



Glasgow City Council

Net Zero and Climate Progress Monitoring City  
Policy Committee

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

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**Item 4**

13th August 2024

**UPDATE ON THE GLASGOW LOW EMISSION ZONE STATUTORY ANNUAL  
REPORT 2023/24**

**Purpose of Report:**

To provide Committee with an update on the Glasgow Low Emission Zone statutory reporting for financial year 2023/2024.

**Recommendations:**

The Committee is asked to:

- 1) Note the contents of this report;
- 2) Note that this report will be updated annually.

Ward No(s):

Citywide: ✓

Local member(s) advised: Yes  No ✓

consulted: Yes  No ✓

## 1. Introduction

1.1 Glasgow City Council introduced Scotland's first Low Emission Zone (LEZ) in Glasgow City Centre in 2018, which targeted an improvement in 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.

1.2 As such, the [LEZ final scheme design](#), incorporating all other vehicle types into the LEZ, was submitted to Scottish Ministers for final approval, received on 19th May 2022. The LEZ therefore came into effect on 31 May 2022, beginning a one-year grace period before general enforcement began on 1 June 2023.

1.3 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.

1.5 This report to Committee therefore summarises the content of the LEZ Annual Report. The full draft LEZ Annual Report can be found as Appendix A to this report.

## 2. Required Content of the 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 (NO<sub>2</sub>) 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.
- 2.4 The LAQM Annual Progress Report 2024 will include detailed analysis of the impact of the LEZ on pollution levels and include post-LEZ implementation analysis undertaken by the Scottish Environment Protection Agency (SEPA), replicating the analysis undertaken prior to the LEZ being introduced.

### 3 LEZ Penalty Charge Notices and Appeals

- 3.1 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 City Council [LEZ website](#) since enforcement of the LEZ began. This information, for the financial year 2023/24, is replicated within the report.
- 3.2 Between 1<sup>st</sup> June 2023 and 31<sup>st</sup> March 2024 a total of 38,294 PCNs were issued for non-compliant vehicle entry to the Glasgow LEZ. The monthly totals of issued PCNs, broken down by level of escalation of the PCN, are shown in Table 1 below.

**Table 1: LEZ Penalty Charge Notices (PCNs) issued**

|                       | <b>PCN 1</b> | <b>PCN 2</b>  | <b>PCN 3</b>  | <b>PCN 4</b>  | <b>PCN 5</b>  | <b>Total</b> |
|-----------------------|--------------|---------------|---------------|---------------|---------------|--------------|
|                       | <b>(£60)</b> | <b>(£120)</b> | <b>(£240)</b> | <b>(£480)</b> | <b>(£960)</b> |              |
| <b>June 2023</b>      | 2897         | 0             | 0             | 0             | 0             | <b>2897</b>  |
| <b>July 2023</b>      | 5365         | 687           | 85            | 1             | 1             | <b>6139</b>  |
| <b>August 2023</b>    | 4848         | 607           | 201           | 80            | 21            | <b>5757</b>  |
| <b>September 2023</b> | 4404         | 569           | 196           | 83            | 89            | <b>5341</b>  |

|                      |              |             |            |            |            |              |
|----------------------|--------------|-------------|------------|------------|------------|--------------|
| <b>October 2023</b>  | 1834         | 228         | 69         | 54         | 51         | <b>2236</b>  |
| <b>November 2023</b> | 3037         | 227         | 81         | 34         | 60         | <b>3439</b>  |
| <b>December 2023</b> | 2947         | 301         | 75         | 50         | 98         | <b>3471</b>  |
| <b>January 2024</b>  | 2391         | 275         | 76         | 45         | 127        | <b>2914</b>  |
| <b>February 2024</b> | 2487         | 261         | 102        | 38         | 113        | <b>3001</b>  |
| <b>March 2024</b>    | 2548         | 285         | 84         | 52         | 130        | <b>3099</b>  |
| <b>Total</b>         | <b>32758</b> | <b>3440</b> | <b>969</b> | <b>437</b> | <b>690</b> | <b>38294</b> |

3.3 To allow for a period of familiarisation during its first month of operation, non-compliant vehicles detected in Glasgow's LEZ received a maximum of one Penalty Charge Notice (PCN) in June 2023. Surcharging, whereby the penalty amount doubles for subsequent LEZ breaches by the same vehicle, started in July and commences after the first (or previous) PCN can be expected to have been received by the vehicle's registered keeper.

3.4 Following the first few months of LEZ enforcement, the level of PCNs issued has remained relatively stable at around 3000 per month.

3.5 As of 31<sup>st</sup> March 2024, 5,692 appeals against an LEZ PCN have been received, with 31% (1,765) 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 have been cancelled for other reasons such as a diversion being in place forcing vehicles into the LEZ.

3.6 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

Others reasons stated included that the driver didn't know the LEZ was in place, they were unaware of the LEZ, they were taken into the LEZ by Sat Nav, and/or they are no longer the keeper of the vehicle.

3.7 Unsuccessful appeals are eligible to refer their appeal to an independent adjudicator and, up to 31<sup>st</sup> March 2024, 181 such cases have been submitted. Of these, 46 were reviewed by GCC and the decision was made not to contest leading to the PCN being cancelled. This was generally due to additional evidence being presented to the adjudicator which was not presented in the original appeal. A further 46 appeals were allowed by the adjudicator and the PCN cancelled. 11 appeals were unsuccessful with the PCN upheld, 6 were

withdrawn by the applicant and 55 were still within the system awaiting a hearing.

#### 4 LEZ Income and Expenditure

- 4.1 Between 1<sup>st</sup> June 2023 and 31<sup>st</sup> March 2024 a total of £993,935 was received in payment of LEZ penalty charge notices. £11,520 was subsequently refunded following appeals or cancellations, resulting in net revenue from PCN payments for the financial year of £982,415.
- 4.2 Table 2 below provides detail on the number, and level, of each received payment or issued refund during the financial year.

**Table 2: LEZ Penalty Charge Notices (PCNs) Payments / Refunds**

| <b>Payment / Refund Level</b> | <b>Number</b> | <b>Total (£)</b> |
|-------------------------------|---------------|------------------|
| -£240 (refund)                | 2             | -480             |
| -£120 (refund)                | 3             | -360             |
| -£90 (refund)                 | 1             | -90              |
| -£60 (refund)                 | 32            | -1,920           |
| -£30 (refund)                 | 289           | -8,670           |
| £5                            | 1             | 5                |
| £30                           | 21127         | 633,810          |
| £60                           | 2684          | 161,040          |
| £90                           | 1112          | 100,080          |
| £120                          | 309           | 37,080           |
| £150                          | 6             | 900              |
| £180                          | 103           | 18,540           |
| £240                          | 134           | 32,160           |
| £360                          | 14            | 5,040            |
| £480                          | 5             | 2,400            |
| £720                          | 4             | 2,880            |
| <b>Total</b>                  | <b>25,826</b> | <b>982,415</b>   |

- 4.3 The majority of LEZ PCN payments received (21,127) 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. Work is ongoing in respect of the reporting system to improve the level of detail available.
- 4.4 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 1<sup>st</sup> June 2023. These are summarised in Table 3 below. These costs include both grant funded and non-grant funded expenditure.

**Table 3: 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               |
| <b>Total</b> | <b>1,582,040</b>             | <b>380,843</b>                   | <b>1,962,783</b>      |

- 4.5 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 31<sup>st</sup> March 2024, the Council had received £900,000 in capital funding, with £598,275 of capital expenditure incurred by the end of the financial year. The remaining funding was carried forward to 2024/25. This is analysed in the table below:

**Table 4: LEZ Capital Spend**

| Year               | Capital Expenditure (£) |
|--------------------|-------------------------|
| 2022/23            | 32,410                  |
| 2023/24            | 565,865                 |
| 2024/25 (estimate) | 301,275                 |
| <b>Total</b>       | <b>900,000</b>          |

- 4.6 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. Total revenue grant funding for these activities in 2023/24 amounted to £564,371.

- 4.7 In 2023/24, the scheme generated a net revenue of £747,511. This represents the amount of funding allocable to future projects which contribute toward the achievement of these objectives. The net revenue for the financial year is analysed in the table below:

**Table 5: Net Revenue generated by the Low Emissions Zone in 2023/24**

| Category                         | £         | £                |
|----------------------------------|-----------|------------------|
| Revenue from fines and penalties |           | (982,415)        |
| Total revenue costs:             | 799,275   |                  |
| Less: grant funded costs         | (564,371) |                  |
| Net revenue costs                |           | 234,904          |
| <b>Net (revenue)/expenditure</b> |           | <b>(747,511)</b> |

- 4.8 The Council had incurred total costs related to the LEZ scheme of £2,561,058 by 31<sup>st</sup> March 2024. Of this, £2,180,315 was attributable to revenue and capital grant funding provided by the Scottish Government. The remaining costs totalling £234,904, incurred whilst the LEZ was operational, were offset against the income generated by the scheme to derive the net revenue allocatable to future projects. An analysis of total expenditure to date is included in the table below:

**Table 6: Analysis of Total LEZ Expenditure 2018/19 to 2023/24**

| <b>Year</b>  | <b>Grant-Funded Revenue Expenditure (£)</b> | <b>Non-Grant Funded Revenue Expenditure (£)</b> | <b>Capital Expenditure (£)</b> | <b>Total Expenditure (£)</b> |
|--------------|---|---|--------------------------------|------------------------------|
| 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                    |
| <b>Total</b> | <b>1,582,040</b>                            | <b>380,744</b>                                  | <b>598,275</b>                 | <b>2,561,058</b>             |

## **5 Next Steps**

- 5.1 In accordance with the legislative requirements and guidance, the LEZ Annual Report will be published on the LEZ website, a copy of the report will be sent to the Scottish Ministers, and a copy of the report will be laid before the Scottish Parliament.
- 5.2 Legislation allows for local authorities to use residual revenue 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. This first LEZ Annual Report details that no such spend has yet been incurred as the quantum of available funding was to be determined.
- 5.3 Net allocatable revenue of £747,511 was generated by the scheme in 2023/24. The recent Council Budget directed that £250k of 23/24 LEZ revenues be allocated to city greening and tree planting activity, with a further £250k allocated to broader climate action activity. The mechanism by which specific project funding will be allocated using these and any future revenues will be brought to this Committee in September alongside the Air Quality Annual Performance Report.

- 5.4 The Air Quality Annual Progress Report will include an appraisal of the impact of the LEZ on air pollution levels.
- 5.5 An update report will be published on an annual basis, with the next report detailing the LEZ performance for financial year 2024/25.

## 6 Policy and Resource Implications

### Resource Implications:

|                                |  |
|--------------------------------|--|
| <i>Financial:</i>              | <p>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.</p> <p>Grant funding for LEZ operational staff costs is unavailable for 2024/25 and beyond and these costs will be expected to be covered through LEZ revenue.</p> |
| <i>Legal:</i>                  | <p>The LEZ is dependent on the Transport (Scotland) Act 2019 and the associated Regulations which came into force on 31 May 2021. The LEZ was legally established in Glasgow on 31 May 2022.</p> <p>The LEZ was subject to Judicial Review where the actions of GCC were found to be entirely consistent with legislation, regulations and guidance.</p>   |
| <i>Personnel:</i>              | <p>LEZ actions will be undertaken using existing staff resources, partner organisations and consultant support. Grant funding for LEZ operational staff is not available for 2024/25 and beyond.</p>   |
| <i>Procurement:</i>            | <p>Procurement has been undertaken in respect of LEZ projects such as communications and engagement, consultant support, consultation activities and capital purchase for enforcement equipment, infrastructure and back office systems.</p>   |
| <b>Council Strategic Plan:</b> | <p>The plan supports Grand challenge 3: Fight Climate Emergency in a Just Transition to Net</p>  |



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 does not impact on any of the Council's service delivery 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 Glasgow's net zero carbon target?*

The LEZ will contribute to the reduction of carbon emissions within the City Centre and beyond through the promotion of low and zero 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 has been fully considered for compliance with relevant legislation and procedures.

## **7 Recommendations**

7.1 It is recommended that Committee;

- 1) Note the contents of this report;
- 2) Note that this report will be updated annually.

## **Appendix A: Glasgow Low Emission Zone Annual Report**

# Glasgow Low Emission Zone Annual Report 2024



2024 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 2024

|                         |   |
|-------------------------|---|
| Information             | Glasgow City Council                          |
| Department              | Neighbourhoods, Regeneration & Sustainability |
| Address                 | 231 George Street, Glasgow<br>G1 1RX.         |
| Telephone               | 0141 287 6628                                 |
| E-mail                  | LEZ@glasgow.gov.uk                            |
| Report Reference Number | GCC/LEZ/AUG23                                 |
| Date                    | August 2024                                   |

## 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 1<sup>st</sup> 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 (NO<sub>2</sub>) 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.
- 2.4 The LAQM Annual Progress Report 2024 will include detailed analysis of the impact of the LEZ on pollution levels and include post-LEZ implementation analysis undertaken by the Scottish Environment Protection Agency (SEPA), replicating the analysis undertaken prior to the LEZ being introduced.

### 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 **31<sup>st</sup> 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 **1<sup>st</sup> 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.

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 [LEZ website](#) since enforcement of the LEZ began. This information, for the financial year 2023/24, is replicated within the report.

4.1.3 Between 1<sup>st</sup> June 2023 and 31<sup>st</sup> March 2024 a total of 38,294 PCNs were issued for non-compliant vehicle entry to the Glasgow LEZ. The monthly totals of issued PCNs, and the relative level of the PCN, are shown in Table 1 below.

**Table 1: LEZ Penalty Charge Notices (PCNs) issued**

|                       | <b>PCN 1<br/>(£60)</b> | <b>PCN 2<br/>(£120)</b> | <b>PCN 3<br/>(£240)</b> | <b>PCN 4<br/>(£480)</b> | <b>PCN 5<br/>(£960)</b> | <b>Total</b> |
|-----------------------|------------------------|-------------------------|-------------------------|-------------------------|-------------------------|--------------|
| <b>June 2023</b>      | 2897                   | 0                       | 0                       | 0                       | 0                       | <b>2897</b>  |
| <b>July 2023</b>      | 5365                   | 687                     | 85                      | 1                       | 1                       | <b>6139</b>  |
| <b>August 2023</b>    | 4848                   | 607                     | 201                     | 80                      | 21                      | <b>5757</b>  |
| <b>September 2023</b> | 4404                   | 569                     | 196                     | 83                      | 89                      | <b>5341</b>  |
| <b>October 2023</b>   | 1834                   | 228                     | 69                      | 54                      | 51                      | <b>2236</b>  |
| <b>November 2023</b>  | 3037                   | 227                     | 81                      | 34                      | 60                      | <b>3439</b>  |
| <b>December 2023</b>  | 2947                   | 301                     | 75                      | 50                      | 98                      | <b>3471</b>  |
| <b>January 2024</b>   | 2391                   | 275                     | 76                      | 45                      | 127                     | <b>2914</b>  |
| <b>February 2024</b>  | 2487                   | 261                     | 102                     | 38                      | 113                     | <b>3001</b>  |
| <b>March 2024</b>     | 2548                   | 285                     | 84                      | 52                      | 130                     | <b>3099</b>  |
| <b>Total</b>          | <b>32758</b>           | <b>3440</b>             | <b>969</b>              | <b>437</b>              | <b>690</b>              | <b>38294</b> |

4.1.3 To allow for a period of familiarisation during its first month of operation, non-compliant vehicles detected in Glasgow's LEZ received a maximum of one Penalty Charge Notice (PCN) in June 2023. Surcharging, whereby the penalty amount doubles for subsequent LEZ breaches by the same vehicle, started in July and commences after the first (or previous) PCN can be expected to have been received by the vehicle's registered keeper. Following the first few months of LEZ enforcement, the level of PCNs issued has remained relatively stable at around 3000 per month.

## **4.2 LEZ Penalty Charge Appeals**

4.2.1 As of 31<sup>st</sup> March 2024, 5,692 appeals against an LEZ PCN have been received, with 31% (1,765) 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.

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

Others reasons stated included that the driver didn't know the LEZ was in place, they were unaware of the LEZ, they were taken into the LEZ by Sat Nav, and/or they are no longer the keeper of the vehicle.

4.2.3 Unsuccessful appeals are eligible to refer their appeal to an independent adjudicator and, up to 31<sup>st</sup> March 2024, 181 such cases have been submitted. Of these, 46 were reviewed by GCC and the decision was made not to contest leading to the PCN being cancelled. This was generally due to additional evidence being presented to the adjudicator which was not presented in the original appeal. A further 46 appeals were allowed by the adjudicator and the PCN cancelled. 11 appeals were unsuccessful with the PCN upheld, 6 were withdrawn by the applicant and 55 were still within the system awaiting a hearing.

## **5 Glasgow LEZ – Income and Expenditure**

### **5.1 Penalty Charge Income**

5.1.1 Between 1<sup>st</sup> June 2023 and 31<sup>st</sup> March 2024 a total of £993,935 was received in payment of LEZ penalty charge notices. £11,520 was subsequently refunded following appeals or cancellations, resulting in net revenue from PCN payments for the financial year of £982,415.

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 2: LEZ Penalty Charge Notices (PCNs) Payments / Refunds**

| <b>Payment / Refund Level</b> | <b>Number</b> | <b>Total (£)</b> |
|-------------------------------|---------------|------------------|
| -£240 (refund)                | 2             | -480             |
| -£120 (refund)                | 3             | -360             |
| -£90 (refund)                 | 1             | -90              |
| -£60 (refund)                 | 32            | -1,920           |
| -£30 (refund)                 | 289           | -8,670           |
| £5                            | 1             | 5                |
| £30                           | 21127         | 633,810          |
| £60                           | 2684          | 161,040          |
| £90                           | 1112          | 100,080          |
| £120                          | 309           | 37,080           |
| £150                          | 6             | 900              |
| £180                          | 103           | 18,540           |
| £240                          | 134           | 32,160           |
| £360                          | 14            | 5,040            |
| £480                          | 5             | 2,400            |
| £720                          | 4             | 2,880            |
| <b>Total</b>                  | <b>25,826</b> | <b>982,415</b>   |

5.1.3 The majority of LEZ PCN payments received (21,127) 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. Work is ongoing in respect of the reporting system to improve the level of detail available.

## 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 1<sup>st</sup> June 2023. These are summarised in Table 3 below. These costs include both grant funded and non-grant funded expenditure.

**Table 3: LEZ Development Spend**

| <b>Year</b> | <b>Grant Funded Expenditure (£)</b> | <b>Non-Grant Funded Expenditure (£)</b> | <b>Total Expenditure (£)</b> |
|-------------|-------------------------------------|---|------------------------------|
| 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          |
| <b>Total</b> | <b>1,582,040</b> | <b>380,843</b> | <b>1,962,783</b> |

### 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 31<sup>st</sup> March 2024, the Council had received £900,000 in capital funding, with £598,275 of capital expenditure incurred by the end of the financial year. The remaining funding was carried forward to 2024/25. This is analysed in Table 4 below:

**Table 4: LEZ Capital Spend**

| Year               | Capital Expenditure (£) |
|--------------------|-------------------------|
| 2022/23            | 32,410                  |
| 2023/24            | 565,865                 |
| 2024/25 (estimate) | 301,275                 |
| <b>Total</b>       | <b>900,000</b>          |

### 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. Total revenue grant funding for these activities in 2023/24 amounted to £564,371.

5.4.2 As set out in the legislation, the net revenue of the scheme can only be applied for the purposes of facilitating the achievement of the scheme's mandatory and/or discretionary objectives. In 2023/24, the scheme generated a net revenue of £747,511. This represents the amount of funding allocable to future projects which contribute toward the achievement of these objectives. The net revenue for the financial year is analysed in Table below:

**Table 5: Net Revenue generated by the Low Emissions Zone in 2023/24**

| Category                         | £         | £                |
|----------------------------------|-----------|------------------|
| Revenue from fines and penalties |           | (982,415)        |
| Total revenue costs:             | 799,275   |                  |
| Less: grant funded costs         | (564,371) |                  |
| Net revenue costs                |           | 234,904          |
| <b>Net (revenue)/expenditure</b> |           | <b>(747,511)</b> |

## 5.5 Summary of Total Expenditure

5.5.1 The Council had incurred total costs related to the LEZ scheme of £2,561,058 by 31<sup>st</sup> March 2024. Of this, £2,180,315 was attributable to revenue and capital grant funding provided by the Scottish Government. The remaining costs totalling £234,904, incurred whilst the LEZ was operational, were offset against the income generated by the scheme to derive the net revenue allocable to future projects. An analysis of total expenditure to date is included in the table below:

**Table 6: Analysis of Total LEZ Expenditure 2018/19 to 2023/24**

| <b>Year</b>  | <b>Grant-Funded Revenue Expenditure (£)</b> | <b>Non-Grant Funded Revenue Expenditure (£)</b> | <b>Capital Expenditure (£)</b> | <b>Total Expenditure (£)</b> |
|--------------|---|---|--------------------------------|------------------------------|
| 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                    |
| <b>Total</b> | <b>1,582,040</b>                            | <b>380,744</b>                                  | <b>598,275</b>                 | <b>2,561,058</b>             |

## 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. This first LEZ Annual Report details that no such spend was incurred in financial year 2023/24 as the quantum of available funding was yet to be determined.

6.2 Net allocatable revenue of £747,511 was generated by the scheme in 2023/24. The recent Council Budget directed that £250k of 2023/24 LEZ revenues be allocated to tree planting activity, with a further £250k allocated to broader climate action activity. The mechanism by which specific project funding will be allocated will be brought to the relevant committees for approval, with funding allocation and spend expected within financial year 2024/25. Any additional spend of residual revenue on projects will be fully reported in future updates.

## **7 Next Steps**

- 5.4 The Air Quality Annual Progress Report will include an appraisal of the impact of the LEZ on air pollution levels and will be published in early autumn 2024.
- 5.5 An update report will be published on an annual basis, with the next report detailing the LEZ performance for financial year 2024/25. This report will include detail of allocatable revenue spend on suitable projects.

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

Figure 1: Map of the LEZ





**Table 1: Schedule of Roads within the LEZ**

| <b>Road Name</b>        | <b>Length of Road within LEZ</b>  |
|-------------------------|---|
| 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 kerblines 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 kerblines of Stirling Road to the extended south kerblines 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 1: 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 2: 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: <ul style="list-style-type: none"> <li>• an ambulance (which is not exempt under the Regulations)</li> <li>• a hearse</li> <li>• a motor caravan</li> </ul> | Euro 6              | M1, M2, M3         |

**Table 3: Positive Ignition (Petrol and Gas) Engine, LEZ Emission Standards**

| <b>Vehicle Category</b>  | <b>Emissions Standards</b> | <b>Euro category</b> |
|--|----------------------------|----------------------|
| 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: <ul style="list-style-type: none"><li>• an ambulance (which is not exempt under the Regulations)</li><li>• a hearse</li></ul> a motor caravan | Euro 4                     | M1, M2, M3           |



**Table 4: National Exemptions Applying to the Glasgow LEZ**

| <b>Vehicle type or classification</b> | <b>Description</b>  |
|---------------------------------------|---|
| Emergency Vehicles                    | <p>The vehicle is being driven by any person who is:</p> <ul style="list-style-type: none"> <li>• undertaking their duty as a constable</li> <li>• providing a response to an emergency at the request of the Scottish Ambulance Service Board</li> <li>• exercising the functions of the Scottish Ambulance Service Board, the Scottish Fire and Rescue Service, Her Majesty's Coastguard or the National Crime Agency</li> </ul>  |
| Naval, Military or Air Force Vehicles | <ul style="list-style-type: none"> <li>• Vehicles being used for naval, military or air force purposes.</li> </ul>  |
| Historic Vehicles                     | <ul style="list-style-type: none"> <li>• The vehicle was manufactured, or registered under the Vehicle Excise and Registration Act 1994, for the first time at least 30 years ago</li> <li>• The vehicle is no longer in production, and</li> <li>• 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.</li> </ul>   |
| Vehicles for Disabled Persons*        | <ul style="list-style-type: none"> <li>• 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,</li> <li>• a passenger in the vehicle has been issued with a badge under that section of that Act, or</li> <li>• a badge for the vehicle has been issued under section 21(4) of that Act,</li> <li>• 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</li> <li>• 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).</li> </ul> |
| Showman Vehicles                      | <ul style="list-style-type: none"> <li>• 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</li> </ul>   |

\*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 5: Penalty Charges Applying to the Glasgow LEZ**

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