Does Scotland have the right policies (Clean Air for Scotland Strategy), support and incentives in place to adequately tackle air pollution?

It seems not, as the targets continue to not be met. Also, policies are proposed which make it even less likely that targets will be met. For example, policies like Air Passenger Duty reduction, inadequate share of transport money on walking and cycling.

How does the Scottish policy fit with the UK and EU policy on air quality?

No comment

Are the policies sufficiently ambitious?

No. Illegal pollution from transport is still happening in major Scottish cities, with little sign that this will improve in near future. Yet, people are dying right now.

Are the powers and resources of Local Authorities and SEPA to address air pollution adequate?

No comment, as I do not know enough about it.

Are the policies and delivery mechanisms (support and incentives) being effectively implemented and successful in addressing the issues?

It seems not as targets are not being met. Also, targets related to farming are rarely even mentioned.

Is Scotland on target to have a pilot low emission zone (LEZ) in place by 2018 and should there be more than one LEZ pilot?

Can’t comment on the timescale for the first LEZ. I cannot see any justification for starting with one, when at least 4 cities have illegal levels of air pollution, and this is not new.

How should the improvement of air quality be prioritised in areas where there have been persistent breaches of NO₂ limit values?

No comment

Is adequate consideration given to air pollution from agriculture?
I question if any significant consideration has yet been given to this. With many aspects of air pollution, public awareness and encouragement of responsible decision-making by the public is surely one of the aspects, though ONLY one aspect. There is never anything at all in media I see about raising of public awareness about the contribution of farming to toxic emissions. Perhaps people think only farmers need to be targeted, but to me it seems that other people, especially those living in the countryside need to know about it too, so they can be aware of what farmers in their community are doing and what they should be doing.

I'm not able to comment on the technical aspects of making an impact in agriculture.

**Are there conflicts in policies or barriers to successful delivery of the air quality objectives?**

Certainly, there are. For example reducing Air Passenger Duty conflicts with the aim of reducing air pollution. UK-wide improvements to rail services would be more sustainable. That would include providing rail(or tram) connections at airports. Also, it is infuriating that, year after year, huge amounts of public money are put into road transport. There is never enough focussed on improvements to bus services and to technical improvements to reduce bus emissions. In fact, bus services in my area of Scotland continue to be cut. I would be really pleased if de-privatising of bus transport was brought in. As for pedestrians and cyclists, while there are occasional good decisions, the norm is that everything continues to be car-focussed with very little investment going into walking and cycling. Always, this discriminates against the poor, the disabled and often against single parents and their children. Scottish Government action in this area is not good enough, in my opinion.