

LEZ Compliance, Monitoring and Enforcement Questions (with Answers)

Summary

1. The Council do not have any up to date data on the number of non-compliant vehicles currently using Edinburgh roads and therefore likely to be impacted by the LEZ.
2. The fixed and mobile ANPR cameras are currently not operational and there remains work to be done to make them operational. The mobile unit has not been delivered yet.
3. Although we have been advised that the Scotland-wide financial support schemes have reopened this only appears to be the case for businesses wishing to retrofit their vehicles.
4. Edinburgh is relying on a national scheme to issue exemptions to disabled people and their carers. It is not clear how well this is working as CEC do not have any statistics on its use.
5. Very limited additional monitoring of traffic volumes and related air pollution around the boundaries of the LEZ is planned. There may be some opportunity for us to propose additional sites.

Responses in red reflect discussions with CEC staff regarding implementation of LEZ

1. 2022 SEPA survey showed 77% of vehicles in Edinburgh were LEZ compliant. Is any newer data available?
No, it is planned to undertake a further survey in 2024 but it is not clear when this data will be available.

Significant compliance differences in 2022 between different categories of vehicle:

- Buses – 97% compliant
 - Car (Petrol) – 95% compliant
 - HGV – 86% compliant
 - Taxis – 73% compliant
 - LGV – 65% compliant
 - Car (Diesel) – 50% compliant
2. Not clear how many non-compliant vehicles of each type are likely to be still driving in city centre in June and thus will need to avoid LEZ or pay penalty. What are the estimated numbers of each category of vehicles currently?
The Council do not have this data, but it is understood that there would have been a further improvement in compliance since 2022. Taxis and private hire cars will be expected to be 100% compliant before 1 June as part of their licencing conditions.
 3. How many non-compliant but exempt vehicles are estimated to in use within the city centre currently? What is being done to reduce the number of such vehicles?
The Council do not have this data but have been working with the operators of some vintage buses to investigate retrofitting options
 4. Are the fixed ANPR cameras operational? If so, what is current observed non-compliance rate?
They are currently not yet operational but expect them to be working by 1 June.
 5. Has the mobile ANPR vehicle been delivered? If not, when will it be operational?
It has been ordered but has not yet been delivered. It is hoped that it will be operational by 1 June
 6. The SEPA air modelling data presented to TEC showed that the concentration of NO₂ would increase at approximately 10% of all monitoring sites “in or within 500m of the LEZ”. What are health impacts on people living or working on those streets expected to be? What monitoring on people’s health is being undertaken?
The 10% figure is expected to be a worst-case scenario. There is no planned monitoring of people’s health but there has been direct engagement with NHS on the implementation of the LEZ. The Council is obliged to monitor pollution levels against statutory health-based Air Quality Objectives, which will be reported as usual in an Air Quality Annual Progress Report.
 7. The latest NO₂ data on [the Scottish Air Quality Database website](#) is from 2022. When will the data for 2023 be published?
Automatic data is available on the Scottish Air Quality website (ratified 25th April 2024). Analysis of data will be carried out in Annual Progress Report. Diffusion Tube data will be published in Annual Progress Report - likely to be autumn 2024.
 8. The SEPA website does not show the NO₂ tube installed in 2022 on East London Street. When will this data be available? Are there any other monitoring sites that have been added in the city centre area since 2022?

East London Street will be included in future reporting. No additional passive monitoring sites have been added recently. A live monitoring station has been added in Drumsheugh Place to recognise that the modelling was showing increases in pollution levels at the west end of the city.

9. Apart from ANPR sites, where are traffic volumes in the LEZ and on its periphery monitored on a permanent basis? Have any new sites been added since 2022? Will the data from this monitoring be published?
There is no such monitoring. Rely on government data.
10. Are there any plans to undertake temporary monitoring of traffic volumes both within the LEZ and on its periphery? If so where will this monitoring be undertaken in 2024? When will this data be published?
Ad hoc traffic surveys are conducted throughout the City and it is planned to undertake further surveys as part of the continuing work for the City Mobility Plan subject to funding being available. It may be possible to make available the locations of the planned surveys and the results.
11. How will CO2 levels be monitored both within the LEZ and on its periphery in order to assess the impact of the LEZ on the achievement of CEC carbon reduction targets?
This is not monitored on a street-by-street basis. The Climate Implementation Plan supports LEZ. In the LEZ final submission, it was stated that the 2030 Climate Strategy Implementation Plan sets out a framework for assessing and measuring progress towards the strategy's comprehensive outcomes. It supports the development of a Low Emission Zone, which will help reduce pollution across the whole city, not just within the zone, which the Final LEZ Scheme aims to do.
12. Will any warnings be issued prior to issue of PCNs?
No. This had been considered but given the work required for the ANPR cameras to be operational that is no longer possible.
13. If a non-compliant vehicle is used within the LEZ but does not go outside of the LEZ how will its use be monitored, and penalties enforced?
The mobile unit will operate within the LEZ and possibly on the entry points without a fixed camera.
14. All of the financial support schemes to which links are provided on your website have been closed. How many applications have there been from residents/businesses in the LEZ and Edinburgh for each scheme? How many of those have been successful? How many are still pending?
These schemes are managed by Transport Scotland for the whole country and therefore CEC does not hold this data. It may be possible to obtain it from TS. Some of the support schemes have re-opened.
15. Apart from the letters sent to residents with parking permits, what communication has taken place with residents/businesses within the LEZ and Edinburgh? What further communication is planned?
Further communication is planned before 1 June using a variety of media.
16. How will disabled people (with or without a blue badge) be able to secure a short or long term exemption from LEZ charges?
The exemption scheme is managed nationally. The Council's website contains links to be used by applicants.
17. Are exemptions available to people or organisations that care for disabled people? If so how are these obtained?
See above
18. How have these exemption arrangements been communicated to disabled people?
See above
19. How many such exemptions have been granted and how many are pending?
See above