

## **Bevoorravingsplan Binnenstad Utrecht / Distribution plan for city centre of Utrecht (The Netherlands)**

### **Topic**

Freight and city logistics

### **Summary**

The current main program is the "Bevoorravingsplan Binnenstad Utrecht" (distribution plan for city centre of Utrecht). In addition several smaller programs are active, such as the exemption regulation for vehicles from commercial urban distribution centres, the "Bierboot" (ship used for the beer supply to bars and restaurants in the city centre).

This case study was collected in the framework of the Bestufs project.

### **Case Study**

#### **Introduction**

The city centre of Utrecht has some peculiarities that ask for careful consideration of the measures to be taken. Utrecht has a historic city and an adjacent large shopping mall like centre, which when it was built was the largest of its kind in Europe. The historic centre has several sensitive features: it has some large old canals and bridges. The quays are used for traffic and parking and in the inside of the quays are cellars which are now frequently used as bars and restaurants. Because of these delicate structures, large heavy vehicles are banned from these parts of the city centre. The combination of these factors significantly affects the efficiency of the distribution.

#### **Basic facts**

The main purposes of the PPP project are to:

- Analyse the current practice and the type and size of problems in urban distribution in Utrecht.
- Development of an urban distribution plan as a short term solution for the supply of the city centre of Utrecht (only considering road traffic).

#### **Users and stakeholders**

The "COMMISSIE van ADVIES inzake BEVOORRADINGSAANGELEGENHEDEN in UTRECHT (CABU)" initiated the project by advising the city council to develop a distribution plan. The city council adopted this advice, but under the condition that private parties within the CABU would contribute to the development of the plan, either financially or by human effort. The private parties that are now co-producing the plan selected themselves by applying to this demand. The collaboration is officially signed by all parties in a declaration of intent in which the responsibilities, legal context and basic conditions are laid down.

<http://www.osmose-os.org/>

---

The members are:

- Chamber of Commerce;
- Interest group of shippers (EVO);
- Interest group of transporters (TLN);
- Interest group of entrepreneurs in the city centre (Platform Binnenstad Utrecht).

### Implementation set-up

The main responsibility lies with the municipality (project leader). The other parties have the role of a project member. The group meets once every three or four weeks, but the individual members have regular e-mail contact. The work is divided based on the specific knowledge of each member.

The reason for inviting the involved parties to the planning process is that the city councillor wished to involve these parties. This would provide input of ideas, streamlining of the process, partial financing (indirect, by providing human effort), and information about the way the distribution is organised from the point of view of the delivering and receiving parties. During the process, the local police will be consulted on the feasibility of enforcement of the regulations. The residents have already been consulted through an enquiry, but will have the opportunity to comment again through the neighbourhood council.

The costs are shared between the partners: the municipality delivers 80% of the project maximum of 500 hours, the other parties together deliver 20%. All other costs are paid by the municipality.

### *Results*

As the project is still in the planning phase no definitive conclusions can be drawn. Up till now the experiences have been positive: there is relevant input from all parties, there is a true collaboration and no conflicts avoided have been encountered. The main benefits for the private partners are to be directly involved in the planning process. For the public partner the benefits lay in the constructive input from interest groups, a more streamlined process and some financial benefits.

### Future prospects and conclusions

There are plans to perform a zero state measurement and an after-implementation measurement. No decision has been made, though.

A more comprehensive strategy can only be developed after the analysis made in this project.

### **Web links**

<http://www.bestufs.net/>

More information:

Mark Degenkamp  
Municipality of Utrecht  
P.O. Box 8406  
NL-3503 RK Utrecht  
[m.degenkamp@utrecht.nl](mailto:m.degenkamp@utrecht.nl)  
Tel. +31 (30) 286.37.47

### **Author contact details**

Author who did the material collection for BESTUFS:

Jarl Schoemaker, NEA, Sir Winston Churchilaan 297, NL-2280 DZ Rijkswijk  
Tel. +31 70 3988 309  
[jsc@nea.nl](mailto:jsc@nea.nl)



### **City or region**

Utrecht

### **Country**

The Netherlands

### **Submission date**

2003