

60256 Edinburgh's Low Emission Zone (LEZ) Penalty Charge Notices

What exactly happened to the £800,000 in uncollected LEZ fines, including details on how many potential penalties were affected by the DVLA blunder, how many have been pursued or recovered since, and what steps are being taken to address this shortfall?

Whilst a DVLA blunder has been cited, it should be noted that it is the legal responsibility of the keeper of a vehicle to ensure that they provide correct and up-to-date information to the DVLA.

As explained in the latest [LEZ annual report](#), there may be a potential loss of up to £800,000 in LEZ income due to inaccurate keeper information held by the DVLA, although the number of Penalty Charge Notices related to this amount is dynamic, with many currently still being pursued. We note that this issue is not restricted to the City of Edinburgh Council and affects all local authorities.

Where has the money from paid LEZ charges and collected fines actually gone, and can you detail how much has been reinvested into transport improvements, environmental projects, or other uses, such as the reported surplus allocation to bus lanes and school air pollution initiatives?

This information is provided in the latest [LEZ annual report](#).

Given that many drivers and residents view the DVLA record issues or scheme enforcement problems as the council's or government's responsibility, can you categorically rule out any further increases in taxing, charges, or penalties on Edinburgh motorists to cover these shortfalls or 'mistakes' in the scheme's rollout and administration?

The LEZ operates within a strict set of regulations which specify how the Council may recover charges. It is not within the Council's remit to change those regulations or comment on whether the government may choose to make any changes to taxes, charges or penalties.

What measurable benefits have been achieved—or are projected—for the environment (e.g., reduced emissions or improved air quality), the local economy, overall transport systems, and those who cannot afford to upgrade to compliant vehicles as a direct result of issuing LEZ fines and enforcing the scheme?

For further information regarding LEZs, including their benefits, please visit [Transport Scotland's website](#). Specific data regarding changes to traffic and transport modes is contained in the latest [LEZ Annual Report](#).

In what specific way does an individual paying an LEZ fine contribute to helping the planet or reducing pollution? Or is the fine primarily designed as a revenue-raising tax to discourage driving rather than a genuine environmental measure?

Please note that the operation of LEZs, including Penalty Charge Notice arrangements, is specified in the national legislation and is not at the discretion of local authorities. For further information regarding LEZs, including their benefits, please visit [Transport Scotland's website](#).

Why are local citizens and residents not given a direct democratic vote or referendum on the introduction and continuation of the LEZ scheme, given its significant impact on daily life, mobility, and household finances?

The means by which an LEZ may be established are set out in the national legislation. There is no requirement for a referendum in the legislation, although the LEZ does align with the Council's current transport policy, as set out in Edinburgh's [City Mobility Plan](#).

What percentage of total road transport emissions (or nitrogen dioxide/NO₂ within the LEZ area) comes from exempt vehicle categories such as HGVs, buses, coaches, motorbikes and mopeds, Blue Badge holders' vehicles, emergency vehicles, or any other combustion-engine vehicles that are not subject to the LEZ restrictions and fines?

Information is not held regarding emissions from complaint vehicles; however, the only motor vehicles entirely out of scope for the LEZ are motorcycles and mopeds; all other motorised vehicles are subject to the regulations, unless a local or national exemption is in place.

The Council has maintained a strict policy on local exemptions, with these having been granted exclusively for highly specialised vehicles that could not easily or quickly be replaced by compliant vehicles.