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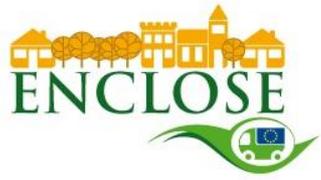
*Workshop on urban logistics planning
Växjö, April 7th 2014
Burgos best practices*

Rocío Rojo Arauzo

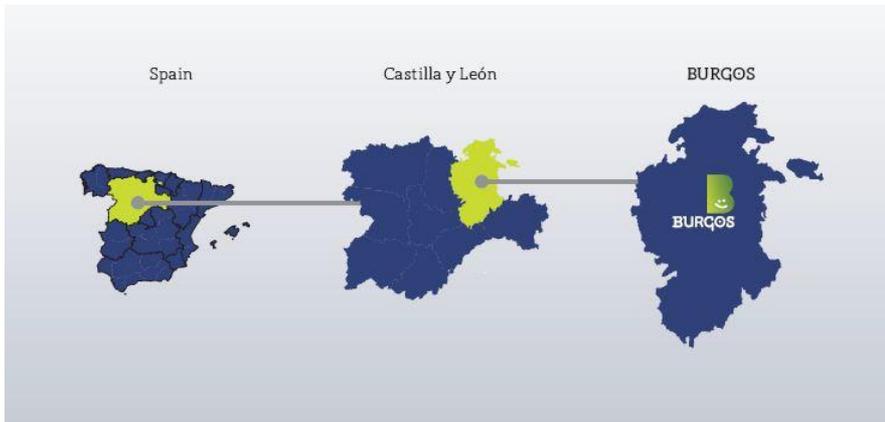
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BURGOS



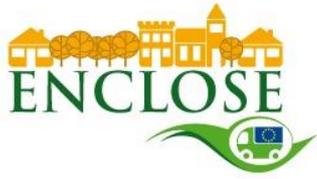
BURGOS

➤ Mid-sized city (180.000 inhabitants).

➤ Touristic city profile, known world-wide because of its cultural, monumental, and artistic heritage including 3 sites declared Human Heritage by UNESCO.

➤ 3 layout levels with a difference in height of 75 metres. The funnel effect of the river and the Castle hillside, the vast historic heritage, different narrow roadways and streets, complicate mobility and logistics in the historic centre.





BURGOS

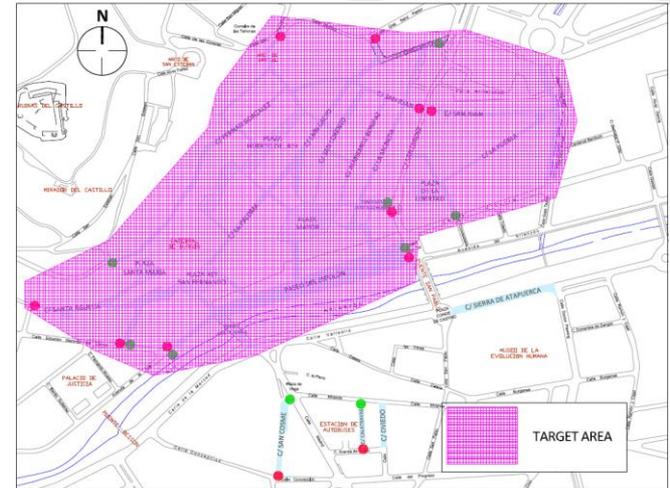
Instruments, policies and measures related:

↗ 2007: Loading and unloading normative in the inner city downtown area: CIVITAS Initiative. System control vehicle access to the historic center of Burgos (Local police. Traffic municipal department)

↗ 2013: New regulation for the historical centre access, with special processing for loading-unloading tasks.

↗ Master Urban Planning (in process of definitive approval at regional level)

↗ New railway boulevard: The diversion and construction of the railway variant of Burgos. This operation design of a new arterial boulevard in the city and suture of the plot along 12 km route.



Burgos good practices

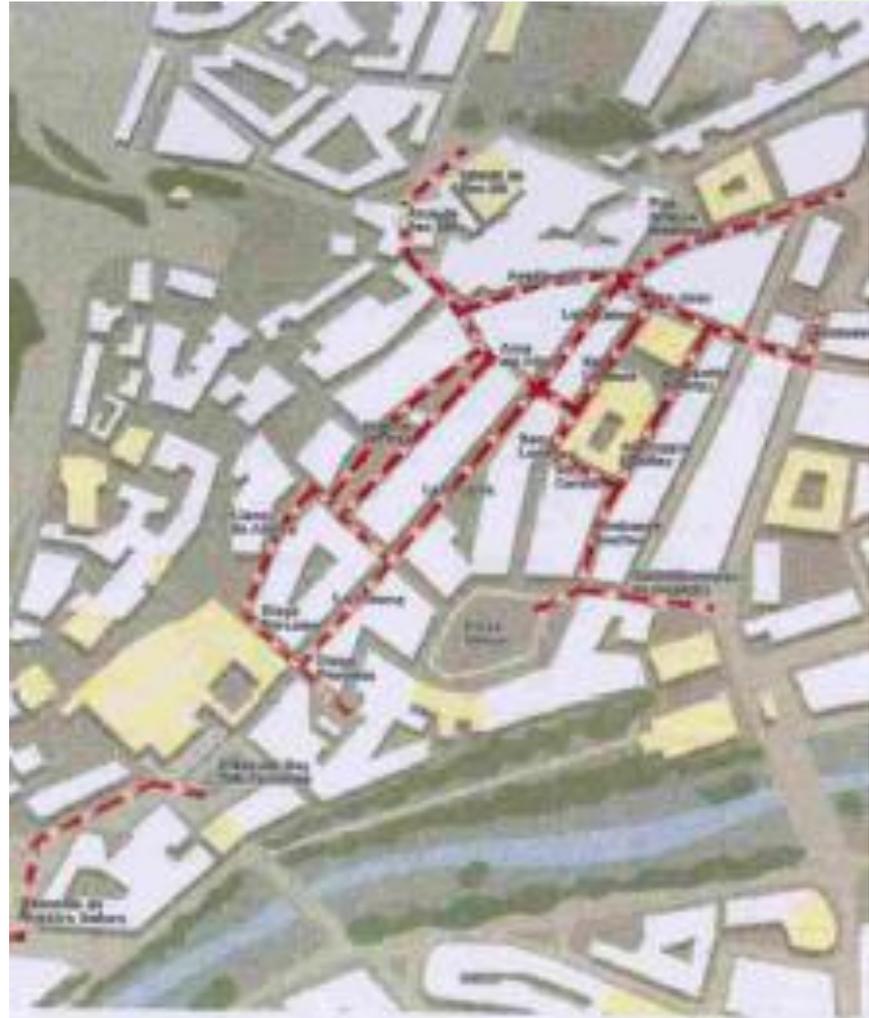
- ↗ New needs and logical evolution of the area, specially from the commerce sector.
- ↗ Commerce survey concerning loading and unloading (2011) and its indirect impact.



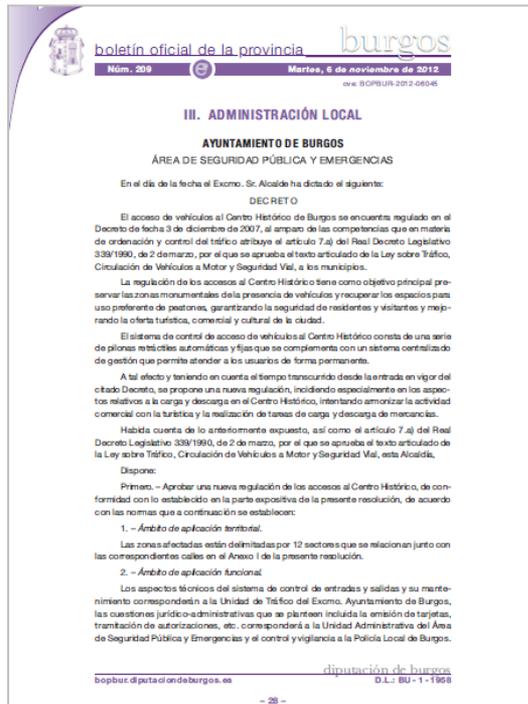
Burgos good practices

New regulation for the inner city centre access, with special processing for loading-unloading tasks

 Route optimization using one-way routes.



New regulation for the inner city centre access, with special processing for loading- unloading tasks



➤ Published in the official provincial legal gazette. Entered into force in 2013.

➤ It comes to replace the till the moment, current regulation on loading and unloading normative in the downtown area: CIVITAS Initiative. System control vehicle access to the inner city of Burgos.

New regulation for the inner city centre access, with special processing for loading- unloading tasks

➤ Broad participatory process, cooperation and dialogue with stakeholders.

➤ Test and pilot period of the new timetables, routes and locations for loading and unloading

➤ During the text period, information and resolving doubts were given by the local police in relation to the new regulation in order to make easier the adoption of new habits.



Burgos good practices

New regulation for the inner city centre access, with special processing for loading- unloading tasks



➔ 21 streets where parking is forbidden for loading and unloading tasks.

➔ Special treatment areas: Plaza Mayor, Calle Sombrerería y Plaza del Rey San Fernando.



➔ Unified approach for professionals working in the area.



➔ The area is divided in 12 sectors (with an specific entrance, circuit, and exit for each sector).

Burgos good practices

Card system on loading and unloading for shop owners and hostelry owners (for non-labeled vehicles).



Card system on loading and unloading for shop owners and hostelry owners (for non-labeled vehicles).



➤ Difficult context, including economic issues + refusal to give access to (city centre) shop owners with their private vehicles (conflicts, fines,...)

➤ Long negotiation process with periods in which the negotiation was broken.

➤ Solution proposed: Management system for shop owners card sharing (for non-labeled vehicles).

Burgos good practices

Card system on loading and unloading for shop owners and hostelry owners (for non-labeled vehicles).



↗ Concept included in the new access legal regulation.

↗ 20 cards to be managed by Centro Burgos Association (and another 2 for hostelry).

↗ The management entried into force 2013.

Burgos good practices

Card system on loading and unloading for shop owners and hostelry owners (for non-labeled vehicles).



➤ Register book with vehicle identification and number plate, that is sent monthly to the police.

➤ The card allows shop owners accessing and load and unload tasks with their own car for 20 minutes in the time schedule and in the specific areas in the historic centre.



➤ Requisites: Being business owner of an economic activity located in the historic center; and being registered as a user of this service by completing the relevant application and signing their rules.

Card system on loading and unloading for shop owners and hostelry owners (for non-labeled vehicles).



➤ Five strategic points (shops with different opening time schedule) established for the card collection and delivery. The cards delivery and return is done by signing a register, time, vehicle, number plate, card number, commerce,....

➤ Control is checked weekly and in quarterly meetings with the local Police.

➤ The register will give info on: which business activities need the card daily or regularly; in the future, permanent card to activities that need it; allows control and order in the city centre guarantying loading and unloading tasks.

SULP

- ↗ Raise the distribution of goods from a purely regulatory and legal prism.*
- ↗ Insufficient commitment/satisfaction of the stakeholders.*
- ↗ Lack of facilities regarding the support of intermodality around the inner city.*
- ↗ Low promotion of logistics on touristic approach in the inner city .*
- ↗ Lack of integration of energy efficiency initiatives.*
- ↗ Lack of innovation approach/Smart city approach.*
- ↗ “Some spaces represents inefficient utilization of freight vehicles in urban areas.*



Many thanks for your attention!!

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STRATEGIC LINES AND PRIORITIES

➤ *Strategy Line 1: Deepening aspects of urban logistics management with new technologies. Smart city approach.*

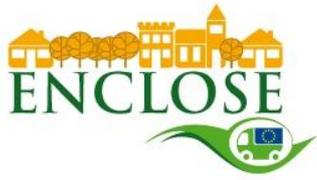
➤ *Strategy Line 2: Optimizing and disposing common infrastructure, services and resources.*

➤ *Strategy Line 3: Greening urban logistics system.*

➤ *Strategy Line 4: Rearranging the space devoted to parking. Refurbish urban public spaces and small key points.*

➤ *Strategy Line 5: Promote intermodality, coordination and integration of logistics.*

Overall Objective: The Sulp approach aims to establish a sustainable model capable of solving logistics needs of the city of Burgos both at present and in the future horizon Plan.



Burgos good practices

MEASURE 1. Urban Consolidation Centre

MEASURE 2. Market and adjacent urban space refurbish

MEASURE 3. Eco-van-sharing for city centre shop owners

MEASURE 4. Web management for the –non labelled- cars card system

MEASURE 5. Last mile service for the city centre (Park & buy by bike).

SULP Concept

An instrument, a road map to take decisions.

- Definition of a vision, objectives and targets.
- Selection of policies and city logistics measures, schemes, related normative and regulations context.
- Timing and responsibilities.
- Costs, resources and funding.
- Baseline for future monitoring.

FEASIBILITY STUDY!!



Contract N°: 2007-11-026/012.619930 - ENCLOSE



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Deliverable D3.4B
Feasibility and Transferability Analysis of energy-efficient and sustainable freight logistics solutions in Burgos

Document Order Record	
ENCLOSE Doc. Type/No. / Title	
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Document responsible	Burgos
Authors	Burgos team

ESCENARIOS

↗ Baseline scenario or "do nothing", which determines the expected evolution of the parameters, regardless of any proposed action plan ("apocalyptic" option). Two projections determine the parameters that would become:

- Horizon or short term up to two years after the approval of Sulp.
- or long-term horizon, the horizon of the year 2020

↗ Scenario short term up to two years after the approval of Sulp (with the implemented measures)

↗ Long-term horizon, the horizon of the year 2020 (with implemented measures)

Parameters and indicators: Socio-economic; Infrastructures; Traffic and Mobility: Number of businesses, shops and restaurants and catering establishments, Population growth in the historic center, Traffic growth, Emissions calculation,...