

POLIS

CITIES AND REGIONS FOR TRANSPORT INNOVATION

regio arnhem
nijmegen

Annual Conference 2020

VIRTUAL EVENT | 30 NOVEMBER-3 DECEMBER 2020

Spatial interventions for urban vehicle access regulations: “good practice” examples in the CIVITAS-ReVeAL project



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Regulating Vehicle Access
for improved Livability



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CIVITAS-ReVeAL project: an introduction

Goal: concretely support urban change management by
assessing Urban Vehicle Access Regulations (UVAR) and
exploring and developing a standard range of urban mobility transition approaches
for cities across Europe

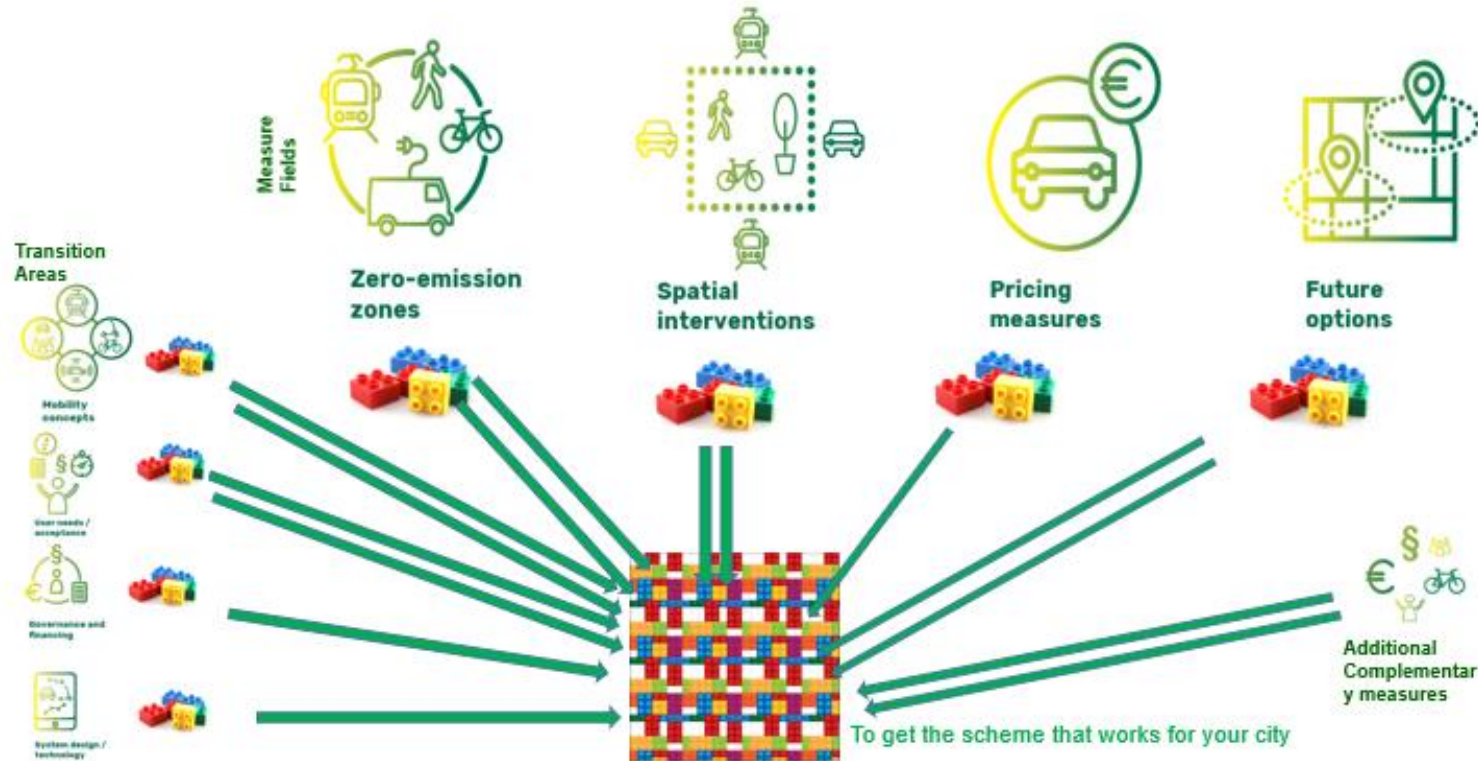


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Different UVAR measures will be developed,
implemented and tested in the cities of:
Helmond (NL), Jerusalem (IL), London (UK),
Padova (IT), Vitoria-Gasteiz (ES) and the
project leader Bielefeld (DE)



Methodology for sustainable urban transformation: access regulation measures as building blocks



Long list 73 options
For example:

Speed regulated school streets
Distance-based congestion charge
Regulations by vehicle emissions
Dynamic traffic management
Grants towards adaptation

...

ReVeAL building block schematic (source: Lucy Sadler)

Methodology for sustainable urban transformation: access regulation measures as building blocks



Schoolstreet Kortrijk (source: De Morgen)



ULEZ London (source: Sunday Times)



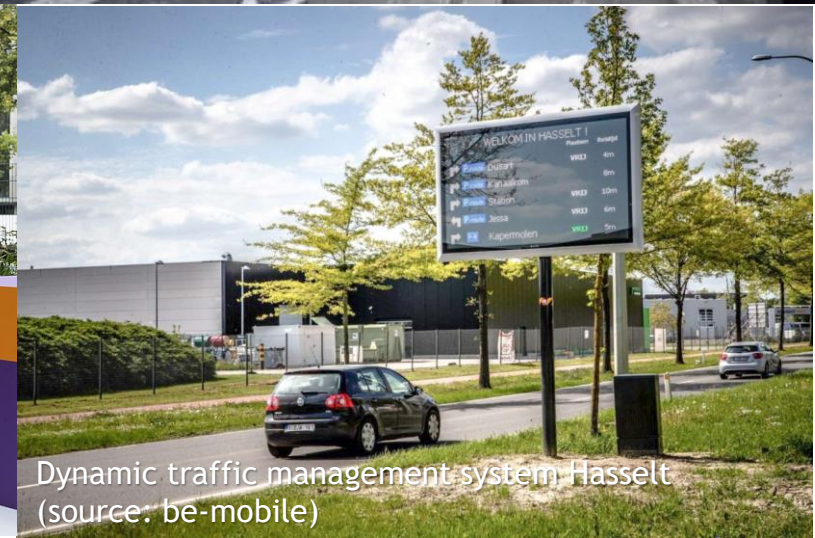
Congestion charge Milan (source: Eltis)



Mobility credits Genoa, no longer active
(source: Civitas)

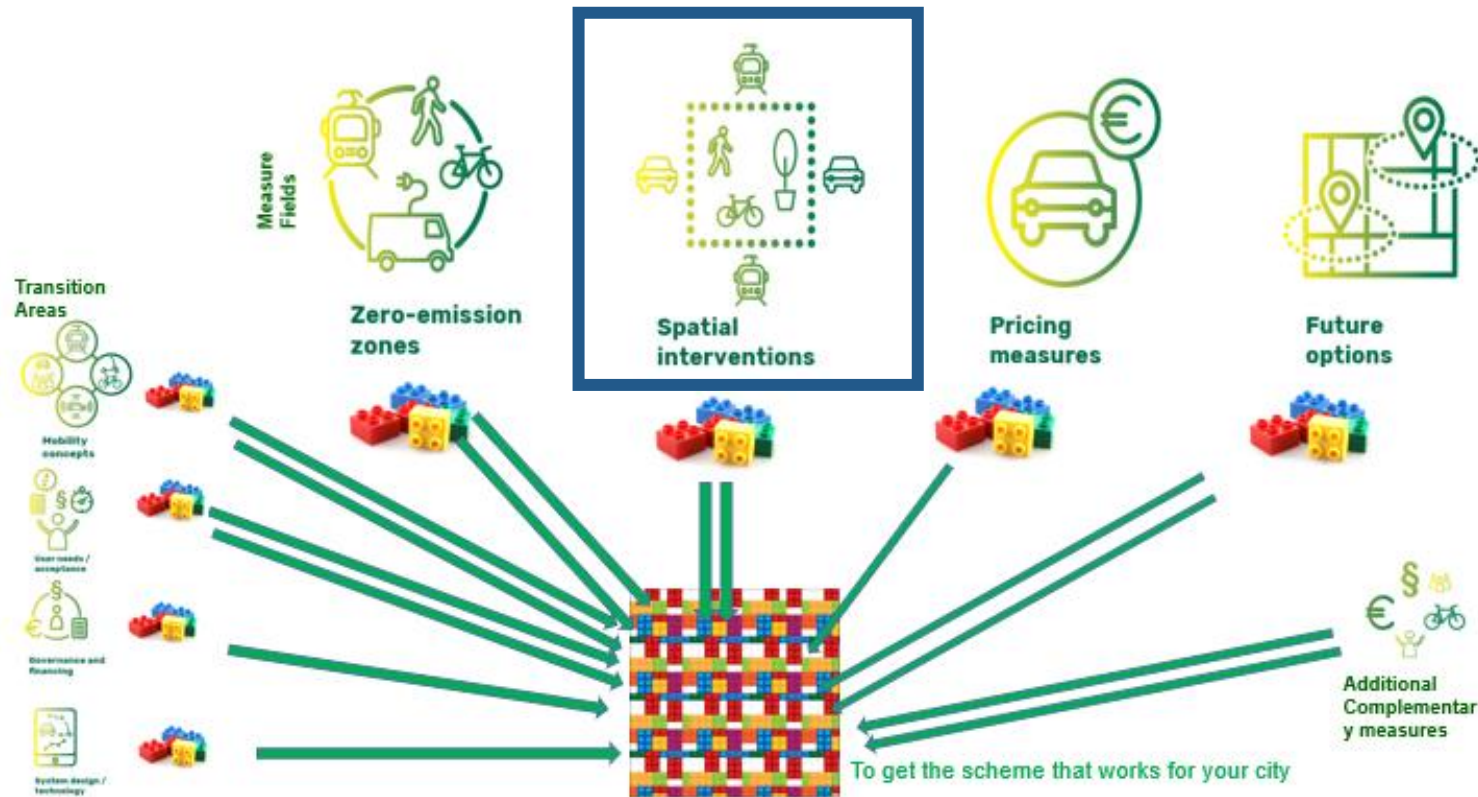


Parklet Rotterdam (source: Humankind)



Dynamic traffic management system Hasselt
(source: be-mobile)

Methodology for sustainable urban transformation: access regulation measures as building blocks



Spatial interventions:

area planning and design and
physical interventions on urban
roads, in city streets or more general
in the public realm

ReVeAL building block schematic (source: Lucy Sadler)

Spatial interventions:

a wide range of measures or building blocks

1. School street

- a. Car-free school area
- b. Kiss&Ride
- c. Speed regulated

2. Cycling street

3. Traffic filter

- a. Road block
- b. Capacity restraint
- c. Visual barrier
- d. Through traffic ban
- e. One-way street

4. Removing parking/road

- a. Parklet
- b. Widen pavement
- c. Drop-off zone shared mobility
- d. Logistics bay

5. Cycle lane

- a. Redistribution of road space
- b. Conversion of parking lane

6. Pedestrian street

- a. Mixed used cycling-pedestrians
- b. Residents only vs other groups
- c. Temporal

7. Bus/tram priority lane

8. Woon-erf

Case study Mechelen: cycling zone strategy



Cycling zone scheme (source: Makers Mechelen)



Visual cue cycling zone (source: ReScape)

Case study Mechelen: cycling zone strategy

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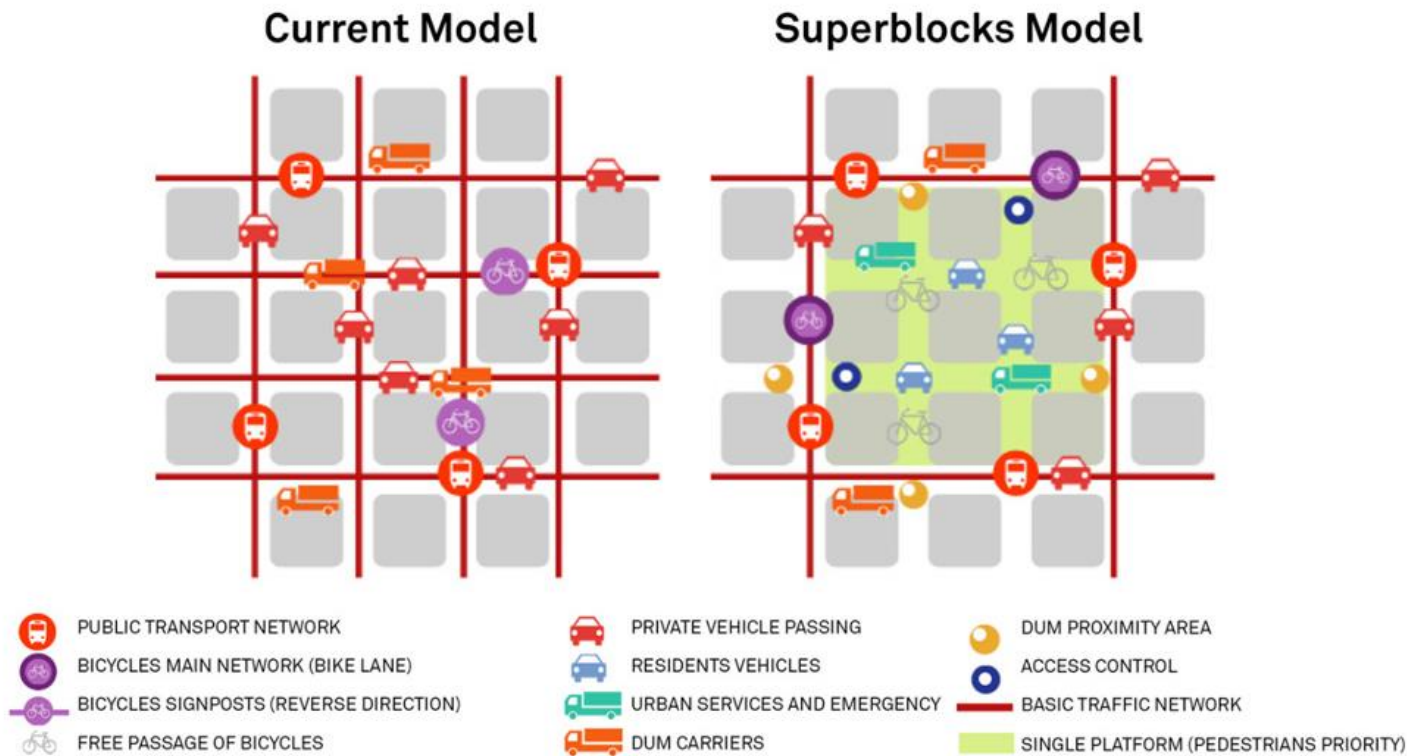
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Case study Barcelona: superblock strategy

SUPERBLOCKS MODEL



Superblock scheme (source: Ajutament de Barcelona)

Case study Barcelona: superblock strategy

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Case study Ghent: circulation plan strategy



Circulation plan scheme (source: De Standaard)



Case study Ghent: circulation plan strategy

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Take aways:

Building blocks as steppingstones for citywide strategies

- Spatial interventions are increasingly gaining attention
- Strategies as combinations of building blocks, constructed around a dominant one
- Guided by goals and visions for the city
- Complex network of actors, impacts, contexts, etc.
- Increased opportunities/challenges due to COVID-19
- Further focus through Civitas-ReVeAL



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