



ReVeAL

Regulating Vehicle Access
for improved Livability

Complementary Measures

Cosimo Chiffi (TRT)



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These are additional measures that complements a planned UVAR to ensure access of people, goods or services into the UVAR area while maintaining the goals of the UVAR, easing compliance and facilitating the best adaptation to the new reality. It also serve to minimise any equity issues and undesirable impacts that may result from the UVAR



Additional measures aimed at

>> easing compliance and facilitating the best adaptation to a newly introduced UVAR

>> minimising any equity issues and undesirable impacts that may result from the UVAR

Complementary Measures

1. Complementary sustainable mobility measures
2. Financial or in-kind incentives
3. Exemptions
4. Organisational support or other solutions based on the local situation

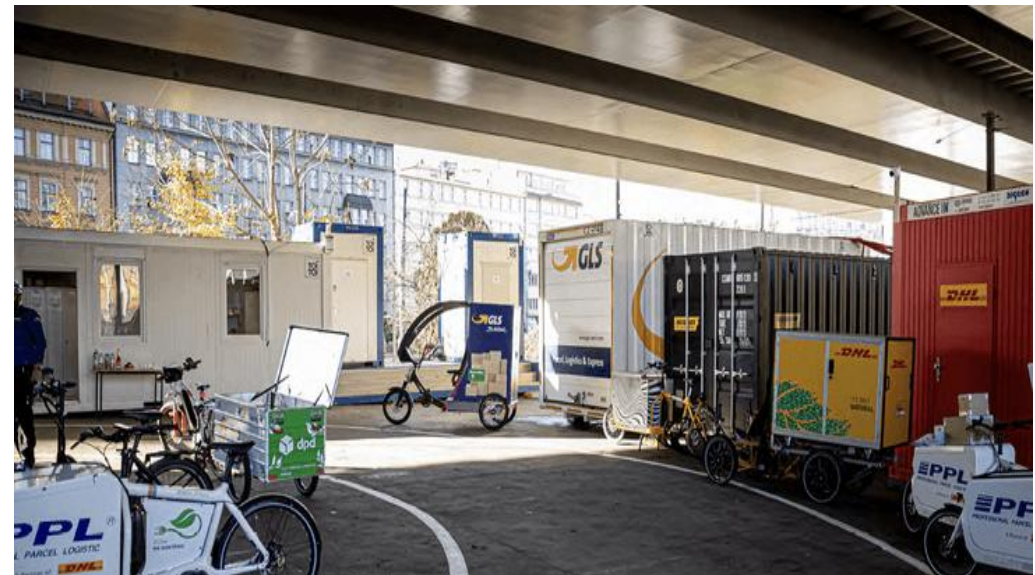




1. Complementary sustainable mobility measures

>>> refer to the mobility schemes and related services that may be needed to help an UVAR to reach its full potential

- Improvements in public transport
- Enhancement of cycling and walking
- Changes in parking system
- Enhancement of shared mobility
- Improvements in urban logistics
- Zero and low emission vehicles
- Ticketing and digital support
- ...



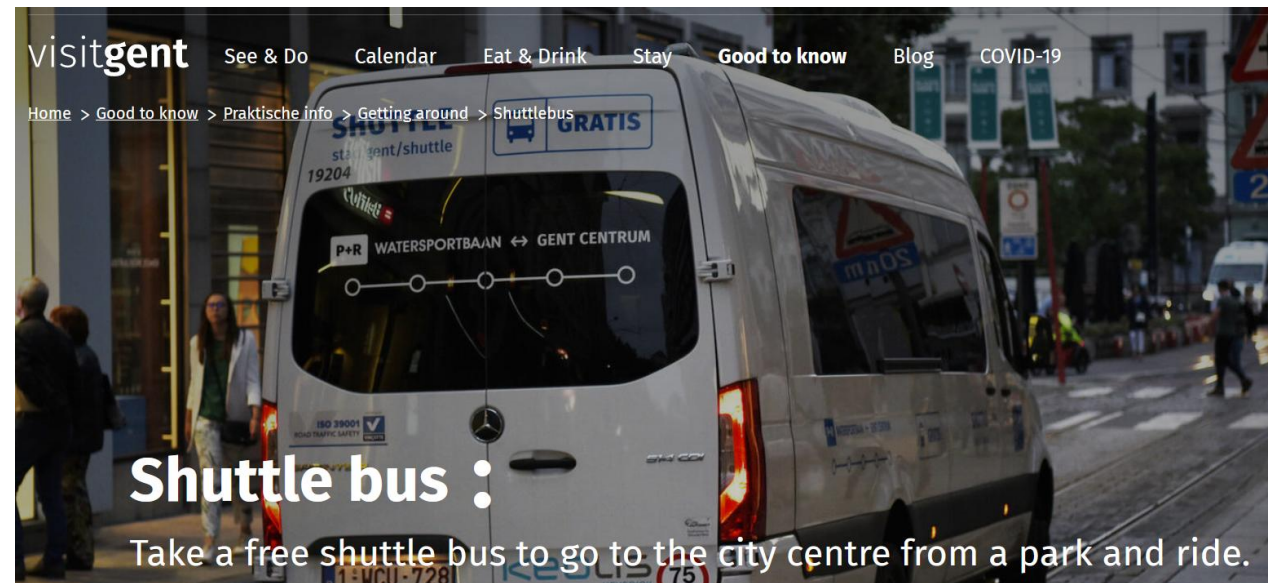
KOMODO cyclologistics shared hub in Berlin



1. Complementary sustainable mobility measures



«Kavalir» free microbus in the LTZ of Ljubljana (SI)
 + off street parking facilities for residents
 + time-limited and differentiated parking tariffs



Shuttle bus :
 Take a free shuttle bus to go to the city centre from a park and ride.
 P+R free shuttle bus to the car-free area of Ghent (Belgium)
 + resident parking zone immediately outside the car-free area
 + cycle streets
 + 7,000 bicycles available for long rent



2. Financial or in-kind incentives

>>> are intended to make compliance easier, facilitate the most beneficial compliance method and address possible inequities


- Financial subsidies for fleet renewal including tax exemptions or grants
- Grants towards retrofits (e.g. diesel particulate filters or fuel conversion)
- Compensation (either financial/voucher) for the scrappage of an old vehicle
- (Discounted) Membership or vouchers for sustainable mobility options
- Monetary incentives for cycling (e.g. bike to work or e-bike/cargo bike grants)



A subsidised diesel particulate filter installed on a truck in Jerusalem




2. Financial or in-kind incentives



ZTL *a*mbientale
BOLOGNA
Mobility Bonus

- €1,000/family vs. 2 permits EURO 0 vehicles
- €700/family vs. the sole permit EURO 0
- €500/family vs. 1 permit EURO 0
- 2 years validity – different mobility options
- Over 70 residents can choose between the voucher and a year's free PT membership
- + €1,000/500 (cargo)bike subsidy up to 50%



**ULEZ Car and motorcycle
scrappage scheme**

Grants for vehicles not meeting the ULEZ standard

- £1,000 to scrap a motorcycle or moped
- £2,000 to scrap a car
- Only for residents eligible for other benefits (e.g. income support, housing benefit)
- special discounts/deals like a year's free membership of Santander bike hire scheme
- year's free PT membership for over 60, with benefits, disabled or travelling with children



3. Exemptions

>>> to make compliance easier and mitigate the impact on certain disadvantaged groups; should be as few as possible, clear and transparent, time-limited ('sunset') during the introductory phase

- key exemptions (e.g., police, fire department, waste collection, etc.)
- user needs exemptions (e.g., taxis, residents)
- exemptions for adapted vehicles
- a limited number of purchased exemptions (e.g., a given number of entries per day/month/year, a quota of allowed kilometres or "credits" allocated to individuals or businesses)



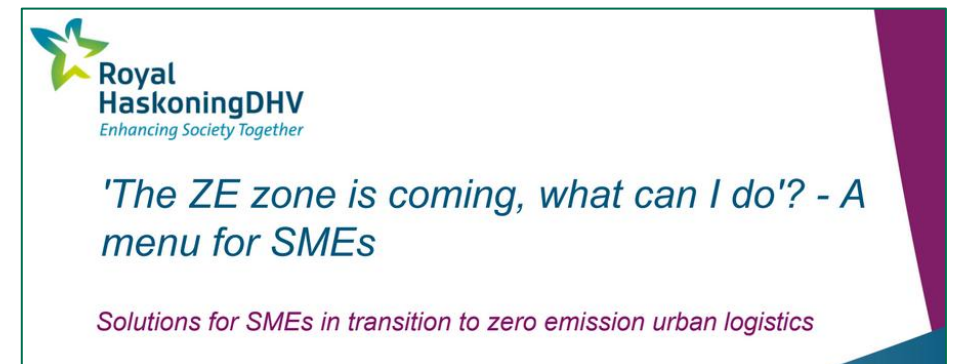
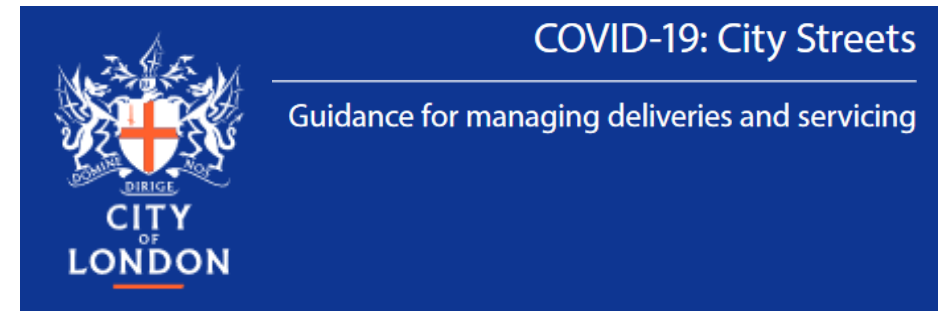
GPS-based low mileage exemption system in Lombardy (Italy)



4. Organisational support or other solutions based on the local situation

>>> logistical, administrative, promotional or other types of support the city can provide

- Supporting alternative business models for facilities affected by the UVAR (e.g. car park inside the zone)
- Projects to support the changeover to sustainable mobility (e.g. free trials of cargo bikes or shared electric vans)
- Promotional activities
- Guidance materials
- Little adaptations of time windows



Guidance on urban freight and ZEZ in UK and The Netherlands



Thank you for your attention

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