

Deeper-dive into BBs



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
- Reallocation for cycling
- Reallocation for public transport



Pricing Aspects

- Road charges/tolls
e.g. Permit costs
- Parking charges

Each Measure field into categories

Each Category into separate building blocks



Regulatory measures

Ban or conditions on certain vehicles entering



Photos Jerusalem

Regulation by emissions

- Euro standard
- Zero emission vehicles

Regulation by vehicle type/dimension

- Vehicle type (e.g., HDV/LDV, car, lorry, diesel, all)
- Dimensions (e.g., weight, length, width)

Regulation by trip purpose

- Delivery and logistics
- Through traffic ban (e.g., access to residents and specific users only)

Regulation by permit

- Permit to travel
- Parking permit
- Planning permit conditions (e.g., permit to build car park space, requirement to use certain construction vehicles or support sustainable mobility)



Spatial interventions

Physical changes to take space from motorised vehicles for other use



Photos © Bielefeld

Speed reduction by design

Traffic filter

- Recirculation of traffic (e.g., one-way streets)
- Road block
- Capacity restraint

Reallocating parkingspace

- Parklet
- Drop-off zone shared mobility
- Logistics bay (mini-hub)
- Kiss&Ride (e.g., school)

Reallocating road space for pedestrian

- Widen pavement
- Pedestrian priority street or zone (e.g., mixed used cycling-pedestrian, residents vs. other groups, and temporal pedestrian streets, woonerf or car-free school area)

Reallocating road space for cycling

- Cycle lane
- Cycling street

Reallocating road space for public transport

- Bus/Tram priority lane/street



Pricing aspects

Payment aspects related to vehicle access



Photos Sadler

Road charges/tolls

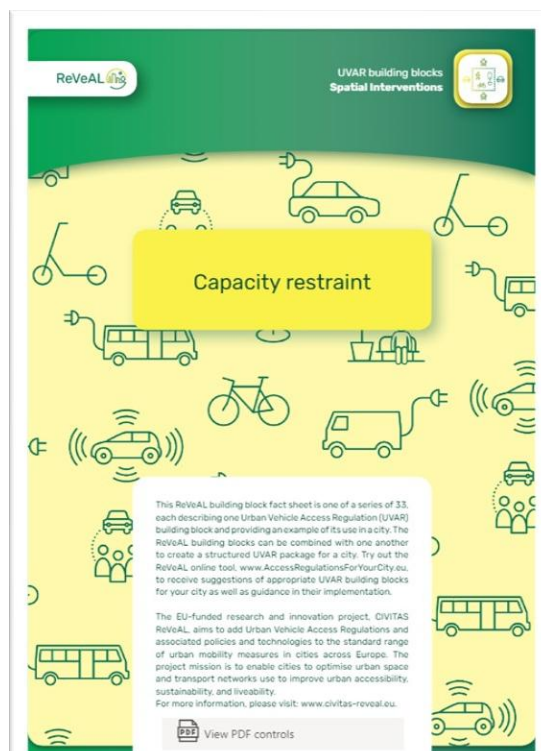
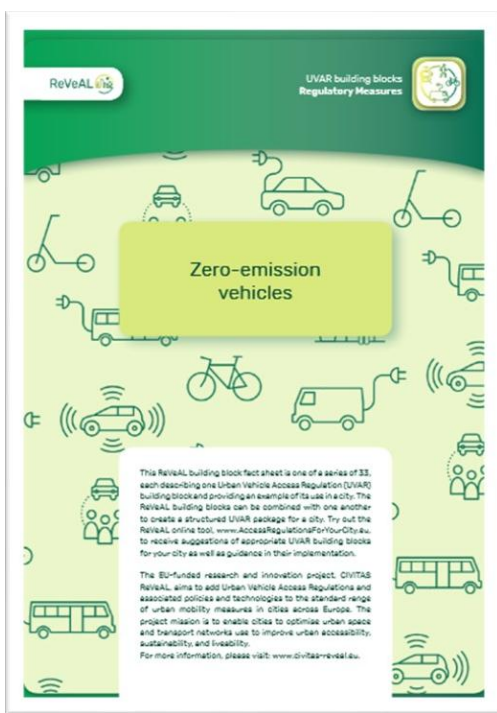
- Charge applied to perimeter or area (congestion charge)
- Charge applied to specific points
- Distance-based charge
- Time-based charge
- Permit charge
- Charge based on emission standards (pollution charge)

Parking charge

- Dynamic price (real time)
- Fixed price
- Based on emission standards (pollution charge)
- Workplace levy
- From on-street to off-street parking

Factsheets

- Each Building Block has its own factsheet
- <https://civitas-reveal.eu/about/approach/>



Combinations

Cross-Cutting Themes



Complementary Measures



Complementary Measures

Supporting measure to ease compliance, facilitate adaptation, and minimise equity and undesirable impacts

Ensuring access is still possible - even if not by 1st choice mode

- **Additional Sustainable Mobility Measures**
 - Additional provision of public transport, soft modes, micromobility, logistics consolidation centres, cargobike delivery, cycle parking....
 - Latest at time of UVAR implementation
- **Financial or in-kind Incentives**
 - Grants towards sustainable mobility (cargobike, EV, Retrofit...)
 - Mobility passes or micromobility membership in exchange for permit or polluting vehicle
 - Reducing public transport costs; increasing parking costs
- **Exemptions**
 - E.g. for emergency services, people with disabilities,
- **Organisational support**
 - E.g. pilot projects, alternative time periods

Often need to combine



- Pedestrian Zone, a ban of traffic plus new road surface

Regulation by vehicle type/dimension

Reallocating road space for pedestrian

- LEZ

Regulation by emissions

- EURO standard

Regulation by vehicle type/dimension

- Vehicle type (e.g., HDV/LDV, car, van)

Exemptions

Grants

- LTZ

Regulation by permit

- Permit to travel

Regulation by trip purpose

Road charges/tolls

- Permit charge

Reallocating road space

Regulation by permit

- Parking permit

Additional Sustainable Mobility Measures

Exemptions

Example: Vitoria-Gasteiz

14. Complementary measures

- b. Exemptions
- c. Increased mobility options
- 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
- b. Pedestrian priority street or zone

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

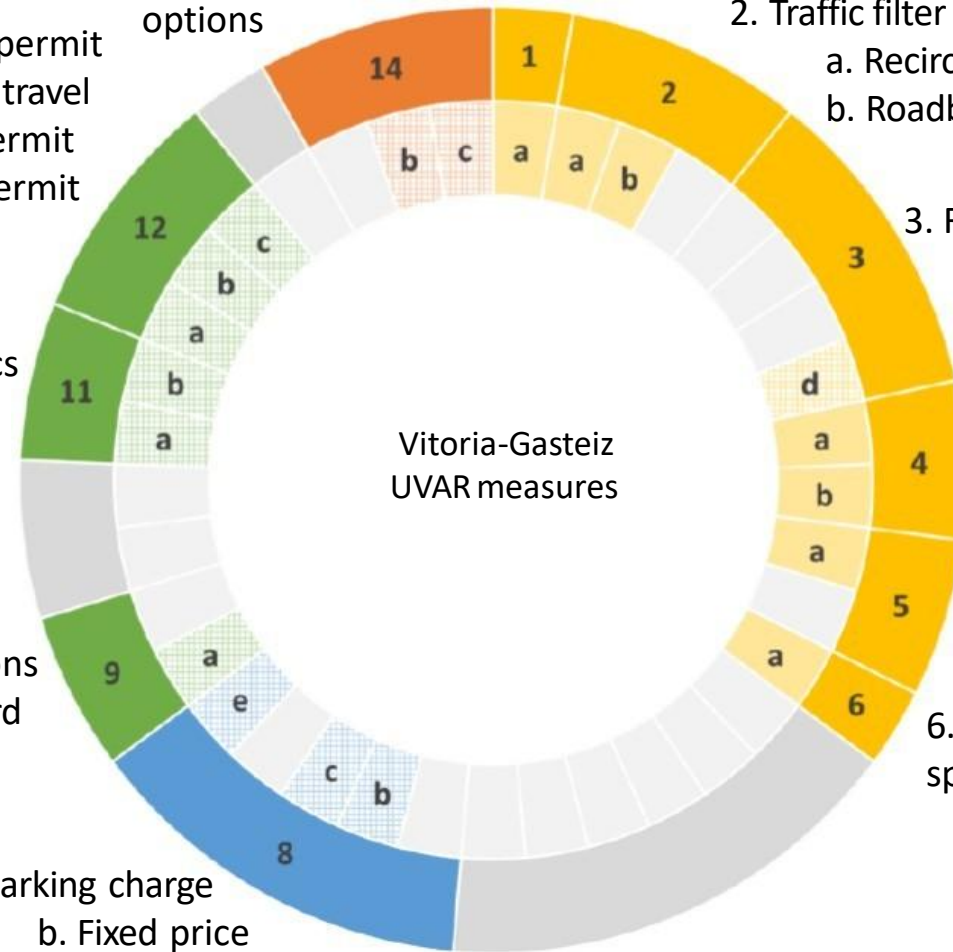
- a. Permit to travel
- b. Parking permit
- c. Planning permit conditions

11. Regulation by trip purpose

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

9. Regulation by emissions

- a. EURO standard



Governance

- Who decides what
 - Champion, bottom up, previous studies.....
- Legal framework
- Including in SUMP
- Relevant EU legal aspects

Finance

- Sufficient resources
- Outsourcing
- Ring-fencing any income
 - Note: UVARs rarely make money: aim is compliance not fines



Governance and Finance

The administrative
frameworks and
mechanisms

User needs

- User *needs* (vs user *desires*)
- Stakeholder involvement
- Listening to and reaching all
- Fairness and Equity
 - Spatial justice, arrogance of space

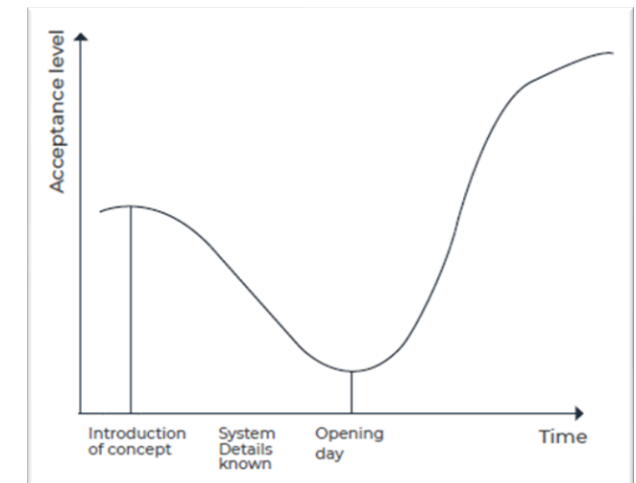
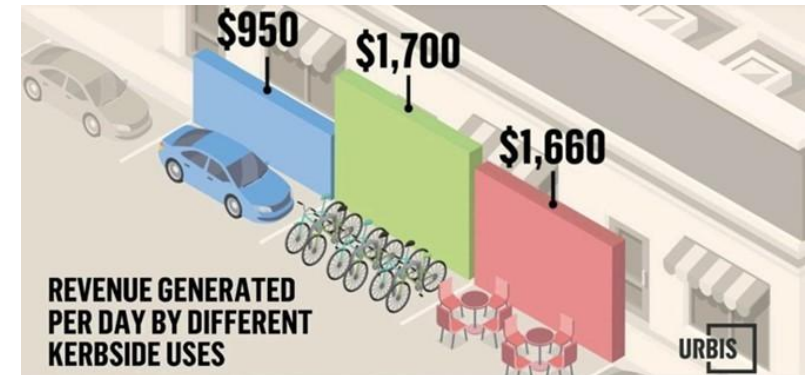
Public acceptance

- Dependent on
 - How communicated
 - Tackling a known problem
 - Meeting user needs
 - Complementary measures
- The acceptance curve
- Transparency



User Needs and Public Acceptance

Ensuring that the scheme meets user needs and is well accepted by citizens



Ensuring Compliance

- Has two aspects
 - Making people aware of the scheme
 - Ensuring people comply (& those who don't are caught)
- Enforcement
 - Enforcement options, pros & cons
 - Permit mechanisms
- Communication
 - Communicating the aim - can make all the difference
 - How to communicate this
 - Eg language (open / closed)
 - Communication options, incl. road signs, available in navigation tools (M2M data)
 - Selling the advantages



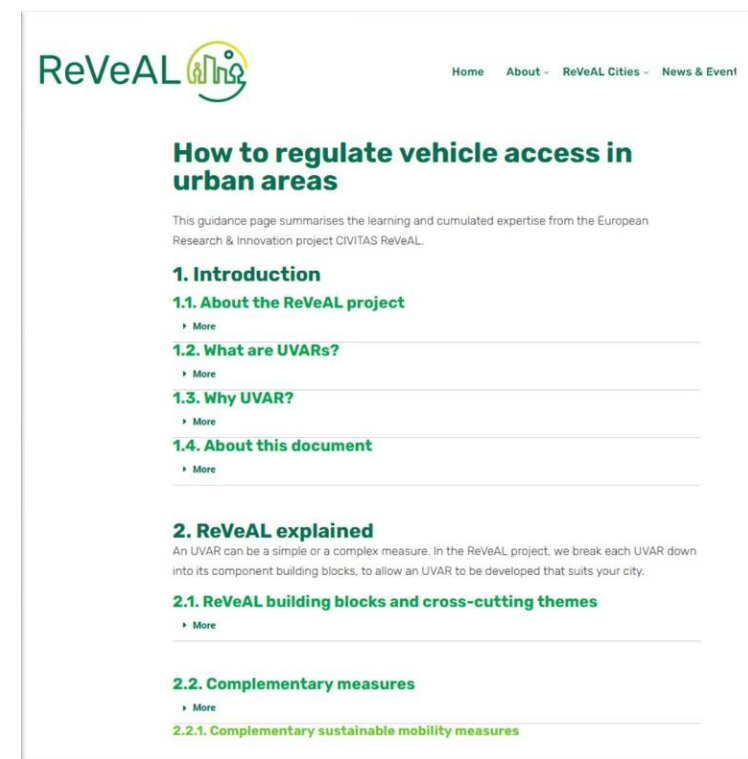
Ensuring Compliance

The tools and methods used to ensure that people can comply with the UVAR scheme



ReVeAL Guidance

- Online wealth of information
- in accessible chunks
- linked from the Factsheets
 - All Cross-cutting themes
 - How to choose your BB & CM
 - Monitoring & assessment
 - Implementation Timing aspects
 - Exemptions & Permits
 - Geofencing & ISA
 - Foreign vehicle enforcement
 - Camera enforcement issues
 - Future-proofing
 - Reviewing

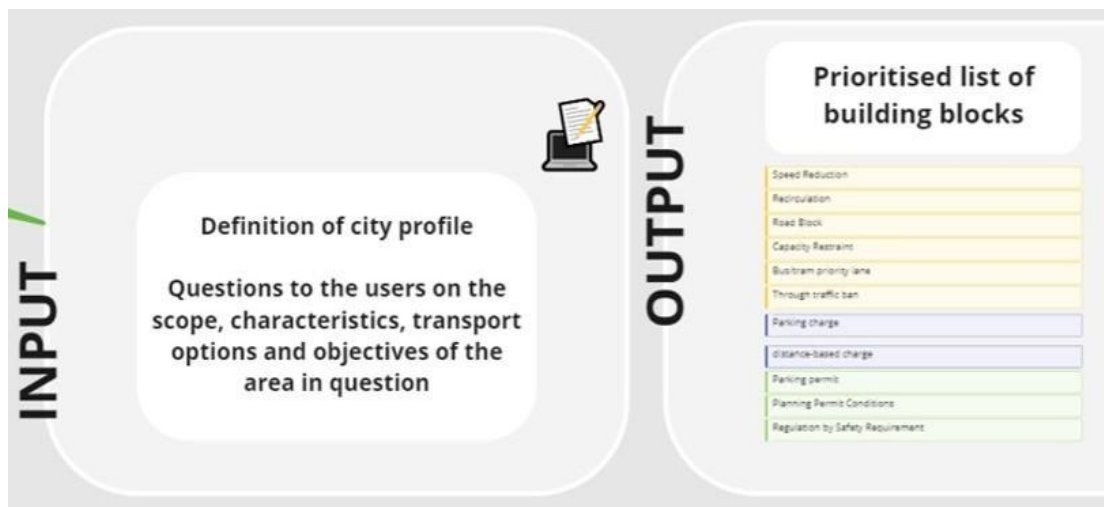
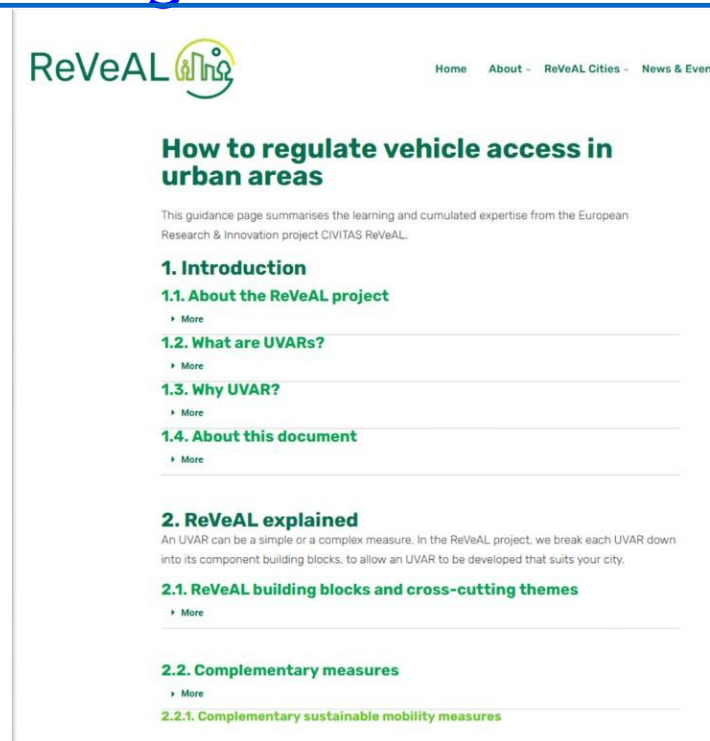


More detailed implementational

- Timing of implementation
- Managing permits
- Geofencing & ISA
- Foreign vehicle enforcement
- Camera enforcement

ReVeAL Toolkit: ReVeAL ‘to go’ for your city

- Fact Sheets on each Building Block
- Guidance on cross-cutting issues
- Decision Support Tool: [AccessRegulationsForYourCity.eu](https://www.accessregulationsforyourcity.eu)

The screenshot shows the ReVeAL website home page. The header includes the ReVeAL logo and navigation links for Home, About, ReVeAL Cities, and News & Events.

How to regulate vehicle access in urban areas

This guidance page summarises the learning and cumulated expertise from the European Research & Innovation project CIVITAS ReVeAL.

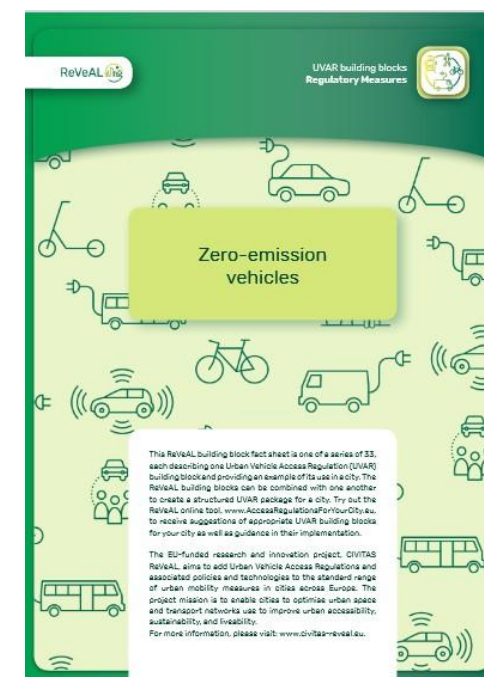
1. Introduction

- 1.1. About the ReVeAL project**
 - More
- 1.2. What are UVARs?**
 - More
- 1.3. Why UVAR?**
 - More
- 1.4. About this document**
 - More

2. ReVeAL explained

An UVAR can be a simple or a complex measure. In the ReVeAL project, we break each UVAR down into its component building blocks, to allow an UVAR to be developed that suits your city.

- 2.1. ReVeAL building blocks and cross-cutting themes**
 - More
- 2.2. Complementary measures**
 - More
- 2.2.1. Complementary sustainable mobility measures**



The screenshot shows a ReVeAL building block fact sheet titled "Zero-emission vehicles". The page features a green background with icons representing various urban mobility modes: cars, bicycles, scooters, and buses. A central text box highlights "Zero-emission vehicles".

The ReVeAL building block fact sheet is one of a series of 33, each describing one Urban Vehicle Access Regulation (UVAR) building block and providing an example of its use in a city. The ReVeAL online tool, www.accessregulationsforyourcity.eu, receives suggestions of appropriate UVAR building blocks for your city as well as guidance in their implementation.

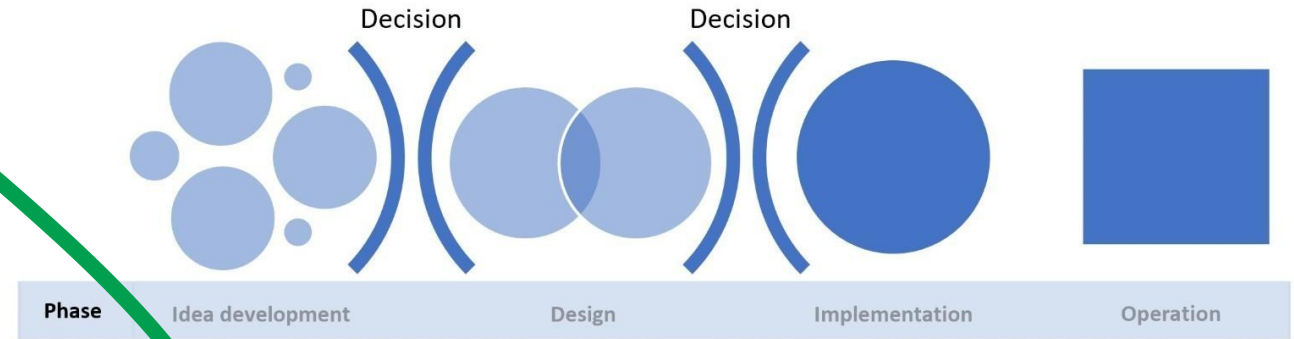
The EU-funded research and innovation project, CIVITAS ReVeAL, aims to add Urban Vehicle Access Regulations and associated policies and technologies to the standard range of urban mobility measures in cities across Europe. The project mission is to enable cities to optimise urban space and transport networks use to improve urban accessibility, sustainability, and feasibility.

For more information, please visit: www.civitas-reveal.eu.

• More on this tomorrow

How to choose BBs - and CM?

- Identifying the problem(s)
- Selecting scheme goal
- Co-creation workshops
- ReVeAL Tool - can suggest some options for your city (BB & CM)
- Evaluating
 - Screening, detail
- Selecting options to take forward



options for your city (BB & CM)

- Then detailed implementation for the UVAR of choice
- Operation, monitoring, review

Thank you for listening

- Gallop through ReVeAL - more details to come
- We really hope the [ReVeAL toolkit](#) will support you in developing & extending good practice UVARs
- We hope to be able to support you after November - watch the ReVeAL website
- <https://civitas-reveal.eu/>

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