Item 2

11th April 2023

Glasgow City Council

Net Zero and Climate Progress Monitoring City Policy Committee

Report by George Gillespie, Executive Director of Neighbourhoods, Regeneration & Sustainability

Contact: Gavin Slater Ext: 78347

LOW EMISSION ZONE (LEZ) - UPDATE

Purpose of Report:

To provide Committee with an update on the Glasgow Low Emission Zone, details of activities undertaken since the last update, and information on the next steps leading to general enforcement on 1 June 2023.

Recommendations:

It is recommended that Committee;

1) Notes the contents of this report
2) Notes the commitment to ongoing communications regarding LEZ enforcement
3) Notes the actions undertaken in relation to the LEZ since the last update and planned in the lead in to enforcement

Ward No(s):	Citywide: ✓
Local member(s) advised: Yes ☐ No ☐	consulted: Yes ☐ No ☐

1 Glasgow Low Emission Zone – Background

1.1 Scientific consensus, reinforced by an ever-increasing body of evidence, demonstrates that exposure to air pollution is harmful to people's health in terms of premature mortality and morbidity. Whilst mainly related to respiratory and cardiovascular disease, it is widely accepted that outdoor air pollution causes damage to human health across a range of conditions, from pre-birth to old age.

1.2 Glasgow City Council undertakes monitoring of air pollution levels across the city and significant progress has been made in improving the air quality experienced by residents and visitors. The city has previously declared Air Quality Management Areas (AQMA) for four areas in respect of exceedances of the air quality objectives, including one which covered the whole of the City of Glasgow. Improvements have resulted in the objectives being met in recent years with the exception of areas within the city centre AQMA where levels of nitrogen dioxide (NO_2) are still of concern. Following compliance with the air quality objectives in 2020 due to the impact of the pandemic, Glasgow city centre recorded a return to exceedances in 2021. Preliminary results for 2022 indicate that exceedances continue to be observed.

1.3 GCC introduced Scotland's first Low Emission Zone (LEZ) in 2018 which targeted emissions from the bus fleet and required progressive improvements in the number of cleaner buses entering the city centre. However, extensive modelling of options highlighted that bus fleet improvements would not be sufficient on their own to achieve compliance with the air quality objectives in the city centre.

1.4 At its meeting on 28 September 2017, the City Administration Committee (CAC) agreed to a set of proposals for phase 2 of the LEZ and identified key elements of Glasgow's journey towards this goal. Since that date, the predecessor to the Net Zero and Climate Monitoring City Policy Committee, the Environment, Sustainability, Carbon Reduction and City Policy Committee (ESCR), considered several updates on the development of the LEZ including reports on phase 1 of the LEZ and the two consultations undertaken to develop the LEZ final scheme design.

1.5 The paper detailing the LEZ final scheme design and intention to undertake Ministerial Submission was presented to ESCR on 7 March 2022 and the City Administration Committee on 10 March 2022. This received Committee approval but was called in for further examination on the 23 March 2022 at the Finance and Audit Scrutiny Committee where the decision to approve at CAC was upheld.

1.6 The LEZ final scheme design was submitted to Scottish Ministers for final approval, which was received on 19 May 2022. The LEZ therefore came into effect on 31 May 2022 beginning a one-year grace period before general enforcement begins on 1 June 2023.

1.7 A further report on the LEZ, the workplan leading towards general enforcement and the criteria by which time-limited exemptions would be considered in respect of public hire taxis was presented to the Net Zero and Climate Progress Monitoring City Policy Committee on 20 September 2022. This report was also presented to the City Administration Committee on 13 October 2022.

2 Progress Since Last Update

2.1 The LEZ Enforcement Working Group continues to oversee the project planning for the operational phase of the LEZ. This working group comprises representatives from Roads, Parking Services, Technical Services, Communications, Sustainability, Finance, and CGI. This group complements the work undertaken by the national enforcement group, comprising representatives from the four LEZ cities, Transport Scotland and other organisations as required.

2.2 The Final Contract Change in respect of LEZ Enforcement Solution Implementation has been approved and enacted between NRS and CGI. As part of this contract, Videalert have been appointed as the supplier of the camera enforcement system and back-office solutions. Videalert has successfully provided services for a number of Clean Air Zones (CAZ) in England and is also the preferred supplier for the three other Scottish LEZ cities. This experience should ensure a suitable solution is provided and a consistent approach, with potential for associated savings, is realised.

2.3 Integration of the camera solution with the back-office systems is also being overseen by CGI and forms part of this contract. CGI have responsibility for integrating the enforcement solution with the existing Imperial 3Sixty back-office processing system for Penalty Charge Notices and associated financial systems.

2.4 Installation of enforcement infrastructure has been completed with electrical supplies, ducting, camera poles etc. installed at 23 enforcement locations.

2.5 Technical Services have installed official signage at all entry points to the LEZ with supplementary on-road markings at suitable locations. Additional signage on the motorway has been installed by Amey on behalf of Transport Scotland. Signage installation has significantly enhanced public awareness of the forthcoming enforcement of the LEZ. (Signage pic available and attached)

2.6 Communications activities have continued in accordance with the LEZ Communications and Engagement Plan. This has included the ‘Plan Ahead for the LEZ’ publicity campaign and featured the first two tranches of the high-profile LEZ television campaign as well as ongoing and complementary radio campaigns, promoted social media posts and outdoor advertising.

2.7 An application has been made for LEZ funding for 2023/24 in respect of funding for LEZ enforcement and support staff and ongoing communications costs.

3 Taxi Exemption Process

3.1 A further letter was sent in December 2022 to all public hire taxi operators, informing them of the LEZ enforcement, the support available and the expected timeline for the introduction of the application process for time-limited exemptions. This letter also detailed the criteria under which exemption applications would be considered, as approved by the City Administration Committee on 13 October 2022.

3.2 Following correspondence from Unite the Union, representatives met with the Leader of the Council and the Convenor for Climate, Glasgow Green Deal, Transport and City Centre Recovery to discuss the forthcoming guidance around the taxi exemption application process. It was agreed that this would be shared with the union for comment prior to publication.

3.3 Officers shared the proposed guidance, which detailed the exemption criteria, the evidence requirements and other details of the application process. Taxi operators will need to apply for the temporary exemption and show they either do not have access to a funded retrofit solution or that they have applied for, or submitted an expression of interest in, securing retrofit funding, but are waiting for confirmation of funding/work commencing. Positive feedback was received from the union, including proposed changes which were subsequently incorporated in the process.

3.4 The amended application process was published on the LEZ website on 29th March and, at time of writing on 3rd April, over 100 applications have been received. Officers will process these in a timely manner and take a pragmatic and flexible approach in consideration of applications. With the application process now open, no public hire taxi should be unable to continue operating in June as a result of the LEZ, with flexibility up until June 2024 provided to support the transition to compliance.

4 Priorities / Next Steps

4.1 Communications activities will continue in accordance with the LEZ Communications and Engagement Plan. The high-level actions from the Plan are shown in the table in Appendix A.

4.2 Videalert will complete installation of the cameras on the previously installed infrastructure and complete the certification required under the LEZ Regulations for use as an approved enforcement system. Installation is planned for week beginning 17th April and expected to take three days.

4.3 CGI will coordinate User Access Testing (UAT) of the LEZ enforcement solution. Testing will involve internal and external stakeholders and scope will cover every facet of the system from camera level, through the database look ups and back office system.

4.4 Exemption whitelists will be compiled for both national exemptions such as emergency services and local exemptions such as taxis which meet the exemption criteria. These will be integrated with the enforcement solution.

4.5 NRS Parking Services will assume ongoing responsibility for the operation of LEZ enforcement from 1 June 2023.

5 Policy and Resource Implications

Resource Implications:

Financial:	Grant funding for the LEZ and associated projects is provided by the Scottish Government and administered by Transport Scotland. LEZ support funding is designed by Transport Scotland and administered through the Energy Saving Trust.
Legal:	Progress on the LEZ is dependent on the Transport (Scotland) Act 2019 and the associated Regulations which came into force on 31st May 2021. The LEZ was legally established in Glasgow on 31st May 2022.
Personnel:	LEZ actions will be undertaken using existing staff resources, partner organisations and consultant support. Additional staff resources for enforcement will be required and funding is subject to LEZ grant application.
Procurement:	Procurement has been undertaken in respect of LEZ projects such as communications and engagement, consultant support and consultation activities. Procurement of capital purchase for enforcement equipment, infrastructure and back office is underway.

Council Strategic Plan: Specify which Grand Challenge (s) and Mission (s) the proposal supports. Where appropriate the relevant Commitment can also be listed.

The plan supports Grand challenge 3: Fight Climate Emergency in a Just Transition to Net Zero; Mission 1, Deliver sustainable transport and travel aligned with the city region

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.	The LEZ is supportive of the Council's stated Equality outcomes.
What are the potential equality impacts as a result of this report?	The LEZ is aimed at protecting the health of some of Glasgow's most vulnerable residents. An EQIA screening of the first phase of the LEZ has been undertaken - Link A further EQIA for phase 2 of the LEZ has been undertaken as part of the Integrated Impact Assessment. Poor air quality differentially impacts on residents with prior health conditions and improvements in air quality should therefore provide benefits.
Please highlight if the policy/proposal will help address socio-economic disadvantage.	Socio-economic impacts have been considered as part of the Integrated Impact Assessment of Phase 2 of the LEZ.

Climate Impacts:

Does the proposal support any Climate Plan actions? Please specify:	Development of the LEZ directly addresses actions 22 and 53 of the Climate Plan. It also contributes towards actions 26,33,54,55 and 56.
What are the potential climate impacts as a result of this proposal?	One of the statutory objectives of any Scottish LEZ is to contribute to climate change targets. This is expected to provide a slight beneficial impact based on preferential entry conditions being applied to low and zero emissions vehicles. Impacts have been further quantified through modelling conducted by SEPA as slight beneficial. Further beneficial impacts will be achieved through ancillary measures.
Will the proposal contribute to	The LEZ will contribute to the reduction of carbon emissions within the city centre and beyond through the promotion of low and zero

Glasgow's net zero carbon target?	emission vehicles. Impacts of direct emission impacts have been quantified through modelling conducted by SEPA. Ancillary benefits will continue to be quantified as the LEZ progresses.
Privacy and Data Protection Impacts:	This report has no immediate impacts upon privacy or data protection. However, data collection as part of any enforcement of the LEZ will be fully considered for compliance with relevant legislation and procedures.

6 Recommendations

6.1 It is recommended that Committee;

1) Notes the contents of this report
2) Notes the commitment to ongoing communications regarding LEZ enforcement
3) Notes the actions undertaken in relation to the LEZ since the last update and planned in the lead in to enforcement

Appendix A: Communications High Level Actions

Work Area/Theme:	High Level Action(s):
January/February 2023	Generic LEZ publicity – social media etc.
February/March 2023	Second burst of 'Plan Ahead for the LEZ' publicity campaign: • TV • Radio • Promoted social media posts • Outdoor • Digital
	Request made to boundary local authorities to share LEZ social media messaging and via internal communications to their staff
March 2023	Generic LEZ publicity and targeted engagement on the availability of the DVLA registration checker
	Continuation of council family internal communications to reinforce the Plan Ahead for the LEZ message and publicise the DVLA reg. checking tool
	Mail drop (#2) to LEZ residents to remind them of grace period and if applicable, funding availability
April 2023	Generic LEZ publicity – social media etc that will highlight scheme specifics such as exemptions, emission standards and key dates
	Targeted communications on the availability of the exemptions interface for blue badge holders
	Supplementary burst of Plan Ahead TV ads from 21 April – 30 April 2023
May 2023	Third burst of 'Plan Ahead for the LEZ' publicity campaign: • TV • Radio • Promoted social media posts • Outdoor • Digital
	One month to go communications – media release, social media and internal staff communications
June 2023	Glasgow's LEZ Phase 2 enforcement starts: Fourth burst of the LEZ publicity campaign (tailored for post-implementation): • TV • Radio • Promoted social media posts • Outdoor • Digital LEZ enforcement will be publicised by way of a press release, media interviews, social media and web content.
	Clean Air Day communications
Remainder of 2023	Continuation of generalised LEZ comms and highlighting positive news stories around air quality
April 2024	Mail drop #3 to LEZ residents to remind them of impending enforcement and the availability of any funding as appropriate
June 2024	Glasgow's LEZ Phase 2 full enforcement begins with zone residents' vehicles now in scope – significant media/PR opportunity, with detailed communication plan to be created nearer the time
Post 2024	Revisit LEZ as appropriate to highlight anticipated improvements in air quality