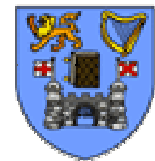


Sustainable Freight Distribution in a Historic Urban Centre

Transport Study &
Research Group,
Trinity College Dublin



Hugh Finlay

Clare Finnegan

Margaret O'Mahony

Donal O' Sullivan

Hypothesis

“That a logistics configuration and regime can be found that justifies the combined use of eco-friendly vehicles and a dedicated Urban Delivery Centre that is feasible, and which offers an environmentally beneficial, socially acceptable and economically sustainable solution for freight collection and deliveries in the historic part of Dublin”

Challenges to Be Addressed

- How can the social and environmental impacts of the starting and end-points of supply chains in the city be ameliorated?
- Can the excessive occupation of public spaces by large moving or parked vehicles be minimised?
- Can city centre deliveries be managed in a sustainable way that is cost effective and acceptable to businesses
- Do developments in modern logistics management, eco-friendly automotive technologies offer realistic solutions
- How might Dublin respond to the sustainable transport imperatives of the DoT and EC White Paper?

Project Tasks

1. Best international practice e.g. BESTUFS
2. Collation of existing data, DCC, DTO, CSO
3. Survey of 150 firms
4. Current and planned parking restrictions
5. Route mapping
6. Niche applications and locations for UDCs
7. Niche applications for eco-friendly/silent vehicles
8. Development of scenarios/solutions
9. Feasibility study/Business plan/Cost-benefit analysis
10. Dissemination

Expected Outputs, Surveys & Analysis

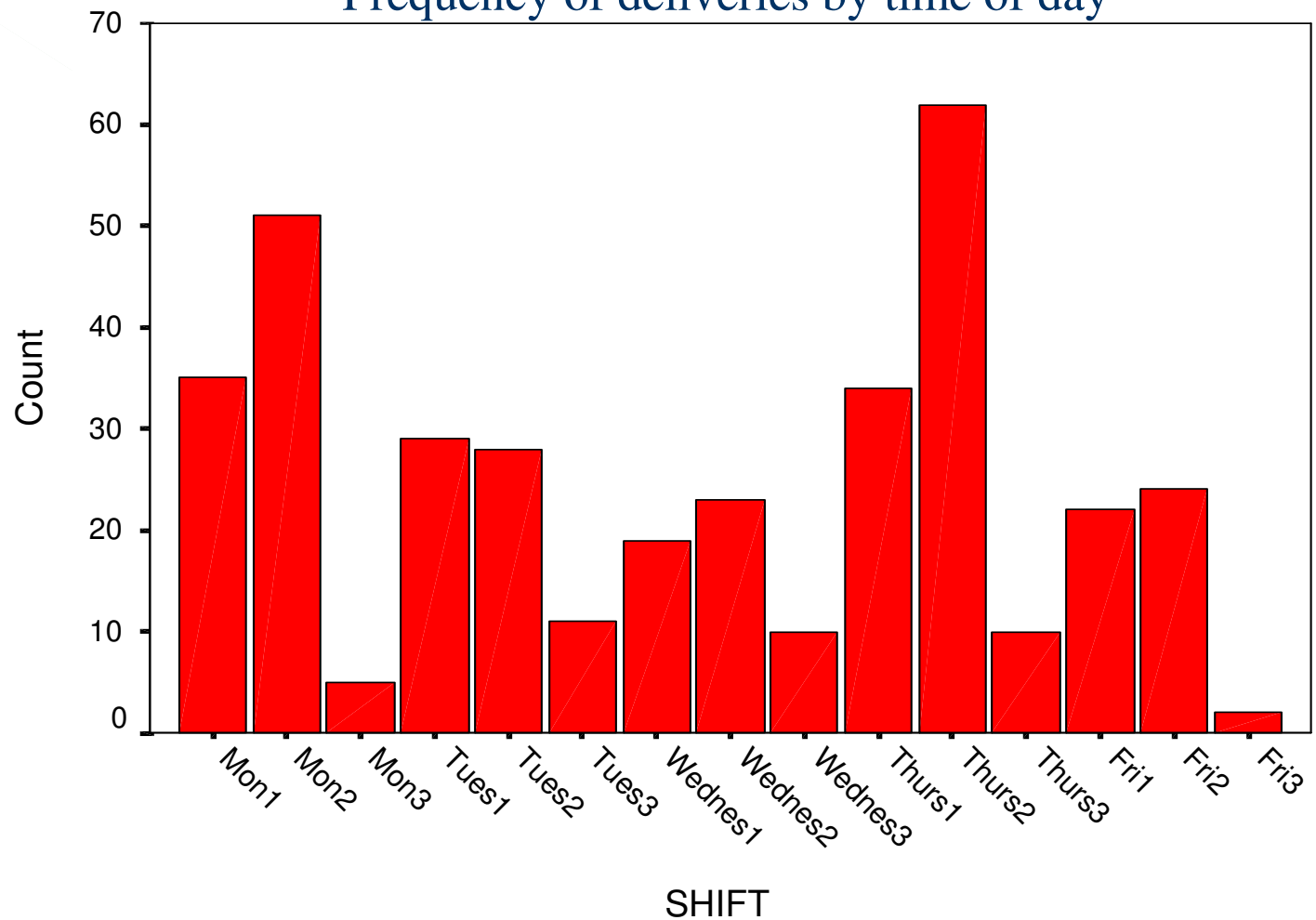
1. Daily and hourly flows & rhythms
2. Dwell Times & variable times for roadway occupation
3. Correlation of dwell times against types of premises serviced; types of goods delivered; types of vehicles employed; types of packaging
4. Where deliveries are made-i.e. on-street parking, dedicated loading bay
5. Parking Restrictions and their implications; compliance and enforcement
6. Customer Access Situation
7. Origin & Routing of Deliveries

Expected Outputs cntd.

8. Proportion of businesses interested in night deliveries
9. Feasibility of UDCs for niche applications
10. Possible locations for UDCs
11. Implications for traffic management policies and city centre “mobility plan”
12. Business Plan for Sustainable Transport Solutions
13. Economic, social & environmental justification for above

Sample Output Taken From TCD Gate Survey

Frequency of deliveries by time of day



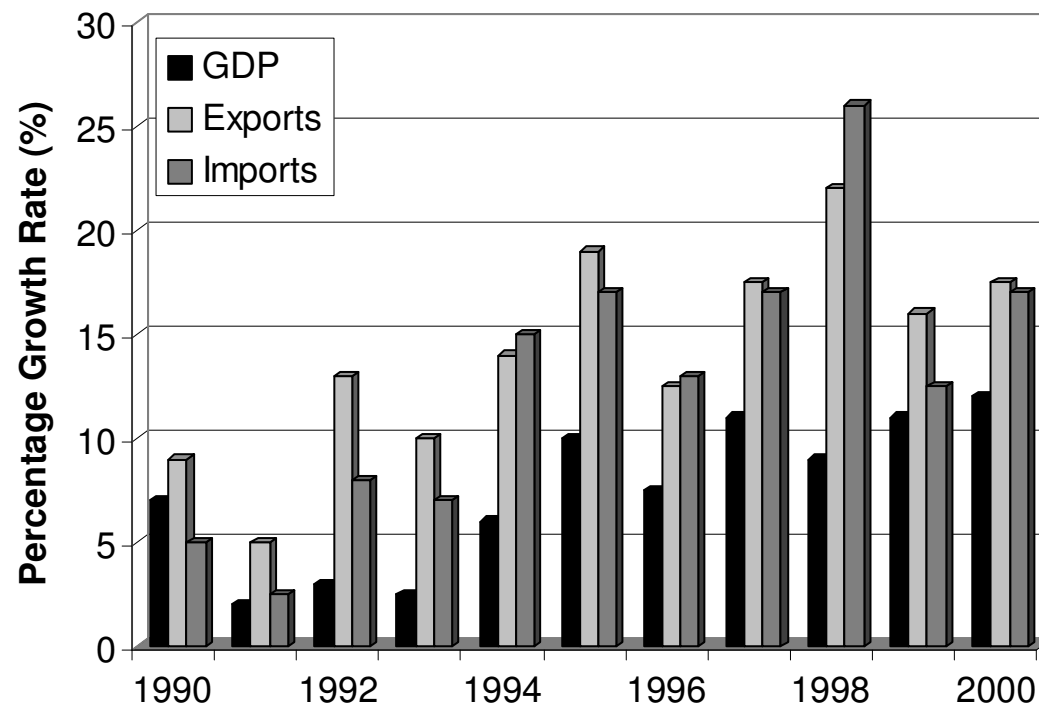
Mon1=7am-11am

Mon2=11am-3pm

Mon3=3pm-7pm

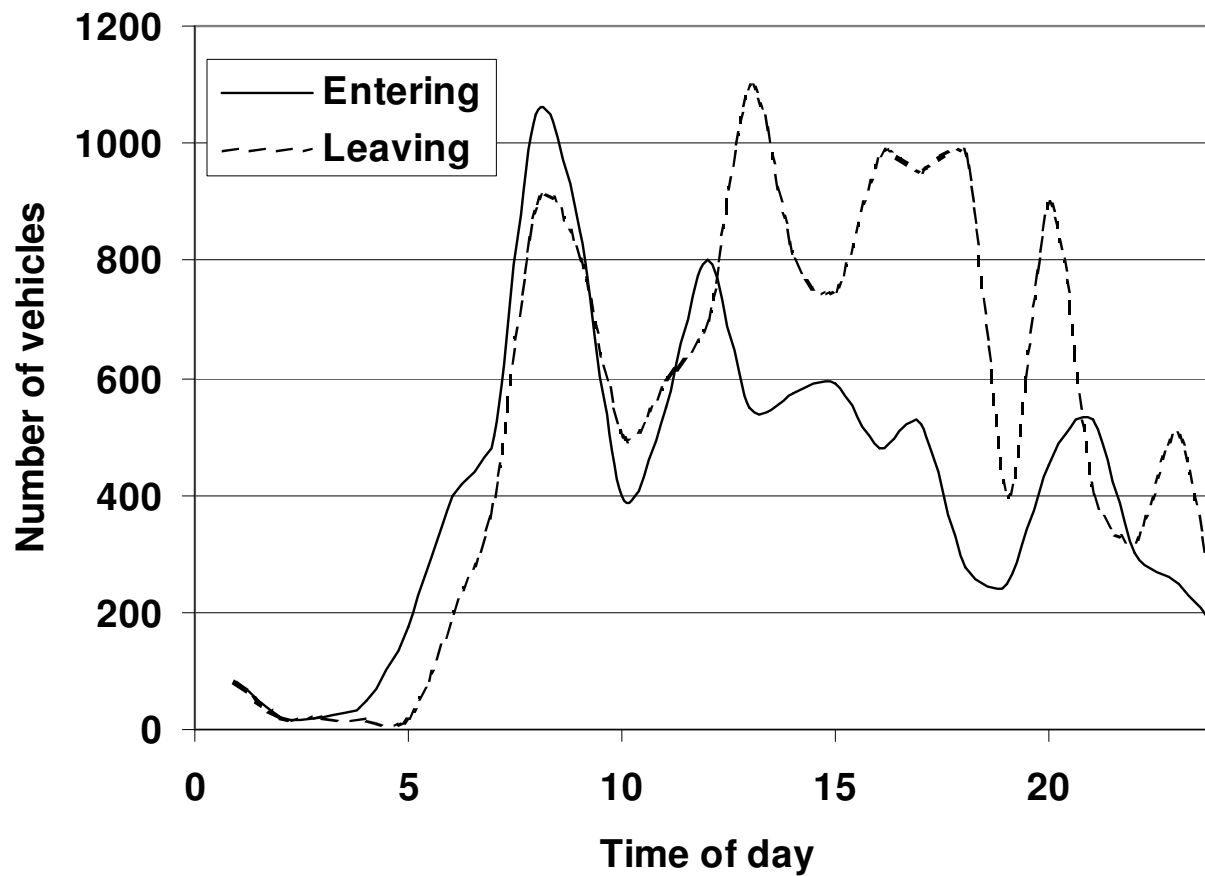
etc.

Economic Forces Driving Traffic Intensity



Annual Growth Rates of GDP and Trade 1990-2000

Total Vehicles Entering and Leaving Dublin Port



To Conclude

TCD Project will:

- Identify opportunities for introducing more sustainable traffic management solutions for freight deliveries
- Underpin the formulation of strategies by the authorities in accordance with stated national and EU policies

Contact Details

TSRG, Trinity College Dublin

finlayh@tcd.ie

margaret.omahony@tcd.ie

www.tcd.ie/Transport_Research_Centre