



SUGAR

UCCs – practical exercise

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Planning Issues of UCCs

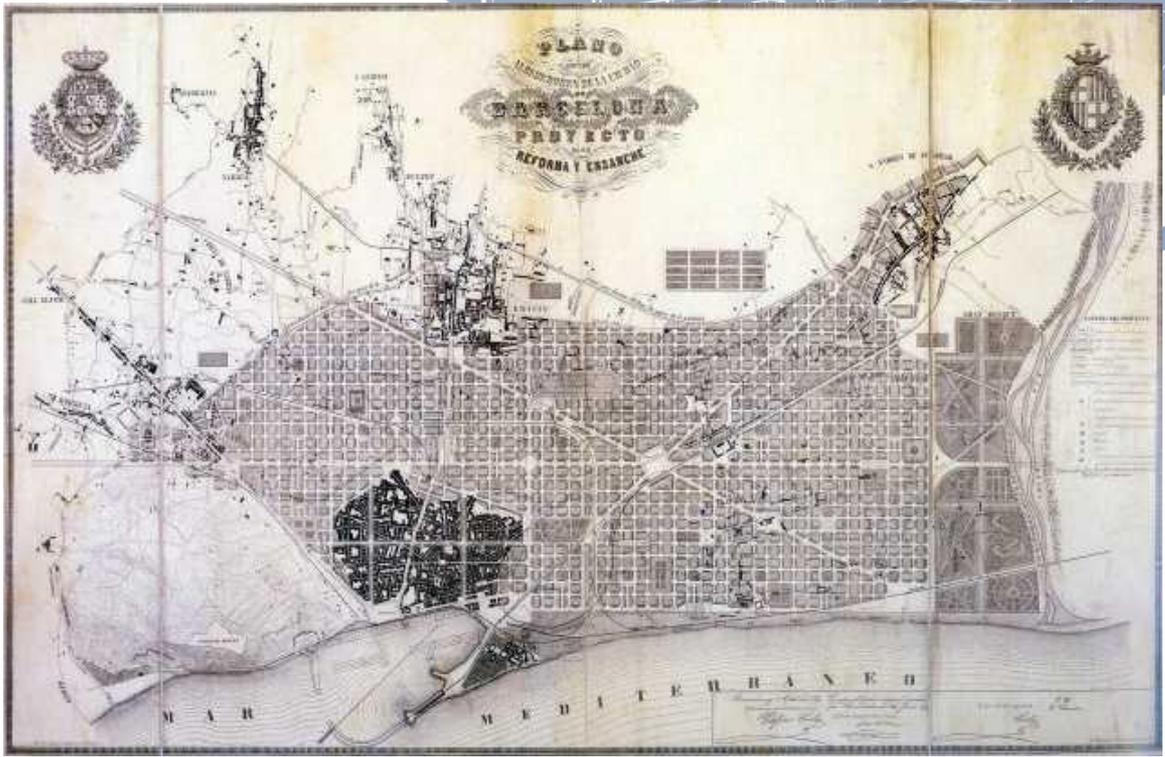
Products handled

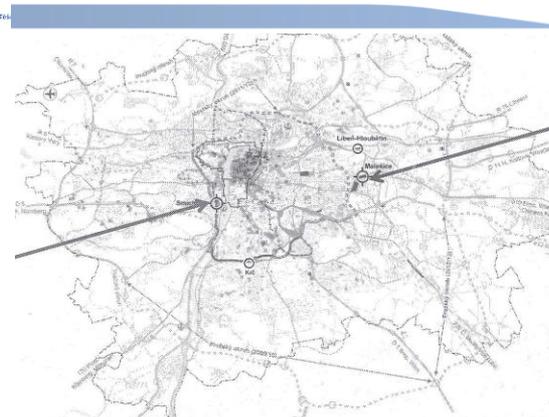
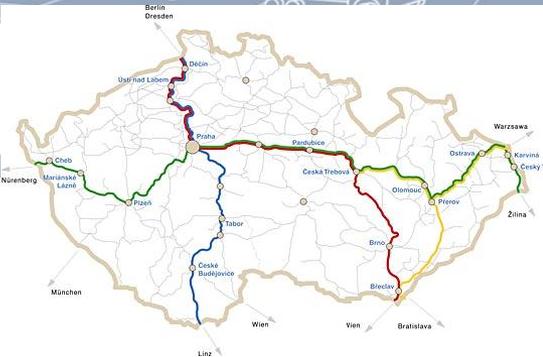
- ▶ UCCs are likely to be better suited to some types of goods and vehicle movements than others.
- ▶ They are unlikely to be suited to perishable and highly time-sensitive products (such as fresh food and newspapers) and goods with specific distribution and handling requirements.
- ▶ UCCs are best suited to handling non-perishable goods but must be designed to handle the wide range of packaging involved (e.g. hanging rails for textiles, boxes, roll cages and pallets).

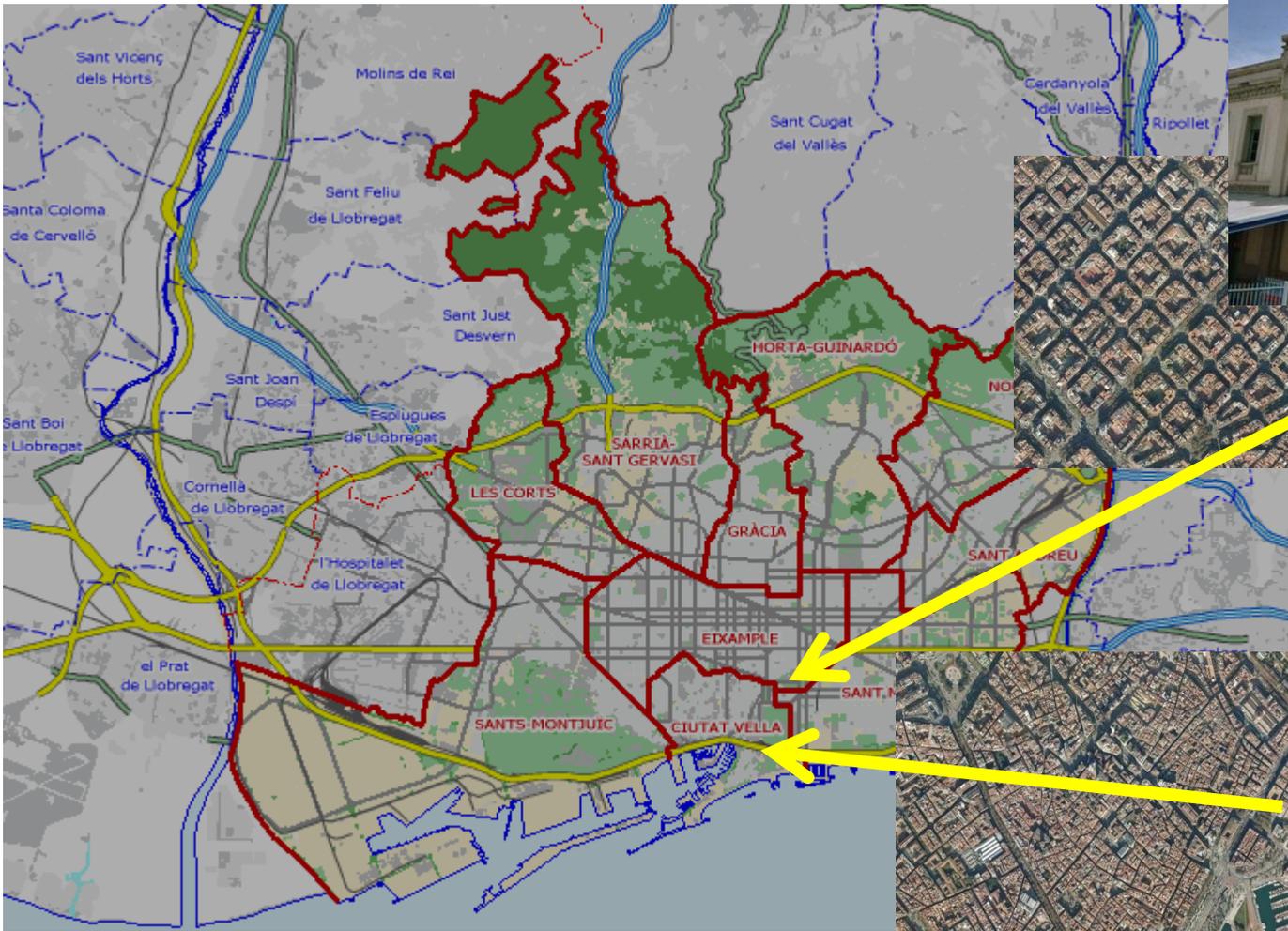
The operation of the UCC

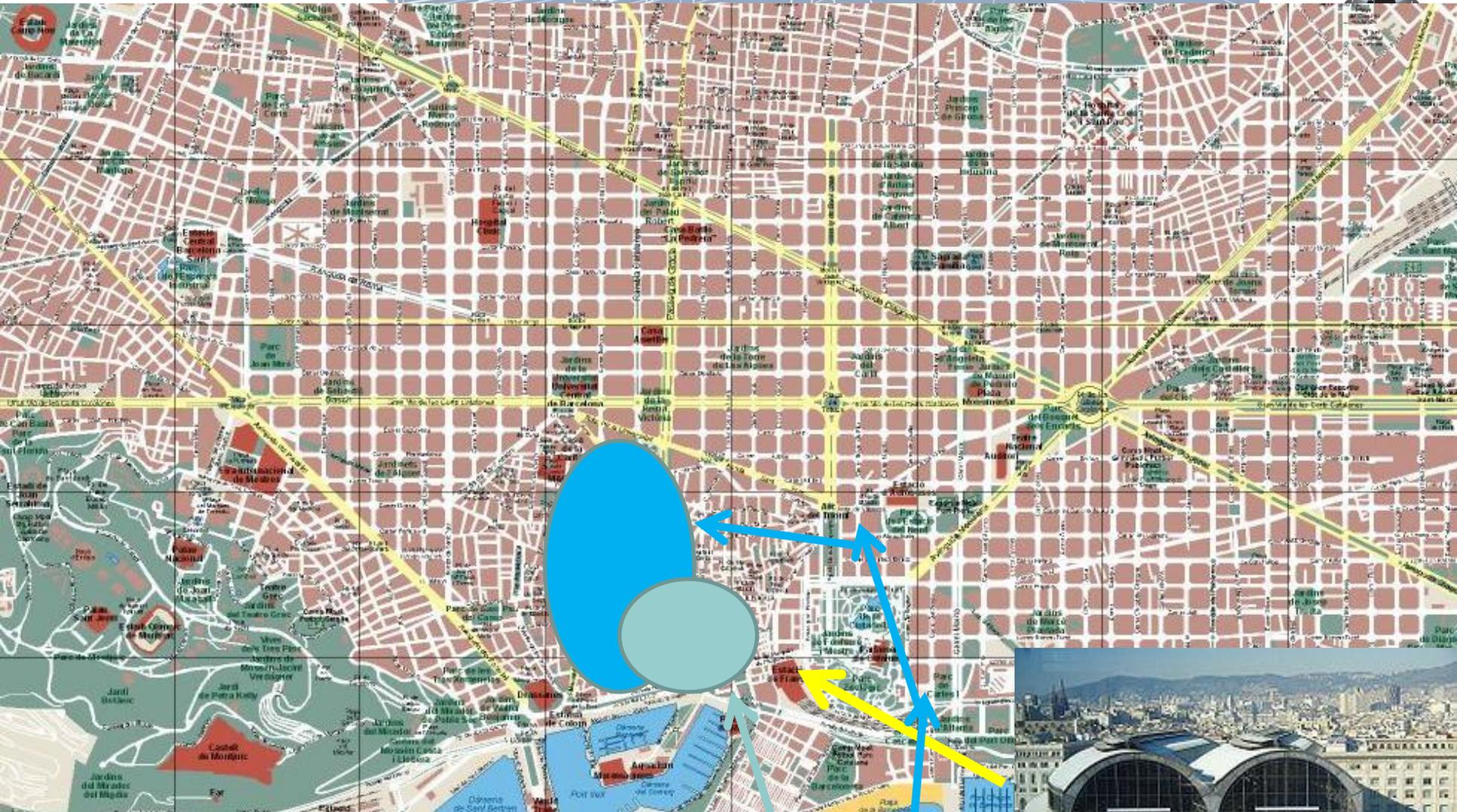
- ▶ Most schemes envisage the decanting of good from larger to smaller (more environmentally acceptable) vehicles at the UCC.
- ▶ However it is now recognised that applying this principle to well laden HGV's may be counter productive.
- ▶ If the transport operation is to be optimised the return trips from the delivery area must be utilised as much as possible.

How to reconcile longer-term planning (rail hub, heavy goods...) & shorter-term mobility management (last mile innovation, electric vehicles) perspectives?









Zone-based Access Control (ZAC)
La Ribera (bollards), 1994, GAUDI project
Barnacentre (cameras), 2005, MIRACLES



Made possible by the INTERREG IVC programme

Draw on your city plans:

1. Existing UCCs (if any) by type
2. Existing shopping areas with UCC potential, indicating existence (or not) of delivery / access regulations
3. UCCs already planned / under study or development
4. Best estimate(s) for a future potential rail-fed UCC

Please do this (individually) now (5 mins)

No plan? Ask Chair and use example city ...

BESTUFS UCC Checklist

Question	Options
Is the UCC intended for retail products or other products (e.g. construction)?	<ul style="list-style-type: none"> ▶ Retail ▶ Other products
Is the UCC intended to be permanent or temporary?	<ul style="list-style-type: none"> ▶ Permanent ▶ Temporary
Will the UCC make deliveries to a single site with one landlord (e.g. shopping centre) or multiple sites with many landlords (e.g. shops in different buildings)?	<ul style="list-style-type: none"> ▶ Single site with one landlord ▶ Multiple sites
How much of the urban area will the UCC serve?	<ul style="list-style-type: none"> ▶ Single site in urban area ▶ Part of urban area ▶ Entire urban area
Will the use of the UCC be voluntary or compulsory for companies receiving goods in the target delivery area?	<ul style="list-style-type: none"> ▶ Voluntary ▶ Compulsory
What services will the UCC offer?	<ul style="list-style-type: none"> ▶ Delivery services ▶ Collection services: waste, packaging and returns ▶ Pre-retail services: unpacking, ticketing, etc. ▶ Stockholding
What type of vehicles will make deliveries into the target area from the UCC?	<ul style="list-style-type: none"> ▶ Vans, rigids or articulated vehicles ▶ Normal petrol/diesel vehicles or environmentally friendly vehicles ▶ Other modes such as bicycles

Question	Options
Will the UCC be connected to other transport modes than road?	<ul style="list-style-type: none"> ▶ Yes ▶ No
Will the UCC be operated by one or several logistics companies?	<ul style="list-style-type: none"> ▶ One logistics company ▶ Several logistics companies
How close will the UCC be located to the target delivery area?	<ul style="list-style-type: none"> ▶km
Will the introduction of the UCC be accompanied by any other transport measures in the target area?	<ul style="list-style-type: none"> ▶ New access and/or loading time regulations ▶ New vehicle weight regulations ▶ Road pricing ▶ Environmental zone ▶ Other.....
Is there sufficient interest and intent to use the UCC among all relevant stakeholders?	<ul style="list-style-type: none"> ▶ Yes ▶ No
Has a feasibility study been carried out?	<ul style="list-style-type: none"> ▶ Yes ▶ No
Will the UCC initiative be led by the private sector, the public sector or is it a joint initiative?	<ul style="list-style-type: none"> ▶ Public sector ▶ Private sector ▶ Joint initiative
In the case of a public initiative, is the urban, regional or national government ready to participate in the funding of the UCC operation?	<ul style="list-style-type: none"> ▶ Yes, to help start the project ▶ Yes, on a permanent basis if necessary ▶ No, the project has to be financially autonomous from the start

Selecting site, applying the SUGAR UCC Checklist

Your Authority has decided that it will offer a favourable lease of acquired land under a concession to a private operator. You are asked to propose the site for this (permanent) Urban Consolidation Centre (at least for retail products).

Select ONE of the UCC site locations from your city map.

Based on what you have appreciated from the presentations, answer the 10 questions on the SUGAR checklist (handout).

Please do this individually, for now.... (5 to 10 minutes)

Feeding back (1)

... now consult your immediate colleagues

The one in the middle is the voluntary spokesperson.

In a few minutes, when you have compared your approaches, each spokesperson in turn will be asked to summarise the commonalities / differences of your work.

Feeding back (2-i): consult each spokesperson

Overall, different or similar work? How many chose a longer-term option?

- Rail-fed

Single site / landlord or multiple deliveries to different buildings?

- Single site
- Multiple sites

Proximity:

- similar? distance in km?

Feeding back (2-ii): consult each spokesperson

Area to be served?

- Single site in urban area
- Part of urban area
- Entire city centre

Approach to Industry:

- Consortia
- Single operator

Offering other services:

- Collection services: waste, packaging, returned goods
- Pre-retail services: unpacking, bookings, etc.
- Stock holding, storage

Feeding back (2-iii): consult each spokesperson

Area to be served?

- Single site in urban area
- Part of urban area
- Entire city centre

Regulating access / street:

- All hours of the day
- Morning peak
- No control (voluntary)
- Exceptions?

Charge traders? (Y/N)

Feeding back (2-iv): consult each spokesperson

Clean fleet: Lorries/Vans/Bikes

- financially?
- prioritising tender bids?

Years of concession:

- < 5 years
- 5 to 10 years
- > 10 years

Finally, (open to all) Was this useful?
(Very / Not much)

How to improve?

Thanks for your participation!