



Planning permit conditions

This ReVeAL building block fact sheet is one of a series of 33, each describing one Urban Vehicle Access Regulation (UVAR) building block and providing an example of its use in a city. The ReVeAL building blocks can be combined with one another to create a structured UVAR package for a city. Try out the ReVeAL online tool, www.AccessRegulationsForYourCity.eu, to receive suggestions of appropriate UVAR building blocks for your city as well as guidance in their implementation.

The EU-funded research and innovation project, CIVITAS ReVeAL, aims to add Urban Vehicle Access Regulations and associated policies and technologies to the standard range of urban mobility measures in cities across Europe. The project mission is to enable cities to optimise urban space and transport networks use to improve urban accessibility, sustainability, and liveability.

For more information, please visit: www.civitas-reveal.eu.

Spatial Interventions

Spatial interventions are where the road layout has been altered to favor more sustainable mobility and prevent vehicles entering. Examples of these are removing road and parking space taken for vehicles and using the space for sustainable mobility or amenities (bus lanes, logistics hubs, parklets, restaurants and more)

Speed reduction

Traffic filter:

- Recirculation of traffic
- Road block
- Capacity restraint

Reallocating parking space:

- Parklet
- Drop-off zone shared mobility
- Logistics bay (mini-hub)
- Kiss & Ride (K&R)

Reallocating road space for pedestrians:

- Widen pavement
- Pedestrian priority street or zone

Reallocating road space for cycling:

- Cycle lane
- Cycling street

Reallocating road space for public transport:

- Bus or tram priority lane

Pricing Aspects

Pricing aspects are when the entry to an area or to the entirety of the city is given a price tag to encourage more sustainable transport. Pricing aspects also include the (differential) levels of penalty fees to encourage (and enforce) compliance.

Road charges / tolls:

- Charge applied to a perimeter or an area (congestion charge)
- Charge applied to specific points
- Distance-based charge
- Time-based charge
- Permit charge
- Charge based on emission standards (pollution charge)

Parking charge:

- Dynamic price (real time)
- Fixed price
- Charge based on emission standards (pollution charge)
- Workplace levy
- From on-street to off-street parking

Regulatory Measures

Regulatory measures are those where there is a legal instrument that states who can and cannot enter an area. They could often also be called "bans" and include Zero Emission Zones, Low Emission Zones, and Limited Traffic Zones.

Regulation by emissions:

- Euro standard
- Zero-emission vehicles

Regulation by vehicle type and dimensions:

- Vehicle type
- Dimensions

Regulation by trip purpose:

- Delivery and logistics
- Through traffic ban

Regulation by permit:

- Permit to travel
- Parking permit
- Planning permit conditions



Definition of the building block

Timing, phasing, scaling and replication

Time windows

- Allowing vehicle access at particular times of day
- Allowing vehicle access on given days of the week (e.g., weekends)
- Having no time differentiated vehicle access

Enforcement options

Enforcement through the planning system and/or planning officers

Gender and equity

People with reduced mobility need to be considered specifically when establishing planning permit conditions.

Future considerations

As more ZEV construction vehicles become available and costs become competitive, it will become easier to require zero-emission developments.



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Complementary measures

Exemptions

The types of exemptions will be different depending on the scheme type, but some examples are:

- Key exemptions for police, fire department, waste collection, etc.
- User needs exemptions, e.g. for people with disabilities with forced car dependency, taxis, classic car owners, residents, deliveries
- Exemptions for adapted vehicles (e.g., retrofitted or converted electric or hybrid vehicles)
- Limited numbers of purchased exemptions for entry (e.g., per day/month/year) to a specific zone
- Specified maximum amount of kilometre “credits” allocated to individuals or businesses

Increased mobility options

The types of increased mobility options will be different depending on the scheme type, but some examples are:

- Creation of mobility hubs
- Increasing/improving walking or cycling facilities
- Increasing/improving public transport
- Facilitating vehicle hire and/or car sharing
- Providing parking spaces in alternative locations (e.g., Park & Ride)

Financial incentives

These will differ depending on the planned UVAR measures, but some options include:

- Financial incentives for fleet renewal, e.g., for the purchase, renting or leasing of greener vehicles (including tax exemption)
- Membership or vouchers for sustainable mobility options (e.g., public transport and shared mobility services) such as discount cards, free rides or annual passes for public transport or consolidation centres
- Monetary incentives for cycling trips (e.g., for bike-to-work) or for (e-)cycle or (e-)cargobike purchases
- Grants towards retrofits (e.g., diesel particulate filters, new engine or fuel conversion)
- Compensation for scrapping an old vehicle (either financial or through a voucher), often differentiated by emission standards, vehicle type or owner income.

Consider combining with:

Regulatory Measures

Regulation by emission:

- EURO standard
- Zero-emission vehicles

Regulation by permit: Parking permit

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*Example: Brainport Smart District (BSD), Helmond, the Netherlands*Description

Inside Brainsport Smart District, parking for residents, workers and visitors of the homes and businesses located in the district is only allowed in the parking hubs. The parking regulation entails 0.2 parking spaces per house, or per 100 m² for businesses. The walking distance between the parking hubs and the residential area is preferably 250 metres and no more than 400 metres.

Enforcement methods

Implicit in the permit process

Time windows

Implicit in the permit process

Phasing and upscaling

In future only zero-emission vehicles will be allowed to access the area.

Other building blocks put in place

Spatial Interventions

Speed reduction

Reallocating road space for pedestrians:
Pedestrian priority street or zone

Reallocating road space for cycling:

- Cycle lane
- Cycle street

Pricing Aspects

Parking charge: Fixed price

Regulatory Measures

Regulation by emissions:

- EURO standard
- Zero-emission vehicles

Regulation by vehicle type and dimensions:

- Vehicle type
- Dimension

Regulation by trip purpose

- Delivery and logistics
- Through traffic ban

Regulation by permit:

- Permit to travel
- Parking permit

Complementary measures

Increased mobility options

- Mobility as a Service
- Mobility Hub next to the train station
- Shared mobility



Above and on the left, concept pictures showing the area around the residential units without private parking spots (Brainport Smart District, 2022)

References

Brainport Smart District (2020) *Quality Book*. <https://brainportsmartdistrict.nl/wp-content/uploads/2020/06/Q-Book-2020-Brainport-Smart-District.pdf>

Brainport Smart District (2022) *Masterplan*. https://brainportsmartdistrict.nl/wp-content/uploads/2022/03/220218_BSD_BKP_SMP-1.1_UNSHI-res-ge-comprimeerd.pdf

Additional information

As of June 2022, most of the residential area was under development with some of the units already sold and the first residents moving in.

