

## Cycling and mobility management plan for Burgos

Effective measures for SUMP implementation

Spain – Burgos

### → Context, objectives and target group

In accordance with the SUMP target of achieving a more sustainable city, the city of Burgos introduced a bicycle and mobility management plan to encourage the balanced and integrated development of all transport modes, particularly the use of the bicycle.



### → Description of the activities

In 2005 the city of Burgos presented a new sustainable mobility plan. The main objectives adhered to the CIVITAS project, through which Burgos was granted with funds from the European Commission. One of the main aims was to promote the use of the bicycle. The plan involved the implementation of more than 50km of bike lanes (the highest rate of bike lane kilometres per resident in Spain), a bike loan system, training courses and bike parking facilities.

In addition, improvements were made to facilitate the accessibility of roads and pavements, and in more than 1,300 areas of the city, the infrastructure was rebuilt to promote both cycling and walking. The official policy discourse started to incorporate environmental political concerns and climate change. Public transport was improved. Over 2 million m<sup>2</sup> in the city centre was pedestrianized, allowing the area to be free of pollution and noise. Electric bollards and security cameras were installed, land use planning was adapted and public transport routes changed. The design of the bicycle tracks was developed by the main bicycle users' association and was built according to their requirements. This work was developed cooperatively with different departments of the city council, as well as other stakeholders and citizens. In 2015 the city had more than 1,200 cycle racks.

### → Communication

The project underwent constant and thorough evaluation. All evaluation figures and indicators were public and discussed with stakeholders.

### → Costs and who paid them

Buses cost about €700,000, civil engineering €900,000, ITS €3.6 million, bicycle plan implementations €1.2 million and marketing €1.3 million. This budget was included in the CIVITAS project, which co-financed about 40%. Obviously there were more costs in terms of public transport and civil engineering, but this was included in the general budget of the city council.

## → Project objectives, indicators, data and impact/results

In the period 2014–2015, cycle use rose to 8.9 % from 0.3 % in 2004. The use of the car has decreased, and walking remains at the same level. Public transport use has decreased as well, so it is possible to say that people have moved from car and bus to cycling. Especially in the first period, people shifted from car to bike, but in recent years people have moved from public transport to bike, or new independent people (teenagers and young people) have decided to use the bike instead of the bus. This has also been influenced by the economic crisis, and especially young people (school children and university students) have totally accepted the bike and prefer it over public transport. They have been vocal in creating pressure for more cycling facilities at schools and universities.

## → Barriers

The most problematic point has been the bike sharing system. The city council proposed to start with the initiative being free for citizens, but with the knowledge that charges would be introduced later. In the year 2012 the city council decided to charge €60 per year to use the system, but this led to a tremendous decrease in use of the system. Then a more affordable price of €15 per year was introduced, which led to usage rising again but not back to the original numbers. New plans for marketing and dissemination will be implemented in 2016. Regarding the pedestrianisation process, the main problems were an initial rejection of the initiative, solved after several meetings with stakeholders.

## → Drivers

- Collaboration of different departments of the city council.
- All main stakeholders were involved and citizens agreed with the changes.
- Collaboration of schools, universities and some work places.
- People responding very positively to the initiatives.
- Good marketing and visibility helped with the cycling initiatives.

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## → Details

[http://www.champ-cycling.eu/en/  
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<http://www.civitas.eu/content/burgos>



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