

# SUGAR

## CURRENT CITY LOGISTICS MEASURES APPLIED IN THE CITY OF ÚSTÍ NAD LABEM

*JPE Prague & Ústí nad Labem  
17th of January 2011, Prague*

# Signing – city entrance restriction (1)

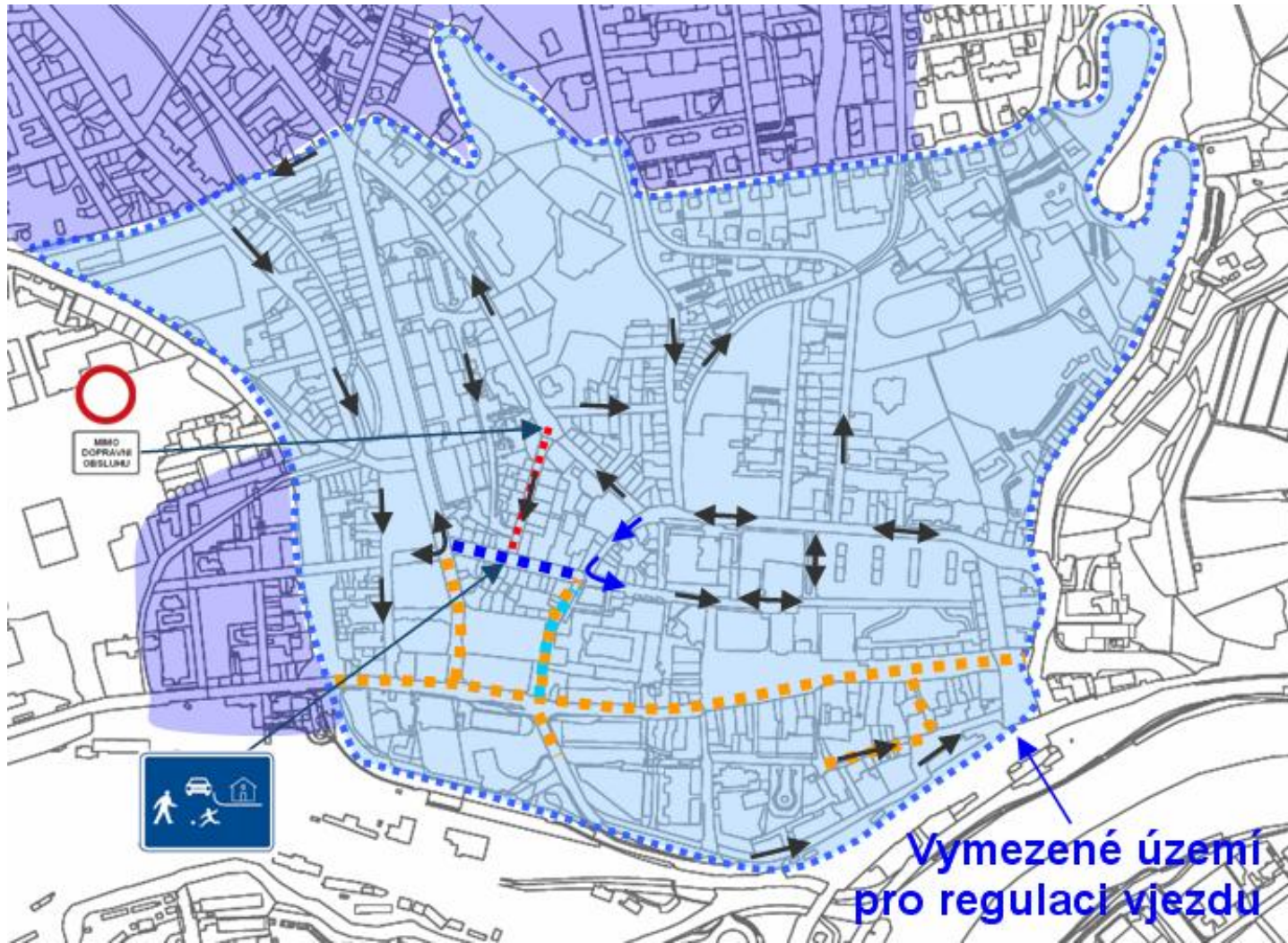
- **Background**

- Actual signing is fixed and limited only to transit through the city districts.
- The entry to the city is generally limited for vehicles over 3,5 t
- Since January 2011 another restriction related to the city center came into force – stopping only allowed for delivery in set up time windows;
- Since the April 2011 the city plan to test a pilot testing for a new L/U distribution and signing based on „Paris experience“;

- **Main problems**

- The restrictions are not planned according to any long term conception;
- When the city is dealing with D8 congestions the present system does not work;
- The system is based only on administrative restrictions – there are no motivating measures

## Signing (2)



### Stávající stav:

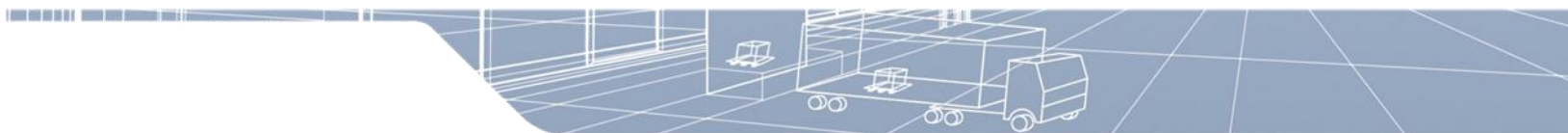
- zákaz vjezdu mimo dopravní obsluhu
- obytná zóna
- ← jednosměrný provoz
- ↔ obousměrný provoz

### Návrh:

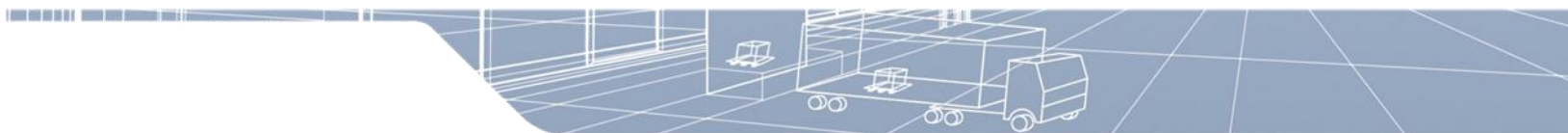
- zákaz vjezdu mimo dopravní obsluhu
- obytná zóna
- ← jednosměrný provoz

Vymezené území  
pro regulaci vjezdu









# Traffic detection techniques

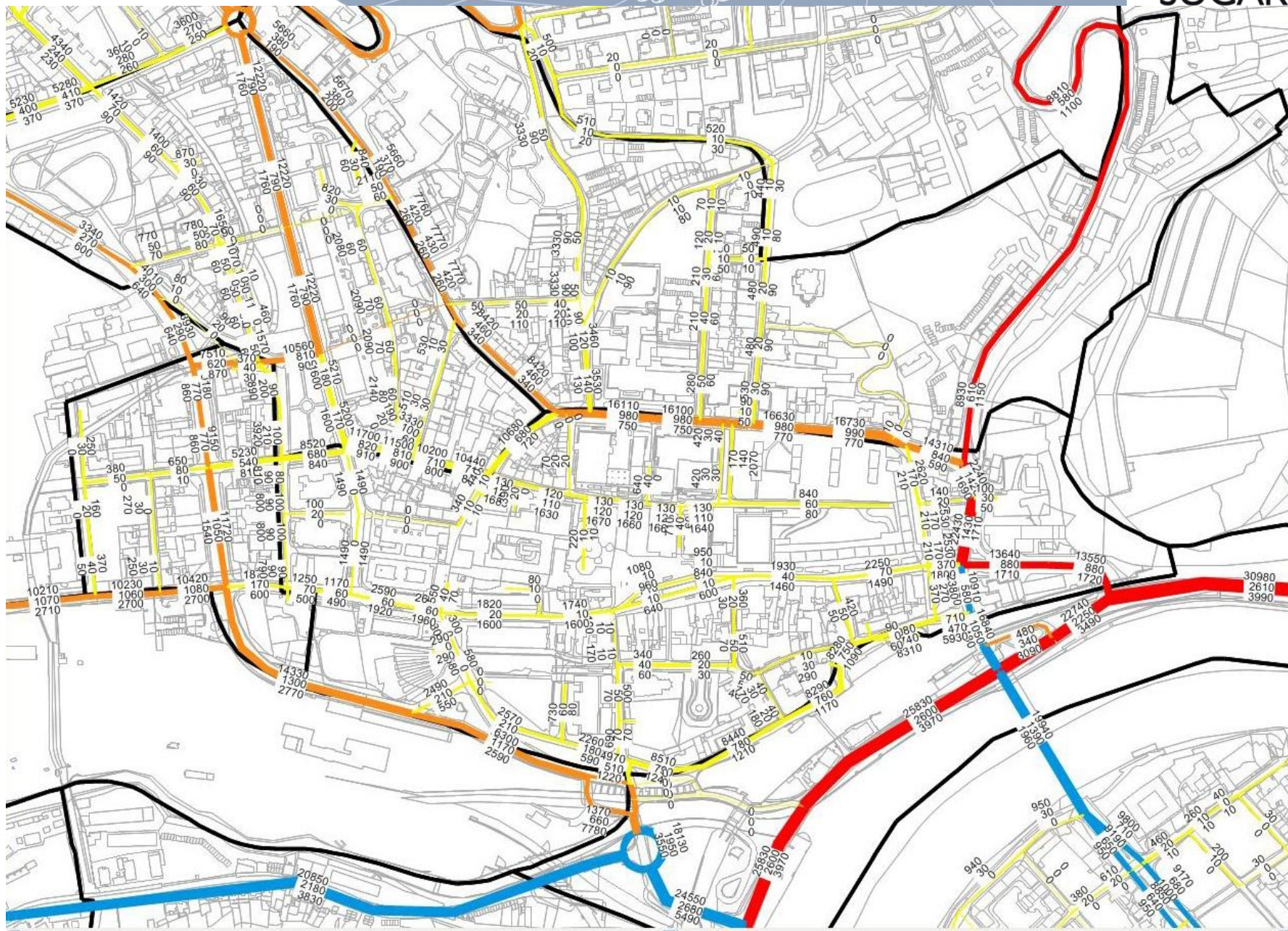
- **Background**

- Nowadays only the number of passing vehicles is being monitored without the possibility of their classification. The vehicles are counted manually with the help of technical equipment and classified only according to the length (light, heavy).
- The technology that the city has is unable to classify the cars automatically so the cars are classified only when counted manually (once per 5 years);
- In the meantime the city counts the traffic only when it is necessary or the traffic model is used to make the simulation;
- There are 38 counting places in the city + the crossroads are able to count the number of vehicles passing through;
- The city does also have a security cameras but they are not used at this moment for traffic management purposes;

- **Main problems**

- The main problems are related mainly to the issue that the data are insufficient for a proper transport modeling;
- Also the data are collected only once per 5 years which is not enough – any other solution is not possible as the city does not have the necessary equipment to do automated counting.





# Traffic management system

- **Background**

- The management system is out of date and very simple (mostly manual control).
- There is a central management panel planned in the Civitas+ Archimedes project – it will however deal with road security and public transport mainly;

- **Main problems**

- The system is not able to respond automatically to any traffic problems in the city
- Every problem has to be solved separately and manually



# Loading/ Unloading areas

- **Background**

- At this moment L/U areas are just on some streets, without any system
- They are marked mainly in cases where the whole signing system is changed or the road is reconstructed, or in cases where there was a demand from some entrepreneurs or private companies
- Since April the city wants to pilot test on two streets a new approach based on the best practice showed in Paris;

- **Main problems**

- The enforcement is quite good because the present L/U areas were mainly planned based on a demand of a particular entrepreneur who is then keeping an eye on the enforcement;
- On the other hand the system is not effective – the L/U areas are not planned according to a real demand;







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# Modelling

- **Background**

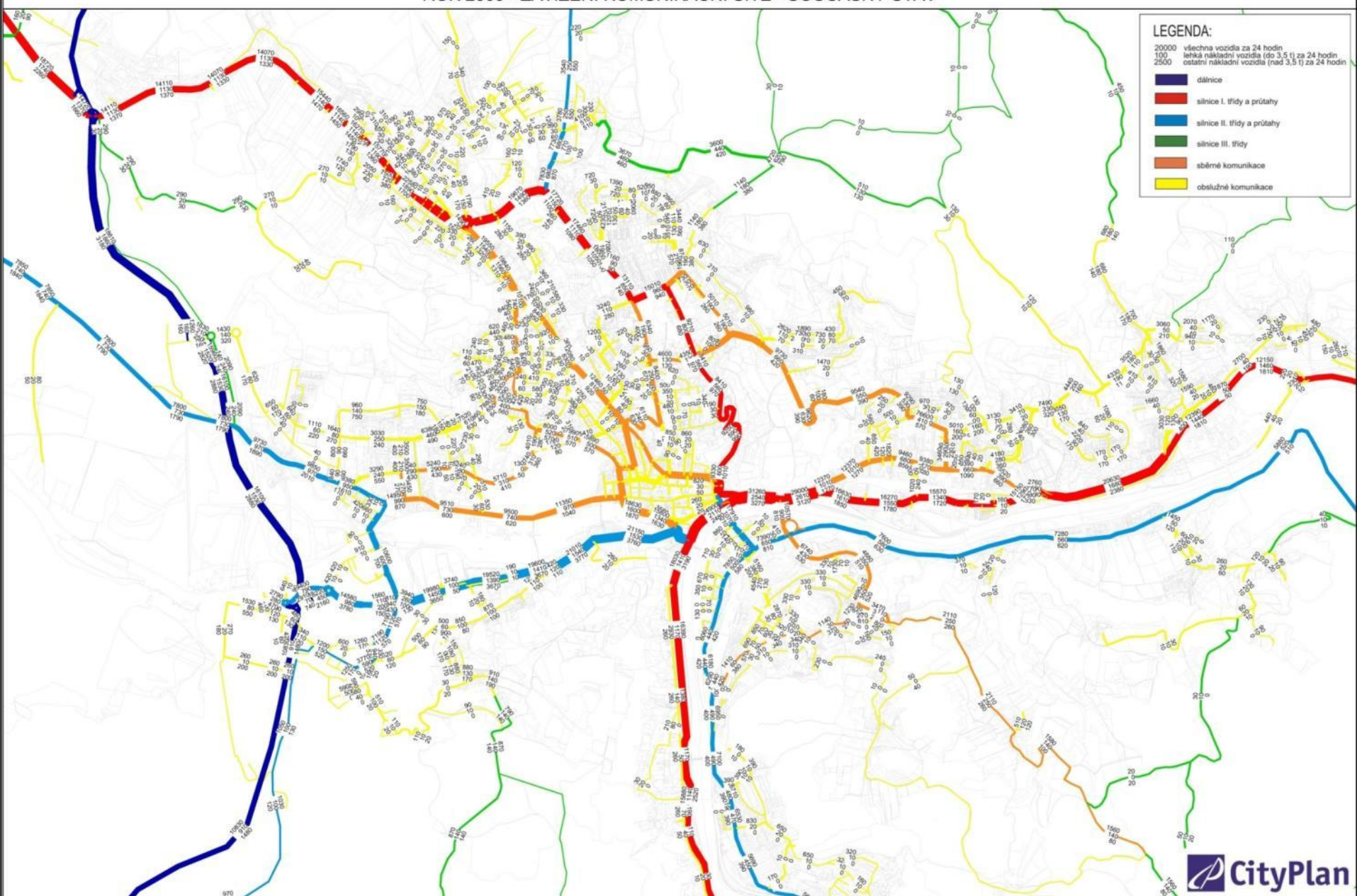
- The city does have a model based on the traffic volumes
- The model includes several different parts including the noise map and emission map
- Currently the city prepares a new traffic regulation plan based on the model
- The model includes also small surrounding area around the city

- **Main problems**

- The main problem is that the model does not include any data about goods flow;

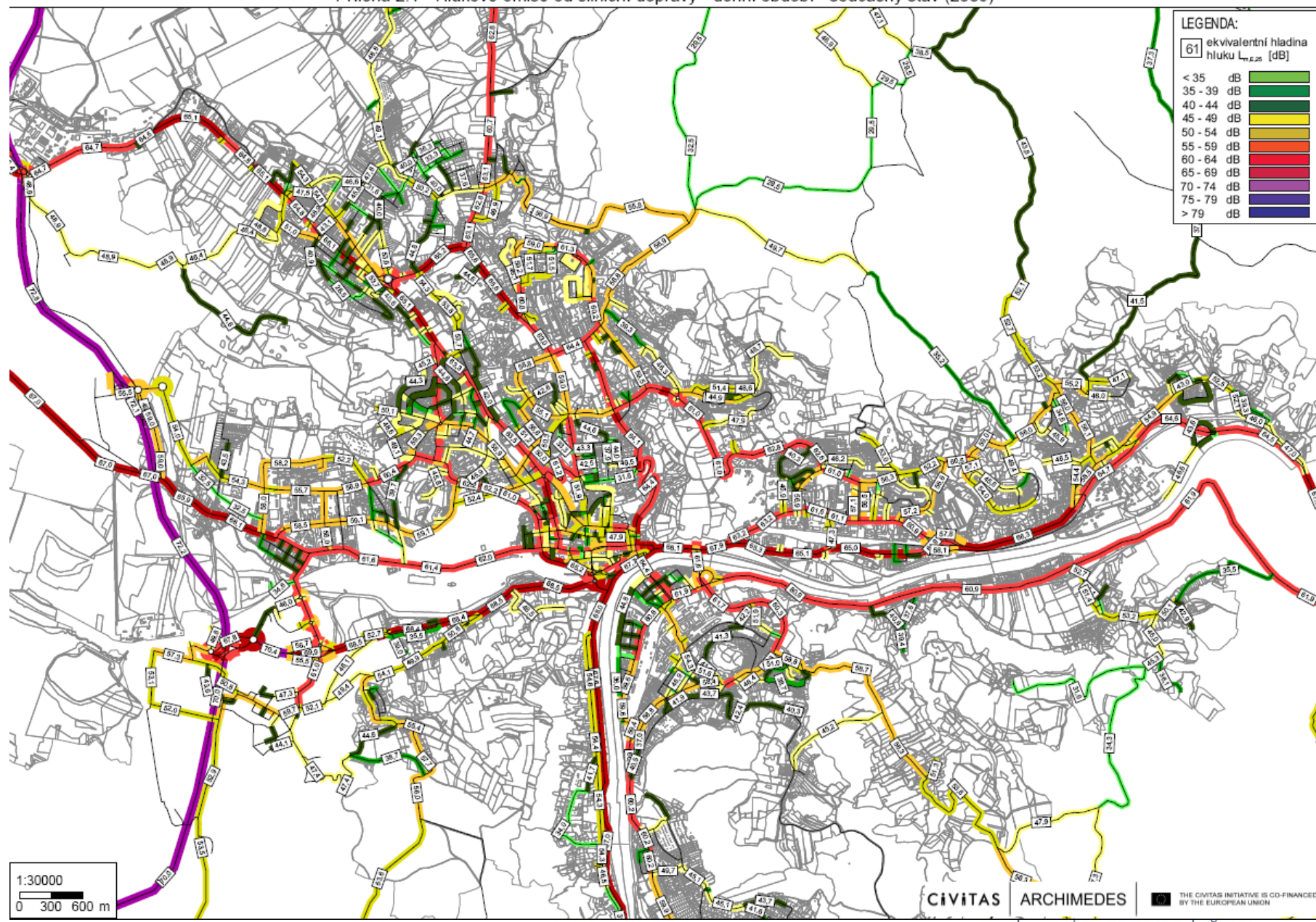


# ROK 2009 - ZATÍŽENÍ KOMUNIKAČNÍ SÍTĚ - SOUČASNÝ STAV





Příloha 2.1 - Hlukové emise od silniční dopravy - denní období - současný stav (2009)



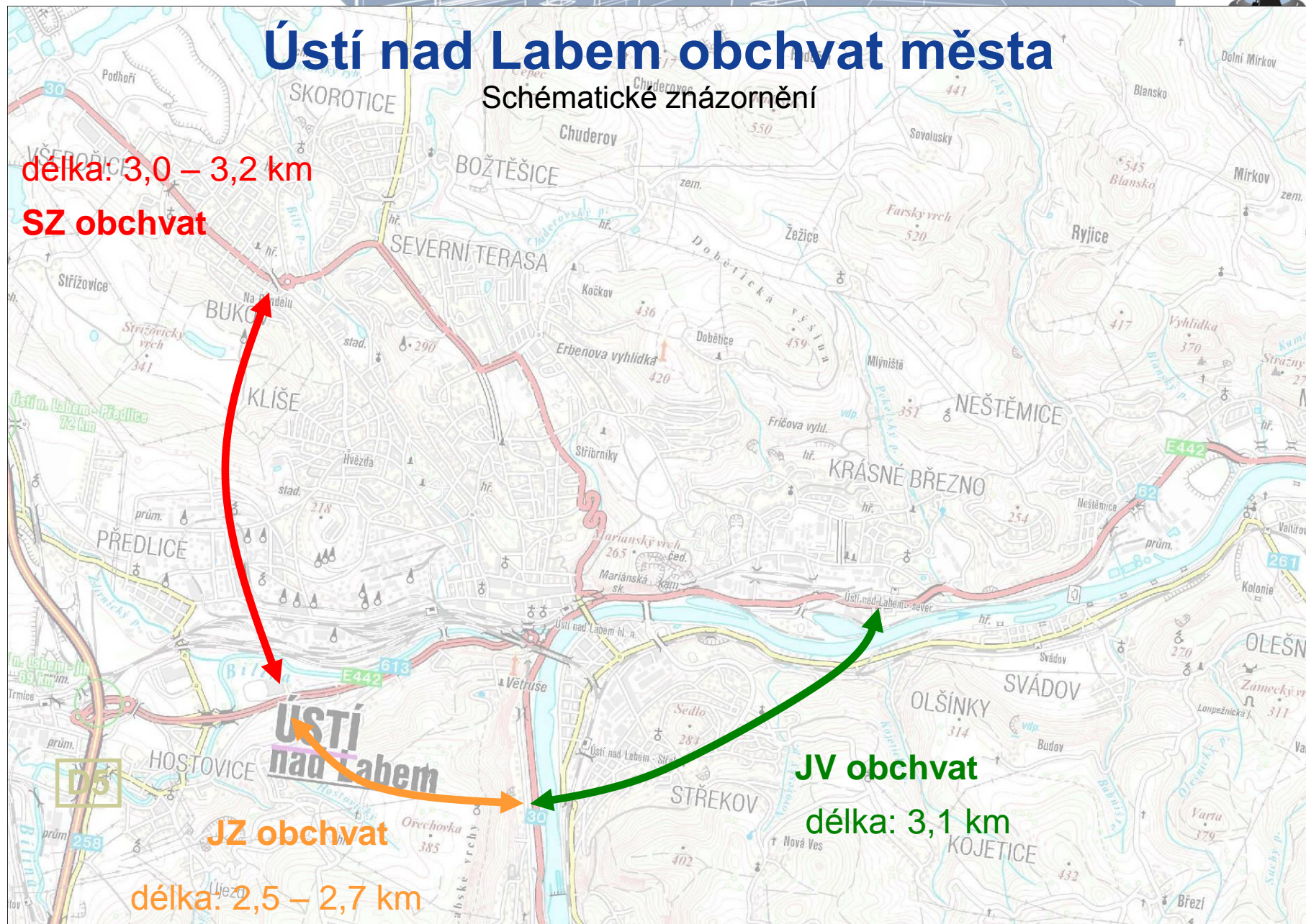


# Ústí nad Labem obchvat města

Schématické znázornění

délka: 3,0 – 3,2 km

**SZ obchvat**



**JZ obchvat**  
délka: 2,5 – 2,7 km

**JV obchvat**  
délka: 3,1 km



# DISCUSSION