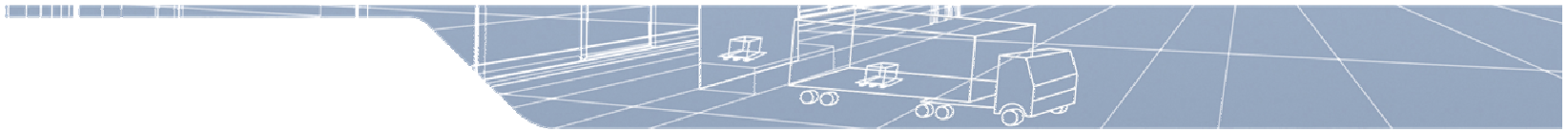


SUGAR

# SUGAR

***Joint Planning Exercise***
***Future Developments***
***Municipality of Palma***

CO-FINANCED BY
EUROPEN REGIONAL
DEVELOPMENT FUND

RegioneEmilia-Romagna

INTERREG IVC
INNOVATION & ENVIRONMENT
REGIONS OF EUROPE SHARING SOLUTIONS

Made possible by the INTERREG IVC programme

# Contents

# 1. Potential measures for implementation

## 1.1 Low emission vehicles

•The existing context in the historical centre shows that there are:

•- winding and narrow streets

•- areas of restricted circulation

•- parking regulation

•- pedestrian zones

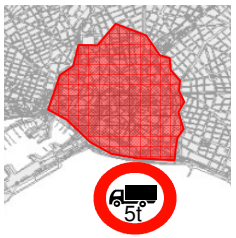
•- tonnage limitation

•- available space in some underground car parks

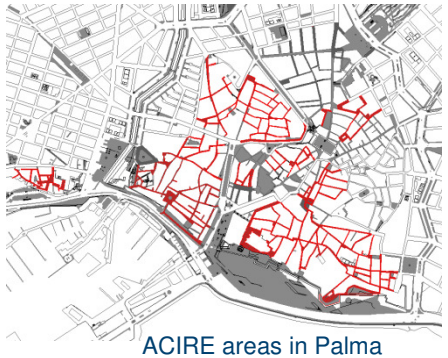
•- specialized areas of commerce (bars and restaurants, hotels, souvenirs shops, clothing shops…)

• In order to promote a better environmental quality in the historical centre, and taking advantage of this context, it seems interesting to investigate the possibility to introduce some measure to **promote the use of low emission vehicles for the last mile deliveries in this area**.

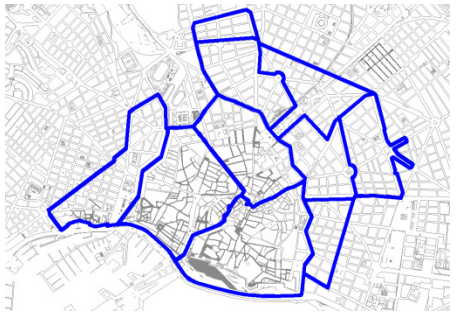
•




5 tons perimeter limitation

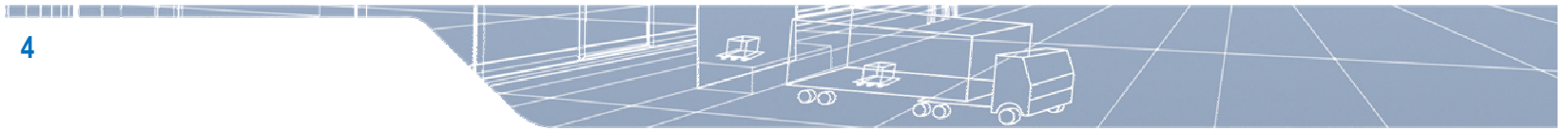


ACIRE areas in Palma



ORA zones in Palma

Pedestrian zones in Palma



# 1. Potential measures for implementation

## 1.1 Low emission vehicles

•In a first approach, Palma considers that access control (already existing in many areas) could be somehow extended.

•But also the implementation of competitive advantages for those vehicles that have a low emission rate, such as bicycles, electrical vehicles and biodiesel powered vehicles, could be a good way to promote this pilot initiative. The advantages could cover an enlargement of the time window and the loading/unloading time, permission to circulate in certain restricted areas, etc.

•This measure could be based on UCC (consolidation facilities) located in underground car parks or other buildings in the perimeter of the target area, especially for the last mile deliveries by bicycle and/or electrical vehicles. The economical effort both from the city council and from the private operators is foreseen to be the main barrier.

•For biodiesel vehicles and/or electrical vehicles, the need of UCC is not compulsory due to the fact that the whole route can be fulfilled with the same vehicle.

•

# 1. Potential measures for implementation

## 1.2 Control improvement

•The City Council would like to improve the control of the loading/unloading areas, mainly aiming to achieve a proper use of them that can lead to an increase of the efficiency of the ongoing activities. This can help to optimize the dedicated space for such operations. This control could be applied in many different areas of the city, including the industrial estates where many bad practices have been indentified.

•Possible means for developing this measure are:

•- Specific parking meters for loading/unloading areas

•- Surveillance cameras (with or without license plate reader)

•- Police officers mainly dedicated to logistic activities control and signing

•- Etc.

•Again, economical constraints are the main barrier for such initiative.

•Palma already has a traffic control centre, mainly used for regular traffic purposes. Maybe there are ways to include real-time freight transport control into the current monitoring system.

# 1. Potential measures for implementation

## 1.3 Data collection and planning improvement

•The City Council would like to improve the characterization of the freight activities, in order to optimize the provision of loading/unloading areas and bays, as well as to better understand the demand of freight activities that could lead to new ideas or measures.

•The methodology presented during Paris meeting (number of logistic operations depending on the type of commerce…) seems very useful and Palma could adapt it to its own local conditions. The need of both quantitative and qualitative data from retailers as well as distributing companies is foreseen to be the main duty of this measure. Therefore, a survey should be organized to collect all required data, maybe only in pilot areas.

•Once the data has been gathered and processed, the whole logistic on-street system could be revised and improved. This includes the re-organization of loading/unloading areas, adaptation of time windows and loading/unloading times, enlargement of circulation restrictions in some areas, new regulations, etc.

•

# 1. Potential measures for implementation

## 1.4 Logistics centralized management

•By means of computerized tools, that could include modelling tools, or other specific software to help to add client's orders from the same suppliers (maybe via Internet), etc. both public and private actors could co-operate in order to improve the efficiency of the logistic chain. The aim of this measure would be to create economies of scale that would lead to an increase of the loading rates of freight vehicles as well as an optimization of the delivery routes. This pursues a decrease of traffic congestion and environmental impacts of freight transport.

•This measure could complement the measure 1.1 and should be carried out preferably after the measure 1.3.

•The Mobility Department of Palma already applies modelling tools (TransCAD) for traffic planning.

•

•

# 2. Specific questions to be discussed in the JPE

•1- Which methods have been more successful in your city when trying to control a proper use of the public space for loading/unloading activities?

•2- Did your city ever succeeded to change driver's behavior towards bad parking practices? How?

•3- How can the economical balance can be reached when introducing UCC facilities and last mile deliveries with low emission vehicles? Is there any other example besides Siena? Can anybody prepare or provide a detailed description of the steps that were the key of success in Siena?

•4- How modelling tools have helped your city to better manage freight transport? Was it cost worth?

•5- Did your city apply any successful measure concerning heavy vehicles related to construction activities?

# 2. Specific questions to be discussed in the JPE

•6- Did your city apply any successful methodology to gather freight transport data?

•7- Does your city have seasonal peaks in freight transport demand? Do you have any special approach?

•8- Do you know any special way to reduce impacts of logistic operations in pedestrian streets?

•9- In your city, are retailers/shopkeepers organized for the provision of goods? How does it work and which results did you achieve?

•

•