

**5th European Conference on
Sustainable Urban Mobility Plans**
14-15 MAY 2018 | NICOSIA, CYPRUS



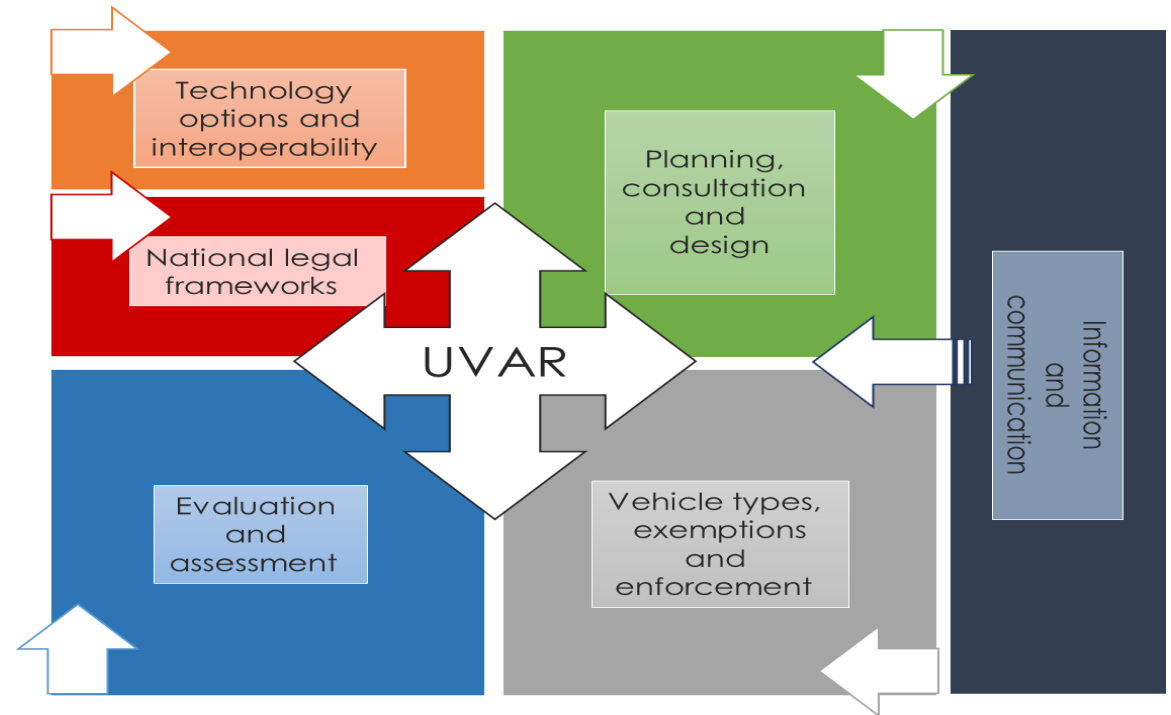
Urban Vehicle Access Regulations (UVARs)

Non-binding Guidelines on UVARs

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Study on Urban Vehicle Access Regulations

A study to assist with the preparation of non-binding guidance documents on **six specific aspects of urban access regulations**.



....to assist policymakers in the smooth and successful UVARs implementation.

Recommendation for Planning, Consultation and Design

- **Set up UVARs as part of an integrated planning (e.g. SUMP)**
- Ensure an effective stakeholder consultation via a structured interaction with a wide range of stakeholders
- Design a comprehensive UVARs scheme, including enforcement techniques. Schemes that are clear, simple and understandable are able to achieve high compliance rates
- Consider the use of trials. Trials can be helpful to be able to introduce a scheme on an experimental basis.
- Invest UVARs-related revenues in sustainable mobility options, and communicate it.





- Planning means **integrating the UVARs scheme into an overall vision of transport mobility** at urban level, **ensuring consistency and non-contradiction** of each specific transport policy.
- **A local/regional SUMP** gives the overarching context within which a UVAR scheme can be placed and be effective.
- It gives the rationale for the UVARs and shows that it is not being developed in isolation.
- A UVAR scheme should not be promoted in isolation

Potential Impacts from common UVAR schemes

Benefits to the EU

- pre-conditions for consolidating the EU internal market
- common framework for national legislation on cross-border and multilateral topics

Benefits to National Governments/Regulators

- favouring the compliance with EU legislation
- harmonised implementation of UVAR schemes at national level

Benefits to the Cities

- increased acceptability by the users
- change in mobility behaviour
- more respect for rules and regulations.

Benefits to the Local Population

- cleaner and more pleasant cities to live in, and to visit
- less congestion and better air quality

Benefits to the Users

- better knowledge of UVARs
- limited unintended violations
- freedom of movement across countries

Benefits to the Industry

- economies of scale
- critical mass from standardised applications and common rules



What has been done until now?

EC policy framework

- Transport policy including urban mobility is largely governed by the subsidiarity principle
- Topic of UVARs closely linked to Air Quality and Urban Mobility
- 2013 Urban Mobility Package recognised importance of MS

Recent actions

- UVAR study published in September 2017 publically available on https://ec.europa.eu/transport/themes/urban/studies_en
- Information to public by dedicated website: urbanaccessregulations.eu
- Member State Expert Group on urban mobility set up in 2014 – topic discussed
- CIVITAS Annual conferences
- SUMP concept
- Intensified dialogue with stakeholders

Linked initiatives at EU – level

- Partnership on Urban Mobility
- European electronic toll service Directive (EETS)
- Air Quality Directive



UVAR in the draft action plan of the Partnership on Urban Mobility

- Increase transparency of the schemes and make available relevant information to the public easier, more effective and increasingly digital (local/national/EU levels);
- Member States to effectively implement EU Directive on Intelligent Transport Systems in order to make accurate real time traffic information available to users and encourage cities to go beyond by making data available at national access points (local/national levels);
- Collect evidence on existing schemes and assess their effectiveness and impact when it comes to attaining the stated goals such as reduction of congestion and air pollution (EU level);
- Address fragmentation and patchwork of the schemes while respecting the subsidiarity principle inter alia by:
 - Member States and cities jointly addressing the issue, working on commonalities, facilitating the exchange of data; Commission to facilitate this (local/national/EU levels);
 - Revise the guidelines on Sustainable Urban Mobility Planning (SUMP) to better include UVARs so that they can be properly designed, placed and promoted (EU level);
 - Issue guidance at the EU level exploring possible commonalities of the schemes (EU level)



Next steps

- *Support exchange of best practices and information*
 - Networking activities amongst national experts (e.g. CIVITAS)
- *Make information available to drivers*
 - Support information provision by the existing tool www.urbanaccessregulations.eu (self-sustainable from 01/01/2018).
 - Support data provision through the implementation of the ITS Delegated Regulation 962/2015 in order to make accurate (real time) traffic information by cities available to users – future CEF call
- *Support information provision to policy and decision makers*
 - Develop a deeper and more European-wide understanding
 - Further integrating UVARS in Sustainable Urban Mobility planning (SUMP).
 - Guidance document based on the UVAR study
- **Going beyond?**

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Thank you!

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