



**Low Emission Zones**





## *Low Emission Zones:*

- 1) Restrict the use of polluting vehicles*
- 1) Exits as a contiguous zone*

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& Development Policy

# Definition



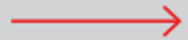
## LOW EMISSION ZONES CAN APPLY TO

**Passenger  
vehicles**(cars, taxis,  
motorcycles)**Public  
vehicles**(buses,  
municipal  
vehicles)**Vans and  
small  
trucks****Heavy-duty  
freight  
vehicles**

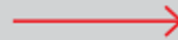
## A LOW EMISSION ZONE CAN BE

**Priced**vehicles pay to enter,  
price varies based on  
emissions level**Not priced**vehicles below a  
minimum emission  
standard are banned,  
non-compliant vehicles  
that enter pay a fine

## A LOW EMISSION ZONE IS NOT



A single corridor

A street or area that does not explicitly  
restrict vehicles

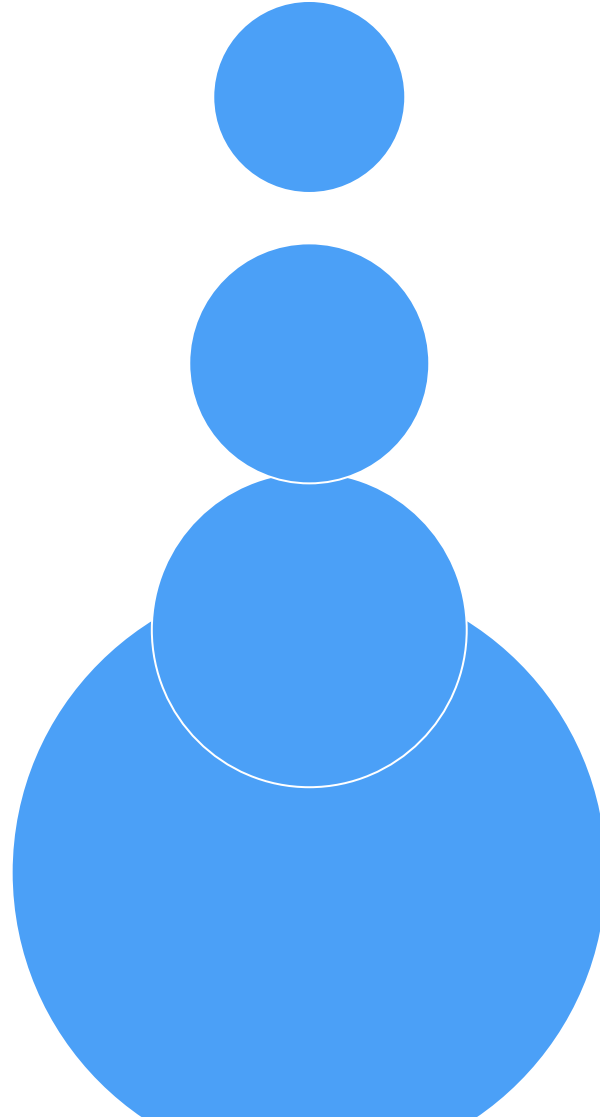


Car-free & car-  
restricted zones  
are LEZs





LEZs have different sizes, pricing, operating models, terminology and restrictions.



**Seoul, South Korea**

**Lisbon, Portugal**

**Haifa, Israel**

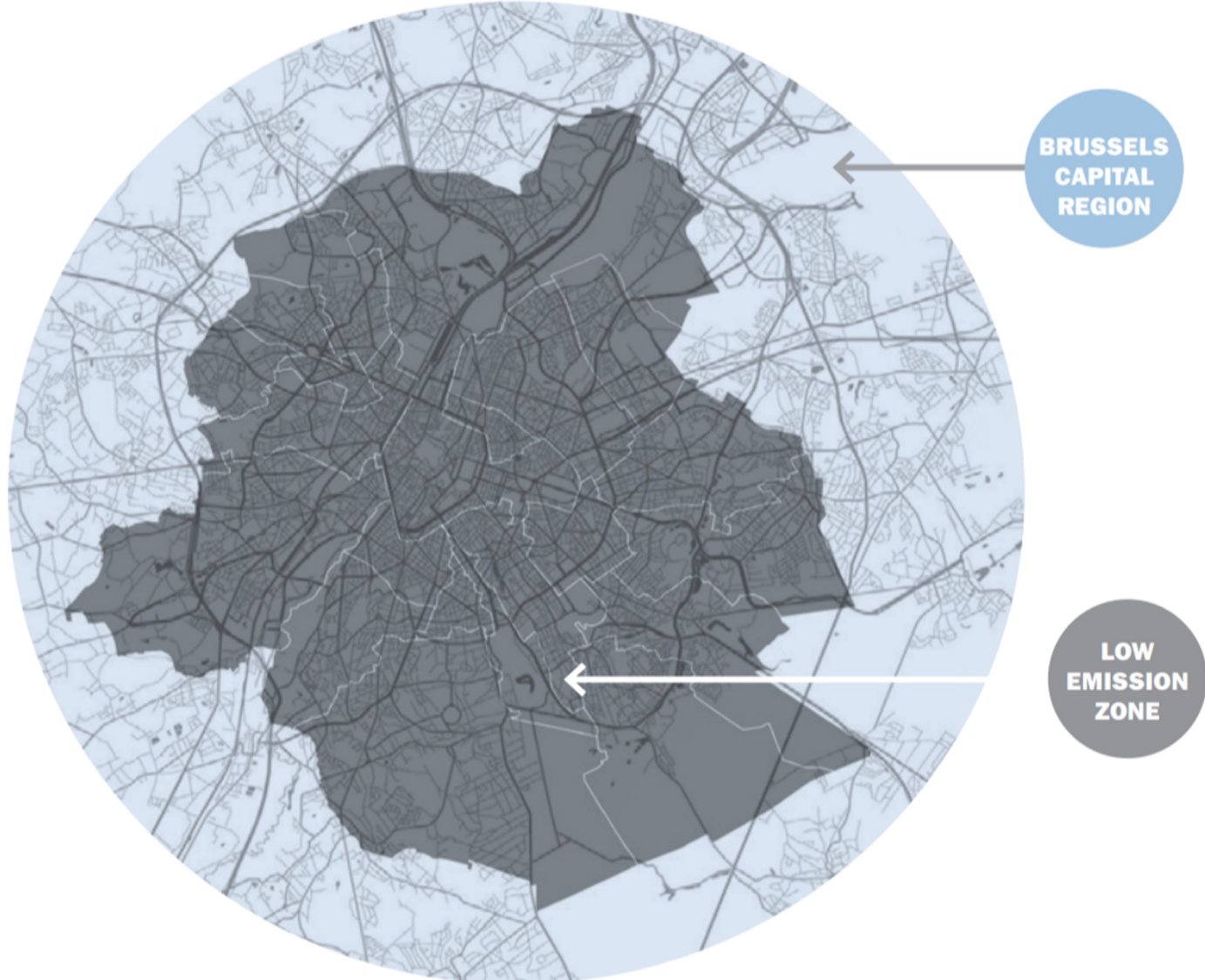
**Brussels, Belgium**





# Definition

LEZs have different sizes, pricing, operating models, terminology and restrictions.





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# Opportunity

LEZs can catalyze & align efforts to implement high-quality walking, cycling, and public transport infrastructure, compact land uses, and electrification of vehicles.





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## OPPORTUNITY:

LEZs can  
contribute to  
more livable  
cities



①

### STREET REDESIGNS

- Car-free areas
- Complete streets
- Safe Routes to School programs

②

### SERVICE IMPROVEMENTS

- Frequent rail/bus service (10-minute transit)
- Multimodal integration

③

### INCENTIVES

- Low- and zero-emission vehicle purchase subsidies
- Public transportation discounts

④

### LAND USE REFORM

- On-street parking pricing
- Transit-oriented development
- 15-minute neighborhoods

⑤

### STRICTER SUB-ZONES

- Zero-emission area (ZEA)
- Congestion pricing zone





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# Planning

**1**

**Equitable  
design**

**Context**

**LEZ location  
+  
coverage**

**+**

**2**

**Strategic  
components**

\*Can be  
financed with  
revenue from LEZ

**Land  
Use Reform**

**Improve  
public transit,  
cycling,  
walking  
facilities**

**Discounts,  
Subsidies,  
Tax Credits**

**=**

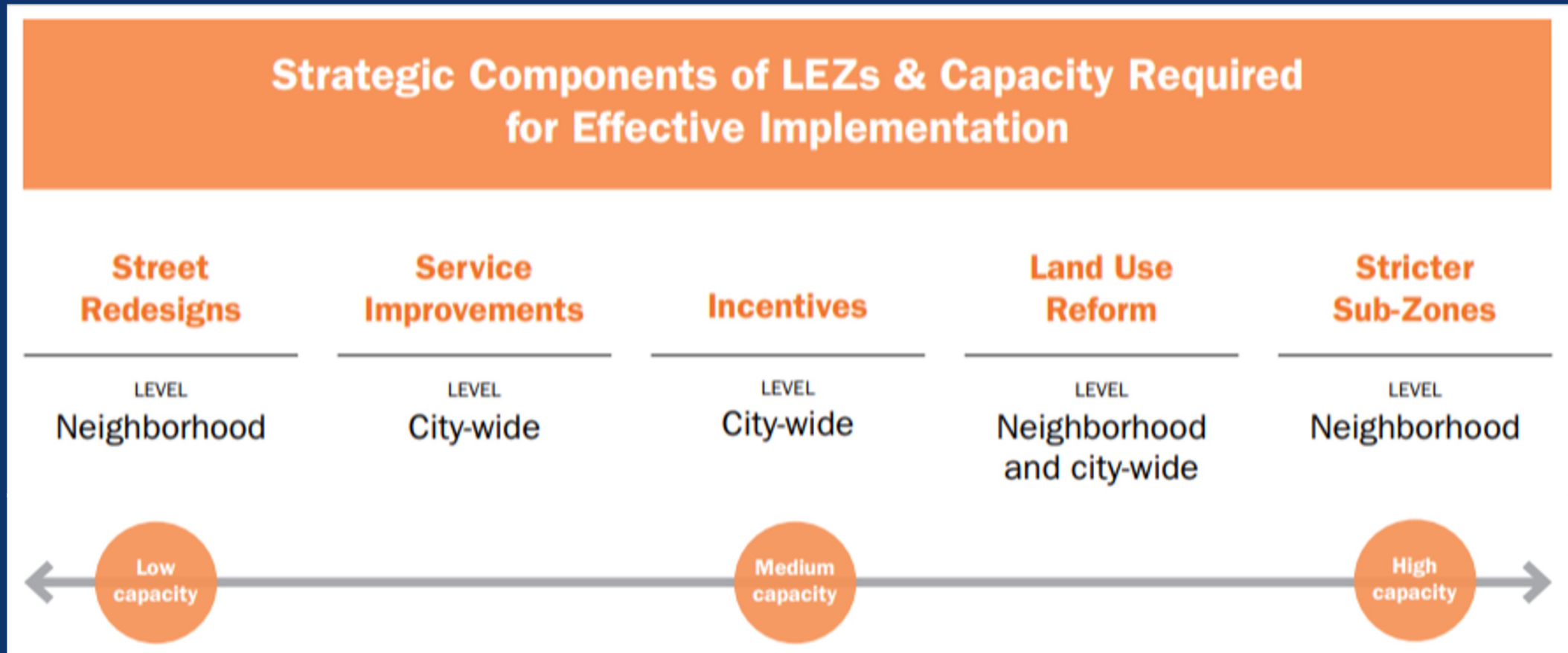
**Expanded  
access**

**Access to  
affordable,  
reliable,  
alternative  
modes**

**Access  
to  
compliant  
vehicles**



## Match supplemental policies with local capacity



LEZs can be equitable if designed for equity, including:

- high-quality, affordable alternatives to driving
- incentives for low-emission vehicles and e-bikes





# Lessons



Size, stringency,  
enforcement, and the  
presence and quality of  
non-car alternatives  
contribute to a LEZ's impact  
on air quality

**Revenue generation should not be  
the primary goal of a LEZ!**



If LEZ is large enough  
& enforced, it can  
encourage uptake of  
low- and zero-  
emission vehicles.





## The Opportunity of Low Emission Zones:

A Taming Traffic Deep Dive Report



[itdp.hopp.to/LEZ](https://itdp.hopp.to/LEZ)



# THANK YOU!

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