

**LEZ Leadership Group Meeting  
30 January 2019  
Edinburgh Chamber**

**Attendees**

Michael Matheson, Cabinet Secretary for Transport, Infrastructure and Connectivity (chair)  
 Roseanna Cunningham, Cabinet Secretary for Environment, Climate Change and Land Reform  
 Cllr Lesley Macinnes, City of Edinburgh Council  
 Will Garret, City of Edinburgh City Council  
 Andrea Mackie, City of Edinburgh City Council  
 Cllr Anna Richardson, Glasgow City Council  
 George Gillespie, Glasgow City Council  
 Cllr Mark Flynn, Dundee City Council  
 Ewan Gourley, Dundee City Council  
 Janice Milne, SEPA  
 Hugh Gillies, Transport Scotland  
 Stephen Thomson, Transport Scotland  
 Gale Beattie, Aberdeen City Council (teleconference for part of meeting)

**Apologies**

Cllr Ross Grant, Aberdeen City Council  
 Dr Colin Ramsay, NHS Scotland  
 John Inman, City of Edinburgh City Council

<b>Subject</b>	<b>Discussion and actions</b>
<b>Welcome</b>	<ul style="list-style-type: none"> <li>• MM welcomed everyone to the meeting.</li> </ul>
<b>Cleaner air for Scotland Review</b>	<ul style="list-style-type: none"> <li>• HG provided a brief update on the origin of the CAFS Review (linked to the PfG and RC leadership around air quality) and the progress to date, noting that the CAFS Review steering group has been established under the chair of Prof. Gemmil with a confirmed remit and has met twice.</li> <li>• HG drew attention to the various working groups that will report into the Steering Group, with a transport working group meeting on the 30 January (where the focus will go beyond LEZs).</li> <li>• RC outlined that the Review intends to establish whether CAFS is in the right place and to take account of emerging emission sources such as agriculture. RC noted that the Review will not be long-term, rather it will report back in the Spring, so it will be working at pace and needs to input of LAs immediately.</li> </ul>
<b>City Specific LEZ Progress</b>	<p><b>Glasgow</b></p> <ul style="list-style-type: none"> <li>• Glasgow LEZ went live on the 31 December for buses, with significant effort put into the preparation to launch the scheme.</li> </ul>

	<p>GCC can make the communications package available to other local authorities if required, as a form of lessons learnt (and handout was provided by GCC on the communications around the launch of the LEZ using social media and key messages).</p> <ul style="list-style-type: none"> <li>• AR drew attention to the new Glasgow LEZ logo and signage which is now evident around the city centre.</li> <li>• AR noted that the key message now is 'get ready for 2022' when the enforcement for all other vehicles will come into play; MM highlighted that reinforcement of the message is vital and needs to be repeated as required for year(s) ahead. <b>Action:</b> The 'get ready for 2022 in Glasgow' messaging will be required at national and local level.</li> <li>• GCC are starting the preparation for the Traffic Regulation Condition submission to the Traffic Commissioner in relation to the existing LEZ.</li> </ul> <p><b>Edinburgh</b></p> <ul style="list-style-type: none"> <li>• See comments below around CEC Edinburgh Transformation Project and LEZs.</li> </ul> <p><b>Dundee</b></p> <ul style="list-style-type: none"> <li>• Systra have been employed to work with DCC to develop the LEZ plan and the DCC LEZ Delivery Group is now established and is meeting monthly.</li> <li>• A stakeholder engagement plan is being developed, with engagements ongoing with CPT and bus operators.</li> <li>• LEZ boundary in Dundee has still to be established but the timeline for LEZ boundary decision making will be in summer 2019, irrespective of the publication date of the Transport (Scotland) Bill, but being mindful of the importance of the Bill to deliver the LEZ.</li> <li>• DCC are not looking to utilise a TRC for any bus element of the LEZ; the Bill powers will be adopted once available.</li> </ul> <p><b>Aberdeen</b></p> <ul style="list-style-type: none"> <li>• GB noted that ACC recently held a good meeting with Transport Scotland around funding, and to prepare for the best use of resource in 2019/20.</li> <li>• ACC working with SEPA on the modelling baseline, with the data required for this task now agreed (this work will help to establish the timeline for subsequent deliverables)</li> <li>• The LEZ Delivery Group governance is being established with an aim to work up an LEZ outline by April/May</li> <li>• The patterns of vehicle movements is important (particularly given the post ANPR opening) with predicted traffic flows not quite echoing the actual/observed traffic patterns and waiting locations post ANPR opening.</li> </ul>
<p><b>CEC Edinburgh Transformation Project and LEZs</b></p>	<ul style="list-style-type: none"> <li>• WG and AM provided a presentation on the CEC Edinburgh Transformation Project and the interlinkages to LEZs (the presentation is available upon request from ST at Transport Scotland).</li> </ul>

- An overview of the CEC Edinburgh Transformation Project was outlined, to explain how LEZ work within that Project; the 2 Transformation projects are interlinked and are interdependent.
- The importance of fairness and impacts on vulnerable people was noted given that the Project is aiming to instil change across Edinburgh.
- CEC have worked with SEPA to develop the air quality model, with coverage across both the city centre and outer parts of Edinburgh typically out to the Edinburgh bypass. All vehicles are included in the modelling, with buses, LGVs and HGV's in the city centre appear to be the highest pollution emission sources but cars contributing more significantly beyond the city centre (one element which was noted was the relatively low level of emission compliance by LGV's in Edinburgh).
- CEC noted that Lothian buses are engaging in the BEAR Programme bus retrofit discussions.
- CEC drew attention to the complex road network geography in Edinburgh and how this will impact on the decision making on the LEZ scope and size. Note was also made of the variable fleet make-up at different parts of the city.
- CEC were exploring the options around a city-centre LEZ versus a city-wide LEZ, although the latter is the early view of political leaders in Edinburgh. The complexity in the road layout (particularly in relation to the arterial routes into the city centre) will influence the decision making on this point. Note was made of the importance to not push traffic from the arterial routes onto neighbouring residential local roads e.g. local displacement.
- Stakeholder discussions have been underway since May 2018, with the Transformation consultation attracting over 5000 responses.
- Consultation identified strong support for the LEZ with over 75% stating their support for LEZs. There would appear to be a reasonable understanding of the concept of LEZs (although this can be reinforced by the SG national communications work described below). Testing the breakdown of the '75%' support has not yet been undertaken, but this will be one aspect of the upcoming LEZ consultation, to determine how specific sectors/groups react to LEZ plans. CEC noted the importance of gaining feedback from the general public and small/micro businesses (where the latter is known to have a relatively low level of compliance to the stated emission standards).
- Some respondents asked questions around the scale of the pollution challenge. Consultation responses also identified a number of transport mitigation options to reduce emissions, reduce total vehicle numbers and reduce congestion; all of which are being considered now by CEC.
- In relation to timescales, CEC are aiming to draft the LEZ size/location and vehicle scope by May for further consultation. A defined LEZ scope and location could be confirmed between August and October 2019.

	<ul style="list-style-type: none"> <li>• CEC engaging with neighbouring local authorities, particularly West Lothian, Mid Lothian, East Lothian and Fife, as vehicles from these regions travel into Edinburgh (and cause pollution), so any emission controls by CEC will affect people living out-with Edinburgh (this approach would be true for all cities delivering LEZs).</li> <li>• <b>ACTION</b>: Confirm how Scotland's 4 main cities are engaging with neighbouring local authorities in relation to their LEZ plans (and wider transport emission reduction strategies).</li> <li>• CEC are planning to meet neighbouring local authorities in early February on this issue of LEZ development and associated synergies around EV's and active travel, noting that over 100,000 vehicles come into Edinburgh from outside CEC area each day.</li> <li>• General agreement that neighbouring LA's should also be considering travel plans and public transport links as part of new development planning and construction.</li> <li>• The issue of source apportionment and the location/origin of the sources was noted by LEZ Leadership group members. This aspect was noted as important in relation to the ability to choose, and influence, travel choices, particularly as communications around LEZs are being developed.</li> <li>• ST noted that the ANPR data collected already by TS and SEPA could offer some insight into the registered vehicle owner location (see action in AOB).</li> <li>• AR noted that a city centre LEZ will have a positive ripple effect on vehicle emissions, particularly from buses.</li> </ul> <p><b>General comments</b></p> <ul style="list-style-type: none"> <li>• RC noted that each city will require a different answer in terms of their LEZ scheme design (which is clearly sensible) but this could create an issue if different city LEZs are compared against one another. Being able to communicate the nuances of each LEZ scheme will be important.</li> <li>• The importance of communicating the health benefits and outcomes to people was stressed by Leadership group members – emphasis on “you can be part of the solution with behaviour change”</li> <li>• National communication messaging is critical, particularly around the health aspect as noted above.</li> </ul>
<p><b>Communications</b></p>	<ul style="list-style-type: none"> <li>• MM highlighted that LEZs must also be considered in relation to their role to improve access and congestion in cities.</li> <li>• MM and LMcl noted the importance of being able to communicate the options available to travellers, particularly in relation to active travel, and to articulate the options in a way that was easily understood by travellers. <b>ACTION</b>: Confirm the current arrangements used by the SG and LAs to communicate travel choices to travellers, and how this could relate to the wider LEZ comms.</li> <li>• ST provided an overview of the work by TS with Big Partnership around national communications, with a key current deliverable</li> </ul>

	<p>being a national market research task in February to create a baseline understanding of road users understanding of LEZs. The data analysis would be finalised by March. ST noted that the market research exercise will focus on specific cohorts in each city, so as to provide several layers of granularity to the dataset. <b>ACTION:</b> Big Partnership market research findings to be presented to LEZ Leadership Group at next meeting.</p> <ul style="list-style-type: none"> <li>• AR highlighted that a gap existed in the ability of road users to check their registration plate via a 'registration checker' on the lowemissionzones.scot website, to determine whether a vehicle complied, or not, with a particular LEZ's emission standard. ST noted that this gap was real (and whilst lines on Euro emission standards are noted on the website), the creation of a registration checker would need to wait on the DVLA updating their vehicle database with Euro-standards data, which was due to be completed by September 2019.</li> <li>• AR noted the recent FSB Scotland survey on LEZs which yielded interesting and positive results.</li> <li>• MF noted that residents are starting to ask 'which vehicle should I purchase and will it be LEZ compliant?'</li> <li>• <b>ACTION:</b> MM called for engagement with traders and garages, to determine how traders (who operate garages which sell predominantly new vehicle and garages which predominantly sell 2<sup>nd</sup> hand vehicles) are engaging with customers on the forthcoming Low Emission Zone rollout.</li> </ul>
<p><b>Funding</b></p>	<ul style="list-style-type: none"> <li>• ST provided an overview of the funding being allocated to an air quality remote sensing network on Scottish Roads (as part of the PfG commitment). Once the data collection starts, the data will be interrogated and interpreted by the International Council for Clean Transportation (ICCT), with the belief that there can be quick turnaround in the data analysis. Ministers are keen to see the data outputs from ICCT.</li> <li>• ST outlined that the remote sensing data would not be used for LEZ enforcement although this topic had been discussed with Scottish Government lawyers as part of the Transport (Scotland) bill preparation.</li> <li>• ST provide an overview of the LEZ Support Fund (as part of the PfG commitment). The Support Fund could be split into component parts to cover individual vehicles, taxi's, light good vehicles and HGV's but would be targeted at those vehicle owners who faced the biggest challenges to adapt to LEZs. Further advice to Ministers will follow in the coming months. <b>ACTION:</b> SG also to provide background information on LEZ Support Fund to LEZ Leadership members in the next 2 months.</li> <li>• LMcl noted that c. £2.5m allocation to the Support Fund was not high in year 1 of the Scheme.</li> <li>• <b>ACTION:</b> There was a general call for SG funding to LA's to be made available as soon as possible in 2019/20 in April.</li> </ul>

	<ul style="list-style-type: none"> <li>The issue of funding a scrappage scheme was noted (in cross reference to the LEZ Support Fund). Further advice on this topic will be provided to Ministers.</li> </ul>
<b>Transport Bill update</b>	<ul style="list-style-type: none"> <li>MM provided evidence to RECC in November.</li> <li>A report from RECC is due in mid March with the Stage 1 debate to follow. Stage 2 may be some time in May although the Stage 3 element before summer recess would be challenging (with Autumn being a more realistic completion date).</li> </ul>
<b>AOB</b>	<ul style="list-style-type: none"> <li>Communications around LEZs is clearly important, so TS should engage with LA's around the individual LA communications on LEZs (lines must be coordinated)</li> </ul>
<b>Date and time of next meeting</b>	<ul style="list-style-type: none"> <li>TBC – Aim for late March or early April.</li> </ul>