

URBAN MOBILITY DAYS 2023

Urban Vehicle Access Regulations: are Perspectives Converging?





UVAR design and planning

- UVARs should be established to achieve **public policy goals**.
- The UVAR should be integrated in the **SUMP**.
- Local authorities are invited to undertake a **scientific impact assessment** involving a cost and benefit analysis.
- The planning and implementation process should – like any urban mobility measure – ideally **closely engage with those who will be affected** by the UVAR.
- **Alternatives** for the regulated mobility/freight journeys are crucial for the success of the scheme.
- Most UVAR schemes include exemptions. These **exemptions should be clear, fair and limited** to ensure a high level of effectiveness.
- **Revenue use:**
 - Ideally, the revenue would be used to cover negative social or economic impact and to maximise the positive environmental impact.
 - for measures to improve sustainable mobility options



UVAR Communication

- Practice open and professional communication
- City administrations should give weight and importance to those stakeholders in locations **outside the area** for which the scheme is planned, as they are among those affected by the introduction of UVARs.
- UVAR schemes should **avoid discrimination of non-resident drivers**.
- **Road signage** is an important aspect of the UVAR communication.
- **Regulating by classes of vehicles that are defined at EU level** can support defragmentation of UVAR practices and is highly recommended.
- It is important that the competent authorities digitize and maintain UVAR data in the established DATEX-II standard (**UVARBOX**). The data generation at local level can be facilitated by creating national UVAR DATEX-II profiles that embed national legislation. The end goal is to join up digital information in a user-friendly information tool that drivers can consult when planning their trip.
- There have to be 'analogue' alternatives to find UVAR information.



Ensuring compliance

- The enforcement process should follow these **principles**:
 - Cities can only implement those enforcement procedures and technologies that are required/allowed in the national legislation.
 - The enforcement procedures are preferably dealt with under administrative law, rather than criminal/penal law.
 - The enforcement procedure should be transparent.
 - The sanctions should be proportional.
 - Appeal to enforcement decisions should be possible with minimal thresholds.
 - Fair and equal treatment of different user categories should be envisaged
 - Cost-efficient use of technologies and man-power to enable the enforcement procedure.
- In general, the public appreciation for UVARs can be challenged if it is not possible to enforce non-resident vehicles. Under the current circumstances, the policy option to expand the scope of the Cross Border Enforcement Directive seems to be the most feasible and immediate solution for compliance assessment and enforcement of non-resident vehicles.

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