

**LEZ Leadership Group Meeting
14 January 2020
Scottish Parliament
Edinburgh**

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)
 Andrea Mackie (City of Edinburgh Council)
 Ewan Kennedy, (City of Edinburgh Council)
 Cllr Anna Richardson, (Glasgow City Council)
 George Gillespie, (Glasgow City Council)
 Cllr Lynne Short, (Dundee City Council)
 Ewan Gourlay, (Dundee City Council)
 Cllr. Sandra Macdonald, (Aberdeen City Council) (teleconference)
 William Hekelaar, (Aberdeen City Council) (teleconference)
 Janice Milne, (SEPA)
 Hugh Gillies, (Transport Scotland)
 Stephen Thomson, (Transport Scotland)
 Vincent McNally (Transport Scotland)

Apologies

Dr Colin Ramsay, (Health Protection Scotland)
 Cllr Mark Flynn, (Dundee City Council)

| Subject | Discussion and actions |
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| Welcome and review of previous actions | <ul style="list-style-type: none"> • MM welcomed everyone to the meeting. • MM discussed previous minutes issues, action points and outcomes. All present confirmed were content and no changes required. |
| Transport Scotland Act and LEZ Reg | <ul style="list-style-type: none"> • ST advised that TS had spoken to all elected members in the past month – current situations is that the Transport (Scotland) Act is now in place and consultation on the LEZ Regulations is now out with a response deadline of the 24 February. Some LAs had asked if there was a possibility of extension for submission due to committee diaries. • MM asked if LA's could have the consultation signed off by senior management and therefore meet the deadline. GCC and ACC indicated this would be acceptable. |

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| | <ul style="list-style-type: none"> • TS will issue invites to elected members shortly for further monthly meetings in January, February and March to discuss the regulations. • TS outlined the consultation process timetable including analysis of responses, development of policy instructions and the parliamentary process before and after summer recess, with a view to the Regulations being in force by November 2020. • MM asked the Leadership Group members if there were any issues over the regulation time frame. None were mentioned. |
| <p>City Specific LEZ Progress</p> | <p>Glasgow</p> <ul style="list-style-type: none"> • LEZ Phase 1 Year 2 TRC now successfully introduced with >40% of bus trips compliant with Euro VI • A couple of new fully electric buses now running in Glasgow • LEZ TRC year 3 - 5 up to 100% bus compliance application to be submitted to the Traffic Commissioner for Scotland this month • Bus gates associated with the TRC are now in place and being enforced • LEZ Phase 2 (for all vehicle) is being promoted heavily to raise awareness with a public consultation to be launched very shortly – boundary for the LEZ phase 2 will be broadly similar to Phase 1 • MM commented that the electric bus launch in Glasgow went well <p>Edinburgh</p> <ul style="list-style-type: none"> • Consultation undertaken in summer 2019 which found broad support for the ‘2 area’ approach. Views were mixed over the grace periods and rate of introduction, with a calls for ‘further, faster’ being apparent. • Consultation linked to City Mobility and Transformation projects, which will be reviewed by committee this week. • CEC noted that there had been good engagement with neighbouring authorities with activities being undertaken in conjunction with Sustran • Working with the Public Transport Provision (PTP) funding for bus priority measures in both Edinburgh and surrounding authorities • Extensive traffic and air quality modelling • Now undertaking financial modelling for the LEZ – however this is heavily dependent on what will be in the Regulations – need guidance on this to be provided • Stakeholder engagement and communication plan under development <p>Dundee</p> <ul style="list-style-type: none"> • LEZ consultation took place in Autumn 2019 with 5 options presented. |

- Analysis ongoing with a presentation to committee in Feb/March on findings.
- Final LEZ options not being presented due to the LEZ Regulations not yet being in force.
- DCC continue to work on the modelling – should finish in next couple of months.
- Installing ANPR camera technology in city centre.
- MM confirmed with LR that DCC is content with the progress being made.
- MM also asked about the analysis of the feedback from the consultation. LR confirmed that the bus operators are working with the council and being progressive.
- RC asked about Perth and Kinross as a neighbouring authority. LR responded that they are working closely with TACTRAN to engage with neighbouring authorities.

Aberdeen

- Updating the air quality model with SEPA following completion of the AWPR bypass
- Sustainable urban mobility plan (and transport model) is being developed
- ACC to consider a paper at committee on the 6 February 2020 seeking agreement to proceed with a Traffic Regulation Condition application regarding their LEZ (in order to meet the PfG 2020 commitment).
- ACC have consulted with bus operators (First & Stagecoach) regarding the TRC – initial meeting was positive albeit some concerns, with a call to work in partnership to develop the TRC
- TRC will be main focus of delivery this year – however ACC will continue to develop their ‘main LEZ’ (which will consider all vehicle) during 2020 too, with consultation on such plans to be published in Spring 2020.
- MM noted that the introduction of LEZs and CAZs is not a new operational consideration for bus operators and that they should have learned memory from what is going on elsewhere in the country.
- MM noted that bus operators must not unduly delay matters with excessive dialogue on emission reduction actions, as LEZ plans are not new, and noted that bus operators should have their own plans already developed on how to prepare for LEZs.
- MM asked about the timescale for confirming the Aberdeen LEZ geographical area. SM confirmed that the LEZ geographical area would probably be available in February.
- MM asked about the ACC LEZ timetable at present; WH observed that the timetable depends on the TRC committee outcome, but noted that the TRC could be ready within 6 – 9 months. The ‘all-vehicle LEZ’ plans may be ready to committee in October 2020 with a view

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| | to introduce the 'main LEZ' from 2021 (using the powers of the Act). |
| PfG 2020 Commitment timescales | <ul style="list-style-type: none"> • ST covered the PfG commitment to introduce LEZs by the end of 2020, and the need for Regulation powers to be in force in order to use the Transport (Scotland) Act 2019 as the mechanism to introduce LEZs and approve the schemes. • Current timescale would mean that by the time regulations are published there would only be a maximum of 2 months (November and December) for LA committee's to consider scheme that would be passed for ministerial approval then (if approved and or amended) returned to LA committee for final approval. This timescale is extremely ambitious. In order to meet the PfG commitment, the TRC option - as an interim Phase 1 stage of the LEZ - would allow for (1) the PfG 2020 commitment to be delivered and (2) the full LEZ's (Phase 2 for all vehicles where applicable) to be delivered shortly after 2020 for ministerial approval • MM called for TS officials to work with LAs as close as possible to assist delivery of the LEZs and ensure we remain on target for 2020 – to “maintain momentum”. If there is a growing risk during 2020, then this must be flagged up by LAs sooner rather than later. • PG – Discussed the £500m funding stream that will address managed motorways/bus priority around Glasgow and bus priority on local roads that will deliver transformational change. This measure will be complimentary to the Public Transport Provision works being delivered by LEZs • RC said she was keen for action beyond the big cities and was focused on the rural aspect [noting Perthshire focus]. MM responded about the general health of bus operations being assisted by the BPF congestion busting investment meaning that overall viability of bus operations is raised and operators should be able to cope with more marginal services outwith the congested areas. And for example deliver better connectivity across the Perth area. BSIPs should allow that broader discussion with operators. • Dundee asked whether the fund could apply to franchising. MM said no, it is capital so would not work for funding a franchise or municipal operation. Focus is on BSI not bus provision. • LM asked about Park and Ride, indicating that Edinburgh have a live proposal linking in to one of their corridors. MM was clear that councils would be expected to fund facilities such as the parking but the BPF could fund priority infrastructure flowing from it. • PG stated that we expect park and ride/choose very much to form part of holistic plans coming forward. • Edinburgh looking at end to end trips to form an offer that can compete with car. MM liked this approach. |

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| | <ul style="list-style-type: none"> • MM is keen that we only dig roads up once, and that is one reason why join up with active travel is a must. • PG stated that we are working to join up AT, bus, STPR2 to help LAs navigate pots and processes. • MM suggested off the back of that that we were moving to LAs being able to put in one application for funding that would apply to bus and active travel. • There was a question about whether bus stations would be in scope for BPF. MM said that BPF was about bus priority and he did not want it spent on bus stations around Scotland. Again though bus station improvements might feature in the broader plans of partnerships and rightly so. • HG pointed out to 4 councils that TS has continued to have dialogue with the Traffic Commissioner re TRCs and would be meeting again at the end of the month to advise that the 4 cities are considering TRCs to allow for LEZ 2020 deadline to be met. If any city wanted to pass any information to Hugh before this meeting then please feel free to do so. |
| <p>LEZ Funding update and discussion on funding exit strategy (Support Fund /BEAR/PTP/Bus Partnership)</p> | <p>Bus Partnership Fund</p> <ul style="list-style-type: none"> • PG outlined the PfG £500 commitment and what we are looking for in BPF against ambition, evidence and partnership. • MM said he does not want “more of the same, but on segregated bus routes”. He was clear that BPF should leverage investment from operators and they must raise the overall offer, provide “a genuine improvement” and not just focus solely on speed/reliability. This must include beyond just the segregated areas improved. This is very much the ministerial expectation of the bus industry. • PG - the broad offer of the BSIP and that concept, including that fares can be in scope as an ask within a partnership as can all manner of bus service standards <p>LEZ funding in 2019/20</p> <ul style="list-style-type: none"> • MM this year it is £19.6 million available. Figures for next financial year clearly not available at the moment but will be looking to continue to support the LEZs financially going forward as best as we can. • MM also outlined the PTP funding for shovel ready schemes and asked for an update on that. • ST advised that a report on the PTP funding had been submitted this morning. A number of projects have been submitted from 10 authorities including LEZ neighbouring authorities. • ST advised that there have already been concerns raised by LAs about the pressure of getting the funding spent this financial year. ST asked if there was a work around solution to the funding being spent within the financial year. MM was advised that this is included in the PTP paper recently submitted. |

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| | <ul style="list-style-type: none"> • GG mentioned that Glasgow’s traffic signal project was at risk of not being completed within the timescale. • Edinburgh similarly had concerns over the deadline. • MM to have a look and see what can be done. • ST provided update on the EU response to the BEAR state aid question. EU have submitted an additional 17 questions. TS have responded – however the timescale for a response means it is highly unlikely to be returned before BEAR 3 closes. In which case GBER BEAR 2 is the only option available. HG advised that the bus industry has been kept fully informed at all stages of the process and while potentially disappointing to the industry will not come a surprise. |
| <p>AOB Next meeting and possible topics</p> | <ul style="list-style-type: none"> • RC stated that Oxford was to introduce a Zero Emission Zone and wondered if that was something we could consider at the next meeting – could we be criticised in Scotland for being unambitious when we limit ours to LEZs • ST – answered about whether the powers existed to introduce a zero emission zone – initial thoughts were no. Furthermore the recent Transport Scotland Act allowed for LEZ emission levels to be revisited at a future date. It is also clear that the system is based on road user charging which we do not have in Scotland • LM – was interested in what the reasoning for the zero emission zone have been taken forward – it would be useful to understand why they are doing that • Dundee asked about exemptions. ST answered that 5 exemptions are being considered including disabled drivers – various technical solutions are being considered at the moment • MM also invited members of the Group to join him on a trip to Leeds to look at bus operations to fact find what has worked in relation to bus partnerships and a holistic bus/sustainable travel/park and ride solution. |
| <p>Date and time of next meeting</p> | <ul style="list-style-type: none"> • TBC |