



Glasgow City Centre Low Emission Zone – Update

Date of meeting 13 December 2019

Date of report 21 November 2019

Report by Assistant Chief Executive

1. Object of report

The object of this report is to provide an update on the development of the Glasgow City Centre Low Emission Zone (LEZ) introduced on 31 December 2018 by Glasgow City Council (GCC).

2. Background

Members will recall details of GCC's plans to introduce an LEZ in Glasgow City Centre were reported to the Partnership¹ in May 2018, and an update provided in December 2018². The stated primary aim of the LEZ is to address the air quality issues within the city centre which it is assessed contribute to the early deaths of 300 citizens of Glasgow every year. The initial target of the Glasgow LEZ is local service buses, with emissions from other vehicle types including trucks, vans and cars to be considered from 2022 onwards, as facilitated by the 2019 Transport (Scotland) Act. The LEZ spans the area between the M8 motorway, River Clyde and High Street as shown in Appendix 1.

Subsequent to the above, The Scottish Government's Programme for Government sets out a commitment to "consult on Scotland's ambition to make the transformative shift to zero or ultra-low emission city centres by 2030 by engaging extensively with key sectors, in particular with the bus sector"³. Recently, Glasgow City Council have recently declared a Climate Emergency and have approved targets of becoming a carbon neutral city by 2030. Both will require substantive changes to the bus fleet in order to meet these targets.

3. Outline of proposals

3.1 Traffic Regulation Condition

Members will recall that Glasgow City Council applied for a Traffic Regulation Condition (TRC) in order to enforce certain percentages of bus trips through the LEZ area to be compliant, increasing in stringency year on year. The proposed phasing being as follows:-

- Condition 1 – (Applicable from 31 December 2018) - 20% of trips undertaken by Euro VI * (* or equivalent via retrofit);

¹ http://www.spt.co.uk/documents/latest/sp180518_agenda7.pdf

² http://www.spt.co.uk/documents/latest/p141218_agenda10.pdf

³ <https://www.gov.scot/publications/protecting-scotlands-future-governments-programme-scotland-2019-20/>

- Condition 2 – (Applicable from 31 December 2019) - 40% of trips undertaken by Euro VI * (* or equivalent via retrofit);
- Condition 3 – (Applicable from 31 December 2020) - 60% of trips undertaken by Euro VI * (* or equivalent via retrofit);
- Condition 4 – (Applicable from 31 December 2021) - 80% of trips undertaken by Euro VI * (* or equivalent via retrofit);
- Condition 5 – (Applicable from 31 December 2022) - 100% of trips undertaken by Euro VI * (* or equivalent via retrofit);

The Traffic Commissioner for Scotland has now approved Condition 2 of the TRC (40% of bus trips) thereby facilitating the continuation of the LEZ on 31 December 2019. The three remaining conditions have not as yet been formally approved.

SPT's understanding is that the bus operators are now compliant with, or very soon will be, (by means of new vehicles received during 2019, limited retrofit of older vehicles in hand, and transfer in of compliant vehicles from other operating subsidiaries) with the requirement of 40% of all journeys through the LEZ being operated by Euro VI vehicles. Further conditions beyond this level of compliance for bus trips remain to be granted.

It is intended that the full provisions of the Low Emission Zone will take effect on 31 December 2022, following the establishment of the Transport (Scotland) Act in November 2019. At this point it is intended that all other applicable vehicles will fall into scope, ie cars, vans, LGVs, motorcycles etc, and enforcement of these vehicles by means of Automatic Number Plate Recognition (ANPR) will occur.

3.2 LEZ Complementary Measures

As GCC has previously highlighted⁴, in addition to any emissions restrictions introduced as a result of the TRC, essential to the success of an LEZ are complementary measures such as improving bus running speeds, bus priority and other traffic management measures within the city centre and on key radial bus corridors to the city. To this end, following appropriate consultation and TRO processes, bus gates were implemented at two locations within Glasgow city centre on 2 September 2019; Union St at Gordon St and Oswald St at Midland St.

Members may recall that these were promoted by SPT and GCC some years ago as part of the Fastlink improvements in the vicinity of Union Street and Argyle Street. Additional bus priority measures such as these are likely to be required to support the bus journey time improvement targets which were set out in GCC's LEZ TRC application: City Centre – up to 50% improvement; Key Radial Bus Corridors – up to 20% improvement. SPT remains in dialogue with GCC in respect of other potential interventions, associated with the city centre Avenues project, to improve bus journey speeds.

3.3 Transport (Scotland) Bill

The Transport (Scotland) Act 2019 received Royal assent on November 2019.

Alongside a range of other topics, the Act makes provisions for the establishment, modification, effect, and operation of Low Emission Zones by Local Authorities. The Glasgow LEZ is however already established for bus operations only, utilising the method of a Traffic Regulation Condition, compliance with which is required under the terms of each

⁴<http://www.glasgow.gov.uk/councillorsandcommittees/viewSelectedDocument.asp?c=P62AFQDN2U2UUTDN2U>

company's Operators' Licence. The Act will allow the Glasgow LEZ to be expanded to all applicable vehicles from 31 December 2022.

3.4 Bus Emissions Abatement Retrofit Programme (BEAR)

Members will recall that BEAR funding is available to licensed bus and coach operators, local authorities and community transport operators located in, or operating eligible vehicles based on routes within, one of Scotland's cities identified in the Scottish Government's Programme for Government 2017 LEZ commitment (Aberdeen, Dundee, Edinburgh and Glasgow), and/or one of Scotland's Air Quality Management Areas (AQMAs). The Energy Saving Trust charity administers the BEAR scheme on behalf of Transport Scotland.

SPT understands that the BEAR Phase 1 retrofit scheme funded the upgrade of 30 buses operating within the Glasgow area to Euro VI standard, and 58 were or are being similarly upgraded under the BEAR Phase 2 scheme⁵, to be used in the Glasgow area.

BEAR Phase 3 is expected to be launched in early 2020 with a budget of £8.75m. SPT understands that Transport Scotland are awaiting a decision by the European Commission in respect this scheme, which would allow up to 95% subsidy support for vehicle retrofits.

3.5 Bus Fleet Replacement / Electric Buses

Since the previous update, First Glasgow has introduced 150 new Euro VI buses. The majority of these have been introduced on services which penetrate the LEZ, including service 75 (Milton to Castlemilk), service 18 (East Kilbride – Glasgow city centre), 38 (Newton Mearns-Easterhouse, Barlanark, Baillieston or Chryston), 77 (Glasgow Airport/Braehead to Buchanan Bus Stn) and 500 (Glasgow Airport-Buchanan Bus Station). In addition, other Euro VI standard vehicles have been transferred in from other First subsidiaries.

Since the previous update, McGills Bus Service have upgraded services 23 (Erskine to Glasgow) and 26 (Paisley Nethercraigs to Glasgow) with new Euro VI buses.

Stagecoach Western buses have introduced new Euro VI vehicles onto express services from Ayrshire which penetrates the LEZ area, and Craig of Campbeltown Group subsidiaries Glasgow Citybus and City Sightseeing Glasgow also have improvements in hand.

Members will recall that SP Energy Networks awarded First Glasgow £1.5 million to support the purchase of two electric buses to be operated on the M3 Service (Milton to Glasgow city centre via Springburn & Possilpark) and associated depot charging equipment to support 20 electric buses in total. The project, facilitated by SPT, will positively contribute to delivery of the LEZ objectives and paves the way for the largest deployment of Ultra Low Emission buses in Scotland. Delivery of these initial vehicles is expected in early 2020.

4. Conclusion

4.1 Establishment of the Glasgow City Centre LEZ remains a significant step towards addressing the air quality issues which it is suggested contribute to the early deaths of 300 citizens of Glasgow every year. However, progress in taking forward LEZ conditions for buses through the TRC mechanism is limited. Whilst the Traffic Commissioner has approved a TRC condition that from 31 December 2019 40% of trips must be undertaken by Euro VI* Buses (*or equivalent via retrofit), no further conditions have yet been granted in support of 100% Euro VI compliance by the target 2022 date. It is understood that industry concerns around retrofit funding and delivery

⁵ <https://www.energysavingtrust.org.uk/scotland/businesses-organisations/transport/scottish-bus-emissions-abatement-retrofit-programme>

of associated bus priority measures may have informed this more limited TRC approach.

- 4.2 Bus gates proposed for Renfield Street and Oswald Street as part of the City Centre elements of the Fastlink project, are now operational in furtherance of the aims of the LEZ & Glasgow Bus Partnership and are to be welcomed. Additional measures, similar to this will be required to deliver improved bus running speeds & reliability, to align with accelerated operator fleet investment to meet the LEZ targets. SPT continues to liaise with GCC to achieve of these aims.
- 4.3 Whilst recent investment(s) in new Euro VI (& Electric) buses serving Glasgow is welcomed, the scale of bus retrofitting and accelerated bus fleet replacement challenge required to deliver 100% of trips undertaken by Euro Vi Buses by 2022 should not be underestimated, particularly as a further c700 buses remain to be either retrofitted or replaced over a relatively short period.
- 4.4 The move towards zero-emission city centres by 2030, driven by the 'Climate Emergency', will create substantial challenges for bus operators, who are currently investing to meet LEZ standards. Further partnerships (and funding support) between government, the bus industry and utilities providers will be essential in realising such aims.
- 4.5 As a key member of the Glasgow City Centre LEZ Delivery Group, SPT has been in regular dialogue with all partners to identify and deal with any issues timeously and effectively, and will continue to take an active role in this to ensure a co-ordinated and integrated approach is taken to delivery of the LEZ over coming years. Officers will continue to keep the Partnership updated on progress.

5. Partnership action

The Partnership is recommended to note the contents of this report.

6. Consequences

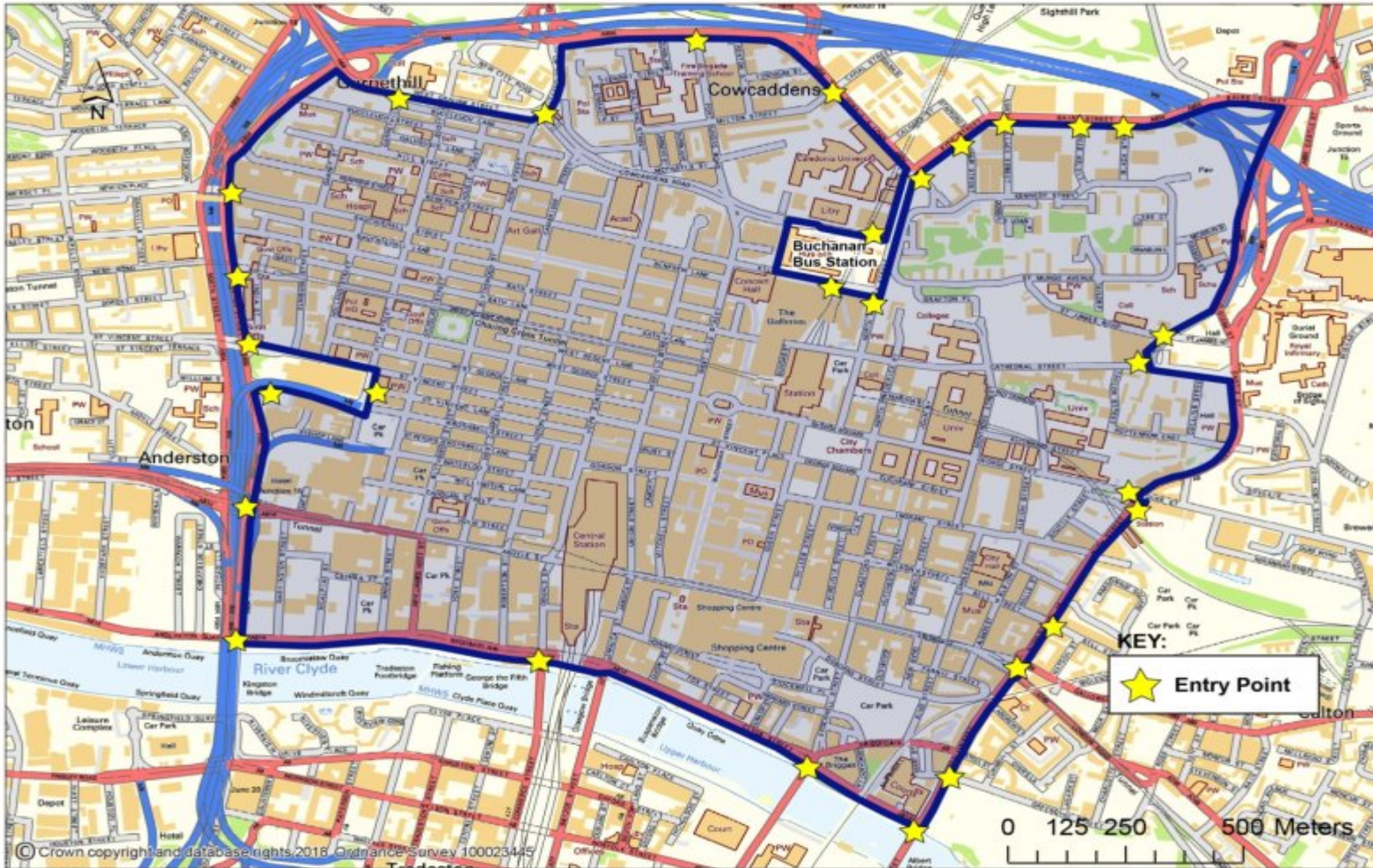
Policy consequences	<i>In line with the RTS.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>Future contributions may be sought from SPT capital and/or revenue programme.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>None at present.</i>
Risk consequences	<i>None at present.</i>

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APPENDIX 1 – MAP OF GLASGOW CITY CENTRE LEZ



GLASGOW LEZ - PROPOSED ZONE