

Glasgow City Council – Low Emission Zone Consultation Document

Glasgow City Council intend to implement Phase 2 of the Glasgow Low Emission Zone (LEZ) in accordance with the proposals set out below. Phase 1 of the LEZ was introduced on 31st December 2018 and applied to scheduled service buses operating within Glasgow city centre. Phase 2 will extend emissions based entry restrictions to all other vehicle types unless exempt.

Glasgow City Council are consulting on these proposals and looking for feedback on various aspects. Submissions are welcome via the online questionnaire available [here](#), or through written submissions to LEZ@glasgow.gov.uk. Written responses can also be submitted to

LEZ

Sustainable Glasgow

Neighbourhoods, Regeneration and Sustainability

Glasgow City Council

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The consultation period will begin on 24th June 2021 and run for a ten week period, closing on 2nd September 2021. There has been extensive engagement with relevant stakeholders during the development of the preferred LEZ scheme as well as a previous public consultation period in 2020. Therefore a ten week consultation is considered appropriate and sufficient to allow interested parties to participate.

Summary of Scheme Proposals

Glasgow City Council has identified a preferred scheme for the expansion of the current phase 1 LEZ into phase 2, which will apply emissions based entry restrictions to all vehicles, unless exempt. Details of vehicle types, emission standards and exemptions are provided in the relevant sections below.

The preferred LEZ area comprises the majority of the city centre area, bounded by the M8 motorway to the north and west, the River Clyde to the south and Saltmarket / High St to the east. A map showing the extent of the LEZ and a list of roads within the zone are provided in the relevant section below.

The proposed LEZ scheme is intended to come into effect on 31st May 2022. A one year grace period will apply and therefore enforcement of the LEZ will begin on 1st June 2023. A further year grace period for vehicles registered to residential addresses within the LEZ will apply and enforcement of the LEZ for these vehicles will begin on 1st June 2024.

The objectives of the LEZ scheme 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.

Representations on the preferred LEZ scheme are invited during the consultation period via the methods listed previously. Representations should be submitted prior to the closing date of 2nd September 2021.

Reasons the Proposed Scheme Should be Made

The introduction of Glasgow's LEZ supports the following Strategic Plan themes:

- A Vibrant City
- A Healthier City
- A Sustainable and Low Carbon City

The following Strategic Plan actions are supported:

- Glaswegians are active and healthier
- Glasgow is healthier
- The city is clean and public spaces are well maintained

Glasgow City Council undertakes monitoring of air pollution levels across the city and significant progress has been made in improving the air quality experienced by residents and visitors. The city has previously declared Air Quality Management Areas (AQMA) for four areas of the city in respect of exceedances of the air quality objectives, including one which covered the whole of the City of Glasgow. Improvements have resulted in the objectives being met in recent years with the exception of areas within the city centre AQMA where levels of nitrogen dioxide (NO₂) are still of concern. Some areas of exceedance are experiencing NO₂ levels around 50% above the objective and decisive action is needed to sufficiently reduce this in an acceptable timescale.

In Glasgow, the majority of air pollution is attributed to road traffic emissions and LEZs are an established method of improving air quality by restricting access by the most polluting vehicles to areas of concern.

Initial work with the Scottish Environment Protection Agency (SEPA) identified the bus fleet as the major source of emissions in the streets with the highest levels of NO₂. This resulted in Glasgow introducing Scotland's first LEZ at the end of 2018 which targeted the bus fleet and required progressive improvements in the number of cleaner buses entering the city centre.

However, the initial [SEPA Air Quality Evidence Report](#) also highlighted that bus fleet improvements on their own would not be sufficient to comply with the air quality objectives. The SEPA report

considered the potential impacts of a range of LEZ interventions to determine their respective benefits to NO₂ levels.

Initial proposals for aspects of an extended scope LEZ scheme were subject to public consultation in February and March of 2020. Views were sought on a range of subjects such as boundary options, exemptions and grace periods, and were used to inform the preferred scheme options taken forward and presented in this report. A report on the initial public consultation can be found [here](#).

Following the consultation, further work was undertaken to assess the LEZ options, including transport modelling of the impacts, incorporating other committed developments and policies affecting the LEZ area. This modelling examined the effect of the LEZ on the city centre and the potential for increased traffic on peripheral routes due to diversions by non-compliant vehicles. The initial transport modelling report can be found [here](#). The results of the consultation and the further development work undertaken, have led to the development of the preferred LEZ scheme presented in this report.

The impact of recovery from the pandemic on the development of LEZs was considered, first in a Scotland wide context within the [LEZ Uncertainty Summary Note](#) and then within a finalised [LEZ Traffic Modelling Report](#) which incorporated these potential scenarios.

Transport model outputs were subject to analysis by SEPA. Due to a cyber attack suffered by SEPA, full NO₂ dispersion modelling of the preferred LEZ scheme could not be undertaken. However, an interim approach was developed which calculated the reduction in emissions of oxides of nitrogen (NO_x) due to the LEZ scheme as compared with no LEZ scheme in place. NO_x comprises emissions of NO₂ and nitrous oxide (NO) which oxidises in the atmosphere to produce further NO₂. The SEPA [Glasgow Emissions Analysis Report](#) predicts a reduction in NO_x emissions of 52% within the LEZ area with reductions of up to 80% in some of the streets which experience the highest NO₂ levels.

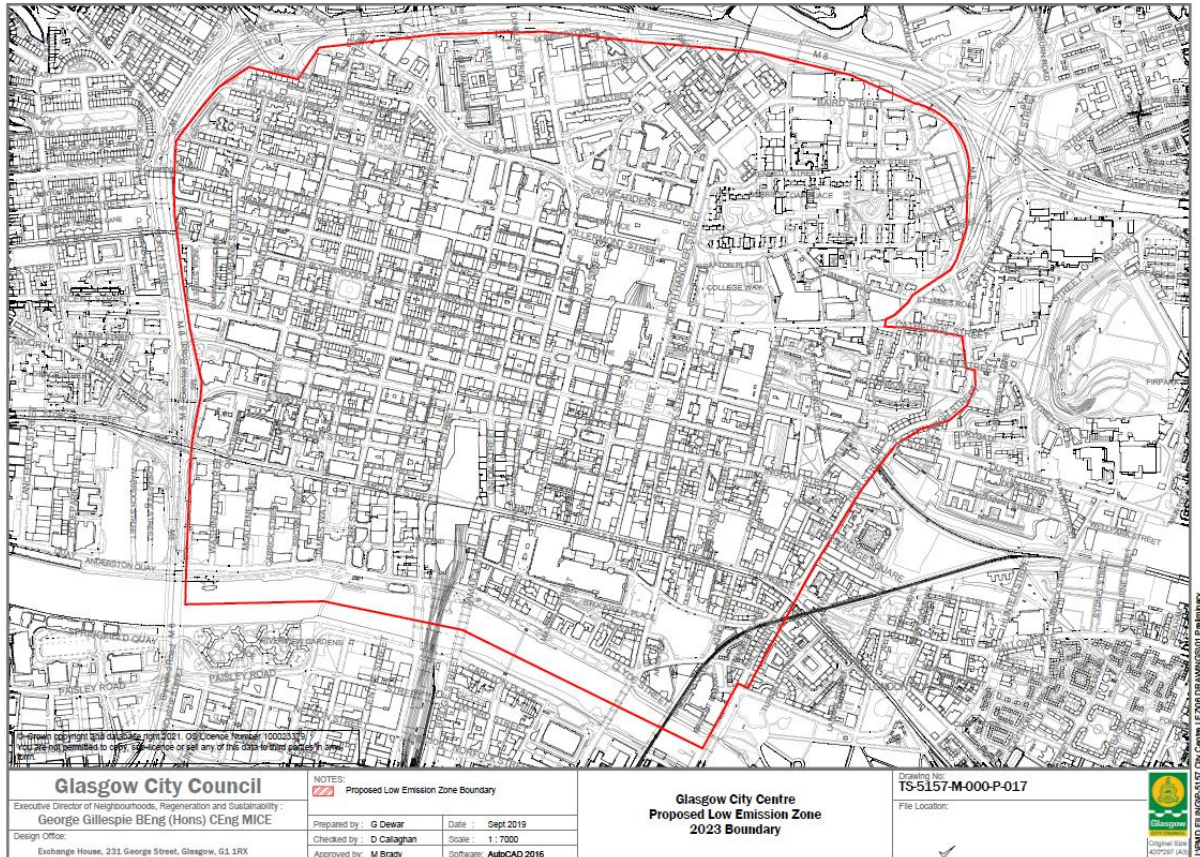
In the next phase of analysis, SEPA will use the emissions information as reported and undertake detailed air quality dispersion modelling to map predicted annual mean NO₂ concentrations throughout the LEZ and peripheral areas. This will refine further the concentration predictions within the SEPA Air Quality Evidence Report.

The evidence presented to date shows that considerable reduction in traffic related NO_x emissions, the major component of city centre NO₂ pollution, can be achieved through the implementation of the proposed Glasgow LEZ scheme and, as such, is predicted to considerably reduce ambient levels of this pollutant which currently exceeds the objective levels.

Glasgow City Council therefore proposes to extend the LEZ scope to cover all other vehicle types, with the exception of motorbikes and mopeds, which have been scoped out of the proposed LEZ scheme, and those vehicle types subject to national exemptions as detailed in [The Low Emission Zones \(Emission Standards, Exemptions and Enforcement\) \(Scotland\) Regulations 2021](#) and later in this report.

Map of Proposed LEZ Area and Roads Listing

A map of the proposed Glasgow LEZ can be seen below. The map can also be downloaded in higher resolution from [here](#).



Roads within the proposed LEZ are listed in Appendix A

Introduction date for the LEZ Scheme and Grace Periods

It is the intention of Glasgow City Council to introduce the LEZ on **31st May 2022**.

Glasgow City Council has committed to improving air quality by enforcing the LEZ at the earliest opportunity and therefore proposes a one year grace period, meaning enforcement of entry restrictions will begin on **1st June 2023**.

A further grace period is proposed for vehicles registered to **residents within the LEZ**, reflecting their restricted options in respect of choosing to enter the LEZ. The LEZ scheme will therefore propose a further one year grace period for vehicles falling within this category, meaning enforcement of entry restrictions will begin on **1st June 2024**.

The Scope of the LEZ Scheme

The Glasgow LEZ will apply to all vehicle types, with the exception of motorbikes and mopeds, and those vehicle types or uses considered exempt in Regulations (detailed later in this report).

Table 2 below sets out the vehicle types to which the LEZ will apply, as specified in Annex II of Directive 2007/46/EC.

Table 2: 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.

Entry to the LEZ by the above vehicle categories will only be 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 3 below for compression engine (diesel) vehicles and in Table 4 below for positive ignition (petrol and gas) vehicles.

Table 3: Compression Engine (Diesel) Engine, 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"> • an ambulance (which is not exempt under the Regulations) • a hearse • a motor caravan 	Euro 6	M1, M2, M3

Table 4: Positive Ignition (Petrol and Gas) Engine, LEZ Emission Standards

Vehicle Category	Emissions Standards	Euro category
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"> • an ambulance (which is not exempt under the Regulations) • a hearse • a motor caravan 	Euro 4	M1, M2, M3

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, will be 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, will also be permitted access to the LEZ, should the repowering result in emissions which meet or exceed the above emissions standards.

For practical purposes, it is generally the case that diesel engine vehicles registered after September 2015 and petrol vehicles registered from 2006 onwards will meet these standards. Buses, coaches and HGVs registered from January 2013 onwards will also generally meet the LEZ standards.

A vehicle checker tool is available on the [Low Emission Zones Scotland](#) website which can be used to check a vehicles LEZ compliance.

The LEZ Scheme Objectives

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.

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](#).

The national exemptions are shown in Table 5 below:

Table 5: 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"> • undertaking their duty as a constable • providing a response to an emergency at the request of the Scottish Ambulance Service Board • exercising the functions of the Scottish Ambulance Service Board, the Scottish Fire and Rescue Service, Her Majesty's Coastguard or the National Crime Agency
Naval, Military or Air Force Vehicles	<ul style="list-style-type: none"> • Vehicles being used for naval, military or air force purposes.
Historic Vehicles	<ul style="list-style-type: none"> • The vehicle was manufactured, or registered under the Vehicle Excise and Registration Act 1994, for the first time at least 30 years ago • The vehicle is no longer in production, and • 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.
Vehicles for Disabled Persons*	<ul style="list-style-type: none"> • 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, • a passenger in the vehicle has been issued with a badge under that section of that Act, or • a badge for the vehicle has been issued under section 21(4) of that Act, • 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 • 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).
Showman Vehicles	<ul style="list-style-type: none"> • 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

*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 need to be applied to that vehicle on that day of travel.

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. Glasgow City Council does not propose a general exemption of this type for any particular vehicles or vehicle types.

However, the LEZ scheme will allow for 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 will be determined on their individual merits. Examples of this may be, 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** be considered for the routine transport of people or goods or for routine commercial operations.

Operating Hours of the LEZ

It is proposed that the Glasgow LEZ operates at all times, 365 days a year and 24 hours a day.

The Glasgow LEZ is proposed 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 temporary suspension may also be issued in relation to a temporary diversion into the LEZ where vehicles follow the signed diversionary route.

Penalty Charges for Non-Compliant Vehicles

Penalty charges for non-compliant vehicle entry into a LEZ in Scotland are set at a national level as seen in [The Low Emission Zones \(Emission Standards, Exemptions and Enforcement\) \(Scotland\) Regulations 2021](#).

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. Full details of the applicable penalty charges are shown in Table 6 below.

Table 6: Penalty Charges Applying to the Glasgow LEZ

Vehicle Category	Initial penalty charge	Subsequent penalty charges			
		1	2	3	4
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	-

Further Information and Support

Further information on air quality in Glasgow can be found on the [Glasgow Air Quality website](#), including annual reports and action plans.

Funding support is available, subject to eligibility, from the [Low Emission Zones website](#). This includes:

- Disposal grants – A means tested grant for households and micro businesses to receive funding for disposal of non-compliant vehicles and mobility grants for sustainable or public transport.
- Retrofit grants – A grant for micro businesses to improve emissions from non-compliant vehicles through the fitting of an approved retrofit solution. This grant is available for Light Commercial Vehicles, Taxis and Heavy Goods Vehicles.

The above grants are provided by Transport Scotland and administered by the [Energy Savings Trust](#).

Appendix A: Table of Roads Within the Glasgow Low Emission Zone

Road Name	Length of Road within LEZ
Adams Court Lane	Its entire length
Aird's Lane	Its entire length
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 a point 75 metres east of the extended east kerbline of Black Street.
Bell Street	From the western extremity to the extended east kerbline of High Street.
Bishop Lane	Its entire length
Black Street	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
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 west kerblines of Stirling Road to the western extremity.
Cathedral Street	From the extended west kerblines of Stirling Road to the western extremity.
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
Coupar Street	Its entire length
Cowcaddens Road	Its entire length
Crimea Street	Its entire length
Dalhousie Lane	Its entire length
Dalhousie Street	Its entire length
Dixon Street	Its entire length
Dobbiesloan	From the southern kerblines of the M8 off ramp to Craighall Road to the northern kerblines of Kennedy Street.
Douglas Lane	Its entire length
Douglas Street	Its entire length
Drury Street	Its entire length
Dundasval 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 northern kerbline of Phoenix Road to the northern 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
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
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
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
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
Saint Enoch Place	Its entire length
Saint Enoch Square	Its entire length
Saint James Road	From the extended west kerblines of Stirling Road to the extended south kerblines of St Mungo Avenue.
Saint Margaret's Place	Its entire length
Saint Mary's Lane	Its entire length
Saint Mungo Avenue	Its entire length
Saint Mungo Place	Its entire length
Saint Peter's Lane	Its entire length
Saint Vincent Lane	Its entire length
Saint Vincent Place	Its entire length
Saint Vincent Street	From the eastern extremity to the extended east kerblines of Newton Street.
Saltmarket	From the extended north kerblines of Greendyke Street to the northern extremity.
Saltmarket Place	Its entire length
Sauchiehall Lane	Its entire length
Sauchiehall Street	From the extended east kerblines 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
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