

# **Managing access in European cities – towards Urban Vehicle Access Regulations 2.0**

Ivo Cré – Polis, 19 February,  
Bucharest





# Taking back control of urban space

## Brussels







# Budapest





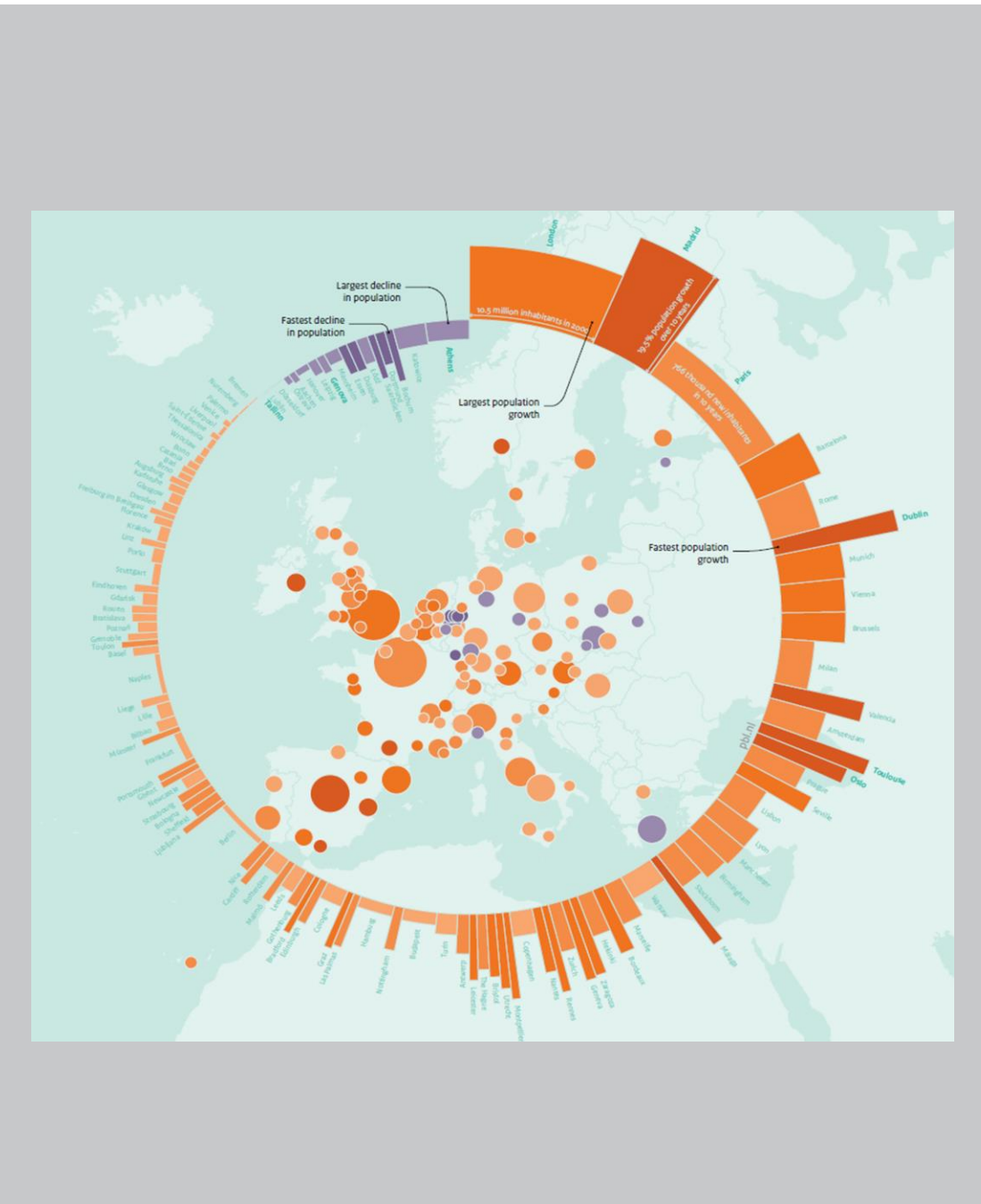
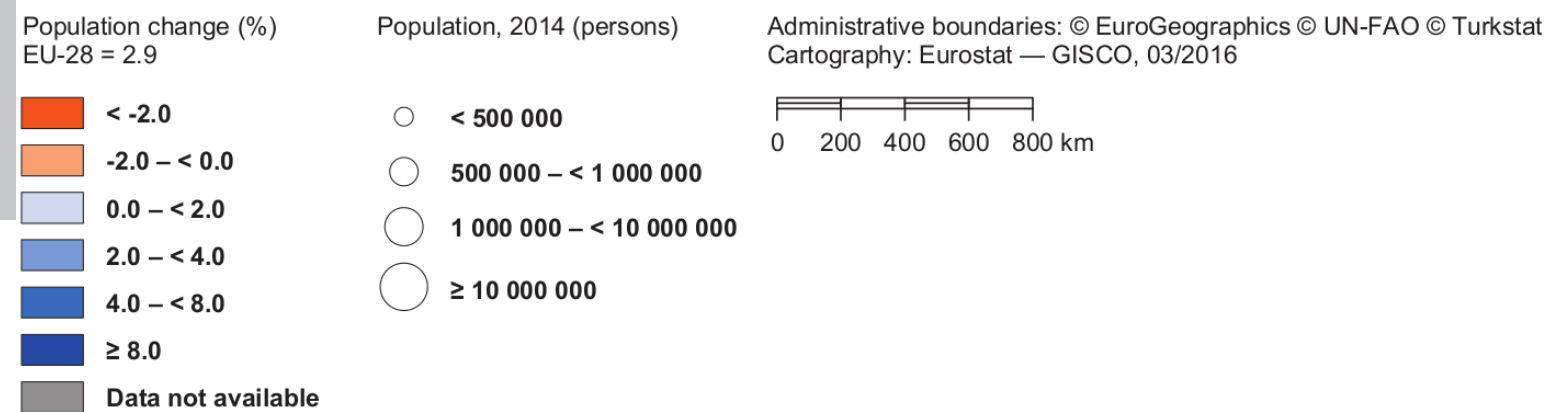
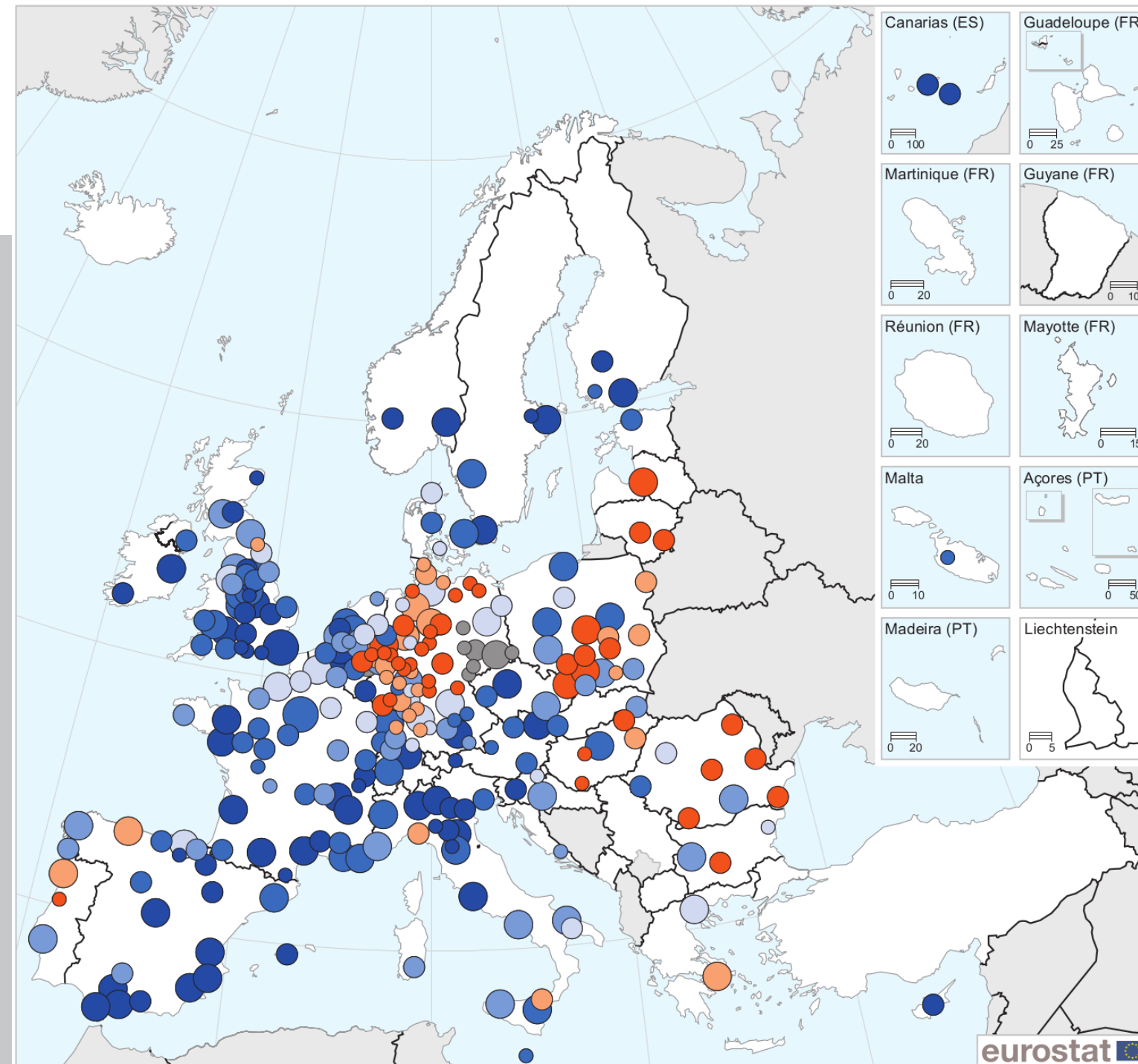


**Also  
Bucharest... as  
part of EU  
funded project**



# Coping with growth

Population change by metropolitan region, 2004–14 (1)



(1) Metropolitan regions in Belgium, Germany, Luxembourg, Hungary, Poland, Romania, Slovenia and Switzerland: breaks in series. Metropolitan regions in Ireland and France: provisional. Metropolitan regions in Portugal, Romania and the United Kingdom: estimates. Metropolitan regions in Denmark: 2007–14. Metropolitan regions in Norway: 2005–14. Source: Eurostat (online data codes: [met\\_pjanaggr3](#) and [demo\\_pjan](#))



Vervoerswijze  
slachtoffer

Vervoerswijze  
tegenpartij



# Road safety

\* incl. snorfietsers

\*\* gegevens motor/bromfiets als tegenpartij niet beschikbaar

Bron: SWOV



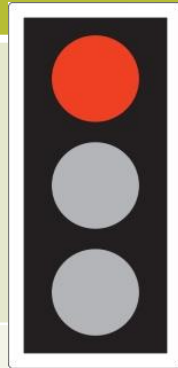
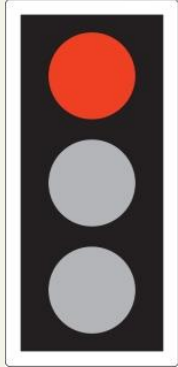



# Air quality



- Sometimes no margin to remedy by allowing polluters to pay
- Urgent need to prevent pollution

# 3 scenarios

Do nothing/Business as Usual	more fragmentation, increasing inefficiency	
EU legislation	no one size fits all, legislative wheels turn to slow, result might be far away from stakeholders' interest	
Piecemeal, soft policy scenario!	Exploiting EU legislation to make UVARs more effective (e.g. ITS Directive) + coordination and capacity building (e.g. Partnership on Urban Mobility)	





# Fundamental questions for the future

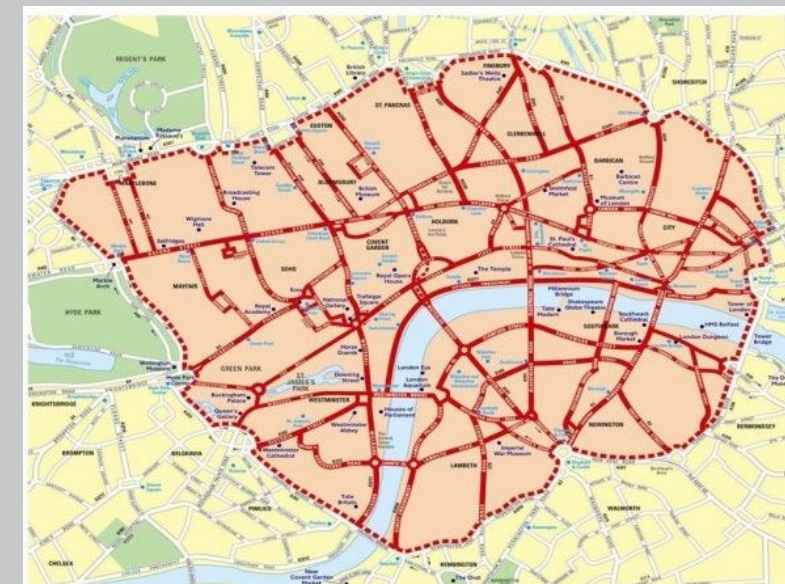
Governance level	Comment
What vehicles for the EU?	Industrial policy, Mobility Package II
What vehicles sold in Member states?	<ul style="list-style-type: none"> <li>• Norway: fully electromobile by 2025</li> <li>• Walloon Region plans diesel ban from 2030 onwards</li> <li>• UK and France ban conventionally fuelled vehicles sales from 2040 onwards</li> <li>• National vignette/kilometer charge schemes</li> </ul>
What vehicles in my city?	UVAR: non-binding guidelines
What vehicle in my street? ... at this charging point, at this parking spot?	<p>Even if propulsion / AQ is solved!</p> <p>Kerb side access/management</p> <p>C-ITS could play an important role in the future</p>





# To conclude...

- There will be more reasons than Air Quality to manage access in cities.
- The instrument is effective, and enables change/transition in several areas.
- A strict legislative approach of UVARs at EU level will not solve challenges we face.
- Let's start in time discuss with all stakeholders how we approach further regulation and operation of urban space.
- Let's keep communication lines open!







# Thank you!

[icre@polisnetwork.eu](mailto:icre@polisnetwork.eu)  
[www.polisnetwork.eu](http://www.polisnetwork.eu)

