

The integration of urban goods transport and deliveries in local transport plans

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Greener, safer
and smarter
road transport
for Europe



Transport Research Arena | Europe 2006
Göteborg, Sweden, June 12th - 15th 2006

TRA

Plan

1. Introduction: from LTP to the need to consider goods traffic
2. Reference manual : How to integrate goods transport in the formulation and implementation of an LTP
3. The use of analysis tools to develop an integrated goods transport policy at the local level
4. Conclusions

Walloon Region: some facts

- ▶ 3.5 millions inhabitants
- ▶ 16 850 Km²
- ▶ 262 municipalities
- ▶ Main cities: Namur, Liege, Charleroi, Mons, Arlon, Wavre, Tournai, Nivelles, Verviers
- ▶ Transport network
 - Road 8.346 km
 - Highways 842 km
 - Rail 1.594 km
 - Inland waterways 460 km



Local Transport Plan (LTP) Plan Communal de Mobilité (PCM)

Mobility Management

- ▶ Improvement of the know-how
- ▶ Better design of municipal areas
- ▶ Elaboration of dedicated management tool
- ▶ Elaboration of specific training programmes

Local Transport Plan (LTP)

Plan Communal de Mobilité (PCM)

LTP: 3 Key objectives

1. Improvement of Accessibility and Mobility

- ▶ General accessibility at the municipal level
- ▶ Balancing the use of the different transport modes
- ▶ Encourage rational car use
- ▶ Stimulate intermodality
- ▶ Guarantee mobility to low income and disabled

2. Improvement of Road Safety

3. Better Quality of the Living Space

LTP: Contains at least

1. Diagnosis of local mobility conditions
2. Objectives to be reached by each transport mode
3. Associated measures
4. Methods to ensure coordination between all players

A reference manual:

“How to integrate goods transport in the formulation and implementation of a LP”

Carried out by the BRRC and published by the Walloon Ministry of Transport in 2003

► OBJECTIVES

- Practical tool for better integration of GT
- Methodological guide for data collection
- Define relationship between the players
- List of possible solutions and their constraints
- Organize the implementation and the monitoring of LTP (freight component)

A study into the use of analysis tools to develop an integrated goods transport policy at the local level

- ▶ Carried out by the Belgian Road research Centre for the Walloon Ministry of transport, completed in June 2005
- ▶ To be published by walloon Ministry of transport

Available on the web (in French only !!)

<http://mobilite.wallonie.be/pcm/transportmarchandises/>

(...)the use of analysis tools to develop an integrated goods transport policy (...)

Objectives

- ▶ Correct the dispersed or even contradictory nature of decision-making at the local levels
- ▶ Implement management tools for goods transport in cities
 - Benefit more from regional approach than local

(...)the use of analysis tools to develop an integrated goods transport policy (...)

Methodology

- ▶ Inventory of rules and measures regarding freight traffic and deliveries in 50 Walloon municipalities of more than 15 000 inhabitants
- ▶ How is the goods component considered in the LTP?
- ▶ Cross sectional reading
- ▶ Confrontation with shippers and carriers experience

(...)the use of analysis tools to develop an integrated goods transport policy (...)

Partial results (1/6): Summary sheets of measures taken in municipalities of more than 15 000 inh.

- ▶ General data about the municipalities
- ▶ Access restriction (weight, size, area, time- windows...) measures
- ▶ Traffic regulation measures (traffic flow plan, freight route...)
- ▶ Parking rules
- ▶ Goods delivery-friendly layouts, multimodal facilities...

(...)the use of analysis tools to develop an integrated goods transport policy (...)

Partial results (2/6):

Cross sectionnal analysis of these + freight component in the LTP has allowed:

- ▶ To verify the adequacy of measures taken
- ▶ To suggest new courses of actions
- ▶ To suggest practical corrective measures
- ▶ To set-up methodology recommandations

(...)the use of analysis tools to develop an integrated goods transport policy (...)

Partial results (3/6):

- ▶ There is a trend that gives better attention to GT in recent LTP, but...

Regarding the methodology and the diagnosis :

- Subject is still dealt in a fragmentary way
- Most LTPs consider only road transport
- Few LTPs analyse parking S/D for delivery
- Tools used for the diagnosis are : traffic counts, identification of traffic generators. Surveys of traders, carriers are optional



(...)the use of analysis tools to develop an integrated goods transport policy (...)

Partial results (4/6):

- ▶ There is a trend that gives better attention to GT in recent LTP, but...

Regarding the methodology and the diagnosis:

- Analyses are systematically from the angle of nuisances GT causes
- Outsourcing to specialists is rare (contrary to PT, communication..)
- Concerns of suppliers and shippers are not taken into consideration
- Specific signing for freight vehicles is rarely analysed and mentionned
- No reference to the management of construction works (which generates a flow of specific vehicles)

(...)the use of analysis tools to develop an integrated goods transport policy (...)

Partial results (5/6):

- ▶ There is a trend that gives better attention to GT in recent LTP, but...

Regarding the actions and the measures:

- Little innovating nature of suggested solutions
- The majority of suggested solutions are vague *or*
- drastic measures without any real assessment of their feasibility and consequences
- Only for road transport, no attention payed to other modes



(...)the use of analysis tools to develop an integrated goods transport policy (...)

Partial results (6/6):

Carriers and shippers survey



- ▶ The multiplicity of very local rules (some contradictory) of traffic and parking conditions complicates the fleet management
- ▶ Lack of information about local traffic rules → increasing of kilometres, lack of productivity, fines
- ▶ Increasing of constraints imposed by the customer, the law, the competition : IT IS IMPOSSIBLE TO COPE WITH ALL RULES
- ▶ Lack of parking places and lack of control for their use
- ▶ Lack of specific freight traffic signs
- ▶ No rules in favour of freight traffic only rules to ban or restrict the access

CONCLUSIONS

The two actions made in Walloon Region highlight the ten following aspects:

- ▶ Adopt an integrated and comprehensive approach
- ▶ Take account of the views of all players in urban GT
- ▶ Systematically deal with urban GT in all LTPs,

CONCLUSIONS

- ▶ Consider the consequences of the measures recommended elsewhere in the LTP, on goods transport and deliveries
- ▶ Quantify - as far as possible - the objectives to be reached, and define the type of indicators to evaluate their achievement
- ▶ Avoid measures that have not been adequately pre-assessed for their consequences on urban goods traffic and delivery

- ▶ Include a minimum diagnosis with the following points :
 - Identification and location of the main GT generators
 - Estimation of traffic (transit, origin and destination)
 - Estimation of the main routes used by HGV
 - Traffic estimation for all the modes
 - Infrastructure supply
 - Short, medium and long-term parking supply and demand
 - Field surveys of shippers and carriers
 - Analysis of direction signing to the main GT generators
 - Analysis of regulatory signing for deliveries and freight traffic

CONCLUSIONS

- ▶ Improve the dissemination of information for the carriers, the shippers and all the actors involved in freight transport (web site, folder, local television and news papers...)
- ▶ Look on freight transport and delivery as driving forces of the economic and social development of a city and not exclusively as generators of nuisance
- ▶ Ask the advice of specialist and not hesitate to take one's inspiration from good transport policy implemented both in Belgium and abroad (networks!!)

Thank you for your attention



For any comment or question, please contact us :

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