

Interreg 

CENTRAL EUROPE European Union
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Dynaxibility4CE

TAKING
COOPERATION
FORWARD

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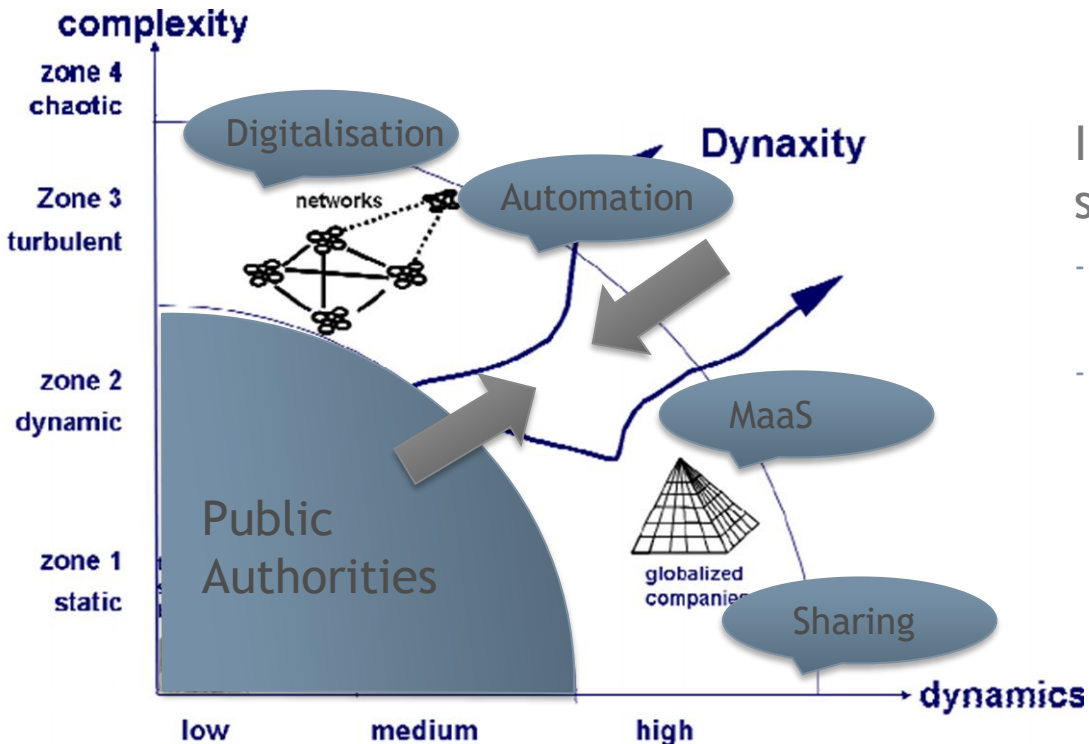
 **PLANNING FOR UVARs IN FUNCTIONAL URBAN AREAS**

What has happened with UVARs in Dynaxibility?

 Laura Babío, POLIS Network

WHAT'S DYNAXIBILITY?

Ability to manage change in dynamic and complex environments:



Increase **Dynaxibility** to establish sustainable mobility in zone 3 by:

- finding the right balance between long-term vision and adaptability
- finding the right balance between regulation (e.g. UVAR) and new ideas to foster innovation



Dynaxibility4CE has designed a set of **concepts, methods and tools** that respond to the **emerging disruptive technologies and solutions (MaaS, CCAM and UVAR)** and that can be used in support of transport/mobility planners and policy makers to develop clean and green mobility systems in Functional Urban Areas.

Based on the new topic guides, Dynaxibility partners will develop **seven action plans for the involved FUAs on integrating new mobility trends into their SUMP.**

- Focused on UVAR: Krakow and Parma



Considering the UVAR SUMP Topic Guide still provides relevant guidance (2019), it was decided to complement it with an **ANNEX**.

Annex content:

- Planning for Functional Urban Areas (FUA)
- Dynaxibility case-studies: Krakow (LEZ)
- Central Europe Best Practices
- Operational library of tools and methods (references to other projects and SUMP guidelines)



Now available in
Dynaxibility's
website!!
Also in DE, IT,
CS, HU, PL, SK,
HR and SL!

Soon on ELTIS...

UVAR IN SUMP

STRATEGIES & MANAGERIAL APPROACHES FOR IMPROVING LOW-CARBON MOBILITY PLANNING IN FUA



INTRODUCING FUAS

City



Greater city



Functional Urban Area

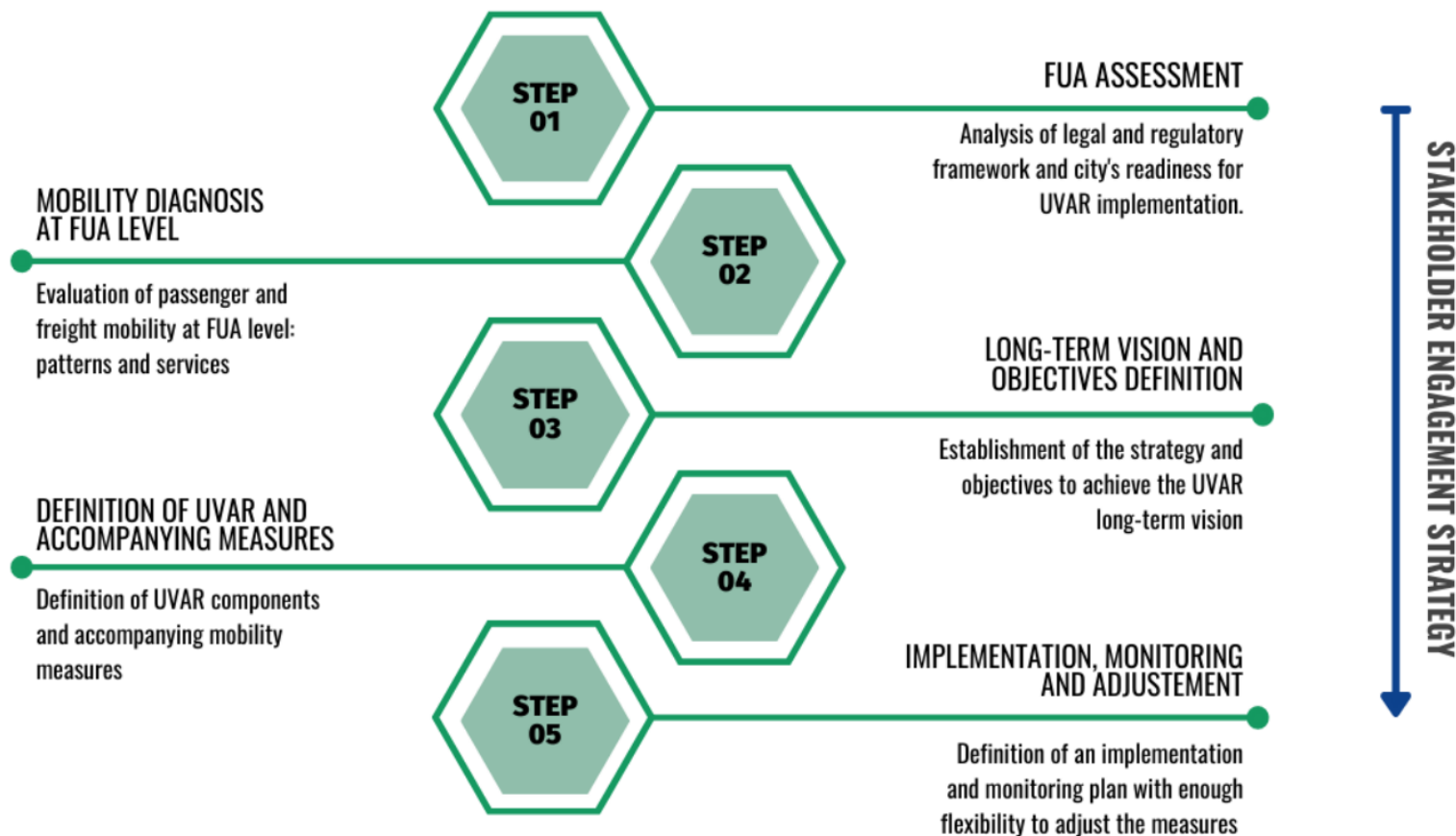


WHY CONSIDER FUNCTIONAL URBAN AREAS WHEN PLANNING UVARS?

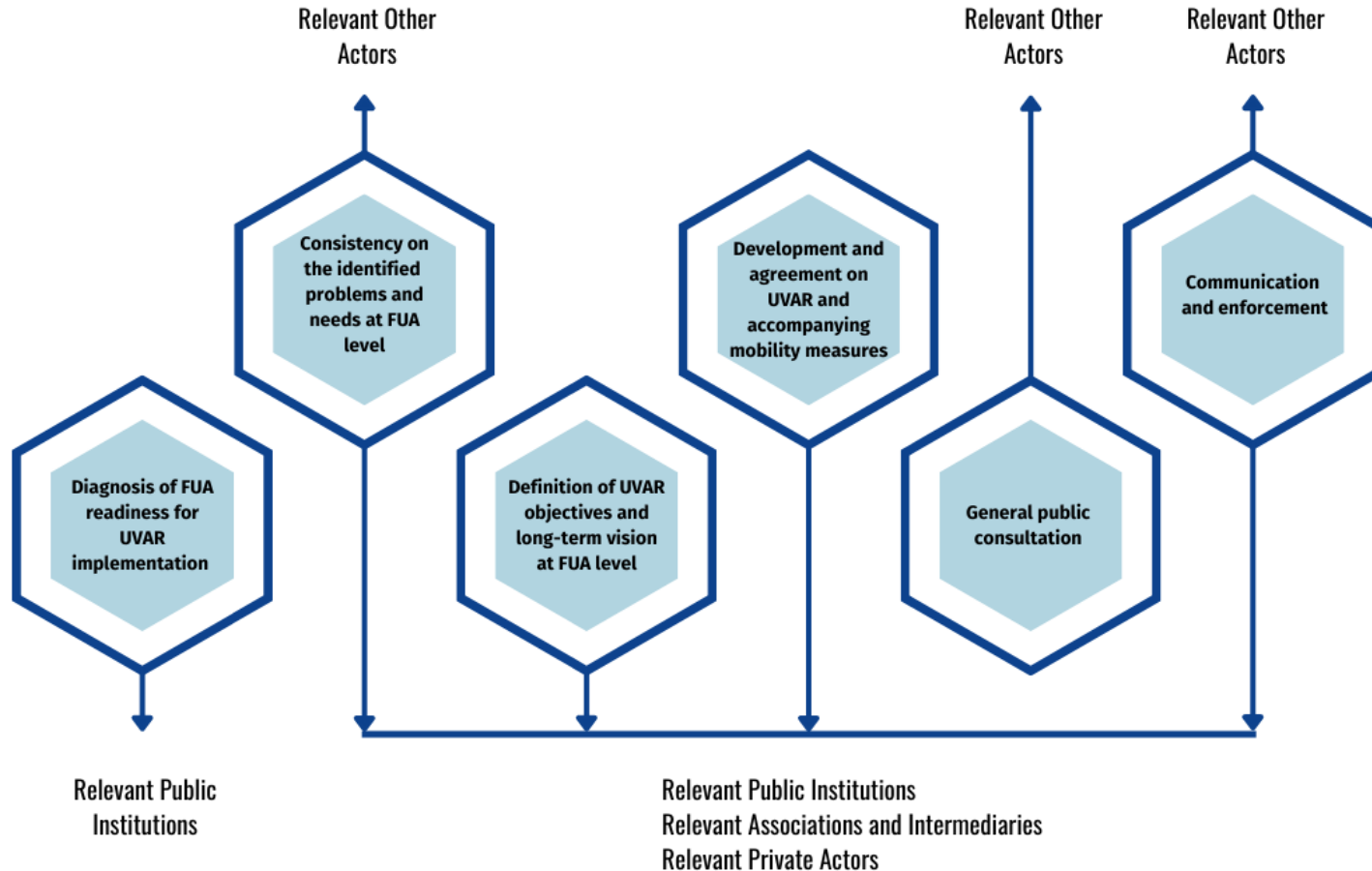
- Restricting the access of vehicles to one urban core can potentially impact (negatively) the accessibility of the whole FUA that interacts with it, **which is why accessibility needs to be assessed, measured and planned for at FUA level**
- Fragmented governance arrangements can hinder transport development and even adversely affect productivity in cities. Working at FUA level gives Public Authorities the ability **to consider the administrative fragmentation within the urban or metropolitan level and establish structures to overcome it.**
- Working at this level allows PAs to identify problems relating to passenger and freight transport at FUA level, **to resolve such problems and to promote environmental-based, integrated and cost-effective mobility**



HOW TO PLAN FOR UVARS IN FUA: STEP BY STEP PROCESS



STAKEHOLDER ENGAGEMENT



KRAKOW CASE-STUDY



- Multistakeholder participatory process
- Cooperation structures established at different levels, including National
- Internal capacity building on UVARs
- Awareness and information campaigns
- Accompanying mobility measures at different levels and with different targets
- Staged implementation to ensure compliance and a just transition



THANK YOU!!!



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