

Glasgow Low Emission Zone Annual Report 2026



2026 Glasgow Low Emission Zone Annual Report for Glasgow City
Council

In fulfilment of Section 29 of Part 2 of the Transport (Scotland) Act 2019

August 2026

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Committee Date: 11 August 2026

1 Introduction

- 1.1 Under the powers granted by Part 2 of the [Transport \(Scotland\) Act 2019](#) (the 'Act'), and in accordance with [The Low Emission Zones \(Scotland\) Regulations 2021](#) and [The Low Emission Zones \(Emission Standards, Exemptions and Enforcement\) \(Scotland\) Regulations 2021](#), Glasgow City Council (GCC) introduced a Low Emission Zone (LEZ) in Glasgow. The Glasgow LEZ became fully operational with enforcement beginning on 1st June 2023.
- 1.2 Section 29 of the [Transport \(Scotland\) Act 2019](#) states:

A local authority which is operating a low emission zone scheme during a financial year must, as soon as reasonably practicable after the end of the financial year:

- prepare an annual report on the operation and effectiveness of the scheme,
- publish the report in such manner as it considers appropriate,
- send a copy of the report to the Scottish Ministers, and
- lay a copy of the report before the Scottish Parliament.

2 Required Content of LEZ Annual Report

- 2.1 Guidance on the content of an LEZ Annual Report is provided within the Transport Scotland document, [Low Emission Zone Guidance](#). The LEZ annual report must include summary detail of the LEZ as previously set out in the LEZ Scheme Design approved by Scottish Ministers, including:
- The scheme size, boundary location, vehicle scope, the date of scheme introduction and grace period start/end dates.
 - Any modifications to the scheme in the past 12 months (noting that Section 9(1)(b) of the Act provides a local authority with powers to amend a LEZ following a consultation).
 - Consultation(s) undertaken and responses obtained from stakeholders as listed in Section 11 of the Act and in the Low Emission Zones (Scotland) Regulations 2021.
- 2.2 The annual report must also include a summary of the operation and effectiveness of the scheme including an assessment of:
- The number of penalties issued, with details to include vehicle type, repeat offenders and associated surcharge application,
 - The number of appeals received and a summary statement on their outcomes (success or decline),
 - The costs of proposing, making and operating the scheme,
 - The gross and net revenue gathered by the authority from the operation of the scheme,

- Details of how the revenue has been used to facilitate the achievement of the scheme's mandatory and discretionary objectives.
- 2.3 The performance of the LEZ in reducing the levels of the target pollutant nitrogen dioxide (NO₂) does not fall within the scope of this report. This will be made available within the annual progress reporting local authorities are required to produce through the Local Air Quality Management (LAQM) process. Analysis of the air quality impact of the Glasgow LEZ for the period in which it was in operation during 2023 was included within the [Air Quality Annual Progress Report 2024](#). Analysis of the impact during 2024, the first full year of operation of the Glasgow LEZ, was considered within the [2025 report](#).
- 2.4 The performance of the LEZ in contributing towards the achievement of the air quality objectives will continue to be analysed within future Air Quality Annual Progress Reports. The 2026 report, published in August 2026, continues analysis of the impact of the LEZ during calendar year 2025.

3 The Glasgow Low Emission Zone

- 3.1 Full details of the Glasgow LEZ can be found within the [LEZ Scheme Design](#) with all key information summarised on the [LEZ website](#).
- 3.2 The objectives of the Glasgow Low Emission Zone are as follows:
- Improve public health of residents of and visitors to the City of Glasgow by contributing towards meeting the air quality objectives prescribed under section 87(1) of the Environment Act 1999.
 - Contribute towards the emissions reduction targets set out in Part 1 of the Climate Change (Scotland) Act 2009 through the promotion of low and zero emissions vehicles and the promotion of public and sustainable transport options.
 - Improve the amenity of Glasgow through the promotion of the Glasgow City Council Strategic Themes of A Vibrant City, A Healthier City and a Sustainable and Low Carbon City.

3.3 LEZ Area

Glasgow's LEZ is approximately one square mile in size and covers the area of the city centre bounded by the M8 motorway to the north and west, the River Clyde to the south and High St / Saltmarket to the east. A map of the Glasgow LEZ is shown in **Appendix A**. An interactive map can also be accessed at [Glasgow LEZ – Interactive Map](#).

A list of roads within the LEZ is also shown in **Appendix A** and is available at [Glasgow LEZ – by Street/Road Name](#).

3.4 LEZ introduction and Grace Periods

The LEZ was introduced on **31st May 2022** following approval of the LEZ Scheme Design by both the City Administration Committee of GCC and by the Scottish Ministers. Glasgow City Council was committed to improving air quality by enforcing the LEZ at the earliest opportunity and therefore a one-year grace period, which is the minimum permissible in legislation, was adopted. Enforcement of entry restrictions therefore began on **1st June 2023**.

A further grace period was approved for vehicles registered to **residents within the LEZ**, reflecting their restricted options in respect of choosing to enter the LEZ. Therefore, enforcement of entry restrictions for vehicles which fall within this category began on **1st June 2024**.

3.5 Scope of the LEZ

The Glasgow LEZ applies to all vehicle types, with the exception of motorbikes and mopeds, and those vehicle types or uses considered exempt in Regulations.

Table 1 of Appendix B sets out the vehicle types to which the LEZ applies, as specified in Annex II of Directive 2007/46/EC.

Entry to the LEZ by the above vehicle categories is only permitted if they meet or exceed the nationally consistent emissions standards as set out in [The Low Emission Zones \(Emission Standards, Exemptions and Enforcement\) \(Scotland\) Regulations 2021](#) and summarised in **Table 2 of Appendix B** for compression engine (diesel) vehicles and in **Table 3 of Appendix B** for positive ignition (petrol and gas) vehicles.

Vehicles which have been retrofitted with a suitable emissions abatement system, such that their tailpipe emissions now meet or exceed the relevant emissions standard for their vehicle type as detailed above, are permitted access to the LEZ. Such retrofitted vehicles must be suitably accredited by an independent scheme such as the Clean Vehicle Retrofit Accreditation Scheme (CVRAS).

Vehicles which have undergone repowering, either through the installation of a new engine or other power type, are also be permitted access to the LEZ, should the repowering result in emissions which meet or exceed the above emissions standards.

3.6 Operating Hours of the LEZ

The Glasgow LEZ operates at all times, 365 days a year and 24 hours a day. The Glasgow LEZ has been introduced in respect of breaches of the annual mean nitrogen dioxide objectives and therefore emissions at all times contribute to these breaches.

Glasgow City Council may temporarily suspend the operation of the LEZ scheme for a specified period where it is considered appropriate to do so for the purposes of a significant national or local event. A suspension may also be

issued in relation to a temporary diversion into the LEZ where vehicles follow a signed diversionary route.

3.7 Exemptions and Time Limited Exemptions

A number of vehicle types are exempted from LEZs within Scotland, as defined in [The Low Emission Zones \(Emission Standards, Exemptions and Enforcement\) \(Scotland\) Regulations 2021](#). A full list of these can be found in **Table 4 of Appendix B**

The Transport (Scotland) Act 2019 allows local authorities to grant non-compliant vehicles or vehicle types a time limited extension which would permit them to operate within a LEZ. These extensions are limited to a maximum of one year but may be renewed by the local authority.

The Glasgow LEZ scheme allows applications for a time limited exemption under circumstances where entry of a non-compliant vehicle is required for a specific, defined purpose not considered in legislation or regulations. Applications are determined on their individual merits. Examples of this include but are not limited to; abnormal loads or machinery transport, historic vehicles or vehicles of particular speciality not covered by other exemptions and used for a specific purpose, or any other non-compliant vehicle use deemed appropriate on application to Glasgow City Council.

Applications for time limited exemptions will not normally be considered for the routine transport of people or goods or for routine commercial operations. However, GCC may apply a time-limited exemption, by reference to the vehicle's use, upon consideration of an application. The approach taken will be pragmatic and adaptable and take account of National Modelling Framework modelling outputs to determine the relative impact of the vehicle use in relation to the emissions that are being targeted for reduction. Exemptions will only be granted in rare circumstances and may be subject to conditions or restrictions as deemed appropriate by GCC. Private vehicles will not be considered for exemption.

Details of time limited exemptions during 2025/26 can be found in Section 4.3 of this report.

- 3.8 Section 9(1)(b) of the Transport (Scotland) Act 2019 provides a local authority with powers to amend a LEZ following a consultation. No amendments to the Glasgow LEZ have been made and the LEZ operates in accordance with the original LEZ Scheme Design.
- 3.9 As the Glasgow LEZ has not been amended, no additional consultation has been undertaken since the LEZ became operational. Details of the two previous public consultations and the statutory objection period can be found in Section 8 of the [LEZ Scheme Design](#).

4 Glasgow LEZ – Operations

4.1 LEZ Penalty Charge Notices

- 4.1.1 Penalty charges for non-compliant vehicle entry into an LEZ in Scotland are set at a national level as seen in [The Low Emission Zones \(Emission Standards, Exemptions and Enforcement\) \(Scotland\) Regulations 2021](#) and in **Table 5 of Appendix B**.

The initial penalty charge is set at £60 and is reduced by 50% if paid within 14 days. Where repeat entry by the same vehicle is detected within a 90-day period, this penalty charge rate will double, doubling again on each subsequent entry up to a maximum determined by vehicle type. Where no subsequent entry by a non-compliant vehicle is detected within a 90-day period, the penalty charge is reset to the initial penalty charge rate of £60.

- 4.1.2 As the first LEZ to be enforced in Scotland, the quantity of penalty charge notices (PCNs) issued has been of significant public and media interest. Considering this, updated figures have been published on a monthly basis on the Glasgow [LEZ website](#) since enforcement of the LEZ began. This information, for the financial year 2025/26, is replicated within Table 1 below.

Table 1: LEZ Monthly PCN Update 2025/26

	PCN 1	PCN 2	PCN 3	PCN 4	PCN 5	Total
	(£60)	(£120)	(£240)	(£480)	(£960)	
April 2025	1428	146	68	29	79	1750
May 2025	1607	167	61	32	96	1963
June 2025	1761	178	50	40	92	2121
July 2025	1586	146	61	26	77	1896
August 2025	1773	168	59	36	102	2138
September 2025	1698	176	65	40	115	2094
October 2025	1976	200	64	40	115	2395
November 2025	1548	155	61	24	103	1891
December 2025	1599	183	63	37	115	1997
January 2026	968	116	40	16	55	1195
February 2026	1314	146	45	29	68	1602
March 2026	1668	184	58	26	111	2047
Total	18926	1965	695	375	1128	23089

- 4.1.3 The published PCN statistics are based on a monthly snapshot of cases at a specific point in the enforcement process rather than the eventual outcome of all cases. As cases progressed, some PCNs included in those snapshots were subsequently cancelled or written off following review, while some contraventions that had not yet reached PCN stage because of ongoing DVLA enquiries later resulted in PCNs being issued. Between 1st April 2025 and 31st March 2026, a total of **24,343** PCNs were issued for non-compliant vehicle entry to the Glasgow LEZ.

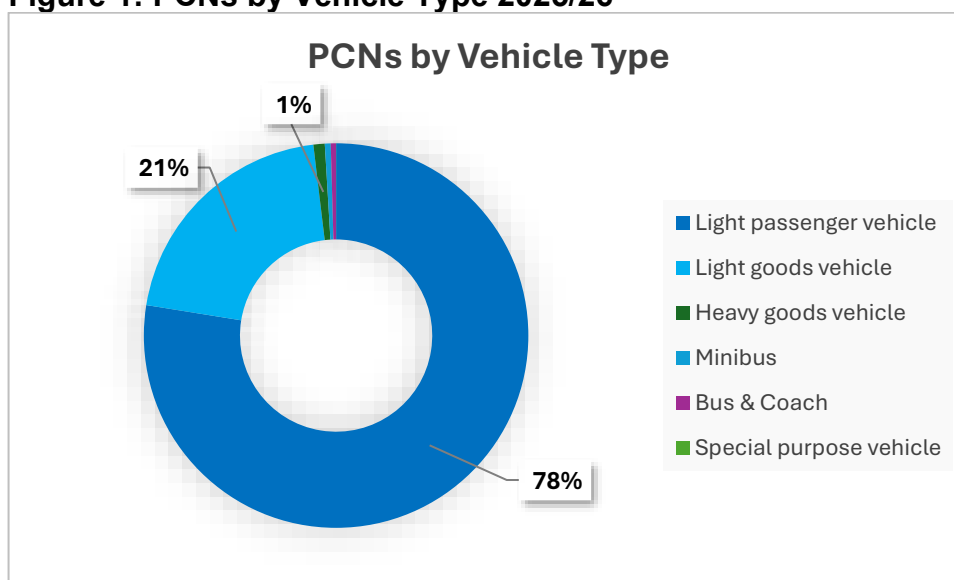
Table 2: LEZ Penalty Charge Notices (PCNs) Issued 2025/26

Step	No. of PCNs	% of Total
PCN 1 (£60)	20,009	82.2%
PCN 2 (£120)	2,041	8.4%
PCN 3 (£240)	729	3.0%
PCN 4 (£480)	398	1.6%
PCN 5 (£960)	1,166	4.8%

4.1.4 During 2025/26, the number of PCNs issued has continued to slowly reduce (from 31,206 in 2024/25). However, a significant number of non-compliant vehicle entries which result in PCNs being issued continue to be recorded, averaging approximately 2000 per month.

4.1.5 The majority (78%) of PCNs issued in financial year 2025/26 were issued to cars, with light goods vehicles being the next largest recipient (21%) of penalties. Other vehicle types comprise the remaining non-compliant vehicle entry to the LEZ, with heavy goods vehicles the largest at slightly under 1%.

Figure 1: PCNs by Vehicle Type 2025/26



4.2 LEZ Penalty Charge Appeals

4.2.1 In the financial year to 31st March 2026, 3,078 appeals against an LEZ PCN have been received, with 82% (2531) of these successful and the PCN subsequently cancelled. Most cancellations were due to:

- the recipient of the PCN being a blue badge holder (not necessarily with a registered exemption),
- evidence being provided that the vehicle was LEZ compliant,
- the vehicle being in an exempt class or the Vehicle Registration Mark (VRM) being entered incorrectly.

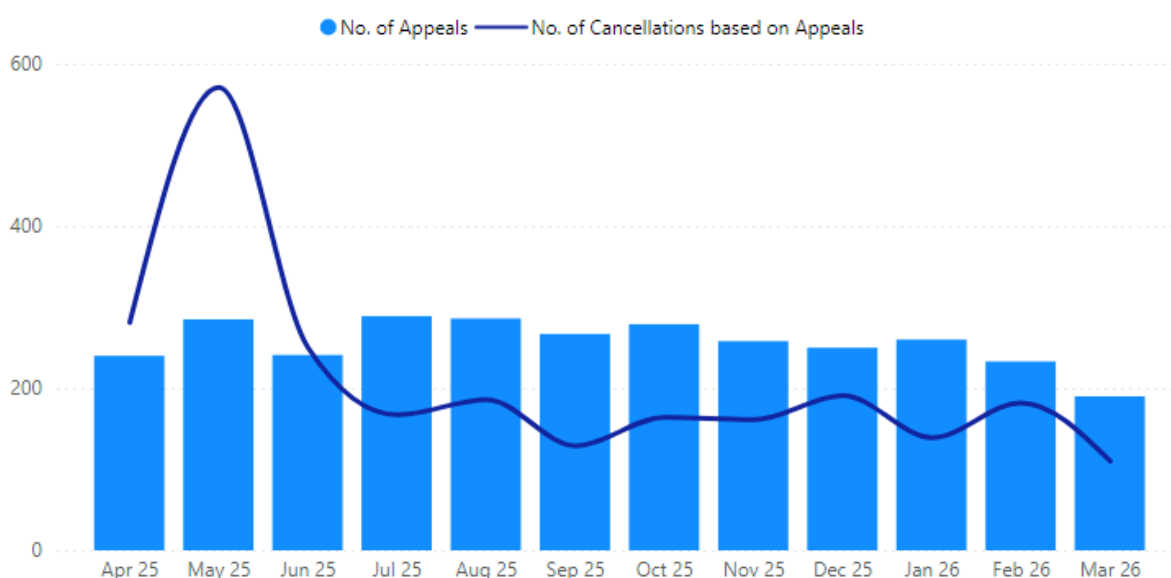
Some PCNs have been cancelled for other reasons such as a diversion being in place forcing vehicles into the LEZ.

Figure 2: Table of Cancellations Based on Appeal

State Description	No. of Cancellation	% of the Total
CANCELLED - BLUE BADGE	1,017	40.18%
CANCELLED - COMPLIANT VEHICLE	425	16.79%
CANCELLED - CONTRAVENTION DID NOT OCCUR	1	0.04%
CANCELLED - EXTENUATING CIRCUMSTANCES	910	35.95%
CANCELLED - INCORRECT VRM	134	5.29%
CANCELLED - RESIDENTS EXEMPTION	20	0.79%
CANCELLED - TAXI	24	0.95%

Figure 3: Appeals and Cancellations Based on Appeals by Month

Appeals & Cancellations based on Appeals by Month



4.2.2 The majority of unsuccessful appeals were from recipients of PCNs stating that they thought:

- their vehicle was compliant,
- They were not within the LEZ
- That the LEZ was unlawful

Other appeal reasons included the driver being unaware of the LEZ, Sat-Nav had led them into the LEZ, and/or the recipient of the PCN was no longer the keeper of the vehicle.

4.2.3 Unsuccessful appeals are eligible to refer their appeal to an independent adjudicator and, in financial year up to 31st March 2026, 28 such cases were submitted. Of these, 1 was reviewed by GCC and the decision was made not to contest leading to the PCN being cancelled. This was due to additional evidence being presented to the adjudicator which was not presented in the original appeal (the vehicle was compliant). A further 5 appeals were allowed by the adjudicator and the PCN cancelled. 18 appeals were unsuccessful with the PCN upheld, 2 were withdrawn by the applicant and 2 from 25/26 are still within the system awaiting a hearing.

4.3 LEZ Exemptions

4.3.1 Operators of Glasgow registered taxis were eligible for local time-limited exemption during the first year of operation of the LEZ, where operators could evidence that active steps were being taken to achieve LEZ compliance. A total of 786 exemptions of one year were granted under the above conditions, expiring on 31st May 2024.

4.3.2 In June 2024, 227 LEZ exemption extensions were granted to Glasgow taxi operators. These extensions were considered on an individual basis and the length of extension granted dependent on the evidence supplied in respect of efforts to replace with compliant vehicles or to retrofit to LEZ compliant status. In financial year 2025/26 12 taxis remained in receipt of a final extension until 31st July 2025.

4.3.3 In financial year ending 31st March 2026, 58 applications for LEZ exemption were received, with some of these applications being for multiple vehicles. A total of 33 vehicles were granted exemption, mostly for reasons of exercising the functions of the Scottish Ambulance Board (16) or being of historic and educational interest but not eligible for the national historic vehicle exemption (15). Two further exemptions were granted for vehicle use by disabled persons (1) and as a specialised vehicle being used for a specific purpose (1).

5 Glasgow LEZ – Income and Expenditure

5.1 Penalty Charge Income

5.1.1 For penalty charge notices issued between 1st April 2025 and 31st March 2026 a total of £520,860 was received in payment. £6,987 was subsequently refunded following appeals or cancellations, resulting in net revenue from PCNs issued within the financial year of £513,873.

5.1.2 Table 2 below provides detail on the number, and level, of each received payment or issued refund during the financial year.

Table 3: LEZ Penalty Charge Notices (PCNs) Payments / Refunds 2025/26

Payment / Refund Level	Number	Total (£)
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-£297	1	-£297
-£180	2	-£360
-£120	5	-£600
-£90	1	-£90
-£60	23	-£1,380
-£30	142	-£4,260
£30	10885	£326,550
£60	1248	£74,880
£90	737	£66,330
£120	140	£16,800
£180	83	£14,940
£240	55	£13,200
£360	10	£3,600
£480	5	£2,400
£720	3	£2,160
Total	13340	£513,873

5.1.3 The majority of LEZ PCN payments (10,885) received were in respect of the first level of penalty charge and within the 14-day period eligible for a 50% discount on the charge rate, resulting in a payment of £30. Other payment levels may be linked to different surcharge levels of PCN e.g. a £60 payment may be in relation to a level 1 PCN paid after 14 days or a level 2 PCN paid within 14 days.

5.1.4 Table 3 below shows penalty revenue from penalty charge notice payments for the three years since LEZ enforcement began. Revenue has fallen in line with the reduction in PCNs issued as the scheme has matured. This reduction was expected and can be attributed to higher levels of compliance with the emission standards in the general fleet and higher levels of awareness of the LEZ among drivers of non-compliant vehicles.

Table 4: Annual Penalty Charge Notice Revenue

Year	Penalty Charge Revenue (£)
2023/24	982,415
2024/25	756,990
2025/26	513,873

5.2 LEZ Development Expenditure

5.2.1 Development of the Glasgow LEZ has been ongoing since 2018/19, with the majority of the associated costs grant funded by the Scottish Government. The LEZ Scheme Design detailed the incurred costs of development prior to the LEZ scheme approval. These costs provided for LEZ modelling, appraisal, communications, engagement, impact assessments, design works, LEZ signage and enforcement camera infrastructure. Costs incurred since scheme approval include further development costs and operational costs since

enforcement began on 1st June 2023. These are summarised in Table 3 below. These costs include both grant funded and non-grant funded expenditure.

Table 5: LEZ Development Spend

Year	Grant Funded Expenditure (£)	Non-Grant Funded Expenditure (£)	Total Expenditure (£)
2018/19	125,627	0	125,627
2019/20	213,847	7,658	221,505
2020/21	76,395	4,645	81,040
2021/22	239,642	0	239,642
2022/23	362,157	133,537	495,694
2023/24	564,371	234,904	799,275
2024/25	0	614,000	614,000
2025/26	0	781,765	781,765
Total	1,582,039	1,776,509	3,358,548

- 5.2.2 As per Regulation 21(d) of the Low Emission Zones (Scotland) Regulations 2021, a copy of the 2025/26 statement of account may be found in **Appendix C**.

5.3 Capital Expenditure

- 5.3.1 Capital funding was made available by the Scottish Government for the commissioning, purchase and installation of LEZ enforcement infrastructure and the associated back-office enforcement system. As of 31st March 2026, the Council had received £900,000 in capital funding, with £626,545 of capital expenditure incurred by the end of the financial year. The remaining funding was carried forward to 2025/26. This is analysed in the table below:

Table 6: LEZ Capital Spend

Year	Capital Expenditure (£)
2022/23	32,410
2023/24	565,865
2024/25	16,669
2025/26	11,601
2026/27 (predicted)	273,455
Total	900,000

5.4 LEZ Operational Expenditure

- 5.4.1 As LEZs are a new enforcement and penalty charge system within Scotland, there was a significant degree of uncertainty around the expected operational revenue. As such, Scottish Government funding in financial year 2023/24 included enforcement and back-office staff costs as well as significant communications and engagement funding. No Scottish Government funding was received in subsequent financial years for the above activities and they were funded entirely from LEZ revenue.

5.4.2 In 2025/26, the scheme generated gross revenue of £513,873. The net revenue for the financial year is analysed in the table below:

Table 7: Net Revenue generated by the Low Emissions Zone in 2025/26

Category	£	£
Revenue from fines and penalties		513,873
Total revenue costs:	781,765	
Less: grant funded costs	0	
Net revenue costs		781,765
Net (revenue)/expenditure		267,892

5.5 Summary of Total Expenditure

5.5.1 The Council had incurred total costs related to the LEZ scheme of £3,985,093 by 31st March 2026. Of this, £2,208,584 was attributable to revenue and capital grant funding provided by the Scottish Government. The remaining costs totalling £1,776,509 were mostly incurred whilst the LEZ was operational and were offset against the income generated by the scheme. An analysis of total expenditure to date is included in the table below:

Table 8: Summary of Total LEZ Expenditure 2018/19 to 2025/26

Year	Grant-Funded Revenue Expenditure (£)	Non-Grant Funded Revenue Expenditure (£)	Capital Expenditure (£)	Total Expenditure (£)
2018/19	125,627	-	-	125,627
2019/20	213,847	7,658	-	221,505
2020/21	76,395	4,645	-	81,040
2021/22	239,642	-	-	239,642
2022/23	362,157	133,537	32,410	528,104
2023/24	564,371	234,904	565,865	1,365,140
2024/25	0	614,000	16,669	630,669
2025/26	0	781,765	11,601	793,366
Total	1,582,039	1,776,509	626,545	3,985,093

6 Use of LEZ Revenue

6.1 Legislation allows for local authorities to use residual revenue from an LEZ to facilitate the achievement of the scheme's mandatory and discretionary objectives. Therefore, the remaining available revenue will be used for projects which contribute towards meeting the relevant air quality objectives or contribute towards the emissions reduction targets set out in Part 1 of the Climate Change (Scotland) Act 2009 through the promotion of low and zero emissions vehicles and the promotion of public and sustainable transport options.

- 6.2 The 2024 LEZ Performance Report noted that net allocatable revenue of £747,511 was generated by the scheme in 2023/24. Council Budget for the 2024/25 financial year directed that £250k of 2023/24 LEZ revenues be allocated to city greening and tree planting activity.
- 6.3 The approved Council Budget also directed that £250k of 2023/24 LEZ revenues be allocated to a fund for community organisations to advance projects which support the objectives of the LEZ. This funding forms the basis for the LEZ Community Support Fund. Council Budget for 2025/26 approved a further £235k of LEZ revenues from 2024/25 financial year be directed to the grant fund, and the residual £247k from the 2023/24 financial year be allocated for this purpose. Therefore, a total of £732k was made available for distribution to successful projects.
- 6.4 The [LEZ Community Support Fund](#) was designed to increase the environmental, health, social and community benefits of the LEZ and allow for funding to be provided to groups and organisations to deliver complementary projects across the city. The Fund opened for applications on Monday 2nd December 2024 and closed on Friday 31st January 2025. The Fund was extensively promoted through GCC social media, press release and direct contact with relevant groups and organisations.
- 6.5 Following an extensive appraisal and scoring process, the GCC Climate and Sustainability Board and the [City Administration Committee](#) approved funding for 18 projects totalling £620,409. Details of these projects, competed in financial year 2025/26, can be found in Table D1 in **Appendix D**.
- 6.6 The remaining £111,591 was the subject of a further funding round which opened for applications on Monday 8th September 2025 and closed on Monday 6th October 2025. This followed a similar promotion process as the previous round. Four projects were approved for funding under delegated authority by the Climate and Sustainability Board in the second round with funds distributed in February 2026. Details of these projects, to be delivered in financial year 2026/27, can be found in Table D2 in **Appendix D**.
- 6.7 Details of project delivery from the first funding round, and the allocation of funds in the second, were reported to the [Net Zero and Climate Progress Monitoring City Policy Committee](#) on 3rd March 2026.

7 Next Steps

- 7.1 The Air Quality Annual Progress Report 2026 will continue to assess the impact of the LEZ on air pollution levels and will be published in August 2026.
- 7.2 An update report will be published on an annual basis, with the next report detailing the LEZ performance for financial year 2026/27.

Appendix A: Map of the LEZ and Schedule of Roads Within the LEZ

Figure A1: Map of the LEZ



Table A1: Schedule of Roads within the LEZ

Road Name	Length of Road within LEZ
Adams Court Lane	Its entire length
Aird's Lane	Its entire length
Albert Bridge	Northbound Only
Albion Street	Its entire length
Anchor Lane	Its entire length
Argyle Street	From the extended east kerbline of Newton Street to the eastern extremity.
Balaclava Street	Its entire length
Bath Lane	Its entire length
Bath Street	Its entire length
Baird Street	From the extended east kerbline of Kyle Street to the extended south kerbline of Pinkston Road.
Bell Street	From the western extremity to the extended west kerbline of Watson Street.
Bishop Lane	Its entire length
Black Street	Its entire length
Blackfriars Road	Its entire length
Blackfriars Street	Its entire length
Blythswood Square East	Its entire length
Blythswood Square North	Its entire length
Blythswood Square South	Its entire length
Blythswood Square West	Its entire length
Blythswood Street	Its entire length
Bothwell Lane	Its entire length
Bothwell Street	Its entire length
Bridgegate	Its entire length
Broomielaw	From the extended east kerbline of Newton Street to the eastern extremity.
Brown Street	Its entire length
Brunswick Lane	Its entire length
Brunswick Street	Its entire length
Buccleuch Lane	Its entire length
Buccleuch Street	Its entire length
Buchanan Street	Its entire length
Burrell's Lane	Its entire length
Cadogan Street	Its entire length
Cadzow Street	Its entire length
Calgary Street	Its entire length
Cambridge Street	Its entire length
Canal Street	Its entire length
Candleriggs	Its entire length
Carrick Street	Its entire length
Castle Street	From the extended south kerbline of Cathedral Square (North) to the southern extremity.

Cathedral Street	From the extended west kerbline of Stirling Road to the western extremity.
Cathedral Square	Stopped up south section.
Chisholm Street	Its entire length
Citizen Lane	Its entire length
Clyde Street	Its entire length
Cochrane Street	Its entire length
College Street	Its entire length
College Way	Its entire length
Collins Street	Its entire length
Couper Street	Its entire length
Cowcaddens Road	Its entire length
Crimea Street	Its entire length
Crown Street	Northbound Only
Dalhousie Lane	Its entire length
Dalhousie Street	Its entire length
Dixon Street	Its entire length
Dobbiesloan	From the extended southern kerbline of the M8 off ramp to Craighall Road to the northern kerbline of Kennedy Street.
Dobbiesloan Place	Its entire length
Douglas Lane	Its entire length
Douglas Street	Its entire length
Drury Street	Its entire length
Duke Street	From the extended eastern kerbline of High Street to the extended western kerbline of Havannah Street,
Dundasvale Court	Its entire length
Dundasvale Road	Its entire length
Dunblane Street	Its entire length
Dundas Lane	Its entire length
Dundas Street	Its entire length
Dunlop Street	Its entire length
East Bath Lane	Its entire length
Elmbank Crescent	Its entire length
Elmbank Street	Its entire length
Elmbank Street Lane	Its entire length
Exchange Place	Its entire length
Fox Street	Its entire length
Garscube Road	From the extended southern kerbline of Phoenix Road to the southern extremity.
Garnet Street	Its entire length
Garnethill Street	Its entire length
Garth Street	Its entire length
George Square East	Its entire length
George Square North	Its entire length
George Square South	Its entire length
George Square West	Its entire length

George Street	Its entire length
George the Fifth Bridge	Its entire length
Glasgow Bridge	Its entire length
Glassford Street	Its entire length
Glenmavis Street	Its entire length
Goosedubbs	Its entire length
Gorbals Street	From the extended north kerbline of Ballater Street to the northern extremity.
Gordon Lane	Its entire length
Gordon Street	Its entire length
Grafton Place	Its entire length
Hanover Court	Its entire length
Hanover Street	Its entire length
High Street	Its entire length
Hill Street	Its entire length
Holland Street	Its entire length
Holm Street	Its entire length
Hope Street	Its entire length
Howard Street	Its entire length
Hutcheson Street	Its entire length
India Street	Its entire length
Ingram Street	Its entire length
Jamaica Street	Its entire length
James Watt Street	Its entire length
Jocelyn Square	Its entire length
John Street	Its entire length
Kennedy Street	Its entire length
Killermont Street	Its entire length
King Street	Its entire length
Kyle Street	Its entire length
Larbert Street	Its entire length
Lister Street	Its entire length
London Road	From the extended west kerbline of James Morrison Street to western extremity.
Maitland Street	Its entire length
Mart Street	Its entire length
Martha Street	Its entire length
Maxwell Street	Its entire length
McAlpine Street	Its entire length
McAslin Street	Its entire length
<u>McPhater Street</u>	Its entire length
Merchant Lane	Its entire length
Metropole Lane	Its entire length
Midland Street	Its entire length
Miller Street	Its entire length
Milton Street	Its entire length
Mitchell Lane	Its entire length
Mitchell Street	Its entire length

Montrose Street	Its entire length
National Bank Lane	Its entire length
Nelson Mandela Place	Its entire length
New City Road	Its entire length
New Wynd	Its entire length
Nicolas Street	Its entire length
North Court	Its entire length
North Court Lane	Its entire length
North Frederick Street	Its entire length
North Hanover Street	Its entire length
North Portland Street	Its entire length
North Wallace Street	Its entire length
Oak Street	Its entire length
Old Wynd	Its entire length
Osborne Street	Its entire length
Oswald Street	Its entire length
Parnie Street	Its entire length
Parson Street	Its entire length
Parsonage Square	From the extended east kerbline of High Street eastwards for a distance of 150 metres.
Parsonage Row	Its entire length
Pitt Street	Its entire length
Port Dundas Road	Its entire length
Queen Street	Its entire length
Renfield Lane	Its entire length
Renfield Street	Its entire length
Renfrew Court	Its entire length
Renfrew Lane	Its entire length
Renfrew Street	Its entire length
Renton Street	Its entire length
Richmond Street	Its entire length
Robertson Lane	Its entire length
Robertson Street	Its entire length
Ropework Lane	Its entire length
Rose Street	Its entire length
Rottenrow	Its entire length
Royal Bank Place	Its entire length
Royal Exchange Court	Its entire length
Royal Exchange Square	Its entire length
St Enoch Place	Its entire length
St Enoch Square	Its entire length
St James Road	From the extended west kerbline of Stirling Road to the extended south kerbline of St Mungo Avenue.
St Margaret's Place	Its entire length
St Mary's Lane	Its entire length
St Mungo Avenue	Its entire length
St Mungo Place	Its entire length

St Peter's Lane	Its entire length
St Vincent Lane	Its entire length
St Vincent Place	Its entire length
St Vincent Street	From the eastern extremity to the extended east kerbline of Newton Street.
Saltmarket	From the extended north kerbline of Greendyke Street to the northern extremity.
Saltmarket	Northbound Only from Albert Bridge to the extended north kerbline of Greendyke Street.
Saltmarket Place	Its entire length
Sauchiehall Lane	Its entire length
Sauchiehall Street	From the extended east kerbline of Newton Street to the eastern extremity.
Scott Street	Its entire length
Shamrock Street	Its entire length
Shipbank Lane	Its entire length
Shuttle Street	Its entire length
South Exchange Court	Its entire length
South Frederick Street	Its entire length
Springfield Court	Its entire length
Stafford Street	Its entire length
Stewart Street	Its entire length
Stockwell Place	Its entire length
Stockwell Street	Its entire length
Swan Street	Its entire length
Taylor Place	Its entire length
Tontine Lane	Its entire length
Trongate	Its entire length
Tyndrum Street	Its entire length
Union Place	Its entire length
Union Street	Its entire length
Unnamed Lane adjacent to 13 Queen Street	Its entire length
Unnamed Lane adjacent to 41 Queen Street	Its entire length
Unnamed Lane adjacent to 32 Midland Street	Its entire length
Unnamed Lane adjacent to 8 Howard Street	Its entire length
Unnamed Service Road connecting Bath Street and Sauchiehall Lane	Its entire length
Unnamed Service Road connecting Cambridge Street and Renfrew Street	Its entire length
Unnamed Service Road connecting West Nile Street and Nelson Mandela Place	Its entire length
Victoria Bridge	Its entire length

Virginia Place	Its entire length
Virginia Street	Its entire length
Walls Street	Its entire length
Washington Street	Its entire length
Waterloo Lane	Its entire length
Waterloo Street	Its entire length
Wellington Lane	Its entire length
Wellington Street	Its entire length
West Campbell Street	Its entire length
West George Lane	Its entire length
West George Street	Its entire length
West Graham Street	Its entire length
West Nile Street	Its entire length
West Regent Lane	Its entire length
West Regent Street	Its entire length
William Street	From the extended east kerbline of Newton Street to the eastern extremity.
Wilson Street	Its entire length
York Street	Its entire length

Appendix B: Vehicle Scope, Emission Standards, Exemptions and Penalty Charge Levels

Table B1: Vehicle Type Approval Categories for the Glasgow LEZ

Vehicle	Vehicle Category	Description
Light passenger vehicles	M1	Vehicles designed and constructed for the carriage of passengers and comprising no more than eight seats in addition to the driver's seat.
Minibus	M2	Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding five tonnes.
Bus and coach	M3	Vehicles designed and constructed for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass exceeding five tonnes.
Light Goods Vehicles (LCVs)	N1	Vehicles designed and constructed for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes.
Heavy Goods Vehicles (HGVs)	N2	Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 3.5 tonnes but not exceeding 12 tonnes.
	N3	Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 12 tonnes.

Table B2: Compression Engine (Diesel), LEZ Emission Standards

Vehicle Category	Emissions Standards	Euro category
Heavy-duty vehicles (e.g. HGVs and buses / coaches)	Euro VI	M2, M3, N2, N3
Light passenger and light goods vehicles	Euro 6	M1, M2, M3, N1, N2
Special category vehicles: • an ambulance (which is not exempt under the Regulations) • a hearse • a motor caravan	Euro 6	M1, M2, M3

Table B3: Positive Ignition (Petrol and Gas) Engine, LEZ Emission Standards

Vehicle Category	Emissions Standards	Euro category
Heavy-duty vehicles (e.g. HGVs and buses / coaches	Euro IV	M2, M3, N2, N3
Light passenger and light goods vehicles	Euro 4	M1, M2, N1, N2
Special category vehicles: • an ambulance (which is not exempt under the Regulations • a hearse a motor caravan	Euro 4	M1, M2, M3

Table B4: National Exemptions Applying to the Glasgow LEZ

Vehicle type or classification	Description
Emergency Vehicles	The vehicle is being driven by any person who is: • undertaking their duty as a constable • providing a response to an emergency at the request of the Scottish Ambulance Service Board • exercising the functions of the Scottish Ambulance Service Board, the Scottish Fire and Rescue Service, Her Majesty's Coastguard or the National Crime Agency
Naval, Military or Air Force Vehicles	• Vehicles being used for naval, military or air force purposes.
Historic Vehicles	• The vehicle was manufactured, or registered under the Vehicle Excise and Registration Act 1994, for the first time at least 30 years ago • The vehicle is no longer in production, and • The vehicle has been historically preserved or maintained in its original state and has not undergone substantial changes in the technical characteristics of its main components.
Vehicles for Disabled Persons*	• the vehicle is being driven by any person who is in receipt of a badge (a blue badge) that has been issued under section 21(2) of the Chronically Sick and Disabled Persons Act 1970, • a passenger in the vehicle has been issued with a badge under that section of that Act, or • a badge for the vehicle has been issued under section 21(4) of that Act, • a reduction in annual rate of vehicle excise duty applies because the vehicle is being used by a disabled person in receipt of personal independence payment at the standard rate, or • Vehicles registered with a 'disabled' or 'disabled passenger vehicles' tax class e.g. the vehicle is exempt from payment of vehicle excise duty under paragraph 19(1) or 20(1) of schedule 2 of the Vehicle Excise and Registration Act 1994 (exemptions from excise duty for vehicles used by disabled persons).
Showman Vehicles	• Vehicles described as either “showman’s goods vehicle” or “showman’s vehicle” according to section 62(1) of the Vehicle Excise and Registration Act 1994. Note: these are highly specialised vehicles used for the purposes of travelling showmen, where the vehicle is used during the performance, used for the purpose of providing the performance or used for carrying performance equipment

*Note: blue badges are assigned to a person, not a vehicle, so a blue badge holder could travel in any vehicle and the rules of the blue badge would be applied to that vehicle on that day of travel.

Table B5: Penalty Charges Applying to the Glasgow LEZ

Vehicle Category	Initial penalty charge	Subsequent penalty charges			
		1	2	3	4
Light passenger vehicle	£60	£120	£240	£480	-
Minibus	£60	£120	£240	£480	£960
Bus and Coach	£60	£120	£240	£480	£960
Light goods vehicle	£60	£120	£240	£480	-
Heavy goods vehicle	£60	£120	£240	£480	£960
Special Purpose Vehicle (SPV)	£60	£120	£240	£480	-

Appendix C: LEZ Statement of Account

Under the powers granted by Part 2 of the Transport (Scotland) Act 2019, and in accordance with The Low Emission Zones (Emission Standards, Exemptions and Enforcement) (Scotland) Regulations (hereafter referred to as "the regulations") 2021, Glasgow City Council has introduced a Low Emission Zone. A low emission zone (LEZ) is an area where only certain vehicles are allowed to enter based on their emissions standards. The LEZ was introduced to address air pollution in the city centre, mainly nitrogen dioxide (NO₂), caused by road traffic. The LEZ comprises an area of approximately one square mile of the City Centre. Enforcement of the zone officially commenced on 1 June 2023 after a one-year grace period, and the regulations now apply to all vehicles entering the zone. When a non-compliant vehicle is detected in the zone, a Penalty Charge Notice (PCN) is issued to the registered keeper of the vehicle. The regulations specify that any local authorities operating an LEZ scheme must keep accounts for the duration of the scheme's operation. This account should outline the costs of proposing, making, and operating the scheme.

In 2025/26, the LEZ generated cost a net expenditure of £0.251 million (2024/25 £0.143 million net income). The following table sets out the financial performance of the scheme:

2024/25 £000	Low Emission Zone	2025/26 £000
(757)	Income from fines and penalties	(514)
0	Capital grants and contributions	(28)
(757)	Total revenue	(542)
227	Employee costs	370
370	Supplies and services	411
17	Capital expenditure	12
614	Total expenditure	793
(143)	Net (revenue)/expenditure	251

The cost of operating the scheme was funded by the income generated from PCNs. Employee costs which could not be allocated directly to the project have been apportioned based on the estimated staff time spent on the project.

Appendix D: LEZ Community Support Funding

Table D1: First Funding Round Project Status Update

Organisation	Project Name	Report Status	Reported?
Cassiltoun Housing Association	Get Active in Castlemilk Park	Cassiltoun HA successfully completed path improvements, woodland maintenance, mural repair and development of a wildflower meadow using staff, volunteers and materials/equipment funded through the CSF. Several public events to highlight the work were held during the project, with over 2000 people attending.	March 2026
Common Wheel	Build Your Own Bike and Beyond	Common Wheel have provided 12 teaching courses for 60 vulnerable members of the community to learn practical bike repair and maintenance techniques. This has allowed the development of new skills and confidence as well as providing participants with a fully refurbished bike for their own use at the end of the course. This encourages the use of sustainable transport as well as providing the skills and confidence to maintain the bikes for prolonged use. An additional £6000 value of bike repairs were carried out free of charge to members of the public as a result of this project.	March 2026
Garthamlock, Craigend & Gartloch Community Council	Growing a Greener Future	This project set out to deliver tree planting, bulb sowing and wildflower introduction in conjunction with Seven Lochs wetland park. To date around 30 trees and 7,000 bulbs have been planted, with the remainder of the planting to be completed by end of March.	March 2026
Glasgow Building Preservation Trust (GBPT)	The Air We Breathe	LEZ funding supported the Glasgow Doors Open Days. In 2025 the festival opened over 180 buildings and sites across the city, attracting over 35,000 visits. This project targeted GDODF's established audience to act - encouraging and	December 2025

Organisation	Project Name	Report Status	Reported?
		supporting the uptake of active travel, advocating for improved accessibility and celebrating the landmark improvements in Glasgow's air quality. Funding supported promotion and mapping of active travel options for attendees with free bike check ups. As part of the festival 'The Air We Breathe' exhibition documented the changing air quality of Glasgow, the origins of pollution, impact on public health, nature and on our buildings. The exhibition included interactive experiments supported by the University of Glasgow. A mobile version of this exhibition was cycled around the city, engaging citizens at several high footfall locations. The mobile exhibition included interactive activities designed to engage children and families. Funding resulted in a large Uptake of Active Travel: 48% of festival-goers surveyed chose active travel (walking or cycling) to travel between events or venues, and walking was the most popular mode of travel to explore the festival. An increase in access via public transport – 60% (up from 40% in 2024) was also reported. 'The Air We Breathe Exhibition' engaged citizens with the changes to air quality in Glasgow and the health and social improvements seen as a result of improved air quality.	
Glasgow Eco Trust	Community Centre-d Climate Action	Glasgow Eco Trust has developed a "community centre-d" climate action model. The aim of this initiative is for Glasgow Eco Trust to act as a lead partner with climate expertise, supporting and enabling local community organisations, schools	June 2026

Organisation	Project Name	Report Status	Reported?
		and others to develop the knowledge and skills required to develop the confidence and capability to take climate action, reduce carbon emissions and improve air quality. For this project we will deliver: > a school based food growing project working with two local primary schools and one nursery school > a community based sustainable transport project working with 10 local community organisations.	
Glasgow Kelvin College	Climate Engagement Learning Garden	With support from Glasgow City Council's LEZ Community Support Fund, Glasgow Kelvin College successfully delivered the Climate Engagement Learning Garden at its Easterhouse Campus. The project transformed a previously derelict and underused area of land into a vibrant, accessible, and sustainable learning garden that supports climate education, adaptation, biodiversity enhancement, and sustainable travel. The project delivered all planned activities in full, including: • Installation of a rainwater harvesting system, providing a sustainable, climate-resilient water source for the garden and reducing reliance on mains water. • Construction of accessible raised beds by Joinery students to support inclusive participation. • Planting of diverse vegetation, including pollinator-friendly plants, native hedges, orchard trees, a rewilded wildflower meadow, and the installation	February 2026

Organisation	Project Name	Report Status	Reported?
		of mini-habitats such as bee and bird boxes. • Establishment of vegetable and herb growing areas maintained by Supported Learning students, with produce used in Professional Cookery courses and Community Hub activities. • Installation of three secure cycle shelters to promote cycling and reduce reliance on high-emission transport. • Installation of educational signage to support climate engagement and awareness.	
Global Action Plan UK	Glasgow Healthcare for Cleaner Air	GAP UK developed local air quality action plans focused on the areas and activities associated with busy Glasgow hospitals. Funding also provided for the development of air quality educational materials and resources and participation at public events throughout the year to promote these. Full reporting awaited.	April 2026
Govan Community Project (GCP)	Bike Library	This project set out to deliver tree planting, bulb sowing and wildflower introduction in conjunction with Seven Lochs wetland park. To date around 30 trees and 7,000 bulbs have been planted, with the remainder of the planting to be completed by end of March. Reporting has been extended until then to allow full project completion.	March 2026
North West Glasgow Voluntary Sector Network	Plugged-In	The Plugged-In project has successfully enhanced and developed the IT equipment refurbishment and distribution project designed to help fight digital exclusion and environmental impacts of e-waste. The element of the project funded by the LEZ CSF has helped Plugged-In to receive the Care Scotland, Care Tech	March 2026

Organisation	Project Name	Report Status	Reported?
		Ethical & Green award in 2025. Full reporting awaited.	
Parents for Future Scotland (PfFS)*	Glasgow Children's Air Pollution Programme	Between August and December 2025, Parents for Future Scotland piloted an air pollution and active travel educational intervention in three of Glasgow's schools (Darnley, Ibrox and St Charles) to help reduce car use and air pollution around those schools. This combined proven school education packs on clean air and active travel with parent workshops; and supported these interventions by training active travel co-ordinators to support the set up of bike/walking buses. Highlights include: • 9 walking/cycling bus initiatives set up in 3 schools through new Active Travel Coordinator roles, improving air quality • 720 pupils and 85 parents received air pollution education, changing hearts and minds and demonstrating the need for active travel, improving the amenity of Glasgow making it vibrant, healthier and sustainable. • All schools saw a drop in the number of children travelling by car contributing to combatting climate change emissions. This was most significant at Darnley (143 down to 106) - car counts done by pupils • Ibrox bike bus is now parent-led rather than teacher-led. Ibrox has also seen a dramatic increase in the number of active travel badges awarded via the Living Streets Travel Tracker since the programme began (up from 58 badges in September to 159 badges in November), improving air quality.	February 2026

Organisation	Project Name	Report Status	Reported?
		• Darnley P5s have set up a Clean Air Collectives club every Wednesday, making Glasgow vibrant and healthier. • 20 parents learned to cycle through free lessons contributing to combatting climate change emissions.	
Parkhead Housing Association	Parkhead Housing Association's Community Gardens	PHA successfully delivered a local food growing and teaching facility at The Pantry Garden within the heart of Parkhead. Eight growing plots were developed for use by the Pantry and other local community organisations. The LEZ CSF helped to fund staff costs with appropriate H&S, Food Safety and First Aid training. Funding also provided equipment and materials costs for the growing plots, plants and trees for the wider Pantry Garden area and picnic benches for use by the public and garden users. This funding was significant in developing and updating the area for purposeful use by the local community.	February 2026
Queens Cross Housing Association (QCHA)	LEZ Go Play: Vibrant, Healthy and Sustainable City Play Spaces	New play equipment installed at the Dunard St and Wester Common Rd play parks along with planting activities at both and at adjacent grounds to enhance the amenity of the area and parks as a whole. Full reporting awaited.	March 2026
Shawlands Primary Parent Council	Shawlands primary school garden - reclaiming our space	Project delivered green screening of the school to improve the amenity of the site and reduce pollution exposure from local road sources. A new school garden was completed, rejuvenating unused land. Pupil engagement through indicative air quality monitoring and education.	June 2026
St Paul's Youth Forum	Flourish through Cycling	The project has made tangible and positive contributions to peoples' lives. The free bike aspect of the	March 2026

Organisation	Project Name	Report Status	Reported?
		project is particularly noteworthy as this part of the project contributes to the reduction of waste, provides prisoners with meaningful activities, gives a method of transport or exercise for some of the most vulnerable members of society, and is an example of the circular economy in action. The project has hired out bikes at the Seven Loch's Wetland Park, including adaptive bikes. The project has already vastly exceeded its initial target of 174 hires during the spring and summer months and will likely re-open during March, further exceeding its target. The breakdown of the bikes that were hired out is currently estimated as follows: 55% standard bikes; 24% of bikes children bikes; 11% adaptive bikes; 7% 'child carrier' bike; and 4% cargo bikes. These numbers illustrate that the project has allowed participants to try out a wide range of bikes and has been responsive to participants' varying needs. The project collaborated with HMP Barlinnie to recycle and upcycle bikes, providing inmates with a meaningful activity and tangible ways to benefit local communities. Bikes were also safety checked and, if needed, brought to a good standard by mechanics. The project is currently projected to provide in the region of the 174 bikes target. An estimate of benefactors' basic demographics such as gender and age will be available upon project completion. The majority of bikes went to people residing in the G33 and G21 postcode areas, which score very low on the SIMD. A more detailed breakdown regarding the	

Organisation	Project Name	Report Status	Reported?
		geographic spread of participants will be included in the final project report. The project has a target of 78 attendees at maintenance and repair services across five locations, with more locations scheduled. The project is currently projected to reach or slightly exceed its initial target.	
The Conservation Volunteers	Seven Lochs - Communities Connecting with Nature	The Conservation Volunteers (TCV), in partnership with Seven Lochs, aimed to deliver a transformative programme at key sites within Glasgow's Seven Lochs Wetland Park. Focused on reducing carbon emissions and climate adaptation, activities included peatland restoration, tree planting, food growing and biodiversity enhancements to sequester carbon and improve ecosystems. Project milestones achieved include: The Link at Ruchazie bulb and wildflower planting has been completed Commonhead Moss meadow creation is complete The Link at Ruchazie woodland management Denmilne woodland management complete Commonhead and Millerston Moss scrub removal targets met Improving entrances on Seven Lochs Trail at Commonhead Moss complete – including Drystone Wall Denmilne Community Action outdoor learning area complete Project outcomes were achieved through engagement and training of staff and volunteers as detailed within the full project report.	February 2026

Organisation	Project Name	Report Status	Reported?
Wheatley Foundation	Urban rewilding project	Wheatley Group have successfully re-seeded 8 areas as wildflower meadows using LEZ CSF funds as well as delivering scores of “seed ball” events with partners across the city, including 15 organised for older people’s supported accommodation. The fund supported activities have been completed. Wheatley Group have a small underspend in respect of the CSF allocation and have been granted permission to use this underspend for additional and related activities and expand the geographic benefits of their project - to work with schools and a community centre in Corkerhill and a youth group in Knightswood and a nursery in Drumchapel to plant out a new meadow (Corkerhill Train Station) and re-seed two existing meadows (Knightswood and Drumchapel). This extension has been approved with completion and full reporting due by end of March.	February 2026
Willowacre Trust	Energy Efficiency and Carbon Reduction Project for Barrowfield Community Centre	The project involved the design, supply, and installation of a 60 kWp rooftop solar array alongside a battery storage system, enabling the building to generate, store, and consume renewable electricity on-site, and to export surplus generation to the grid. The system was installed and commissioned on 31 May 2025 and has been fully operational since that date. As at 23 March 2026, the system is online, actively generating, and performing in line with expectations for a Glasgow latitude commercial installation. Total lifetime yield to date stands at 35,230 kWh, generating £12,683 in earnings for the organisation, which	March 2026

Organisation	Project Name	Report Status	Reported?
		technically equates to savings in energy costs.	
Women on Wheels	Pedal Forward	The project aimed to support women in transitioning from driving to cycling as their primary mode of transport, particularly for regular journeys. By promoting cycling as a means of transport, the initiative delivered significant benefits, including enhanced physical and mental health for participants as well as a reduction in carbon emissions, fostering a cleaner, greener environment for everyone. The project delivered tailored 1 to 1 training and motivation sessions, bike supply and maintenance and a range of wider guided rides and education sessions for participants.	March 2026

Table D2: Second Funding Round Project Summary

Organisation	Project Name	Applicant's Project Description	Location	Value
Toryglen Community Youth Project	On Yer Bike: Wheels for All Toryglen	On Yer Bike: Wheels for All Toryglen will expand our successful shared-use cycling scheme into a fully inclusive programme. We will purchase adapted bikes (trikes, tandems, handcycles) alongside additional standard bikes, ensuring children, young people, ASN participants, and families can all take part. A part-time Cycling Manager will be recruited to lead 2–3 weekly rides, manage bike loans, maintain equipment, and deliver sessions with schools and community groups. The project will reduce car journeys, improve health and wellbeing, tackle child poverty barriers, and embed youth-led employment pathways while strengthening GSCC as a green, accessible community hub.	Toryglen & surrounding areas	£38,070

Organisation	Project Name	Applicant's Project Description	Location	Value
South Seeds	Green Prescribing in Govanhill	A new green prescribing scheme in Govanhill will offer patients at the local health centre more than just treatment - it will give them fresh air, hands - on gardening, and a sense of community. Through regular visits to a nearby community garden, participants will have the chance to grow their own vegetables with friendly support along the way. The project aims to nurture wellbeing: connecting people with nature, encouraging time outdoors, and fostering social bonds in one of Glasgow's most densely populated neighbourhoods. By linking local healthcare practitioners to the health benefits of outdoor activity, we hope to inspire further green prescribing opportunities.	Govanhill	£23,000
Bikes for Refugees	Glasgow New Scots Bike Project	We will provide 120 isolated and socio-economically disadvantaged refugees and asylum seekers with access to free bicycles as an essential mode of sustainable transport. Alongside bicycles we will provide New Scots Welcome Packs containing cycling accessories and resources. The project will be fully delivered over a period of 7 months from December 2025 from our Govan based community hub with support from volunteers. Bike recipients will be targeted from our waiting list with people currently waiting for access to bikes for over 9 months.	Govan (G51) community hub and across other areas of multiple deprivation that includes communities across G52, G53, G45, G31, G32, G34, G21, G15, G5 etc	£27,665
North Glasgow Community Food Initiative	Growing Together: Empowering Communities through Sustainable Green Spaces	Our Community Gardens in Milton, Royston, and Springburn offer a programme of Gardening for Wellbeing sessions for adults; "Teeny Greenies" for early years and "Young Planters" for youth. We also work in partnerships such as with schools, nurseries, and recovery groups for tailored sessions. Furthermore, we deliver activities including community events like harvest days, meals, and holiday	Milton Community Garden Royston & Springburn Community Garden	£22,856

Organisation	Project Name	Applicant's Project Description	Location	Value
		programmes, fostering environmental awareness and promoting sustainable, healthy lifestyles aligned with Glasgow's Low Emission Zone goals. Our safe, inclusive green spaces allow local residents to connect with nature, learn about climate change, and enjoy seasonal, low-carbon food.		
			Total allocated funding	£111,591