



ACEA Position on Urban Access Restrictions

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The Action Plan on Urban Mobility released in September 2009 by the European Commission refers to the Commission's intention to support improved information and, more precisely, to study the different urban access restrictions that have been introduced across the EU and "*facilitate the exchange of good practices*".

In this context, ACEA, the European Automotive Manufacturers Association, representing the interest and views of the fifteen major European car, truck and bus manufacturers wants to submit to the Commission and to other transport stakeholders its contribution to the debate.

The trend towards an ever increasing European patchwork of traffic restrictions governed by differing regulations with transport becoming increasingly expensive is not acceptable.

Policy-makers need to understand that the many and varied types of restrictions that are currently in place are a serious obstacle to citizen and goods' mobility. The various types of restrictions currently implemented in the EU need to be further co-ordinated. Urban access restrictions can have a number of objectives and implications such as financing of infrastructure, traffic management, reaching environmental targets. The objectives of urban access restrictions must be clearly defined taking into account better regulation principles and subject to cost benefit analysis.

It should be emphasised that the automotive industry has already taken numerous steps to contribute to addressing these issues, such as ADAS¹ and investments in cleaner technologies.

The safety and the environmental benefits from implemented technology will increase as new vehicles progressively replace old vehicles on the streets.

The industry stresses the fact that the renewal of the currently aged vehicle fleet together with fundamental traffic management measures will contribute more significantly to improve air quality and reduce CO2 emissions than implementation of access restrictions to city centres.

¹ ADAS – Advanced Driver Assistance Systems

In freight urban transport, accessibility problems and congestion are often caused by insufficient transport infrastructure and by non-harmonised rules.

Some fundamental traffic management measures include:

- optimising traffic flows through the introduction of traffic light synchronisation;
- redesigning networks including traffic intersections and signs to balance throughput on the basis of sound data;
- co-ordinating road works so that utilities and other organisations carry out necessary work at the same time and with minimum disruption;
- flexible use of infrastructure facilitating sufficient parking places for motor vehicles and loading/unloading places for goods transport, as well as actual enforcement of existing parking rules;
- use of multiple function lanes allowing different activity at different times of day (lanes dedicated for public passenger and goods traffic, general traffic lanes, unloading or residents' parking);
- implementing park-and-ride schemes that will allow travelling to urban centres by public transport, linked with large car parks on the outskirts and rail stations, allowing car users to drive from outlying areas without having to actually reach city centres by car;
- dynamic travel and traffic information and guidance systems
- further promoting night-time delivery.

Access restrictions reduce the mobility of business and citizens and are an obstacle to the economic and social development of urban areas. Last but not least, they may have a counter productive effect on the environment by encouraging longer trips in order to avoid access restricted areas.

Reality is however that local authorities are indeed currently implementing an array of mainly un-harmonised measures, which are increasingly creating difficulties for tourism and for both local and international business.

Keeping in mind that incentives are always more effective than regulations, existing and planned measures should be reassessed to ensure that they are based on objective criteria, are fair and justified:

- the measure is not used to avoid necessary and appropriate infrastructure improvement or provision;
- the measure does not increase the overall cost of mobility;
- it is effective and proportionate in relation to the objectives of the measure;
- detailed information about the working of the scheme is widely and easily available;
- safe, secure, clean, acceptably priced alternatives are provided;
- no undue burden is placed on those living, working or doing business in the area;
- the scheme is clear, transparent and easy to use and understand;
- access to affordable mobility is maintained;
- the measure is not discriminatory and is technology neutral.

Considering the economic, social and environmental potential impacts of access restrictions, ACEA understands that these require further debate. Further exchange of experiences and information, as well as good cooperation between all urban stakeholders is needed in order to apply the most adequate solution to the specific needs of each individual urban centre in Europe.

About ACEA

The ACEA members are BMW Group, DAF Trucks, Daimler, FIAT Group, Ford of Europe, General Motors Europe, Jaguar Land Rover, MAN Nutzfahrzeuge, Porsche, PSA Peugeot Citroën, Renault, Scania, Toyota Motor Europe, Volkswagen and Volvo.