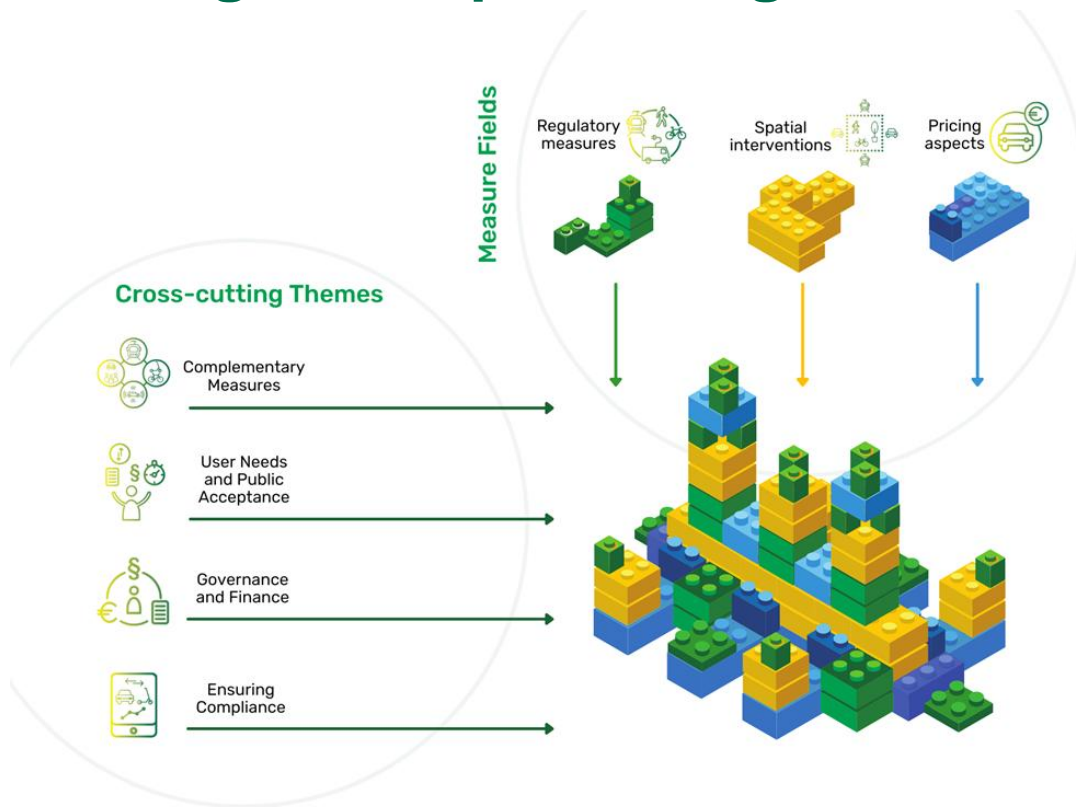


Putting all the pieces together



AccessRegulationsForYourCity is a tool to help cities that are considering putting UVAR measures in place.

It allows the user to **self-assess** the circumstances in their city (or area) and “**filter**” the **33 UVAR building blocks** to suggest the ones that are likely to suit in the local context.

It helps identifying new options and to expand local knowledge providing **detailed information on the individual building blocks** and clear **guidance into the UVAR transition process.**

ReVeAL

Inputs



Regulating Vehicle Access for improved Livability

AccessRegulationsForYourCity

AccessRegulationsForYourCity is a decision support tool to help cities that are considering putting urban vehicle access regulation (UVAR) measures in place. Measures may be aimed at the entirety of or a single part of:



Are you looking for UVARs for...? Entire city Part of the city

Which of the following vehicle access regulations are already in place in the area you are considering? None Road charge / toll Parking charge Capacity restraint Permit to travel Cycle lane Pedestrian priority street or zone

What are the main reasons for introducing UVARs in the area? Improve air quality Reduce noise Reduce congestion Increase safety Increase sustainability Increase livability

Are the streets in the area problematic for...? None Parking Loading Delivery Heavy vehicles Bicycles Scooters Motorcycles Pedestrians Public transport Delivery vans Heavy vehicles Bicycles Scooters Motorcycles Pedestrians Public transport

How would you estimate the level of use of each of the following transport modes in the area? None Low Medium High

Do you consider decision makers in the area generally willing to take active measures to improve sustainable mobility? Yes No

What are the main mobility-related objectives in the area? (Please select up to 5 options) Increase sustainable mobility Reduce congestion Increase safety Increase sustainability Increase livability Improve air quality Reduce noise

How constrained is the budget to implement sustainable mobility measures in your city? None Low Medium High

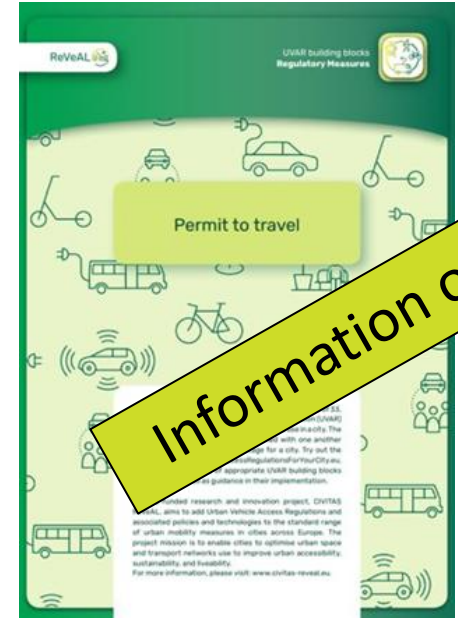
[Click to show results](#)

15 quick questions

Outputs

PRIORITY	BUILDING BLOCK
1	Cycle lane
2	Permit to travel
3	Capacity restraint
4	Permit charge
5	Permit to travel
6	Pedestrian priority street or zone
7	Road charge / toll applied to a perimeter or an area
8	Parking charge: from on-street to off-street parking
9	Road charge / toll based on emission standards
10	Distance-based charge / toll

Prioritisation of BBs



Information on each BB



Guidance for transition

1. What's behind AccessRegulationsForYourCity?

2. What can your city gain from it?

Regulating Vehicle Access
for improved Livability

[AccessRegulationsForYourCity](#)

AccessRegulationsForYourCity is a decision support tool to help cities that are considering putting urban vehicle access regulation (UVAR) measures in place. Measures may be aimed at the entire city or a single part of it.

You will be asked 14 questions that can be answered in roughly 10 minutes. Before starting, please indicate your country, your city and its population. If you are thinking about a specific part of your city, such as the central business district or a certain neighbourhood, please indicate its name.



	your country	your city	
What's the population of your city?	choose one option in the box		Go!
and, if you are thinking about a specific part of your city... [optional]	name of the area or neighborhood		

 This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 825438

[*Data protection](#)



1. What's behind AccessRegulations ForYourCity?



Characterising the local context

identifying **relevant aspects** that a decision maker would need to take into account when choosing an UVAR scheme.

15 aspects

Establishing a list of **local level characteristics** that can be used to describe various European cities

93 local level characteristics

What's behind Access Regulations For Your City?

Geographical scope

one/few streets
a neighbourhood
protected/historic area
the city centre (non-historic)
Industrial/logistic district
busy touristic/recreational area
area with very limited number of access points
a major part of the city
the entire city

Modal share

cycling	low
walking	medium
public transport	high
car/van	low or medium but increasing
heavy-duty vehicle	
motorcycle	
(e-)scooters (stand-up)	

land use

residential
offices
retail
bars, restaurants and entertainment
schools
hospitals
industry
mixed use including residential
mixed use excluding residential

Goals

create more liveable space
more walking
More cycling
boost local retail
reduce climate emissions
reduce speed
reduce noise
reduce level of motorised traffic
reduce through traffic
reduce congestion
reduce fatalities/ injuries

Characterising the local context

Need to provide suggestions based not only on the **current situation** but also on a **city's goals**.

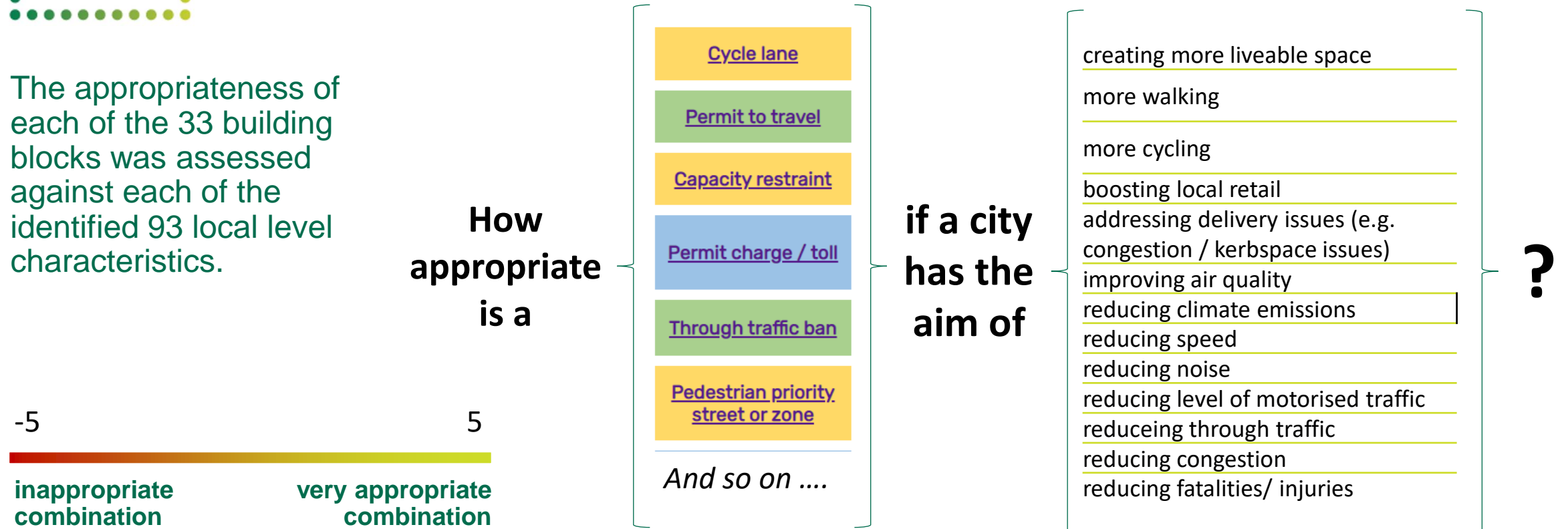
For example, if a city currently has a low share of cycling, that does not rule out cycle lanes or cycle streets as suggested building blocks.

The identified relevant aspects were structured into four sections

1. the scope (context, size of the city and size of the area that is to be approached)
2. the characteristics of the area
3. the mobility services already in place
4. the objectives for the area

Associating building blocks to local level characteristics

The appropriateness of each of the 33 building blocks was assessed against each of the identified 93 local level characteristics.



Associating building blocks to local level characteristics

-5

5

inappropriate combination

very appropriate combination

Appropriateness rating

Matrix - over 3,000 values

How appropriate is the BB for the area in question?	What information do we want to get from this question?	Traffic filter										Road charges / tolls										Parking charge				Regulation by emission				Regulation by trip purpose				Regulation by permit				
		speed regulation	traffic filter: restriction on road block	traffic filter: road capacity constraint	reallocating parking space: drop-off zone	reallocating parking space: legibility by (re)allocation	reallocating parking space: Kerbside	reallocating road space for pedestrians: wide pavement	reallocating road space for cyclists: cycle lane	reallocating road space for cyclists: cycle street	bus/tram priority lane	Road charge / toll: applied to a particular specific road	Road charge / toll: applied to a particular specific road	Road charge / toll: distance-based charge	Road charge / toll: time-based charge	Road charge / toll: Permit charge	Road charge / toll: Based on emission standard	parking charge: dynamic pricing (flat time)	parking charge: based on emission standards	parking charge: weight/levy	parking charge: from on-street to off-street parking	regulation by emission: Euro standard	regulation by emission: Zero emission vehicles	regulation by emission: type	regulation by emission: type	regulation by trip purpose: delivery & logistics	regulation by trip purpose: Through traffic ban	regulation by permit: permit to travel	regulation by permit: parking permit	regulation by permit: planning condition								
1	limited	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	Filter investment measure assessed for cities with limited resources	2	4	3	2	5	3	3	3	2	2	3	3	2	-4	-3	-5	-5	3	-5	-5	4	2	3	3	-2	-2	0	0	1	5	1	2	2		
2	rather conservative	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	rather conservative	4	4	0	0	1	1	2	2	2	1	1	3	4	2	1	-1	-1	0	0	0	3	1	0	3	1	0	3	2	2	0	2	2			
3	neutral or mixed	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	rather progressive	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	4	5	5	5	5	5	5	5	5	5	5	5		
4	rather progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	industrial/historic district	4	-5	-5	-5	-5	-5	-5	-5	-5	-5	2	0	0	0	0	0	0	0	0	3	-5	-5	-5	-5	-5	5	2	3	2	4	0	2	-5	5	
5	more progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	business district	4	4	3	5	2	3	2	3	5	4	4	4	3	3	-5	-5	-5	-5	0	5	4	2	-5	3	-1	0	2	3	4	2	4	-3	-3	-5	
6	very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	city centre (non-historic)	3	2	2	0	0	2	2	3	2	5	2	3	1	-5	5	0	0	2	0	3	2	2	0	2	3	2	3	4	5	5	4	-3	5	4	5
7	very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	city centre (historic)	2	1	-3	-1	-5	-5	-5	-5	-5	0	0	-3	5	3	-5	-2	2	0	5	0	3	4	0	4	5	4	5	5	5	3	3	3	3	5	
8	extremely progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	3	5	5	5	2	0	5	5	5	-3	-3	-3	-3	-1	-2	3	2	1	-5	4	5	-3	-4	4	4	-1	5	0	4	0	4	0	
9	very very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	-3	5	1	5	2	5	3	2	2	2	0	5	5	5	4	4	4	4	3	5	5	5	5	5	5	2	1	5	2	2	2	2	0		
10	extremely very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
11	extremely very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
12	extremely very very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
13	extremely very very very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
14	extremely very very very very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
15	extremely very very very very very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
16	extremely very very very very very very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
17	extremely very very very very very very very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
18	extremely very very very very very very very very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
19	extremely very very very very very very very very very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
20	extremely very very very very very very very very very very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
21	extremely very very very very very very very very very very very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
22	extremely very very very very very very very very very very very very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
23	extremely very very very very very very very very very very very very very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
24	extremely very very very very very very very very very very very very very very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
25	extremely very very very very very very very very very very very very very very very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
26	extremely very very very very very very very very very very very very very very very very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
27	extremely very very very very very very very very very very very very very very very very very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
28	extremely very very very very very very very very very very very very very very very very very very very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
29	extremely very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
30	extremely very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
31	extremely very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
32	extremely very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
33	extremely very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
34	extremely very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
35	extremely very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
36	extremely very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
37	extremely very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
38	extremely very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
39	extremely very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
40	extremely very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
41	extremely very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral	suburban	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
42	extremely very progressive	rate from -5 (very inappropriate) to +5 (very appropriate) with 0 being neutral</																																				



Prioritising some aspects in the decision-making process

Each of the 93 identified local level characteristics was assigned a weight.

The aspect of scope (e.g., single street, neighbourhood, city centre, entire city) needed to carry a heavier weighting than the aspect of UVAR measures that have previously been put in place in the city (e.g., parklet, LEZ, charging scheme).

3

1

Very important

important

Question to the tool	Answer Scheme	Possible Answers	weighting
What's the size of your city?	single choice	small (less than 50,000 inhabitants)	1
		medium (from 50,000 to 250,000 inhabitants)	1
		large (more than 250,000 inhabitants)	1
Are you looking for UVARs for ... ?	single choice	one/few selected streets	3
		neighbourhood	3
		protected/historic area	2
		Central business/commercial district	2
		Industrial/logistic district	3
		busy touristic/recreational area	2
		area with very limited number of access points (e.g., peninsula)	3
		major part of the city	3
Which of the following vehicle access regulations are already in place in the area in question?	multiple choice	Spatial intervention (small), eg parklet	1
		Spatial intervention (large), eg superblock, circulation scheme	1
		LTZ	1
		Charging scheme	1
		Regulated parking	1
			1
What are the main activities in the area?	multiple choice	mainly residential	1
		mainly offices	1
		mainly retail	1
		mainly bars, restaurants and entertainment	1
		mainly schools	2
		mainly hospitals	2
		mainly industry and/or warehouses	2
		mixed use including residential	1
What is the general income level in the area of interest?	single choice	Mostly medium to high income	1
		mostly low income	1
What are the main purposes for motor vehicle traffic in the area?	multiple choice	heterogenous in terms of income	1
		visiting (incl. shoppers, tourists, etc.)	1
		residents of the area	1
		commuters to the area	1
		through traffic	2
		Lorry traffic (logistics / other)	3
Are the streets in the area predominantly narrow? (e.g. historic city centres)	single choice	yes	1
		no	1
Does the area provide	single choice	yes	1

Associated weight

Translating the information
into a user-friendly tool

The 15 relevant aspects then needed to be translated into question to the user, and the 93 local level characteristics into possible answers

FROM
How appropriate is a [Cycle lane](#)
if a city has the aim of
creating more liveable space
?

TO

What are the main mobility-related objectives in the area?

- create more liveable space
- Induce walking
- Induce cycling
- boost local retail
- address delivery issues (e.g. congestion / kerbspace issues)
- reduce air quality emissions (e.g., PM, NOx)
- reduce climate emissions (e.g., CO2)
- reduce speed
- reduce noise
- reduce level of motorised traffic
- reduce through traffic
- reduce congestion
- reduce fatalities/ injuries

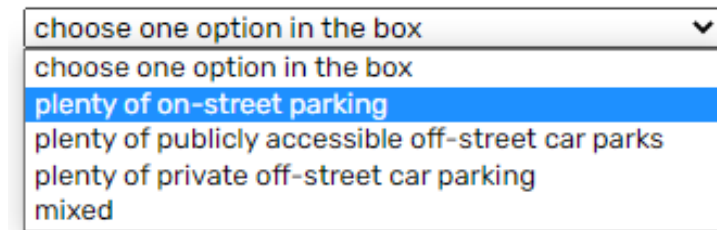
Translating the information
into a user-friendly tool

The 15 relevant aspects then needed to be translated into question to the user, and the 93 local level characteristics into possible answers

FROM
How appropriate is a Capacity restraint
if the available parking is

Mostly on-street
?

TO
What kind of parking facilities predominate in the area?



choose one option in the box	▼
choose one option in the box	
plenty of on-street parking	
plenty of publicly accessible off-street car parks	
plenty of private off-street car parking	
mixed	

Translating the information into a user-friendly tool

The questions serve to match the relevant aspects of the city to those of each building block, to see which ones demonstrate the highest level of appropriateness

Answer Scheme	Possible Answers	weighting	speed regulation	traffic filter: recirculation	traffic filter: road block	traffic filter: capacity restraint	reallocating parking space: parklet	reallocating parking space: drop-off zone shared	reallocating parking space: logistics bay	reallocating parking space: Kiss&Ride	reallocating road space for pedestrians	reallocating road space for cycling: cycling	reallocating road space for cycling: cycling	bus/priority lane	Road charge s / tolls: applied to a perimeter or area	Road charge s / tolls: applied to specific points	Road charge s / tolls: distance-based charge	Road charge s / tolls: Permit charge	Road charge s / tolls: Based on emissions	parking charge: dynamic pricing (real time)	parking charge: fixed price	parking charge: based on emissions	parking charge: workplace levy	parking charge: from on-street to off-street parking	regulation by emissions: Euro standard	regulation by emissions: Zero emission vehicles	regulation by vehicle type	regulation by dimensions	regulation by trip purpose: delivery &	regulation by trip purpose: Through traffic	regulation by permit: permit to travel	regulation by permit: parking permit	regulation by permit: planning conditions				
What's the size of your city?	medium (from 50,000 to 250,000 inhabitants)	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Are you looking for UVARs for ...?	area with very limited number of access points	3	-15	15	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Which of the following vehicle access types is most appropriate?	X	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
What are the main activities in the area?	mixed use including residential	1	3	2	5	5	2	0	0	0	5	5	5	5	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
What is the general income level in the area?	Mostly medium to high income	1	0	4	2	2	4	5	5	2	0	0	2	2	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
What are the main purposes for mobility in the area?	X	1	5	5	5	5	5	4	1	5	5	5	5	5	4	4	5	5	5	5	4	3	5	3	5	3	3	3	4	5	4	3	0	0	0	0	
Are the streets in the area predominantly used for ...?	cars	1	5	5	4	5	2	5	0	3	5	5	0	5	0	0	2	3	0	1	2	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	
Does the area provide good and safe parking spaces?	yes	3	12	-15	-15	-15	-15	-15	-15	-15	-15	-15	-15	-15	9	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
How would you estimate the level of ...?	low	1	0	0	5	5	0	5	0	0	2	5	5	5	5	2	5	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
How would you estimate the level of ...?	high	1	5	0	3	0	5	3	0	1	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
How would you estimate the level of ...?	medium	1	5	0	3	0	5	3	0	1	4	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
How would you estimate the level of ...?	high	1	5	0	-3	4	-2	0	0	4	2	-5	1	1	3	5	4	5	5	5	4	5	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4
How would you estimate the level of ...?	low	2	2	10	6	4	10	0	2	2	0	10	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
How would you estimate the level of ...?	medium	1	3	0	0	0	0	0	0	0	0	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
How would you estimate the level of ...?	low	1	0	0	0	0	0	0	0	0	5	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Do you have sustainable delivery options?	none	1	0	0	-3	-3	0	-2	-3	0	0	0	-2	-1	0	-2	-2	-3	-3	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Where do trams and/or buses travel?	Some in mixed traffic, some on dedicated lanes	1	1	0	0	3	0	0	0	0	0	-2	3	-2	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
What kind of parking facilities are available in the area?	plenty of on-street parking	2	4	0	-4	0	10	6	0	6	6	-10	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Do you consider decision makers ...?	neutral	1	4	4	0	0	1	2	2	2	2	1	1	3	4	2	1	-1	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
What are the main mobility-related challenges in the area?	X	2	10	4	8	8	10	2	2	0	6	10	8	6	4	6	2	8	8	8	6	6	4	2	10	0	0	0	0	0	0	0	0	0	0	0	0
What are the main mobility-related challenges in the area?	X	2	4	0	10	6	6	0	0	0	10	10	8	0	0	6	2	4	4	6	4	6	6	2	10	0	0	0	0	0	0	0	0	0	0	0	0
What are the main mobility-related challenges in the area?	X	2	8	6	6	8	0	6	0	0	10	10	10	0	0	6	2	4	4	6	4	6	6	2	10	8	0	0	0	0	0	0	0	0	0	0	
What are the main mobility-related challenges in the area?	X	2	0	0	0	2	0	4	10	0	4	0	0	2	0	8	2	6	6	8	6	6	4	0	4	0	6	10	0	10	0	10	8	0	0	0	
What are the main mobility-related challenges in the area?	X	2	0	2	4	4	0	2	2	2	2	0	2	0	10	8	10	8	8	8	6	6	4	2	6	6	0	2	0	0	8	0	10	2	2	2	
How restrained is the budget to implement these measures?	Money is a real challenge for us	2	2	4	3	2	5	3	3	3	2	2	3	0	4	-3	-5	-5	3	-5	-5	4	2	3	3	-2	-2	0	0	1	5	1	2	2	2		

associated weight (from 1 to 3)

appropriateness rating (from -5 to 5)

Final score for each

Translating the information into a user-friendly tool

The tool output is a list of **5-10 UVAR building blocks, sorted according to the total appropriateness score for the relevant aspects selected by the tool user.**

PRIORITY	BUILDING BLOCK	DESCRIPTION
1	Cycle lane	Part of the road is converted to space fully dedicated to cyclists (or other active modes).
2	Permit to travel	Vehicle access is regulated by a permit that has been granted before entry into the area, through a windscreen sticker, letter and/or 'virtual' through the vehicle registration plate having been registered on a database (e.g., whitelist).
3	Capacity restraint	Barrier to limit the volume of (a certain type of) motorized vehicles passing through (and stopping in) the city (e.g., bus or car trap, retractable bollards).
4	Permit charge / toll	In a UVAR scheme based on permit (e.g. LTZ) eligible categories may be asked to pay a charge for the specific vehicle-related authorisation. This is not to cover administrative costs but to apply charge and differentiate them according to user categories (e.g. residents pay less than delivery companies), the total number vehicles (the first vehicle pay less than a second or third authorised vehicle), the time window (some slots are cheaper than others).
5	Through traffic ban	Vehicle access is regulated for through traffic (e.g., 'access only' via road sign to prevent through traffic). It enables a scheme to be focused on or away from certain vehicle uses (by inclusion or exclusion), for example affecting through traffic or not affecting residents or those who are accessing these streets. The rules or permits given can be phased, time limited or permanent.
6	Pedestrian priority street or zone	Road space is converted to a street or zone allocated and designed for pedestrians, allowing for mixed-use where pedestrians have right of way and other modes are allowed as guests, or where only resident (or other specific group) access by motorized vehicle are allowed. Motor traffic is regulated through a required change in driving behaviour and/or by changes in the spatial road layout. Examples are school streets, pedestrian streets, home zones ((woon)erf) or play streets.
7	Road charge / toll applied to a perimeter or an area	Road charges for a perimeter or an area are a daily charge to be paid for driving through a designated boundary and/or within the restricted area.
8	Parking charge: from on-street to off-street parking	Vehicles are charged to occupy parking spaces. Prices are higher on-street than in parking infrastructure facilities to gradually reduce the presence of cars in the city and improve the quality of public spaces (e.g. free/cheaper Park and Ride facilities)
9	Road charge / toll based on emission standards	Vehicles with high-polluting engines driving through a designated restriction boundary and/or within the restriction area are charged. Cameras read the plate number as the vehicle drives through the perimeter and/or on enforced inner roads and check it against a database of registered vehicles.
10	Distance-based charge / toll	Distance based road charges are proportional to the distance travelled. This is calculated via a GPS that is installed inside the vehicle.



Scope

Are you looking for UVARs for ... ?

Characteristics of the area

Which of the following vehicle access regulations are already in place in the area in question?

- Access regulations based on small physical interventions in the public realm. Eg. Kiss&Ride, parklet, Logistics bay (mini-hub), ecc.
- Access regulations based on large physical interventions in the public realm. Eg. Pedestrian priority street or zone, Speed reduction, Through traffic ban, ecc.
- A limited traffic zone (LTZ) aims to restrict the number of vehicles entering the zone to certain user and/or vehicle categories.
- A low emission zone (LEZ) that requires that all vehicles entering the zone meet a set emission standard in order to reduce pollution emissions.
- Financial charging for accessing specific areas.
- Regulated parking

What are the main activities in the area?

What is the general income level in the area of interest?

What are the main purposes for motor vehicle traffic in the area? :

- visiting (incl. shoppers, tourists, etc.)
- residents of the area
- commuters to the area
- through traffic
- Lorry traffic (logistics / other)
- deliveries to the area (mainly light duty)

Are the streets in the area predominantly narrow? (e.g. historic city centres):

Mobility services already in place

Does the area provide good and accessible alternatives to individual car use (e.g., walking infrastructure, bicycle lanes and/or access to public transport)?

Do you have sustainable delivery options (e.g urban consolidation centres, cargo bike delivery, mini cargo vans) in the area?

Where do trams and/or buses travel in the area?

What kind of parking facilities predominate in the area?

How would you estimate the level of use of each of the following transport modes in the area?

cycling:	<input type="text" value="high"/>
walking:	<input type="text" value="high"/>
public transport:	<input type="text" value="high"/>
cars/vans:	<input type="text" value="medium"/>
heavy-duty vehicles:	<input type="text" value="low"/>
motorcycles:	<input type="text" value="low"/>
e-(scooters) (stand-up):	<input type="text" value="low"/>

Objectives for the area

Do you consider decision makers in the area generally willing to take active measures to improve sustainable mobility? :

yes

What are the main mobility-related objectives in the area? (Please select up to 5 objectives):

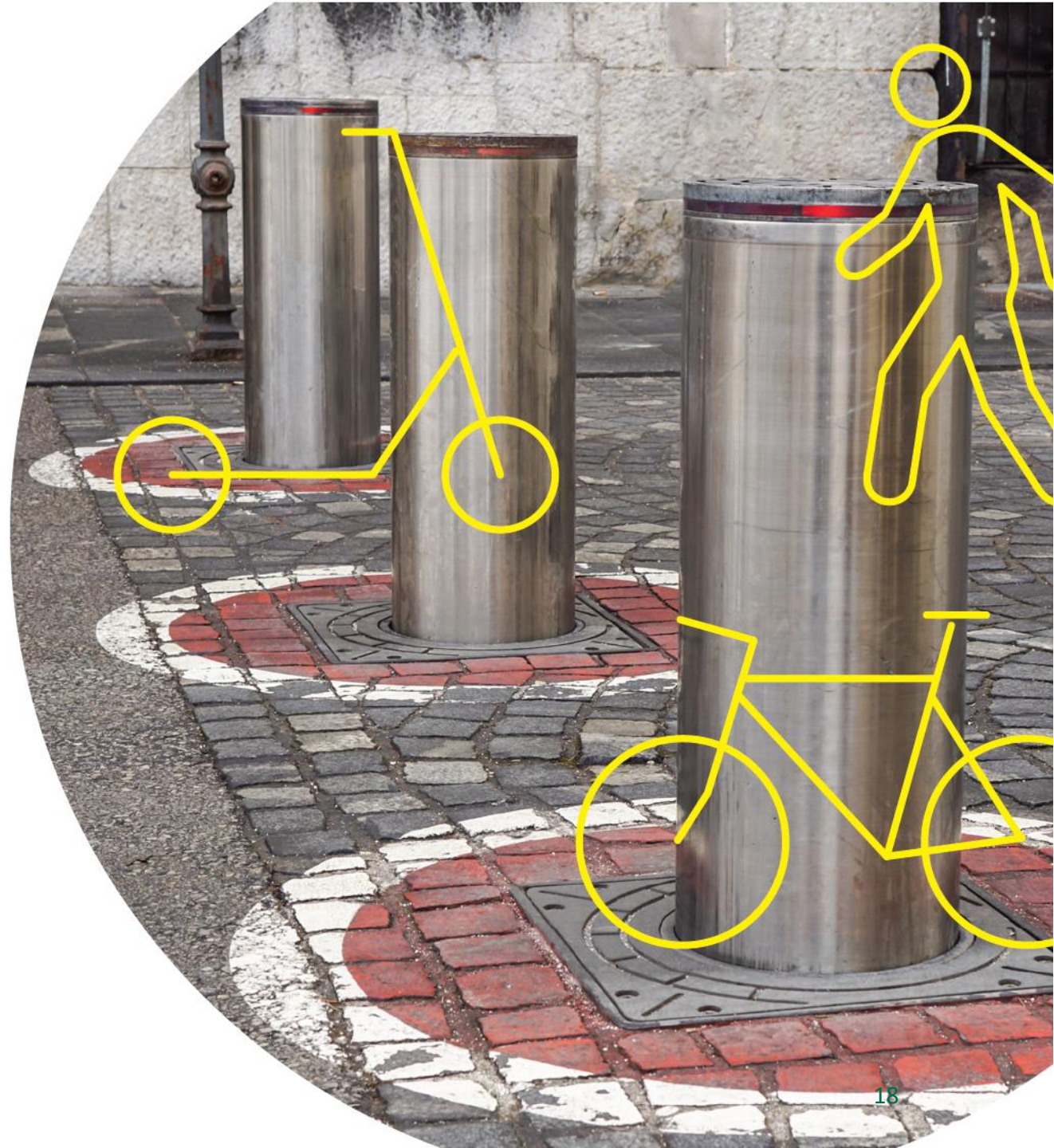
- create more liveable space
- Induce walking
- Induce cycling
- boost local retail
- address delivery issues (e.g. congestion / kerbspace issues)
- reduce air quality emissions (e.g., PM, NOx)
- reduce climate emissions (e.g., CO2)
- reduce speed
- reduce noise
- reduce level of motorised traffic
- reduce through traffic
- reduce congestion
- reduce fatalities/ injuries

How restrained is the budget to implement sustainable mobility measures in your city?

Money is a real challenge for us

Click to show results

What can your city gain by using the tool?





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Permit to travel

This 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 building blocks can be combined with one another to create a structured UVAR package for a city. Try out the ReVeAL online tool, www.AccessRegulationsForYourCity.eu, to receive 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 liveability.

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

33 UVAR building block fact sheets



Decision support tool output: fact sheets

Spatial Interventions

Spatial interventions are where the road layout has been altered to favor more sustainable mobility and prevent vehicles entering. Examples of these are removing road and parking space taken for vehicles and using the space for sustainable mobility or amenities (bus lanes, logistics hubs, parklets, restaurants and more)

Speed reduction

Traffic filter:

- Recirculation of traffic
- Road block
- Capacity restraint

Reallocating parking space:

- Parklet
- Drop-off zone shared mobility
- Logistics bay (mini-hub)
- Kiss & Ride (K&R)

Reallocating road space for pedestrians:

- Widen pavement
- Pedestrian priority street or zone

Reallocating road space for cycling:

- Cycle lane
- Cycling street

Reallocating road space for public transport:

- Bus or tram priority lane

Pricing Aspects

Pricing aspects are when the entry to an area or to the entirety of the city is given a price tag to encourage more sustainable transport. Pricing aspects also include the (differential) levels of penalty fees to encourage (and enforce) compliance.

Road charges / tolls:

- Charge applied to a perimeter or an 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
- Charge based on emission standards (pollution charge)
- Workplace levy
- From on-street to off-street parking

Regulatory Measures

Regulatory measures are those where there is a legal instrument that states who can and cannot enter an area. They could often also be called "bans" and include Zero Emission Zones, Low Emission Zones, and Limited Traffic Zones.

Regulation by emissions:

- Euro standard
- Zero-emission vehicles

Regulation by vehicle type and dimensions:

- Vehicle type
- Dimensions

Regulation by permit:

- Delivery vans
- Through traffic ban

Regulation by permit:

- Permit to travel
- Parking permit
- Planning permit conditions

Overview and context

This ReVeAL tool provides each descriptive building block of the ReVeAL build to create a strategy. ReVeAL online to receive suggestions for your city.

The EU-funded ReVeAL aims to support the associated project mission of urban mobility and transport sustainability. For more info

Permit to travel

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Definition of the building block

Vehicle access is regulated by a permit that is granted prior to entry into the area. This can take the form of a windscreen sticker, and/or be 'virtual' through registration of the vehicle plate in a database (i.e., white list), or sometimes by letter. There can be different requirements for gaining a permit, including trip type, emissions, vehicle type, ISA, etc. Permits can be granted with or without (differential) payment.

Timing, phasing, scaling and replication

This building block can be phased in by tightening the requirements to receive a permit, by increasing fees, by increasing the number of vehicles affected or by increasing the size of the area affected.

Time windows

- Allowing vehicle access at particular times of day
- Allowing vehicle access on given days of the week (e.g., weekends)
- Allowing seasonal vehicle access
- Having no time differentiated vehicle access

Enforcement options

- Cameras with automated number plate recognition (ANPR)
- Manual enforcement through visual inspection
- Physical barriers
- Radio frequency identification (RFID)
- Dedicated short-range communication (DSRC)
- Intelligent speed adaptation (ISA)
- Road sign

Gender and equity

It is worth considering exemptions or subsidies for those with special needs. This may include people with disabilities or their caregivers.

Future considerations

It may become more feasible to require Intelligent Speed Adaptation (ISA) in vehicles requesting a permit to travel in a restricted area. This would facilitate enforcement of such permits.

Further guidance

- Communicating the aim of the scheme
- Signage to communicate UVARs
- Managing permits (and exemptions)
- Enforcement options



Building block-specific advice

This ReVeAL  each describe building block ReVeAL build to create a st ReVeAL online to receive su for your city :

The EU-fund ReVeAL, aims associated p of urban mo project missi and transpor sustainability For more info

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Complementary measures

Exemptions

The types of exemptions will be different depending on the scheme type, but some examples are:

- Key exemptions for police, fire department, waste collection, etc.
- User needs exemptions, e.g. for people with disabilities with forced car dependency, taxis, classic car owners, residents, deliveries
- Exemptions for adapted vehicles (e.g., retrofitted or converted electric or hybrid vehicles)
- Limited numbers of purchased exemptions for entry (e.g., per day/month/year) to a specific zone
- Specified maximum amount of kilometre "credits" allocated to individuals or businesses

Increased mobility options

The types of increased mobility options will be different depending on the scheme type, but some examples are:

- Creation of mobility hubs
- Increasing/improving walking or cycling facilities
- Increasing/improving public transport
- Facilitating vehicle hire and/or car sharing
- Providing parking spaces in alternative locations (e.g., Park & Ride)

Financial incentives

These will differ depending on the planned UVAR measures, but some options include:

- Financial incentives for fleet renewal, e.g., for the purchase, renting or leasing of greener vehicles (including tax exemption)
- Membership or vouchers for sustainable mobility options (e.g., public transport and shared mobility services) such as discount cards, free rides or annual passes for public transport or consolidation centres
- Monetary incentives for cycling trips (e.g., for bike-to-work) or for (e-)cargobike purchases
- Grants towards retrofitting particulate filters on diesel engine conversions
- Compensation for an old vehicle (either through a voucher), differentiated by emission standards, vehicle type or owner income.

Organisational support

This can include logistical, administrative, promotional or other support provided by the city. This might include supporting alternative business models (e.g., for car parks that have no/fewer customers), facilitating changes and working on individual solutions to resolve issues.

Complementary measures

Spatial Interventions

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- Providing parking spaces in alternative locations (e.g., Park & Ride)

Consider combining with:

Spatial Interventions

Speed reduction

Traffic filter: Capacity restraint

Reallocating parking space:

- Parklet
- Drop-off zone shared mobility

Reallocating road space for pedestrians:

- Widen pavement
- Pedestrian priority street or zone

Reallocating road space for cycling:

Cycle lane

Pricing Aspects

Road charges/tolls: Permit charge

Parking charge:

Dynamic price (real time)

Regulatory Measures

Regulation by emission:

- EURO standard
- Zero-emission vehicles

Regulation by vehicle type and dimensions:

- Vehicle type
- Dimensions

Regulation by trip purpose: Delivery and logistics

Regulation by permit: Parklet

Possible combinations

A permit to travel can be used in combination with spatial interventions to use the space gained for increased liveability.



On the left, one of the access gates to the LTZ in Bologna, with signage indicating the categories of vehicles and users with a permit to travel (Comune di Bologna, 2019)

This ReVeAL tool describes each building block and how to build a permit to travel. You can also find ReVeAL online to receive support for your city.

The EU-funded ReVeAL project aims to improve urban mobility and transport sustainability. For more info

Example: Bologna, ItalyDescription

The city of Bologna has had a permits regime in place since 1974, linked to the limited traffic zone. Some permits require a registration only, some a fee (permit charge). There are temporary and less temporary paid permits. All the permits apply to the central limited traffic zone and other areas of the city where additional traffic restriction measures are in force.

Enforcement methods

Automated number plate recognition (ANPR)

Time windows

- Central limited traffic zone: in effect daily from 7:00 to 20.00
- Areas with additional measures are enforced 24 hours/7 days

Phasing and upscaling

- 1968. First implementation of the pedestrian area in the city center
- 1974. Introduction of LTZ in two small areas of the city center 1989. The LTZ covers the entire area inside the old city walls
- 1994. First-in-the world use of ANPR camera enforcement
- 2020. Combined LTZ / LEZ
- Between 2020 and 2025, the emissions classification of vehicles allowed into the LTZ are increasingly restricted every year.

Other building blocks put in placeSpatial InterventionsSpeed reduction

Reallocating road space for pedestrians: Pedestrian priority street or zone

Reallocating road space for public transport: Bus or tram priority lane

Pricing Aspects

Road charge: Permit charge

Parking charge: Fixed price

Regulatory Measures

Regulation by emissions: EURO standard

Regulation by trip purpose

- Delivery and logistics
- Through traffic ban

Complementary measuresExemptions

From access limitation, payment, and registration:

- Buses
- Bicycles, mopeds (two-, three- and four-wheelers) and motorbikes (two- and three-wheelers)
- Vehicles belonging to customers of garages, car repair shops
- Expressly authorised car services

Financial incentives

Bonuses:

- Residents can convert their access and parking permits into bonuses for a public transport pass, services of taxi and car-rental with driver, car sharing and bike sharing for up to two years
- Residents over 70 can choose a ten-year public transport pass

Additional information

There are areas in the city centre where additional measures apply. The so-called "T" area, which is named after the shape of the intersection between three of the main arterial roads in Bologna (Via Indipendenza, Via Rizzoli, and Via Ugo Bassi), becomes a fully pedestrian area each Saturday, Sunday, and holiday. Other areas with additional measures are: the three special LTZs around the university, the intersection of Piazza San Francesco with via del Pratello, and the intersection of via delle Moline with via Capo di Lucca; the area next to the "Archiginnasio" municipal public library; the priority lanes for public transport; the two pedestrian areas in via Azzo Gardino and Piazza Aldrovandi, and the three fully pedestrian areas of Via dei Falegnami, Piazza S.Stefano, and Corte Galluzzi.

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Case example

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Decision support tool output: guidance

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](#)

Urban Vehicle Access Regulations are when motorised traffic access is regulated (or restricted). This can be by banning or charging (certain types of) vehicle or behaviour, by taking space away from motorised vehicles to give to sustainable modes or by changing the road layout to ensure that drivers behave as desired. Common types of UVAR include:

- 
1. low emission zones
- 
2. limited traffic zones
- 
3. congestion charges
- 
4. pedestrian zones
- 
5. parking regulations
- 
6. changes in the road layout such as bus and cycle lanes, or road and parking spaces given for other uses, or to ensure drivers behave as desired (e.g., drive slowly)

Latest News



Check the agenda of the ReVeAL Final Conference and REGISTER NOW!

September 16, 2022



The importance... of being a NetZeroCity

August 18, 2022



The UVAR Box Tool is now available!

August 18, 2022

Upcoming events



ReVeAL Final Conference

November 8, 2022



Annual POLIS Conference 2022

November 30, 2022

<http://AccessRegulationsForYourCity.eu/tool/>



Thank you for your attention

**Bonnie Fenton, Rupprecht Consult
and Sofia Pechin, TRT**



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