



Urban Agenda Platform

The global platform for sharing progress, action and knowledge on the implementation of the New Urban Agenda to achieve sustainable urban development.

Sustainable mobility in the City of Burgos

Partner	Sustainable mobility in the City of Burgos
Region	Europe and Central Asia
Sustainable Development Goals	Goal 11 - Make cities and human settlements inclusive, safe, resilient and sustainable

Summary

The project tried to perform a series of measures and actions linked together with the purpose of changing the transport in the city of Burgos (Spain) to a more sustainable and less polluting one. The project was supported by the CIVITAS Initiative, the European Commission, and it was performed with the help and support of twenty other European cities that participated in the same program.

Background and Objective

Situation before the initiative began: In the city of Burgos the situation regarding mobility was poor. Public transport was old, polluting, inefficient and inaccessible. The bicycle was not used for the daily commuting and the city did not have any infrastructure. The downtown was full of parked cars or private vehicles crossing very important monuments depriving citizens and tourists to enjoy a relaxed and peaceful place to buy or for leisure activities. The traffic in general was chaotic with little or no information regarding the underground car parks or options of routes to avoid jams. The trips to industrial areas daily collapsed the roads in the city. Finally, the percentage of users of public transport, bicycle or other means of private collective transport (carpooling, company private bus) of 11.53% was very small comparing with the use of private car users, 34.97%. Establishment of priorities: The Municipality of Burgos, together with the Strategic Plan City decided to join the CIVITAS program, although the City Council had already decided to change this situation by investing money and effort despite the program would be given or not. Thus, through the program and under the political leadership of the council, the Strategic Plan with the management and dissemination and the technical assistance from the Technological Institute of Castilla and León and the University of Burgos, carried out the actions. For the citizen consensus and the involvement of various stakeholders: residents, hoteliers, social groups ... the Strategic Plan as well as the Council did the actions through their bodies for citizen participation. Formulation of objectives and strategies: - Reduction of private car use and increase of the use of more sustainable transport (public transport, cycling, collective private transport, car pooling). - Total accessibility in the displacement of the citizens in the day-by-day. - Gas emission reduction in both public and private transport, promotion of cleaner fuels. - Total reduction of traffic in the downtown, restoring the public space for citizens and tourists. - To increase the traffic control and to provide better information for drivers and parking facilities for a more sustainable transport and better respect to the urban environment. - Public awareness of the actions and support in the process of design and implementation from the stakeholders since the beginning of the process. All these objectives were established by the City Council in consultation with the stakeholders involved to carry out the Plan of Action in order to make everyone feel benefited. Mobilisation of resources: With the political support of the City Council, the civil servants began to work on the project, aided by the workers of the Strategic Plan to guide them to follow the proposed Action Plan (Sustainable Mobility Plan of the City, presented in 2005, and the CIVITAS project). The City Council has been the key factor in terms of financing with funds from the European Commission. Also thanks to the Strategic Plan, citizens' participation was achieved, as the Plan is an entity with more than 65 institutions involved (University, local banks, political parties, unions, neighborhood associations, stakeholder association, companies...) so many meetings could be organized through the organization of this entity which belongs to the Council of Burgos. The technical part was developed by the Technological Institute of Castilla y León and the University of Burgos. They developed the bicycle free loan system and performed the tests and improvements in bio fuels, or the electronic bollards system used to reach the historic center.

Actions and Implementation

The best strategy was the consensus of every action carried out to satisfy everyone. One of the most complicated actions was the pedestrianization of the historical center as the neighbors (and other stakeholders too: the shop owners, e.g.) were worried about being stranded. The strategy was conducted reaching consensus needs. For example, more than 2,000 cards were distributed among the residents for the access to the center, there were special permits for relatives of elderly people, and consensus was reached on the schedule for loading and unloading for the different business (shops, hotels, restaurants) to be served without problems and on time. There were conducted more than 50 meetings to agree the final solution. The major achievements have been performed without problems the pedestrianization with high satisfaction rates by the citizenship (more than 98% of citizens are happy to enjoy again the public space without noise, danger or pollution). Other initiatives were agreed with neighbors, stakeholders or groups concerned. Associations met to carry out the change of schedules and bus lines, along with associations of bicycle users charted the new plane of the bicycle lane (in fact, the new bike lane was a work completely done by the associations) or met with associations of persons with reduced mobility to carry out accessibility projects. Thinking in



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the workers of the industrial area and the University students, the carpooling initiative was launched (but now is open to all citizens), along with a marketing campaign and gifts for users (<http://www.ofimovi-comparte.es/hindex.aspx>) currently working with more than 400 users. Other initiative about the daily travel to the industrial areas was the private collective bus, with a plan of action between companies in the same area carrying 2,000 people per day. Another measure with high impact has been the organization of workshops for children (to school by bike, bus to school, walking-bus to school) for children from 11 to 16 years. They have become permanent for the curriculum of these students for future courses. Finally, the two most important steps towards the citizens were the marketing and the awareness to convince the citizens of the benefits of sustainable urban transport and the discussion forum of all the stakeholders involved, with numerous meetings to agree the actions. The citizens have changed their mind and increased the percentage of those who use more sustainable means of transport (nowadays close to a 35%).

Outcomes and Impacts

The situation regarding urban transport in the city after the project has changed completely. The percentage of daily users of public buses has increased by 8% and the total of those who choose public transport (private and public) has reached to a 35%. The bicycle users became more numerous for their daily trips (after rising more than 3000% according to 2004 figures) and have started to break the image associated with the bicycle with the low purchasing power people or the young students now being used by all kind of people (workers, elderly people, children, all kind of men and women). The project has impacted on the habits and also the figures of pollution with a reduction of a 14% in emissions by only public transport, and also noise reduction, better accessibility (with high score according to studies by the ONCE, Spanish Blind People Organization), and most importantly, returning the public space through the rehabilitation to the citizens and the reduction of traffic and vehicles in the city. Thanks to the many meetings organized with stakeholders, it has been created a permanent platform for meetings and a specific group that discusses issues of mobility and accessibility has been created, as well as leaving as a permanent legacy with the Mobility and Accessibility Office in the downtown, and a commitment by the Municipality of improvements of the sustainable mobility in the daily life. Finally, citizenship, being better informed they drive better (safer and provoking less danger to the pedestrian) and park better. The project has also succeeded in Spanish and European prizes for the best sustainable transport initiative (Spanish Ministry of Industry Award in 2006 or the CIVITAS City of the Year Prize in 2007 at European level). The project got the award of ATEGRUS (Association of Spanish recycling) for the good practice of collecting used cooking oil for biodiesel transformation in 2006; it was also finalist in the European Mobility Week Award 2008 and finalist in the Green Fleet Award for sustainable fleet in 2008. The project received the Energy Globe Award in the category Air in Prague in April 2009. The awards are considered the Nobel Award for Sustainability Actions, and it is famous at global scale.

Sustainability and Scalability

The project was accomplished scrupulously following sustainability criteria. Not only for the measures and activities performed, as it sought to achieve a more sustainable city in terms of urban transport, using cleaner transportation means, reducing dependence on nonrenewable resources and promoting bicycle use (nearly 100% sustainable). The project tried to avoid the wasting of resources and materials using recycled materials and promoting the reuse policy, and a policy of gender equality (the project officers in the Council were women, as well as the evaluation manager and the political representative in the beginning of the project). The project was accomplished scrupulously following sustainability criteria. Not only for the measures and activities performed, as it sought to achieve a more sustainable city in terms of urban transport, using cleaner transportation means, reducing dependence on nonrenewable resources and promoting bicycle use (nearly 100% sustainable). The project tried to avoid the wasting of resources and materials using recycled materials and promoting the reuse policy, and a policy of gender equality (the project officers in the Council were women, as well as the evaluation manager and the political representative in the beginning of the project). Also within the project was conducted a gender equality message (printing postcards with the theme "Gender Equality in Transport") and promoting freedom of movement and independence of women through specific courses that were made to encourage bicycle use particularly among older women (teaching them how to drive the bicycle). Social inclusion with regard to persons with limited movement was especially taken into account in carrying out the project and those groups were called to join the meetings in the moment of making decisions. The company in charge of the bicycle loan system also has got to contract people with disabilities. Other groups such as children, elderly people (especially for its limited mobility) have particular regard to carry out transport measures. For these specific groups some courses and training sessions have been held (bicycle and bus promotion and use in both cases).

Gender and Social Inclusivity

The transferability of the innovation, (as well as the whole project involving many groups and forms of technology perfectly transferable to any other medium sized city), has been in the bicycle system. The technology was developed by the ITCL, one of the partners of the project, in addition to locally manufactured materials and bicycles. The bicycle rental system has been transferred to more than twenty Spanish cities and in other countries such as Poland. The project itself and the restriction of the historic center to the private vehicle and the process of pedestrianization in the City of Burgos has been partially reproduced in other Spanish cities such as Valladolid or Madrid, that copied the process of Burgos (involving the stakeholders) in the process of pedestrianization of several streets. The mobility experts from those cities visited Burgos and reproduced the process followed to their cities (The Foundation of Mobility in the City of Madrid and the Polytechnic University of Madrid to give a pair of examples). The bollards system was visited by



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experts from California (USA) and the bicycle policy as well as the participation process was visited by experts from the University of Nagoya and Tokyo (Japan). More than fifty cities at European level (from Spain, Portugal, Germany, Belgium, France, UK, Italy, Poland, Rumania, Bulgaria, Austria, Slovenia...) have visited the measures implemented to reproduce the process in their own cities.

Initiative Contribution

Test data of initiative contribution

Innovative Initiative

Thanks to the monitoring of the Strategic Plan of the City of Burgos (comprising over 65 companies, NGOs, technology centers, University, public entities, associations...) the dialogue was the key factor to carry out the actions. This key factor is included in every brochure or presentation and is denoted as the major success factor regarding the initiative. The Council always finishes its brochures saying thanks to the citizens and the stakeholders involved for their support and collaboration. Thanks to the project it has been established a permanent collaboration infrastructure and forums on mobility with the participation of the citizens. As the project was intended to give voice to the community, more than 300 sessions on various topics were held to plan, discuss or explain the actions undertaken or to take. In addition, forums were held also in a virtual way (internet: <http://www.civitas-burgos.org/Foro>). The reason for this high participation was also thanks to the competitions organized (for children and adults, for example the postcard campaign in which the citizens sent ideas on mobility) and children's workshops, which have reached more than 2,000 schoolchildren and also the workshops for elderly women, with more than 200 women participating in the courses. In addition, some of the actions were made by the same groups involved (the plane of the bike lane was done by the collective of the association of users of the bike or the accessibility plan was done by the association of multiple sclerosis disability affected people). It could improve the speed of the implementation and sometimes helped the Council to implement a more aggressive policy against the car. The City had learned bad habits and it was necessary to act slowly. However, many of the actions that at first view seemed too aggressive against the particular vehicle (movement or parking restrictions) have been ordered and support by the citizens themselves afterwards.

Conclusion

RELATED POLICIES The experience of Burgos drove at regional level, for example, to a policy with regards to cycling and bicycle system and inspired more than ten cities where the regional government performed the same success experience of our city. The Energy Regional Authority decided that several cities and towns had to implement the same or similar system and other measures that pioneered Burgos (office mobility, access to downtown, pedestrianising streets, real-time information at bus stops...). At this moment in Spain there is no law to leave a specific bike lane, e.g., in the roads or streets in the cities, however, in our city, and throughout the region, new developments have been implemented for the bicycle spaces from the beginning of their planning, and now it can't be conceived not appear as an important part of the cityscape. In terms of accessibility measures, legislation exists in Spain, even an ISO standards is applied for excellence. On transport, Burgos has implemented urban transport 100% accessible, creating an example to other cities, resulting in one of the best cities in those terms according to expert studies, for example, the Organization ONCE (Blind People Organization in Spain). Many cities have decided to pedestrianize their historic centers also following the inspiration of the City of Burgos and after visiting our City. At European level, thanks to pressure from the city of Burgos through the POLIS network in which it participates, the EC has carried out more policies to support the electric vehicle, for example, or the efficiency of urban transportation through technology communication. References: This section has tried to show the impact especially at spreading to other cities the message because the city of Burgos was invited in many occasions to explain the project, achievements and evaluation results. Nearly all articles and presentations are presentations made at international Forums. Some have been excluded as an explanation in the CIVITAS Initiative Forum in Kaunas regarding the marketing measures and participation of citizens in terms of sustainable mobility in November 2007, or the CIVITAS Forum in Bologna in October 2008 on the evaluation of good practices in an medium size European city which has changed its urban setting in terms of sustainable transport. In March 2010 the City has been invited to the International Forum organized by the "Transport for London" in the city of London to tell of their experience and good practice in a European average city. -Title: Presentation of the CIVITAS Measures Evaluation. Source: José María Díez, presentation Junta de Castilla y León (Castilla and Leon Regional Government, Mobility Week 2009, Zamora (Spain), September 2009

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http://www.google.es/url?sa=t&source=web&ct=res&cd=3&ved=0CA0QFjAC&url=http%3A%2F%2Fmuevetemurcia.es%2Findex.php%3Fopcion%3Dcom_p%26Itemid%3D94&rct=j&q=JOSE+MARIA+DIEZ+CIVITAS&ei=z96DS4nlO8Sy4QantoHZAQ&usg=AFQjCNGNxcnDAEICJlhw2imzwA2GZtG6mg -Title: Soft Measures, Strong Solutions Source: José María Díez, Presentation in the EMT (Public Transport in Madrid) in the Mobility European Congress, Madrid (Spain), December 2008 www.fundacionmovilidad.es:8080/_archivos/_upload/_archivos/JoseMariaDiez.pdf -Title: CiViTAS Measures and Actions Presentation of Results (A New Mobility in a Medium-Size City) Source: José María Díez, Environment Ministry Mobility Week Congress,



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Madrid (Spain), September 2008

http://www.mma.es/secciones/medios_comunicacion/campanas/pdf/ciudades_espaniolas_en_proyectos_de_movilidad.pdf -Title “Sustainable Mobility Marketing and other Dissemination Activities focusing on different Stakeholders” Source: José María Díez, ECOMM International Congress, London, May 2008 <http://www.epomm.org/ecommm2008/Jose%20Maria%20Diez.pdf> -Title: Sustainable Mobility in the City of Burgos Source: José María Díez, Article in the Environment Magazine of the Government of Cantabria, March 2008

http://www.medioambientecantabria.es/documentos_contenidos/21653_5.Pag33-43.pdf -Title: CiViTAS Caravel initiative Presentation Source: José María Díez, Eduardo Escudero, Environment Ministry, Mobility Week Congress September 2005

http://www.transyt.upm.es/files/difusion/cursos_y_seminarios/semana_europea_movilidad/ponencias/civitas_burgos.pdf -Title: Better Experiences in Sustainable Mobility in Spain. Burgos Case. Source: José María Díez, Article in the Magazine of the Mobility Observatory, Environment Ministry, September 2005 http://www.transyt.upm.es/files/investigacion/proyectos/observatorio_movilidad/resumen_pamplona.pdf A video of the initiative in English can be find at the following address from youtube: http://www.youtube.com/watch?v=n9_kf2AGuHE A video of the Lord Mayor of the City receiving the Energy Globe Award can be find at the following address of youtube: <http://www.youtube.com/watch?v=UFdFi5JiAno>