish Government will use available data and other information to set a Scottish contribution for overall UK ammonia emissions reduction targets required under the National Emission Ceilings Directive.

Our key medium term actions (to 2024)

- The Scottish Government will work together with SEPA and the agricultural industry to develop a voluntary code of good agricultural practice for improving air quality in Scotland.
- The Scottish Government will undertake a specific assessment of visible smokes and their health and amenity impacts arising from muirburn. The assessment will consider pollution characteristics and downwind impacts into populated areas, along with appropriate management responses and interventions.
- The Scottish Government will support investigation into the method of assessing risk of significant harmful ecological effects from atmospheric nitrogen (nitrogen deposition and elevated concentrations of ammonia and NO_x), comparing critical loads/levels with dose-response or other options.
- The Scottish Government with support from SEPA and NatureScot will assess the potential costs of implementing identified improvements to the current site condition monitoring of designated conservation sites, to improve on current methods which don't detect air pollution effects.
- The Scottish Government with support from SEPA and NatureScot will review current monitoring of terrestrial ecosystems (and air pollution effects) in Scotland.

Our key long term actions (to 2026)

- The Scottish Government and SEPA will continue to share best practice and raise awareness of greenhouse gases and ammonia, and actions that farmers and crofters can take to minimise their environmental impact while improving efficiency.
- The Scottish Government will work directly with farmers, supported by scientific and economic expertise to co-develop new ways of working to better contribute towards delivering Scotland's climate change and environmental outcomes.
- The Scottish Government will consider options to reduce emissions from large scale production units in consultation with the agricultural sector, aligning with broader policy development around future rural support.

Priority 8: Transport

We support a modal shift to active travel and public transport. This will mean, amongst other objectives, providing a transport system that facilitates active travel choices, better public transport provision, embracing new technologies, and constraints upon private vehicle use, especially in urban centres where pollution and congestion are most acute. The new National Transport Strategy (NTS2) priorities will underpin our efforts to deliver additional air quality improvements in CAFS 2.

Low Emissions Zones

Our strategic approach:

- Low Emission Zones
<https://www.lowemissionzones.scot/>
- Low Emission Zone Support Fund
<https://www.lowemissionzones.scot/support-fund>

Outcome:

16. Introduce Low Emission Zones (LEZs) into Scotland's four largest cities and ensure that LEZ outcomes are integrated with future City Deals and City Centre Transformation projects to maximise co-benefits.

Actions:

Our key short term actions (to 2022)

- Transport Scotland will work with local authorities and SEPA to introduce LEZs into Scotland's four largest cities.
- SEPA working with local authorities and Transport Scotland will provide updates on the performance of the LEZs and continue to update the LEZ models to reflect changes associated with projects such as Spaces for People fund.
- Local authorities working with Transport Scotland and SEPA will look at opportunities to promote zero-carbon city centers within the existing LEZs structure.
- The Scottish Government will provide financial support to businesses and individuals most affected by the implementation of LEZs through schemes such as the LEZ Support Fund and Scottish Bus Emissions Abatement Retrofit (BEAR) Fund.

Avoiding unnecessary travel

Our strategic approach includes:

- The National Transport Strategy 2
<https://www.transport.gov.scot/publication/national-transport-strategy-2/>
- The Fair Work Framework
<https://economicactionplan.mygov.scot/fair-work/fair-work-framework/>
- Corporate carbon management planning
<https://www.zerowastescotland.org.uk/save-energy-reduce-waste/carbon-management-plans>
- ACAS homeworking guide
<https://www.acas.org.uk/working-from-home>
- The National Transport Strategy 2 Delivery Plan
[National Transport Strategy \(NTS2\) - Delivery Plan – 2020 to 2022](https://www.transport.gov.scot/publication/national-transport-strategy-2-delivery-plan-2020-to-2022/)

Outcome:

17. We reduce travel demand.

Actions:

Our key medium term actions (2024)

- Transport Scotland will encourage all Scottish employers to apply the Acas homeworking principles (where possible) within their Carbon Management Plans.
- Public bodies will be exemplars in adopting this way of working, and should incorporate travel from employee commute as part of their corporate carbon footprint and will report these emissions via their public bodies duties reporting.

Active travel

Our strategic approach:

- The Active Travel Framework
<https://www.transport.gov.scot/active-travel/active-travel-framework/>
- The National Transport Strategy 2
<https://www.transport.gov.scot/publication/national-transport-strategy-2/>
- The National Transport Strategy 2 Delivery Plan
[National Transport Strategy \(NTS2\) - Delivery Plan – 2020 to 2022](#)

Outcome:

18. We enable and encourage people to travel actively.

Actions:

Our key short term actions (to 2022)

- Transport Scotland will work with local authorities and active travel partners to provide funding for permanent active travel infrastructure and behavioural change programmes, through grant funded programmes in line with the National Transport Strategy (NTS) Sustainable Travel Hierarchy and the Sustainable Investment Hierarchy and where the projects are clearly aligned to the active travel outcomes framework.
- Transport Scotland will work with local authorities and delivery partners to make temporary active travel infrastructure, delivered under the Space for People fund during the COVID-19 outbreak, permanent in the medium to longer term. Where appropriate and with due process, for example, in taking account of the implications for disabled people.

Our key long term action (to 2026)

- The Scottish Government will work collaboratively with partners to deliver our Active Travel vision of enabling walking, cycling and wheeling to be the most popular mode of travel for short, everyday journeys in our towns and cities. We have committed over £500 million over five years for large scale, transformational active travel infrastructure projects, access to bikes and behaviour change schemes.

Buses

Our strategic approach

- Bus Operators Grant
<https://www.transport.gov.scot/public-transport/buses/bus-services-operators-grant/>
- Bus Partnership Fund
[Bus Partnership Fund \(transport.gov.scot\)](https://www.transport.gov.scot/public-transport/buses/bus-partnership-fund/)
- Bus Decarbonisation Taskforce
[Bus Decarbonisation Taskforce | CPT \(cpt-uk.org\)](https://www.transport.gov.scot/public-transport/buses/bus-decarbonisation-taskforce/)
- Low Emission Zone Funding
[Funding \(lowemissionzones.scot\)](https://www.transport.gov.scot/public-transport/buses/low-emission-zone-funding/)

Outcome:

19. We support the transition to low and zero tailpipe emission buses.

Actions:

Our key short term actions (to 2022)

- Transport Scotland will manage the Bus Partnership Fund to support local authorities to establish bus priority infrastructure and adapt the trunk road network to prioritise high occupancy vehicles.
- Transport Scotland will support the transition to a fully zero emission bus fleet in tandem with preparing/retrofitting the applicable existing mid-life bus and coach fleet for LEZ compliance. Scottish Government will continue to support battery-electric and hydrogen fuel-cell buses through subsidy schemes, investing £120 million over 5 years from 2021/22.

Taxi and private hire cars

Our strategic approach

- Low Emission Zone Funding
[Funding \(lowemissionzones.scot\)](https://www.lowemissionzones.scot/)

Outcome:

20. We reduce emissions from taxi and private hire cars.

Actions:

Our key short term actions (to 2022)

- Transport Scotland will ensure that taxi operations are incorporated into the drafting of 'LEZ Guidance', with cross reference to the 'Taxi and Private Hire Car Licensing' guidance.
- Transport Scotland will explore the merits of a national taxi and private hire car licencing database in terms of supporting the LEZ enforcement regime.
- Transport Scotland will continue to support the uptake in cleaner taxis through provision of LEZ Support funding.

Rail

Our strategic approach includes:

- RSSB Air Quality Strategic Framework/Rail Decarbonisation Action Plan
<https://www.rssb.co.uk/en/Research-and-Technology/Sustainability/Air-quality>

Outcome:

21. We provide a rail network with minimal impact on local air quality.

Action:

Our key long term action (to 2026)

- Transport Scotland will ensure that the RSSB Air Quality Strategic Framework recommendations are supported and delivered where practicable in Scotland.

Zero tailpipe emissions

Our strategic approach includes:

- Charge Place Scotland <https://chargeplacescotland.org/> [National Transport Strategy \(NTS2\) - Delivery Plan – 2020 to 2022](#)
- The National Transport Strategy 2 <https://www.transport.gov.scot/publication/national-transport-strategy-2/> ➤ The Switched on Towns and Cities <https://www.transport.gov.scot/our-approach/environment/carbon-reduction-on-roads/switched-on-towns-and-cities-challenge-fund/>
- The National Transport Strategy 2 Delivery Plan

Outcome:

22. We support households and businesses to make the switch to zero tailpipe emission vehicles.

Actions:

Our key short term actions (to 2022)

- Transport Scotland will continue to support the uptake of zero emission vehicles by supporting local authorities to bring forward innovative projects to incentivise battery electric and hydrogen vehicles, including through Switched on Towns and Cities programme and the Scottish Cities Alliance.
- Transport Scotland will engage extensively on future financing and delivery models to support the growth in the public electric vehicle charging, including ChargePlace Scotland
- Transport Scotland working with Scottish Procurement and Scottish Futures Trust will work across the public sector to accelerate the decarbonisation of vehicle fleets by establishing innovative ways to invest in zero emission vehicles at scale across the public sector, whilst maximising opportunities to leverage commercial investment through aggregated demand for new products, vehicles and infrastructure.

Lower carbon transport fuels

Our strategic approach include:

- The National Transport Strategy 2 <https://www.transport.gov.scot/publication/national-transport-strategy-2/>
- The National Transport Strategy 2 Delivery Plan [National Transport Strategy \(NTS2\) - Delivery Plan – 2020 to 2022](#)

Outcomes:

23. We explore the role of alternative fuels in decarbonising our transport system.

Action:

Our key long term action (to 2026)

- Transport Scotland will work to more fully understand the role of non-electrification routes to decarbonising transport – to lead to a better-defined wider policy position that complements existing electrification work streams. We will explore alternative fuels' potential to power certain vehicle types in the short, medium and long term, whilst still contributing to Scotland's statutory climate change targets.

Freight

Our strategic approach includes:

- Update to the Climate Change Plan 2018 – 2032 [Climate Change Plan 2018-2032 - update: strategic environmental assessment - draft - gov.scot \(www.gov.scot\)](#)
- The National Transport Strategy 2 Delivery Plan [National Transport Strategy \(NTS2\) - Delivery Plan – 2020 to 2022](#)
- The National Transport Strategy 2 <https://www.transport.gov.scot/publication/national-transport-strategy-2/>

Outcomes:

24. We reduce emissions from freight by promoting efficient and sustainable freight.

Actions:

Our key long term actions (to 2026)

- Transport Scotland will collaborate and engage with the freight industry and retailers to explore the options for, and the associated logistics of, 'last/first mile' delivery approaches.
- Transport Scotland will collaborate with the private sector to identify effective pragmatic solutions on the uptake of zero and ultra-low emission vehicles

Trunk road network and demand management

Our strategic approach includes:

- The National Transport Strategy 2
<https://www.transport.gov.scot/publication/national-transport-strategy-2/>

Outcome:

25. We ensure trunk roads are not the main contributor to exceedances of air quality limit values.

Actions:

Our key longer term actions (to 2026)

- Transport Scotland will work to revoke all Air Quality Management Areas (AQMAs) where trunk roads are the primary contributor to air pollutants.
- Transport Scotland will ensure that all trunk roads will comply with European air quality limit values.
- Transport Scotland will explore how we can reallocate road space to cycling and pedestrians following learning from COVID-19 spaces for people.

Workplace parking charges

Our strategic approach includes:

- Transport (Scotland) Act 2019
<https://www.legislation.gov.uk/asp/2019/17/enacted>
- The National Transport Strategy 2
<https://www.transport.gov.scot/publication/national-transport-strategy-2/>

Outcome:

26. We support the implementation of workplace charging levy provisions.

Action:

Our key medium term action (to 2024)

- The Scottish Government will take forward a policy consultation in advance of drafting Workplace Parking Levy (WPL) regulations, and thereafter, take forward the regulations required to support the WPL provisions in the Transport (Scotland) Act 2019 which require commencement and supporting regulations.

Vehicle disposal schemes

Our strategic approach includes:

- Low Emission Zone Support Fund
<https://www.lowemissionzones.scot/support-fund>

Outcome:

27. We will incentivise disposal of non-LEZ compliant vehicles.

Action:

Our short term action (to 2022)

- The Scottish Government will deliver a vehicle disposal program in Scotland that is founded on the principle of emissions reduction.

Priority 9: Governance, Accountability and Delivery

We will be clear on who is doing what, who is leading, who is supporting and who is ultimately responsible, so that CAFS 2 is delivered as a coherent, integrated and successful strategy.

Local Air Quality Management

Outcome:

28. We review and update Local Air Quality Management (LAQM) guidance to ensure the system continues to deliver appropriate actions for air quality at the local and regional level.

Actions:

Our key medium term actions (to 2024)

- The Scottish Government with support from SEPA will undertake a further revision of the LAQM policy guidance to take account of developments since the last update in 2016.
- The Scottish Government with support from SEPA will develop a more systematic approach to Air Quality Action Plan (AQAP) production and implementation, including a standardised format and a methodology for agreeing and setting defined timescales for completing individual measures, revoking Air Quality Management Area's (AQMAs) and reporting progress.

Our key long term action (to 2026)

- The Scottish Government with support from SEPA will assess the advantages and disadvantages of extending LAQM assessment to all areas with public access, to provide the necessary evidence base on which to make a decision on whether this would deliver overall benefits.

Governance

Outcome:

29. We deliver simple and effective governance arrangements for CAFS 2.

Actions:

Our key short term actions (to 2022)

- The Scottish Government will establish a Ministerial Group to provide high level leadership and direction for CAFS 2.
- The Scottish Government with support from SEPA will establish a Delivery Group with a clear remit and well defined responsibilities for ensuring that the actions in CAFS 2 are delivered.
- The CAFS Delivery Group with support from the Scottish Government and SEPA will establish a series of specialist groups to provide advice to and support the work of the Delivery Group.
- The CAFS Delivery Group with support from the Scottish Government and SEPA will produce an enhanced and strengthened annual performance report documenting progress in implementing CAFS 2.

Priority 10 Further Progress Review

We review progress on air quality improvements in order to track progress on delivering the actions in the new strategy, besides allowing Scotland to keep abreast of developments in the evidence base, technological advances and societal attitudes, so that remaining challenges and actions can be identified.

Outcome:

30. CAFS 2 is reviewed after 5 years.

Actions:

Our key long term action (to 2026)

- The Scottish Government with support from SEPA will initiate a review on progress with implementing CAFS 2 during 2024, with a view to having a further version of Scotland's air quality strategy in place by the end of 2025.

Health

Priority	Actions	Delivery Organisation (Lead)	Delivery Organisation(s) (Support)	Short Term	Medium Term	Long Term
Ambient Air Quality	Scottish Government in conjunction with Public Health Scotland will assess the evidence on health impacts of low level pollution in countries with levels of ambient air pollution comparable to Scotland.	Scottish Government (EQCE)	Public Health Scotland			•
Ambient Air Quality	Scottish Government in conjunction with Public Health Scotland will commission an assessment of actual exposures experienced by a representative sample of the Scottish population, assessing pollution exposures over a realistic activity range during a normal time period.	Scottish Government (EQCE)	Public Health Scotland			•
Ambient Air Quality	Scottish Government in conjunction with Public Health Scotland will commission population research on the long term effects of air pollution using cohort methods to aid further understanding of health impacts and explain the apparently different epidemiology in Scotland.	Scottish Government (EQCE)	Public Health Scotland			•
In-vehicle Air Quality	Transport Scotland with support from the Scottish Government and Public Health Scotland will contribute to research on in-vehicle air quality measurement methodology, the use of recirculation mode for long-distance journeys related to CO ₂ and in-vehicle air pollution related to occupational health.	Transport Scotland	Scottish Government (EQCE)/ Public Health Scotland			•
Indoor Air Quality	Scottish Government will convene a task group to identify what, if any, actions might best be undertaken at Scottish level to address the issues associated with indoor air pollution.	Scottish Government (EQCE)	Public Health Scotland			•

Integrated Policy

Priority	Actions	Delivery Organisation (Lead)	Delivery Organisation(s) (Support)	Short Term	Medium Term	Long Term
Climate Change	Scottish Government will ensure that actions in the Scottish Government's Climate Change Plan deliver co-benefits for air quality.	Scottish Government (DCC)	N/A	•		
Climate Change	Scottish Government with support from SEPA will ensure that all actions taken by the Scottish Government to address air quality maximise the potential for co-benefits with climate change mitigation and adaptation. The 50 recommendations for maximising co-benefits set out in the CAFS Governance Group climate change report will be used to guide this process. We will work with local authorities to ensure that a similar approach is taken at local level.	Scottish Government (EQCE)	SEPA	•		
Nitrogen Balance Sheet for Scotland	Scottish Government with support from SEPA will ensure that the Scottish National Nitrogen Balance Sheet reflects the contributions to air pollution from all sectors of the economy. Also, ensure that the new evidence base from the Balance Sheet is used to inform future policy making around air quality and its alignment with other strategic frameworks. Once established the Balance Sheet will be reviewed on a regular basis	Scottish Government (DCC & EQCE & others)	SEPA	•		
Noise	SEPA will work with local authorities to ensure that noise action plans are closely aligned with air quality action plans to deliver co-benefits. Guidance will be produced to facilitate this.	SEPA	Local Authorities		•	

Placemaking

Priority	Actions	Delivery Organisation (Lead)	Delivery Organisation(s) (Support)	Short Term	Medium Term	Long Term
Plans and Policies	Scottish Government will ensure that National Planning Framework 4 has regard to CAFS 2 in its preparation, in accordance with the Planning (Scotland) Act 2019.	Scottish Government (PAD)	Scottish Government (EQCE)	•		
Plans and Policies	Scottish Government with support from SEPA will promote the aim of the UK ITAPA project in developing an online air pollution risk assessment tool for air pollution effects on ecosystems	Scottish Government (EQCE)	SEPA	•		
Plans and Policies	Scottish Government with support from SEPA will implement the National Modelling Framework (NMF) Regional air quality model to assess the effects of land-use development on local air quality	Scottish Government (EQCE)	SEPA		•	
Plans and Policies	Local authorities with support from the Scottish Government will assess how effectively air quality is embedded in plans, policies, City Deals and other initiatives, and more generally in cross departmental working, identifying and addressing evidence, skills, awareness and operational gaps.	Local Authorities	Scottish Government (EQCE)		•	
Place Standard Tool	Scottish Government will work with local authorities who wish to develop a targeted approach where appropriate for utilising the Place Standard tool with an air-quality focus	Scottish Government (EQCE & PAD)	Local Authorities			•
Place Standard Tool	Scottish Government working with local authorities will continue to promote the use and role of the Place Standard tool(s) in place-based approaches, enabling delivery of air quality improvement as a co-benefit of delivering high quality sustainable places that support health & wellbeing and reduce health inequalities	Scottish Government (EQCE & PAD)	Local Authorities			•
Nature Based Solutions	Scottish Government will commission a review of nature based and green infrastructure interventions which can benefit air quality, using the outcomes to develop a database of potential solutions.	Scottish Government (EQCE)	NatureScot		•	

Data

Priority	Actions	Delivery Organisation (Lead)	Delivery Organisation(s) (Support)	Short Term	Medium Term	Long Term
Air Quality Data	Scottish Government with support from SEPA will commission a review of air quality data collection and reporting in Scotland. The review will identify any notable gaps in data provision, with recommendations on how to fill these. The review will also provide recommendations on how current air quality data and methodologies can be more effectively integrated with other datasets, particularly those relating to transport, human health, environmental quality and spatial planning.	Scottish Government (EQCE)	SEPA	•		
Air Quality Data	Scottish Government with support from SEPA will commission research to explore the potential of utilising satellite data to complement air quality monitoring.	Scottish Government (EQCE)	SEPA			•
Air Quality Data	Transport Scotland with support from SEPA will establish a comprehensive network of cutting-edge remote sensing air quality monitors on local and trunk roads in the early 2020s.	Transport Scotland	Scottish Government (EQCE)/ SEPA	•		
Transport Data	Scottish Government with support from Transport Scotland and SEPA will provide guidance to local authorities on how best to always commission traffic data collection in a way that supports local air quality objectives.	Scottish Government (EQCE)	Transport Scotland/SEPA	•		
Transport Data	Transport Scotland, SEPA and Scottish Government will work together to develop a central data storage for traffic data to support the development and use of SEPA's National Modelling Framework (NMF) (and UK AERIUS).	Transport Scotland	Scottish Government (EQCE)/ SEPA		•	
Transport Data	Transport Scotland with support from SEPA will develop an approach for standardised annual collection and storage of traffic data which can be used for multiple purposes, including air quality management.	Transport Scotland	Scottish Government (EQCE)/ SEPA			•

Transport Data	Transport Scotland with support from SEPA will undertake a review of [road] transport data capture and associated gap with relevance to air quality.	Transport Scotland	Scottish Government (EQCE)/ SEPA			•
Transport Data	Transport Scotland with support from SEPA will collect transport data within Air Quality Management Areas (AQMA's) and beyond to support air pollution mitigation planning, following the good practice established by SEPA's National Modelling Framework (NMF).	Transport Scotland	Scottish Government (EQCE)/ SEPA/ Transport Scotland			•
Transport Data	Scottish Government will explore options for transport, air quality and health data-sharing between relevant public bodies.	Scottish Government (EQCE)	Transport Scotland/SEPA/ Health Protection Scotland			•

Behaviour Change

Priority	Actions	Delivery Organisation (Lead)	Delivery Organisation(s) (Support)	Short Term	Medium Term	Long Term
Behaviour Change	Scottish Government will commission a baseline survey of current awareness amongst the Scottish public of air pollution health effects and source contributors.	Scottish Government (EQCE)	Scottish Government RESAS	•		
Behaviour Change	Scottish Government will develop a public engagement strategy on air quality in Scotland, taking into account the recommendations from the evidence review.	Scottish Government (EQCE)	Scottish Government RESAS		•	
Behaviour Change	Scottish Government will actively link with other agencies and organisations that are not air quality specific, but which deliver programmes having co-benefits for air quality improvements and behavioural change, such as Cycling Scotland, Sustrans and Living Streets.	Scottish Government (EQCE)	Cycling Scotland/ Sustrans/ Living Streets.		•	
Behaviour Change	Scottish Government will continue to support Clean Air Day and other activities promoting raising awareness of air pollution.	Scottish Government (EQCE)	N/A			•

Industrial Emissions Regulation

Priority	Actions	Delivery Organisation (Lead)	Delivery Organisation(s) (Support)	Short Term	Medium Term	Long Term
Existing Regulatory Framework	Scottish Government will ensure that EU standards and principles relating to emissions of air pollutants continue to apply in Scotland following the UK's exit from the EU, in line with the duties introduced by the Continuity Act 2021.	Scottish Government (EQCE)	N/A	•		
Existing Regulatory Framework	SEPA will utilise its sector plan approach to encourage businesses to go beyond compliance to achieve further reduction in air pollutants and greenhouse gas emissions.	SEPA	Scottish Government (EQCE)			•
Existing Regulatory Framework	Scottish Government and SEPA will, as part of the review of the Clean Air Act 1993 (see domestic burning actions), address the regulatory gap relating to stack height assessment for SEPA permitted sites	Scottish Government (EQCE)	SEPA			•
Existing Regulatory Framework	The Scottish Government will review the role of incineration in Scotland's waste hierarchy.	Scottish Government (EQCE)	N/A			•
Possible Future regulation	Transport Scotland will explore opportunities across traffic management, behaviours and legislation/standards to reduce non-exhaust emissions (NEE) from road traffic.	Transport Scotland	Scottish Government (EQCE)			•
Possible Future Regulation	Transport Scotland will contribute into research to develop a consistent method of measuring non-exhaust emissions (NEE) from road traffic, in order to improve the understanding of NEE emissions in Scotland.	Transport Scotland	Scottish Government (EQCE)			•
Possible Future Regulation	Scottish Government working with Transport Scotland and SEPA will engage with industry to produce guidance on requirements for gaseous and particulate emission from non-road mobile machinery (NRMM).	Scottish Government (EQCE)	Transport Scotland/ SEPA			•

Possible Future Regulation	Transport Scotland will develop an emission impact and evidence base on Transport Refrigeration Unit (TRU) emissions.	Transport Scotland	Scottish Government (EQCE)			•
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Tackling Non Transport Emissions Sources

Priority	Actions	Delivery Organisation (Lead)	Delivery Organisation(s) (Support)	Short Term	Medium Term	Long Term
Domestic (Household) Combustion	Scottish Government with local authorities will consider what changes are needed to the current permitted development rights for flues for woodburning stoves and biomass boilers.	Scottish Government (EQCE &PAD)	Local Authorities		•	
Domestic (Household) Combustion	Scottish Government will commission work to provide further evidence on the proportion of particulate matter (PM) emissions and other key pollutants attributable to domestic burning in Scotland, together with geographic and demographic distribution of domestic burning.	Scottish Government (EQCE)	N/A	•		
Domestic (Household) Combustion	Scottish Government will encourage uptake of Ecodesign stoves through Ecodesign Ready and other initiatives, along with consideration of how best to address widespread replacement of pre Ecodesign appliances.	Scottish Government (EQCE)	Industry	•		
Domestic (Household) Combustion	Scottish Government will work with business and industry to support educational schemes such as Woodsure and Ready to Burn, including manufacturers, suppliers and users of both fuels and appliances.	Scottish Government (EQCE)	N/A	•		
Domestic (Household) Combustion	Scottish Government will work with local government and SEPA to consider revision of the Clean Air Act 1993.	Scottish Government (EQCE & SGLD)	Local Authorities/SEPA		•	

Domestic (Household) Combustion	Scottish Government will take forward, working with businesses that may be affected and other interested parties, potential measures to control the supply of the most polluting domestic fuels – including a ban on house coal, restricting the sulphur content of smokeless fuels to 2%, prohibiting the sale of certain types of wet wood and introduction of a minimum renewables content for manufactured smokeless fuels. In taking forward this work, we are mindful that any new measures would require to be implemented over a period of time, such as a transitional period during which businesses could adapt to the new requirements without disproportionate costs.	Scottish Government (EQCE & SGLD)	N/A			•
Domestic (Household) Combustion	Scottish Government in developing policies and programmes to support households and businesses in transitioning to low-carbon heating solutions, will consider the needs of those affected by controls on the supply of the most polluting domestic fuels.	Scottish Government (CLC)	N/A	•		
Agriculture	Scottish Government will continue to share best practice and raise awareness of greenhouse gases and ammonia, and actions that farmers and crofters can take to minimise their environmental impact while improving efficiency.	Scottish Government (APD)	SEPA			•
Agriculture	Scottish Government will work with farmers through farmer-led groups, supported by scientific and economic expertise to co-develop new ways of working to better contribute towards delivering Scotland's climate change and environmental outcomes	Scottish Government (APD)	-			•
Agriculture	Scottish Government will consider options to reduce emissions from large scale units in consultation with the agricultural sector, aligning with broader policy development around future rural support.	Scottish Government (APD and EQCE)	SEPA			•
Agriculture	Scottish Government will commission a specific assessment of visible smokes and their health and amenity impacts arising from muirburn. The assessment will consider pollution characteristics and downwind impacts into populated areas, along with appropriate management responses and interventions.	Scottish Government (EQCE)	SEPA/ NatureScot		•	
Agriculture	Scottish Government will work together with SEPA and the agricultural industry to develop a voluntary code of good agricultural practice for improving air quality in Scotland	Scottish Government (APD and EQCE)	SEPA/ Agriculture Industry		•	

Atmospheric nitrogen and environmental impacts	Scottish Government will use available data and other information to set a Scottish contribution for overall UK ammonia emissions reduction targets required under the National Emission Ceilings Directive.	Scottish Government (EQCE)	Research support	•		
Atmospheric nitrogen and environmental impacts	Scottish Government will support investigation into the method of assessing risk of significant harmful ecological effects from atmospheric nitrogen (nitrogen deposition and elevated concentrations of ammonia and NOx), comparing critical loads/levels with dose-response or other options.	Scottish Government (EQCE)	N/A		•	
Atmospheric nitrogen and environmental impacts	Scottish Government with support from NatureScot will assess the potential costs of implementing identified improvements to the current site condition monitoring of designated conservation sites, to improve on current methods which don't detect air pollution effects.	Scottish Government (EQCE)	SEPA/ NatureScot		•	
Atmospheric nitrogen and environmental impacts	Scottish Government with support from NatureScot will commission a review of current monitoring of terrestrial ecosystems (and air pollution effects) in Scotland.	Scottish Government (EQCE)	SEPA/ NatureScot		•	

Transport

Priority	Actions	Delivery Organisation (Lead)	Delivery Organisation(s) (Support)	Short Term	Medium Term	Long Term
Low Emissions Zones	Transport Scotland will work with local authorities and SEPA to introduce LEZs into Scotland's four largest cities	Transport Scotland	Local Authorities	•		
Low Emissions Zones	Transport Scotland will provide financial support to businesses and individuals most affected by the implementation of LEZs through schemes such as the LEZ Support Fund and Scottish Bus Emissions Abatement Retrofit (BEAR) Fund .	Transport Scotland	N/A	•		
Low Emissions Zones	SEPA working with local authorities and Transport Scotland will provide updates on the performance of the LEZs and continue to update the LEZ models to reflect changes associated with projects such as Spaces for People fund.	SEPA	Transport Scotland	•		
Low Emissions Zones	Local authorities working with Transport Scotland and SEPA will look at opportunities to promote zero-carbon city centers within the existing LEZs structure.	Local Authorities	Transport Scotland/ SEPA	•		
Avoiding Unnecessary Travel	Transport Scotland will encourage all Scottish employers to apply the Acas homeworking principles (where possible) within their Carbon Management Plans.	Transport Scotland	N/A		•	
Avoiding Unnecessary Travel	Public bodies will be exemplars in adopting this way of working, and should incorporate travel from employee commute as part of their corporate carbon footprint and will report these emissions via their public bodies duties reporting.	Transport Scotland	Public bodies		•	

Active Travel	Transport Scotland will work with local authorities and delivery partners to make temporary active travel infrastructure, delivered under the Space for People fund during the COVID-19 outbreak, permanent in the medium to longer term. Where appropriate and with due process, for example, in taking account of the implications for disabled people	Transport Scotland	Local Authorities	•		
Active Travel	Transport Scotland will work with local authorities and active travel partners to provide funding for permanent active travel infrastructure and behavioural change programmes, through grant funded programmes in line with the National Transport Strategy (NTS) Sustainable Travel Hierarchy and the Sustainable Investment Hierarchy and where the projects are clearly aligned to the active travel outcomes framework.	Transport Scotland	Local Authorities	•		
Active Travel	Transport Scotland will work collaboratively with partners to deliver our Active Travel vision of enabling walking, cycling and wheeling to be the most popular mode of travel for short, everyday journeys in our towns and cities.	Transport Scotland	N/A			•
Buses	Transport Scotland will manage the Bus Partnership Fund to support local authorities to establish bus priority infrastructure and adapt the trunk road network to prioritise high occupancy vehicles.	Transport Scotland	N/A	•		
Buses	Transport Scotland will support fleet renewal toward the purchase of new ultra-low and zero emission buses in tandem with preparing/retrofitting the applicable existing mid-life bus and coach fleet for LEZ compliance. Scottish Government will continue to support battery-electric and hydrogen fuel-cell buses through subsidy schemes, investing £120 million over 5 years from 2021/22	Transport Scotland	N/A	•		
Taxi's	Transport Scotland will continue to support cleaner taxis through provision of LEZ support funding.	Transport Scotland	N/A	•		
Taxi's	Transport Scotland will ensure that taxi operations are incorporated into the drafting of 'LEZ Guidance', with cross reference to the 'Taxi and Private Hire Car Licensing' guidance	Transport Scotland	N/A	•		
Taxi's	Transport Scotland will explore the merits of a national taxi and private hire licencing database in terms of supporting the LEZ enforcement regime.	Transport Scotland	N/A	•		

Rail	Transport Scotland will ensure that the RSSB Air Quality Strategic Framework recommendations are supported and delivered where practicable in Scotland.	Transport Scotland	N/A			•
Zero Tailpipe Emissions	Transport Scotland will engage extensively on future financing and delivery models to support growth in the public electric vehicle charging, including ChargePlace Scotland.	Transport Scotland	N/A	•		
Zero Tailpipe Emissions	Transport Scotland working with Scottish Procurement and Scottish Futures Trust will work across the public sector to accelerate the decarbonisation of vehicle fleets by establishing innovative ways to invest in zero emission vehicles at scale across the public sector, whilst maximising opportunities to leverage commercial investment through aggregated demand for new products, vehicles and infrastructure	Transport Scotland	Scottish Procurement/ Scottish Futures Trust	•		
Zero Tailpipe Emissions	Transport Scotland will continue to support the uptake of zero emission vehicles by supporting local authorities to bring forward innovative projects to incentivise battery electric and hydrogen vehicles, including through Switched on Towns and Cities programme and the Scottish Cities Alliance	Transport Scotland	N/A	•		
Lower Carbon Fuels	Transport Scotland will work to more fully understand the role of non-electrification routes to decarbonising transport – to lead to a better-defined wider policy position that complements existing electrification work streams. We will explore alternative fuels' potential to power certain vehicle types in the short, medium and long term, whilst still contributing to Scotland's statutory climate change targets.	Transport Scotland	N/A			•
Freight	Transport Scotland will collaborate and engage with the freight industry and retailers to explore the options for, and the associated logistics of, 'last/first mile' delivery approaches.	Transport Scotland	Industry			•
Freight	Transport Scotland will collaborate with the private sector to identify effective pragmatic solutions on the uptake of zero and ultra low emission vehicles	Transport Scotland	Private Sector			•
Trunk Road Network and Demand Management	Transport Scotland with support from SEPA and local authorities will work to revoke all Air Quality Management Areas where trunk roads are the primary contributor to air pollutants	Transport Scotland	Local Authorities/SEPA			•

Trunk Road Network and Demand Management	Transport Scotland with support from SEPA will ensure that all trunk will comply with European air quality limit values	Transport Scotland	SEPA			•
Trunk Road Network and Demand Management	Transport Scotland with support from local authorities will explore how we can reallocate road space to cycling and pedestrians following learning from COVID-19 Spaces for People programme	Transport Scotland	Local Authorities			•
Workplace Parking Charges	Transport Scotland will take forward a policy consultation in advance of drafting Workplace Parking Levy (WPL) regulations, and thereafter, take forward the regulations required to support the WPL provisions in the Transport (Scotland) Act 2019 which require commencement and supporting regulations.	Transport Scotland	N/A		•	
Vehicle Disposal Schemes	Transport Scotland will deliver a vehicle disposal programme in Scotland that is founded on the principle of emissions reduction.	Transport Scotland	N/A		•	

Governance, Accountability and Delivery

Priority	Actions	Delivery Organisation (Lead)	Delivery Organisation(s) (Support)	Short Term	Medium Term	Long Term
Local Air Quality Management	Assess the advantages and disadvantages of extending LAQM assessment to all areas with public access, to provide the necessary evidence base on which to make a decision on whether this would deliver overall benefits.	Scottish Government (EQCE)	SEPA			•
Local Air Quality Management	Undertake a further revision of the LAQM policy guidance to take account of developments since the last update in 2016.	Scottish Government (EQCE)	SEPA		•	
Local Air Quality Management	Develop a more systematic approach to action plan production and implementation, including a standardised format and a methodology for agreeing and setting defined timescales for completing individual measures, revoking AQMAs and reporting progress.	Scottish Government (EQCE)	SEPA		•	
Governance	Scottish Government with support from SEPA will establish a Ministerial Group to provide high level leadership and direction for Cleaner Air for Scotland 2.	Scottish Government (EQCE)	SEPA	•		
Governance	Scottish Government with support from SEPA will establish a Delivery Group with a clear remit and well defined responsibilities for ensuring that the actions in Cleaner Air for Scotland 2 are delivered.	Scottish Government (EQCE)	SEPA	•		
Governance	The CAFS Delivery Group with support from Scottish Government will establish a series of specialist groups to provide advice to and support the work of the Delivery Group.	CAFS Delivery Group	Scottish Government (EQCE)	•		
Governance	CAFS Delivery Group with support from Scottish Government will produce an enhanced and strengthened annual performance report documenting progress in implementing Cleaner Air for Scotland 2	CAFS Delivery Group	Scottish Government (EQCE)	•		

Review

Priority	Actions	Delivery Organisation (Lead)	Delivery Organisation(s) (Support)	Short Term	Medium Term	Long Term
Review	Scottish Government with support from SEPA will initiate a review on progress with implementing Cleaner Air for Scotland 2 during 2024, with a view to having a further version of Scotland's air quality strategy in place by the end of 2025.	Scottish Government (EQCE)	SEPA			•



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