

Urban Access Restrictions

TREN/A4/103-2/2009

Consultation questionnaire:
Open questions

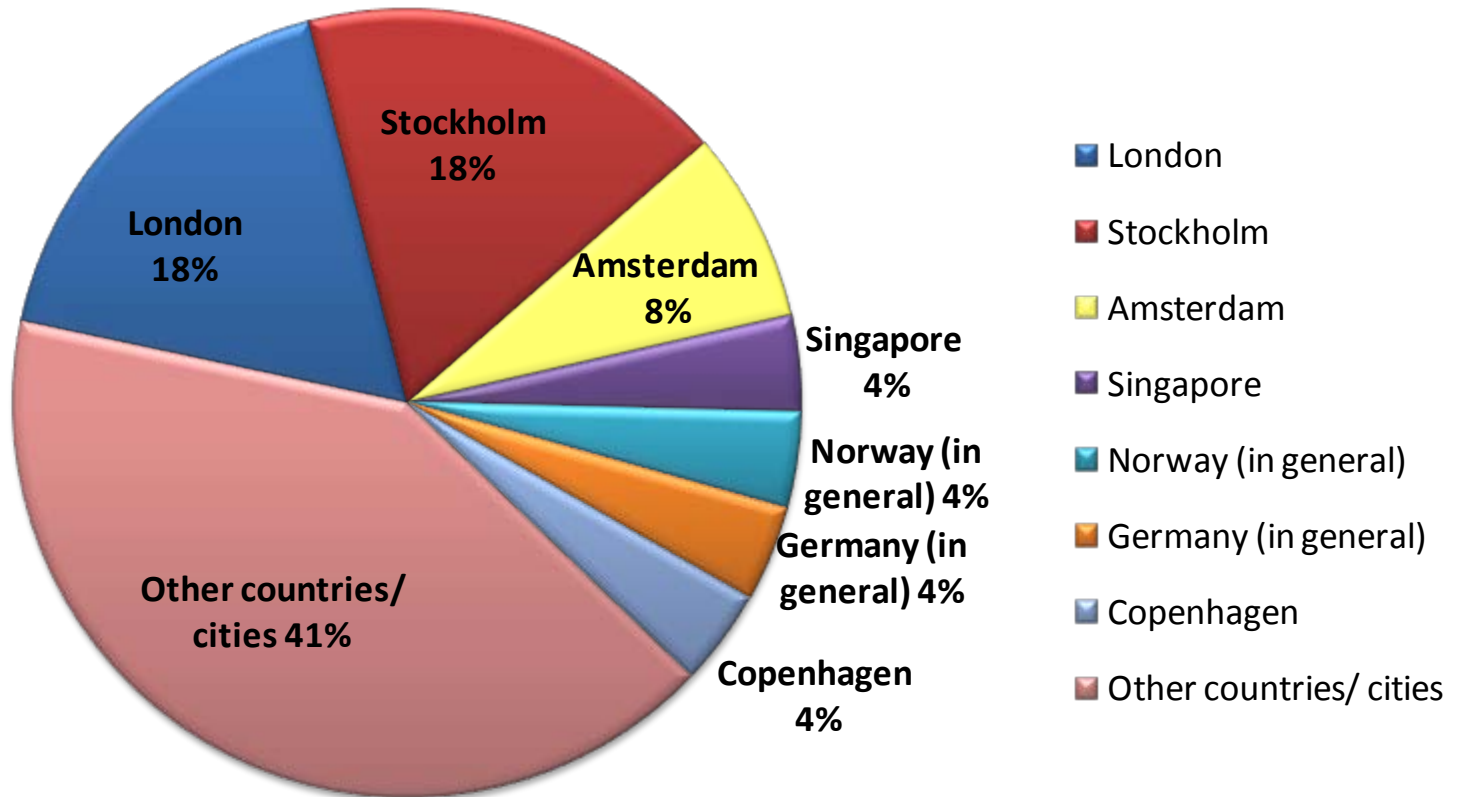
Brussels, 28th September 2010

Open questions

- **Question 13.** Do you have in mind any example of successful actions undertaken by a city with regard to an access restriction scheme?
- **Questions 14.** Do you have in mind any example of unsatisfactory actions undertaken by a city with regard to an access restriction scheme?
- **Question 15.** Do you think there are some aspects of the successful example you mentioned that could be divulged in order to turn into a best practice to be replicated elsewhere? If yes, please specify which ones and explain why. If not, please explain why.
- **Question 16.** Beside the promotion of best practices, which interventions do you think it could be useful to implement at EU level while complying with the subsidiarity principle?

ARS declared as “successful” by respondents (1/2)

Distribution of answers



ARS declared as “successful” by respondents (2/2)

Cases	Reasons given by respondents
LONDON	<ul style="list-style-type: none"> • Marketing actions before the introduction (congestion charging) • Information updating (congestion charging) • Revenues for cities • Carbon emissions reduction (LEZ) • Registration of compliant vehicles via internet for coach operators (LEZ)
STOCKHOLM	<ul style="list-style-type: none"> • Surveys before and after scheme introduction • Continuous impacts’ monitoring and stakeholders’ consultation • Revenues for cities • Clear scope communication • Showing potential benefits through the trial • Promoting and facilitating city access to visiting coaches • Regular consultations with bus and coach travel industry on traffic management • User-friendly information to visitors • Customised information on coach tour organisers and travel agents • Traffic decrease (-15%) • Public transport vehicles exclusion from congestion tax
AMSTERDAM	<ul style="list-style-type: none"> • Streets not exclusively for vehicles • Referendum held • Replacement of old vehicles, or soot filters placement • Parking space management is a low-cost and effective instrument

ARS declared as “unsatisfactory” by respondents (1/2)

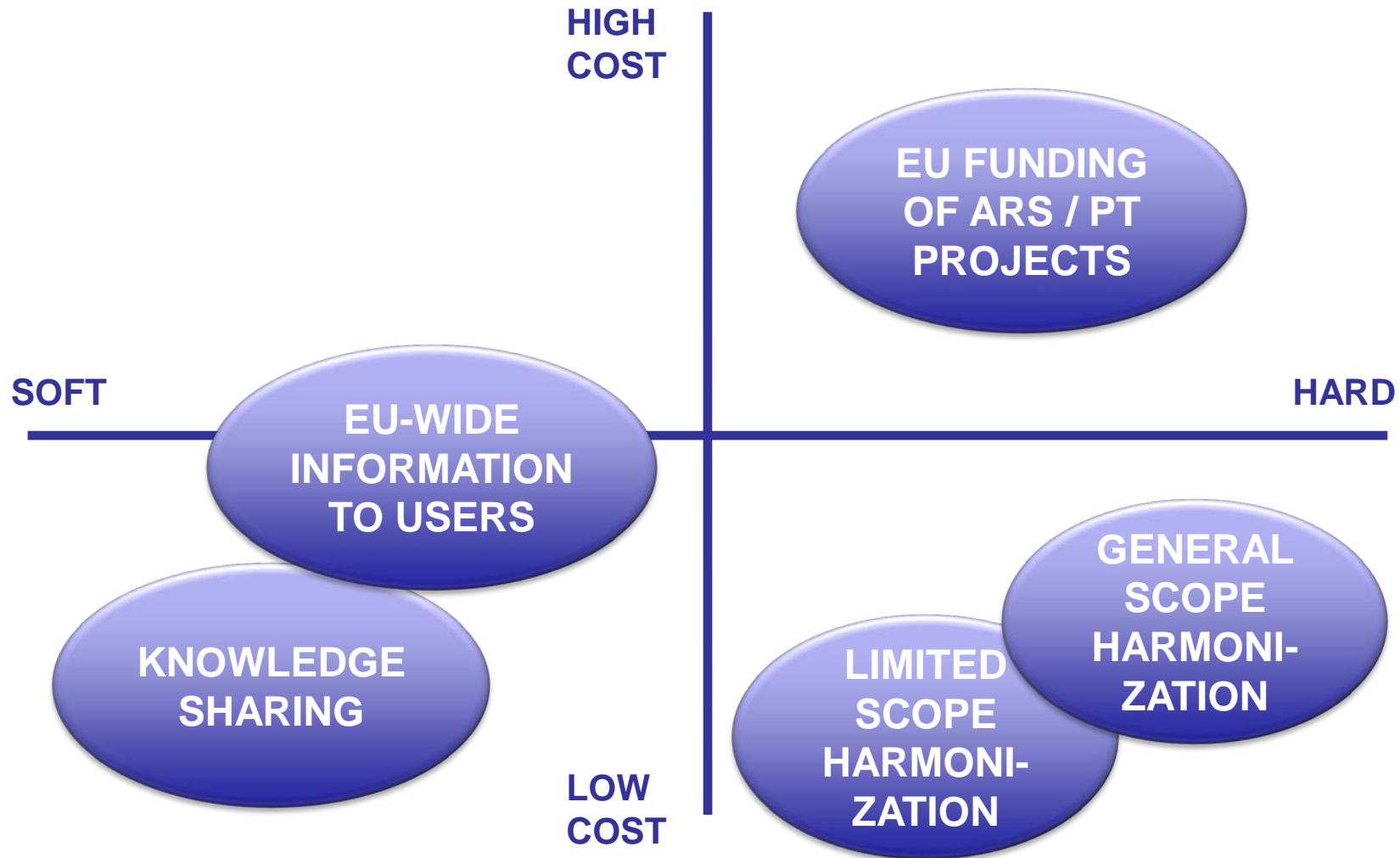
Country	Distribution of answers	Case	Reasons given by respondents
ITALY	28%	ITALY (<i>in general</i>)	<ul style="list-style-type: none"> • High road access rate with sudden changes • Lack of information to users • Discriminatory taxation of visiting coaches • Lack of coordination among cities
		Florence	<ul style="list-style-type: none"> • Complexity and unnecessary bureaucracy (need of specific environmental certificate)
		Milan	<ul style="list-style-type: none"> • Info only in Italian • Alternate plates favour owners of 2 cars
		Venice	<ul style="list-style-type: none"> • High access rates • Regulations change with short notice
		Rome	<ul style="list-style-type: none"> • Increase in rates announced with short notice • Complexity for tourists
UK	20%	London	<ul style="list-style-type: none"> • Air pollution still high • German LEZ more effective
		Edinburgh	<ul style="list-style-type: none"> • Ineffective consultation / marketing
		Manchester	<ul style="list-style-type: none"> • Ineffective consultation / marketing
GERMANY	12%	GERMANY (<i>LEZ in general</i>)	<ul style="list-style-type: none"> • No traffic reduction (effects are only vehicle replacement & traffic detour)
		Kassel	<ul style="list-style-type: none"> • Lack of supporting measures and promotion to the public

ARS declared as “unsatisfactory” by respondents (2/2)

Country	Distribution of answers	Case	Reasons given by respondents
SWEDEN	12%	SWEDEN <i>(in general)</i>	<ul style="list-style-type: none"> System based on vehicle age instead of emission level
		Stockholm	<ul style="list-style-type: none"> <i>Reasons unclear</i>
THE NETHERLANDS	8%	THE NETHERLANDS <i>(in general)</i>	<ul style="list-style-type: none"> Unfair system (penalising only national trucks)
		The Hague	<ul style="list-style-type: none"> Ineffective control
OTHER COUNTRIES/ CITIES	20%	AUSTRIA <i>(in general)</i>	<ul style="list-style-type: none"> Discriminatory application to UK coaches
		Bucharest	<ul style="list-style-type: none"> Rules not respected Lack of coordinated parking policy
		Copenhagen	<ul style="list-style-type: none"> Weight limit zones generate more traffic
		Køge	<ul style="list-style-type: none"> Weight limit zones generate more traffic
		Budapest	<ul style="list-style-type: none"> Negative social impacts

Suggested interventions

AT EUROPEAN UNION LEVEL



Suggested interventions

AT EUROPEAN UNION LEVEL (1/2)

Area	Suggested actions
INFORMATION TO USERS	<ul style="list-style-type: none">• EC creating and maintaining an EU-wide database with updated information on LEZs and related traffic restrictions for buses and coaches• Website with update information about all cities• Information dissemination about the different ARS
KNOWLEDGE SHARING	<ul style="list-style-type: none">• Large-scale showcase demonstrators• Collation / sharing / promotion of best practises• Clarification of key issues ensuring that the ARS schemes comply with EU law,
FUNDING	<ul style="list-style-type: none">• (EU) funding of urban transport system• EU promotion of public transport project in large cities through dedicated line of financing• EU recognition / funding of bus and coach terminals as part of TEN-T infrastructure• EU funding of advanced technology solution for urban mobility

Suggested interventions

AT EUROPEAN UNION LEVEL (2/2)

Area	Suggested actions
GENERAL ARS HARMONIZATION	<ul style="list-style-type: none">• EU-wide standards for traffic restrictions and environmental zones, including charges• Harmonised EU framework to be followed by cities in the EU when devising the introduction of ARS (recommendations for consultation with the industry & timely information to local and visiting operators)
SPECIFIC HARMONIZATION ACTIONS	<ul style="list-style-type: none">• Europe-wide recognition of access restrictions, signage, payment methods, billing, interoperability of technical equipment• Common European target for modal split in urban areas• Standards for ARS technological solutions• Single-window-registration for vehicles (in particular coaches)• Harmonization of directional signing systems• Adopt European standards for cycling safe infrastructure• Most environmental friendly vehicle will be allowed to circulate in all EU cities during the whole economic life (10-12 years)

Suggested interventions

AT LOCAL LEVEL (CITIES)

Area	Suggested actions
DECISION-MAKING	<ul style="list-style-type: none"> • Objectives of urban ARS must be clearly defined • ARS implementation shall be subjected to cost benefit analysis
INFORMATION TO USERS	<ul style="list-style-type: none"> • Before ARS implementation: information and awareness campaign • Before departure: easily accessible information for planning trips
IMPLEMENTATION / ACCOMPANYING MEASURES	<ul style="list-style-type: none"> • Phasing in/out of more polluting vehicles shall coincide with the economic life of vehicles • Create alternative routes for transit traffic avoiding city centers (circle roads and by-passes) • Investment in infrastructure and terminals for bus and coaches, incl. coach parking areas near centers and tourist attractions, and dedicated priority lanes • Postponement of the entry into force of (or grant exemptions from) traffic restrictions for EURO III buses /coaches until 2015 • Promotion campaign on public transport advantages • Improve public transportation network • Help disabled people to move easily within ARS areas