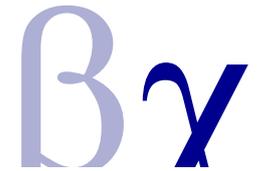


LEZ Leadership Group Meeting 12
8 September 2021
Via MS TEAMS



Attendees:

(GD) Graeme Dey - Minister for Transport
(MM) Mairi McAllan - Minister for Environment, Biodiversity and Land Reform
(EM) Emma Murphy – Permanent Secretary to Minister for Transport

Aberdeen

(SM) Cllr Sandra MacDonald
(WH) Will Hekelaar

Dundee

(MF) Cllr Mark Flynn
(LS) Cllr Lynne Short
(EMN) Ewan Macnaughton

Edinburgh

(LM) Cllr Lesley Macinnes
(GB) Gareth Barwell
(RW) Ruth White

Glasgow

(AR) Cllr Anna Richardson
(GS) Gavin Slater

SEPA

(JM) Janice Milne

Transport Scotland

(HG) Hugh Gillies
(TM) Trevor McIlhatton
(VM) Vincent McNally
(DKA) David Keltie-Armstrong

Apologies:

Subject	Discussion and actions
Welcome and review of previous actions	<ul style="list-style-type: none">• HG welcomed everyone to the meeting.• Previous minute reviewed.• Round table introductions. <p>Actions from 3 February 2021 meeting</p> <ul style="list-style-type: none">• Action – LAs to confirm they were satisfied with the modelling workaround proposed in light of the SEPA cyberattack.• Outcome: LAs all agreed to the proposed modelling workaround. It is also noted that subsequent technical recovery from SEPA has meant that the modelling workaround is no longer required.

	<ul style="list-style-type: none"> • Action: 121 to be offered between LA and TS officials on this point of modelling workarounds, to help Councillors sell the messaging to other elected members. • Outcome: Offer made to all LAs and 121s have taken place where requested. • Action: TS to prepare advice to Ministers on the SEPA cyber-attack impact on LEZ modelling, the potential workarounds, impacts on introduction timelines plus advice on a communication plan related to such issues. • Outcome: Advice provided to Ministers on 15 February 2021 • Action: A monthly note to LEZ Leadership Group on the above issue is proposed as an interim approach (before May 2021). • Outcome: A position statement was provided to LAs on 4 March 2021. Following SEPA’s modelling capacity coming back on stream, and the consultant workaround no longer being required, the monthly update was no longer required. <p>Note: no actions outstanding</p>
<p>2. LEZ National Progress and Risk Update</p>	<ul style="list-style-type: none"> • TMcl updated that funding to LAs has been allocated for enforcement systems. Funding for bus and coach operators continues to be made available and will be covered under the BEAR 4 update later. • TMcl mentioned that the LEZ regulations came into effect on 31 May 2021 • TMcl outlined top three risks: <ul style="list-style-type: none"> ○ Data sharing arrangement with DVLA/JAQU ○ Timetable due to unknowns around statutory examination of schemes ○ Blue Badge exemption scheme • TMcl advised of an agreement in principle with UKG on data sharing with further meetings planned. System is already in use elsewhere and current hurdles are around access to the systems. • MM queried legislative element (Section 104) and risk of not having this in place prior to LEZ live date. TMcl confirmed level of comfort that timetable will be met. • GB raised a query on camera infrastructure kit procurement. • VM confirmed that specifications are with LAs and there is no issue with going to market. Is on the agenda for LEZ Enforcement Group on 9 September 2021. • GD query on status of Capital/Revenue spend – LAs proceeding with procurement of camera/enforcement kit. No identified issues with timescales or deliverables. • TMcl £3.8 m in capital and resource funding has been made available in this FY only. • Concerns were raised by all LAs on the maintenance/ongoing costs of the LEZs based on their individual estimate of annual operational costs.
<p>3. City specific progress</p>	<p>Glasgow (AR)</p> <ul style="list-style-type: none"> • Phase 2 consultation is now closed with almost 3,000 responses • Phase 1 fleet improvement is on track to meet targets

- Enforcement infrastructure and signage is progressing and procurement to be awarded in October.
- Engagement on retrofitting of taxis is ongoing

Edinburgh (LM)

- In final stages of the public consultation due to close 20 September
- So far 4,000 responses
- Further analysis to be undertaken, but initial results show 49% in favour, including no local exemptions.
- Length of grace period to be analysed once consultation has closed.
- A special transport committee meeting will be held on 26 October on proposed LEZ scheme.

Aberdeen (SM)

- Consultation closed 22 August
- On track to publish full scheme and supporting documents in September
- Eastern edge of LEZ boundary and one shopping centre carpark are being reviewed before final recommendation.
- ACC are focussed on City Master Plan – which LEZ is part of

Dundee (LS)

- Consultation closed 9 August with 150 responses
- 56% positivity rate for the proposed LEZ scheme
- Leaflet drop across the LA area
- Report due to committee in October on final scheme
- Have not budgeted for revenue
- Procurement will begin in October.
- Some concerns raised on risk in supply chains
(GD noted potential risks to supply chain raised and pain acknowledged)

(This part of the meeting flowed into a conversation on communications, covering item 6 on the agenda)

- GD asked if LAs felt communications around LEZs were manageable:
- LS noted local media in Dundee have been supportive of the LEZ
- LM acknowledged similar in Edinburgh and that the consultation report will be key maintaining that support and delivering messaging.
- LM also advised of an open letter from care professionals encouraging the LA to maintain measures from Spaces for People for good of public health.
- SM advised of a mixed picture in terms of local reporting.
- MM stated that Phase 1 had been helpful for a soft start in introducing the LEZ, and that data is now coming through showing the tangible effects in reducing pollution levels. Keen to show improvements made so far and the links to health benefits, but the hard work on communications still lies ahead.
- MM discussed the December 2020 London coroner's report on a 9y/o girl, listing air pollution as cause of death. Cases like this demonstrate

	<p>the need for LEZs, and real life stories are important to the health message.</p> <ul style="list-style-type: none"> • Discussion was had around engaging with health experts and including human interest stories in next phase to communications. • GD asked if we had data on demonstrable impacts of LEZs in other European countries. • VM confirmed that studies would be looked at as part of the communications strategy, but comparison wouldn't be direct as Scotland's emission standards are set higher. • HG confirmed a positive relationship with Friends of the Earth Scotland as an example of critical friends whose input would be valuable. • MF agreed that air quality and health were key themes for effective communications and to be seen as part of the larger local picture, i.e. McGills purchase of 12 electric busses and a keenness to maintain Spaces for People. • TMcl observed that timing of communicating positive messages should begin soon and not wait until implementation. • VM noted that the national communications strategy links up with other bodies and TS will continue to produce content on financial assistance as well as the benefits of LEZs. Until now it's been awareness raising, moving into the next phase should have a human interest angle. • SM commented that behaviours coming out of lockdown, and car numbers increasing but not at pre-Covid levels may impact on the severity of the messaging. • ACTION – GD requires TS to revisit the communications strategy and formalise the national communications plan. TS to lead and to consult on timing at a local level with LA partners and support LAs to deliver in a joined-up, consistent way. Reaffirmed importance of championing health benefits locally and nationally.
4. LEZ Funding	<ul style="list-style-type: none"> • Covered during previous discussion (Items 1 & 3)
5. BEAR and ScotZEB	<p>VM updated the group on the status of the BEAR4 and ScotZEB schemes:</p> <ul style="list-style-type: none"> • BEAR 3 has provided £9.7m to 20 operators • BEAR 4 makes available another £5.7m. • BEAR 4 bids are currently being evaluated for award • ScotZEB challenge offers £50m for electric buses and infrastructure. Applications are open until 04 November 2021 • If buses have previously been retrofitted this is no obstacle in applying for ScotZEB grant. <p>Post-meeting note</p> <ul style="list-style-type: none"> • BEAR 4 briefing provided to Ministers 22 September 2021, plus answers to follow-up questions. Mr Day noted outcome 25 September 2021. • ScotZEB fund submission deadline has been extended to 27 November 2021
6. LEZ Communications	<ul style="list-style-type: none"> • Covered during previous discussion (Item 3) after city specific updates.

<p>7. Summary and way forward</p>	<ul style="list-style-type: none"> • GD thanked all for their input today and noted the clear indication of partnership working. • ACTION – GD noted funding concerns raised and, not wishing to set expectations, will work with partners to find a reasonable solution that works. Noting that public finances are tight therefore a need to continue to work together. <p>Post-meeting note</p> <ul style="list-style-type: none"> • Funding was discussed at LEZ Consistency Group and LAs agreed to provide further details to substantiate ongoing operational costs.
<p>8. AOB/Date of next meeting</p>	<ul style="list-style-type: none"> • It was agreed that meeting frequency should be quarterly, with the next one scheduled post-COP26. <p>Post meeting note Next meeting will be held on 15 December 2021</p>