RÉPUBLIQUE FRANÇAISE
Liberté
Égalité
Fraternité

Cerema
CLIMAT & TERRITOIRES DE DEMAIN

JOURNÉES EUROPÉENNES DE LA MOBILITÉ DE STRASBOURG 2024



Mobilités dans les territoires : le défi de la demande

16 et 17 mai 2024

Strasbourg.eu
eurométropole

gart
LA MOBILITÉ EN COMMUN

UTP
Union des Transports Publics et ferroviaires

mot
mission transfrontier opérationnelle operational transfrontalière mission

Université Gustave Eiffel

FÉDÉRATION NATIONALE DES AGENCES D'URBANISME

ADEUS
Agence d'urbanisme de Strasbourg Rhin supérieur

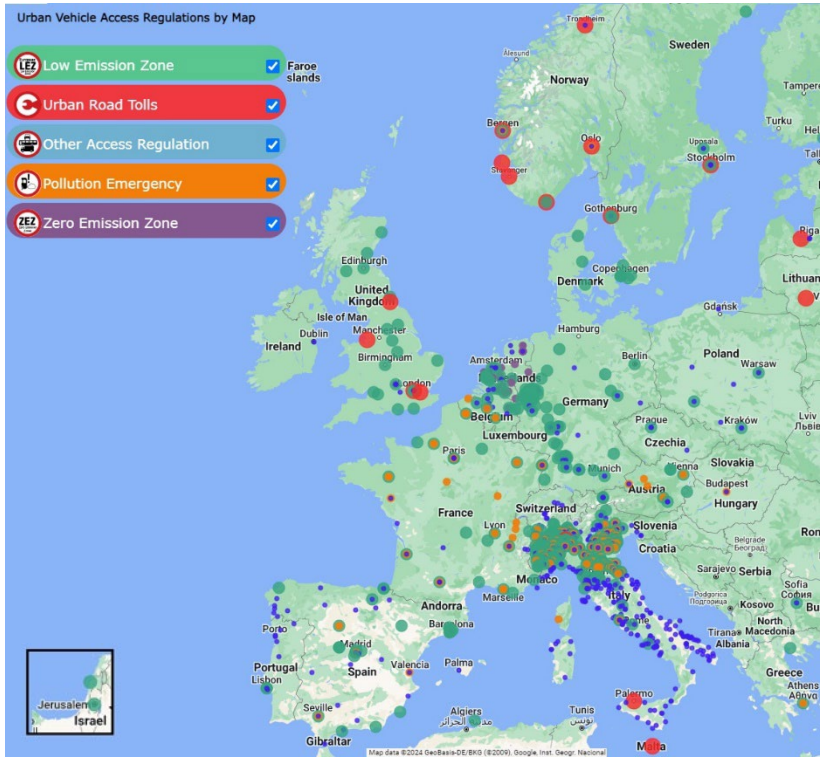
POLIS
CITIES AND REGIONS FOR TRANSPORT INNOVATION

Session 2
Espaces publics : nouveaux usages, nouveaux partages

Lucy Sadler, Sadler Consultants Europe GmbH

Améliorer les espaces publics grâce à la réglementation sur l'accès des véhicules en ville

Improving public spaces with Urban Vehicle Access Regulations



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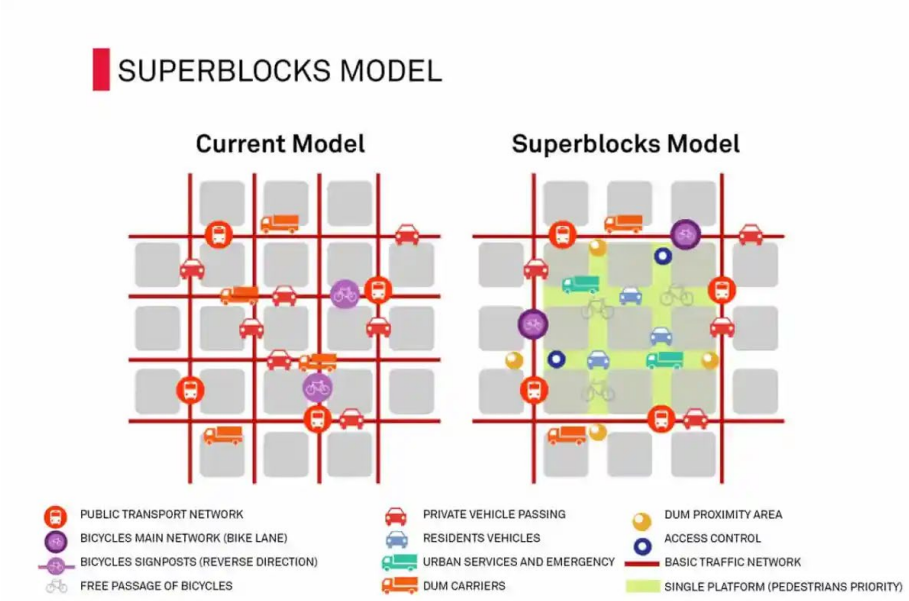


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What are Urban Vehicle Access Regulations?

Regulations of the road space to improve the urban environment

- Bans of certain vehicles
  - (Low Emission Zones)
  - Zero Emission Zones
  - Limited Traffic Zones
- Pricing vehicles to discourage their use
  - Congestion charging / urban road tolling
- Changing road space
  - Spatial Interventions
  - Circulation Plans, Superblocks





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3 ways UVARs help improve urban space

- **Ban vehicles** & then use the resulting space for amenities
- **Charge vehicles to discourage their use** & then use resulting space
- or ‘simply’ **take the space away** (Spatial Interventions)









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Why UVARs

- Improve air quality
- Reduce climate emissions, CO_2, congestion, noise
- Fairness
- Quality of life
- **Regain valuable public space**
  - Space often automatically given to the car
- Because sometimes carrots aren't enough
  - and restrictions are needed to change behaviour

European LEZ Low Emission Zones

ZEZ Zero Emission Zones

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Limited Traffic Zone









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Congestion Charges







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Less traffic = can take more space



- London Congestion charge = 15% traffic reduction
- Milan Ecopass = 21% reduction (2008)
- Milan Area C =33-38 % reduction

= more space for amenities & sustainable transport



Comune di Milano



Spatial Interventions

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Photo Stadt Bielefeld



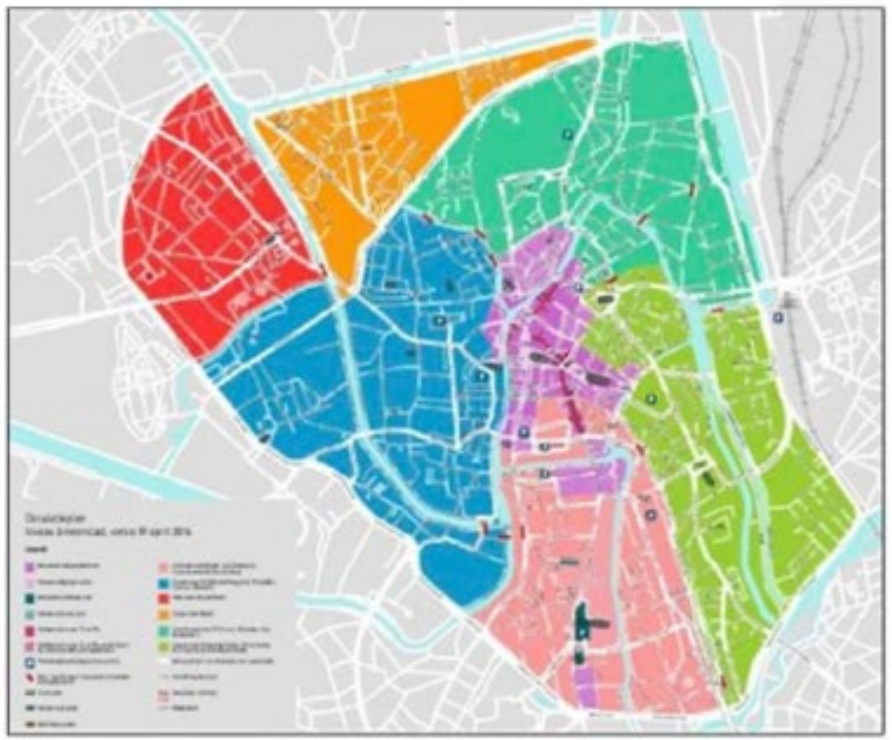


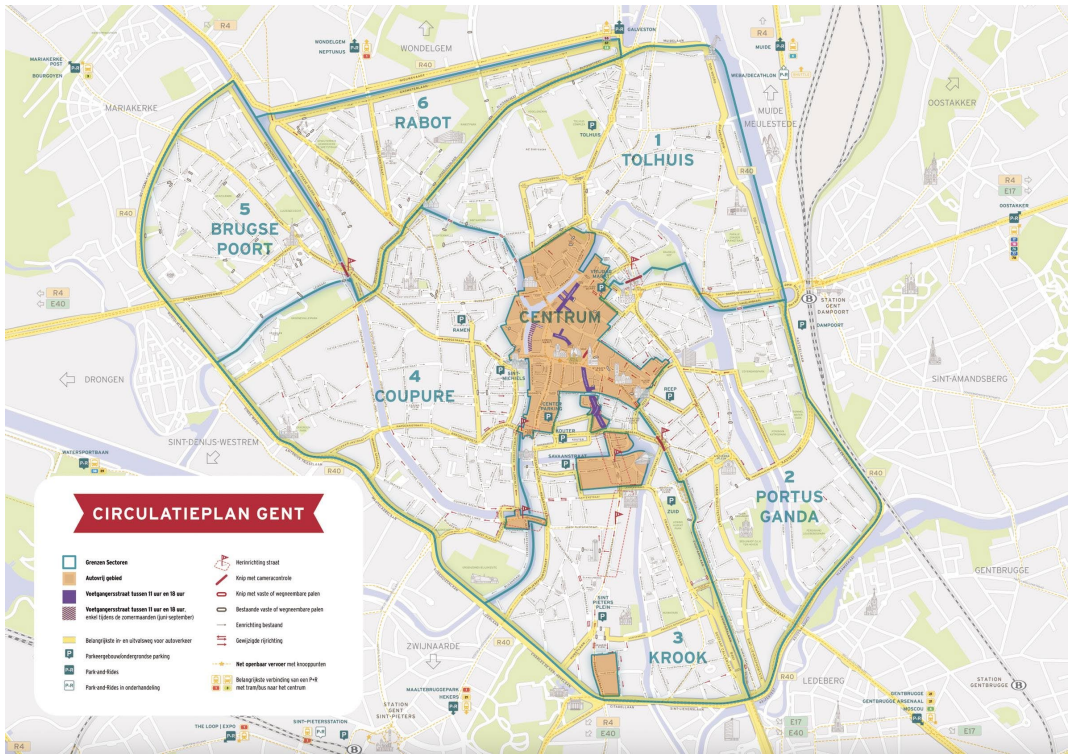
Spatial Intervention Schemes

- Gent's Circulation Plan & LTZ
  - 12% reduction in rush-hour traffic & 25% increase in cyclists
  - Car journeys in Ghent reduced from 55% to 27%

City is divided in 6 sections surrounding the restricted traffic area

Moving from one section to the other by using the inner city ring road







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