

LEZ Leadership Group Meeting
11 October 2018
Transport Scotland, Buchanan House

Attendees

Michael Matheson, Cabinet Secretary for Transport, Infrastructure and Connectivity (chair)
 Cllr Mark Flynn, Dundee City Council
 Tom Stirling, Dundee City Council
 Cllr Lesley Macinnes, City of Edinburgh Council
 John Inman, City of Edinburgh City Council
 Cllr Anna Richardson, Glasgow City Council
 George Gillespie, Glasgow City Council
 Cllr Ross Grant, Aberdeen City Council
 Dr Colin Ramsay, NHS Scotland
 Janice Milne, SEPA

Subject	Discussion and actions
Welcome	<ul style="list-style-type: none"> MM welcomed everyone to the meeting and introductions were made.
Matters Arising	<ul style="list-style-type: none"> No matters were raised in relation to the previous meeting minutes of the 13 June 2018
City Specific LEZ Progress	<p>Glasgow</p> <ul style="list-style-type: none"> GCC have approval for 2022 that all vehicles will need to be compliant for the city centre LEZ. GCC have a Traffic Regulation Condition (TRC) in place for Phase 1 of their LEZ (so the first LEZ will be put in place by the end of 2018) and are well on the way to achieving the first LEZ target for buses by December 2018. GCC are working with external and internal stakeholders including Chambers and businesses including the British Vehicle Rental and Leasing Association GCC are exploring the taxi licencing regime in relation to their LEZ. MM asked if there were any unintended consequences or challenges of licensing regimes that need to be flagged up to Ministers. <u>GCC confirmed that one challenge was around the rules for testing retrofit kit which could see a taxi being off the road for 2 weeks.</u> Action: TS to examine the taxi licencing retrofit issue/barrier with GCC, to determine if there are any regulatory barriers on this issue that require a fix GCC are being proactive with their communications (around an FAQ and ongoing press releases) and are keen to publicise the

new LEZ website. The goal is to 'fix' the 2022 deadline with vehicle owners.

- Next piece of work is to get the TRC for buses in place for 2019, but they will need assistance from both the Scottish Government (tied into funding) and stakeholders to ensure this happens.

Edinburgh

- CEC are in the middle of a large public consultation exercise focusing on their City Centre Transformation, City Mobility and LEZs (noting how LEZs are combined into a wider city centre approach) which has already had a high level of respondents and early signs of a high level of acceptance for radical action. The results will be due at the end of November.
- CEC are working on concrete plans for their LEZ between now and Spring 2019 within the Edinburgh LEZ Delivery Group
- CEC are working with SEPA on air quality modelling to inform decision making around the LEZ boundary and vehicle scope; this evidence is suggesting a preference for a city wide LEZ.

Dundee

- There is cross-party support in Dundee for LEZs.
- DCC now has a LEZ Delivery Group which met for the first time in September, with the 2nd meeting planned before the end of 2018.
- DCC have applied to TS for funding, to employ consultants to support the delivery of the LEZ plans. DCC cannot apply for capital funding yet as the plans for LEZs are not well enough developed to purchase camera/hardware.
- DCC highlighted the difficulty in financial planning when there is only a one year spending review.
- DCC asked whether capital funding could be obtained this year but carried over to subsequent years. ST suggested that carrying over funding to the following year was not advisable.
- DCC stated that decisions will be easier once the Transport Bill receives Royal Assent. MM stated that the Bill could be amended but could not comment on whether that would have an impact on the timetable. MM raised the impending BREXIT issues which would have an impact on delivery of the Bill.
- DCC stated that some of the bus fleet in Dundee is quite old so will be looking for funding to replace/retrofit.
- DCC asked if Scottish Government funding could be available to support potential park and ride (park and choose) facilities. DCC are looking for support from both the Minister and TS, financially and strategically to get park and rides facilities at the South Side of the Tay Road Bridge and one at the Western entrance to Dundee to help reduce the traffic into the city/LEA and provide options to drivers. ST provided a summary update on the development of the Bus Emission Abatement Retrofit (BEAR) Programme Phase 2, with a focus on engagement with CPT and bus operators on funding provision and the imminent publication of the BEAR Phase 2 programme. MM confirmed that the State aid rules around BEAR are quite clear based on legal advice from

	<p>Scottish Government Legal Directorate (see below for further notes on BEAR).</p> <p>Aberdeen</p> <ul style="list-style-type: none"> • ACC are still in the very early stages of planning their LEZs. They are working with SEPA on modelling and are also waiting on data from bus operators. • ACC state that the new AWPR will change the traffic flow in the city, and will report again once it is officially opened. • ACC are setting up local project groups to include external stakeholders and their neighbouring Aberdeenshire Council (the first meeting is planned for the 11 October). • ACC noted that they faced a similar challenge as DCC in applying for capital funding as their plans are not as well developed as other cities.
<p>Communications</p>	<ul style="list-style-type: none"> • A new national LEZ website is now live www.lowemissionzones.scot and has links to the 4 cities websites. The website offers national branding for LEZs including a logo and a Q&A section which will develop over time. • The LEZ comms plan is being prepared now by TS in conjunction with The BIG Partnership. • ST asked LAs to monitor the questions they get asked by stakeholders so that the LEZ comms plan and national LEZ website Q&As can be developed further. • Action: Councillors general agreed that there was a need to communicate a wider message that focused on getting drivers gets out to car owners. There was also a need for the LEZ website(s) to outline (1) where are the zones (2) what is the emission standard for compliance for a specific LEZ. This must be clearly stated on the website(s) before the next meeting. • Councillors also agreed that the national LEZ website and city council specific websites should contain a single narrative around LEZs. It was noted that press officers from all 4 cities are working with TS Comms and BIG to ensure consistency via a LEZ Comms Group. • Action: The LEZ website should emphasise the health message to the public and wider audience as the key reason for LEZs being put in place. • Action: The national LEZ website logo branding should be shared with the city authorities for use on their own website. • MM was clear that external stakeholders (particularly small businesses operating in city centres) also need to be engaged in the Comms Plan, so that the LEZ website addresses their questions and provides a degree of assurance around consistency for example. This should be a key goal of the Comms Plan. A stakeholder mapping exercise has already been done by TS. • Action: The LEZ website should also be linked to, and referenced on, key stakeholder websites such as FSB Scotland and various Chamber websites, and perhaps also tie into such stakeholders own communications via mailshots and social media

Funding	<ul style="list-style-type: none"> • Bids from DCC, GCC and CEC have all been received (principally for resource funding) and are being evaluated now by TS. LM confirmed that Edinburgh have ambitious plans for next year which would require Edinburgh to apply for more substantial funding. • DCC queried the availability of funding for the next financial year and if it would be available. MM confirmed that funding for LEZs is being looked at right now for subsequent years. • ACC asked for a longer lead-in time to prepare LEZ funding bid submissions (this point was acknowledged as fair by MM). • ST noted that PfG Support Fund policy development was at an early stage, but could potentially focus on four main groups – private car owners, taxis, LGVs and HGVs. Focus at present is how such a fund could focus on hardship via a form of means testing to determine who would qualify for such funding. • LM asked that any system be simple, quick and easy for applicants to apply into and give a clear indication of timeline for any award of funds e.g. less than 2 weeks. • MM asked for LA's to contribute into the development of the Support Fund as required by TS. • AR asked that expectations of the fund be managed carefully, particularly with respect to the taxi industry e.g. the funding may not be akin to the support offered via the BEAR Programme. • LM called for the funding to be linked to other existing funding offered by the SG such as loans etc. • MF called for the LEZ support fund to be offered year-on-year and not to be front loaded to a single year. • ST stated that the Support Fund would likely be managed by EST.
BEAR Programme	<ul style="list-style-type: none"> • ST confirmed that engagement with CPT was ongoing around funding provision, in order to seek the imminent publication of the BEAR Phase 2 programme. • LM offered to engage with Lothian Buses on this issue of funding • ST offered a brief overview of the challenges around ancillary costs (which are covered under BEAR) as part of the 40% funding cap. Operators are working on the identification of their ancillary costs now, which MM called for negotiations to be maintained • LM asked whether there was any more support that TS/Councils could offer to bus operators to help them through the process, particularly around ancillary cost identification (NOTE: this point was discussed at a meeting with CPT on the 15 October and is being progressed). • AR asked whether one operator could be used as a test-bed to show how the ancillary costs are calculated, to act as a guide for other bus operators to potentially follow. • ST noted that early discussion around Euro III buses had started with CPT, around potential approaches to scrappage
Transport Bill update	<ul style="list-style-type: none"> • MM is due to give evidence on the Bill on 21 November 2018. At present, the REC committee Stage 1 work on the LEZ element of the Bill has not raised any significant concerns. • The report on Stage 1 is expected before Christmas/early January • Stage 2 evidence should last for approximately two weeks (late January)

	<ul style="list-style-type: none"> • Stage 3 evidence should be heard before Easter (first two week in April) • Several LA's have submitted into the Bill call for evidence.
AOB	<ul style="list-style-type: none"> • Action: MM asked all LAs to ensure that they fed their ideas for the agenda of the next meeting. • CEC asked if they could present on their findings of the public consultation (as noted above) at the next LEZ Leadership group meeting
Date and time of next meeting	<ul style="list-style-type: none"> • Wednesday 30 January 1015 – 1145 at City of Edinburgh Council office.