

Appendix A

Consultation Questions

Q1: Do you support the principle of LEZs to help improve Scottish air quality?

Q2-Do you agree that the primary objective of LEZs should be to support the achievement of Scottish Air Quality Objectives? If not, why not?

Q3a Do you agree with the proposed minimum mandatory Euro emission criteria for Scottish LEZs?

Q3b- Do you agree with the proposal to use the NMF modelling in tandem with the NLEF appraisal to identify the vehicle types for inclusion within a LEZ?

Q3c- Should emission sources from construction machinery and/or large or small van refrigerated units be included in the LEZ scope, and if so should their inclusion be immediate or after a period of time?

Q4- What are your views on adopting a national road access restriction scheme for LEZs across different classes of vehicles?

Q5- What are your views on the proposed LEZ hours of operation, in particular whether local authorities should be able to decide on LEZ hours of operation for their own LEZs?

Q6- What are your views on Automatic Number Plate Recognition enforcement of LEZs?

Q7a- What exemptions should be applied to allow LEZ to operate robustly?

Q7b- Should exemptions be consistent across all Scottish local authorities?

Q8- What are your views on LEZ lead-in times and sunset periods for vehicle types shown in Table 2?

Q9- What are your views about retrofitting technology and an Engine Retrofitting Centre to upgrade commercial vehicles to cleaner engines, in order to meet the minimum mandatory Euro emission criteria for Scottish LEZs?

Q10- How can the Scottish Government best target any funding to support LEZ implementation?

Q11- What criteria should the Scottish Government use to measure and assess LEZ effectiveness? Please be as specific as possible in your reasoning.

Q12 – What information should the Scottish Government provide to vehicle owners before a LEZ is put in place, during a lead-in time and once LEZ enforcement starts? Please be as specific as possible in your reasoning.

Q13- What actions should local or central government consider in tandem with LEZs to address air pollution?

Q14- How can LEZs help to tackle climate change, by reducing CO2 emissions in tandem with air pollution emissions? Please be as specific as possible in your reasoning.

Q15-What measures (including LEZs) would make a difference in addressing both road congestion and air pollution emissions at the same time? Please be as specific as possible in your reasoning.

Q16- Do you have any other comments that you would like to add on the Scottish Government's proposals for LEZs?

Q17- What impacts do you think LEZs may have on particular groups of people, with particular reference to the 'protected characteristics' listed in paragraph 5.2?

Q18- Do you think the LEZ proposals contained in this consultation are likely to increase or reduce the costs and burdens placed on any sector?

Q19- What impacts do you think LEZs may have on the privacy of individuals?

Q20- Are there any likely impacts the proposals contained in this consultation may have upon the environment?