

Towards internalisation 2.0

The view of cities and regions

Karen Vancluysen, Secretary General

17 December, Brussels



Peer-to-peer exchange

Policy

Research

Innovation

76 cities & regions

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Cities know
how to make the
polluter/user pay!



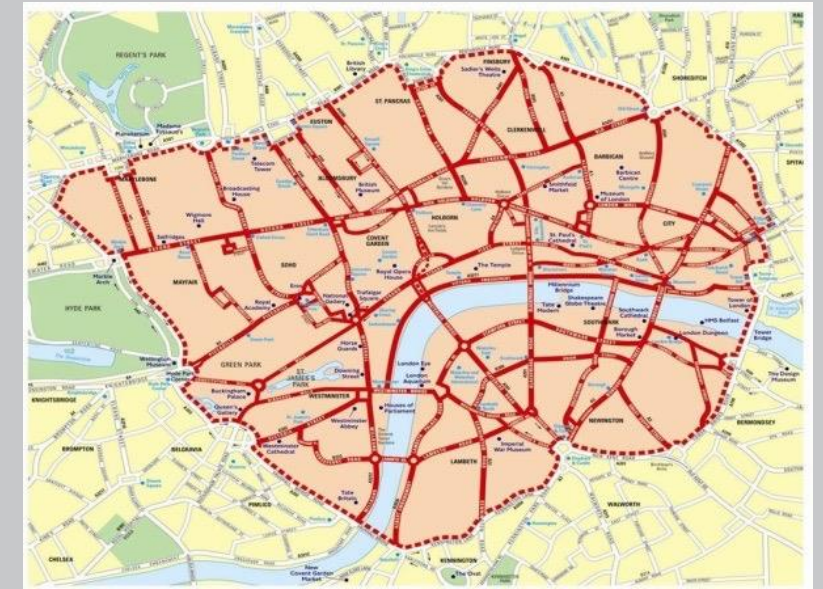
Pay & Prevent!



- Sometimes no margin to remedy by allowing polluters to pay
- Urgent need to prevent pollution

Urban vehicle access regulations

- Different reasons (=externalities) for local authorities to implement UVARs
 - air quality, safety, congestion, liveability
- Variety of UVARs appearing in the EU
- Ongoing multi-stakeholder process to define non-binding guidance at EU level
- Fee-based or fine-based:
 - transparency of revenue use is key!
- The instrument is effective, and enables change/transition



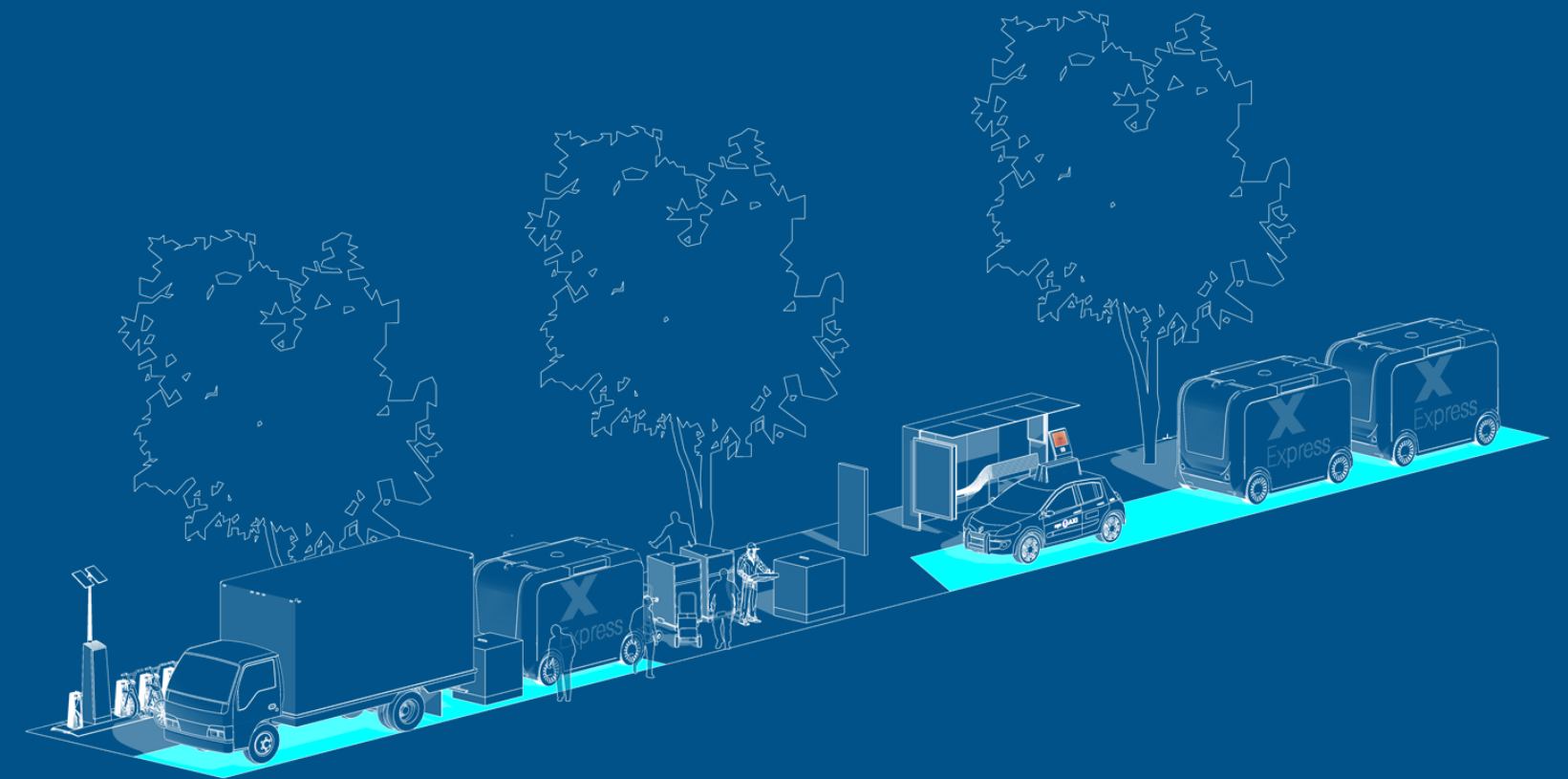
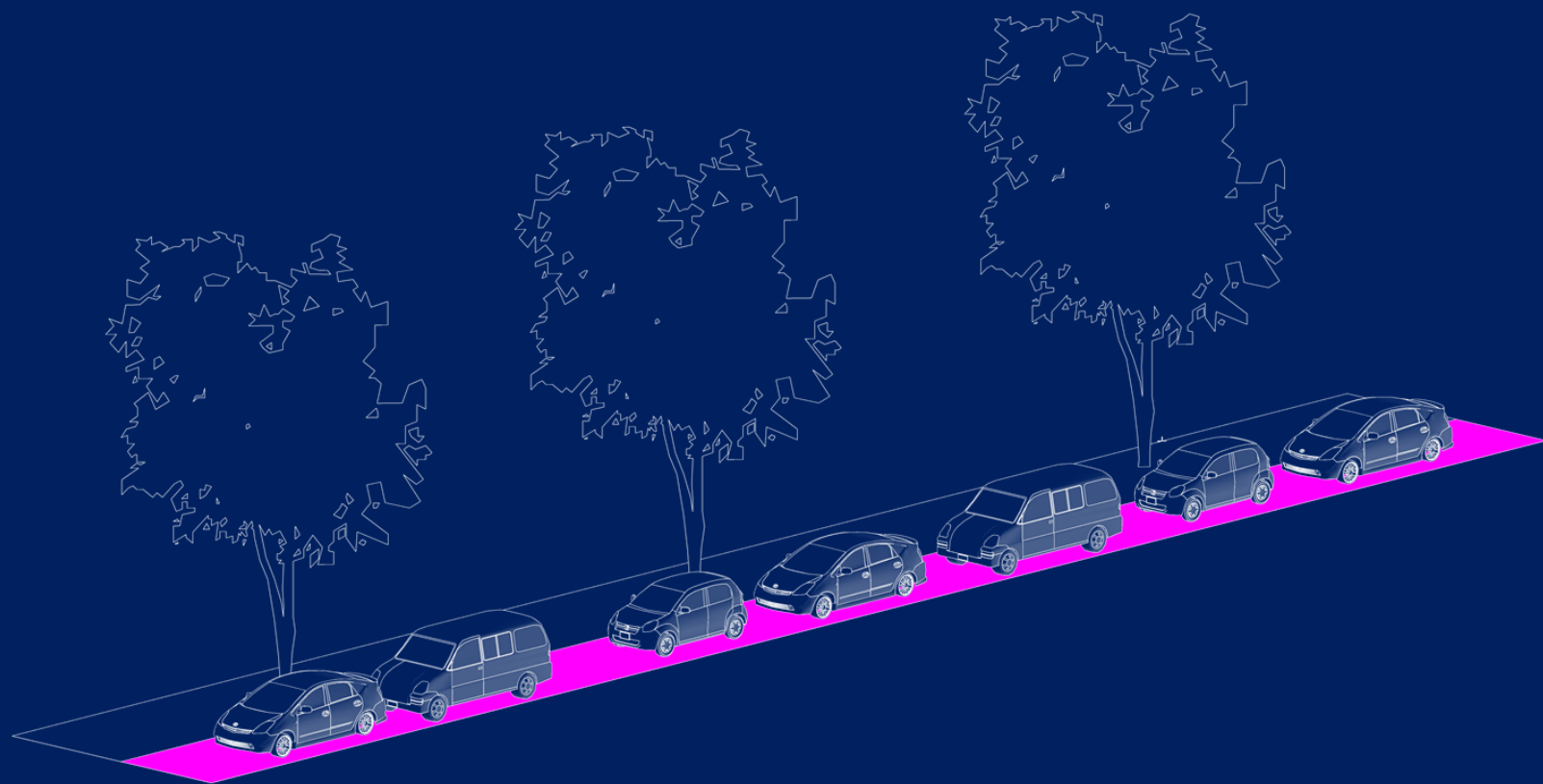
Geofencing and C-ITS: new opportunities to manage access and pay for use



Managing urban space



Managing the kerb



Source: ITF

New users, new forms of use





Evidence-based decision making



<p>New public square improves mobility and accommodates 700 more people during rush hour</p>	<p>Narrowing roads to reduce crossing distance for pedestrians does not increase congestion</p>	<p>Pedestrian improvements reduce bus travel time by 40%</p>
<p>New pedestrian plazas reduce journey times for taxis and buses by 15%</p>	<p>Cycling improvements lead to 45% less car traffic and faster public transport</p>	<p>Cycle highway reduces time spent in congestion by 3.8 million hours</p>
<p>Cycle highway network reduces the need for 50,000 motor vehicle journeys daily</p>	<p>Bike share programme eases congestion during city works</p>	<p>Bike share programme reduces congestion by 4%</p>
<p>New bike lanes shorten automobile travel times by 35%</p>	<p>Car-free zone leads to almost 30% fewer inner-city cars</p>	<p>Neighbourhood access restrictions lead to 10,000 fewer motor vehicle journeys a day</p>
<p>One million daily journeys could be walked in less than 10 minutes</p>	<p>6.47 million journeys made by motorised modes could be cycled in less than 20 minutes</p>	<p>School Streets programme keeps over 4,000 cars off the road during peak period</p>



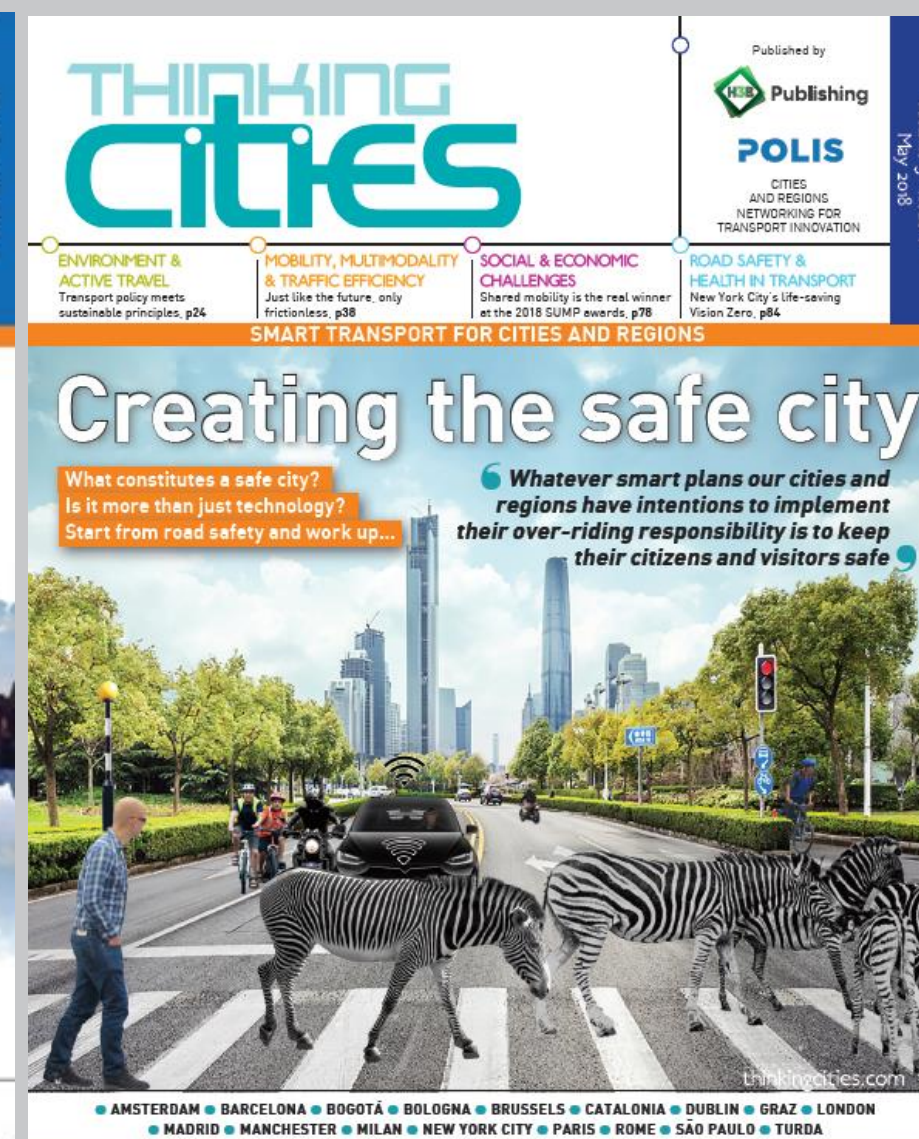
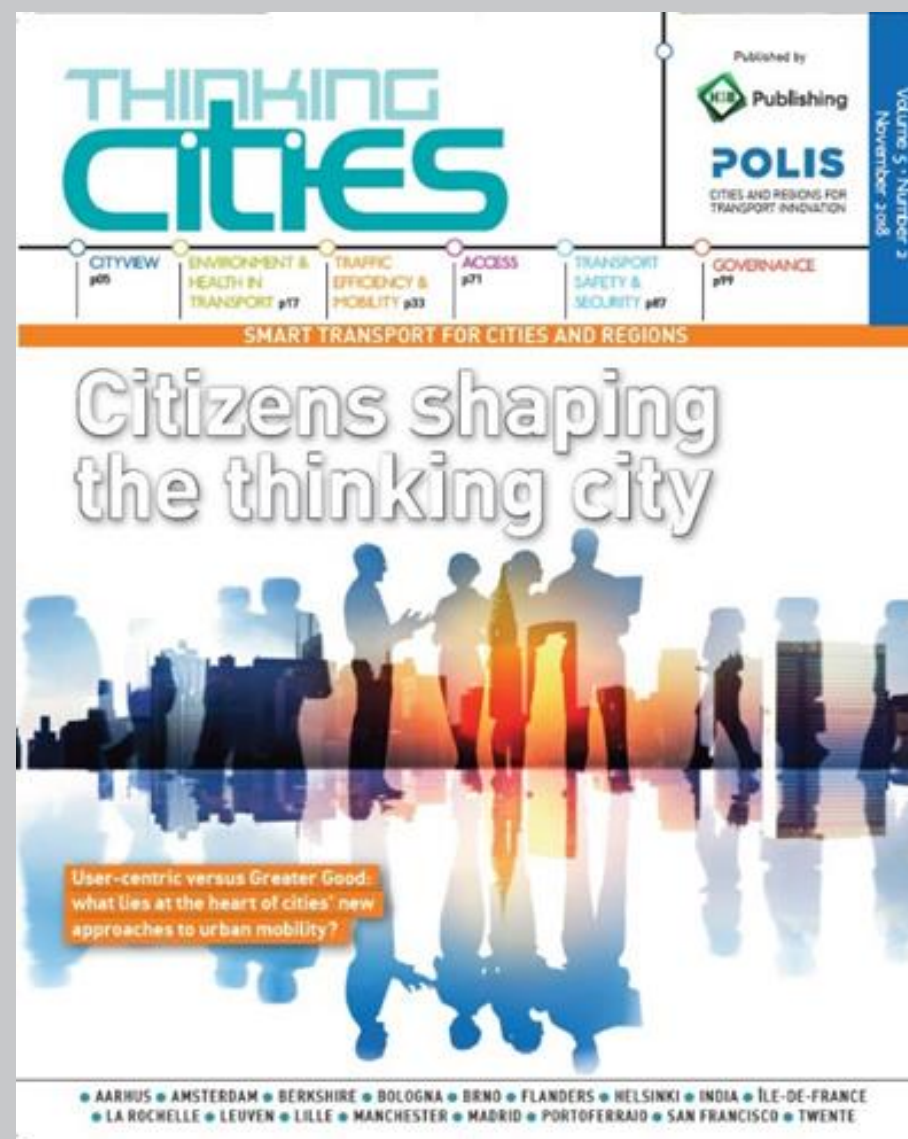


To conclude

- The challenges that cities face are multiple, coinciding and important:
 - Pollution, congestion, safety, new users, new forms & uses of urban space
- Technologies such as geofencing will allow for dynamic access and space management in cities, following the polluter and user pays principles
- Cities should keep the prerogative to regulate (or ban) certain vehicles and certain forms of use of urban space
- The use of revenues from polluter and user pays strategies should be transparent
- Evidence-based decision making
 - Costs versus benefits

 **Thank you!**

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