ReVeAL

Regulating Vehicle Access for improved Livability

Exemption - Permits
Jerusalem Consortium Tele-meeting

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Low Emission Zones and Traffic Limited Zones have different aims, premises & approaches, and key differences between their exemptions
Cities also wanted experience about LTZ approaches & processes (including Permits, design processes, difficulties encountered, recommendations)

Low Emission Zones
Aim – to reduce emissions previously not reduced traffic; but ULEZ/ZEZ likely to
Premise – All vehicles must meet an emissions standard
Only exemptions need to apply
As few exemptions as possible

Traffic Limited Zones
Aim – to reduce traffic
Premise – No vehicle is allowed in, unless has permit
Vehicles needed to service area are granted entry
All vehicles entering have a permit or exemption
Low Emission Zones

Allowed in automatically if you meet the standards sometimes need sticker /registration
Occasionally vehicles not meeting the standards may apply for certain exemptions
Public authority vehicles should lead by example & comply

Traffic Limited Zones

Vehicles banned, however some vehicles need / allowed to enter (exemption / permit)
Some vehicles are essential to the area operating, e.g. emergency vehicles, public transport, postal vehicles, local authority vehicles…. & are easily identified. These are given exemptions
Other vehicles allowed entry if have specific permission – given / applied for a permit
Low Emission Zone Exemptions

**Key roads (EU Freedom of movement principle)**  
e.g. (TEN) road network, motorways, harbour access roads require special attention

**Emergency & military vehicles**

**Vehicles for registered disabled persons**  
eg EU disabled ‘blue badge’ or disabled tax class is more restrictive

**Retrofits** allow better & more cost-efficient compliance

Specific low mileage **expensive specialist vehicles**  
e.g. off-road vehicles, exceptional transport, showmans/circus vehicles, agricultural vehicles, (non commercial) historic vehicles

**Hardship** minimise socio-economic impact

**Sunset / Interim / phasing out**  
eg local residents/businesses when little lead-in time or additional time to comply due to (expensive) modifications  
eg specialist vehicles, adapted disabled vehicles

**Temporary (purchased) individual entries**  
eg journeys for ‘the common good’, limited number of entries per year

**For ZEZs**, **PHEV hybrids with certified geofencing**, **Expensive specialist vehicles without ZEV options**
LEZ exemptions. Aim for:
As few as possible (except for retrofit & PHEV)
Clear, understandable
Policied
Fair

Retrofit & PHEV equipment need to be certified to ensure fit for purpose
Due to EU Freedom of movement principle* certification needs to be related to EU-wide standards

* v important EU & UVAR rule: it must be no harder for foreign vehicles to enter; key EU-wide transport routes must continue to be accessible
Commonly exempted vehicles (i.e. don’t need permit) usually public utility services & are readily identified by the visual characteristics, such as:

**Emergency vehicles** Police, Ambulances, medical vehicles, fire service vehicles

**Waste** collection and street cleaning

**Public transport**, including Taxi and car-hire with driver services

**Postal services** *

**Utility vehicles** electricity, digital, gas, water and sewerage network operators

**Surveillance vehicles** * eg security firms

**Hearses** (funeral cars)

**Transport of money and valuables**

*Where many providers, could also be permit-based*
Residents

Owner/tenants of garage

Freight carriers either 3rd party logistics or companies delivering goods to destinations in LTZ *

Maintenance and tradespeople providing regular & continuous services* e.g. local plumbers, cleaners, tradespeople...

Hotel clients* for check in and out only

Persons with disabilities with eg EU disabled card or disabled vehicle tax class

Local authority vehicles on official business

Caregivers professionals or relatives

Local doctors

Occasional / temporary permits for weddings, events, removals, construction, justified urgent / occasional needs (usually max number per month) *

* Can have with time windows
Retailers and tradespeople located in LTZ
Professionals located in LTZ
Minors not living in LTZ being accompanied to schools or to grandparents
Those not residing in LTZ eg those living only certain months (eg students), property owners...
Private vehicles of those with institutional role or working for a public entity eg police officers, city council officers, city council members
Journalists
.....etc....
Permits can also have other requirements

**Vehicle type** e.g. light duty vehicles, motorcycles

**Vehicle size** weight, length

**Emission standard** Euro norms, fuel/energy, ZEV – thus making the LTZ similar to a LEZ/ZEZ

**Vehicle Use** e.g. only one registered vehicle allowed to enter the LTZ per day/time

**Permit Cost** (significant, differential) costs

**Certain Trips not given vehicle-based permits** (e.g. delivery) i.e. required to be bike/foot-based

Permits should have restricted validity, e.g. 1 year, aid phasing of scheme
→ eg permit numbers reduced, additional requirements added, persistent offenders penalised...
Give as much warning as possible of next phase, so vehicle operators can adapt

Z/LEZ–LTZ definition blurring (LTZ with LEZ aspects, ZEZ via LTZ mechanism)
Z/LEZ all vehicles meeting standard can enter
In LTZ vehicles are restricted (need permit) AND need to meet standard/other requirement
Can still be ‘marketed’ as ZEZ if implemented via permits
Stakeholder process likely many calls for exemptions & permits
Balance
Initial scheme popularity, political feasibility vs
Scheme impact (& popularity & fairness)
General rule: As few & as clear as possible

Can help:
**Good Communication Strategy** facts, clear explanation & visualisation of aim, impact assessments, good ‘marketing’….

**Strong political leadership / consensus**

**Other ways round the problem / resistance** eg Providing ZEV disabled shuttles, micro-mobility, MAAS, delivery hub, viable financial alternatives for no longer used car parks or rooms previous converted into car boxes….

**Legal necessity** eg AQ / larger goal eg Climate Change

**Phasing of the scheme**

**A user-friendly permit process**

**Sunset exemptions**
“Get your messaging right and people comply”

“Don’t underestimate the value of communication as a tool as well as hard infrastructure”

“We’ve got Milan to thank for convincing our politicians and managers to be competitive. They thought if Milan can do this, so can we.” (on Corona Spatial Interventions, popup cycle paths etc) Intra-City Competition & Safety in numbers being useful

Planning such measures helps being able to implement when the opportunity arises (Pandemic, bomb on underground, Fridays for Future....)
We hope this is useful

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The exemptions-permit note is available on the ReVeAL website

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See the exemptions-Permit note