



REGIONAL ENVIRONMENTAL CENTER



# BUMP MLW and Conference 5-6 November 2014 Regional Environmental Center

## Topic A: Integration of measures of restricting traffic in urban centres



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# Factors

- Cultural barriers
  - perception of distances
  - cycling, walking
- Historic city centre: narrow roads, monuments, tourists, public transport is a problem
- Shop supply, city logistics
- Conflicts:
  - restriction => degradation of economic activities; it is better for shops or not; turning into pedestrian zone changes the shop structure (restaurants, bars in; furniture out)
  - Citizens: „I want to park in front of my house”





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# Factors

- Optimization of public transport
  - Price of the ticket / free?
  - Comfort
  - Alternative fuels
- Financing
  - National funds
  - EU Funds
  - PPP
- Control of measures
  - Surveillance with cameras, automated fining system
  - Infrastructure – physically close



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# Measures



- Reduction of lanes on the roads
- Traffic management, routing, speed limits (AREA 30)
- City logistics - late delivery, or 6-9 a.m
- Avoid certain cars, old cars (negative social impacts?); trucks
- Parking policies: zones; prices; time restriction; and combinations of these (low price for short term parking);
- Advantages for car-sharing; electric cars
- Congestion tax
- Ban on traffic – closed areas, pedestrian areas
- Economic incentives (bonuses) for other modes
- Adjust public transport, integrate different modes
- Reduce mobility need: for example E-banking 😊



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# How?

- Individual measures
- Project based
- Integration to existing strategies, synergies
- Integrated approach – complex: SUMP



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# Suggestions

- Progressive approach – start in a smaller zone and then expand
- It could be useful not just completely close the city centre: flexible management (maybe cars can even go in but don't stay there long);
- Integration with other policies (noise, pollution, health, less accidents etc.), find synergies
- Project based: be aware of contradictive measures



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