



2010 Best Practices Database

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Practice in detail

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Classification: Best Practice

City / Town / Village: Burgos

Country: Spain

Region: Europe

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Type of Organisation: Local Authority

Categories of Practice

Environmental Management

Pollution reduction
 Environmentally sound technologies
 Environmental remediation
 Environmental health
 Integrated assessment, monitoring and control, and "green" accounting
 Ecological sustainability
 Resource management
 Indicators of sustainability

Infrastructure, Communication, Transportation

Transportation and mobility
 Waste-management and treatment
 Equal access to infrastructure (especially by women)

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 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. The aim was to reduce emissions and noise pollution, the promotion of public spaces recovered for the citizens, promoting accessibility, recycling of materials.

It was structured in three points:

- The first was focusing on Public Transport with the renewal of the fleet to a more sustainable one, currently 75% of them running with biodiesel and 25% into biodiesel was promoted. Another important point was the accessibility, now the public transport is all 100% accessible, with low ramps and information and adding real time electronic information panels. Finally, the lines were changed to transform them into more efficient ones and with better service.
- The second point was the pedestrianization process of nearly four square kilometers of the center, preventing the movement of vehicles and creating a safer environment without fear, noise or smoke. 16 electronic bollards were placed and 2.000 cards were distributed to residents and neighbors, taxi drivers or police to inform them about the new traffic control center, which also gives real-time advice and suggests to the drivers about where to leave the car in a cleaner or sustainable way. Traffic restriction and the reduction of pollution, fumes and hazards in the area is 95%.
- Finally, some actions were focused on alternative means of transport. It was installed a free bike loan system with 16 points which has got now after 1 year installing bicycle parking (more than 200 new racks) or the introduction of the bicycle lane. Burgos is nowadays the Spanish city with the highest percentage of bicycle use, 5% today.

Other actions included the promotion of car pooling, with 400 users; the promotion of private collective vehicle aimed, above all, to move to industrial areas (where it was performed under the collaboration of citizens, with all the stakeholders involved from the outset of the proceedings, and with targeted dissemination and information). Through this initiative, the experience has achieved global significance with the CIVITAS City of the Year Award at the European level, or the Energy Globe Award.

Key Dates:

Start date: February 2005; Completion date: April 2009

Other dates of interest:

July 2006: Inauguration of the Public Free Bicycle System.

August 2006: Opening of the access system to the historical center, First inauguration of one of its new pedestrian streets and presentation of the first electronic control system.

September 2006: Inauguration of the new traffic Centre, which controls the traffic, give advice in real time to drivers and also controls access to pedestrianized street.

November 2006: The new buses were provided, 100% clean and accessible.

Narrative:**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 its full potential, depriving citizens and tourists to enjoy a relaxed and peaceful place to buy or for leisure activities. The traffic in general was chaotic and collapsed the roads in the city. Finally, the percentage of users of public transport, bicycle or other means of private collective transport (car pooling, car sharing, etc.) was very low.

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 characterize the political leadership of the council, the Strategic Plan with the management and dissemination and the technical assistance from the Technological Institute of Burgos. The 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
- Public aware 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 every

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 been the key factor in terms of financing with funds from the European Commission. Also thanks to the Strategic Plan, citizens' participation was achieved through associations, stakeholder association, companies...) so many meetings could be organized through the organization of this entity which belongs to the Council

The technical part was developed by the Technological Institute of Castilla y Leon and the University of Burgos. They developed the bicycle free loan system

PROCESS

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 city center, which required reaching consensus needs. For example, more than 2,000 cards were distributed among the residents for the access to the center, there were meetings with business (shops, hotels, restaurants) to be served without problems and on time. There were conducted more than 50 meetings to agree the final solution (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 the associations) or met with associations of persons with reduced mobility to carry out accessibility projects.

Thinking in the workers of the industrial area and the University students, the car pooling initiative was launched (but now is open to all citizens), along with other initiatives 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

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. 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 mobility, which changed their mind and increased the percentage of those who use more sustainable means of transport (nowadays close to a 35%).

RESULTS ACHIEVED

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 15%. 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 of an 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, 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 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 award 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 finally 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 Action

SUSTAINABILITY

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).

Also within the project was conducted a gender equality message (printing postcards with the theme "Gender Equality in Transport") and promoting freedom of 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 people with disabilities. Other groups such as children, elderly people (especially for its limited mobility) have particular regard to carry out transport measures

LESSONS LEARNED

Thanks to the monitoring of the Strategic Plan of the City of Burgos (comprising over 65 companies, NGOs, technology centers, University, public entities, etc.) 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 projects by establishing 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. 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 participants were 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 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 less particular vehicle (movement or parking restrictions) have been ordered and support by the citizens themselves afterwards.

TRANSFERS

The transferability of the innovation, (as well as the whole project involving many groups and forms of technology perfectly transferable to any other medium or locally manufactured materials and bicycles. The bicycle rental system has been transferred to more than twenty Spanish cities and in other countries such

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 replicated 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 project was visited by experts from California (USA) and the bicycle policy as well as the participation process was visited by experts from the University of Nag Rumania, Bulgaria, Austria, Slovenia...) have visited the measures implemented to reproduce the process in their own cities.

The project was accomplished scrupulously following sustainability criteria. Not only for the measures and activities performed, as it sought to achieve a more and promoting bicycle use (nearly 100% sustainable). **MOBILISATION OF RESOURCES**

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 participate in Forums. Some have been excluded as an explanation in the CIVITAS Initiative Forum in Kaunas regarding the marketing measures and participation of citizens 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 participate in the European average city.

- Title: Presentation of the CIVITAS Measures Evaluation. Source: José María Díez, presentation Junta de Castilla y León (Castilla and Leon Region) http://www.google.es/url?sa=t&source=web&ct=res&cd=6&ved=0CBUQFJAF&url=http%3A%2F%2Fwww.jcyl.es%2Fweb%2Fjcy1%2Fup%2Fds%2FBAA%2Fpdf%2F882%2FDisposition%3A%26blobheadervalue1%3Dattachment%3Bfilename%3DJose%2520Maria%2520Diez_Presentacion%2520CIVITAS%2C0.pdf&rct=j&
- Title: Presentation of the CIVITAS Project Evaluation Results
Source: José María Díez, presentation Move on Green (Sustainable Mobility Congress) Murcia (Spain) September 2009

<http://www.google.es/url?sa=t&source=web&ct=res&cd=3&ved=0CA0QFjAC&url=http%3A%2F%2Fmuevetemurcia.es%2Findex.php%3Fopcion%3D.%26itemid%3D94&rc=j&q=JOSE+MARIA+DIEZ+CIVITAS&ei=z96DS4nI08Sy4QantoHZAQ&usg=AFQjCNGNxcnDAEICJhw2imzwA2GzTG6mg>

➤ 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, Madrid (Spain), September 2008

http://www.mma.es/secciones/medios_comunicacion/campanas/pdf/ciudades_espanolas_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/ecomm2008/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>

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Type of Organisation: Local Authority

Type of Support: Financial Support, Political Support, Administrative Support

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 and towns had to implement the same or similar system and other measures that pioneered Burgos (office mobility, access to downtown, pedestrianising str 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 regio 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 urba 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 sup

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BLP 2010