

UVARs in Europe

Not a magic wand, but can be one of the most powerful tools

Success doesn't come down to one thing.
Having a clear vision, with Stakeholder buy-in and
Communicating it well

Enabling Access - even if not by the preferred mode



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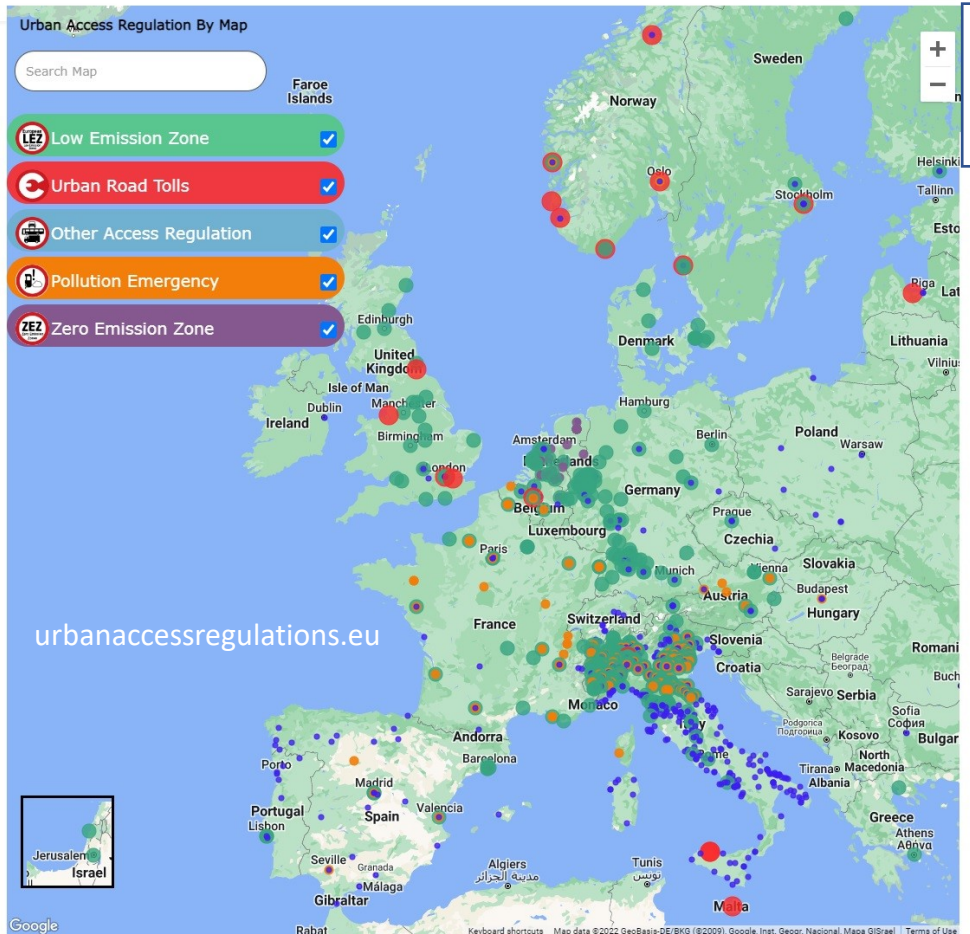
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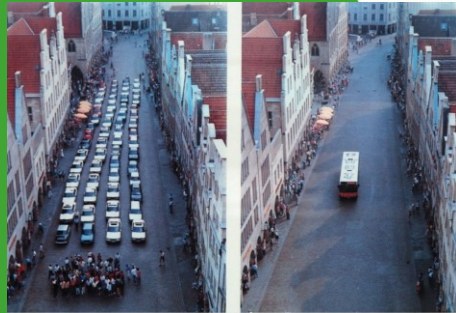
English

Urban Access Regulations in Europe

Overviews Schemes by Country Low Emission Zones Urban Road Tolls Other Restrictions Cities & Ministries Additional Services News



Why UVARs?



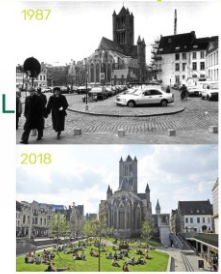
**STADTWERKE
MÜNSTER GMBH**

PARTNER DER VERKEHRSGEMEINSCHAFT MÜNSTERLAND

- Reducing Climate & Pollution Emissions
 - Reducing vehicles or emissions from each vehicle
- Reducing congestion
- Improving the urban quality of life
- Allocation of urban space - a valuable resource
 - Vehicle space has often been assumed to be “free”
- Improve fairness and equity
 - Many more people and goods carried by sustainable modes than individual vehicles for the same space
- Because sometimes “carrots” simply aren’t enough
 - Often the majority is persuaded by making it faster & more convenient, cheaper, or banning the alternative



Picture Sources: Ravensburg Braunkorn um 1970 Copyright Landesdenkmalamt Baden-Württemberg 01/18 1970, Lucy Sadler



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Picture sources: Database from the city of Ghent; Database Publica Roma (Database Public, Spain)



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Regulatory Measures



- Regulation by emissions
- Regulation by vehicle type/dimension
- Regulation by trip purpose
- Regulation by permit

Spatial Interventions



- Speed reduction
- Traffic filter
- Reallocating parking space
- Reallocating road space for pedestrians, cycling, public transport

Pricing Aspects



- Road charges/tolls
- Permit costs
- Parking charges



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ReVeAL Block Categories

(Parking under Regulation by Permit, Reallocating Parking Space & Parking charges)

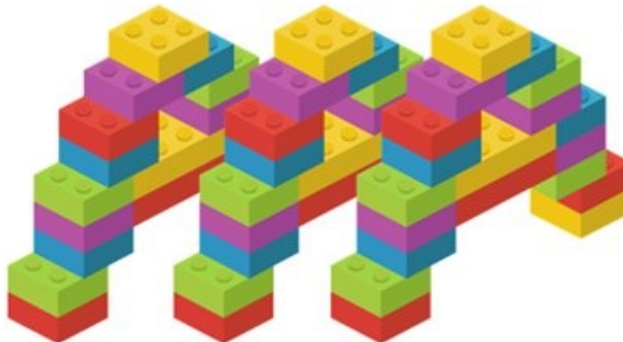


European
Commission

Aspects common to all UVARs



Measure Fields



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Building an UVAR



European Commission

Example: Vitoria-Gasteiz

14. Complementary measures

- b. Exemptions
- c. Increased mobility options

1.a. Speed reduction

2. Traffic filter

- a. Recirculation
- b. Roadblock

3. Reallocating parking space

- d. Kiss and ride

4. Reallocating road space for pedestrians

- a. Widen pavement

5. Reallocating road space for cycling

- b. Cycling lane

6. Reallocating road space for cycling

- a. Bus-tram priority lane

8. Parking charge

- b. Fixed price
- c. Charge based on emissions standards
- e. From on-street to off-street parking

12. Regulation by permit

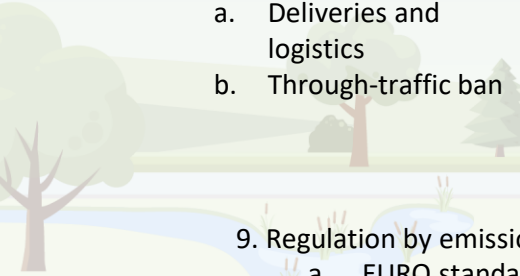
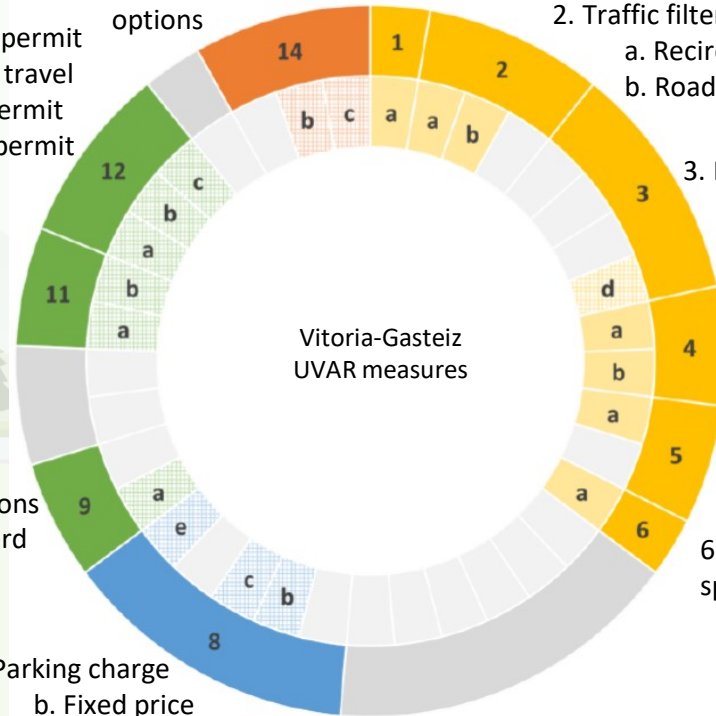
- a. Permit to travel
- b. Parking permit
- c. Planning permit conditions

11. Regulation by trip purpose

- a. Deliveries and logistics
- b. Through-traffic ban

9. Regulation by emissions

- a. EURO standard





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VITORIA GASTEIZ green capital *From a private car oriented public space*



Find out more in our final conference 8-9 November !



Padua school street logo



We love Jerusalem with clean air

Jerusalem

For details



First houses in Helmond's ZEZ (Source: Brainport Smart District)

ReVeAL Toolkit: ReVeAL 'to go' for your city

INPUT

Questions to the users on the scope, characteristics, transport options and objectives of the area in question



OUTPUT

Prioritised list of building blocks

- Speed Reduction
- Retirculation
- Road Block
- Capacity Restraint
- Builtram priority lane
- Through traffic ban
- Parking charge
- distance-based charge
- Parking permit
- Planning Permit Conditions
- Regulation by Safety Requirement

Information on UVAR building blocks

Cross-cutting aspects
To ReVeAL Guidance

Building block-specific aspects

Other BBs it might combine well with

Appropriate complementary measures

Timing, phasing, upscaling and replication

Future consideration

Examples/case studies

City population

What's the population of your city?

Scope

Are you looking for UVARs for ... ?

Characteristics

Are you looking for UVARs for ... ?

one/few selected streets

protected/recreational area

Central business/commercial district

Industrial/logistic district

busy tourist/recreational area

area with very limited number of access points (e.g., peninsula)

major part of the city

entire city

What are the main activities in the area?

What is the general income level in the area of interest?

What are the main purposes for motor vehicle traffic in the area? :

- visiting (incl. shoppers, tourists, etc.)
- residents of the area
- commuters to the area
- through traffic
- Lorry traffic (logistics / other)
- deliveries to the area (mainly light duty)

ReVeAL

UVAR Guidance

The project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 815008.

The sole responsibility for the content of this document lies with the author(s). It does not necessarily reflect the opinion of the European Union. Neither REA nor the European Commission are responsible for any use that may be made of the information contained therein.

ReVeAL **UVAR building blocks** **UVAR building blocks** **Priority Permit** **Permit (S)** **Charge applied to specific points**

Charge applied to specific points

Definition

Road charges for specific points are fees which are levied through a payment system or series of systems on the road network.

Timing, phasing, scaling and replication

The building block has no timing, scaling or replication specific objectives.

Time addresses

- Allowing vehicle access at particular times of the day
- Allowing vehicle access on green days of the week (e.g., weekend)
- Allowing seasonal vehicle access
- Allowing access restrictions to be put in place

Implementation options

- Commute with advanced number plate recognition (ANPR)
- Road Responder Identification (RRI)
- Individual short range communication (ISRC)

Benefits and costs

Generate additional revenue with various other operational, environmental and health benefits with this measure.

Future potential

Similar operation, which enables access at different times through the network.

Further potential

Short-term operation, which enables access at different times through the network.

Complementary measures

Examples

The types of examples will be different depending on the context.

Financial incentives

These will differ depending on the context.

Increased mobility options

Examples of complementary measures will be different depending on the context.

Operational measures

Examples of complementary measures will be different depending on the context.

Environmental measures

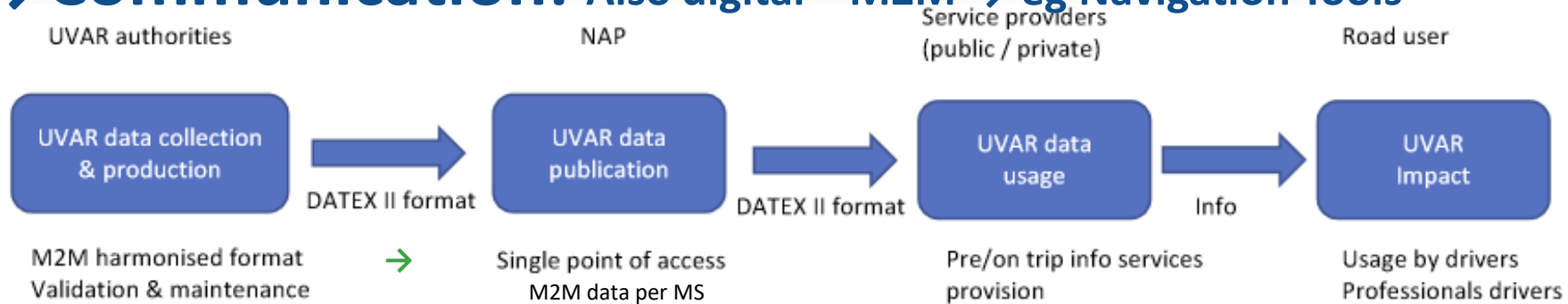
Examples of complementary measures will be different depending on the context.

Social measures

Examples of complementary measures will be different depending on the context.

Ensuring Compliance: Only comply with that they know

→ Communication: Also digital – M2M → eg Navigation Tools



Antwerp city's LEZ website

Just how does the LEZ work?

Check your vehicle
Read more about the conditions for admission and charges >

Conditions for admission
Read more about the conditions for admission >

Fine and control
Read more about the conditions for admission >

Which vehicles are not automatically admitted?

Registration
Read more about the vehicle registration obligation >

Permit against payment
Read more about permits against payment >

LEZ in time
Read more about the vehicle registration obligation >

Comune di Rovereto

ORDINANZA

Data 25/11/2016

Tipo: Temporanea Validità: 27/11/2016-26/03/2017 pratica:

OGGETTO: Adozione del Piano provinciale di tutela di qualità dell'aria con riferimento ai provvedimenti di carattere strutturale per il contenimento degli inquinanti atmosferici durante il periodo invernale (27 novembre 2016 - 26 marzo 2017).

IL SINDACO

Con deliberazione n. 2051 del 21 settembre 2007, la Giunta provinciale ha approvato in via definitiva il Piano provinciale di tutela della qualità dell'aria.

Tale Piano, previsto dagli articoli 8 e 9 del decreto legislativo 4 agosto 1999, n° 351, è redatto in conformità alle indicazioni del D.M. n° 301 del 1 ottobre 2002, rappresenta lo strumento di pianificazione e monitoraggio nella strategia d'intervento utile a marciare la tutela della qualità dell'aria.

M2M DATEX II data

UVAR Box Tool

Bestemming

Utrecht

Milieuzone Utrecht

Gesloten voor diesel
Met uitzondering van euro6
Met uitzondering van euro6

Sluiten Dag

Onderweg App

Single Digital Gateway

Your Europe

European Commission

Why should I digitise my UVAR?

Advantages to cities include:

- Greater awareness = greater compliance = greater impact = less enforcement work = fewer complaints & queries
- UVARs in navigation services significantly reduce the resistance to UVARs at an EU and non-local level
- Service Providers (e.g. Google) increasingly contacting cities for UVAR data
If provide to one (in their requested format) = need to provide similarly for others (Open Data Directive)
- Using UVAR Box → single EU-wide DATEX II format = provide data once only on NAP & city/national O-D websites
- Information on emissions stickers and national traffic rules required on the [Single Digital Gateway](#) by end 2023, in a specific format - DATEX II can be easily imported into SDG format
- [ITS Directive & delegated regulation](#) requires Member States to digitise UVARs & encourage cities to do so too
- Cities often have own general digitisation processes
- Some Countries & Cities working on “digital mirror” of traffic regulations (eg [METR](#))
- Digital UVAR data also needed for eg geofencing, connected & automated vehicle deployment



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DATEX II is the single EU-wide format
UVAR Box is easiest way → DATEX II
DATEX II → Navigation services, SDG & ITS

Use the ReVeAL & UVAR Box tools

Come to the conference & workshop

ReVeAL 

civitas-reveal.eu, civitas-reveal.eu/tools

Find out more at our final conference 8-9 November

civitas-reveal.eu/events/reveal-final-conference/

UVAR
Box

uvarbox.eu, [brochure](#), uvarbox.eu/uvarbox-tool

uvarbox.eu/uvar-exchange. Give your input in our final workshop 18 Oct uvarbox.eu/uvar-exchange-final-stakeholder-workshop/

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