

Guideline **LOCAL BANS OF HIGH EMITTERS**



The recent prominent examples of a ban of emitting vehicles is Paris, where in March 2014 the city has imposed a car ban after air pollution levels peaked unusually high. It was a rather drastic measure in a usual situation. Yet, local bans could be used permanently in order to control air pollution at hot spots or particularly sensitive areas.

Municipalities can enact local bans for certain emitters. The area of a zone can range from only parts of a street to whole city areas. They can even get bigger. They prohibit certain types of vehicles, be it Heavy-Goods-Vehicles (HGVs) or simply all motorised vehicles. You might think about pedestrian zones, like the typical shopping areas in so many European cities. But why not set a traffic ban in front of schools in the morning in order to protect those schools from massive congestion in

the morning hours. Or take Low Emission Zones (LEZ), where certain cars or HGVs are banned from a zone based on their emission levels. There are many examples of local traffic bans for different purposes, including, but not limited to, air quality.

Low Emission Zones

The most prominent example of a local ban of high emitters are Low Emission Zones (LEZs).



Paris

In the example of the Paris ban of cars, only cars with a certain number plate were allowed to enter the city area on Monday the 17th March 2014. There were a couple of exemptions and public transport was free of charge throughout the time of the ban. The city had to decide on this emergency measure because of the high PM10-concentrations. It was decided after Paris experienced unusually high levels of air pollution.

These local Low Emissions Zones (LEZ) can be an effective way of reducing particulate matter PM10 and soot emissions. An increasing number of cities are implementing LEZs, either for all vehicles or for Heavy-Goods-Vehicles (HGVs) only. Vehicles are classified based on their EURO standards. When these standards are sufficiently large, with strict standards and tight enforcement, they are able to change the fleet composition in a city and reduce the exhaust emissions of road transport.

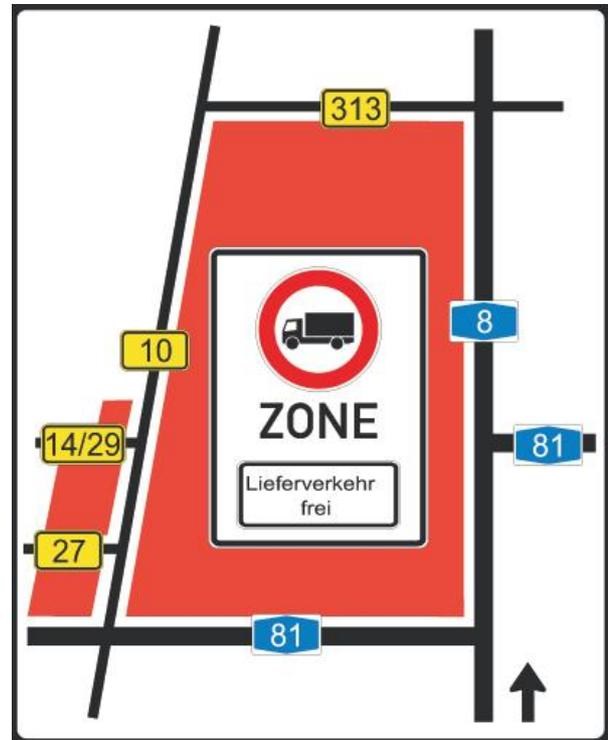
HGV-transit prohibit

The example of the German city of Stuttgart shows that a city might be in need to introduce a transit ban for HGV- vehicles to tackle congestion and air quality issues.

Transit bans can solve congestion and air quality as well as noise problems in urban areas. Cities interested have to be certain about the problem they want to solve. The city of Stuttgart is a good example, it had high transit traffic and with this transit ban they found the solution.

Pedestrian Zones

Pedestrian zones are not an air quality measure at heart, many of them were installed for different



Stuttgart

Because of persistently high emission levels, in addition to its LEZ, the city of Stuttgart in 2010 also installed a HGV-transit prohibit. Since then, HGV above 3.5t are not allowed to transit the inner city area. Only deliveries into the inner city remain legal, if the vehicle is complying with the requirements of the LEZ. HGVs only driving through the city have to use a dedicated route. This also covers vehicles that fulfil the requirements of the LEZ.

reasons: urban planning, better life quality, creating tourist friendly city centres, for example. There are also housing quarters that leave out cars and that create pedestrian zones for the inhabitants.

They are traffic bans, not necessarily from high emitters but for motorised traffic in general.



Air pollution & Health

In 2010, more than 400,000 people died prematurely in the EU due to air pollution. That makes air pollution the main environmental cause for shortened lives in the EU. The resulting health problems cost society estimated 330-940 billion Euro per year. Over 90% of the urban population in the EU is exposed to concentrations higher than the limit values recommended by the World Health Organisation (WHO). Among the most important pollutants are black carbon (BC), which is a part of particulate matter (PM), Nitrogen Dioxide (NO₂) and ozone (O₃)

Local Ban for sensitive areas

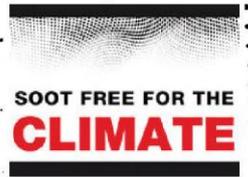
Schools for example, experience congestion usually during the times when they start and end. Congestion, air quality and safety reasons might prompt municipalities or districts to ban cars from the streets during these hours. The Scottish municipality of Haddington has installed temporary pedestrian zones in front of a school

campus. No cars are allowed with a few exceptions.

Many schools experience such problems, local traffic ban could solve that problem

Final Words

Traffic bans in general cover a row of different applications and purposes. Their use beyond being a last resort is proven by several examples. It is favourable to choose bans not only temporary but as structural measure to influence traffic flows and congestion and air pollution levels. They however are one important tool amongst many.



CONTACT

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ABOUT US

Clean Air is a project by nine European environmental organisations that fight for clean air in European cities. Despite the existing legislative framework and the citizens' right to clean air, continuing violations of air pollution limits remain a problem in many cities. Air pollution threatens health, environment and climate. It's time to take action!

www.cleanair-europe.org

Started in 2009, the associated campaign "Sootfree for the Climate" aims to reduce diesel soot emissions, which accelerate climate change and pose a threat to public health. To this day twelve European NGOs have joined the campaign.

www.sootfreeclimate.org

a project by



project coordination

co-financed by the
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instrument



associated
campaign



Diagramm: City of Stuttgart