

*Consultation workshop on Urban Vehicle Access Regulations in the European Commission's new Urban Mobility Initiative*

*28 June 2021, online (Zoom); 155 participants.*

Introduction and closing remarks by DG MOVE; moderated by Ivo Cré (POLIS) and Bonnie Fenton (Rupprecht Consult); two parallel sessions with the same theme.

Participants' feedback was collected via an online white board and collaboration tool, and was structured around four guiding questions.

*What role(s) should UVARs play in our cities in 2030?*

Stakeholders stressed that UVARs can add balance to the urban mobility system (in terms of modal split, air quality, inclusiveness, use of public space, energy, etc.) and help cities improve flows, facilitate multimodality and prioritise public transport. There should not be too many technological tools (to avoid "techno congestion"), and there should be clear and available access rules. Comments focused on urban freight logistics as well as passenger journeys. Reference was also made to implementing the *polluter pays* principle at the urban level.

*What barriers stand in the way of an effective UVAR?*

There is a general understanding that vehicle access to cities will be increasingly regulated. At the same time, service providers raised the issue of the related impact of rapid decarbonisation of fleets, which is difficult to achieve. Several participants stressed that – when it comes to granting access – trip purpose is not an effective criterion; vehicle type, on the other hand, is easier to check/assess. Public acceptance and perceived political risk were also mentioned as important issues.

*What do you see as information gaps and what are your suggested (digital) solutions?*

Participants highlighted information gaps across the full UVAR implementation cycle: stakeholder involvement (including non-residents and businesses) in the design and planning phase; information to road users affected by a scheme, including when there is a change, and including in digital format within navigation tools; information on foreign vehicle types to ensure compliance and enforcement; information on the performance and achievements of UVARs assessed against a city's policy goals. Participants stressed that information for local politicians on the actual impact and public acceptance of UVAR schemes would ensure a broader take-up.

*Suggestions for an EU framework for UVARs*

One stakeholder noted that UVARs touch upon several regulations, and that a standalone legislative framework could solve the current issue of fragmentation. In general, stakeholders would welcome EU guidance to bring alignment and coherence, with improved key performance indicators. Participants noted that cross-border exchange of data for compliance with and enforcement of UVARs should be an important component of an EU framework for UVARs, which could also take on board the harmonisation of EU-wide road signs for Low-Emission Zones.