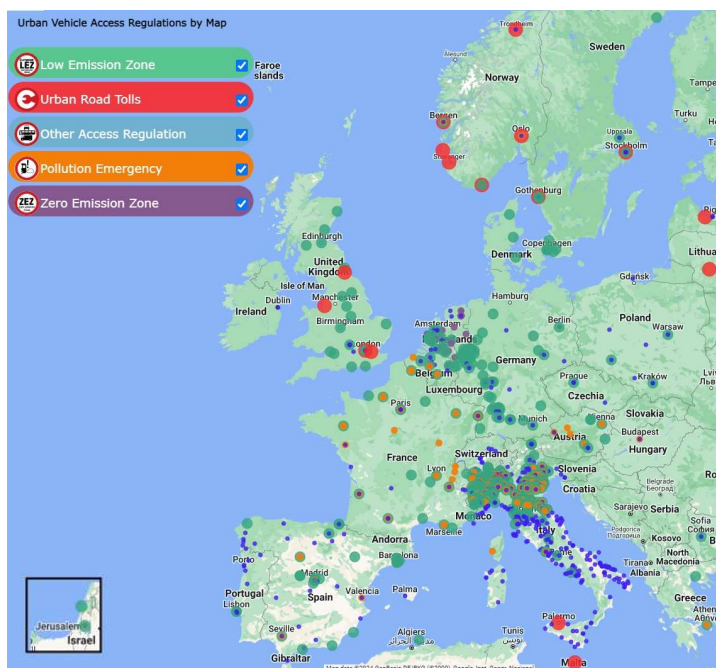




Improving public spaces with Urban Vehicle Access Regulations



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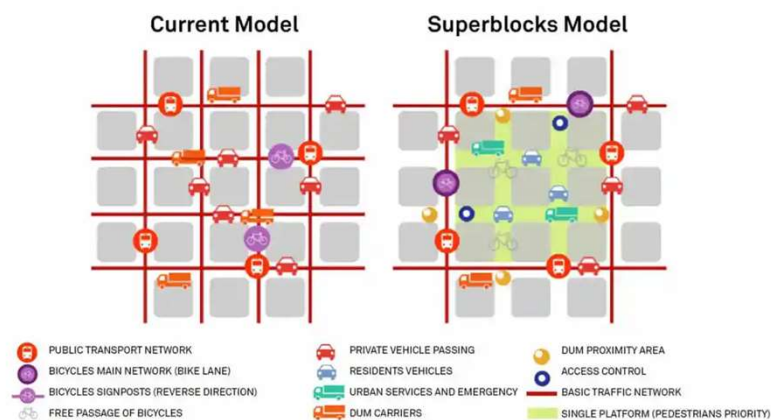


What are Urban Vehicle Access Regulations?

Regulations of the road space to improve the urban environment

- Bans of certain vehicles
 - (Low Emission Zones)
 - Zero Emission Zones
 - Limited Traffic Zones
- Pricing vehicles to discourage their use
 - Congestion charging / urban road tolling
- Changing road space
 - Spatial Interventions
 - Circulation Plans, Superblocks

SUPERBLOCKS MODEL





3 ways UVARs help improve urban space

- Ban vehicles & then use the resulting space for amenities
- Charge vehicles to discourage their use & then use resulting space
- or 'simply' take the space away (Spatial Interventions)





Why UVARs

- Improve air quality
- Reduce climate emissions, CO₂, congestion, noise
- Fairness
- Quality of life
- **Regain valuable public space**
 - Space often automatically given to the car
- Because sometimes carrots aren't enough
 - and restrictions are needed to change behaviour



Limited Traffic Zone





Congestion Charges





Less traffic = can take more space

- London Congestion charge = 15% traffic reduction
- Milan Ecopass = 21% reduction (2008)
- Milan Area C = 33-38 % reduction

= more space for amenities & sustainable transport





Spatial Interventions

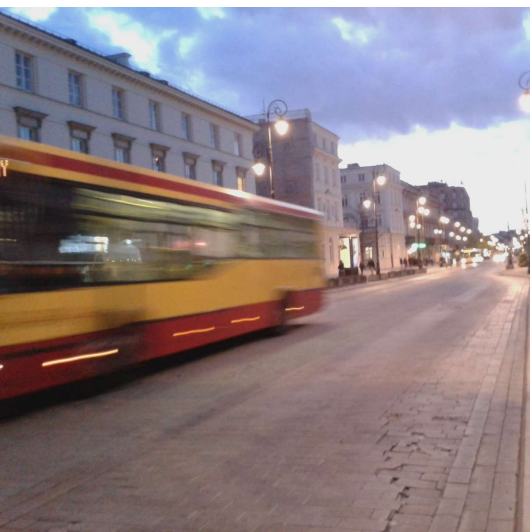


Photo [Stadt Bielefeld](#)





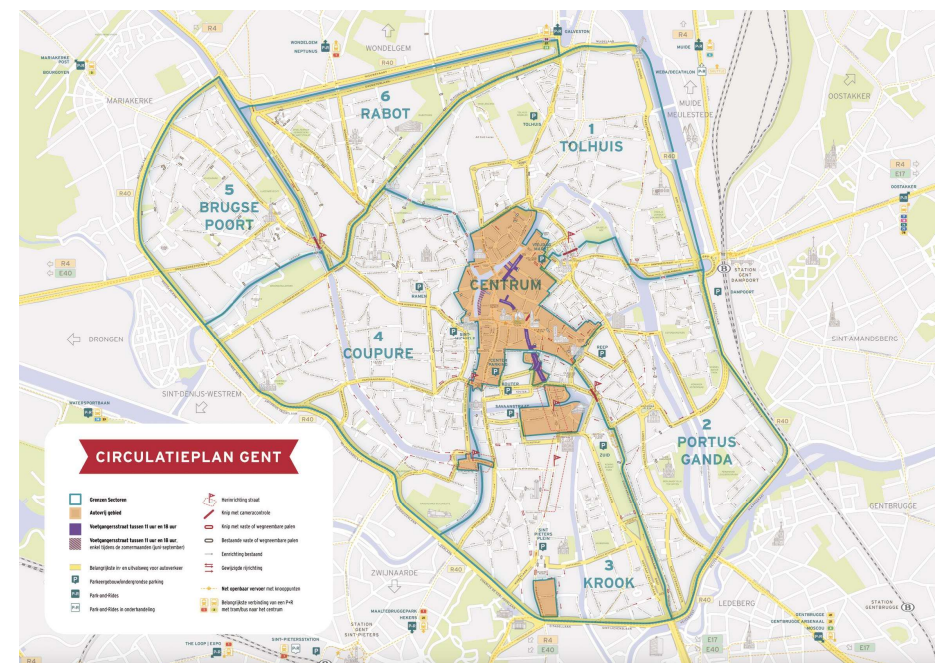
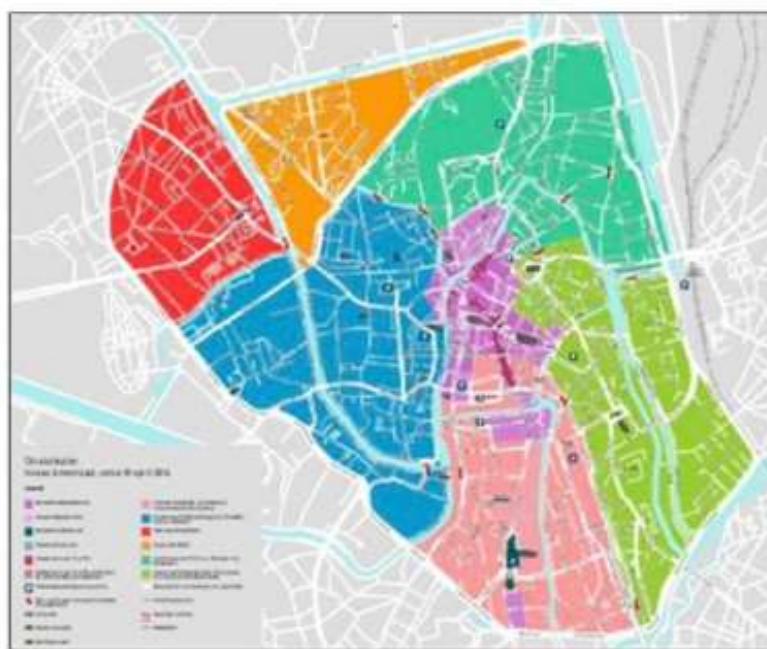
Spatial Intervention Schemes

- Gent's Circulation Plan & LTZ

- 12% reduction in rush-hour traffic & 25% increase in cyclists
- Car journeys in Ghent reduced from 55% to 27%

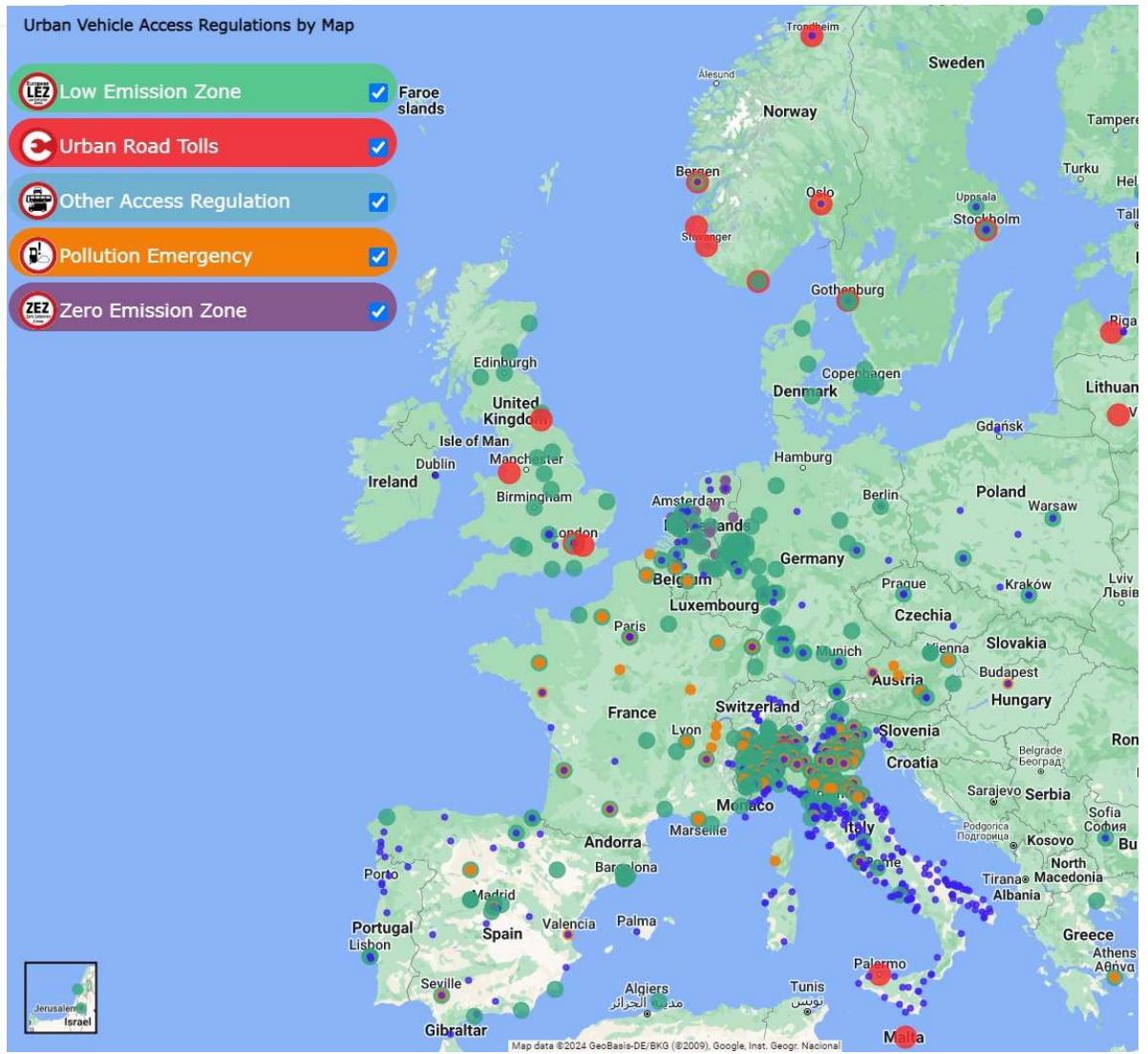
City is divided in 6 sections surrounding the restricted traffic area

Moving from one section to the other by using the inner city ring road



Urban Access Regulations in Europe

[Overviews](#) ▾
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