ABERDEEN CITY COUNCIL

LOW EMISSION ZONE ANNUAL REPORT 2024/25

ACC/2026/01

Local Authority Low Emission Zone Annual Report

Annual Report Scope

Name of local authority: Aberdeen City Council

Reporting Timeframe: 1st April 2024 – 31st March 2025

Date of Report: 19th November 2025

Introduction

Background

Following a robust option generation, appraisal and testing process using the National Low Emission Framework (NLEF) and National Modelling Framework (NMF), and informed by engagement with members of the public and stakeholders, Aberdeen City Council (ACC) introduced a Low Emission Zone (LEZ) on 30th May 2022.

The LEZ seeks to address longstanding and persistent issues of poor air quality within the City Centre Air Quality Management Area (AQMA), specifically ongoing exceedance of the annual mean objective for nitrogen dioxide (NO_2).

LEZ Objectives

The LEZ has the following objectives:

- Improve air quality in Aberdeen by reducing harmful emissions from transport and delivering on the Scottish Government's statutory air quality objectives (prescribed under section 87(1) of the Environment Act 1995);
- Support climate change targets (as set out in Part 1 of the Climate Change (Scotland) Act 2009) by reducing road transport's contribution to emissions;
- Protect public health and wellbeing;
- Support local and regional transport strategies by contributing to the development of a vibrant, accessible and safe city centre, where the volume of non-essential traffic is minimised and active and sustainable transport movements are prioritised; and
- Contribute to ongoing transformational change in Aberdeen, helping promote the city as a desirable place to live, visit and invest in.

Aberdeen's LEZ

The LEZ covers an area of just less than 1km^2 of Aberdeen city centre (Figure 1).

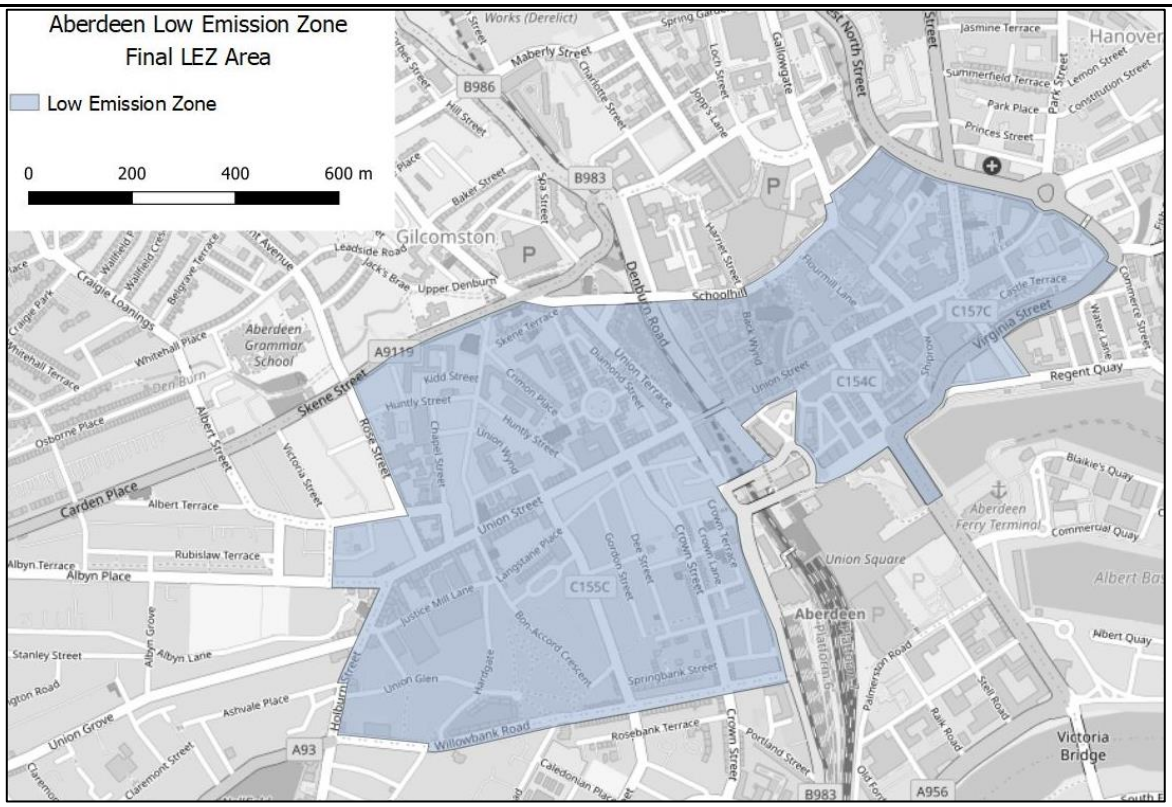


Figure 1: Aberdeen LEZ Boundary

Date of Introduction and Operation

ACC formally introduced the LEZ on 30th May 2022. A two-year grace period for all residents of the zone and non-residents applied from 30th May 2022 to 31st May 2024. Enforcement of the LEZ commenced on 1st June 2024. The LEZ operates for 24 hours a day, 365 days a year.

Vehicle Scope

Vehicles are permitted access to the LEZ on the basis of their exhaust emissions standard, in accordance with the mandatory nationally consistent emission standards for Scottish LEZs identified in the Low Emission Zone (Emission Standards, Exemptions and Enforcement) (Scotland) Regulations 2021:

- Euro 6/VI for diesel vehicles; and
- Euro 4/IV for petrol /gas vehicles.

Aberdeen's LEZ does not apply to motorcycles and mopeds but applies to all other vehicle types specified in the Regulations and detailed in Table 1, unless subject to a national exemption, as defined in the Regulations, or a local time-limited exemption.

Table 1: Vehicle types within scope of the LEZ

Vehicle	Vehicle Category	Description
Light passenger vehicles	M1	Vehicles designed and constructed for the carriage of passengers and comprising no more than eight seats in addition to the driver's seat.
Minibus	M2	Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 tonnes.

Bus and coach	M3	Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass exceeding 5 tonnes.
Light Goods Vehicles (LGVs)	N1	Vehicles designed and constructed for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes.
Heavy Goods Vehicles (HGVs)	N2	Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 3.5 tonnes but not exceeding 12 tonnes.
	N3	Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 12 tonnes.

Exemptions

ACC granted a time-limited exemption (lasting one year) to all taxis and private hire cars (PHCs) from 1st June 2024. At the time that ACC agreed the exemption (September 2023), approximately 189 taxis (32% of the local fleet) and 19 PHCs (8%) were non-compliant with the LEZ.

Vehicles belonging to a further 7 organisations (not covered by a national exemption) were granted a time-limited exemption (lasting one year) from the Aberdeen LEZ from 1st June 2024. This was on the basis that one of the following conditions was met:

- The vehicles required access to the area to fulfil a health and safety requirement; and/or
- The vehicles were of a specialist nature that rendered it difficult or disproportionately costly for replacement or retrofit.

Consideration was also give to:

- The ability of vehicles to bypass the LEZ to travel between their origin and destination;
- Evidence that the applicant was making efforts to comply with the LEZ in the shortest possible timeframe; and
- The likely air quality impacts of the exemption.

Modifications

There have been no modifications to the scheme in the last 12 months.

Stakeholder Consultation

No stakeholder consultation has taken place on the LEZ in the past 12 months.

Scheme Operation

Operational Issues

In general, the LEZ has been operating well since enforcement commenced. There have been a few instances of members of the public alerting ACC to where they consider LEZ signage inadequate or misleading – in such cases signage has been enhanced to improve legibility. No other issues of note have been identified.

LEZ Suspensions

An Event suspension was in place between 1st November 2024 and 10th January 2025 to support the set-up, operation and take-down of the Aberdeen Christmas Village. This involved suspending enforcement at one camera site, at the Gallowgate / Broad Street / Upperkirkgate junction, with all other LEZ cameras remaining operational and the LEZ still enforced at all other entry points. Access to the event area was controlled and limited to event traffic only, therefore the impacts on the wider LEZ and air quality in general were considered minimal. The

suspension was approved by Scottish Ministers in accordance with Section 24(2) of the Transport (Scotland) Act 2019, and is not planned to be repeated in future years.

Scheme Enforcement

Number of PCNs issued - by vehicle type, repeat contraventions and associated surcharges

Table 2 shows the number of PCNs issued during the reporting period, by vehicle type and associated surcharges.

Table 2: Number of PCNs issued

Vehicle Category	Step 1 PCNs	Step 2 PCNs	Step 3 PCNs	Step 4 PCNs	Step 5 PCNs	All Steps PCNs
Bus and Coach	66	20	9	7	5	107
Heavy goods vehicle	202	26	6	2	0	236
Light goods vehicle	5,239	798	306	155	443	6,941
Light passenger vehicle	17,038	2,603	985	527	1,476	22,629
Minibus	83	13	3	2	4	105
Motorcycle & Mopeds	83	6	1	0	0	90
Special Purpose Vehicle (SPV)	5	0	0	0	0	5
Total	**22,716**	**3,466**	**1,310**	**693**	**1,928**	**30,113**

Number of PCN appeals received, and the outcomes (accept or reject).

In total, 3,334 Appeals (11% of PCNs issued) were received with 1,448 cancellations (43% of appeals) carried out. These figures do not include cases which have been lodged with the Scottish Courts and Tribunals Service (Transport Appeals) as they are not made to or decided by Aberdeen City Council. Once a Charge Certificate has been issued, the customer loses their right to appeal so these figures do not include any cases at that stage or where the case has been passed to the Sheriff Officer.

Number of PCNs unpaid and how this is being handled

5,369 PCNs were unpaid, and such cases progress to our Sheriff Officer who then undertakes a range of recovery action.

Scheme Costs

The costs of proposing, making and operating the scheme

Table 3 shows costs incurred in planning for, establishing and operation of the LEZ scheme from financial years 2018/19 to 2024/25. The full Statement of Account is provided as Appendix A.

Table 3: The costs of proposing, making and operating the scheme

Expenditure	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	£	£	£	£	£	£	£
Planning	4,722.18	211,592.80	231,753.16	104,324.77	56,088.00	51,732.00	2,600
Procurement				547,990.00		40,015.80	
Promotion			242.00	21,663.65		61,310.10	25,744.58
Implementation						67,327.25	136,942.95
Maintenance						130,644.00	

Operational costs							212,905
TOTAL	**4,722.18**	**211,592.80**	**231,995.16**	**673,978.42**	**56,088.00**	**351,029.15**	**378,192.53**

Revenue

In the 2024/25 financial year, the gross and net revenues gathered from the operation of the scheme are as follows:

- Gross PCN revenues for the year - £1,386,025.08;
- Other gross revenues - £89,045.20 (Transport Scotland grant);
- Total gross revenue = £1,475,070.28;
- Net revenue after all scheme costs are considered - £1,229,692.61.

These scheme costs include staffing, administration of PCNs and appeals, postage, etc. Following the maximisation of external grant funding, small portions of the revenue were also required to cover outstanding promotional and implementation costs, including amendments to signage since the scheme became operational.

Excluding accruals for unpaid fines, the surplus generated for the year 2024/25 reduces to £669,000.

Application of Revenue

£30,500 of the surplus income was required to procure traffic surveys in early 2025 to aid monitoring and evaluation of the LEZ and to inform updates to SEPA's Aberdeen Air Quality Model.

Elected Members have furthermore agreed the following allocations of the surplus income:

- £200,000 for the re-establishment of a bicycle rental scheme. This will offer members of the public an alternative, clean and sustainable transport mode for short journeys, encouraging modal shift away from the private car, and thus supporting further air quality improvements and carbon reduction;
- £61,000 for the Our Union Street Greening / People Project, a city centre urban realm improvement project to introduce areas of new planting and seating on Union Street West (Union Terrace to Dee Street); and
- £60,000 for City Centre Greening, Growing and Buzzing - this includes a range of initiatives such as: reinstating urban bees into the city centre; additional floral enhancement via provision of year-round hanging baskets; and additional green bus shelters.

Based on the assumption that PCN income will continue to decline as more and more vehicles achieve compliance, the remaining income will be retained for now to cover future year LEZ operating and maintenance costs.

Scheme Effectiveness

Air Quality Impacts

In fulfilment of Part IV of the Environment Act 1995, as amended by the Environment Act 2021, Aberdeen City Council gathers air quality data and publishes this annually in the form of Air Quality Progress Reports.

Comparing air quality from one year to the next has limitations in terms of attributing changes to a particular 'point in time' intervention, given other influencing factors over the short-term, such as weather conditions. Generally, it is recommended that trends are considered over a minimum of 5 years to identify any sustained changes to pollutant levels. The following section therefore considers 2019-2024 air quality trends, summarising and commenting on findings. This time period also allows for consideration of the impacts of the coming LEZ in the years prior to enforcement, during which time affected individuals and businesses would have been making the necessary arrangements for LEZ compliance from summer 2024.

Clearly, data for 2020 and 2021 is impacted by the COVID-19 pandemic and resulting lockdowns, while the influence of the pandemic is undoubtedly still being felt in subsequent years, particularly in terms of sustained home working resulting in less commuting and business travel.

It is also the case that Aberdeen City Centre and Beachfront is undergoing a process of wider transformation, with significant changes to road layouts and traffic access arrangements implemented since 2023, and further changes planned for the future. In August 2023, for example, a series of traffic management measures were introduced in the city centre core (Union Street, Market Street, Guild Street and Bridge Street) to give additional priority to pedestrians, cyclists and public transport (Figure 2), while Union Street Central (Bridge Street to Market Street) has been largely closed to traffic since April 2024 to facilitate construction works, requiring a temporary diversion of all city centre buses onto Market Street, Guild Street and Bridge Street. These changes have impacted traffic volumes and routeing choices both within the LEZ and on surrounding streets.

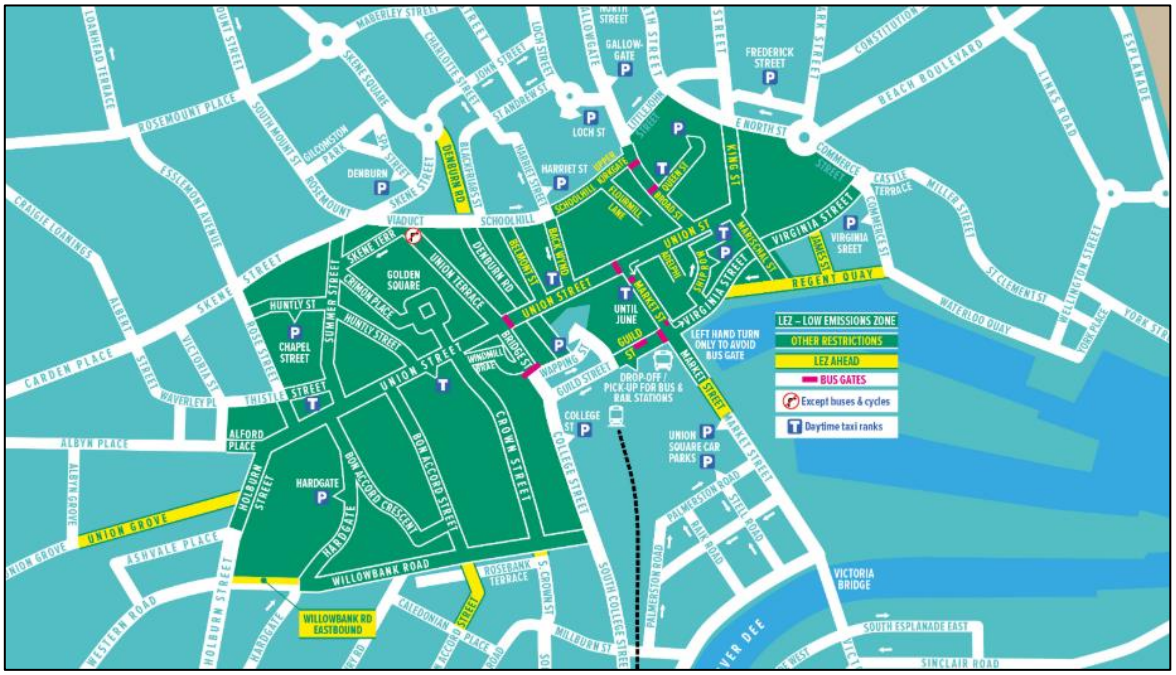


Figure 2: City Centre Traffic Restrictions

It is therefore difficult to attribute changes in pollutant levels directly to the LEZ, given wider changes that are also influencing transport and travel patterns.

Nor is it necessarily the case that commencement of LEZ enforcement in June 2024 was a single 'disruptive event' in that individuals and businesses had been improving their vehicles and fleets in advance of enforcement. Indeed, this was the purpose of the grace period, to allow time for LEZ compliance, with funding available from Transport Scotland to bus and taxi operators, small businesses and individuals to support this. Of particular note is the local bus fleet, only 36% of which was LEZ-compliant in 2018. Operators' awareness of the coming LEZ, and assistance from electrification and retrofit schemes, enabled a programme of gradual compliance, meaning that all buses passing through Aberdeen city centre from 1st June 2024 were LEZ-compliant, with the air quality impacts of this felt in the years prior to 2024.

It should also be borne in mind when considering the information in this section that 2024 air quality data is not reflective of a full year of LEZ operation, as enforcement of the scheme only commenced on 1st June. There are further limitations to the available data, highlighted in the relevant sections.

Nitrogen Dioxide (NO_2) Emissions

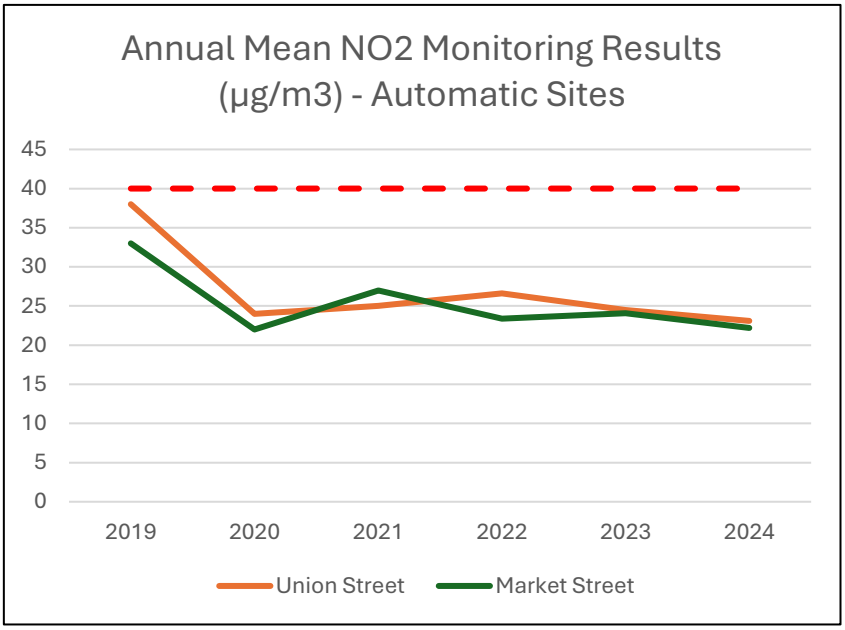


Figure 3: Annual Mean NO_2 Monitoring Results – Automatic Sites Within the LEZ

Figure 3 shows that, despite some minor fluctuations, there has been a downward trend in annual mean NO_2 emissions at both of the automatic monitoring sites within the LEZ since 2019. Despite emissions in 2019 hovering near the annual mean objective limit of 40 µg/m³ (indicated by the red dashed line on the chart) both sites have remained well within objective limits since 2020. Both sites within the LEZ therefore show positive trends, with the LEZ likely to be a key contributor towards keeping pollution figures within objective limits at these locations.

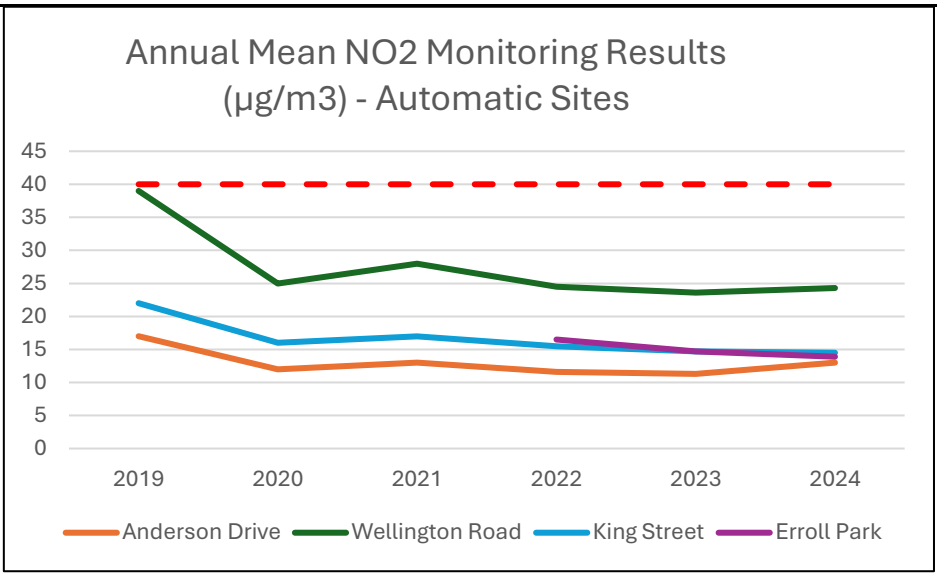


Figure 4: Annual Mean NO_2 Monitoring Results – Automatic Sites Outside of the LEZ

Similarly, Figure 4 shows that, despite some minor fluctuations, there has been a general downward trend in annual mean NO_2 emissions at automatic monitoring sites outside of the LEZ since 2019, particularly Wellington Road, which was experiencing air quality close to the objective limit value of 40 µg/m³ (indicated by the red dashed line on the graph) in 2019.

The data suggests a small rise in emissions on Anderson Drive since 2022, which may be a result of its role as an A-road dual-carriageway providing an opportunity for non-compliant vehicles to bypass the LEZ. However, the monitoring station here suffered from poor data capture in 2024 due to equipment breakdown, meaning that there is no data available beyond June 2024, with the available data annualised for the monitoring report. Further years' data will therefore be required to adequately understand any impacts of the LEZ on emissions levels on Anderson Drive.

Nevertheless, all automatic monitoring sites outside of the LEZ have been well within objective limits for NO_2 since 2020, with no indication at this stage that the LEZ has resulted in a significant displacement of emissions elsewhere on the network. It is worth noting, furthermore, that the Anderson Drive and Wellington Road Air Quality Management Areas (AQMAs) were both revoked in February 2025 due to sustained compliance with the objectives for NO_2 and PM10.

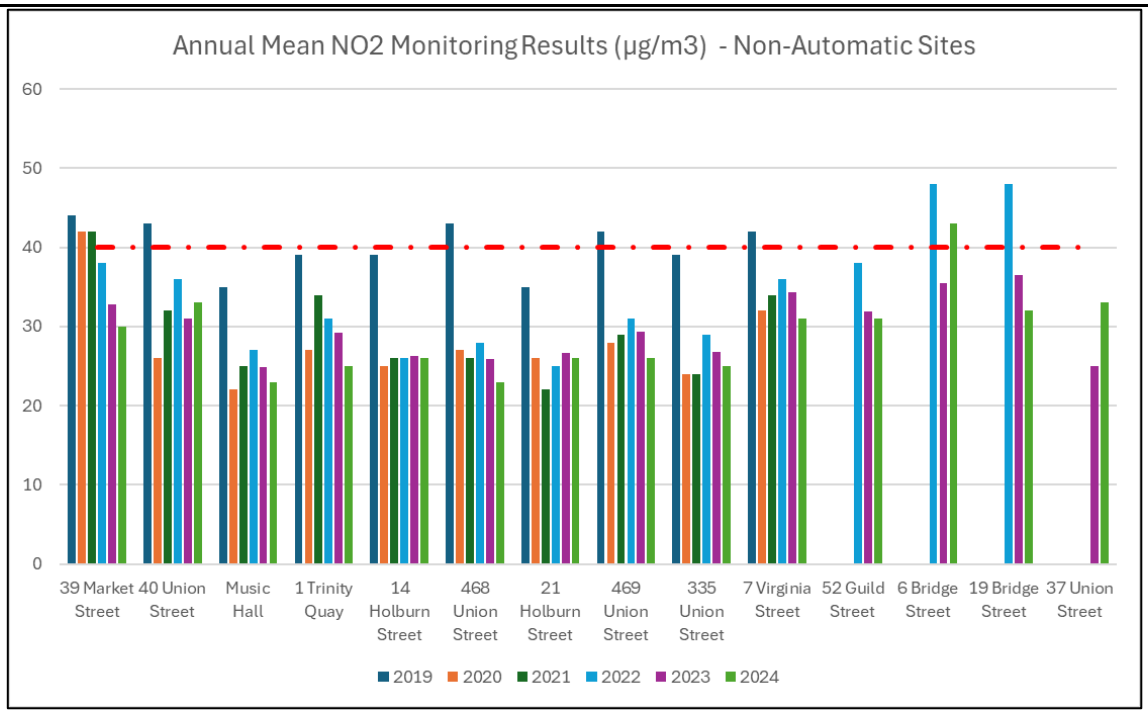


Figure 5: Annual Mean NO_2 Monitoring Results – Non-Automatic Sites Within the LEZ

Figure 5 shows that the majority of non-automatic monitoring sites within the LEZ have seen significant reductions in NO_2 emissions since 2019.

40 Union Street and 37 Union Street saw emissions increase between 2023 and 2024, which is surprising, given that these sites are within the LEZ and in an area of the city centre subject to additional traffic management measures since 2023. Future years data will therefore be required to understand if there are any problems at this location that need to be addressed.

6 Bridge Street also saw an increase in emissions between 2023 and 2024, bringing NO_2 levels at this location above objective limits, the only site to exceed limits in 2024. The reasons for this are unclear but could be as a result of more traffic (particularly buses) using this area during the temporary closure of Union Street Central for construction works. Similar to the Union Street locations, further data will be required to assess whether this is a short-term anomaly or a persistent trend that needs to be addressed.

Despite a number of sites recording pollution levels beyond, or close to, objective limits in 2019 (indicated by the red dashed line on the graph), all but one site were well within objective limits in 2024. The non-automatic monitoring sites within the LEZ therefore show largely positive trends, with the introduction of the LEZ likely to be a contributing factor in keeping air pollution figures within objective limits (with the exception of 6 Bridge Street) at these sites.

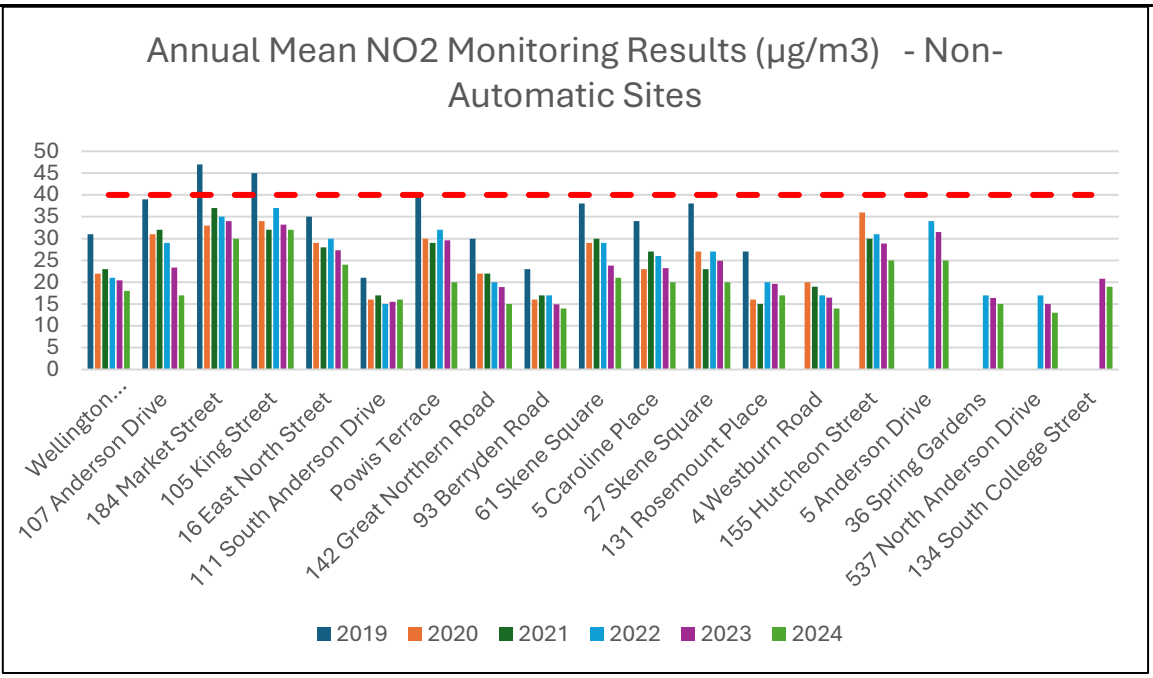


Figure 6: Annual Mean NO_2 Monitoring Results – Non-Automatic Sites Within the LEZ

Figure 6 shows the annual mean NO_2 values at a selection of key sites on the periphery of the LEZ, all of which recorded a decrease in pollutants during this period. In 2019, a number of sites experienced NO_2 levels beyond or close to objective limits, with all sites compliant by 2024.

While some minor annual fluctuations are evident, some of which may be a consequence of non-compliant drivers re-routeing to avoid the LEZ (some minor increases in pollutants on strategic routes, such as South Anderson Drive, for example), the data suggests that the LEZ is not resulting in a significant worsening of air quality in other parts of the city as a result of re-routeing traffic.

No exceedances of the 1-hour mean for NO_2 were observed at any of the automatic monitoring sites inside or outside of the LEZ between 2019 and 2024.

Particulate Matter (PM10s and PM2.5s)

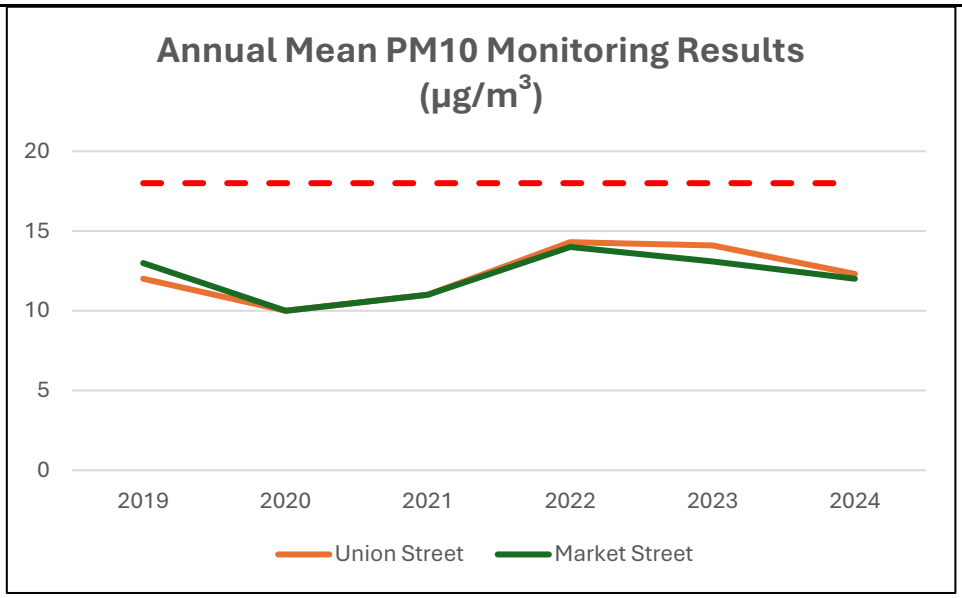


Figure 7: Annual PM10 Monitoring Results – Within the LEZ

Figure 7 shows that, despite some annual fluctuations, levels of Particulate Matter (PM10s) recorded at monitoring stations within LEZ are all well within the annual mean objective limit of 18 µg/m³ (indicated by the red dashed line), with a clear downward trajectory since 2022. This suggests that the LEZ is positively contributing to PM10 levels within the zone, albeit further years' data will be required to confirm such trends.

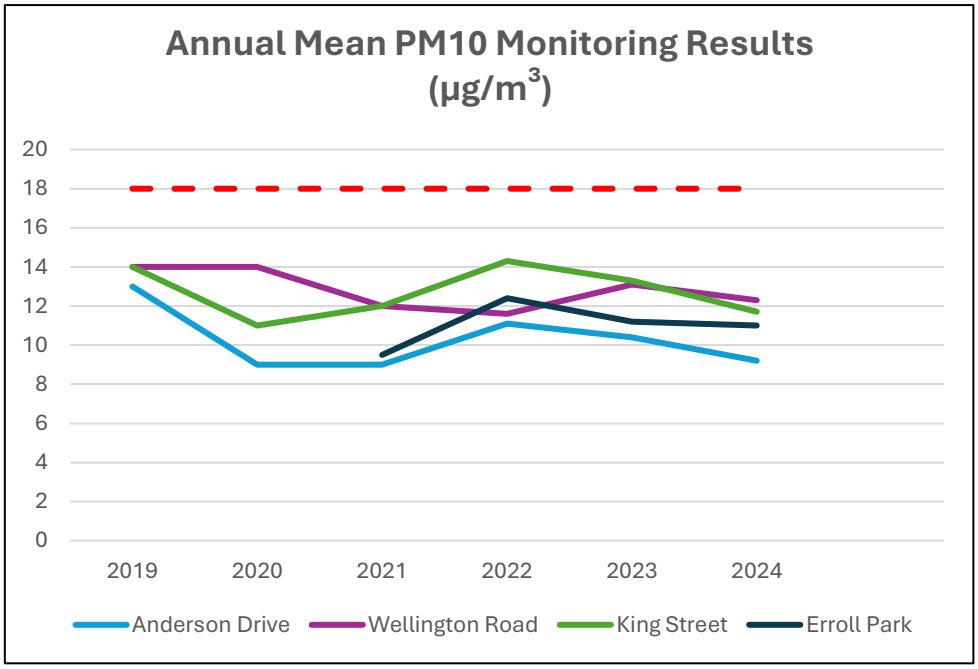


Figure 8: Annual PM10 Monitoring Results – Outside of the LEZ

Figure 8 shows that all automatic monitoring sites outside of the LEZ have been compliant with annual mean PM10 objective limits in all years from 2019 to 2024. The downward trend at most sites since 2022 suggests that the LEZ is not causing displacement of emissions elsewhere on the network, albeit further data will be required to confirm this.

Table 4: 24 Hour Mean PM10 Monitoring Results

24 Hour Mean PM10 Monitoring Results, Number of Exceedances of 24hr Mean		2019	2020	2021	2022	2023	2024
Inside LEZ							
CM1	Union Street	0	0	0	2	2	0
CM2	Market Street	4	0	0	4	1	0
Outside LEZ							
CM3	Anderson Drive	3	0	0	1	0	0
CM4	Wellington Road	4	0	0	0	0	0
CM5	King Street	3	0	0	3	3	2
CM6	Erroll Park				2	2	2

Table 3 shows that there were no exceedances of the 24hr mean objective for PM10s inside the LEZ in 2024, an improvement on previous years. There were likewise no exceedances on Anderson Drive or Wellington Road. While 2 exceedances were recorded on both King Street and Errol Park, the former marks an improvement upon previous years while the latter follows the same pattern as previous years. Therefore, the LEZ may be contributing positively to PM10 figures within the zone, with no negative impacts arising elsewhere in the city, albeit further years' data will be required to confirm this.

As mentioned previously, the Anderson Drive and Wellington Road AQMAs were revoked in February 2025 due to ongoing compliance with NO_2 and PM10 objectives. The City Centre AQMA was also amended to remove the PM10 annual and 24-hour means, as a result of continued compliance

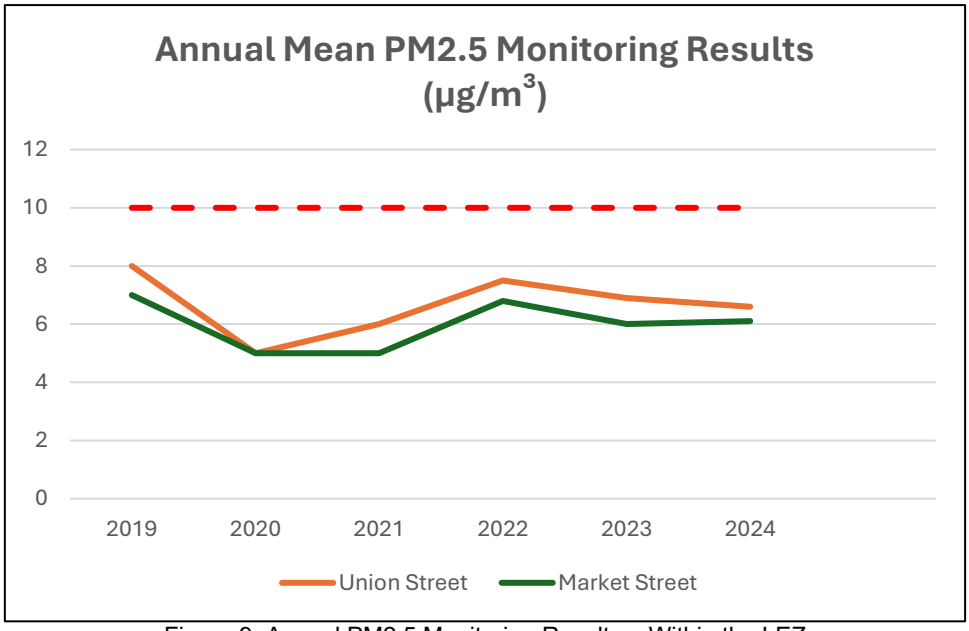


Figure 9: Annual PM2.5 Monitoring Results – Within the LEZ

Figure 9 shows that, despite some annual fluctuations, levels of Particulate Matter (PM2.5s) recorded at monitoring stations within the LEZ have fallen between 2019 and 2024, with emissions well within the annual mean objective limit of 10 µg/m³ (indicated by the red dashed line). The downward trajectory since 2022 suggests

that the LEZ may be positively contributing to PM2.5 levels within the zone, albeit further years' data will be required to confirm such trends.

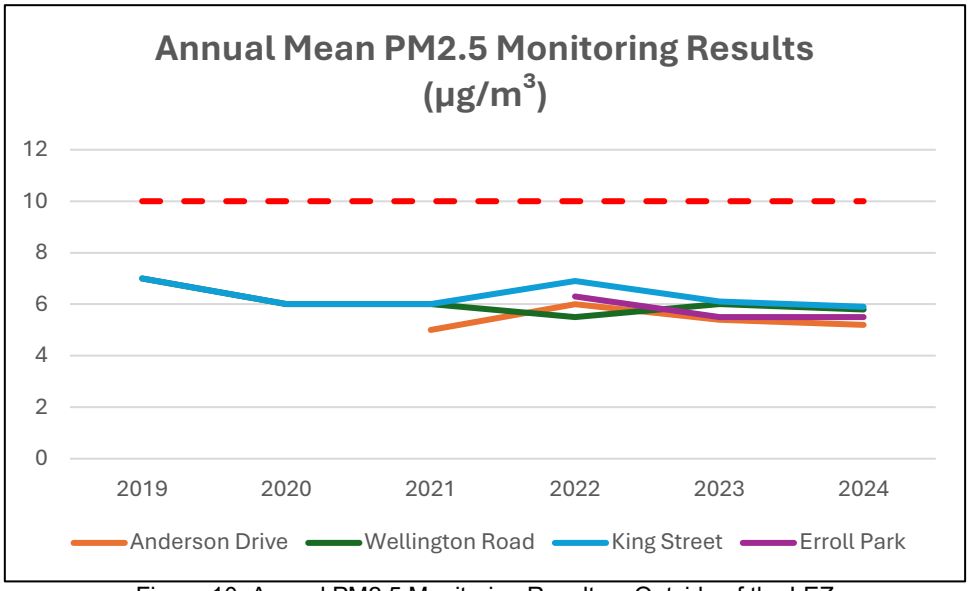


Figure 10: Annual PM2.5 Monitoring Results – Outside of the LEZ

Figure 10 shows that, despite some annual fluctuations, levels of PM2.5s recorded at monitoring stations outside of the LEZ have generally been falling to 2024, with emissions well within the annual mean objective limit of 10 µg/m³ (indicated by the red dashed line). This suggests that the LEZ is not resulting in a significant increase in PM2.5s outside of the zone, albeit further years' data will be required to confirm this.

Taking all of this data into account therefore, the general picture is of improving air quality throughout the city, with the LEZ likely to be contributing to air quality improvements within the LEZ itself. There is little evidence to suggest that the LEZ is causing a worsening of air quality outside of the boundary, although this will continue to be monitored.

The Scottish Environment Protection Agency (SEPA) is due to submit a report to Aberdeen City Council later in 2025, containing further information on the effects of the LEZ both within and outside of the boundary, including observed and modelled NO_2 concentrations. While not available to inform this first annual report, the findings will be considered as part of the second annual report in 2026.

Carbon Impacts

By preventing older and dirtier vehicles travelling through the city centre, the LEZ supports ACC's Net Zero Route Map, specifically its supporting Mobility Strategy, which seeks to reduce transport emissions, reduce traffic across the city, and encourage more people to use active travel and public transport.

Traffic Impacts

Traffic data collection was undertaken in March 2025 and compared with 2023 data to understand the impact of the LEZ on traffic both within and outside of the LEZ, and a summary of the findings is provided in this section. As with the emissions data, caution must be exercised correlating changes directly with the LEZ, given

wider changes taking place in the city centre and beachfront during the same period. Similarly, additional years' data is required to determine whether changes are part of ongoing trends or mere fluctuations.

Table 5 shows changes in traffic volumes at the 4 Automatic Traffic Count (ATC) sites surveyed. Traffic levels in (Union Street) and around (Market Street and King Street) the LEZ reduced by 4-6%, following enforcement of the LEZ commencing in 2024, as would be expected given the exclusion of non-compliant vehicles from the area.

Table 5: ATC Traffic Count Data (7-day count)

	2023	2025	% change
UNION STREET	57772	54943	-4.9%
WELLINGTON ROAD	119157	151746	27.3%
MARKET STREET	171263	161538	-5.7%
KING STREET	112314	107458	-4.3%

The fourth site, Wellington Road, saw a significant increase in traffic between 2023 and 2025. This is unlikely to be attributable to the LEZ given that Wellington Road is a route to and from the city centre, rather than a means of bypassing it. A more likely explanation is that the increase has arisen as a result of wider network improvements, particularly the completion of the South College Street Junction Improvements Project (Phase 1) in February 2024, which is attracting more vehicles to the Wellington Road / South College Street / Denburn Road corridor. Indeed, Automatic Number Plate Recognition (ANPR) surveys shows a comparable increase in traffic volumes on South College Street (see Table 6). As South College Street improvements were delivered to support implementation of traffic management and bus priority measures in the city centre, an increase in traffic on Wellington Road and South College Street does not conflict with the LEZ or wider City Centre Masterplan aspirations.

Table 6 shows changes in traffic volumes between 2023 and 2025 at key sites inside and outside of the LEZ where ANPR surveys were undertaken.

Table 6: ANPR Traffic Count Data (12hr count), all traffic

TOTAL	2023	2025	% CHANGE
MARKET STREET	23360	22827	-2.3%
UNION STREET	5931	5396	-9.0%
COLLEGE STREET	8641	10426	20.7%
WESTBURN ROAD	11229	11704	4.2%
ANDERSON DRIVE	22002	20610	-6.3%
SKENE STREET	7913	7783	-1.6%

Similar to the ATC data, 2 sites within the LEZ (Market Street and Union Street) saw a drop in traffic. While College Street is within the LEZ, traffic increases are to be expected here, given the corridor improvements described above, and any additional traffic attracted to the corridor will be LEZ-compliant vehicles.

Westburn Road sits to the north of the LEZ and the slight increase in traffic here could be attributable to non-compliant vehicles switching to this corridor to avoid restrictions. Conversely, though, Skene Street, also to the north of the LEZ, did not see a comparable increase in traffic. Interestingly, traffic levels appear to have fallen on Anderson Drive, which is a logical north-south LEZ bypass for non-compliant traffic. The increase in emissions noted on this corridor, however, could suggest that more non-compliant traffic is migrating to Anderson Drive, despite the overall drop in volumes.

Annual Average Daily Traffic (AADT) figures for minor streets close to the LEZ boundary were extracted from SEPA's Spotfire tool, which informs the Aberdeen Air Quality Model (Table 7). This shows a similarly mixed picture with some streets around the periphery of the LEZ experiencing an increase in traffic and others experiencing a decrease.

Table 7: AADT 2023-2025

TOTAL	2023	2025	% CHANGE
ESSLEMONT AVENUE	6150	6426	4.5%
ASHLEY ROAD	6474	7446	15.0%
ST. SWITHIN STREET	9092	9977	9.7%
FOUNTAINHALL ROAD	8797	8880	0.9%
WAVERLY PLACE / ALBERT STREET / VICTORIA STREET	6869	6760	-1.5%
SPRING GARDEN	11481	10459	-8.9%
ROSEMOUNT PLACE	8331	8921	7.1%
EAST NORTH STREET	19750	18178	-8.0%
CRAIGIE LOANINGS	7412	7465	0.7%

Potentially of concern is the Ashley Road / St. Swithin Street corridor, with the former seeing an increase in traffic of 15% between 2023 and 2025. Looking at longer-term trends, however, for those streets which have experienced an increase in traffic between 2023 and 2025 (Table 8) suggests that these changes are not as pronounced over the longer term, with traffic on Ashley Road for example only increasing 2.5% between 2019 and 2025, and St. Swithin Street and Esslemont Avenue seeing less traffic in 2025 than was observed in 2019.

Table 8: AADT 2019-2025

TOTAL	2019	2025	% CHANGE
ESSLEMONT AVENUE	8751	6426	-26.6%
ASHLEY ROAD	7261	7446	2.5%
ST. SWITHIN STREET	10685	9977	-6.6%
ROSEMOUNT PLACE	8237	8921	8.3%

The data suggests, therefore, that while some re-routeing of non-compliant vehicles does look to be taking place, the impacts of this are relatively minor when considered over the longer term, and ACC has not observed or been alerted to any significant impacts of traffic displacement that need to be addressed.

Although there is a primary school located on Ashley Road, ACC has not received any complaints from the school (or any schools) about traffic increases resulting from the introduction of the LEZ. A survey went out to all schools earlier this year on a range of school travel and road safety issues, and no school identified the LEZ as a concern.

We will, of course, continue to monitor the traffic impacts of the LEZ and, should any issues come to our attention, we will investigate and respond accordingly. As the 2025 data suggests that the proportion of vehicles on Aberdeen's roads compliant with the LEZ has increased from 82% in 2023 to 89% in 2025 (not including exempt vehicles) (see following section), the proportion of vehicles having to re-route to avoid the LEZ is relatively low, and will continue to decline in future years.

Compliance Rates

Data from ANPR surveys undertaken at a range of locations throughout Aberdeen, both inside and outside of the LEZ gives a picture of the proportion of the vehicle fleet in the city that is compliant and not compliant with the LEZ. Tables 9 and 10 show that compliance has increased from 82% in 2023 to 89% in 2025. This does not take into account any exempt individuals (such as blue badge holders) or groups (such as taxis) meaning that the total volume of vehicles not compliant or exempt, and therefore having to re-route, is likely to be less than 11%.

Table 9: Aberdeen Fleet Compliance 2023

2023	Total	Compliant	Non-compliant	% Compliant	% Not Compliant
Petrol	30831	30002	829	97.3	2.7
Diesel	29131	17816	11315	61.2	38.8
Petrol Hybrid Electric	4574	4573	1	100.0	0.0
Petrol LPG	61	60	1	98.4	1.6
Diesel Hybrid Electric	1046	1045	1	99.9	0.1
Electric	1862	1862	0	100	0.0
Hydrogen	15	15	0	100	0.0
TOTAL	**67520**	**55373**	**12147**	**82.0**	**18.0**

Table 10: Aberdeen Fleet Compliance 2025

2025	Total	Compliant	Non-compliant	% Compliant	% Not Compliant
Petrol	32074	31482	592	98.2	1.8
Diesel	25466	18070	7396	71.0	29.0
Petrol Hybrid Electric	7774	7774	2	100	0.0
Petrol LPG	82	82	0	100	0.0
Diesel Hybrid Electric	1342	1342	0	100	0.0
Electric	3200	3200	0	100	0.0
TOTAL	**69938**	**61950**	**7990**	**88.6**	**11.4**

City Centre Footfall

Aberdeen Inspired (the City Centre Business Improvement District) gathers weekly footfall data at a number of sites, allowing a comparison of city centre footfall before and after LEZ enforcement started.

Figures for May to August 2024 are provided in Figure 11 below.

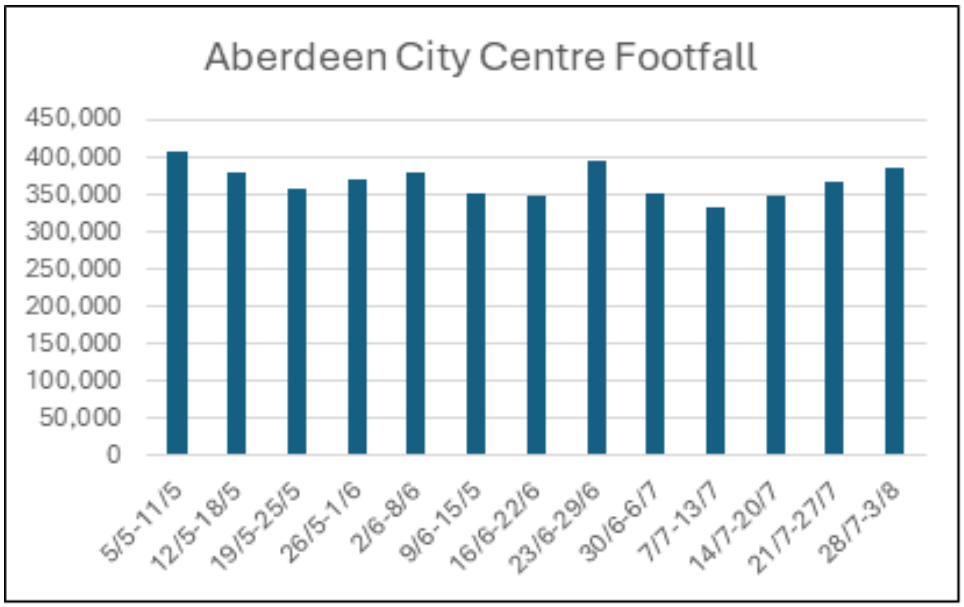


Figure 11: Aberdeen City Centre Footfall (05/05/24 to 03/08/24)

There appears to be no obvious correlation between LEZ enforcement starting on 1st June and a decline in footfall – in fact there is a slight increase in the week commencing 2nd June compared to the previous week. Although the first week included in the analysis (5th May) is clearly a peak, footfall is seen to decline from this peak prior to the LEZ launch, and the week of 23rd June (when the LEZ is fully operational) provides a near return to this peak.

Monthly footfall figures (for months for which data is available) are provided in Figure 12. Again, it is not clear that LEZ enforcement starting has had any significant impact on footfall - in some months, pre-LEZ figures are higher than post-LEZ figures (most noticeably in January where January 2025 figures are almost 6% below January 2024 figures); in other months, the reverse is the case – for example, October 2024 footfall was more than 7% higher than the equivalent figure for 2023.

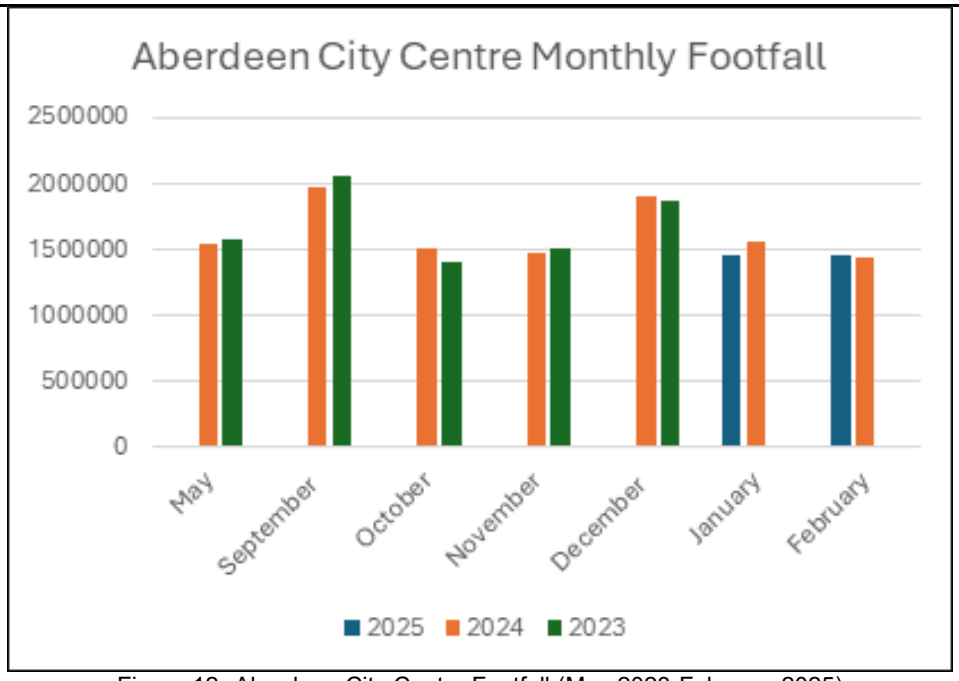


Figure 12: Aberdeen City Centre Footfall (May 2023-February 2025)

Modal Shift

ACC undertakes regular Citizens Panel surveys (City Voice), with transport and travel questions asked every 2 years, including questions on how people usually travel to the city centre during the day and at night. The responses for 2023 and 2025 are shown in Tables 11 and 12 below.

Table 11: Main method of travel to the city centre during the day

How do you usually travel to the city centre during the day?			
	2023	**2025**	**Change**
Walk	20.8%	22.7%	+
Cycle	4.4%	2.9%	-
Wheel	1.2%	0.0%	-
Bus / Park and Ride	34.9%	33.3%	-
Train	1.3%	1.4%	=
Motorbike	1.2%	0.0%	-
Non plug-in car/van as driver	16.8%	27.5%	+
Non plug-in car/van as passenger	8.9%	5.8%	-
Plug-in car/van as driver	2.5%	4.3%	+
Plug-in car/van as passenger	1.9%	0.0%	-
Car Club vehicle	0.8%	0.5%	=
Taxi	2.9%	0.5%	-
Other	2.5%	1.0%	-

Table 12: Main method of travel to the city centre at night

How do you usually travel to the city centre at night?			
	2023	**2025**	**Change**
Walk	19.7%	18.9%	-
Cycle	1.6%	0.6%	-
Bus / Park and Ride	30.7%	33.1%	+
Train	1.3%	2.9%	+

Non plug-in car/van as driver	13.6%	24.0%	+
Non plug-in car/van as passenger	9.1%	6.9%	-
Plug-in car/van as driver	1.9%	2.9%	+
Plug-in car/van as passenger	1.0%	1.1%	=
Car Club vehicle	1.0%	0.6%	=
Taxi	16.2%	8.0%	-
Other	3.9%	1.1%	-

It should be noted, when looking at the above figures, that sample sizes were noticeably different between 2023 and 2025 surveys, with more than 500 responses in 2023 compared to around 200 in 2025.

For travel during the day, the figures indicate a slight increase in walking to the city centre, but decreases in cycling, wheeling and bus use. While those driving a plug-in car or van have increased, so have the numbers for those driving a non plug-in vehicle.

For travel at night, the figures indicate a slight increase in public transport (bus and train) use but a decrease in active travel, with a small increase in those driving a plug-in car or van and a larger increase in the numbers driving a non plug-in car or van.

Given the difference in sample sizes and the relatively small shift in percentage points between the years, there is insufficient data to indicate whether the LEZ has resulted in modal shift to cleaner and healthier forms of transport. We will however continue to monitor trends in future years.

Health Improvement

ACC does not have sufficient data at this stage to enable comment on the health impacts of the LEZ. We have, however, been approached by Professor Jill Belch from the University of Dundee about proposed research into the links between LEZs and hospital admissions, and we are fully committed to supporting and participating in such research.

Impact Assessments

As there have been no changes to the LEZ since its declaration, no further impact assessments have been undertaken.

Future Scheme Amendments
There are currently no amendments to the scheme under consideration.

Appendix A: Statement of Accounts

Low Emission Zone Statement of Account

Aberdeen City Council introduced a Low Emission Zone (LEZ) in Aberdeen city centre on 30 May 2022 with a two year grace period. This means that between May 2022 and 31 May 2024, drivers were not fined for entering the LEZ with a non-compliant vehicle. Enforcement of the LEZ started on Saturday 1 June 2024. All costs incurred to date were incurred as a result of planning, designing and implementing the LEZ. These were funded by various grants as detailed below.

The Aberdeen City LEZ was introduced to address air pollution in the city centre, mainly nitrogen dioxide (NO2), caused by road traffic. An LEZ is an area where only certain vehicles are allowed to enter based on their emissions standards. Low emission zones have now been introduced to the four biggest cities in Scotland - Aberdeen, Edinburgh, Glasgow, and Dundee in line with legislation issued by the Scottish Government - The Low Emission Zones (Scotland) Regulations 2021.

Expenditure	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	£	£	£	£	£	£	£
Planning	4,722.18	211,592.80	231,753.16	104,324.77	56,088.00	51,732.00	2,600.00
Procurement				547,990.00		40,015.80	
Promotion			242.00	21,663.65		61,310.10	25,744.58
Implementation						67,327.25	136,942.95
Maintenance						130,644.00	
Operational Costs							212,905.00
TOTAL	**4,722.18**	**211,592.80**	**231,995.16**	**673,978.42**	**56,088.00**	**351,029.15**	**378,192.53**

Income	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
	£	£	£	£	£	£	£
CIVITAS PORTIS	4,722.18	19,939.00	14,881.54				
Transport Scotland (LEZ) Revenue		191,653.80	151,389.02	114,231.90		351,029.15	89,045.20
Nestrans			65,724.60	2,756.52			
Scottish Government (Air Quality)				9,000.00	56,088.00		
Transport Scotland (LEZ) Capital				547,990.00			149,540.17
PCN Income							1,386,025.08
	4,722.18	**211,592.80**	**231,995.16**	**673,978.42**	**56,088.00**	**351,029.15**	**1,624,610.45**