



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





The two types

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

Generally used

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

Also used

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

LEZ exemptions. Aim for:

As few as possible (except for retrofit & PHEV)

Clear, understandable

Policed

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



Common LTZ Exemptions

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



Limited Traffic Zone Permits

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



Some less restrictive LTZs may include Permits for :

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 restrictions

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 (eg delivery) i.e. required to be bike/foot-based

Permits should have restricted validity, eg 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

How are permits-exemptions identified?

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





Samantha's Brilliant Quotes

“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....)



See the exemptions-Permit note

We hope this is useful

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The exemptions-permit note is available on the [ReVeAL website](#)