

Summary

BESTUFS II national seminar in Ireland

Tuesday 6th May 2008

“Accommodating Urban Freight Solutions”

Dublin Institute of Technology
Bolton St.
Dublin

Short summary:

The workshop addressed the theme of accommodating urban freight. The role and achievements of the BESTUFS I and II programmes were reviewed since its inception in 2000. BESTUFS was the inspiration for research projects in Ireland relating to more sustainable logistics solutions for freight deliveries in Dublin, for freight modelling and for the development of low noise products for night deliveries. The presentations covered emerging policies for managing freight in Dublin and London, the experience of using bio-fuels in a municipal fleet in Cork city and a vision of the cities of the future in Ireland and in the Netherlands with a focus on the need to integrate transport planning with urban planning. Eight speakers presented at the workshop and 24 participants attended drawn from the public and business sectors.

List of Presentations

1. BESTUFS I and II – An Overview, by Mr. Hugh Finlay, Dublin Institute of Technology
2. The HGV Strategy for Dublin, by Ms. Clare Finnegan, Dublin City Council
3. *“Smartfreight”* and Freight in Dublin, by Mr. Michael Aherne, Dublin Transport Office
4. Towards the Development of Sustainable Transport Policy, by Dr. Lisa Ryan, Comhar/ Sustainable Development Council, Ministry of the Environment
5. Transport for London – Experience of the London Freight Plan, by Ian Wainwright, Transport for London
6. Accommodating Urban Freight Solution with ‘Low Noise Solutions’, by Ms. Roisin Byrne, Dublin Institute of Technology
7. Biofuels in Fleet Use, by Mr. Brian Cassidy, Cork City Council
8. City of the Future and Implications for Transport, by Mr. Henk Van Der Kamp, Dublin Institute of Technology and School of Spatial Planning and Urban Forum

Minutes

Day 1 – 6th of May 2008

Welcome and Introduction by the chairperson Dr. Mike Murphy, the director and dean of the faculty of Engineering, DIT

Formal Opening by Cllr. Paddy Bourke, the Lord Mayor of Dublin.

Lord Mayor's speech:

"Ladies & gentlemen,

Planning and managing urban traffic in a more sustainable manner presents major challenges for European cities including Dublin and the management of commercial traffic in particular presents its own difficulties.

Urban commercial transport is seen rather negatively by the public as causing problems and a nuisance. This is an understandable reaction when commercial vehicles are seen to aggravate congestion, to cause accidents and to create noise and pollution. No wonder that the hauliers believe that "trucks come last" in any debate on transport policy and that the city fathers and planners are seen to give priority to facilitating car commuters and to public transport. The need to underpin the economy and life of the city with goods deliveries may not always be fully appreciated. I am glad to report however that Dublin City Council has taken a more enlightened approach by implementing the recent HGV Management Strategy to maximise the investment in the Dublin Port Tunnel.

Today we look forward to learning how Dublin City Council, Transport for London and the Dublin Transportation Office are addressing the challenges of accommodating urban freight. As you will learn the opening of the Port Tunnel has substantially reduced by more than 70% the numbers of large HGVs transiting through the city while the new freight management policies for London have also had significant impacts. We will also learn how DIT has worked with a consortium of public and private business partners to develop solutions for abating the noise nuisance caused by night deliveries in Dublin.

A sensible balance must be found between (a) on the one hand ensuring a satisfactory quality of life for the city residents and promoting the city centre as an attractive destination for shopping and entertainment, and; (b) with having the goods delivered efficiently to the shops and businesses, Dublin can only function as a vibrant economic and historic centre, a pleasant and stimulating place to live and to do business and to continue to prosper in the face of the competing new out-of-town shopping malls if the management of the commercial traffic and the deliveries of goods and supplies can be handled in an effective and sustainable manner.

As this ***Bestufs II*** workshop will demonstrate, I am confident that solutions for managing freight can be found that are acceptable to all the parties concerned; to the urban dwellers; to the commuters, the shoppers, the city centre businesses, and to the logistics service providers.

What the future holds for Dublin is being studied by the DIT Urban Forum Group. The municipal authorities will have major challenges to face to ensure that the spatial and transport planning is integrated in a way that will ensure an acceptable quality of life to all our citizens. Obviously adequate provision for freight must form an integral part of all future policies and plans and that the shops and businesses are adequately serviced.

Therefore, I am very pleased to officially open this *Bestufs II* workshop entitled “**Accommodating Urban Freight Deliveries**” which is a topical subject that merits a lot of discussion and consideration”.

1. An overview of BESTUFS I & II by Mr. Hugh Finlay, Dublin Institute of Technology
The achievements of the programme was described with special reference to the tasks completed by the Irish contact point on topics which included decision support systems, traffic models including “Saturn” and “Moland”, innovative logistics solutions for waste collection and the benefits of a major urban consolidation centre for foodstuffs and last mile deliveries of parcels and post in the city centre. Mr. Finlay encouraged all present to promote the use of the ‘*BESTUFS Good Practice Guide on Urban Freight Transport*’ and to utilise the excellent BESTUFS website.
2. Ms. Clare Finnegan from Dublin City Council described how Dublin City Council has implemented a HGV strategy for trucks accessing the city centre following the opening of in Dublin the Dublin Port Access Tunnel. The strategy includes a ban on all 5 axle trucks during the day-time (7 a.m – 7 p.m.) and a permitting system for exceptional deliveries. Ms. Finnegan reported that the HGV strategy has successfully reduced the numbers of heavy vehicles entering the city centre ranging from 72% to 94% along all the busiest streets.
3. Mr. Michael Ahern of the Dublin Transportation Office presented plans for an ICT based ‘*Smartfreight*’ control and information system in Dublin. This advanced ICT application for freight control was set in the context of policy and forecasting initiatives by the DTO for the Greater Dublin Area which, up to now, has tended to focus on commuting by car and on public transport rather than on freight management. The DTO sees an urgent need for more robust data on freight traffic patterns for policy and modelling purposes.
4. A presentation on the Development of Sustainable Transport Policy by Dr. Lisa Ryan from ‘*Comhar – the Sustainable Development Council*’ of the Ministry of the Environment described ongoing research into developing more sustainable transportation policies. More sustainable and energy efficient transportation can only be achieved by a multi-faceted and integrated approach to policy formulation involving a combination of fiscal, regulatory and technological measures and by more effective collaboration between the different interest groups affected.
5. Mr. Ian Wainwright described the challenges facing Transport for London. The experiences of TfL with implementing the London Freight Plan were instructive. Regulatory compliance by the smaller “white vans” has proved difficult to enforce. Coping with the Olympic Games presents major challenges for TfL and it is to be hoped that the major investments in infrastructure will leave a lasting beneficial legacy for the city of London.
6. The outcome of the ‘*Low Noise Solutions for Night Deliveries*’ programme was reported by Ms. Roisin Byrne. Recommendations were made to replicate the solutions developed on a wider scale and to encourage harmonised standards for measuring noise and for

acoustic products across all European cities. Attention was drawn to a new guidebook developed by DIT for architects and property developers entitled '*Quieten it Down*'. The programme was a successful demonstration of effective collaboration between the different interest groups involved in freight transport, both public and commercial.

7. A presentation by Mr. Brian Cassidy of Cork City Council described '*Bio-fuels in Fleet Use*'. This major demonstration on the use of bio-diesel has generated a wealth of experience and will be very valuable in educating others on the technical challenges to be faced.
8. A vision of the City of the Future and the Implications for Transport was presented by Mr. Henk Van Der Kamp. The Netherlands shows the way forward with the '*Euralille*' and '*Zuidas*' city projects which involve an effective integration of multi-modal transport systems and sustainable spatial planning concepts.

After the presentations, a roundtable discussion took place. The following issues were raised:

Roundtable discussions, morning and afternoon

Roundtable discussions took place following the morning and afternoon sessions. There follows a summary of the comments made.

- Following a question by Andy Maguire, Clare Finnegan responded that Dublin City Council is looking to reduce the number of permits granted for HGVs under the HGV strategy.
- In response to Walter Carpenter, Clare Finnegan stated that the slow down in construction activity is expected to reduce the numbers of HGVs needing access to the city. The City Council are considering expanding the permitting system to include 4 axle trucks which may also include both rigid body and articulated trucks.
- Professor Donal O'Sullivan and Howard Knott supported the plea made by Hugh Finlay's during his presentation, that a fixed percentage, say at least 0.1%, of the major €34 billion investment programme for transport infrastructure '*Transport 21*' (2006 - 2015) be allocated to research which would underpin and help to ensure the effective delivery of the programme. The Ministry for Transport and the Ministry for the Environment should be encouraged to develop a suitable research framework in collaboration with the universities and to encourage each college to build on its particular expertise.
- Walter Carpenter informed the meeting that the Department of Transport had established a forum with the road haulers who established that a large percentage of Irish operators are small operators. Government supports are available to develop more professional practices in the industry.
- Prof. O'Sullivan pointed out that there is inequality between road and rail freight when bidding for trade and that this needs to be addressed in the interests of sustainability.

- Walter Carpenter stated that the 'Galileo' GPS network will open up huge opportunities for the freight industry across Europe.
- Jason Coyle stated that the Government agencies need to consult more effectively with the industry to ensure that policies accommodate their business development. DHL's operations is driven by customer needs and these needs must be taken into account by the authorities.
- Howard Knott stated that a postal code system would improve efficiencies for logistic operators operating in Dublin. DHL are represented on the team for the promotion of postal codes. Lisa Ryan agreed that postal codes would enhance logistics efficiency.
- Brian McManus stated that a proper vision for Dublin should plan for and accommodate urban freight deliveries. Some Government agencies don't see the linkages between different elements of transport policies.
- Lisa Ryan suggested that the dearth of timely transport data could be dealt with by forming a multi-partner central forum or task force.
- Prof. O'Sullivan responded that the Dublin Transport Office provides such a forum but its role is limited to the greater Dublin area.
- Walter Carpenter stated that there has been a big increase in the use of larger vehicles during the past ten years and Clare Finnegan agreed.
- Ian Wainwright stated that some of the players in the industry are starting to develop modelling capabilities that therefore information sharing would be desirable. There are 52 zones within London and these are used as part of the model. Street level traffic counts are also being conducted in these zones.
- Brian Cassidy stated that transport bio-fuels in Ireland are competing in the market with pure plant oils but there is only a small market in this. Stockholm are also running vehicles using ethanol and experiences have been exchanged with Cork City Council.
- With reference to possible noise limits in Dublin Henk Van Der Kamp said that strict noise levels in the Netherlands are specified for the residential areas adjacent to airports such as Eindhoven and these restrictions may also be applied to other modes of transport.
- Henk suggested that high-density urban living life and low-density rural life is the ideal land use solution to be planned for in the future.

Final statement and memorandum

The chairman, Dr. Mike Murphy, brought the meeting to a close and thanked the speakers and participants. A special note was later sent to Mr. Hugh Finlay who as the national focal point, secured the BESTUFS I and II contracts for Ireland, beginning in the year 2000. A special thanks was also given to Ms. Roisin Byrne and to Mr. John Grimes.

Participants list

	Last name	First name	Company name
Cllr.	Bourke	Paddy	Lord Mayor of Dublin
Dr.	Murphy	Mike	DIT (Dean and Director, Faculty of Engineering)
Mr.	Aherne	Michael	Dublin Transportation Office
Dr.	Ryan	Lisa	“Comhar” - Sustainable Development Council, Department of the Environment
Mr.	Wainwright	Ian	Transport for London
Mr	Cassidy	Brian	Cork City Council
Mr.	Van Der Kamp	Henk	Head, DIT School of Spatial Planning and Urban Forum
Ms.	Finnegan	Clare	Dublin City Council
Mr.	Finlay	Hugh	DIT (Dept. of Transport Engineering)
Ms.	Byrne	Roisin	DIT (Dept. of Transport Engineering)
Mr.	McManus	Brian	Dublin City Council (Head, Traffic Noise Air Quality Unit)
Ms.	Middleton	Sarah	Dublin City Council (Environmental Unit)
Mr.	Keyes	John	DTO (Dublin Transport Office)
Dr.	Caulfield	Brian	Trinity College Dublin
Prof.	O’Sullivan	Donal	Trinity College Dublin
Mr.	Browne	David	Department of Transport
Mr.	Donnelly	Noel	Fingal County Council
Mr.	Hennessy	Robert	Dun Laoighaire Rathdown Co. Council
Mr.	Holmes	Colm	Chartered Institute for Logistics & Transport
Mr.	Carpenter	Walter	Chartered Institute for Logistics & Transport
Ms.	Barry	Denise	Road Safety Authority
Mr.	Kelly	Kieran	National Roads Authority
Mr.	Moran	Sean	DHL Dublin
Mr.	Coyle	Jason	DHL Dublin
Mr.	Knott	Howard	Fleet Management

			Magazine
Mr.	Flavin	John	Arnotts
Mr.	Corrigan	Tom	DIT (Head, Department of Transport Engineering)
Prof.	McGovern	Jim	DIT (Head, School of Mechanical and Transport Engineering)
Mr.	Grimes	John	DIT (Dept. of Transport Engineering)
Mr.	Maguire	Andy	DIT (Head of Sustainability at DIT)
Ms.	Wagner	Claudia	DIT / NITL (National Institute for Transport & Logistics)

Photographs



View of DIT Bolton St.JPG



Ms. Roisin Byrne.JPG



Ms. Clare Finnegan.JPG



Dr. Lisa Ryan.JPG



Mr. Ian Wainwright.JPG



Mr. Michael Aherne.JPG

Further information

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Sample of the comments received from attendees:

'Dear Hugh,

*Many thanks for the invitation to the seminar at DIT (Dublin Institute of Technology)
Bolton Street.*

*I found the seminar to be of high quality and entirely appropriate to future
transportation and land use planning in the GDA (Greater Dublin Area) and indeed
nationally and internationally.*

The event was very well organised and the Speakers contributions uniquely relevant.

Best wishes to you your co-workers and Chairman.

Professor Donal O'Sullivan

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Date Received: 19th May 2008