

# SUGAR

## CURRENT CITY LOGISTICS MEASURES APPLIED IN THE MUNICIPALITY OF HERAKLION

*Municipality of Athens*  
*1<sup>st</sup> & 2<sup>nd</sup> of July, Heraklion*

# Area of main interventions (1/3)

- **Background (1/2)**

- The area selected to be studied and analysed in the context of SUGAR project activities is the Old Town of Heraklion or in Greek “Entos ton teixon”.
- The main reason is that the majority of the interventions affected the urban freight distribution practices took place in this area.
- Furthermore, it is an interregional centre with commercial, cultural, administrative activities.

## Area of main interventions (2/3)

- **Background (2/2)**

- It is surrounded by the medieval walls (*which was used to protect it from enemies. Owing to this, the city enjoyed the reputation as a well-fortified state in the Mediterranean basin*)
- The topography of the area has a small slope from South to North ending up to 10 m elevation from the sea at the N-W part while at the N-E part ends at the sea level.
- The area can be “divided” in four sections.

# Area of main interventions-Map of “Entos ton teixon” area (3/3)



The medieval walls  
Natural boundary of the City



# Legislative Framework and Regulations

- **The following regulations are relevant to urban distribution and will be presented in detail in the relevant measures**
  - “Decision for Traffic Improvement”
  - Regulations of Loading/Unloading operations
  - Access Control Regulations
  - Regulations from the National Legislation
    - » National legislation for noise levels
    - » Law for the establishment of Freight Villages
    - » New development law (for logistics facilities)
    - » Law for Public Private Partnership

## Pedestrian Works (1/4)

- The pedestrian works are managed and organised by a dedicated Office –The Old City Office of the Municipality of Heraklion.
- According to the plans the Old City area will become pedestrianised.
- 3 electric buses are foreseen for public transport inside the area.
- Together with the pedestrian works, upgrading of the Public Utility Network has been performed.
- In 2006, the congested roads of 25<sup>th</sup> August and Handakos have been pedestrianised.(as a starting point of the large pedestrian works)
- The regulations of the pedestrian areas are included in the “Decision for Traffic Improvement”

# Pedestrian Works-Reformation of 25<sup>th</sup> August road (2/4)

From .....





# Pedestrian Works (3/4)

To .....





# Pedestrian Works –Handakos (4/4)



# Access Control (1/3)

- **Current Practices**

- The access control practice is performed in the pedestrian areas.
- Physical barriers and signs are established in the entry points.
- The biggest problem regarding violation of the rule is the motorcycles.
- Special control permits are issued by the Municipality for public construction works or special needs. In these cases, the route of the vehicle is defined in advance.

## Access Control (2/3)





## Access Control (3/3)



- Sign for pedestrian areas and notification for time for loading/unloading operations



# Loading Unloading practices (1/5)

- **There are two types of measures; for the pedestrian and not pedestrian areas.**
  - **Pedestrian areas**
    - » Since, there is forbiddance of vehicles traffic in the pedestrian areas, special areas have been designed for L/U operations at the entry/exit points of the pedestrian areas. (3-4 vans can operate simultaneously)
    - » The final delivery of the products is performed with trolleys.
    - » At the beginning, there were several objections from the transport operators. Things are getting better by the time.

## Loading Unloading practices (2/5)

- Not pedestrian only areas
  - » The L/U operations by the road inside the Old City are performed at the special grooves.
  - » Currently, there are 16 points dedicated for L/U operations in the area outside the Old City (but still in the city centre)
- **The L/U spaces are marked with yellow lineation.**
- **Control and enforcement**
  - The Municipality Police bears the responsibility.
  - The Municipality responsible staff is on daily communication with the transport operators

# Loading Unloading practices (3/5)

- **Regulations for L/U practices**
  - For the Old City area
    - » 8:00 - 9:30 for vehicles up to 3,5 tn
    - » 15:00 -16:00 for super market without restrictions to the vehicle weight
    - » 6:00 - 9:00 and 15:00 - 16:00 for vehicles up to 3,5 tn, for the pedestrian areas.

# Loading Unloading practices-Pedestrian areas (4/5)





# Loading Unloading practices - Not Pedestrian only areas (5/5)

- **Photos to be added**

# Traffic Control Management System

- The Municipality only recently obtained the responsibility for the TCMS operation (from the Region)
- It is based on fixed traffic lights plans but with potential for upgrading.
- Related sensing hardware (like sensors for dynamic data capturing, optical fibre installation etc) is in place. Use of cameras is also foreseen in the new system.

# Other Measures

- **Signing**

- Conventional signing is applied.
- The signs provide information about max vehicle weight allowed, time access regulations etc.
- Installation and operation of VMS is of interest (in relation with the plans for the introduction of a dynamic UTC)
- To start with, VMS is planned to be used at the new three parking places providing information for parking places availability, prices etc.
- A big project for enhanced signing installation in the whole area of the Municipality has been completed.
- *But how can we keep the signs clean??*

# Other Measures

- **Modelling**

- A GIS has been developed with all static information of the Municipality transport network.
- It has the capability to support dynamic information management (collection and provision)

- **Awareness**

- The Municipality has established good communication and collaboration mechanisms with the Authorities, Business Associations and Citizens.
- Public consultation (usually in two phases) is used in order to present the plans and collect the public view.
- The Municipality exploits the potential of the site, radio, tv, press to present the new measures and provide practical information to the interested parties.

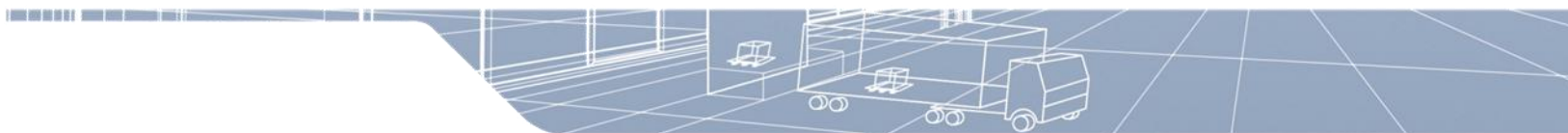


# Green Heraklion (2008-2013)

- **A big project that is under public consultation**
- **Five main axes of actions**
  - Spatial Planning and Transport-Traffic planning
  - Green
  - Water – Sewage Treatment
  - Heraklion – A clean City-Recycling
  - Green Municipal Policy

# Green Heraklion (2008-2013)

- **Spatial Planning and Transport-Traffic planning**
  - More pedestrian areas
  - Widening of side walks
  - Implementation of the traffic study-New traffic regulations in the city centre
  - Completion of Municipal Parking stations in the outer area of the city centre. All stations will be interconnected in order to provide information about empty spaces, prices etc.
  - Use of satellite mini buses from/to parking stations to the city centre (without cost)
  - Use of clean vehicles for Public Transport
  - Incentive for cycling-creation of parking slots



***Thank you for you***

***Kind Attention***