



**Glasgow City Council**

**Net Zero and Climate Progress Monitoring City  
Policy Committee**

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

**Contact: Gavin Slater**

**Ext: 78347**

**Item 7**

**23rd September 2025**

## **ANNUAL UPDATE ON GLASGOW LOW EMISSION ZONE**

### **Purpose of Report:**

To provide Committee with an update on the Glasgow Low Emission Zone statutory reporting for financial year 2024/25.

### **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 approval, which was 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.
- 1.4 This report to Committee therefore summarises the content of the LEZ Annual Report. The full 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 is made available through 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](#) included detailed analysis of the impact of the LEZ on pollution levels for the first seven months of operation during 2023. The Annual Progress Report 2025 will include detailed analysis of the first full calendar year of operation of the LEZ 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) continues to be 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 2024/25, is replicated within the report.
- 3.2 Between 1<sup>st</sup> June 2024 and 31<sup>st</sup> March 2025 a total of 29838 PCNs were issued for non-compliant vehicle entry to the Glasgow LEZ. The monthly totals of issued PCNs are shown in Table 1 below. Surcharging, whereby the penalty amount doubles for subsequent LEZ breaches by the same vehicle, started in July 2023.

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

	PCN 1	PCN 2	PCN 3	PCN 4	PCN 5	Total
	(£60)	(£120)	(£240)	(£480)	(£960)	
<b>April 2024</b>	1960	177	41	15	71	<b>2264</b>
<b>May 2024</b>	2482	288	80	51	184	<b>3085</b>
<b>June 2024</b>	2724	274	72	30	101	<b>3201</b>
<b>July 2024</b>	2278	200	75	27	79	<b>2659</b>
<b>August 2024</b>	2295	252	72	35	94	<b>2748</b>
<b>September 2024</b>	2041	216	82	40	96	<b>2475</b>
<b>October 2024</b>	1876	208	52	27	85	<b>2248</b>
<b>November 2024</b>	1824	220	94	51	100	<b>2289</b>
<b>December 2024</b>	2321	261	74	29	98	<b>2783</b>
<b>January 2025</b>	1323	148	49	18	58	<b>1596</b>
<b>February 2025</b>	1830	188	80	37	79	<b>2214</b>
<b>March 2025</b>	1858	196	79	33	110	<b>2276</b>
<b>Total</b>	<b>24812</b>	<b>2628</b>	<b>850</b>	<b>393</b>	<b>1155</b>	<b>29838</b>

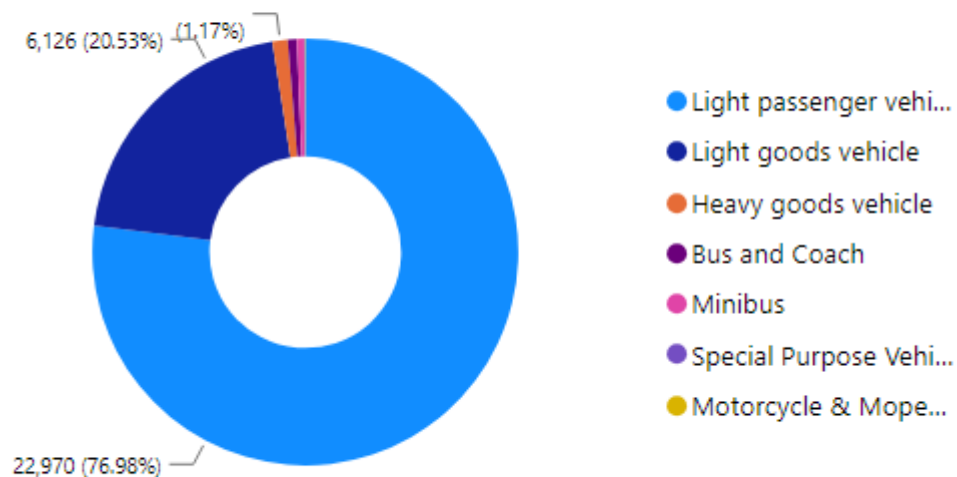
- 3.3 During 2024/25, the number of PCNs issued has continued to slowly reduce. However, a significant number of non-compliant vehicle entries continue to be recorded, averaging approximately 2500 per month.

**Figure1: Daily trend in issued Penalty Charge Notices 2024/25**

- 3.4 The majority (77%) of PCNs issued in financial year 2024/25 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 over 1%.

**Figure 2: PCNs by Vehicle Type 2024/25**

PCNs by Vehicle Type



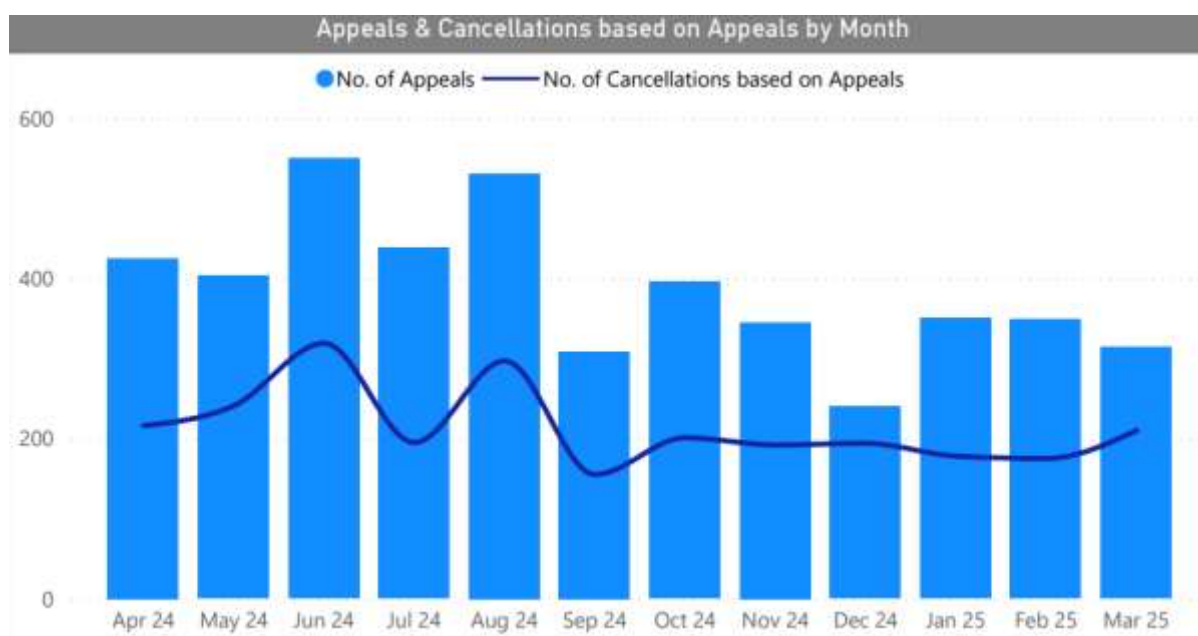
3.5 In the financial year to 31<sup>st</sup> March 2025, 4,468 appeals against an LEZ PCN have been received, with 53.3% (2383) of these successful and the PCN subsequently cancelled. Most cancellations were due to:

- 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.

**Figure 3: Table of Cancellations Based on Appeal**

Cancellation based on Appeals Table		
State Description	No. of Cancellation	% of the Total
CANCELLED - BLUE BADGE	949	39.81%
CANCELLED - COMPLIANT VEHICLE	535	22.44%
CANCELLED - EXTENUATING CIRCUMSTANCES	406	17.03%
CANCELLED - INCORRECT VRM	258	10.82%
CANCELLED - TAXI	90	3.78%
CANCELLED - INCORRECT CHARGE, EXTENUATING CIRCUMSTANCES	82	3.44%
CANCELLED - CONTRAVENTION DID NOT OCCUR	33	1.38%
CANCELLED - RESIDENTS EXEMPTION	30	1.26%
CANCELLED - VEHICLE STOLEN	1	0.04%

**Figure 4: Appeals and Cancellations Based on Appeals by Month**



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 2025, 103 such cases have been submitted. Of these, 7 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 29 appeals were allowed by the adjudicator and the PCN cancelled. 66 appeals were unsuccessful with the PCN upheld, 4 were withdrawn by the applicant and 11 were still within the system awaiting a hearing.

## 4 LEZ Income and Expenditure

- 4.1 For penalty charge notices issued between 1<sup>st</sup> April 2024 and 31<sup>st</sup> March 2025 a total of £764,580 was received in payment. £7,590 was subsequently refunded following appeals or cancellations, resulting in net revenue from PCNs issued within the financial year of £756,990.
- 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	1	-£240
-£180	2	-£360
-£120	5	-£600
-£90	20	-£1,800
-£60	23	-£1,380
-£30	107	-£3,210
£30	15232	£456,960
£60	1976	£118,560
£90	1090	£98,100
£120	260	£31,200
£150	2	£300
£180	95	£17,100
£240	117	£28,080
£360	17	£6,120
£480	11	£5,280
£720	4	£2,880
<b>Total</b>	<b>18962</b>	<b>£756,990</b>

- 4.3 The majority of LEZ PCN payments 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. 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**

<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
2024/25	0	614,000 <sup>1</sup>	614,000
<b>Total</b>	<b>1,582,039</b>	<b>994,744</b>	<b>2,576,783</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 2025, the Council had received £900,000 in capital funding, with £614,944 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 4: LEZ Capital Spend**

<b>Year</b>	<b>Capital Expenditure (£)</b>
2022/23	32,410
2023/24	565,865
2024/25	16,669
2025/26 (predicted)	285,056
<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. No Scottish Government funding

<sup>1</sup> Figure rounded. Subject to verification and change.



was received in financial year 2024/25 for the above activities and they were funded entirely from LEZ revenue.

- 4.7 In 2024/25, the scheme generated gross revenue of £756,990. The net revenue for the financial year is analysed in the table below:

**Table 5: Net Revenue generated by the Low Emissions Zone in 2024/25**

Category	£	£
Revenue from fines and penalties		756,990
Total revenue costs:	614,000 <sup>2</sup>	
Less: grant funded costs	0	
Net revenue costs		614,000
<b>Net (revenue)/expenditure</b>		<b>(142,990)</b>

## 5 Use of LEZ Residual Revenue

- 5.1 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.
- 5.2 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.
- 5.3 This funding provided for the installation of 28 tree planters across the city centre of Glasgow, providing a highly visual improvement to the amenity of the area attributable to the LEZ. £85,000 of this fund was also allocated towards the "[Trees for Streets](#)" scheme. the council has entered into a 3 year partnership with Tree for streets to offer residents and businesses the opportunity to contribute towards tree planting in their local areas. Sponsors are asked to contribute £350 towards the planting of a tree with the LEZ subsidy covering the remaining costs, including location survey, planting (including traffic management if required), supply of a 5-7 year old tree , stakes/cage/watering bag, establishment maintenance and any back office administration.
- 5.4 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 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.

<sup>2</sup> Figure rounded. Subject to verification and change.

- 5.5 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 which can deliver complementary projects across the city. To maximise the potential benefits, funding of £20,000 to £50,000 per project was allocated. The minimum funding allocation was set to ensure that the application, monitoring and compliance requirements were proportionate for the successful applicants and to provide projects with sufficient beneficial impact. The maximum funding allocation was set to ensure that an appropriate range and scope of projects could be considered for funding within the total fund value.
- 5.6 The Fund opened for applications on Monday 2<sup>nd</sup> December 2024 and closed on Friday 31<sup>st</sup> January 2025. The Fund was extensively promoted through GCC social media, press release and direct contact with relevant groups and organisations.
- 5.7 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. These projects are underway and will be delivered within financial year 2024/25. The residual available funding will be allocated to a new funding round, scheduled for August 2025.
- 5.8 Full details of the project delivery will be reported within the 2026 LEZ statutory report.

## **6 Next Steps**

- 6.1 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.
- 6.2 The 2025 Air Quality Annual Progress Report will include an appraisal of the impact of the LEZ on air pollution levels.
- 6.3 An update report will be published on an annual basis, with the next report detailing the LEZ performance for financial year 2025/26.

## **7 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.

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.

*Legal:*

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.

The LEZ was subject to Judicial Review where the actions of GCC were found to be entirely consistent with legislation, regulations and guidance.

*Personnel:*

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.

*Procurement:*

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.

**Council Strategic Plan:**

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 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.

## **8 Recommendations**

8.1 It is recommended that Committee;

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

## **Appendix A: LEZ Annual Performance Report 2025**

# **Glasgow Low Emission Zone Annual Report 2025**



2025 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 2025

Information	Glasgow City Council
Department	Neighbourhoods, Regeneration & Sustainability
Address	231 George Street, Glasgow G1 1RX.
Telephone	0141 287 6628
E-mail	LEZ@glasgow.gov.uk
Report Reference Number	GCC/LEZ/AUG25
Date	August 2025

Signed:

Head of Sustainability, Glasgow City Council

Committee Date: 12<sup>th</sup> August 2025



# 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. 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, will be considered within the 2025 report, to be published in August 2025.
- 2.4 The LAQM Annual Progress Report 2025 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 **1<sup>st</sup> 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.

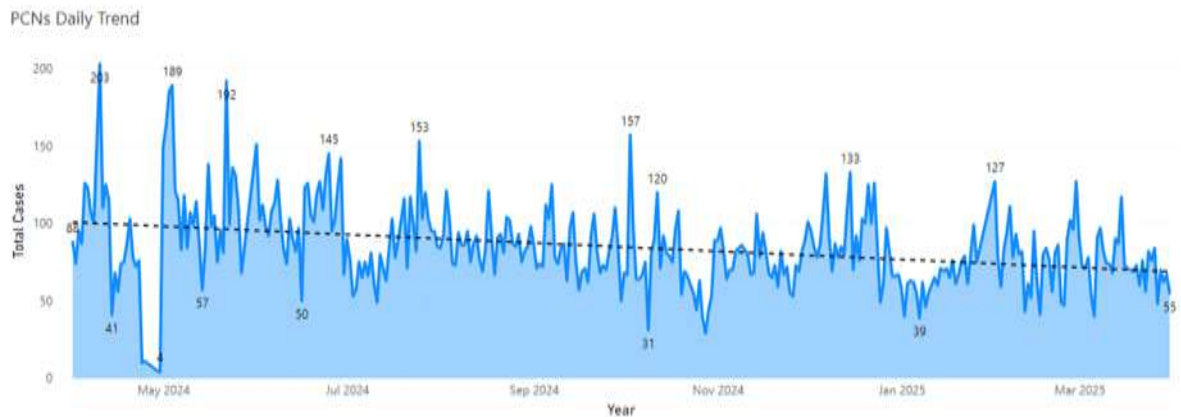
- 4.1.2 As the first LEZ to be enforced in Scotland, the quantity of penalty charge notices (PCNs) issued has been of significant public and media interest. Considering this, updated figures have been published on a monthly basis on the [LEZ website](#) since enforcement of the LEZ began. This information, for the financial year 2024/25, is replicated within the report.
- 4.1.3 Between 1<sup>st</sup> June 2024 and 31<sup>st</sup> March 2025 a total of 29,838 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. Surcharging, whereby the penalty amount doubles for subsequent LEZ breaches by the same vehicle, started in July 2023.

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

	PCN 1	PCN 2	PCN 3	PCN 4	PCN 5	Total
	(£60)	(£120)	(£240)	(£480)	(£960)	
<b>April 2024</b>	1960	177	41	15	71	<b>2264</b>
<b>May 2024</b>	2482	288	80	51	184	<b>3085</b>
<b>June 2024</b>	2724	274	72	30	101	<b>3201</b>
<b>July 2024</b>	2278	200	75	27	79	<b>2659</b>
<b>August 2024</b>	2295	252	72	35	94	<b>2748</b>
<b>September 2024</b>	2041	216	82	40	96	<b>2475</b>
<b>October 2024</b>	1876	208	52	27	85	<b>2248</b>
<b>November 2024</b>	1824	220	94	51	100	<b>2289</b>
<b>December 2024</b>	2321	261	74	29	98	<b>2783</b>
<b>January 2025</b>	1323	148	49	18	58	<b>1596</b>
<b>February 2025</b>	1830	188	80	37	79	<b>2214</b>
<b>March 2025</b>	1858	196	79	33	110	<b>2276</b>
<b>Total</b>	<b>24812</b>	<b>2628</b>	<b>850</b>	<b>393</b>	<b>1155</b>	<b>29838</b>

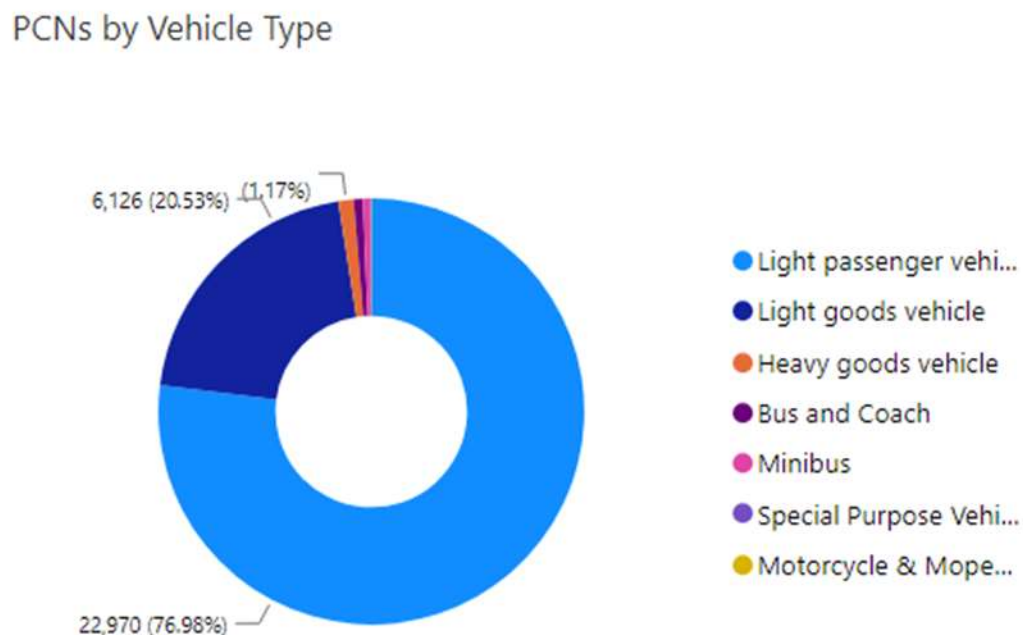
- 4.1.3 During 2024/25, the number of PCNs issued has continued to slowly reduce. However, a significant number of non-compliant vehicle entries continue to be recorded, averaging approximately 2500 per month.

**Figure1: Daily trend in issued Penalty Charge Notices 2024/25**



- 4.1.4 The majority (77%) of PCNs issued in financial year 2024/25 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 over 1%.

**Figure 2: PCNs by Vehicle Type 2024/25**



## 4.2 LEZ Penalty Charge Appeals

- 4.2.1 In the financial year to 31<sup>st</sup> March 2025, 4,468 appeals against an LEZ PCN have been received, with 53.3% (2383) of these successful and the PCN subsequently cancelled. Most cancellations were due to:



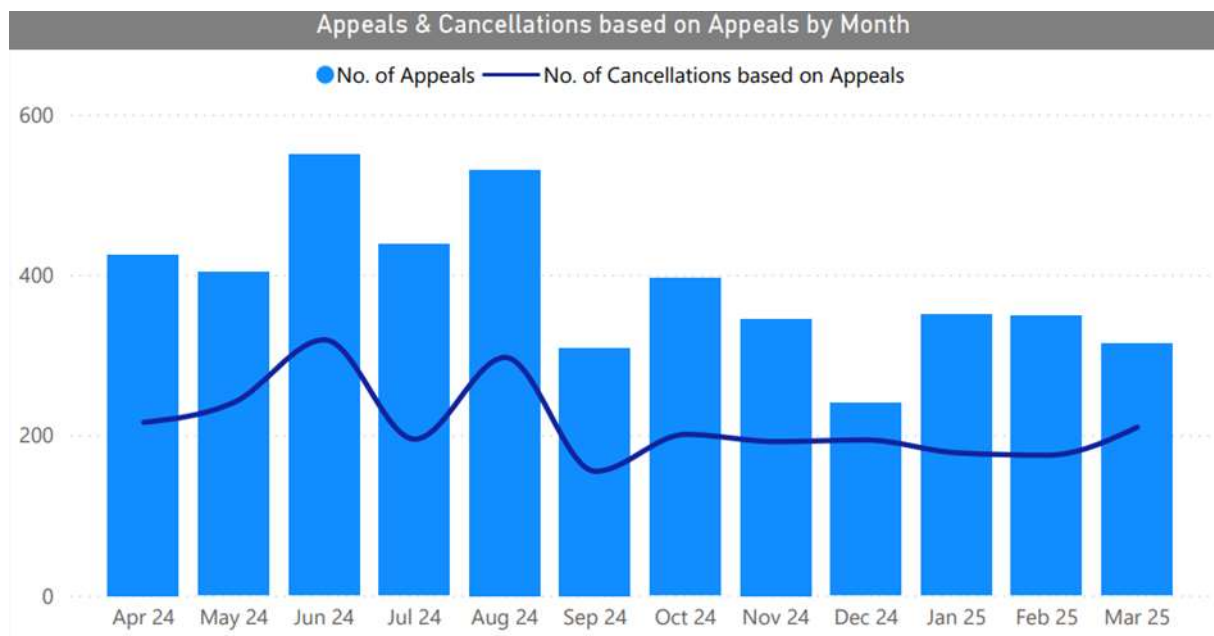
- the recipient of the PCN being a blue badge holder (not necessarily with a registered exemption),
- evidence being provided that the vehicle was LEZ compliant,
- the vehicle being in an exempt class or the Vehicle Registration Mark (VRM) being entered incorrectly.

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

**Figure 3: Table of Cancellations Based on Appeal**

Cancellation based on Appeals Table		
State Description	No. of Cancellation	% of the Total
CANCELLED - BLUE BADGE	949	39.81%
CANCELLED - COMPLIANT VEHICLE	535	22.44%
CANCELLED - EXTENUATING CIRCUMSTANCES	406	17.03%
CANCELLED - INCORRECT VRM	258	10.82%
CANCELLED - TAXI	90	3.78%
CANCELLED - INCORRECT CHARGE, EXTENUATING CIRCUMSTANCES	82	3.44%
CANCELLED - CONTRAVENTION DID NOT OCCUR	33	1.38%
CANCELLED - RESIDENTS EXEMPTION	30	1.26%
CANCELLED - VEHICLE STOLEN	1	0.04%

**Figure 4: Appeals and 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

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, in financial year up to 31<sup>st</sup> March 2025, 103 such cases were submitted. Of these, 7 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 29 appeals were allowed by the adjudicator and the PCN cancelled. 66 appeals were unsuccessful with the PCN upheld, 4 were withdrawn by the applicant and 11 were still within the system awaiting a hearing.

## **5. LEZ Exemptions**

5.1 Operators of Glasgow registered taxis were eligible for local time-limited exemption during the first year of 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 31<sup>st</sup> May 2025.

5.2 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. As of 31<sup>st</sup> March 2025, 12 taxis remained in receipt of a final extension until 31<sup>st</sup> July 2025.

5.3 In financial year ending 31<sup>st</sup> March 2025, 83 applications for LEZ exemption were received, with some of these applications being for multiple vehicles. A total of 26 vehicles were granted exemption, mostly for reasons of historic and educational interest but not eligible for the national historic vehicles exemption. A small number of highly specialised vehicles in relation to railway repair works were also granted an exemption.

5.4 An additional 752 vehicles were registered for exemption as emergency services vehicles. However, these were derived from lists provided by the emergency services provider and include a significant proportion of vehicles which meet the LEZ emissions standard. Other exemptions were issued in relation to disabled drivers outwith the blue badge exemption system (4).



## 6 Glasgow LEZ – Income and Expenditure

### 6.1 Penalty Charge Income

6.1.1 For penalty charge notices issued between 1<sup>st</sup> April 2024 and 31<sup>st</sup> March 2025 a total of £764,580 was received in payment. £7,590 was subsequently refunded following appeals or cancellations, resulting in net revenue from PCNs issued within the financial year of £756,990.

6.1.2 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	1	-£240
-£180	2	-£360
-£120	5	-£600
-£90	20	-£1,800
-£60	23	-£1,380
-£30	107	-£3,210
£30	15232	£456,960
£60	1976	£118,560
£90	1090	£98,100
£120	260	£31,200
£150	2	£300
£180	95	£17,100
£240	117	£28,080
£360	17	£6,120
£480	11	£5,280
£720	4	£2,880
<b>Total</b>	<b>18962</b>	<b>£756,990</b>

6.1.3 The majority of LEZ PCN payments (15,229) 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. Work is ongoing in respect of the reporting system to improve the level of detail available.

### 6.2 LEZ Development Expenditure

6.2.1 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
2024/25	0	614,000	614,000
<b>Total</b>	<b>1,582,039</b>	<b>994,744</b>	<b>2,576,783</b>

6.2.2 As per Regulation 21(d) of the Low Emission Zones (Scotland) Regulations 2021, a copy of the 2024/25 statement of account may be found in **Appendix C**.

### **6.3 Capital Expenditure**

6.3.1 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 2025, the Council had received £900,000 in capital funding, with £614,944 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 4: LEZ Capital Spend**

<b>Year</b>	<b>Capital Expenditure (£)</b>
2022/23	32,410
2023/24	565,865
2024/25	16,669
2025/26 (predicted)	285,056
<b>Total</b>	<b>900,000</b>

### **6.4 LEZ Operational Expenditure**

6.4.1 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 financial year 2024/25 for the above activities and they were funded entirely from LEZ revenue.

- 6.4.2 In 2024/25, the scheme generated gross revenue of £757,560. The net revenue for the financial year is analysed in the table below:

**Table 5: Net Revenue generated by the Low Emissions Zone in 2024/25**

Category	£	£
Revenue from fines and penalties		756,990
Total revenue costs:	614,000	
Less: grant funded costs	0	
Net revenue costs		614,000
<b>Net (revenue)/expenditure</b>		<b>(142,990)</b>

## 6.5 Summary of Total Expenditure

- 6.5.1 The Council had incurred total costs related to the LEZ scheme of £3,191,727 by 31<sup>st</sup> March 2025. Of this, £2,196,984 was attributable to revenue and capital grant funding provided by the Scottish Government. The remaining costs totalling £994,743 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 6: Analysis of Total LEZ Expenditure 2018/19 to 2024/25**

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
<b>Total</b>	<b>1,582,040</b>	<b>994,744</b>	<b>614,944</b>	<b>3,191,727</b>

## 7 Use of LEZ Revenue

- 7.1 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.

- 7.2 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.
- 7.3 This funding provided for the installation of [28 tree planters](#) across the city centre of Glasgow, providing a highly visual improvement to the amenity of the area attributable to the LEZ. £85,000 of this fund was also allocated towards the "[Trees for Streets](#)" scheme. The Council has entered into a 3 year partnership with Tree for streets to offer residents and businesses the opportunity to contribute towards tree planting in their local areas. Sponsors are asked to contribute £350 towards the planting of a tree with the LEZ subsidy covering the remaining costs, including location survey, planting (including traffic management if required), supply of a 5-7 year old tree, stakes/cage/watering bag, maintenance and any back office administration.
- 7.4 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.
- 7.5 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. To maximise the potential benefits, funding of £20,000 to £50,000 per project was allocated. The minimum funding allocation was set to ensure that the application, monitoring and compliance requirements were proportionate for the successful applicants and to provide projects with sufficient beneficial impact. The maximum funding allocation was set to ensure that an appropriate range and scope of projects could be considered for funding within the total fund value.
- 7.6 The Fund opened for applications on Monday 2<sup>nd</sup> December 2024 and closed on Friday 31<sup>st</sup> January 2025. The Fund was extensively promoted through GCC social media, press release and direct contact with relevant groups and organisations.
- 7.7 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 the projects allocated funding can be found in **Appendix D**. These projects are underway and will be delivered within financial year 2024/25. The residual available funding will be allocated to a new funding round, scheduled for August 2025.

- 7.8 Full details of project delivery will be reported within the 2026 LEZ Performance Report.

## **8 Next Steps**

- 8.1 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 August 2025.
- 8.2 An update report will be published on an annual basis, with the next report detailing the LEZ performance for financial year 2024/25.

## 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 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 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**

Vehicle type or classification	Description
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**

Vehicle Category	Initial penalty charge	Subsequent penalty charges			
	1	2	3	4	5
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 (NO<sub>2</sub>), 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 2024/25, the LEZ generated a net revenue of £0.143 million (2023/24 £0.748 million net expenditure). The following table sets out the financial performance of the scheme:

2023/24 £000	Low Emission Zone	2024/25 £000
(564)	Revenue grants	0
(983)	Income from fines and penalties	(757)
(566)	Capital grants and contributions	0
<b>(2,113)</b>	<b>Total revenue</b>	<b>(757)</b>
459	Employee costs	227
51	Administrative costs	0
289	Supplies and services	370
566	Capital expenditure	17
<b>1,365</b>	<b>Total expenditure</b>	<b>614</b>
<b>(748)</b>	<b>Net (revenue)/expenditure</b>	<b>(143)</b>

The costs of operating the scheme were 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: Projects in Receipt of LEZ Community Support Funding

Organisation	Project Name	Applicant's Project Description	Location	Value
Cassiltoun Housing Association	Get Active in Castlemilk Park	Path improvements and woodland maintenance in Castlemilk Park. Volunteering and community activities to support physical activity and active travel, environmental education and the development of skills and employability. Development of new areas for biodiversity such as wildflower meadows.	Castlemilk Park	£40,205
Common Wheel	Build Your Own Bike and Beyond	Build Your Own Bike is a 10 week course that supports people with mental illness to build their own bike to keep and ride. Use a combination of reused, recycled, used and donated parts. Participants are signposted to cycling opportunities with partner organisations. Volunteer positions are offered in two bike repair workshops which generate income for the charity. Bike workshops offer high quality repairs to keep people cycling. Aims are to reduce isolation, improve wellbeing, increase skills, challenge stigma and work towards climate justice and equal opportunities.	Maryhill & Bridgeton	£32,175
Garthamlock, Craigend & Gartloch Community Council	Growing a Greener Future	Improving air quality and promoting climate adaptation in North East Glasgow through tree planting, bulb sowing, and wildflower introduction. Community engagement and educational opportunities will be provided in collaboration with Seven Lochs Wetland Park.	North East Glasgow	£33,100
Glasgow Building Preservation Trust (GBPT)	The Air We Breathe	Educational and sustainable transport activities in relation to Glasgow Doors Open Days. Engagement will celebrate landmark improvements in Glasgow's air quality and city mobility.	Various GDOD locations and routes between.	£29,948
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 and others to develop the	G14, most of G13 and part of G11	£25,000

Organisation	Project Name	Applicant's Project Description	Location	Value
		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	Kelvin College is proposing a Climate Engagement Learning Garden at its Easterhouse Campus to transform an area of derelict land into a thriving green space. The Garden will include plants deemed to improve air quality, increase biodiversity, and improve climate adaptation. The project will require a rainwater harvesting system to provide a sustainable water source for the Garden. This project will also include installation of infrastructure to promote sustainable travel, thereby decreasing commuter emissions and improving air quality. Finally, this project would include learning opportunities for students and the numerous community members and partners that the College engages with.	Easterhouse Campus	£28,466
Global Action Plan UK	Glasgow Healthcare for Cleaner Air	Funding would be used to support two Glasgow hospitals to develop and implement rigorous air quality action plans, using a tried-and-tested framework, co-designed by GAP and Great Ormond Street Hospital. This will enable the hospitals to continuously deepen and broaden their action on clean air well into the future. A team of Glasgow health professionals will be created as "Clean Air Ambassadors", willing and able to speak in support of clean air action at key moments. Funding will also enable clean air pop-up events at hospitals and healthcare sites to boost	GRI and QEUH proposed	£49,136

Organisation	Project Name	Applicant's Project Description	Location	Value
		staff/public understanding and behavioural change.		
Govan Community Project (GCP)	Bike Library	This project supports people to access bikes for 3-6 months via our bike library. People can also access repair assistance, bike maintenance and 1-1 and group ride activities to grow confidence, skills and knowledge.	Govan	£23,534
North West Glasgow Voluntary Sector Network	Plugged-In	Plugged-in the IT refurbishment project aims to tackle digital exclusion by providing refurbished digital devices to those who need them, in the North West of Glasgow. Accepting donations of unwanted IT equipment, refurbishing it & distributing to those in need. The project takes laptops, PC's, tablets & phones, refurbishes, digitally wipes them & provides a WIFI dongle, that gives at least 6 months internet access. To date we have given away 1,650 devices & saved 18 tonnes of e-waste going into landfill.	NW Glasgow and expansion to NE Glasgow.	£50,000
Parents for Future Scotland (PfFS)*	Glasgow Children's Air Pollution Programme	PfFS will work in partnership with GCC and the University of Strathclyde to deliver and evaluate a multi-component active travel intervention in three Glasgow schools. The intervention will include evidence-based air pollution education for children, culture change activities in schools and talks/one-to-one support, including an Active Travel Coordinator, for parents. Evaluation will include air quality monitoring (CO2, PM2.5 and NO2) around schools and transport mode behaviour change of families. This pilot will create evidence and a template for how cities can reduce climate change emissions, improve air quality and improve the amenity in school and the wider community.	3 schools to be agreed with GCC. Target schools initially identified.	£32,628
Parkhead Housing Association	Parkhead Housing Association's Community Gardens	The Pantry Garden will provide substantial local growing space within the heart of Parkhead. Plots will be operated for the benefit of The Pantry, providing additional locally grown	Parkhead	£20,000

Organisation	Project Name	Applicant's Project Description	Location	Value
		vegetables; 8 x Community growing plots for use by Menself, Playbusters and Parkhead Youth Project, all operating their own Climate Justice food projects. The Unity Social Kitchen (who are based within The Drill Hall Pantry) will take on a further 2 large plots to grow food for their training kitchen. These classes are free for all, and Pantry members have already piloted this through use of another local community garden.		
Queens Cross Housing Association (QCHA)	LEZ Go Play: Vibrant, Healthy and Sustainable City Play Spaces	Improve the amenity of play spaces in 2 local neighbourhoods that also reduce the need to travel to access quality play spaces and contribute towards better air quality in urban areas by planting new trees that help improve air quality. The project will improve the look of parts of the city, and will also contribute to healthier active lifestyles and the low carbon agenda.	Dunard St / Wester Common Rd	£31,989
Shawlands Primary Parent Council	Shawlands primary school garden - reclaiming our space	Transformation of the environment, air quality and usage of an urban primary school playground situated on a busy main road and bus route. It will turn a concrete environment exposed to pollution into a rich, varied green space including: targeted planting to address particulate matter (PM); growing spaces for food; biodiversity hubs and pond; and wild play spaces.	Shawlands Primary School	£49,536
St Paul's Youth Forum	Flourish through Cycling	Provision of free bikes, accessible cycle maintenance services and bike hires in areas scoring very low on the Scottish Index of Multiple Deprivation	Blackhill/Provanmill and wider North East and North Glasgow	£33,200
The Conservation Volunteers	Seven Lochs - Communities Connecting with Nature	The Conservation Volunteers (TCV), in partnership with Seven Lochs, will deliver a transformative programme at key sites within Glasgow's Seven Lochs Wetland Park. Focused on reducing carbon emissions and climate adaptation, activities will include peatland restoration, tree planting, food growing and biodiversity enhancements to	Seven Lochs Wetland park	£49,033

Organisation	Project Name	Applicant's Project Description	Location	Value
		sequester carbon and improve ecosystems. Community volunteering and health programmes will engage residents in sustainable practices, while placemaking projects will enhance greenspaces for long-term environmental and social benefit. This initiative combines community empowerment with tangible climate action in areas of Glasgow that need it most.		
Wheatley Foundation	Urban rewilding project	At least 8 areas covering 1.5 hectares of grassland and brownfield space will be prepared for wildflower meadow planting in low-income communities across Glasgow.	Knightswood, Mosspark, Darnley, Drumchapel, Maryhill, Broomhill and Drygate.	£22,969
Willowacre Trust	Energy Efficiency and Carbon Reduction Project for Barrowfield Community Centre	Installation of solar photo voltaic panels and battery storage to the Barrowfield Community Centre, as a method to reduce carbon emissions lowering the energy running cost, allowing for the costs to be realigned towards making a positive impact to the service users and surrounding community.	Barrowfield Community Centre	£49,490
Women on Wheels	Pedal Forward	The project aims to support women in transitioning from driving to cycling as their primary mode of transport, particularly for regular journeys. Project will be achieved through various sessions including learn to ride, led-rides, maintenance classes to provide participants with mechanical knowledge, bike buddy (1:1) sessions, bike loans for those who do not already own a bike and bike servicing.	Govanhill hub & other locations	£20,000
			Total of recommended funding	£620,409.