



Low Emission Zone – Glasgow City Centre

Committee Strategy and Programmes

Date of meeting 18 May 2018

Date of report 25 April 2018

Report by Senior Director

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) being introduced by Glasgow City Council (GCC).

2. Background

LEZ's are a form of Vehicle Access Regulation scheme that set an environmental limit on certain road spaces allowing access to only a set standard of clean vehicle for the purposes of improving air quality. LEZs can help to accelerate the move to lower emission vehicles and encourage earlier fleet renewal. Where they have been introduced elsewhere in Europe, LEZs have initially focused on heavier vehicles, such as Heavy Goods Vehicles (HGVs), buses and coaches, before subsequently introducing restrictions on private cars.

Members will recall SPT's recent response to the Scottish Government consultation on Building Scotland's Low Emission Zones¹. Further to this, the Scottish Government announced in 2017 that Glasgow would be the first place in Scotland to introduce an LEZ, (with subsequent LEZ's also being announced for Edinburgh, Dundee & Aberdeen), and that the scheme would be implemented by GCC. It is proposed that the Glasgow City Centre LEZ will span the area between the M8 motorway, River Clyde and High Street, as shown in appendix 1.

Key drivers behind the Glasgow City Centre LEZ include the scale of the air quality problem i.e. multiple breaches of European Union (EU) air quality limits and consequent health impacts, estimated at circa 300 premature deaths per annum in Glasgow. Ultimately, such repeated breaches of air quality limits by cities across the UK, including Glasgow, may result in substantial fines being imposed on the UK Government by the EU.

To support the introduction of LEZ's across Scotland, Transport Scotland (TS) has launched the Bus Emissions Abatement Retrofit Programme (BEAR). The first release of BEAR funding, secured in 2017/18, provides £1.6m to retrofit up to 55 buses across Scotland. A further release of £10.8m has now been announced for 18/19, with 70% (circa £7.6m) ring-fenced for retrofitting buses in Glasgow to the latest European emissions standards.

¹ [http://www.spt.co.uk/documents/latest/sp241117_agenda7\(d\).pdf](http://www.spt.co.uk/documents/latest/sp241117_agenda7(d).pdf)

3. Outline of proposals

The Glasgow City Centre LEZ will be introduced in 3 phases: phase1: buses (commencing December 2018), phase 2: trucks and vans (date to be confirmed) and phase 3: cars (date to be confirmed).

The LEZ area includes around 30 'entry points' to the zone. As part of phase 1, an access route from Dobbies Loan to Buchanan Bus Station has been excluded from the LEZ area to allow access by some non-LEZ compliant buses and coaches while the scheme is being implemented.

In terms of emissions standards for vehicles, it is expected that the Glasgow City Centre LEZ will, on a staged basis, introduce a minimum rating of Euro 4 for petrol engines, and Euro 6 for diesel.

For phase 1, focused on buses, GCC intend to introduce and enforce these emissions standards through the introduction of a Traffic Regulation Condition (TRC), which if approved would be enforced by the Traffic Commissioner for Scotland. Consequently, an application to the Traffic Commissioner for Scotland to introduce a TRC for the purposes of introducing the LEZ was lodged by GCC on 17 April 2018.

For phases 2 & 3, introducing trucks, vans and cars to the LEZ, GCC intend to utilise Automatic Number Plate Recognition (ANPR) cameras, located at the 30 entry points to the zone to enforce the LEZ, with non-compliant vehicles being subject to a penalty charge. Operating such an enforcement scheme requires legislative change, and this will likely be addressed through a future Transport Bill.

Given the above, most effort to date has focused on phase 1 and buses. As part of GCC's TRC application, it is proposed to stage the introduction of minimum Euro 6 standards for diesel buses in the following manner:

- December 2018 - 20% of trips undertaken by Euro 6* (*or equivalent via retrofit)
- December 2019 - 40% of trips undertaken by Euro 6* (*or equivalent via retrofit)
- December 2020 - 60% of trips undertaken by Euro 6* (*or equivalent via retrofit)
- December 2021 - 80% of trips undertaken by Euro 6* (*or equivalent via retrofit)
- December 2022 - 100% of trips undertaken by Euro 6* (*or equivalent via retrofit)

Currently, there are only around 150 Euro 6 buses operating on local services in the LEZ area. To meet the above standards, an estimated 500 additional Euro 4 & 5 buses operating in Glasgow will require to be retrofitted. A further 500 Euro 3 (or poorer) buses, which are nearing end of life will require to be replaced. Therefore, significant investment from both government sources to support retrofitting, and local bus operators to accelerate bus fleet replacement will be essential if the above targets are to be met.

In terms of retrofitting, proven technology solutions are now available to convert older diesel buses to Euro 6 equivalence from a range of accredited suppliers. Such solutions are bespoke to fit each bus type, body and engine configuration. It is though widely accepted that Euro 6 and retrofit solutions operate most effectively with adequate bus running speeds. Accordingly, it is understood that GCC has included commitments within the LEZ TRC application to design, develop and implement a suite of bus priority measures across the main arterial corridors and within the city centre, which will seek to improve bus running speeds and reliability across the city.

Notwithstanding the above, and given the number of buses requiring to be retrofitted in Glasgow and elsewhere in Scotland (alongside those from other Low Emission & Clean Air Zones being introduced across the UK including London) concern has been raised by local bus operators regarding the ability of retrofit suppliers to service this growing demand timeously and in keeping with the LEZ phase 1 standards set out above.

Furthermore, whilst the announcement of the £7.6m being made available from Transport Scotland for retrofitting buses in Glasgow during 2018/19 has been welcomed by local bus operators, concerns remain over the financial restrictions of the BEAR scheme, and the timeline for allocation of funds to operators which is yet to be confirmed. Subsequent delay in the allocation of retrofitting support is therefore likely to place further pressures on local bus operators in meeting the proposed LEZ standards as set out above.

4. Conclusions

The Glasgow City Centre LEZ is a significant step towards addressing the air quality issues which contribute to the early deaths of 300 citizens of Glasgow every year. Whilst details of the LEZ requirements for buses have now been outlined for phase 1, including enforcement arrangements, much work requires to be done on the LEZ arrangements for trucks, vans and cars, which are due to be introduced in phases 2 & 3.

The challenge of delivering phase 1 for buses should not be underestimated given the timescales involved, scale of fleet improvements required, limitations of the retrofit aftermarket and developing arrangements for retrofit funding support. Similarly, introduction of measures to improve bus running speeds across the city are a substantial undertaking by GCC as part of the TRC application, delivery of which will be essential to support accelerated fleet investment by local bus operators in new 'clean' buses. It is therefore essential that all relevant stakeholders continue to work closely in partnership to ensure timeous delivery of all elements involved in phase 1.

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. There is potential that SPT may be approached to contribute funding to LEZ-related projects in future; these will be assessed and considered as appropriate in line with standard SPT governance procedures and subject to availability of resources within the capital and revenue programmes.

5. Committee action

The Committee 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

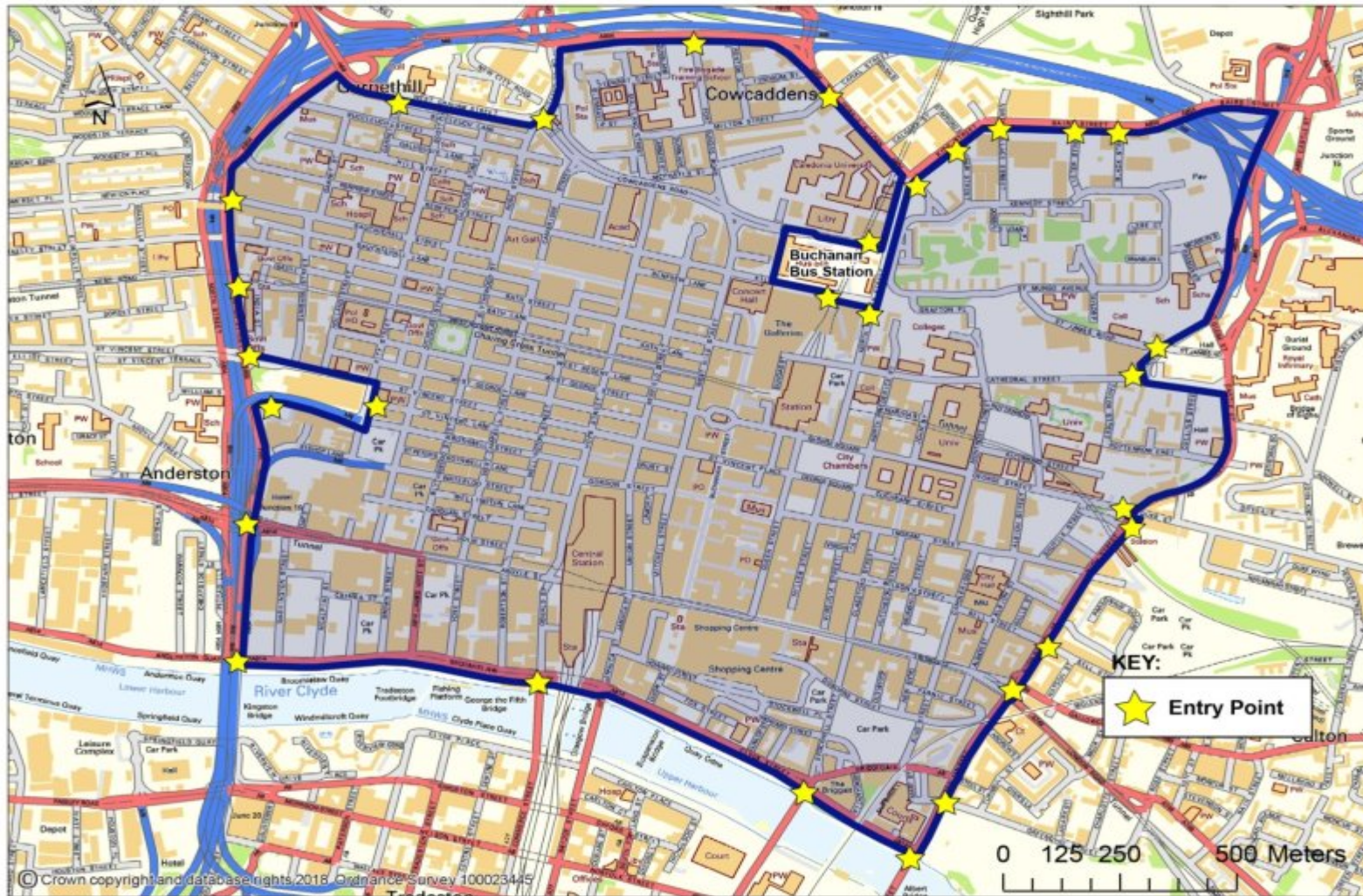
None at present.

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Appendix 1



GLASGOW LEZ - PROPOSED ZONE