

Source: CREATE project

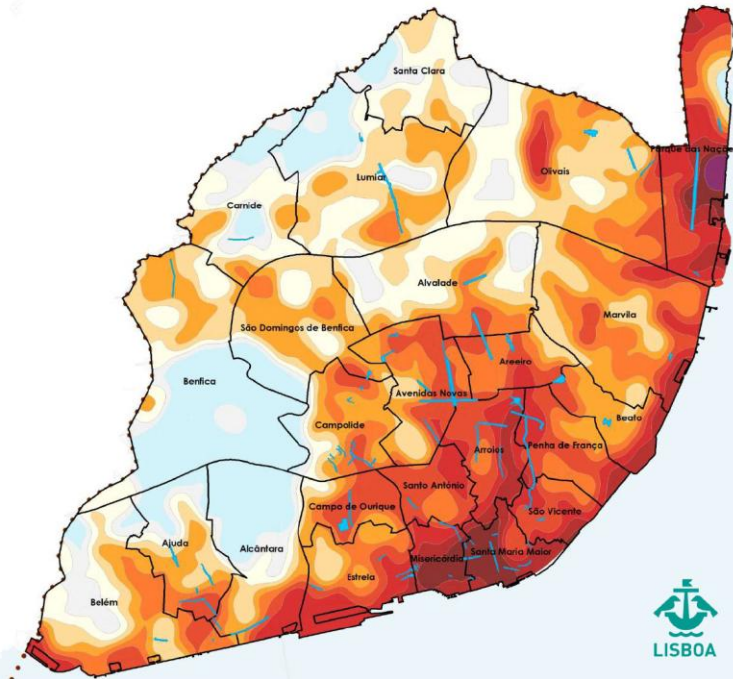
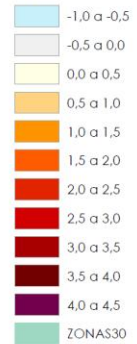
6/8/2026



• A RUA É SUA •

Ondas de maior calor

Onda de Calor - Entardecer
(°C)













Pointers for
Comprehensive
UK framework



Spatial Interventions

1. School street
2. Cycling street
3. Traffic filter
4. Removing parking/road
5. Cycle lane
6. Pedestrian street
7. Bus/tram priority lane
8. Woonerf

Pricing measures

9. Congestion charge
10. Pollution charge
11. Parking charge
12. Traffic flow management
13. Urban logistics charge

Regulatory measures

14. Regulation by emissions
15. Regulation by vehicle type/dimension
16. Regulation by trip purpose
17. Scheme timescale
18. Regulation by permit
19. Regulation by other

Complementary measures

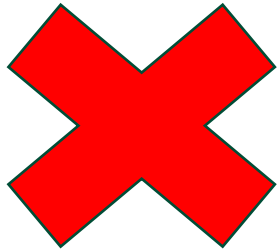
23. Financial incentives
24. Exemptions
25. Increased mobility options
26. Individual solutions

Ensuring Compliance



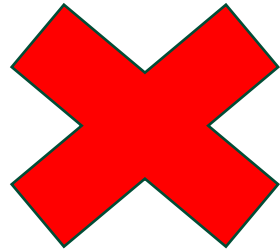
Spatial
Interventions

Spatial
Interventions



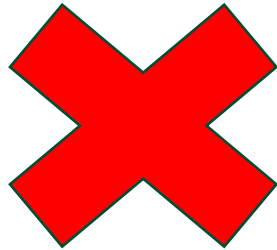
Spatial
Interventions

Pricing
measures



Spatial
Interventions

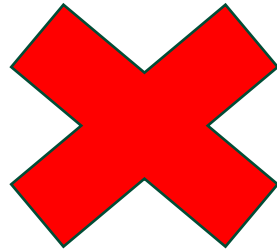
Pricing
measures



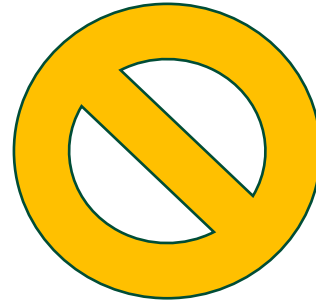
- EUROVIGNETTE
- EUROPEAN ELECTRONIC TOLING SYSTEM
- INTERNALISATION of EXTERNAL COSTS of TRANSPORT



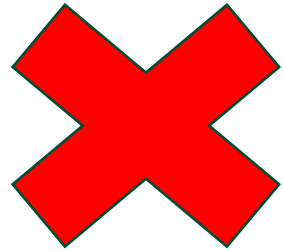
Spatial
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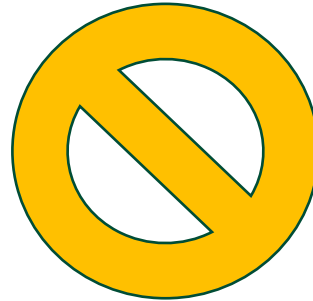
Pricing
measures



Spatial
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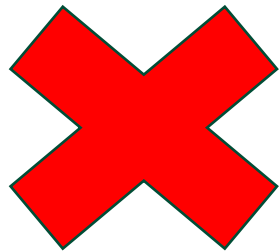


Pricing
measures



Regulatory
measures

Spatial
Interventions



Pricing
measures

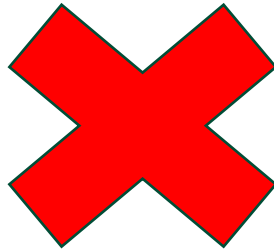


Regulatory
measures

Strengthened AQ norms
FITfor55: Phase out of sales
of internal combustion
engine vehicles by 2035
Alternative Fuels
Infrastructure Regulation
Clean Vehicle Directive
But: EURO7 problem



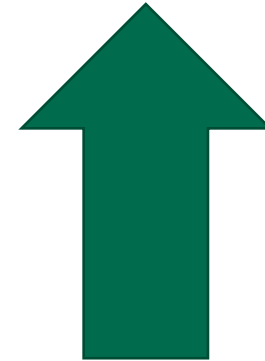
Spatial
Interventions



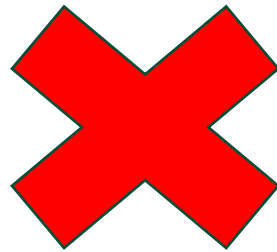
Pricing
measures



Regulatory
measures



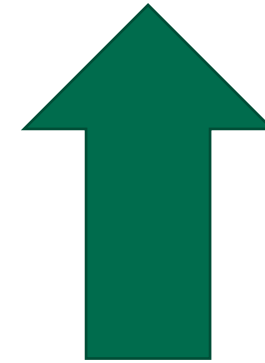
Spatial
Interventions



Pricing
measures



Regulatory
measures



Complementary
measures

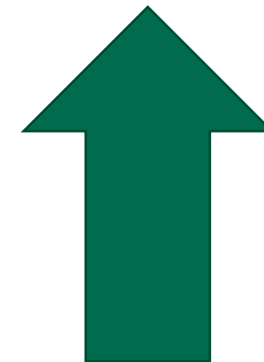
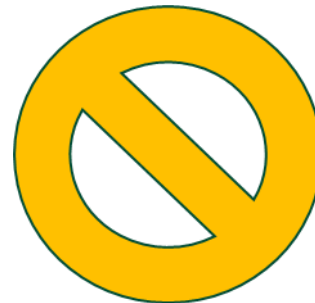
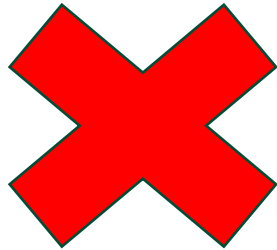
MaaS: intermodal
passenger rights
Geofencing (EURO7)

SUMP as framework for UVAR

Spatial Interventions

Pricing measures

Regulatory measures



Complementary measures

SUBSIDARITY IN MOTION:

from 88 to 424 URBAN NODES in the TEN-T

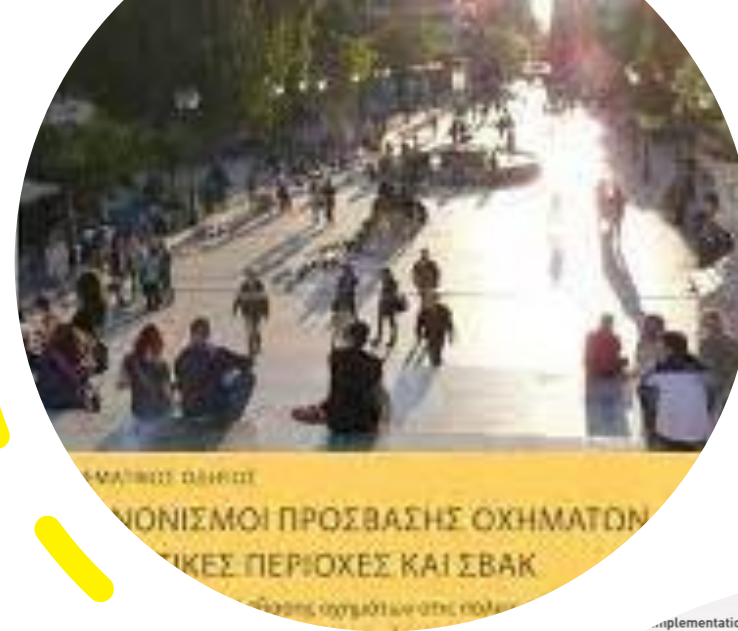
Cities above 100.000 inhabitants = an essential part of the TEN-T:

Urban Nodes linking local, regional, national and international transport flows for goods and passengers

Requirements: SUMP, SUMI, intermodal interchange for passengers, intermodal hub for freight, 'hot spot' for connectivity and alternative fuels

Direct legal link between EU and local level

Role in corridor governance, action plan, financing?





centre and center ring road

attractive, dynamic and healthy centre

neighbourhoods and radial roads

relieving old radial roads, intensifying use of modern radials

neighbourhoods and inner ring road

ring road as recognizable central distributor road in car accessibility of the city

region and outer ring road

links the city to national and international networks



pedestrian

pedestrian on site most important

fine-grained network of streets and pavements, combined with variously arranged squares

pedestrian on site most important, development of new routes in favour of new dynamics

limit barrier effect inner ring road, particularly on old radial roads

campuses are the new villages
link pedestrian network to recreational routes



cyclist

most important traffic participant in linking places

centre ring road most important connecting cycle route in city centre
sufficient cycle parking, well integrated in public space

fast cycling routes by means of historic radial roads as contribution to neighbourhood lifeline

fast radial cycling routes as contribution to city life
maintain and improve cycle crossing of the inner ring road

fast cycling route Brainport Avenue
fast cycling routes to surrounding municipalities



public transport user

fast, high-frequency, comfortable and reliable travel on longer distances for larger passenger flows

BRT two-directional along centre ring road
central bus station
Neckerspoel/railway station as transport hub and entry to city

BRT corridors as carrier for urban development
customised public transport for target groups and areas

BRT corridors connect 'places to be'
if possible BRT grade-separated crossing with inner ring road

sustainable landside access to Eindhoven Airport
adjusted public transport networks with seamless transfers
direct connection to (inter)national network of high speed trains



motorist

raised-awareness users: less often, cleaner, main roads, parking at remote distance/incentive parking

centre ring road no longer a continuous circular vehicle route
no expansion visitor parking in city centre

within the inner ring road 30 km/h and cyclist priority on roads with the exception of modern and new radial roads

less and/or easier junctions with inner ring road
fourth category in road's classification: neighbourhood access roads

optimise national and international road network, taking city accessibility into consideration



UVAR IN SUMP

STRATEGIES & MANAGERIAL APPROACHES FOR IMPROVING LOW-CARBON MOBILITY PLANNING IN FUA

D.T1.1.6 CE SUMP 2.0 topic guide: UVAR in SUMP

Final Version
31 May 2022

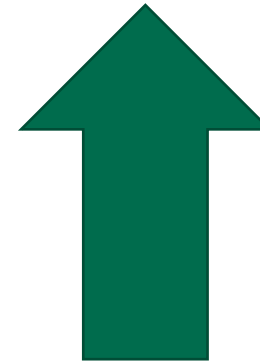
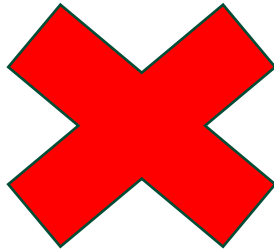


SUMP as framework for UVAR

Spatial Interventions

Pricing measures

Regulatory measures



Complementary measures

Ensuring Compliance

ACCESS to UVAR Information
Access to vehicle/driver information



Cross border enforcement directive

European Electronic Tolling System

So, what does the EU do to support
UVARs?

NOT

Why UVARs are put in place

Whether UVARs are deployed or
not?

How UVARs are designed...

BUT

Technology pathways to enable
and support UVAR deployment
and compliance

‘Bigger picture’ legislation:
Climate neutrality, digital and
green transition

Governance to relate member
states to the local level: Expert
Group on Urban Mobility

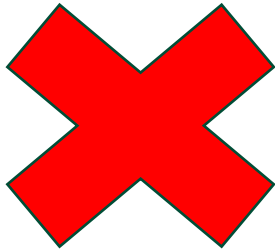
- **Follow up to projects UVARbox , UVAR Exchange and CIVITAS ReVeAL**
- **Technical , digital and legal/regulatory perspectives at EU, Member States and cities level**
- **Follow up study (mapping exercise) to be launched in 2023**
- **Link to implementation of Regulation (EU) 2018/1724 on the “Single Digital Gateway”**
- **Link to Delegated Regulation on real time traffic information (data to include new data sets, such as those pertaining to UVARs), ITS Directive**
- **UVAR inclusion within an integrated SUMP approach**
- **Inclusion of parking management as element of affecting**

SUMP as framework for UVAR

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Complementary measures

Compliance

ACCESS to UVAR Information

Access to vehicle/driver information