

Synthesis of Task 3.1 – Data Collection

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Objectives of Task 3.1

- List available data sources in each country (including type, reliability, coverage etc.)
- Describe and compare data collection methods used
- Advantages and disadvantages of the approaches
- Explain what the data has been used for
- Output:
 - State of the art on data collection methods
 - Suggestions for harmonisation and standardisation

How Task 3.1 was carried out

- Literature review (UoW)
- National questionnaires (partners, subcontractors and experts)
 - Overview of urban freight data collected in the country
 - Summary of urban freight data collected in the country
 - More detailed information about 3 specific surveys/data collection exercises
 - Indicators used to measure the performance of urban freight transport
 - Terms used and their definitions
- Write national reports (partners and subcontractors)
- Synthesise material collected (UoW)
- Write Synthesis Report (UoW)

Information collected in 11 countries

- Belgium
- France
- Germany
- Hungary
- Italy
- Netherlands
- Portugal
- Spain
- Sweden
- Switzerland
- United Kingdom

Why urban freight data is important

- Needed for public and private sector decision-making
- Very important for policy decisions at national, regional and local level such as:
 - road space allocation and congestion
 - freight transport's role in energy consumption and air quality,
 - safety and security issues
 - modal shift
 - land use planning
- Also important for forecasting work (using modelling)

Main organisations collecting freight data

- National government main collector of freight data
 - But usually at national scale
 - Can be difficult to disaggregate urban data
- Urban authorities
 - Regular or occasional traffic counts
 - Some carry out one-off freight surveys
- Company/trade association data

Changes in urban freight data collection

- Availability of urban freight data remained same or improved over last 5 years in countries surveyed
- Improvements:
 - Some new national surveys that can be disaggregated at urban scale
 - Some one-off urban freight studies (e.g. Rome, Milan, Liege, Utrecht, Ealing, Bexleyheath)
- Most ambitious data collection took place in French cities (but 12 years ago)
- Limited urban freight data collection efforts in a few countries (e.g. Portugal, Hungary) but expected to improve

Table 2: Urban freight data collected in the countries surveyed

- See separate handout

Data collection in countries studied: key points

- Range and quantity of urban freight data varies substantially between (and within) countries
- Regularity of freight data collection also varies substantially (between continuous and one-off)
- For public sector freight data collection can be by national, regional or urban authorities.
- National data collection usually on-going basis, urban authority collection often one-off
- Disaggregating urban data from national freight datasets can be difficult depending on collecting and coding
- Urban freight data collected within a country can take place in all urban areas (e.g. traffic count data) or in only one or several

Common gaps in urban freight data in countries surveyed

- Light goods vehicle activity (i.e. up to 3.5 tonnes gross weight)
- Supply chain as a whole
- Freight and logistics infrastructure to and from which urban freight activity takes place
- Sectoral data about urban freight activity
- Loading and unloading operations and infrastructure for goods vehicles
- Insufficient geographical detail about goods vehicle trips in urban areas
- Insufficient freight data for non-road modes
- Little information about how data was collected and processed, and reliability of data

Techniques used in urban freight data collection

- Interviews with freight transport company manager, receivers, shippers, drivers
- Group discussions (including drivers, representatives from a single supply chain, representatives from different supply chains)
- Questionnaires to freight transport company managers/drivers, receivers, shippers
- Accompanied trips with goods vehicle drivers
- Parking and loading activity surveys (i.e. observation surveys)
- Parking and loading infrastructure/inventory surveys
- Traffic counts (manual and automatic)

Urban freight transport terminology

- Survey has demonstrated that in different countries there can be subtle differences in terms used and their meaning
- Important to investigate these differences so that data comparisons are valid and meaningful

Conclusions (1): Addressing gaps in urban freight data collection

- Desire and resource from public authorities to increase urban freight data collection in a few cases (e.g. London)
- Lack of co-ordination in data collection between different tiers of government in thinking about urban freight
- Consider whether one-off urban freight data collection should be repeated periodically
- Scope for sharing existing data between countries and researchers
- Need to share more urban freight data currently held by private organisations in order to maximise usefulness of existing resources

Conclusions (2): Methodologies and approaches

- Data collection using new technology has potential including:
 - Satellite tracking data containing goods vehicle activity
 - Roadside camera data (including automated number plate recognition (ANPR) data)
 - Weigh-in-motion (WIM) technology to measure axle weight of a moving vehicle
- But needs to be supplemented with other data (e.g. trip purpose, goods carried)

Conclusions (3): Methodologies and approaches

- Large scale national data collection: need to make efforts to ease disaggregation process (through capturing and coding geographical data)
- Need for freight data collection exercises to provide more details of methodology and scale (especially one-off surveys)
- Need for greater harmonisation in data collection process to make data more comparable