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Parking measures for efficient urban logistics

EPA-Polis Parking Workshop
Stuttgart, 17 May 2011

Overall relevance

Parking is a critical asset for efficient urban deliveries

Professional logistics operators aim to optimise the circulation of their vehicles and cut down on time losses from non-productive activities, thus minimising costs, congestion, fuel use, noise and emissions. However, this critically depends on a supportive infrastructure!

Issues relate mostly to **public parking** for goods vehicles, in terms of

- existence of loading zones
- insufficient number or sizing
- poor location away from receivers
- blockage by unauthorised vehicles
- inadequate access and dwell times
- congested approach routes

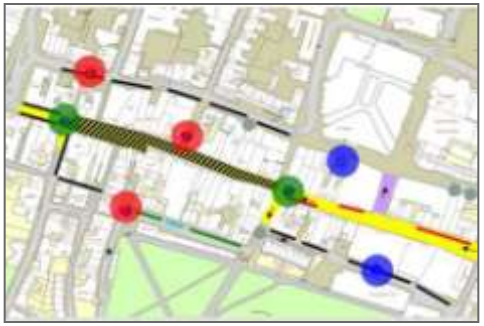
European pilot projects (1)

Booking and access schemes for loading zones

Advance and real-time booking of loading zones can help in securing the availability of parking for commercial activities, if combined with adequate enforcement. Preferential access for green vehicles at extended times or to superior locations can provide a strong economic incentive for these.

In **Winchester**, UK, a simulation was carried out on loading zone booking including preferential access for EEV.

In **Bilbao**, ES, bookable loading zones are piloted where the booking status is displayed by on-road LED lighting.



European pilot projects (2)

Enforcement of authorised access to loading zones

Access of authorised vehicles to loading zones is very often compromised by illegally parked vehicles. Random patrolling has been evidenced as inadequate to ensure the availability of loading zones for deliveries. Modern ICT can assist in considerably improving the situation.

In **Bremen**, DE, the first loading zone in Germany exclusive for EEV was set up in 2007 near the pedestrianised area.

- Privatised public parking (2 spaces)
- Run by municipal car park company
- RFID tag for pre-registered vehicles
- Occupancy and identification sensor
- Offenders warned off by orange light
- Possible to alert municipal wardens

European pilot projects (3)

Loading zones as temporary distribution node

Delivery vehicles are usually stopped for short periods because of the limited productive reach of drivers on foot. Parcel bikes or electric micro-carriers can substantially reduce the need for larger vehicles to move in sensitive areas, but require as base a depot or long-term parking space.

In **Hannover**, DE, a minitrain concept was piloted in 2008 for parcel deliveries in the city from a parked feeder vehicle.

FiDEUS

In **Utrecht**, NL, the Cargohopper electric minitrain runs since 2010 as commercial delivery service in the city centre.

CiViTAS
MIMOSA

The Trailblazer project (1)

A project for better planning of urban deliveries

TRAILBLAZER is a project under the Intelligent Energy Programme of the European Commission, running from mid 2010 to mid 2013. It is looking to promote the use of **Delivery and Servicing Plans (DSP)** in order to

- reduce energy used in the supply chain
- reduce transport related emissions
- reduce vehicle movements

DSP were first devised and piloted by Transport for London (TfL). They are key strategy documents outlining how an organisation will deal with its need to generate freight transport efficiently, safely and sustainably.

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Delivery and Servicing Plans

The Trailblazer project (2)

Main features of Delivery and Servicing Plans

- DSP provide a framework to better understand and manage freight vehicle movements to specific location(s).
- DSP are from the perspective of the **receivers** of the goods who are ultimately the decision maker (in some form), and seek to change current behaviour and practises.
- DSP can be adopted by any organisation and for any building, from a single sole occupancy site to multiple buildings under ownership or management control of a single organisation.
- DSP can incorporate single or multiple optimisation measures, with differing scales of impact. These may range from Freight Quality Partnerships and last mile solutions, through off-peak or nighttime operations and co-modal transport systems, to consolidation schemes for order and/or deliveries.

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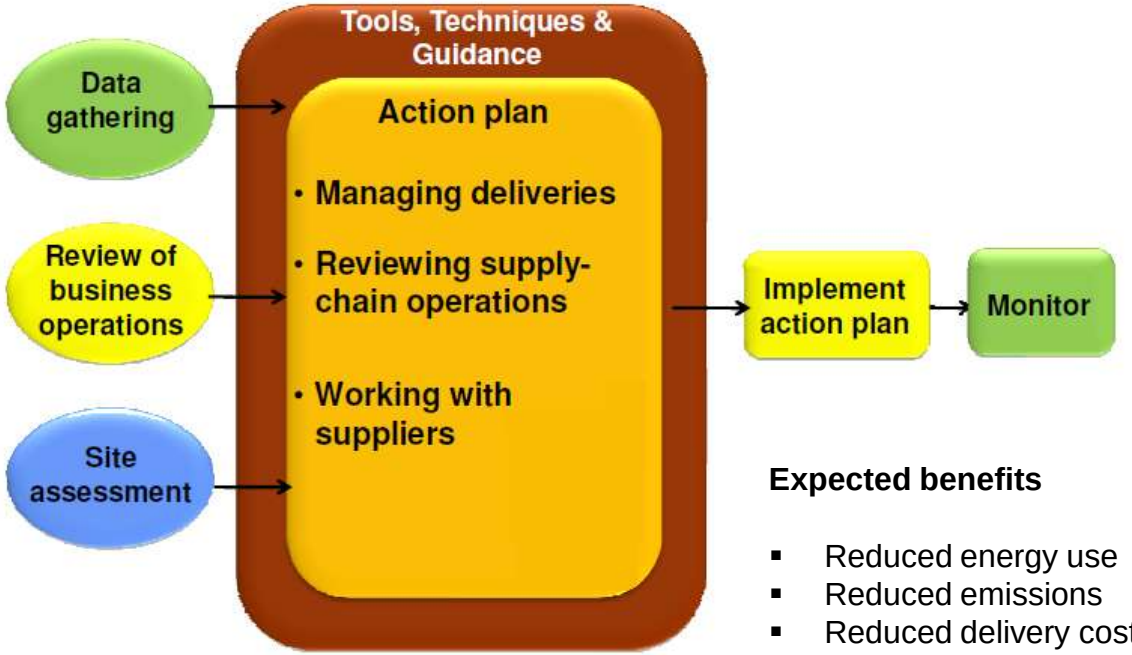
Parking measures will form an essential art of most DSP!

Delivery and Servicing Plans

The Trailblazer project (3)

Key elements of a Delivery and Servicing Plan



Expected benefits

- Reduced energy use
- Reduced emissions
- Reduced delivery costs
- Improved safety and security
- More reliable deliveries
- Less disruption to working day
- Save unnecessary deliveries
- Less noise and intrusion

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Delivery and Servicing Plans

The Trailblazer project (4)

Expanding the DSP community in Europe

Trailblazers → **Pathfinders** → **Assimilators**

Best practises

Generate own DSP

Toolkit & Guidelines

Reference cases

London Borough of Sutton, UK
Implementation of a DSP

London Borough of Croydon, UK
Implementation of a DSP

Borlänge, SE
Consolidation of municipal deliveries

London-Heathrow Airport, UK
Consolidation scheme

Bristol, UK
Consolidation scheme

and further good examples

Eskilstuna kommun

Växjö kommun

User Forum *closed*

Interest Group *open*

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TRANSPORT RESEARCH CENTRE

ICLEI Local Governments for Sustainability

EIGSI

Get involved!

Read more and join the Assimilator Group at

www.trailblazer.eu

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Thank you for your attention!