

## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	Licensing
<b>DATE</b>	5 June 2024
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Low Emission Zone Time-Limited Exemption for Taxis and Private Hire Cars
<b>REPORT NUMBER</b>	CR&E/24/170
<b>DIRECTOR</b>	Gale Beattie
<b>CHIEF OFFICER</b>	David Dunne
<b>REPORT AUTHOR</b>	Will Hekelaar
<b>TERMS OF REFERENCE</b>	3

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### 1. PURPOSE OF REPORT

- 1.1 This report provides an update to the Committee on Glasgow City Council's approach to time-limited exemption from the Glasgow Low Emission Zone (LEZ) for taxi and private hire car operators.

### 2. RECOMMENDATION(S)

That the Committee:

- 2.1 Note the update on Glasgow City Council's time-limited exemption from the Glasgow LEZ for taxi and private hire car operators.

### 3. CURRENT SITUATION

- 3.1 In response to a report advising of the additional one year exemption from the Aberdeen Low Emission Zone (LEZ) granted to taxi and private hire car (PHC) operators, presented at the September 2023 [meeting](#) of the Licensing Committee, Members instructed the Chief Officer – Strategic Place Planning to report back to the Committee in June 2024 on the impacts of Glasgow's time-limited exemption for taxi operators.
- 3.2 Legislation governing LEZs was established in the [Transport \(Scotland\) Act 2019](#). The Act allows local authorities to issue 'time limited' exemptions for certain vehicles and vehicle types by reference to the vehicle's use. Such exemptions can last for a maximum of one year and can be accompanied by any conditions or restrictions that the authority deems appropriate. Although exemptions can be renewed, an exemption should not be a means by which vehicle or fleet owners avoid LEZ obligations indefinitely.

3.3 Glasgow City Council commenced full enforcement of its LEZ on 1<sup>st</sup> June 2023, with the Council's City Administration Committee agreeing a time-limited exemption for non-compliant taxis to 1<sup>st</sup> June 2024. In contrast to the approach adopted in Aberdeen, where a blanket time-limited exemption has been granted for all taxis and PHCs, any public hire taxi wishing to continue operating within the Glasgow LEZ beyond 1<sup>st</sup> June 2023 has been required to apply for an exemption, with applications only approved where certain conditions have been met. Conditions include: no accredited retrofit option being available; evidence that the applicant has applied to the national LEZ Retrofit Fund and has been unsuccessful or is awaiting a decision; or the applicant is awaiting upgrades to be undertaken. Applications for exemption opened in March 2023, in advance of Glasgow's LEZ enforcement, with over 700 applications approved.

3.4 A [report](#) to Glasgow City Council's Net Zero and Climate Progress Monitoring City Policy Committee in February 2024 confirmed that there remain a number of non-compliant vehicles in the Glasgow taxi fleet (472 of 1347 vehicles in January 2024) and that the Council is willing to extend the exemption period upon application, on a case by case basis, should certain conditions be met and evidenced. Conditions under which exemption extensions will be considered are:

- An operator is in receipt of a grant for the purposes of retrofitting their vehicle to LEZ emission standards, and this work has not been completed by 31<sup>st</sup> May 2024;
- An operator is on the official waiting list for a grant, but funding has not yet been awarded;
- An operator has an active Expression of Interest for a grant, registered prior to 31<sup>st</sup> December 2023;
- An operator has purchased an LEZ compliant vehicle with a delivery date later than 31<sup>st</sup> May 2024.

Any exemptions granted will be limited to the minimum time required to achieve compliance, dependent on application details.

#### **4. FINANCIAL IMPLICATIONS**

4.1 There are no financial implications arising from this report.

#### **5. LEGAL IMPLICATIONS**

5.1 There are no legal implications arising from this report.

#### **6. ENVIRONMENTAL IMPLICATIONS**

6.1 There are no environmental implications arising from this report.

## 7. RISK

The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

<b>Category</b>	<b>Risks</b>	<b>Primary Controls/Control Actions to achieve Target Risk Level</b>	<b>*Target Risk Level (L, M or H)</b>  <small>*taking into account controls/control actions</small>	<b>*Does Target Risk Level Match Appetite Set?</b>
<b>Strategic Risk</b>	No significant risks identified	N/A	L	Yes
<b>Compliance</b>	No significant risks identified	N/A	L	Yes
<b>Operational</b>	No significant risks identified	N/A	L	Yes
<b>Financial</b>	No significant risks identified	N/A	L	Yes
<b>Reputational</b>	No significant risks identified	N/A	L	Yes
<b>Environment / Climate</b>	No significant risks identified	N/A	L	Yes

## 8. OUTCOMES

The proposals in this report have no impact on the Council Delivery Plan.

## 9. IMPACT ASSESSMENTS

<b>Assessment</b>	<b>Outcome</b>
<b>Integrated Impact Assessment</b>	No assessment required. I confirm this has been discussed and agreed with David Dunne, Chief Officer – Strategic Place Planning on 09/05/24.
<b>Data Protection Impact Assessment</b>	Not required.
<b>Other</b>	N/A

## 10. BACKGROUND PAPERS

10.1 None.

## 11. APPENDICES

11.1 None.

## 12. REPORT AUTHOR CONTACT DETAILS

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