



Regulating Vehicle Access  
for improved Livability

## The UVAR development story in Bielefeld

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*Rupprecht Consult*



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Summer 2019 –2022

[www.civitas-reveal.eu](http://www.civitas-reveal.eu)





## ReVeAL pilot city: Bielefeld



- Medium-sized city in North Rhine-Westphalia (Germany) with 340 000 citizens
- Pilot area: Old town “horseshoe” area



Images: City of Bielefeld

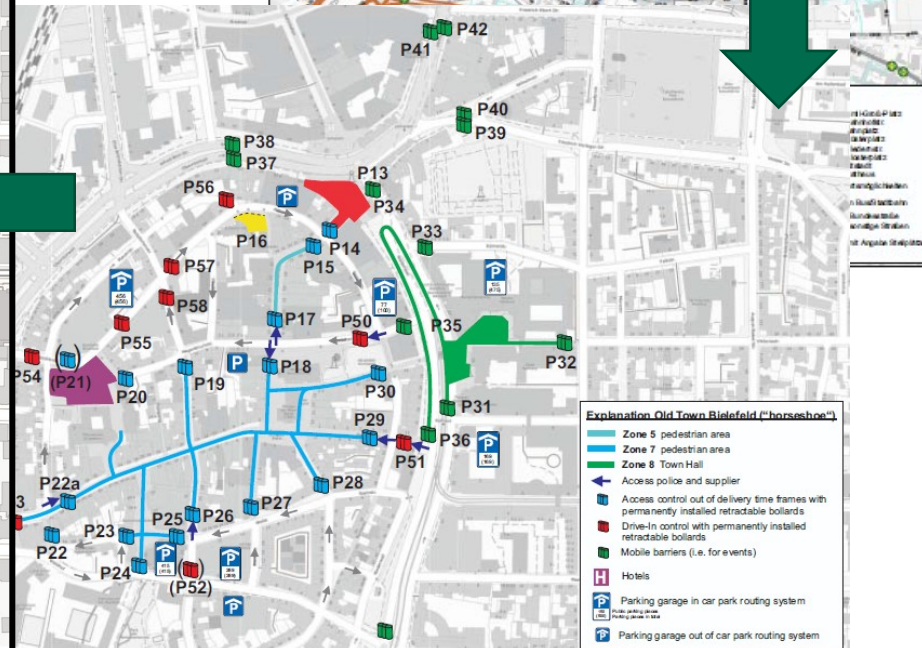
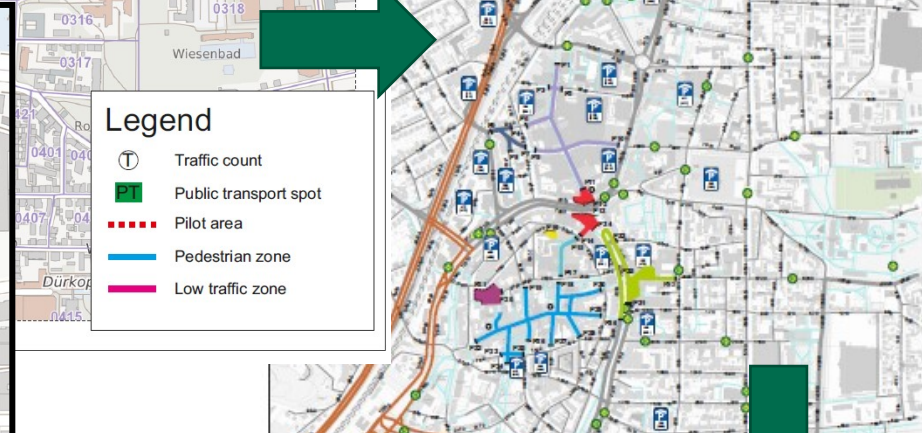
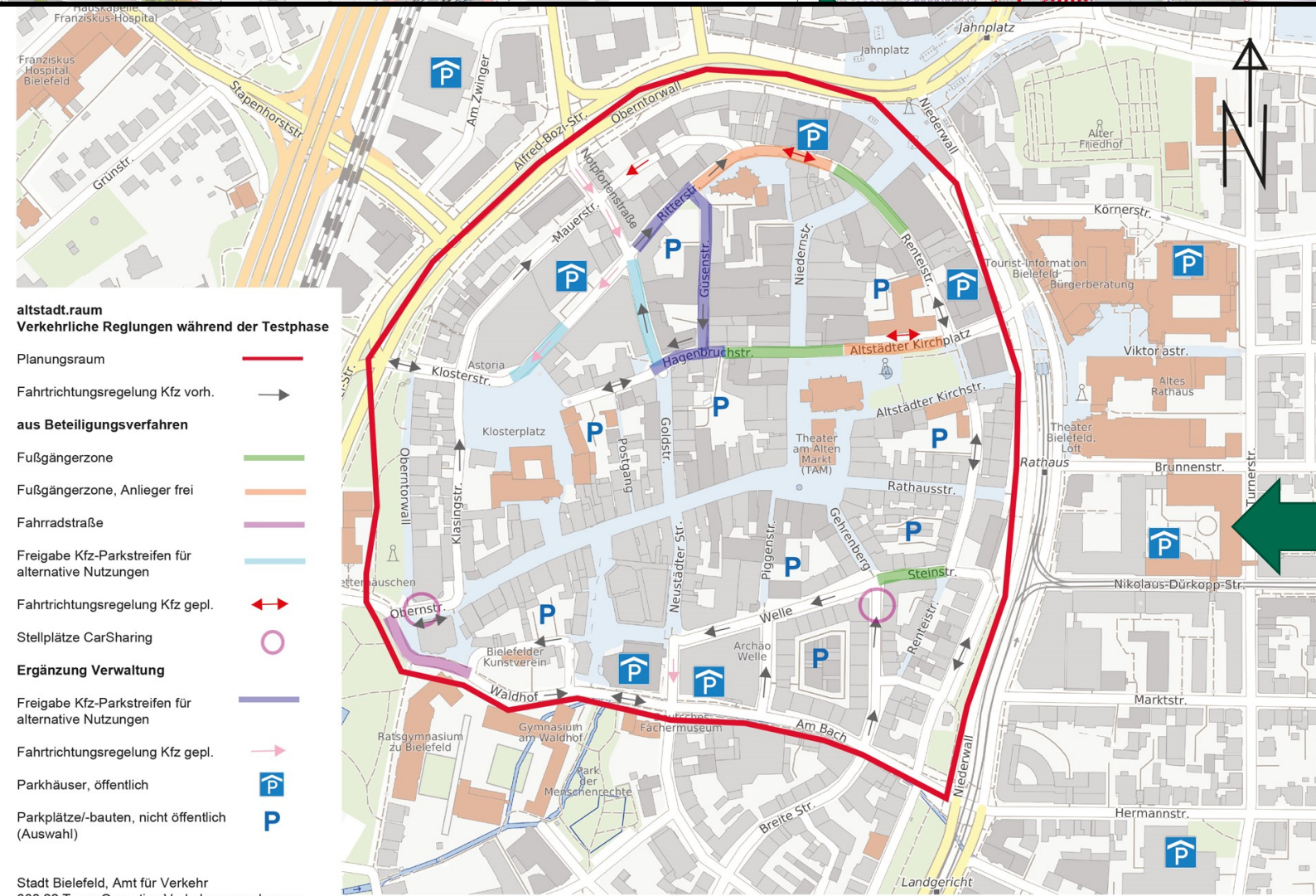
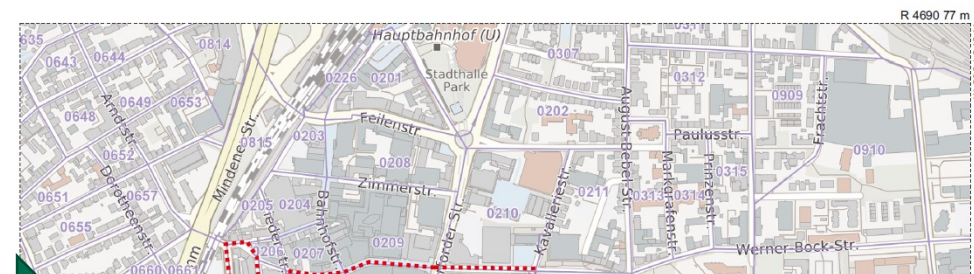
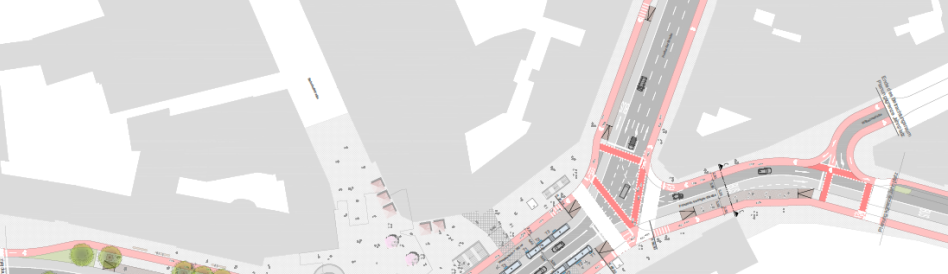


## “Horseshoe area” in the old town

- No public transport in the area, but very well connected through close by “mobility hub”
- Pedestrian zones
- Narrow streets with little space for pedestrians and cyclists
- Lots of on-street parking and parking search traffic
- High levels of through traffic
- Challenge: ensuring delivery and access to businesses, restaurants etc, private parking garages, access for residents





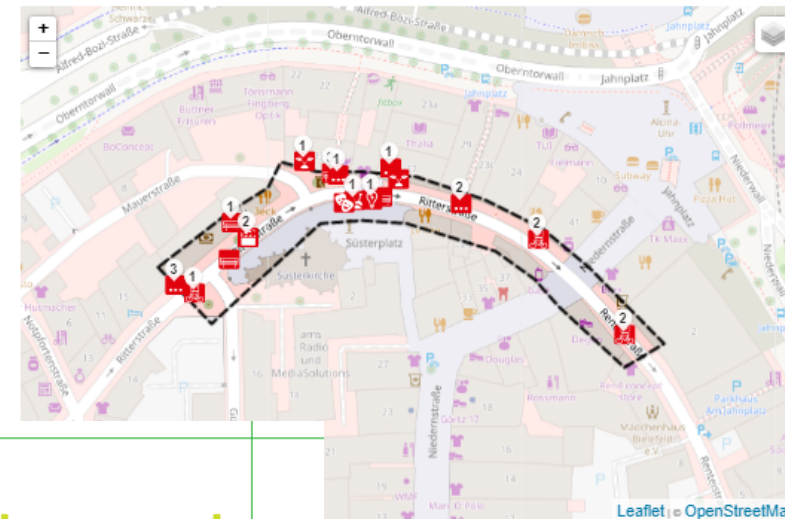




bis zum 21. März 2021

### Die Beteiligung ist beendet

Was ist Ihnen für die frei werdenden Flächen besonders wichtig?  
Welche Stellen halten Sie für eine Umsetzung der vorliegenden Ideen besonders geeignet? Haben Sie eigene Ideen oder Anregungen?  
Wie bewerten Sie die bereits vorliegenden Ideen?



- ▼ Begrünung
- ▼ Packstation & Schließfächer
- ▼ Park- und Ladeflächen für Fahrräder
- ▼ Offene Bühne
- ▼ Tischtennis und Sandkasten
- ▼ Pop-up Kino
- ▼ Sitzgelegenheiten
- ▼ Stadtgeschichte erlebbar machen
- ▼ Smart Lighting

### ReVeALing how to meet user needs & get the best public acceptance

June 15, 2021 | 4PM CEST  
GoToMeeting Webinar



ptur  
ht  
igen

15.03.2021 14:56  
**Kommentar**  
Die schon jetzt schmale  
Ritterstraße/Hagenbruchstraße muss doch  
weiterhin für Lieferverkehr in den  
Morgenstunden befahrbar bleiben!...  
>> auf Karte anzeigen

14.03.2021 12:08  
**Begrünung Ritterstraße**  
Sehr gerne würdich mir mehr Grünflächen in  
dem gesamten Bereich wünschen. Sie haben  
den enormen... >> auf Karte anzeigen

Rupprecht Consult + Smo  
Scenario building workshop | building blocks - Bielefeld

Spatial interventions	Pricing measures	Pathways to ZEZ/LTZ	Future options	(Complementary measures)
<b>Cycling street</b> ★★★★★ (2) RATE <a href="#">Add comment</a>	<b>Urban logistics charge</b> Mobility credits, ... ★★★★★ (3) RATE <a href="#">Add comment</a>	<b>Regulation by permit</b> Permit to travel, car park or ownership permit, permit to build car park space, ... ★★★★★ (4) RATE <a href="#">Add comment</a>	<b>Promote alternatives</b> MaaS system, mobility hub, easy-access micro-mob renting, consolidation centers, high occupancy vehicles, ... ★★★★★ (4) RATE <a href="#">Add comment</a>	<b>Increased mobility options</b> ★★★★★ (3) RATE <a href="#">Add comment</a>
<b>Traffic filter</b> Road block, capacity restraint, visual barrier, through traffic ban, one-way street, ... ★★★★★ (3) RATE <a href="#">Add comment</a>	<b>Parking charge</b> Dynamic price (real time), fixed price, from on-street to off-street, ... ★★★★★ (4) RATE <a href="#">Add comment</a>	<b>Scheme timescale</b> Programmed time window, reactive operation, phasing, ... ★★★★★ (3) RATE 1 comment <a href="#">Rupprecht Consult Smo</a> Poller setzen die Zeitfenster	<b>Indirect UVAR</b> Dynamic traffic signalling, traffic management, ITS, rerouting, dynamic curbside management, ... ★★★★★ (4) RATE <a href="#">Add comment</a>	<b>Financial incentives</b> Economic incentive for fleet renewal, economic incentive for mobility, grants towards adaptation, ... ★★★★★ (4) RATE <a href="#">Add comment</a>
<b>Removing parking/road space</b> Parklet, widen pavement, drop-off zone shared mobility, logistics bay, ... ★★★★★ (4) RATE <a href="#">Add comment</a>	<b>Traffic flow management</b> Time-based charge, distance-based charge, ... ★★★★★ (4) RATE <a href="#">Add comment</a>	<b>Regulation by emissions</b> ★★★★★ (4) RATE <a href="#">Add comment</a>	<b>Enablers</b> Geofencing, connected vehicles and infrastructure, autonomous vehicles, digital twins, data sharing platforms, standards and systems, ... ★★★★★ (4) RATE <a href="#">Add comment</a>	<b>Exemptions</b> Essential exemptions, user need exemptions, retrofits, permit/exemption charge, time slots, ... ★★★★★ (4) RATE <a href="#">Add comment</a>
<b>Pedestrian street</b> Mixed use cycling-pedestrians, residents only vs other groups, temporal, ... ★★★★★ (4) RATE <a href="#">Add comment</a>	<b>Congestion charge</b> Applied to a perimeter or area, applied to specific points, distance-based charge, ... ★★★★★ (3) RATE <a href="#">Add comment</a>	<b>Regulation by trip purpose</b> Delivery, residents and specific users, ... ★★★★★ (3) RATE <a href="#">Add comment</a>		<b>Individual solutions</b> Individual solutions based on the local situation ★★★★★ (4) RATE <a href="#">Add comment</a>
<b>School street</b> Car-free school area, K&R, speed regulated, ...	<b>Pollution charge</b> Applied to a perimeter or area ★★★★★ (3) RATE	<b>Regulation by vehicle type/dimension</b>		

- Three workshops
- Different representatives from city: transport, environmental planning, communication, digitalisation, urban planning



ReVeAL 

Anderer Umgang mit dem Stadtraum

2017 2018 2019 2020

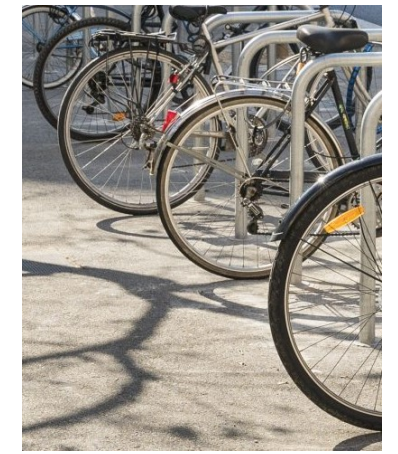
EUROPEAN UNION



## 1. Scenario: Temporary pilot (June-November 2021, “Verkehrsversuch”)

*“It is often difficult to introduce measures where it seems like something is taken away from affected people and there is great resistance against changes. This is why it is beneficial to implement spatial interventions with a direct and immediately visible impact and additional value for people”. – Bielefeld UVAR design workshop*

- **Modal filters**
- **Pedestrian zones**
- **Reallocation of space from car parking space to other usage**  
(seating, greening, gastronomy, bicycle parking)
- **One-way streets**
- **Bicycle streets**
- **Carsharing spots**
- **Exemptions**



- **Shared spaces and pedestrian zones**
- **Cycling streets**
- **Modal filters**
- **Scheme timescale: time window**
  - Differentiated costs for permits
  - Regulation by trip purpose
  - Aim: Zero-emission-logistics
- **Exemptions**
- **Walk to school campaigns, promotion of alternatives**

## 2. Scenario: Horseshoe as pedestrian zone with zero-emission delivery

co



Image: City of Bielefeld /  
[www.altstadtraum.de](http://www.altstadtraum.de)

***“Cargo bikes will be part of the city logistics concept and will still be able to enter the horseshoe, even with bollards.” – Bielefeld UVAR design workshop***



## 3. Scenario: Reallocation of all parking space

- **No public on-street parking**
- **Fewer / smaller car parking garages** (and potentials of repurposing)
- **Reallocation of all on-street parking spaces into other usage** -> space for pedestrians, cyclists, bicycle parking, sharing, urban redesign, ... -> improving "quality of stay" & quality of space
- **One-way streets and low speed limit**
- **Promotion & improvements of alternatives**, especially for residents

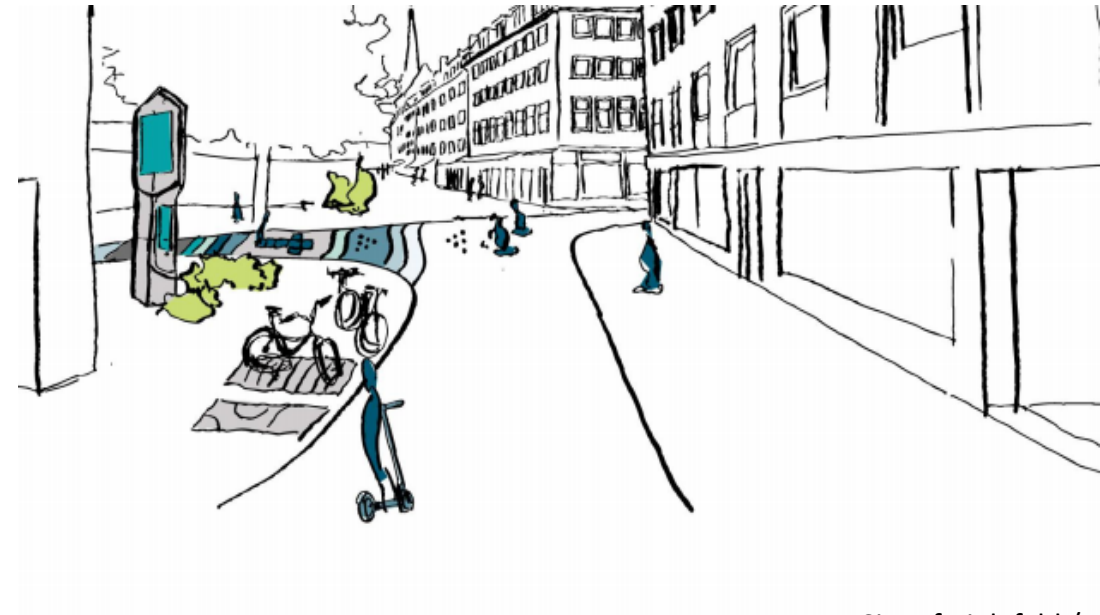


Image: City of Bielefeld /  
[www.altstadtraum.de](http://www.altstadtraum.de)

***"Parking and curb side management are important topics for every city. The reduction of parking spaces will be tackled through parking management in the next years. It is a highly controversial topic in local politics." – Bielefeld UVAR design workshop***

# Thank you!

... also to our Bielefeld colleagues  
Oliver Spree and Olaf Lewald (Department  
for transport, City of Bielefeld)



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Image: City of Bielefeld