

Members' Library Service Request Form

Date of Document	24/09/21
Originator	Peter Forsyth
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Document Title	City of Edinburgh Low Emission Zone Consultation – Update

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For Publication

Additional information:

Report necessary to formally add development roads to the list of public roads for maintenance purposes

Authorised By	Tom Reid
Designation	Head of Infrastructure
Date	04/10/21

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REPORT TO: Members Library Service

MEETING DATE:

BY: Executive Director - Place

SUBJECT: City of Edinburgh Low Emission Zone Consultation –
Update

1 PURPOSE

- 1.1 The purpose of the report is to inform Members of East Lothian Council officers' response to the consultation on the proposed City of Edinburgh Low Emissions Zone.

2 RECOMMENDATIONS

- 2.1 To note the change being proposed by the City of Edinburgh Council to significantly reduce the scope and scale of the zones to limit this to an internal cordon only.

3 BACKGROUND

- 3.1 A report to cabinet was previously submitted on 10 September 2019 outlining the City of Edinburgh Council Low Emissions Zone proposals at that time.
- 3.2 The Scottish Government introduced the Transport (Scotland) Bill by the Cabinet Secretary for Finance and Constitution, Derek Mackay MSP, on 8 June 2018. The Bill is divided into six parts, Part 1 introducing the concept of Low Emission Zones. The Transport (Scotland) Bill subsequently became an Act on 15 November 2019 giving powers to local authorities to promote a Low Emission Zone subject to the legislative criterion.
- 3.3 A Low Emission Zone is a scheme whereby driven vehicles that fail to meet a specified standard will be prohibited from driving within a designated area. A person who permits a vehicle that does not meet the criteria, to enter the zone will receive a penalty charge notice (PCN), which will be payable unless a vehicle exemption is in place.

- 3.4 The general provisions of the bill requires the setting up of a zone, (Appendix A) subsequently designating all roads therein to require all vehicles to meet the emission standards. All petrol engine vehicles will have to meet Euro 4 standards – required for vehicles sold after January 2006. Diesel cars will have to meet Euro 6 standards required for diesel cars sold after September 2015. Heavy diesel vehicles will need to meet Euro 6 standards generally those registered with the DVLA after 2014.
- 3.5 The Bill provides guidance for a grace period for residents and for non-residents.
- 3.6 The scheme can make provision for the introduction of exemptions for particular vehicles, types of vehicles and certain demographics e.g. blue badge holders. Before a scheme includes an exemption, the Authority must justify the reasons for making such an exemption. In this regard a time based exemption may be appropriate to allow night shift workers to proceed through the zone where inadequate public transport services exist. The precise detail of the exemption will be set out by the local authority. The default position will be that the scheme operates 24 hours a day.
- 3.7 Income received by the Local Authority must be applied to the operation of the scheme, implementing any identified relevant mitigation measures and to achieve the objectives of the scheme. Any additional surplus can be applied to repayment of any grant funding received by the Scottish Ministers in setting up the scheme.

Alterations to the Original Proposals

- 3.8 The original LEZ proposal included two LEZ boundaries the outer being a city wide boundary (Appendix A Map 2) which would have had an impact on East Lothian. The size of the impact was difficult to quantify at the time. However, the city wide boundary element has now been removed as part of the LEZ proposals.
- 3.9 The city centre LEZ boundary is to remain and as reported it is anticipated the scheme will impact up to 2000 driven vehicles daily from East Lothian. This analysis was carried out before the Covid-19 pandemic.
- 3.10 The original proposals provided for a longer grace period for Edinburgh residents than for those resident out with the city. The proposal now is to allow for a 2 year grace period for all residents and non-residents of the city and surrounding towns and settlements.
- 3.11 Funding is to be made available for those most in need and located within 20km (12 miles) of the Zone. East Lothian Council Officers consider that as the city is a major destination hub and employment attractor for the whole of East Lothian, a more personalised approach should be taken to consider trip frequency and necessity of travel for all our residents. We believe this will be more in line with a fairer Scotland approach to meet the needs all communities and businesses.

- 3.12 It is acknowledged that the primary purpose of the Low Emission zone is to reduce harmful vehicle particulates improving air quality in built up areas. We also recognise the need to mitigate climate change and that this intervention cannot succeed without cross boundary support and the interaction of other interventions to balance travel demand and encourage greater modal shift over the region. Accordingly, we recognise that the success of active travel improvements linking to Edinburgh and sustainable transport prioritisation through improved bus journey times and rail capacity increases must run parallel to lock in a reduction in car use over the wider sub regional area.

Timescales

- 3.13 Edinburgh's proposed LEZ is due to be introduced on 31 May 2022, if approved by Councillors and Scottish Ministers.
- 3.14 A 2-year grace period will then commence. No penalties (fines) will be issued until 1 June 2024, when enforcement within the Zone begins.

4 POLICY IMPLICATIONS

- 4.1 These proposals will contribute towards The East Lothian Plan – 2017-27 focusing on health and wellbeing, safety, transport connectivity, sustainability and protecting our environment.
- 4.2 This proposal will contribute to the Local Outcome Improvement Plan to deliver a high quality environment and that people in East Lothian are enjoying healthier lives.

5 INTEGRATED IMPACT ASSESSMENT

- 5.1 The introduction of LEZs in Edinburgh will likely affect the wellbeing of East Lothian community or have a significant impact on equality, the environment or economy. Accordingly, an Integrated Impact Assessment (IIA) has been undertaken - Appendix B. In consideration of the wider economic, social and environmental impacts, we recommend a joint assessment process with the city of Edinburgh to balance the cities objectives over the wider socio-economic landscape.

6 RESOURCE IMPLICATIONS

- 6.1 Financial – The introduction of Low Emission Zones (LEZs) in Edinburgh will have a financial impact on East Lothian Council. A more detail report will be required once more details of the LEZ and timings of Grace periods are confirmed.

7 BACKGROUND PAPERS

- 7.1 Report to Cabinet. City of Edinburgh Low Emission Zone Consultation. 10 September 2019

7.2 Members' library report. Analysis of implication of City of Edinburgh Low Emission Zone Consultation

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DATE	24 September 2021

Appendix A

Map 1 – City Centre Low Emission Zone Boundary



Map 2 – City-wide Low Emission Zone Boundary, now removed from the proposals



Appendix B



Supporting Good Decisions

Promoting Equality & Human Rights, Reducing Inequality and Protecting
the Environment

Integrated Impact Assessment Form

Integrated Impact Assessment Form

Promoting Equality, Human Rights and Sustainability

Title of Policy/ Proposal	City of Edinburgh Low Emission Zone
Timescale for Implementation	31 st May 2022
IIA Completion Date	23 rd September 2021
Completed by	Liz Hunter
Lead officer	Peter Forsyth

Much of the information contained within this report is drawn from the Integrated Impact Assessment (Interim Report) included within the Low Emission Zone – Preferred Scheme for Consultation Report presented to the City of Edinburgh Council Transport and Environment Committee on 17th June 2021.

[https://democracy.edinburgh.gov.uk/documents/s34876/7.4%20-%20LEZ%20Preferred%20Scheme Final.pdf](https://democracy.edinburgh.gov.uk/documents/s34876/7.4%20-%20LEZ%20Preferred%20Scheme%20Final.pdf)

Section 1: Screening

1.1 Briefly describe the policy/proposal/activity you are assessing.

Set out a clear understanding of the purpose of the policy/ proposal/ activity being developed or reviewed (e.g. objectives, aims) including the context within which it will operate.

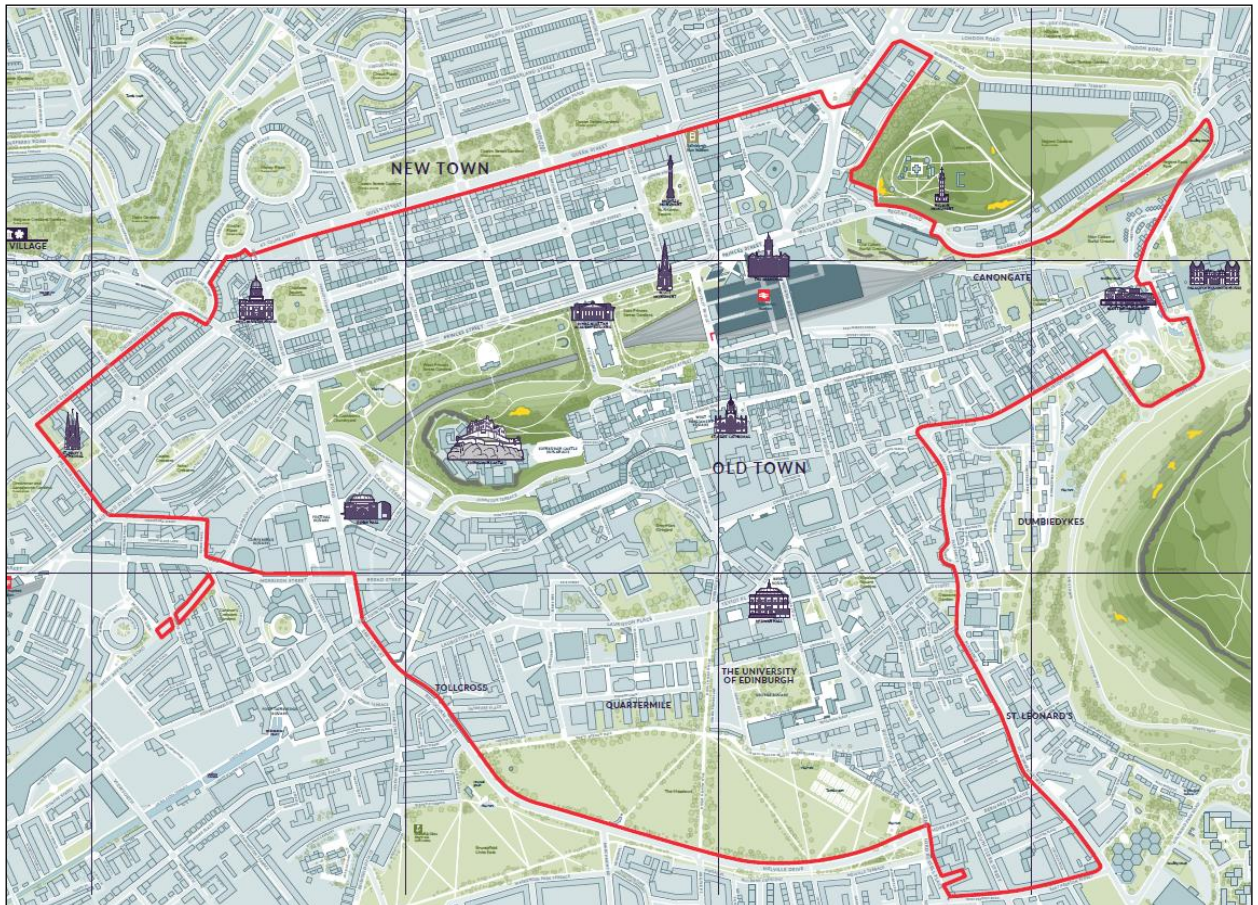
In 2015, the Scottish Government made a commitment to significantly improve Scotland's air quality through the 'Cleaner Air for Scotland' strategy, where Low Emission Zones (LEZ) were identified as a potential tool within the strategy.

The Scottish Government introduced the Transport (Scotland) Bill on 8 June 2018. The Bill is divided into six parts, Part 1 introducing the concept of LEZs. The Transport (Scotland) Bill subsequently became an Act on 15 November 2019 giving powers to local authorities to promote a LEZ subject to the legislative criterion.

The air quality standard the LEZs are based on are the Euro emissions standards. To enter/exit/operate within a LEZ in Scotland, a diesel vehicle will need to be Euro 6 (generally those registered from September 2015) and a petrol vehicle Euro 4 (generally those registered from January 2006). Vehicles that do not meet the emission standard set for a LEZ will not be able to enter the zone. A penalty charge will be payable by the vehicle's registered keeper when a non-compliant vehicle enters the LEZ.

In 2019, City of Edinburgh Council (CEC) asked businesses and residents for their views on two LEZ proposals and presented feedback to the Council's Transport and Environment Committee . Plans to implement LEZs were temporarily paused due to the COVID-19 outbreak, but work has now restarted and an LEZ will now be introduced from 31st May 2022.

Through a consultation and option appraisal process CEC has selected a city centre zone as the proposed boundary for Edinburgh's LEZ.



<https://www.edinburgh.gov.uk/downloads/file/29650/map-of-proposed-city-centre-lez>

Proposed City of Edinburgh Council Low Emission Zone Boundary

1.2 What will change as a result of this policy?

Vehicles that do not meet the emission standard set for a LEZ will not be able to enter the zone. A penalty charge will be payable by the vehicle's registered keeper when a non-compliant vehicle enters the LEZ. The initial penalty charge for all non-compliant vehicles is set at £60, reduced by 50% if it is paid within 14 days. A surcharge is also proposed whereby the penalty amount doubles with each subsequent breach of the rules detected in the same LEZ. The penalty charges are capped at £480 for cars and light goods vehicles (LGVs), and £960 for buses and heavy goods vehicles (HGVs). Where there are no further breaches of the rules detected within the 90 days following a previous violation, the surcharge rate is reset to the base tier of charge i.e. £60.

The proposals include a grace period for all vehicles (for residents and non-residents) of two years. Enforcement of the LEZ will begin after the grace period expires.

Exemptions apply consistently across all Scottish LEZs, as set out in the Regulations. These exemptions must be applied to the LEZ at all times and include:

- Police vehicles
- Ambulance and emergency vehicles
- Scottish Fire and Rescue
- Her Majesty's Coastguard
- National Crime Agency
- Military vehicles
- Vehicles for disabled persons (persons 'disabled' or 'disabled passenger vehicles' tax class; Blue Badge Scheme)
- Historic vehicles
- Travellers and Showman's vehicles

Several grants and loans are available which are funded Transport Scotland and administered by the Energy Saving Trust, to support individuals and businesses affected by the LEZ.

- **Low Emission Zone Support Fund and Travel Better funding** – Offers a grant of £2000 for low income households to take older, more polluting vehicles off the road. To be eligible, households must meet all the following criteria; be on specific means tested benefits (listed below), own a noncompliant car (which has been owned by them for at least 12 months with no outstanding finance), and live within a 20km radius of a planned LEZ. The list of eligible benefits are as follows:
 - Attendance Allowance
 - Carer's Allowance
 - Child Tax Credit; Council Tax Benefit (excluding 25 per cent discount)
 - Disability Living Allowance
 - Employment and Support Allowance
 - Income-based Job Seeker Allowance
 - Income Support; Pension Credit
 - Personal Independence Payment
 - Universal Credit or Working Tax Credit.

Eligible households which have successfully claimed, can also apply for a further £1,000 Travel Better funding for sustainable travel alternatives. Eligible travel measures include bus passes, train season tickets, new and used bikes, as well as car club membership and credits.

- **Low Emission Zone Support Fund for Businesses** - Micro businesses and sole traders can apply for a £2,500 grant towards the safe disposal of vehicles that do not meet the zone standards. Businesses must meet all the following criteria; have an operating site within 20km of the planned zone, own a non-compliant vehicle (they must have owned the vehicle for at least 12 months and utilised it for business operational purposes) and meet the definition of a micro business (employ nine or fewer full-time

employees and have a turnover of £632,000 or less, or a balance sheet of up to £316,000 in the preceding and current financial year).

- **Low Emission Zone Retrofit Fund** - Provides micro businesses and sole traders, who operate within the planned LEZ, with support to retrofit their existing non-compliant vehicles with Clean Vehicle Retrofit Accreditation Scheme (CVRAS) approved solutions that meet the minimum proposed standards of the LEZ. Businesses must meet all the following criteria; meet the definition of a microbusinesses (employ nine or fewer full-time employees and have a turnover of £632,000 or less, or a balance sheet of up to £316,000 in the preceding and current financial year), must not be VAT registered, must own a non-compliant vehicle which is no more than 13 years old (they must have owned it for at least 12 months), and the vehicle must operate at least weekly in the planned LEZ. In addition, the vehicle must also have an approved CVRAS retrofit solution available for the exact make and model and be one of the following:
 - Wheelchair accessible taxi
 - Light commercial vehicles – vehicles designed to carry goods that weight less than 3.5 tonnes
 - Heavy goods vehicles – vehicles designed to carry goods that weigh 3.5 tonnes or more
 - Refuse collection vehicles – vehicles specially designed to collect and transport solid waste.

Grants to support the cost of a retrofit solution are available as follows:

- Light commercial vehicles – 80% of the cost, up to a maximum of £5,000.
 - Taxis – 80% of the cost, up to a maximum of £10,000
 - Heavy goods vehicles and refuse collection vehicles – 80% of the cost, up to a maximum of £16,000.
- **The Bus Emissions Abatement Retrofit Programme** - Supports bus and coach operators with the cost to retrofit vehicles with Clean Vehicle Retrofit Accreditation Scheme (CVRAS) technology to a Euro VI standard or better. This funding is available to licensed bus and coach operators, local authorities and community transport operators located in or that operate on routes within Scotland's cities identified for LEZ's and/or one of Scotland's AQMAs. Successful applicants can access grant funding towards both primary and ancillary costs up to a maximum of £3,500,000 per bidder.

Eligible vehicles must meet the following criteria:

- Buses and coaches operating under a Public Service Vehicle (PSV) operator licence or used for voluntary, community or other non-profit making purpose
- Less than 13 years old at time of application
- A remaining service life of at least 5 years in Scotland or conforming to Euro IV or V emission standards from factory

A number of other grants and schemes are also available to individuals and businesses wishing to switch to more sustainable travel modes, which could be used to support those affected by the LEZ:

- **eBike Loan** - Interest-free loans to help individuals purchase a new electric bike, family cargo or ecargo bike, or adaptive bike. A wide range of models and adaptations are available including tricycles, tandems, hand cycles and recumbent cycles.
- **Used Electric Vehicle Loan** - The interest-free Used Electric Vehicle Loan offers up to £20,000 to cover the cost of purchasing a used electric car or up to £5,000 for the purchase of a used electric motorcycle or moped. The loan has a repayment term of up to five years.
- **Electric Vehicle Loan** - Interest-free loans of up to £28,000 to cover the cost of purchasing a new, pure electric vehicle or up to £10,000 to cover the cost of purchasing a new electric motorcycle or moped. The loan has a repayment term of up to six years.
- **Domestic charge point funding** - Energy Saving Trust and the Office for Zero Emission Vehicles currently offers applicants £350 towards the cost of a home charge point and Energy Saving Trust will provide up to £250 further funding on top of this, with an additional £100 available for those in the most remote parts of Scotland.
- **eBike Business Loan** - Interest-free loans of up to £30,000 are available to support organisations that want to reduce the carbon impact of their transport and travel arrangements with new and more efficient alternatives. The loan covers new pedal-assisted electric bikes (up to £3,000 per bike), new cargo bikes (up to £6,000 per bike) and new adapted cycles.
- **Low Carbon Transport Business Loan** - Interest-free loans of up to £120,000 are available to Scottish businesses. The loans can be used to meet the cost of a wide range of sustainable measures to lower business transport carbon footprint including: pure electric vehicles (cars and vans - up to £28,000 for each new electric vehicle), new electric motorcycles or scooters (up to £10,000 for each vehicle), new electric / plug-in hybrid HGVs (up to £50,000 for each HGV).
- **Business charge point funding** - Funding to help organisations install electric vehicle (EV) charging infrastructure on their premises. Funding is currently available for charge points for sole use by occupiers, staff and visitors.
- **Switched on Taxi loan** - Interest-free loans of up to £120,000 are available to enable owners and operators of hackney cabs or private hire taxis to replace their current vehicle with an eligible ultra-low emission vehicle.
- **Used Electric Vehicle Loan for Business** - The interest-free Used Electric Vehicle Loan offers businesses in Scotland up to £20,000 to cover the cost of purchasing a used electric car, up to £20,000 for a used electric or plug-in hybrid electric van, up to £5,000 for a used electric motorcycle or moped.

1.3 Deciding if a full Impact Assessment is needed.

Please answer the following questions:

	Yes	No
1. The policy/ proposal has consequences for or affects people e.g. how they can access a service?	Yes	
2. The policy/proposal has potential to make a significant impact on equality?	Yes	
3. The policy/proposal is likely to have a significant environmental impact?	Yes	
4. The policy/ proposal has implications for the storage/ collection of personal data?	No	

- If you have answered yes to questions 1 and 2 above, please proceed to complete the Integrated Impact Assessment. If you have answered No then an IIA does not need to be completed. Please keep a copy of the screening paperwork.
 - If you have identified that your project will have a significant environmental impact, please proceed to complete the Integrated Impact Assessment. You will also need to consider whether you need to complete a Strategic Environmental Assessment. Please contact
 - If you have answered yes to question 4, please seek further advice from the Data Protection Officer.
-

Section 2: Integrated Impact Assessment

2.1 Have those who are affected by the policy had the opportunity to comment on new proposals?

CEC has undertaken a number of consultations since May 2019 including:

- Between May and July 2019:
 - An online survey (which received 2,793 responses).
 - Sessions with key stakeholders including the representatives from the taxi and private hire car sectors, the bus and coach sectors, and with freight sectors through the Council's ECO Stars scheme
 - Engagement with wider general stakeholder groups (including health and environmental, and wider interest groups, community councils, and residents)
 - Written responses from stakeholder groups and members of the public
 - Engagement with 60 primary school children
 - Engagement with neighbouring local authorities in the South East Scotland region.
- During 2020
 - Interviews with business owners, business and trade representative organisations and community transport providers.
- May/June 2021
 - Meetings with representatives from the Edinburgh Access Panel and Inclusion Scotland, as well as Officers working on the Council's Poverty Action Plan.
- Between June and September 2021
 - Further online survey specifically considering city centre zone boundary, 2 - year grace period, local exemptions and considerations for impacted groups
 - Engagement with key stakeholders
 - Engagement with neighbouring local authorities in the South East Scotland region

East Lothian Council provided a response to the 2019 consultation which was agreed at the 10th September 2019 Cabinet meeting.

No specific consultation has been undertaken with residents of East Lothian but they will have had the opportunity to respond to the City of Edinburgh online surveys.

East Lothian Council will provide a response to the 2021 consultation on 24th September 2021.

2.2 What information/data have you used to inform the development of the policy to date?

The CEC IIA report documents the following data sources were used in developing the LEZ:

- Census 2011
- The National Records of Scotland 2017 and 2018 DfT, April 2019
- Jacobs, Edinburgh Low Emission Zone Integrated Impact Assessment, 2020
- Transport Scotland, 2019, Scottish Transport Statistics (No 32-37) Editions 2012 to 2018
- Transport Scotland, 2019, Scottish Transport Statistics, 2018 (No 37) DVLA (2018). Number of licensed vehicles at the end of the quarter by bodytype, fuel type and estimated euro status, Edinburgh City UA.
- AECOM, 2014. Van travel trends in Great Britain, prepared for RAC foundations
- RHA, Clean Air Zones and HGVs – factsheet (BVRLA,FTA, NFDA and RHA, Scottish Government, 2018
- Businesses in Scotland Clean Air Zones and HGVs – factsheet, 2019 (BVRLA,FTA, NFDA and RHA) Transport Scotland, 2019
- Scottish Transport Statistics (No 32-37) Editions 2012 to 2018)
- National Atmospheric Emissions Inventory (2018), Vehicle fleet composition projections
- DVLA database on vehicles registered in the Edinburgh TTWA
- Scottish Index of Multiple Deprivation (SIMD)
- Sustrans, Bike Life, Sustrans, 2017 Transport Scotland
- Transport and Travel in Scotland, 2017
- Online survey
- Key stakeholder sessions
- Engagement with wider general stakeholder groups
- Written responses from stakeholder groups and members of the public.
- Stakeholder workshops.
- Engagement with primary school children
- Engagement with neighbouring local authorities.
- Meetings in May/June 2021 with representatives from the Edinburgh Access Panel, Inclusion Scotland and Officers working on the Council's Poverty Action Plan.
- Jacobs, Edinburgh Low Emission Zone, Revised Fleet Composition, Traffic Modelling Report, February 2021 SEPA
- Air Modelling Results, March, 2021
- Scottish Government, Cleaner Air for Scotland: The Road to a Healthier Future
- 2015 Public Health England, Estimating Local Mortality Burdens associated with Particulate Air Pollution, 2014
- City of Edinburgh Council, Air Quality Annual Progress Report (APR) for City of Edinburgh Council, 2019 SEPA
- The Clearer Air for Scotland – National Modelling Framework, Air Quality Evidence Report – Edinburgh, November 2018

- City of Edinburgh Council, 2019 Air Quality Annual Progress Report (APR)

2.3 What does the evidence/ research suggest about the policy's actual or likely impact on equality groups and those vulnerable/ or experiencing socio-economic disadvantage?

It is reported that the LEZ proposals will impact up to 2000 driven vehicles daily from East Lothian. This analysis was carried out before the Covid-19 pandemic.

Equality, Health and Wellbeing and Human Rights	
Affected Groups	Positive
All, particularly children, pregnant women, disabled people and older people.	The LEZ will discourage the most polluting vehicles from enter/exit/operating within the LEZ. This will reduce emissions and improve air quality and in turn have a positive effect on health on everyone, particularly of those most at risk of respiratory illness including older people/pensioners and children (including unborn children). This is the most significant positive impact of the LEZ and will have health and wellbeing benefits for a large population of residents, workers, and visitors to the area over a long period of time; therefore, the magnitude of the effect is substantial.
All	The LEZ is likely to encourage a modal shift from cars to public transport and active travel. This will result in air quality improvements,
All, particularly relevant to those who are unemployed/on low income/people on benefits and those with mobility impairments who rely on public transport	Reduction in vehicles within the boundary may improve access to services for those travelling by modes other than private car, including public transport or active travel.
Affected Groups	Negative
Unemployed, people on benefits, single parents, homeless people, carers, part-time workers, students, young people, disabled people who rely on public transport, staff	Bus operators may increase the price of bus tickets as a result of the increased costs to their operations arising from the need to replace or upgrade buses, so they are compliant with the LEZ. For some bus passengers the increase in price may make the journey unaffordable and result in them foregoing their journey. This may affect people's ability to engage in activities and access services or

<p>vulnerable to falling into poverty.</p>	<p>places of work, which in turn will affect their wellbeing/social activity.</p> <p>CEC Proposed Mitigation: This effect will not be applicable to holders of free travel passes including older people/pensioners, disabled and subsidised travel; therefore, the effect on most of the impacted population will be mitigated. The Council will continue to engage with bus operators to determine their proposed reactions to the LEZ. If bus operators make use of funding for upgrading and retrofitting vehicles (such as the Energy Savings Trust's BEAR retrofit fund), they may not have to increase the price of tickets. The funding options available will be clearly communicated to Transport Providers.</p> <p>ELC Action: Engage with CEC (and bus operators if necessary) to ensure all operators running services from and through East Lothian are aware of the proposed LEZ and funding options and to determine their proposed reactions to the LEZ.</p>
<p>Unemployed people, people on benefits, single parents, homeless people, carers, part-time workers, students, young people, disabled people, staff vulnerable to falling into poverty.</p>	<p>Bus operators may remove non-profitable routes in response to LEZ related costs to upgrade fleet. This may negatively impact those who rely on those services to engage in activities and access services or places of work, which in turn will affect their wellbeing/social activity.</p> <p>CEC Proposed Further work/mitigation: The Council will continue to engage with bus operators to determine their proposed reactions to the LEZ. If bus operators make use of funding for upgrading and retrofitting vehicles (such as the Energy Savings Trust's BEAR retrofit fund), they may not have to remove services. The funding options available will be clearly communicated to Transport Providers.</p> <p>ELC Action: Engage with CEC (and bus operators if necessary) to ensure all operators running services from and through East Lothian are aware of the proposed LEZ and funding options and to determine their proposed reactions to the LEZ.</p>
<p>People with low literacy/numeracy, tourists, minority ethnic people (including nonEnglish speakers).</p>	<p>Non-English speaking people or people with low literacy/numeracy may experience negative impacts if they do not understand the implications of the LEZ. Impacts may affect permanent residents who don't understand the changes but it could also affect temporary overseas visitors who do not hold a British driving licence and are unable to speak English. The impact on overseas visitors is likely to be</p>

	<p>more prevalent when visitor numbers are higher for large cultural events.</p> <p>CEC Proposed Mitigation: The communications strategy will ensure that all impacted groups are reached where possible. Clear communications will be provided around LEZ implementation across different media in plain English, a range of languages as well as Braille. The Council also offers an Interpretation and Translation service, which provides interpreters and translations in different languages including British Sign Language. Equalities groups will be encouraged to disperse information on the proposals to their members.</p> <p>ELC Action: Engage with CEC to ensure all future communication regarding the LEZ reaches East Lothian residents and that it is provided in formats that will reach impacted groups.</p>
Disabled people and carers.	<p>People with a disability who do not use public transport or rely on carers who own a non-LEZ compliant vehicle and cannot afford to upgrade, may choose to forego their journey into the City Centre. This will potentially adversely affect their opportunity to access community and leisure facilities and have a negative impact on their social activity.</p> <p>CEC Mitigation: This impact can be mitigated through exemption for disabled tax class and Blue Badge holders. The LEZ support fund could also help disabled drivers and carers who are on means tested benefits (which includes Carer's Allowance and Disability Living Allowance) and meet the other 4 criteria to upgrade or retrofit their vehicle. Those affected could also apply for the electric vehicle loan to purchase a new or used compliant electric vehicle. Clear communications will be provided around the LEZ implementation across different media to raise awareness and ensure people have sufficient time to prepare.</p> <p>ELC Action: East Lothian Council Officers consider that the City is a major destination hub and employment attractor for the whole of East Lothian. Engagement will be undertaken with CEC regarding the eligibility for LEZ support funding to cover a 20 mile radius only. A more personalised approach should be taken to consider trip frequency and necessity of travel for all our residents.</p>
Older people/pensioners, children, disabled people,	Minibuses providing community transport services (care providers, youth groups, school groups, elderly care

<p>care providers, youth groups, school groups.</p>	<p>providers) could be negatively impacted. Any impacts experienced by those providing care support for vulnerable people may also adversely affect those receiving care.</p> <p>CEC Proposed Mitigation: Community transport providers are eligible to claim funding from the Bus Emissions Abatement Retrofit (BEAR) programme. LGV owners can also apply for other schemes such as the Low Carbon Business Loans to purchase new electric vehicles. The Council will engage with Community Transport Providers to effectively communicate LEZ proposals and on potential impact to help them prepare for the change.</p> <p>ELC Action: None</p>
<p>Disabled people and carers.</p>	<p>People who use their own cars which are fitted with adaptive features (such as swivel chairs) to access community and leisure facilities within the City Centre may not be able to afford the cost of transferring the adaptive features onto LEZ compliant cars as the costs range between £500 to £30,000. This in turn potentially can adversely affect their social activity/ day to day activity.</p> <p>CEC Proposed Mitigation: Mitigated through exemption for disabled tax class and Blue Badge holders. Clear communications will be provided around the LEZ implementation across different media to raise awareness and ensure people have sufficient time to prepare. To reduce potential impacts on disabled drivers who do not qualify for a Blue Badge – consideration will be given to individual time limited exemptions from LEZ Regulations, in accordance with Section 17 of the Transport (Scotland) Act 2019, for people with disabilities not recognised by the Blue Badge Scheme, but who may be at a substantial disadvantage (under Section 20 of the Equality Act).</p> <p>ELC Action: Engagement will be undertaken with CEC to ensure proposed communications reach East Lothian residents.</p>
<p>Children and disabled children</p>	<p>Private Hire Vehicle and Taxi/Black cab owners on the H2S (Home to School) contract with City of Edinburgh Council to transport school children with a non-compliant LEZ vehicle may not be able to afford to upgrade their vehicle. This may impact on the H2S services offered by the Council and potentially affect school children.</p> <p>CEC Proposed Mitigation: The Council has an existing licensing regime to improve emissions standards of PHV and Taxi/Black cab which may help reduce the impact but a</p>

	<p>residual negative impact on children is possible. The Council will align this regime with the LEZ to ensure mitigation of potential impacts. Taxi owners can also make use of the funding for upgrading and retrofitting vehicles, or apply for the Switched on Taxi loan to replace their vehicle with an ultra low-emission vehicle. The funding options available will be clearly communicated to Transport Providers</p> <p>ELC Action: None, the funding relates to vehicles that operate at least weekly in the planned LEZ, rather than being based on a distance from the LEZ.</p>
<p>All, particularly minority ethnic people, disabled people, non-binary, Transgender, women, those involved in the criminal justice system, older people.</p>	<p>There is a potential for people who currently use their own cars to access leisure facilities for employment and recreation to be negatively impacted if they perceive there to be personal security concerns with public transport or active travel modes. As a result, passengers may forego their journey into the City Centre, particularly at night.</p> <p>CEC Proposed Mitigation: The LEZ Support fund could help these communities (if those affected are on means tested benefits and meet the other 4 criteria) to upgrade or retrofit their vehicle and provide Travel Better vouchers. Those affected could also apply for the electric vehicle loan, electric vehicle charging point grant or eBike loan (if affordable). Clear communications will be provided around the LEZ implementation across different media to raise awareness and ensure people have sufficient time to prepare.</p> <p>ELC Action: East Lothian Council Officers consider that the City is a major destination hub for the whole of East Lothian. Engagement will be undertaken with CEC regarding the eligibility for LEZ support funding to cover a 20 mile radius only. A more personalised approach should be taken to consider trip frequency and necessity of travel for all our residents.</p>
<p>People with different religious belief/ faith</p>	<p>There are around 25 locations for religious congregation and places of worship that are located within the City Centre. If most of the visitors live outside of the City Centre and are reliant on cars, their activity may be adversely affected if they forego their journey.</p> <p>CEC Proposed Mitigation: The LEZ Support fund could help these communities (if those affected are on means tested benefits and meet the other 4 criteria) to upgrade or retrofit their vehicle and provide Travel better vouchers. Those affected could also apply for the electric vehicle loan,</p>

	<p>electric vehicle charging point grant or eBike loan (if affordable). Clear communications will be provided around the LEZ implementation across different media to raise awareness and ensure people have sufficient time to prepare.</p> <p>ELC Action: East Lothian Council Officers consider that the City is a major destination hub for the whole of East Lothian. Engagement will be undertaken with CEC regarding the eligibility for LEZ support funding to cover a 20 mile radius only. A more personalised approach should be taken to consider trip frequency and necessity of travel for all our residents.</p>
<p>Minority ethnic group (Travellers)</p>	<p>Users of the Travellers site and Travelling Showman sites in Edinburgh may own non-compliant vehicles and therefore will face fines when entering the LEZ.</p> <p>CEC Proposed Mitigation: This can be mitigated through exemptions as showman’s vehicles are included within the national exemption of the LEZ implementation. There are no traveller sites in the boundary so access would not be impacted by the LEZ. Travelling Showman sites are sometimes situated in the city centre. To make the Travelling groups aware, targeted engagement will take place with the Travelling and Travelling showmen communities to make them aware of the proposals.</p> <p>ELC Action: None</p>
<p>Low income households, people on benefits, unemployed, vulnerable families, older people, pensioners, low income carers, single parents and students.</p>	<p>For some people it may not be financially viable to upgrade their vehicle. This may prevent people from having control of their social and work environment as well as reduce the equality of opportunity to access services (such as the Department for Work and Pensions, Citizens Advice Bureau etc) or employment opportunities. Some affected may not be in receipt of means tested benefits so would not be exempt.</p> <p>CEC Proposed Mitigation: The LEZ Support fund could help these communities (if those affected are on means tested benefits and meet the other 4 criteria) to upgrade or retrofit their vehicle and provide Travel Better vouchers. Those affected could also apply for the electric vehicle loan, electric vehicle charging point grant or eBike loan (if affordable). As part of the Council’s Adaptation and Renewal Programs, the Wellbeing and Equalities priority includes an outcome to introduce 20 minute neighbourhoods. This would provide opportunities for</p>

	<p>people to access services, facilities and workplaces within a 20 minute walk or wheel of their homes which would reduce the need to travel by car. The City Mobility Plan includes a policy to review the city's bus network to improve inclusion, accessibility, integration and reduce congestion in the city centre. In addition, the ALEO reform proposals will create a single company to deliver future public transport services in Edinburgh, which would realise a number benefits for users. Improving public transport will encourage people to use it to access the services they need rather than private car. Clear communications will be provided around the LEZ implementation across different media to raise awareness and ensure people have sufficient time to prepare. Targeted engagement will take place with the affected communities.</p> <p>ELC Action: East Lothian Council Officers consider that the City is a major destination hub for the whole of East Lothian. Engagement will be undertaken with CEC regarding the eligibility for LEZ support funding to cover a 20 mile radius only. A more personalised approach should be taken to consider trip frequency and necessity of travel for all our residents.</p>
Rural/semi-rural communities	<p>Rural/semi-rural communities that require frequent access to LEZ areas (e.g. work, leisure, education) may be negatively impacted as a result of the financial implications of penalty charges or the cost of upgrade/replacement of their private vehicle.</p> <p>CEC Proposed Mitigation: The LEZ Support fund could help these communities (if those affected are on means tested benefits incomes and meet the other 4 criteria) to upgrade or retrofit their vehicle and provide Travel Better vouchers. Those affected could also apply for the electric vehicle loan, electric vehicle charging point grant or eBike loan (if affordable). Clear communications will be provided around the LEZ implementation across different media to raise awareness and ensure people have sufficient time to prepare.</p> <p>The Council will ensure the LEZ project aligns with the Councils strategic policies on commuting. The City Mobility Plan includes a policy to review the city's bus network to improve inclusion, accessibility, integration, and reduce congestion in the city centre. In addition, the ALEO reform proposals will create a single company to deliver future public transport services in Edinburgh, which would realise</p>

	<p>a number of benefits for users. Improving public transport will encourage people to use it to access the services they need rather than private car. In addition, measures such as introducing a Mobility as a Service system and enhancing existing or introducing new park and ride/choose facilities to enable car commuters to access low emission public transport or active modes prior to entering a LEZ will assist.</p> <p>ELC Action: East Lothian Council Officers consider that the City is a major destination hub for the whole of East Lothian. Engagement will be undertaken with CEC regarding the eligibility for LEZ support funding to cover a 20 mile radius only. A more personalised approach should be taken to consider trip frequency and necessity of travel for all our residents.</p>
<p>Disabled people</p>	<p>Those who lease cars using the Motability scheme may find that their lease does not expire until after the LEZ scheme is implemented and their vehicle is not compliant.</p> <p>CEC Proposed Mitigation: The Council has engaged with the Motability scheme provider to establish the age of the vehicles for lease. The scheme provider confirmed that the majority of vehicles for lease are new or nearly new (the oldest vehicles are 5 years old) which means that all vehicles would be compliant with LEZ standards.</p> <p>ELC Action: None</p>
<p>All, particularly those living on the boundary streets suffering from chronic respiratory illness and young children</p>	<p>The LEZ may result in the displacement of traffic to areas surrounding the boundary. The Edinburgh assessment work shows that there is potential for localised impact on some boundary streets e.g. Palmerston Place and Chester Street. Traffic on these streets would increase and the proportion of non-complaint vehicles would also increase. In turn this may result in increased traffic and a reduction of air quality of those areas which could impact those living on the boundary streets. Modelling analysis indicates that in the long-term (future scenario) the impact on Palmerston Place and Chester Street is not sustained. This is likely to be due to less non-compliant traffic needing to use the diverted route, as well as vehicle standards generally improving.</p> <p>CEC Proposed Mitigation: To reduce the impact of traffic displacement on the boundary streets, mitigation measures are being developed through the network management strategy and will include measures such as junction improvements, road changes, optimised signal and improved signing. These will be reviewed regularly to</p>

	<p>ensure LEZ demand is accommodated. Monitoring of air quality has been increased in the predicted worse affected areas and further consideration will be given to future monitoring as the Scheme decision is progressed.</p> <p>ELC Action: None. It is not considered that the relatively tight boundary of the proposed scheme will lead to increased traffic or levels within East Lothian.</p>
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2.4 How does the policy meet the different needs of groups in the community?

Generally, residents in the LEZ area and regular commuters to the city centre will be the most impacted by the LEZ introduction, both positively and negatively. People visiting the zone to access services, for shopping and other activities will also be impacted by the LEZ.

The greatest benefits are likely to be felt by older people, children, pregnant women and those with respiratory illnesses who are likely to be more sensitive to poor air quality.

It is anticipated that all groups using the city centre would benefit from reduction in congestion, improvement in air quality and subsequent improvement in health.

Generated funds will enable improvement of the transport network which would benefit people facing socioeconomic disadvantages.

2.5 Are there any other factors which will affect the way this policy impacts on the community or staff groups?

No.

2.6 Is any part of this policy/ service to be carried out wholly or partly by contractors?

If yes, how have you included equality and human rights considerations into the contract?

CEC indicates that where contractors are used, as part of the Council's procurement process due regard is required to be given to all equalities and right, environmental and sustainability impacts when undertaking work on behalf of the Council.

2.7 Have you considered how you will communicate information about this policy or policy change to those affected e.g. to those with hearing loss, speech impairment or English as a second language?

CEC indicates that a range of communication tools will be used to reach out to all types of people regardless of their age, disability or language etc. Direct communication will be undertaken with stakeholders in the form of written communication, meetings, workshops and messages will be issued through the Council's social media channels. We will contact equalities

organisations to distribute information to members. Formats will be designed to be understood by a range of population groups.

ELC will engage with CEC to ensure appropriate communication regarding the LEZ reaches residents and relevant parties within the East Lothian area.

2.8 Please consider how your policy will impact on each of the following?

Equality and Human rights

- Promotes / advances equality of opportunity e.g. improves access to and quality of services
- Promotes good relations within and between people with protected characteristics and tackles harassment
- Promotes participation, is inclusive and gives people control over decisions which affect them
- Preserves dignity and self-respect of individuals (does not lead to degrading treatment or stigma)
- Builds support networks, resilience, community capacity

Comments:

See assessment under 2.3

Reduces Poverty

- Maximises income and/or reduces income inequality
- Helps young people into positive destinations
- Aids those returning to and those progressing within the labour market
- Improves employability skills, including literacy and numeracy
- Reduces the costs of taking part in activities and opportunities
- Reduces the cost of living

Comments :

Positive

Affecting business communities and staff

Increased economic activity for a number of sectors: second hand car traders, vehicle scrappage, vehicle leasing operators, active-travel distributors/repairers, and public transport operators through increased patronage.

Decreased traffic and cleaner atmosphere in the city may lead to higher quality of public spaces in the city. This could lead to more opportunities for businesses as more people are attracted to the city/city centre due to less polluted area becoming more attractive.

The development of the retrofitting and Low Emission Vehicle (LEV) industries as a result of the LEZ may create employment opportunities throughout the supply chain. Jobs involving the manufacture, maintenance, and sales/operation of lease or rental vehicles should be created.

Potential benefit to restaurants/cafes within LEZ areas due to improvements in air quality may encourage increase patronage.

Improved air quality may make areas within LEZs more pleasant places to work particularly for those working outdoors (e.g. market traders, street cleaners etc) including staff of restaurants/cafes with outdoor seating areas.

Affecting All

A reduction in inner-city congestion will impact the efficiency of the public transport network. Reduced congestion should lessen delays, lower the time taken for public transport (i.e. buses) to complete their routes, and improving the efficiency of travel for both commuters and leisure seekers and encouraging mode shift.

Negative

Affecting Unemployed, people on benefits, single parents, homeless people, carers, part-time workers, students, young people, disabled people, staff vulnerable to falling into poverty.

Decreased access to the city centre due to the LEZ vehicle standards may cause certain members of society (lower income households) to be dissuaded from applying for a job in the city. This will have a negative effect on the size and diversity of the potential workforce in Edinburgh.

CEC Proposed Mitigation: The LEZ Support fund could help these communities (if those affected are on means tested benefits and meet the other 4 criteria) to upgrade or retrofit their vehicle and provide Travel Better vouchers. Those affected could also apply for the electric vehicle loan, electric vehicle charging point grant or eBike loan (if affordable). Clear communications will be provided around the LEZ implementation across different media to raise awareness and ensure people have sufficient time to prepare. Wider Council policies on parking are designed to dissuade people from parking in the City Centre and use more sustainable modes of transport.

ELC Action: East Lothian Council Officers consider that the City is a major destination hub for the whole of East Lothian. Engagement will be undertaken with CEC regarding the eligibility for LEZ support funding to cover a 20 mile radius only. A more personalised approach should be taken to consider trip frequency and necessity of travel for all our residents.

Affecting business communities

Vehicle users, especially LGV, bus, and HGV, have relatively long turnover periods, requiring users to change earlier than anticipated. The need to purchase compliant vehicles and sell/scrap their non-compliant vehicle means that the users will incur additional financial cost.

CEC Proposed Mitigation: Businesses can make use of schemes such LEZ Support Fund to dispose of non-compliant vehicles, the Low Emission Retrofit Fund to upgrade their existing vehicles, or the Low Carbon Transport Business Loan to purchase electric vehicles. CEC will engage with Businesses to effectively communicate LEZ proposals and on potential impact to help them prepare for the change.

Small and medium sized enterprises who rely on LGVs to deliver goods or drive to clients to provide a service could be disproportionately affected due to the level of non-compliance (non-compliance rates are 48%) and the economic impacts associated with the commercial-type vehicles sector. This may negatively impact

business owners, particularly small enterprises which represent over 90% of business in Edinburgh.

ELC Action: East Lothian Council Officers consider that the City is a major destination hub for the whole of East Lothian. Engagement will be undertaken with CEC regarding the eligibility for LEZ support funding to cover a 20 mile radius only. A more personalised approach should be taken to consider trip frequency and necessity of travel for all our residents (which will include business owners requiring to access the LEZ).

Protecting the Environment and Improving Sustainability:

- Reduces the need to travel or increases access to sustainable forms of transport
- Minimises waste / encourages resource efficiency / contributes to the circular economy
- Ensures goods / services are from ethical, responsible and sustainable sources
- Improves energy efficiency / uses low carbon energy sources
- Protects and/or enhances natural environments / habitats / biodiversity
- Promotes the transition to a low carbon economy
- Prepares and/or adapts communities for climate change impacts

Comments:

Positive

Affecting All, particularly those suffering from chronic respiratory illness and young children

Implementing LEZ will improve vehicle standards which in turn will bring air quality improvements and health & wellbeing improvements, particularly those population groups which are most sensitive to poor air quality such as those suffering from chronic respiratory illness and young children.

Affecting All

Interventions that reduce local air pollution are also likely generate a positive effect on reducing factors contributing to climate change through reduced greenhouse gas emissions.

LEZ is likely to promote sustainable forms of transport via modal shift from cars to buses, shared cars, bicycles or walking, which in turn will have a positive impact on air quality. This may also have a positive effect on the health and well-being of people due to physical activity (cycling/walking) and exposure to outdoor spaces. Quieter (alternatively fuelled) vehicles and reduced traffic flows caused by modal shift towards public transport and active travel, are likely to lead to a reduction in inner-city background noise. Lower noise pollution is anticipated to have health and productivity benefits.

There are potential benefits from a reduction in air pollution deposition on habitats through reduced traffic.

Fewer vehicular trips into urban areas covered by a LEZ and increases in the use of sustainable modes should provide opportunities to improve the quality of public spaces/public realm for non-car users.

Negative

Affecting All, particularly those living on the boundary streets suffering from chronic respiratory illness and young children

The LEZ may result in the displacement of traffic to areas surrounding the boundary. The Edinburgh assessment work shows that there is potential for localised impact on some boundary streets e.g. Palmerston Place and Chester Street. Traffic on these streets would increase and the proportion of non-complaint vehicles would also increase. In turn this may result in increased traffic and a reduction of air quality of those areas. Modelling analysis indicates that in the long-term (future scenario) the impact on Palmerston Place and Chester Street is not sustained. This is likely to be due to less non-compliant traffic needing to use the diverted route, as well as vehicle standards generally improving.

CEC Proposed Mitigation: To reduce the impact of traffic displacement on the boundary streets, mitigation measures are being developed through the network management strategy and will include measures such as junction improvements, road changes, optimised signal and improved signing. These will be reviewed regularly to ensure LEZ demand is accommodated. Monitoring of air quality has been increased in the predicted worse affected areas and further consideration will be given to future monitoring as the Scheme decision is progressed.

ELC Action: None. It is not considered that the relatively tight boundary of the proposed scheme will lead to increased traffic or levels within East Lothian.

Affecting All

A shift towards compliant vehicles would lead to redundant non-compliant vehicles being removed from the fleet. The scrapping of these surplus vehicles may cause environmental harm if not disposed of correctly (e.g. battery disposal).

CEC Proposed Mitigation: Consult with local waste management facilities in addition to relevant stakeholders (e.g. Zero Waste Scotland) regarding waste management strategies to ensure vehicle components are disposed/recycled sustainably that minimise environmental impact.

ELC Action: None.

Section 3.Action Plan

What, if any changes will be made to the proposal/ policy as a result of the assessment?

Changes to be made	Expected outcome of the change	Resources Required	Timeline	Responsible person
Engage with CEC / bus operators	Understanding of potential impact on fare prices (if any) for East Lothian residents			PF
Engage with CEC regarding future LEZ communications	A communication strategy that targets a wider audience, reaching East Lothian residents and one that it is provided in formats that will reach impacted groups			PF
Engage with CEC regarding the eligibility for LEZ support funding	A more personalised approach to consider trip frequency and necessity of travel for East Lothian residents that widens eligibility for LEZ support funding			PF

For consideration of the Head of Service

Can you identify any cumulative impacts on equality groups or vulnerable people arising from this policy, when considered alongside other changes across other services?

No.

Sign off by Head of Service

Name

Date

