



# Making the Transition to Urban Vehicle Access Regulations

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## UVAR – the context

### Paris Accord

- Climate neutrality
- Contain temperature increase to 1.5/2.0°

### Sources of emissions

- Land transport = 20% greenhouse gases
- Urban mobility = 40% of road CO<sub>2</sub>, 70% other pollutants

### EU transport goals for cities

- Halve conventionally fuelled cars
- Phase out conventionally-fueled cars
- CO<sub>2</sub>-free city logistics







## Why UVAR?

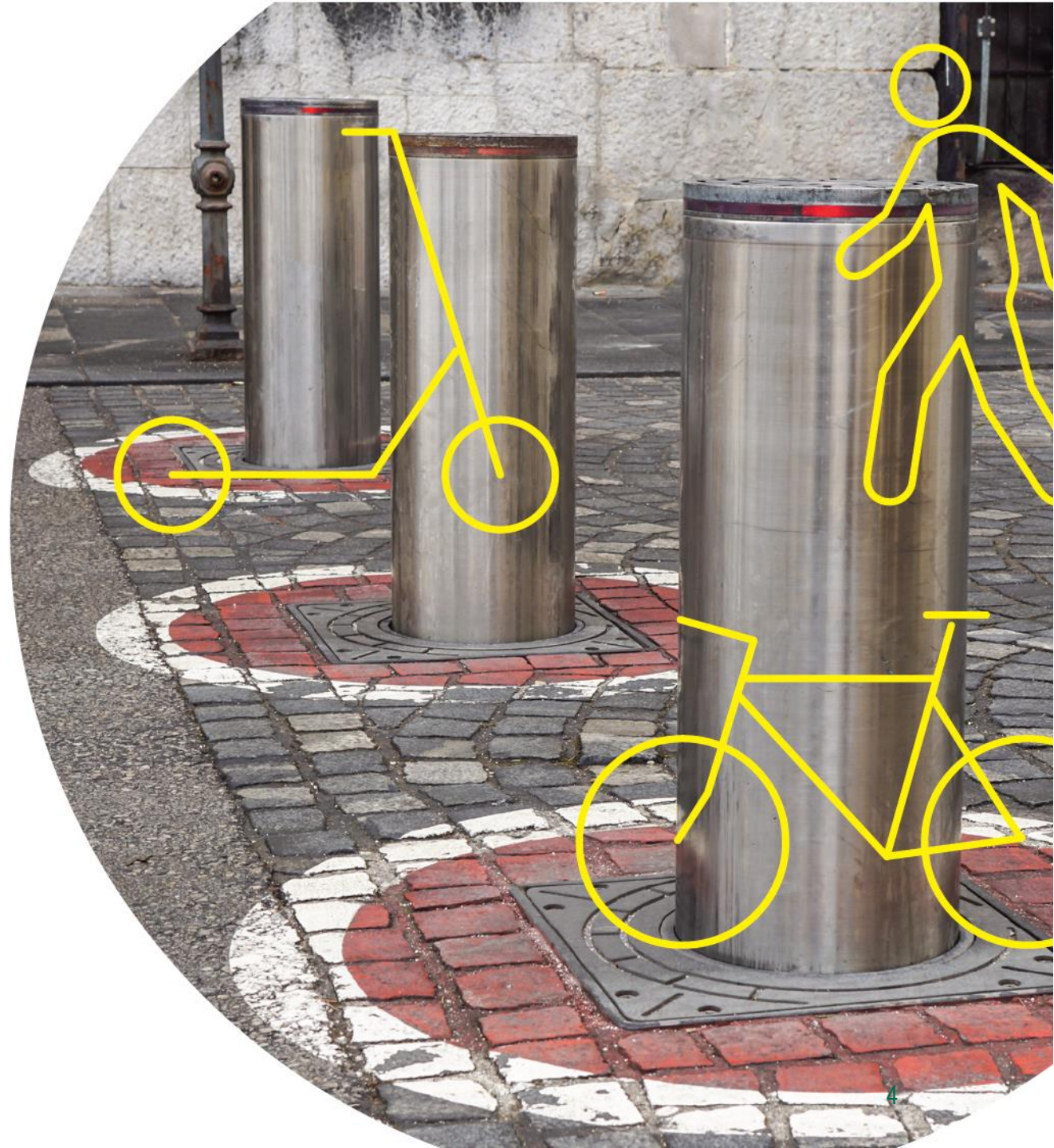
- Reduction of urban congestion
- Reduction of emissions
- Increased safety
- Attractiveness of the urban area
- A source of income (?)
- Because carrots aren't enough





## What are Urban Vehicle Access Regulations?

“measures to regulate vehicular access to urban infrastructure”





# The project



- Encourage sustainable transport choices
- Enable cities to optimise urban space and transport network
- Add urban vehicle access regulations to the standard repertoire

- make effective use of the latest technologies,
- compatible with emerging mobility patterns and concepts,
- fit into modern governance structures
- can gain public acceptance

## Making the transition



System design /  
technology



Mobility  
concepts



Governance and  
financing



User needs /  
acceptance



1. UVAR transition framework and change management
2. Reviewing UVAR options and building scenarios
3. Pilot implementation and testing
4. Impact assessment and process evaluation



**Tools for cities:  
Readiness assessment and process advisor**



- **Lucy Sadler**
  - Sadler Consultants, GmbH
- **Dirk van Amelsfort**
  - WSP Sweden
- **Catherine Westoby**
  - Transport for London
- **Heimo Haub**
  - EFKON GmbH



Zero-emission  
zones



Pricing  
measures

