SUMP conference
18 June 2019
SUMP Topic Guide on UVARs
Groningen
CIVITAS Initiative > Advisory Groups

➢ UVAR
➢ Vulnerable road users
➢ Gamechangers
➢ Future of UM policy
UVAR - AG – Membership (longlist)

- Thomas Wilson, EUROCITIES
- Jens Müller (T&E)/Yoann Lepetit
- Lucy Sadler, Sadler Consult
- Andrea Ricci, Silvia Gaggi, ISINNOVA (IT)
- Oliver Lenz, FIA (reviewer)
- City of Madrid
- City of Stockholm
- City of Bielefeld
- Dirk Lauwers, University of Gent
- TfL, London office
- City of Antwerp (Willem Geelen, Marolijn Salens, Koen Kennis – liaison with CIVITAS PAC)
- Dirk Van Amelsfort, WSP Sweden
- Cosimo Chiffi, Patrizia Malgieri, TRT
- Marko Horvath (ICLEI) (reviewer)
- Mans Lindberg (DG MOVE) (reviewer)
UVAR can be broadly defined as: 'measures to regulate vehicular access to urban infrastructure. As such, several techniques and typologies have been adopted across urban areas to regulate the vehicles access to urban infrastructure.

UVARs should be integrated into a larger transport and mobility plan. A local or regional Sustainable Urban Mobility Plan (SUMP) serves as the ideal vehicle for them. UVARs aid the promotion of sustainable mobility measurers and compliance with air quality legislation, both key SUMP goals.
SOME THOUGHTS ON SUMPS AND UVAR
Coping with growth
Taking back control of urban space
Umea
Rotterdam City Lounge
Planning for people movement [efficiency, sustainability]: public transport, walking & cycling; road space reallocation

Planning for city life: transport as ‘place’; active traffic restraint; remove some obtrusive road infrastructure, support other objectives (e.g. health)

Source: www.create-mobility.eu
Planning for **people movement** [**efficiency, sustainability**]: public transport, walking & cycling; road space reallocation

Planning for **city life**: transport as ‘place’; active traffic restraint; remove some obtrusive road infrastructure, support other objectives (e.g. health)

Source: www.createmobility.eu

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**Access to points of interest**

**Congestion charging**

**Stage 2**

**Stage 3**

**LEZ**

**Road space reallocation**

**Kerbside access**

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Source: www.createmobility.eu
THE TOPIC GUIDE
General UVAR principles (good governance/due diligence)

- Low risk: political, financial, operational

- Compliance
- Effective, Achieving goals
- Legal
- Minimise adverse effects
- Proportional
- Transparent
UVAR TYPOLOGIES
| Scheme objectives | - Air quality improvement  
- Congestion reduction  
- Urban landscape preservation (historic town centres)  
- Climate change mitigation  
- Quality of life  
- Noise mitigation  
- Road safety  
- Redistribution of road space  
- Raising revenues  
- … |
|-------------------|--------------------------------------------------|
| Targeted traffic  | - Freight and service transport  
- Passenger transport, either private car use, or collective systems  
- Type of vehicle Pollutant Classes  
- Type of Vehicle Dimensions and Weight (quads, trucks, +3.5 tons)  
- Trip purpose (commuter, delivery etc.)  
- Type of road user (residents, taxis etc.)  
- … |
| Type of access regulation | - Ban/limitation  
- Charging  
- Limit of permeability of area  
- Controlled parking area  
- Advisory  
- … |
| Scheme design | - Toll ring  
|              | - Distance or time based  
|              | - Area licence/permit based  
|              | - Point based  
|              | - Cordon based  
|              | - Superblocks: neighbourhood level access scheme  
|              | - … |
| Time period  | - Permanent  
|             | - Working day  
|             | - Seasonal  
|             | - Peak times  
|             | - Reactive, e.g. during high pollution episodes  
|             | - Occasional (e.g. events etc.)  
|             | - … |
| Technological options for implementation and enforcement (often used in combination) | - Manual inspection and windscreen stickers/ manual toll collection  
| | - Automated Number Plate Recognition (ANPR)  
| | - Dedicated short range communication (DSRC)  
| | - Global Navigation Satellite System / Cellular Networks (GNSS/CN)  
<p>| | - … |</p>
<table>
<thead>
<tr>
<th>Policy objective</th>
<th>Type of UVAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air quality improvement</td>
<td>Low Emission Zone - Ultra Low Emission Zone - Zero Emission Zone - Pedestrian zone</td>
</tr>
<tr>
<td>Congestion reduction</td>
<td>Congestion Charge or Tax - Limited Traffic Zone - Superblocks, traffic routing - Pedestrian zone</td>
</tr>
<tr>
<td>Urban landscape preservation (historic town centres)</td>
<td>Limited Traffic Zone - Pedestrian zone</td>
</tr>
<tr>
<td>Climate change mitigation</td>
<td>Zero Emission Zone - Limited Traffic Zone - Pedestrian Zone</td>
</tr>
<tr>
<td>Noise mitigation</td>
<td>Pedestrian Zone - Limited Traffic Zone - Superblocks, traffic routing - Q-zones - Lorry bans / delivery time windows</td>
</tr>
<tr>
<td>Road safety</td>
<td>Pedestrianisation - Superblocks, traffic routing - Lorry bans / delivery time windows</td>
</tr>
<tr>
<td>Redistribution of road space</td>
<td>Congestion charge - Pedestrian Zone - Limited Traffic Zone</td>
</tr>
<tr>
<td>Raising revenues</td>
<td>Urban road toll or kilometre charge</td>
</tr>
<tr>
<td>Quality of life</td>
<td>All the above</td>
</tr>
</tbody>
</table>
### Part 1: SUMP principles

<table>
<thead>
<tr>
<th>Plan for sustainable mobility in the 'functional city'</th>
<th>Develop a long-term vision and a clear implementation plan</th>
<th>Assess current and future performance</th>
<th>Develop all transport modes in an integrated manner</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Centre</td>
<td>• Solve problems here and now</td>
<td>• Model</td>
<td>• Intermodal accompanying measures</td>
</tr>
<tr>
<td>• Nested</td>
<td>• Long term experience pedestrianisation and LTZ exists</td>
<td>• Experiment</td>
<td>• Up front offer</td>
</tr>
<tr>
<td>• Boundary effects</td>
<td>• Evolution vehicle characteristics</td>
<td>• Avoid ‘paralysis of analysis’</td>
<td>• Compensation of ‘losers’</td>
</tr>
<tr>
<td>• Accompanying measures far beyond the UVAR zone</td>
<td>• Phased approach</td>
<td>• Indicators beyond UVAR targets</td>
<td>• People and goods</td>
</tr>
<tr>
<td>• Fact based</td>
<td></td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cooperate across institutional boundaries</th>
<th>Involve citizens and relevant stakeholders</th>
<th>Arrange for monitoring and evaluation</th>
<th>Assure quality</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Compliance with national / EU law</td>
<td>• Communicate well!</td>
<td>• Core and circumstantial indicators</td>
<td>• Compliance</td>
</tr>
<tr>
<td>• Enforcement</td>
<td>• Well-resourced.</td>
<td>• External experts panel</td>
<td>• Agility</td>
</tr>
<tr>
<td>• Competence over accompanying measures</td>
<td>• Phased</td>
<td>• Follow normal procedures</td>
<td>• Positive impact beyond the scheme</td>
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<td>• Managing data</td>
<td>• Proportional</td>
<td>• Digital</td>
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<td>• Internal cooperation</td>
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| Managing data                                        | Communicate well!                                       | Core and circumstantial indicators    | Compliance                                |
| Internal cooperation                                 |                                                        | • External experts panel              | • Agility                                 |
|                                                     |                                                        | • Follow normal procedures            | • Positive impact beyond the scheme       |
|                                                     |                                                        | • Digital                              |                                            |
Part 2: SUMP planning steps

- Phased approach
- Sourcing intelligence / user feedback
- Citizen science AQ / traffic counts

- Scoping beyond transport
- Readiness
- UVAR as an option

- Stepwise approach
- Not only vehicles, accompanying mobility offer, also ROAD SPACE!

- Relation vision and UVAR
- Model
Part 3: UVAR specific chapters

Acceptance, ownership, buy-in

- Well designed, well communicated Tested and trialed
- Local champion
- ‘There will always be opposition’

Integrated package of measures

- Political negotiation - Improved impacts and technical implementation
- Fair and balanced In advance of UVAR entering into effect
- Freight and people

Urban Freight

- Urban Consolidation Centre
- Cargo bike
- Off-hour deliveries
Occasional users

- Tourists
- Pre-registration
- Coach

SUMP funding through UVAR

- If not tolling – forget about the revenue
- Transparency
- Up front financing of alternatives

Future of UVAR

- From AQ to climate
- Geofencing (ECOCOMBI)
- Forgettable, embedded, dynamic
Questions for discussion / validation

• Is the **perspective of the end user group** you represent sufficiently taken into account? How can this be improved within the SUMP context?

• In the document, we take UVARs as an **integral part of the urban mobility toolbox**, yet: UVARs need careful planning with attention for different perspectives. The UVAR should be proportional. Is this sufficiently clear?

• **When are UVARs a success** (in relation to SUMP)? What prevails: impact, compliance, acceptance or appreciation? How do you / the stakeholders you represent look at this?
Thank you!