

LEZ Leadership Group Meeting
13 June 2018
Scottish Parliament

Attendees

Humza Yousaf MSP (chair)
Gale Beattie
Cllr Mark Flynn
Cllr Alan Ross
Ewan Gourlay
Cllr Lesley McInnes
Michael Thain
George Gillespie
Cllr Anna Richardson
Hugh Gillies
Stephen Thomson
David Pirie

Apologies

Colin Ramsay
Cllr Ross Grant

Subject	Discussion and actions
Welcome	<ul style="list-style-type: none"> • HY welcomed attendee to the meeting
Matters Arising	<ul style="list-style-type: none"> • No matters were raised in relation to the previous meeting minutes of the 14 March
LEZ update – Transport Bill	<ul style="list-style-type: none"> • HY noted that the Bill was published this week with LEZs as a substantive topic. Regulations will be developed to support consistent national standards for LEZs • No substantive points were raised by the Leadership Group on the Bill LEZ element • Question was raised about the use of the Bill LEZ output in relation to the city LEZs that are being progressed now. HY noted that if the Bill takes approximately 1 year to progress through Parliament, then the substantive elements of the Bill will be published prior to the enforcement element of the city LEZs coming into play • Question was raised on the transition period for private cars particularly if they are on a lease contract. HY noted that an appropriate grace period was required and this was outlined in the Bill as no more than 4 years. It will be for LAs to decide on the grace period to be implemented for their LEZ, and this will cover private vehicles too. • Question was raised on the funding available for private motorists to upgrade their vehicles. HY noted that EST already provide a grant scheme to support transition to ultra low emission vehicles. HY also noted that LA's may wish to consider what policies they can put in place to attract ultra low emission vehicles into their cities, such as free parking for ULEV's • AR noted that timings are crucial, with Euro 6 vehicles being evident from 2014 but with the grace period, the number of Euro 6 vehicles on the roads will increase (and thus the number of older Euro-type vehicles will decrease during the grace period too); meaning that Euro 6 vehicles will be 8 years old by the time the Glasgow LEZ enforcement kicks in.

<p>LEZ update – BEAR</p>	<ul style="list-style-type: none"> • HY noted the funding allocation to the bus industry in relation to the overall budget for LEZs in 2018/19 c.70% • HY noted that challenging State aid issue around funding of bus retrofitting with this area of policy (which may place an aid limit of 40% on large companies) but this topic is being reviewed now in relation to the potential submission of an EC notification for a State aid exemption. ST noted that alternative funding options to support the bus industry are being explored including bus prioritisation funding (e.g. to use the remaining 60% of the funding available). Discussions on this topic are on-going with the bus industry. • Action: EC exemption application to be progressed as a matter of urgency. • The issue in Edinburgh may be different as CEC own Lothian buses so there may be a degree of flexibility on the funding in this instance. • LM asked whether bus retrofitting monies could be used to fund the purchase of new buses. Note was made of the existing Green Bus Fund, but this covers only the difference in cost between Euro 6 and ultra low emission buses. • AR noted that the Traffic Regulation Condition for Glasgow’s LEZ has been published with the Traffic Commissioner and that funding to the bus industry was a direct tie into the TRC production. A clear statement on bus retrofit funding in 2018 is required (1) before a public enquiry is held by the Traffic Commissioner (2) in relation to the 20% bus target for the Glasgow LEZ in 2018 and (3) to give the bus industry confidence in 2018, 2019 and beyond (in relation to the subsequent 40%, 60% etc targets set for the Glasgow LEZ for buses. AR also noted that the TRC also mentions bus prioritisation, as mentioned earlier. • GG noted that bus prioritisation measures would require a Traffic Regulation Order which can take 18 months or more to achieve, before infrastructure can be delivered on the ground. There would also be a challenge here in relation to tying in the TRO into the Glasgow LEZ consultation and Year 2 target. • GG noted that the Traffic Commissioner wants to see funding being provided for bus retrofitting in Year 1 and 2 (2018 and 2019) • Action: MTI to meet with Traffic Commissioner with GCC to also be invited to the meeting. • Action: MTI to push CPT to provide up to date bus data for Glasgow, in terms of the Euro categorisation across the fleet; with this information to be provided to the LEZ Leadership Group.
<p>LEZ update – Local Authority Progress</p>	<p>Aberdeen</p> <ul style="list-style-type: none"> • Bus industry are seeking engagement with ACC on air quality mitigation in the city • ACC are meeting with SEPA on the development of an air quality model for the city • Action: ACC to provide the MTI with an update on their LEZ progress prior to the next Leadership Group meeting <p>Edinburgh</p> <ul style="list-style-type: none"> • A report has been sent to the CEC Transport and Environment Committee which outlines the LEZ geography • CEC want to be hold and ambitious around their LEZ • CEC plan to link the LEZ with the City Centre Transformation project and Local Transport Plan development. A consultation is live now on these topics. • CEC are keen to understand how cities should be engaging with national stakeholders and whether this can be done corroboratively across the 4 cities (with feedback on the findings to come back to the LEZ Leadership Group). Action: SG to report back to the Leadership Group on this point. <p>Dundee</p> <ul style="list-style-type: none"> • Similar approach as outlined by ACC; awaiting air quality modelling results. • There is cross party support in Dundee for air quality mitigation • DCC are meeting with bus companies to discuss bus prioritisation • Concern around future funding for LEZs • Action: DCC to provide the MTI with an update on their LEZ progress prior to the next Leadership Group meeting • Action: MTI meet with Explore bus company during the summer, so DCC to also be invited to this meeting <p>Glasgow</p>

	<ul style="list-style-type: none"> • TRC was developed in conjunction with bus operators • Transport Bill outputs represents a challenging environment in relation to the delivery of the Glasgow LEZ target dates for enforcement • Concern around equalities in relation to the development of a LEZ; there is insufficient evidence on this topic just now. Action: SG and GCC to explore how evidence on equalities can be collected for the Glasgow LEZ (and other city LEZs as required). • There is cross party support in Glasgow for air quality mitigation; there is also a Committee meeting tomorrow to discuss proposed amendments to the LEZ approach in Glasgow; goal would be to decouple congestion from LEZ action • Stakeholder engagement on a consistent basis is key; echo the point about nationally consistent engagement with key stakeholders; HY offered to support GCC engagement with the bus industry if required.
Funding for 2018/19	<ul style="list-style-type: none"> • There is a need for more clarity on how the LA funding for LEZs will be accessed and distributed; ST provided a brief outline on the work being developed now to create a process that would allow LA's to bid for such funding. • HY asked the LAs if there was any indication at this point in time as to where such funding would/could be targeted. References to communications was noted by several attendees with a focus on LEZ activities to be targeted in forthcoming communication actions.
Other issues	<ul style="list-style-type: none"> • Due to time running out, there was no time to discuss the issue of Communications • Action: Include the topic of Communications on the agenda for the next LEZ Leadership Group meeting
AOB	<ul style="list-style-type: none"> • None
Date and time of next meeting	<ul style="list-style-type: none"> • TBC