

# SUGAR

## FUTURE CITY LOGISTICS

### MEASURES FOR THE REGION OF CRETE

*Region of Crete*

*1<sup>st</sup> & 2<sup>nd</sup> of July, Heraklion*

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# Cooperation among transport and logistics providers (1/2)

- **Background**

- The transport and logistics sector in the Region of Crete (and in Greece in general) consists of small enterprises with old truck fleets, especially for urban transport activities.
- Studies performed by the Region of Crete show that several of the vehicles trips (with all its negative effects) could have been avoided with cooperation between the actors.
- Strict access regulations based on emissions and air pollutants or loading factors, as identified in the Best Practices survey, are very difficult to be implemented because most of the operators will be excluded.

# Cooperation among transport and logistics providers (2/2)

- **Topics for transfer of experience**

- What are the main actions for enabling cooperation between transport and logistics operators?
- Seminars and educational programmes are quite often very academic. Are there any curriculum for more practical info?
- Are there any “real” results regarding savings from operators cooperation?
- How the successful results of a European Programme can be implemented in real life conditions? (The experience shows that while the operators are willing to join experiments are very reluctant for real life implementation)
- Are subsidies the only solution for changes?
- Are there “soft” incentives that can be provided?
- Regarding access regulations etc. could the solution be to initially setting minimum standards and gradually tightening them?

## City logistics measures - historical centre (1/2)

- **Background**

- The three larger cities of the Region (Heraklion, Chania, Rethimno) have historical city centres.
- The main measures implemented rely on binding regulations and pedestrianisation activities.
- Narrow roads with limited potentials for interventions.
- The touristic character of the Region alters the transport needs especially in the peak season.
- The Operational Regional Programme foresees actions for “Infrastructure and Accessibility Services”

## City logistics measures - historical centre (2/2)

- **Topics for transfer of experience**

- What are the issues to be considered when complete forbiddance of vehicles in the city centre is designed in order not to have transfer of negative impacts to the suburban areas?
- Can restrictions on entry points for access into specific areas and low speed limits be used as discouraging tool?
- Is there a relationship between parking places for private cars and commercial vehicles? Can the gradual reduction of legal parking places (for private cars) in the centre and the provision of parking places in nearby areas help to find new L/U spaces? Any example?
- How can we balance between the economic growth and traffic restrictions?
- Can night deliveries be implemented without special silence engines?

## Control and enforcement mechanisms (1/2)

- **Background**

- The three larger cities of the Region have their Municipality Police responsible for the control and enforcement of the traffic regulations.
- With special reference to the Municipality of Heraklion (as pilot city in the project) no special problems can be reported for the time being mainly due to the limited area of measures implementation (the staff is sufficient) and the active personal involvement of Municipality staff to control the measures.
- The situation is expected to change in the future (more, new measures in greater area) thus preparation is needed!!!

## Control and enforcement mechanisms (2/2)

- **Topics for transfer of experience**

- What are the issues that should be considered prior to CCTV cameras installation for access control and parking regulations? (e.g. how the advantages and disadvantages are considered, considering the high cost )
- What are the issues that should be considered prior to installation of electronic barriers for access control? (currently in the Municipality of Heraklion physical barriers have been placed)
- Can RFID tags be used to control the allowed parking time in defined parking places?
- What are the “back office” requirements for the processing of the data collected by automatic systems?
- How the Civil Enforcement Officers (CEOs) practices have been set in London? (in terms of incentives for the citizens, compensation etc)

# Organisation of Freight Transport Department (1/2)

- **Background**

- Neither the Region of Crete nor its municipalities have organised freight transport departments (similar to the majority of the Greek Authorities)
- This creates gaps in policy formulation and freight transport data availability. Only recently, efforts have started to integrate urban freight distribution in local policy-making and institutional settings.
- The freight transport distribution is considered as private sector task. (but we are not an exception!!)

# Organisation of Freight Transport Department (2/2)

- **Topics for transfer of experience**
  - Please provide examples for the organisation of Freight Transport Departments in terms of scope of activities, responsibilities, job description for the personnel etc.
  - Considering the size of the cities in the Region of Crete, can the Region have this umbrella role and serve the needs and requirements of its municipalities?
  - Are there examples from Regions that in cooperation with the Municipalities set local measures (e.g. access control) in order to avoid a fragmented patchwork of regulations? How have this been achieved?

# Organisation of Traffic Management Department (1/3)

- **Background**

- In the traffic studies performed by the Municipalities, the establishment of Traffic Management Department under the responsibility of the Technical Works Service of the Municipality is recommended.
- The main objectives will be the implementation and operation of the traffic regulations but mainly the medium and long term planning of urban logistics related to passenger and freight transport.

# Organisation of Traffic Management Department (2/3)

- **Background**

- The proposed structure foresees the following departments:
  - » Maintenance
  - » Data Collection
  - » Parking Control
  - » Traffic light regulation
  - » Study
  - » Planning
  - » Research and Development
- Currently the Traffic Management Office has several other responsibilities but also the maintenance of the TMS.

# Organisation of Traffic Management Department (3/3)

- **Topics for transfer of experience**
  - Please provide examples of similar departments
  - Is there a framework/methodology for the gradual implementation of the TMD and estimation regarding required time?

# Consultation and awareness (1/2)

- **Background from the Municipality of Heraklion experience**
  - There is a long maturity and awareness period.
  - The consultation process is performed through meetings with the affected groups, public events with open discussion, via Internet Site of the Municipality as well as with personal contacts of Municipality staff.
  - Media and communication channels, flyers (door-to-door), the Internet Site of the Municipality are used to inform the local community.
  - Special events (e.g. the first Saturday of each month there is access restriction to the city centre area).
  - Day to day collaboration of Municipality staff with the affected (from the measure) user group

## Consultation and awareness (2/2)

- **Topics for transfer of experience**
  - Are there innovative techniques to promote a measure to be implemented?
  - How the behavior with the rule compliance can be enhanced?
  - Are there low cost incentives to be provided?
  - Promotion of cycling is in the priorities of the Municipality and the implementation of soft infrastructure measures have started. Are there smart options to involve citizens and make the measure an alternative mobility option?

# Questions of general interest

- **The following topics are suggestions for open discussion in the two days event**
  - Alternative measures for narrow streets when the implementation of loading/unloading bays is not possible
  - Critical issues for successful implementation of Municipal Parking Control Systems
  - Requirements (technological and organisational) for Dynamic Traffic Control Management
  - Parking spaces for heavy vehicles

***Thank you for your  
Kind Attention***