

Questions and Answers for the ReVeAL webinar on UVAR Development Process

Question

define SUMP please

(1) Why would a city set up for a UVAR Strategy when UVAR measures might be considered as part of a SUMP, in an integrated way with other type of measures? What would be the need for a UVAR Strategy beside a SUMP?

(2) More of a comment: I am not sure what is the benefit of qualifying so many types of traffic and mobility management measures as UVARs, e.g. parking, pedestrian areas etc. They do not seem to be about vehicle access regulation.

Advice on when and how public participation fits in? Or maybe that depends on local policies...?

Where can we get the ReVeAL Guidance Notes?

Answer

SUMP = Sustainable Urban Mobility Plan, for more details see <https://www.eltis.org/mobility-plans/sump-concept>

1) An UVAR 'Strategy' as we have called it, is a measure development, and will be a part of the SUMP, but not the whole SUMP. Perhaps the phrase UVAR measure is better than UVAR Strategy.

2) There are many different definitions of UVARs. Pedestrian zones can be seen as the 'ultimate UVAR', not allowing any vehicles. Low emission zones, urban road tolling, limited traffic zones are 'standard' UVARs. ReVeAL also defines Spatial Interventions as UVARs, which can either be used instead of 'standard UVARs' or complimentary them. Parking is sometimes an UVAR, sometimes a parallel aspect.

Public participation is really important, and is covered in the User Needs and Public Acceptance, and Governance and Finance Guidance documents and Webinars. There will also be a more detailed Guidance document on them. Please join them to find out more! Webinars:

<https://civitas-reveal.eu/webinar/join-us-online-reveal-spring-webinars-are-here> and

Guidance Documents: <https://civitas-reveal.eu/resources-overview/publications/guidances/>

Readily available notes on guidance can be found in this link: <https://civitas-reveal.eu/resources-overview/publications/guidances/>