



POLICY POSITION ON URBAN VEHICLE ACCESS RESTRICTIONS



MOBILITY

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Executive Summary

FIA Region I disputes the added value of urban vehicle access restriction (UVAR) schemes, as they have negative effects on the economy of municipalities and often do not bring about the expected benefits. Although well intentioned, these initiatives are highly burdensome and costly for motorists, both for residents and visitors alike, and can lead to social exclusion as well as loss of attractiveness of city centres. Those schemes also disproportionately impact occasional users, such as tourists. Decision-makers need to start thinking outside of the box and begin to deliver smart mobility solutions for road users.

FIA Region I recommends to:

- Avoid urban vehicle access restrictions schemes and weigh carefully their economic impact before any implementation is considered.
- Adopt holistic approaches, which encompass positive fiscal incentives supporting fleet renewal, affordable alternative mobility services, and increased flexibility of working hours. In the search for cleaner, more streamlined mobility, a long-term view which incorporates the latest technologies and listens to citizens will have the best chance to find a lasting solution.
- Provide easily accessible and consistent information on the different schemes for citizens, by creating a partnership with the European Commission, cities and member states.



Introduction

Despite air quality improving in many European cities, urban areas are beginning to put in place restrictions on car usage by way of diesel vehicle bans, congestion charges and car restriction zones in order, to reach air quality standards. Beyond improving air quality, the objectives are also about to creating additional sources of funding for public investment into transport infrastructure.

Although perhaps well intentioned, these initiatives are highly burdensome and costly for motorists, both for residents and visitors alike. Most car owners, who bought their vehicles in good faith trusting the emissions levels advertised, must pay additional environmental charges or lose the right to drive

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in the city. Furthermore, these restrictions affect the resale value of their cars, a significant financial hit as a personal car is often the second biggest expenditure most consumers will make during their lives.

The rapidly growing number of urban vehicle access restrictions in European cities pose a threat to the mobility of car users. Many urban centres are implementing a one-size-fits all approach to vehicle bans, which risks excluding many everyday users. At the same time, the disparity of local circumstances along with the gap between real world and lab emissions oblige citizens to comply to a variety of rules when travelling through Europe, creating uncertainty and confusion. As an example, motorhome owners are often included in the scope of such restriction schemes and face a high administrative burden or fines if they fail to comply with the existing rules.

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The proposed paper will examine UVAR schemes aimed at private vehicles, including bikes, E-bikes, mopeds, and emissions/congestion schemes. It does not constitute an endorsement for implementing such schemes. On the contrary, it aims to propose constructive way to mitigate the impact of transport in cities, whilst ensuring that citizens remain mobile, as mobility is key for economic growth and economic and social life.



European policy background

In its Communication on the Urban mobility Package¹ published in 2013, the European Commission stated that vehicle access regulations are tools to help optimising traffic flows, improving air quality and contributing to reaching the goal of phasing out conventionally fuelled cars by 2050.

At the same time the European Commission recognised that:

- there is currently a wide diversity of schemes being implemented across Europe and there is the need to better understand these different types of access regulations, their costs and impacts.
- the implementation of schemes should follow transparent rules that avoid discrimination of occasional or foreign users. A more common approach, e.g. sharing information about schemes, would assist trip planning, and the use of Intelligent Transport System solutions to implement schemes should reduce costs for cities and users and therefore improve compliance.
- while the decisions about access regulations should be taken at the local level, there is considerable potential for a more common and co-ordinated approach to access regulations across the Union in particular regarding vehicle characteristics, information and communication as well as evaluation.

As a follow-up to its Communication the European Commission committed to promote the provision of information to road users about access restriction schemes. As a result, the website urbanaccessregulations.eu providing information about Low Emission Zones, Urban Road Tolls, Traffic Limited Zones and Traffic Restrictions in all EU languages received EU funding until December 2017.

FIA Region I Position

I - Optimise mobility in cities

FIA Region I believes that restrictive schemes should be avoided and must be measures of last resort. Before deciding to restrict traffic and how to do it, it is in the interest of public authorities to thoroughly evaluate different options and assess their impact.

Cities should demonstrate that they have considered all reasonable and locally applicable and effective solutions (traffic junction fluidity, traffic flow improvement, improvement of links between public and private transport, variable traffic signs, ...) before resorting to UVAR. Analysis of the appropriateness and the proportionality, as well as provision of mobility alternatives or the consideration of alternative measures to UVAR should be included in the recommendations. In particular, restrictive schemes

¹ Together towards competitive and resource-efficient urban mobility [COM(2013) 913]



should be adopted only if the alternative mobility solutions available are valid and competitive with optimised private transport.

UVAR implementation should be preceded by a clear definition of the objectives pursued, and their planning should pay special attention to safeguarding mobility and accessibility, in particular for occasional and disabled users:

- Authorities must recognise the importance of ensuring that travellers with disabilities continue to have easy access to urban areas and are not overly burdened by Low Emissions Zones that could restrict the access to customised, disability vehicles.
- The cultural heritage associated with motoring must also be recognised and the importance of allowing historic vehicles to be present on public roads. It is important to note that historic vehicles are used rarely, often outside peak traffic hours, and therefore account for a negligible proportion of all emissions.

Cities/Public authorities should instead adopt holistic approaches, which encompass the promotion of clean vehicles, positive fiscal incentives, affordable alternative mobility services, support for fleet renewal and increased flexibility of working hours.

In particular, public authorities should take into account:

- **Ecological incentives** that reward consumers for using cleaner vehicles. Fiscal incentives such as differentiated circulation taxes and adequate alternative fueling infrastructure should incentivise consumers.
- **Interoperability** - Enhancing the interoperability and smooth functioning of different modes of transport would offer citizens a variety of ways to get to their destination. Many cities, like London or Helsinki, are already testing a 'Mobility as a Service' model. This offers a variety of mobility options in a single monthly package, where subscribers have access to public transport, share car/bike and taxi rides. Such services require a truly integrated network of mobility services and would be the investment with the biggest impact. It empowers citizens, rather than penalising them.
- **Intelligent Transport Systems** - ITS should be used to optimise traffic conditions, increase safety, lower congestion and reduce emissions whilst at the same time ensuring that mobility remains affordable and competitive.
- **Improvement of infrastructure** for private vehicles as well as increased public transport capacity (Park & Ride schemes, effective public transport, etc.).
- **Modernisation of public transport fleets** (i.e. buses) to reduce air pollution impact, for instance by incrementally replacing diesel fuelled vehicles by low or zero emission vehicles.



RACC

RACC Trips offers road users access to all the shared mobility options to get around in Barcelona: scooter sharing, carsharing, bike sharing and public transport.



TCB initiated MaaS operations in 2017 by launching a Pilot in the city of Ghent. The pilot integrates public transport, shared cars, rental bikes, taxis, peer-to-peer car renting, and parking services.



TCS Easy Mobile offers intermodal route planning, booking as well as a reservation platform. Once the users register, they have nationwide access to public transportation, taxi and parking services.

II - Take users into account when implementing restrictive measures

All European users should have access to **sufficient, clear and good quality information** on UVAR to ensure compliance. Information to citizens on schemes in place should include their objectives and the use of collected revenue to tackle the identified challenges. This information should be made available in multiple formats and languages to ensure that citizens are clear on when and where they can drive.

To this end, FIA Region I calls for the following measures:

- **Harmonised Information.** FIA Region I strongly encourages public authorities to provide appropriate information about UVAR measures (zones, affected vehicles, rules, stickers) in a harmonised manner. The provision of harmonised information, pre trip and on trip, preferably via the latest interoperable, non-discriminatory technology (such as C-ITS) is essential to allow users to make the best choices whilst travelling.
- **Restrictive schemes.** UVARs should be harmonised at national level on the basis of objective figures, for instance on the Euro norms. A fully harmonised European approach would help tourists in understanding where they can use their vehicle. However, at this moment harmonisation is not considered appropriate, because it is crucial that the design and implementation of such schemes can be tailored to the specific situation in each urban area.
- **Specific vehicle categories.** Certain categories should be exempted from UVAR in a harmonised manner at European level (e.g. motorhomes, historic vehicles, roadside assistance vehicles, emergency vehicles).
- **Clear timeline.** Before the implementation of an access restriction scheme, adequate time should be allowed for consultation with all relevant stakeholders and a period for review before any final decision is taken. Should an access restriction be implemented, there should also be a minimum time period factored in before the start date in order to allow owners of affected vehicles to take necessary measures.
- **Awareness raising.** Should an access restriction scheme be implemented, authorities should regularly and widely raise awareness in order to make motorists fully aware of the implications of such plans. The availability of such plans should be ensured before enforcement can come into place.



III - Measure actual impact and adapt

Measures should be:

- defined in cooperation with users and progressively introduced.
- periodically reviewed to assess the impact on the identified problems (congestion, emissions) and the necessity of prolonging such measures.
- limited in time, tailor-made and dynamic depending on air quality circumstances.

Cities should adapt or repeal the schemes based on these assessments, bearing in mind that people want all causes of pollution included.

Cities should fulfil the local emission limits by complying with, but not exceeding, the regulatory framework (avoid "Gold Plating" regarding 2008/50/EG). Limit values for air pollutants in ambient conditions should be reviewed on a regular basis and appropriate measures should be taken where scientific evidence indicates necessary adaptations to such limit values.

Sufficient lead time and information should also be guaranteed.



FEDERATION INTERNATIONALE DE L'AUTOMOBILE
REGION I - EUROPE, THE MIDDLE EAST AND AFRICA



Fédération Internationale de l'Automobile (FIA) Region I office

FIA Region I is a consumer body representing 105 Mobility Clubs and their 36 million members from across Europe, the Middle East and Africa. The FIA represents the interests of our members as motorists, riders, pedestrians and passengers. FIA Region I is working to ensure safe, affordable, clean and efficient mobility for all. Learn more at www.fiaregion1.com