Lorry ban for ’s-Gravendijkwal

A lorry ban for ’s-Gravendijkwal is one of the measures Rotterdam is taking in order to improve air quality in the city and the region. The ban is part of a supplementary package of measures adopted by the city council on 28 November 2013.

Other measures include a scrapping scheme designed to get old delivery vans and cars that are a source of pollution off the roads, and supplementary conditions for new parking permits. Two measures will have a direct influence on air quality along and around the ’s-Gravendijkwal: the first is the lorry ban and the second is the request made to residents living along and around ’s-Gravendijkwal to come up with creative solutions for improving air quality.

There are four separate aspects to the ’s-Gravendijkwal lorry ban:
1. We will be closing off a section of ’s-Gravendijkwal to all lorries in both directions;
2. We will be preventing any deterioration in air quality, traffic and road safety in the area, for example by introducing a (partial) ban for lorries on Heemraadssingel;
3. We will be making residential roads (such as Claes de Vrieselaan) unattractive to drivers looking for a shortcut;
4. We will be using permanent camera monitoring with number plate recognition software to help us enforce the ban.

Which roads will be closed off and how will proper access to the area be maintained? How will we be preventing deterioration and cut-through traffic? The details of the lorry ban can be found on the map on the back of this leaflet.

To read more about the lorry ban, visit rotterdam.nl/GDW. You can send any questions, suggestions or remarks you may have by e-mail to schonelucht@rotterdam.nl
Air quality

The lorry ban is being introduced in order to improve air quality along 's-Gravendijkwal. But how do things currently stand?

's-Gravendijkwal is a busy through road. Due to the surrounding buildings and the fact that 's-Gravendijkwal is a deepened road, the pollution caused by traffic tends not to disperse. The traffic emissions that are the source of the pollution are made up of particulates, nitrogen dioxide and elemental carbon.

The air around 's-Gravendijkwal does not yet comply with the standard for nitrogen dioxide (NO$_2$). It is to meet in 2015. However, the particulate standard (PM10) has been met. There is no standard for elemental carbon (EC/soot), but traffic is the main cause of increased EC concentrations around 's-Gravendijkwal.

Traffic travelling along the road is not the only cause of the nitrogen dioxide (NO$_2$) concentrations in the air. These concentrations are made up of different components.

What will the effects of the measure be?
A ban on lorries is one of the most effective measures that can be taken for improving air quality. The concentrations of particulates (PM10) along 's-Gravendijkwal are now below the maximum level and will decrease further as a result of this measure. We have not yet managed to comply with the standard for nitrogen dioxide (NO$_2$). This is due to the measure primarily having an effect on the local pollution component. We expect that the concentration of nitrogen dioxide (NO$_2$) along 's-Gravendijkwal will decrease by 1.7 µg/m$^3$. There is no legal standard for soot (EC). Rotterdam is working hard to reduce this particular concentration as, when it comes to air quality, soot represents the greatest threat to our health. The ban on lorries will ensure that less soot is released into the air.

What this will mean for the surrounding area
One of the conditions for the lorry ban is that the area directly surrounding 's-Gravendijkwal does not suffer any deterioration in terms of air pollution, road safety or traffic. By also closing off a number of other roads to freight traffic (Heemraadssingel and Claes de Vrieselaan, for example), we can prevent drivers not able to use 's-Gravendijkwal from taking shortcuts through the area.

Freight traffic that would normally travel along 's-Gravendijkwal will be diverted to various other through roads (including the ring road) from 5 January 2015 onwards. Increased freight traffic along those roads may lead to a minimum increase in local air pollution. We will be monitoring the situation carefully. If air quality suffers as a result, then we will look into whether additional measures are required.
The ban

The ban will come into effect on 5 January 2015 and will apply to lorries over 3,500 kilograms. Lorries that are 100% electric will be exempt from the ban. The ban will apply to lorries from any country.

’s-Gravendijkwal will be closed to all freight traffic. We will ensure that freight traffic is able to leave the area as quickly as possible without it needing to take any unnecessary detours along local roads. There will also be no entry to some side roads in order to prevent any hazardous traffic situations. There will be no entry to Heemraadssingel and Claes de Vrieselaan in order to prevent cut-through traffic.

Will the area remain properly accessible, despite all of the bans?

We will ensure that the whole of the area will remain accessible to freight traffic, without the area being used as a main route for ongoing traffic. As the east to west links in the area (Nieuwe Binnenweg, Mathenesserlaan, 2e Middellandstraat, Beukelsdijk) will remain open to freight traffic, businesses will still be able to receive deliveries. Lorries will also be able to apply for an exemption if they need to enter a particular road with a ban. The map on the back of this leaflet shows which roads lorries will be able to enter and which will be no entry.

What exemptions are available?

There are standard exemptions, long-term exemptions and day exemptions.

The following vehicles will be exempt from the ban at all times: emergency service vehicles (fire brigade, police vehicles) and those vehicles carrying out duties required by law (waste collection vehicles, salt spreaders/gritters and sewage-cleaning vehicles). Lorries that are 100% electric and do not cause any emissions will be able to enter the area without applying for an exemption.

Residents can apply for an exemption if they need lorry access to the area on one particular day (when moving house, for example) or over a longer period of time (due to building and renovation work, for example). You can apply for an exemption using your DigiD or eHerkenning. For more information, go to: www.rotterdam.nl/GDW.

How will the ban be enforced?

Camera monitoring will be used for enforcing the lorry ban as it is an effective means for checking on compliance. It operates 24 hours a day and 7 days a week and, as it is fully automated, it saves on costs. We will also be using the cameras to monitor the traffic situation. Special investigating officers from the municipality will also monitor compliance.

How much will fines be?

The fine for ignoring the lorry ban will be € 90 plus an administration charge of € 7. Fines will be administered by the Central Fine Collection Agency (CJIB).