



NEA Transportonderzoek en -opleiding

NEA Transport research and training

Overview of urban freight
measures implemented in small
and medium sized cities in the
Netherlands

Jarl Schoemaker



- » Introduction: the Netherlands
- » Urban freight in NL
- » Survey on measures in municipalities
- » Delivery profiles
- » Examples of small and medium sized cities :
 - Den Bosch: delivery time windows
 - Groningen: using bus lanes for urban freight
 - De Schone Stad (the clean city)
- » Final remarks

The Netherlands

- » 16.3 Million inhabitants, living in:
 - 19% in very strongly urbanised areas
 - 23% in highly urbanised areas
 - 18% in medium urbanised areas
 - 20% in slightly urbanised areas
 - 21% in non-urbanised areas
- » 467 municipalities

Urban freight in the Netherlands

- » In the past: PSD (Platform Urban Distribution):
 - Cooperation between governments and associations
 - Organized and coordinated urban freight distribution research
 - Encouraged cooperation between cities
- » PSD-project was terminated in 2004
- » 2005: new “Commission Urban Distribution”

Commission urban distribution

Objectives:

- » Regional coordination of time windows between cities
- » Coordination of supply to shops

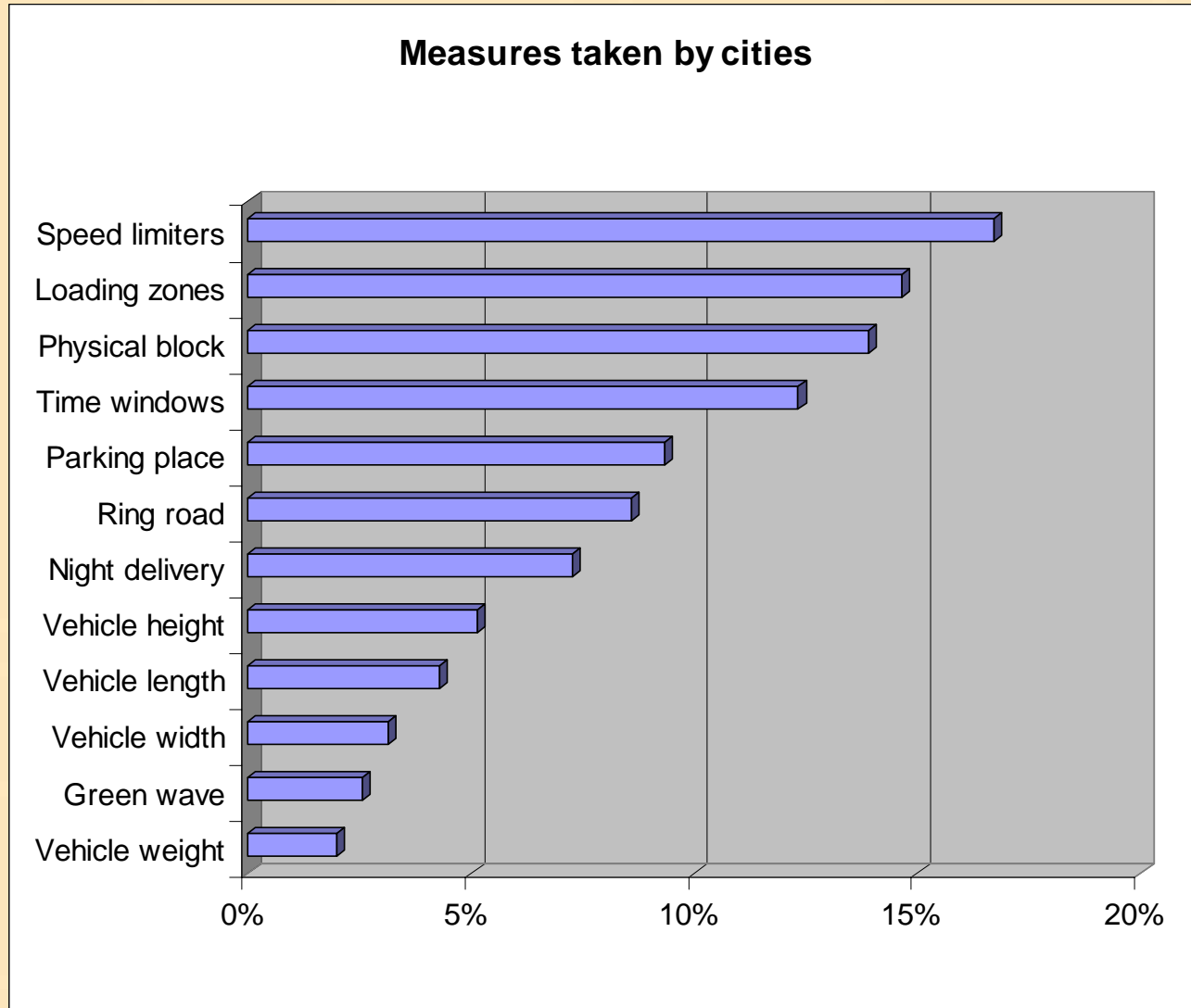
Support is offered by:

- » Advises
- » New instruments: e.g. regional benchmark
- » Mediating/arbitrating on cooperation
- » Specifics are still under development

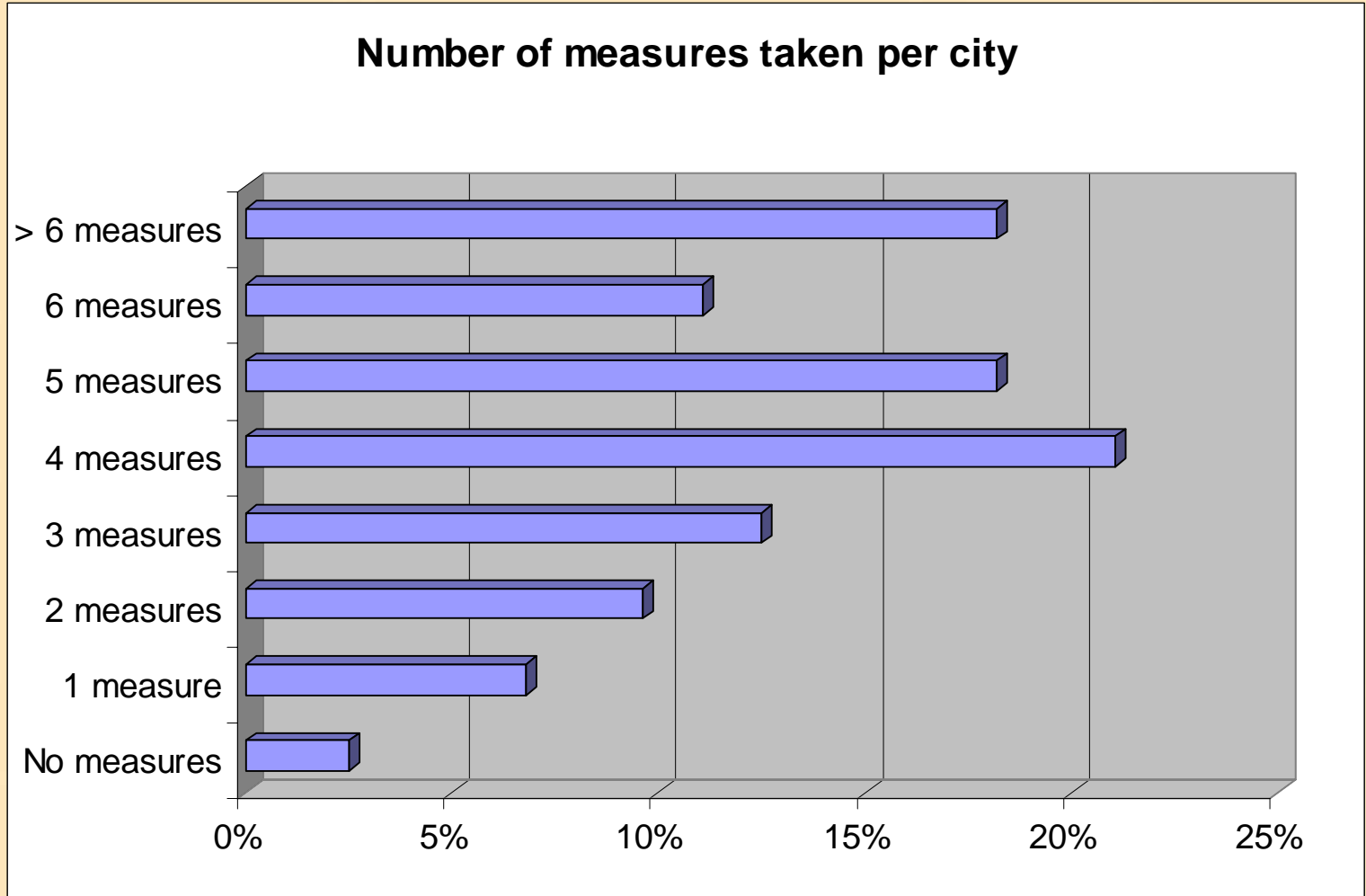
Survey of measures taken by cities

- » Survey carried out by PSD in 1998 on measures taken in municipalities

Survey results



Survey results



Problems identified in the survey

Different regulations in cities:

- » Vehicle restrictions (length, width and weight)
- » Delivery time windows
- » Sometimes also CO2 requirements

Currently virtually no coordination of measures between cities

Bevoorradingprofielen "Delivery profiles"

- » Standardized method for analysis of urban distribution situation in a city
- » Method developed jointly between university, associations and consultants

Delivery profiles

Delivery profiles contain indicators for a number of aspects in living quality in urban areas

Indicators	Aspects
A. Vitality and attractiveness	1. Economy and development
B. Road safety	2. Traffic and transport
C. Livability / quality of life	3. Infrastructure and physical surroundings
D. Accessibility	4. Policy and society
E. Quality of deliveries and improvement options	5. Environment and safety

Delivery profiles

- » Delivery profiles have been set up for several cities:
 - Amsterdam (historical southern part)
 - Rotterdam (more modern city centre)
 - Utrecht (historical centre)
 - Deventer (initiated by citizens!)

- » More cities and regions are planning to set up profiles.

Example Den Bosch – time windows

Effects of implementation of time windows:

- » Less HGVs, more LGVs and vans
- » Increase of average time to reach destination
- » Increase of dwelling time in city centre
- » Improved loading factors

Example Groningen – using bus lane

Effects of co-using bus lane for freight transport:

- » Less trips
- » Decrease of vehicle kms in downtown area
- » Decrease of dwelling time in centre
- » No negative effects of bus operations

Examples – The Hague

De Schone Stad (The Clean City)

- » The aim was a quick and efficient waste collection which is supported by the entrepreneurs, residents and waste collection companies.
- » This should result in a cleaner city and less disturbance for the residents and visitors
- » Result: common rules for waste collection causing less disturbance and a better urban environment

The Hague – historical city centre



The Hague - coordinated waste collection



The Hague - coordinated waste collection



The Hague – access restrictions



The Hague - access restrictions



Final remarks

- » Renewed focus on urban distribution through Commission Urban Distribution
- » Regional coordination of between cities
- » Urban freight transport can be used as a marketing instrument
- » Work together with local actors!