

Question and Answers for the ReVeAL Ensuring Compliance Webinar 8 June 2021

Question

thank for the interesting workshop and the presenters! a Question for Samantha (City of London): How will the restrictions be communicated to drivers and the goods vehicles?

Hi Morgan, I did not fully understand if the ANPR cameras for the LEZ/ULEZ/congestion charge are partly the same or if each of the systems/schemes needs its own ANPR equipment...

The geofencing system you presented is based on a combination of ISA + Geofencing?

Please first provide the full name of the acronym

Comment to the first speaker, Daniel from UGent:

When you talk about technology, you should know the differences between technology, system and service. You have randomly picked up some examples but mixed up everything.

General Q to the project: how do you make general regulations for the UK

Answer

for restrictions at the moment, they are signed only with road signs; when restrictions are permanent or at least medium term they will also be picked up and identified on satnav systems, signs; and satnav systems will pick up permanent traffic restrictions; for geo fencing - at the moment drivers will have to have the software/hardware in their vehicle switched on to correct mode; at the moment we cannot insist on this, but drivers can volunteer to enable their vehicles

The ANPR cameras for the ULEZ and Congestion Charge are the same cameras as they cover the exact same area. For the LEZ they are different cameras as the boundary is further out. However, they all link back to the same vehicle registration database

yes, because the speed we want to limit vehicles to will not apply once vehicles cross outside our boundary, so we can't ask them to be on 15mph outside

Do you mean UVAR? It's urban vehicle access regulations. UVAR include LEZs, ZEZs, traffic limited zones, charging schemes, and Spatial Interventions. In Spatial Interventions the road space is given from vehicles to other uses or the road layout otherwise altered. They are not always defined as UVARs, but can be used either to complement or as alternatives to 'traditional UVARs'.

You are right! This is why we wanted to focus on an overview on the most recurrent options for enforcement. The systematic and mostly the service delivery aspect was covered for Permit Systems due to its relevance and prevalence in LTZs and LEZs (exemptions).

We don't make regulations in the ReVeAL project. We try to understand what is

cities and for cities that use continental law? Or does your project only target London?

necessary for the successful implementation of UVAR. We have 6 cities in 6 different countries doing pilots. One of the important points for success is knowing and complying with local regulations (or possibly seeing that they are changed). From Daniel, UGent. The UK Department for Transport sets general regulations for the UK, many of which apply to London as well. Our projects are only focused on London and some are delivered via devolved powers to the Mayor of London from the Department for Transport. From Morgan, TfL

Why do you charge/penalty the driver instead of the owner of the vehicle?

Generally, it is the owner of the vehicle that will be fined or charged. If it is a van or lorry owner by a company or operator it will be the company that is charged. If it is a car driver, it will be the owner of that car that is charged/fined