



Regulating Vehicle Access
for improved Livability

ReVeALing transport alternatives to enable traffic restrictions & increased liveability

Webinar • 29th June 2021 • Cosimo Chiffi (TRT)



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 815008



The ReVeAL Transition Areas



Governance and financing

The administrative frameworks and mechanisms



User needs / acceptance

Ensuring that the scheme meets user needs and is well accepted by citizens



Mobility concepts

The supporting mobility measures



Ensuring compliance

The tools and methods used to ensure that people can comply with the UVAR scheme

Mobility concepts

An UVAR mobility concept refer to the mobility schemes (composed by different mobility measures) that may be needed to help enable an UVAR to reach its full potential of positive impact on a city.

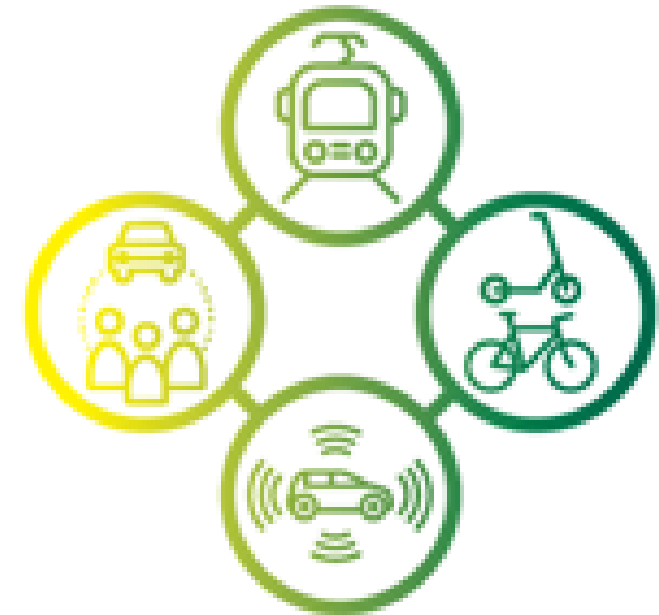
Such measures aim to **accelerate, maximise or introduce significant changes in mobility patterns or mitigate possible negative impacts of an UVAR implementation.**

Schemes include a coherent **package of accompanying or interlinked measures** (transport infrastructures, services, policies and technologies) that support the implementation of a specific UVAR.

Mobility concepts

Concretely, UVAR-associated mobility schemes can be classified into the following categories:

1. Improvements in **public transport**
2. Enhancement of **cycling and walking**
3. Changes in **parking system**
4. Enhancement of **shared mobility**
5. Improvements in **urban logistics**
6. Zero and low emission **vehicles**
7. Ticketing and **digital support**



Improvements in public transport

- Fleet renewal to reduce emissions
- Increase of the service (new PT lines, extension of existing ones, increased frequencies, higher capacity)
- Prioritisation measures (dedicated lanes, priority for buses/trams)
- Additional complementary services (e-ticketing, mobility info, etc.)
- Economic incentives to citizens/companies to enhance PT use
- Provision of small and/or automated shuttle services (citizen buses)

Enhancement of cycling and walking

- Extension of the cycle network
- Extension of the pedestrian network (pedestrian paths or pavements)
- Prioritisation measures (bicycle streets, bicycle zones, 30 km/h zones, traffic calming interventions)
- Bike/pedestrian facilities (bike racks, benches, shaded paths)
- Wayfinding
- Incentives/communication campaigns to increase the share of walking and cycling

> Not exhaustive list

Changes in parking system

- Park and ride schemes
- Park and walk/bike schemes (close to the destination but outside regulated areas)
- Modification of on-street/off-street parking supply, regulation and costs
- Improvement of the enforcement capacity
- Changes in the park pricing system
- Introduction/improvement of dynamic parking guidance
- Working with employers to reduce parking / workplace parking levy

Enhancement of shared mobility

- (e-)Bike sharing system
- Car sharing system
- Van sharing system
- Other sharing systems (mopeds, e-scooters)
- Incentives/infrastructure development/campaigns/agreements/ partnerships to increase the use of (electric) shared mobility

> Not exhaustive list

Improvements in urban logistics

- Development and support for new urban logistics platforms /infrastructure /services
- Changes/improvement/new regulations of loading and unloading bays
- Projects to promote cycle/ foot/ autonomous deliveries
- Covenants/ incentives/ campaigns/ agreements to develop cleaner/more sustainable logistic systems/fleets
- Facilitating quiet night-time deliveries
- Working with city and large companies to combine logistic needs and requirements
- Identify appropriate under-utilised space for cycle / last mile depots to offer for below market rates

> Not exhaustive list

Zero & low emission vehicles

- Extension of charging point network for e-vehicles
- Covenants/incentives/campaigns/agreements to enhance the shift to cleaner/electric private vehicles
- Promotion of cleaner/electric taxis/private hire vehicles
- Leading by example, with zero and low emission public fleets (including PT)

Ticketing & digital support

- Single/ digital multimodal ticketing
- Introduction of Mobility as a Service (MaaS) or other platforms to combine multiple mobility modalities
- Introduction of ride hailing platforms/ services
- Coordinated city mobility apps

> Not exhaustive list

Key aspects

- > Understanding the local context*
- > Selecting (proper) complementary mobility measures*
- > Integration within a larger mobility plan (SUMP)*
- > Plan and sync implementation phases*
- > Using incentives to mitigate the effects of a new UVAR*
- > Rethinking logistics when implementing a logistics UVAR*

Area C in Milan

Congestion charge (€5) + LEZ applied to vehicles entering Milan's city centre between 7:30 and 19:30 (Monday to Friday)

- access/parking **pricing integration** for servicing vehicles
- **urban consolidation centres** for last-mile delivery + **reserved L/U bays + 20-min free loading** (on paid parking spaces)
- **Increased frequency** of Bus & Metro + **more staff** for assisting (new) passengers
- Use of revenues for 2nd phase of **bike sharing**, a **P&R facility**, new **30 km/h zones** and an upgraded **cycle network**



Comune di
Milano



Car-free zone in Ghent

Pedestrianised city core within a traffic limited & filtered zone (Circulation Plan Ghent)

- **Wandelbus** (walking bus or people mover): no fixed stops, free of charge, runs Mon to Sat 11:00-23:00 + on the first Sunday of the month
- **Free Shuttle Service from P&R:** 10 to 30 min frequency Mon to Sat 7:00-22:00 (midnight on Fri and Sat) + the shopping Sunday
- **on-street parking** immediately outside the car-free area exclusively **reserved for residents, cycle streets** + about **7,000 bicycles available for rent** at several bicycle points (some of them also served by the shuttle bus).



ZTL Ambientale in Bologna

Combined LTZ & LEZ scheme

Residents who opt for public transport, taxi, ride hailing, car sharing and bike sharing, and who give back a permit associated to most polluting vehicles, receive a **yearly financial bonus** (2y max) of:

- **€1,000 giving back 2 permits**
 - **€700 giving back the sole permit they have**
 - **€500 giving back 1 permit**
 - Residents over age 70 can choose between the bonus and a 10-year free pass for the urban public transport network
- + **50% purchase cost incentive** for buying an e bike (€ 300 max) o cargo bike (€ 600 max) – residents & local companies



COMUNE DI BOLOGNA



Recommendations

- > *PUSH measures always accompanied by PULL ones. Citizens need to be assured that there are/will be alternatives (sync with UVAR implementation)*
- > *Incentives, exemptions, special permits, free PT pass, etc. can neutralise the negative effects on low income people*

Recommendations

- > *UVAR mobility concepts can be funded by the scheme's net revenues (from charges or fines). Road users then see how their contributions are reinvested in new and improved mobility options*
- > *Changing the UVAR scheme according to monitoring & evaluation means also adapting and evolving the overall UVAR mobility concept (thus including supporting measures)*

Recommendations

- > *Exploit the potential (and apply) the SUMP principles of integration & stakeholder involvement*
- > *Identify and correctly locate last-mile facilities (Urban Consolidation Centres, micro-depots, loading bays)*

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Thank you for your attention

Cosimo Chiffi (TRT Trasporti e Territorio)



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