

- reducing the impact of traffic while maintaining accessibility, viability and vitality;
- reducing emissions caused by public transport and goods distribution;
- looking at demand management and the provision of efficient interfaces and information between different types of transport.

3) **Transport & Travel Research Ltd** was formed in 1991 and provides a range of transport consultancy services to public and private sector organisations in the UK and Europe. The company is committed to providing a responsive, personal service to meet the individual needs of our clients. TTR offers advice and research to support planning and decision making at all stages of transport system development from initial concept, through to implementation and appraisal. We have specialists in transport policy; stakeholder consultation; demand management & road pricing; mobility management & special needs; transport, energy & environment; public transport; ITS; and market & social research.

The morning session sees the policy context and issues being explored by speakers from Bristol City Council, the Freight Transport Association and the European Commission. These will be followed by practical examples of innovative solutions demonstrated by BAA's consolidation initiative at Heathrow, and the City Authority of Aalborg in Denmark. The afternoon session offers an open debate on whether home deliveries represent a solution or whether they simply divert the problems elsewhere. The day will be rounded off with a focus on the lessons learnt and the role of Clear Zones in taking the urban goods delivery debate forward.

For the first time at the Clear Zones conference, manufacturers and service providers will be exhibiting a range of new technologies for use in urban goods deliveries, as well as offering technical seminars on alternative vehicles fuels and efficient fleet management.

For further details about the conference and a booking form, please contact the Clear Zones Office at Transport & Travel Research Ltd, tel: 0117 807 6522 or *email: clearzones@ttr.globalnet.co.uk*

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Notes for Editors

1) For further details about the conference or the Clear Zones initiative, please contact Guy Hitchcock on 0117 907 6520 or at guyh@globalnet.co.uk

2) The **Clear Zones** initiative (<http://www.clearzones.org.uk>) was originally developed by the Foresight Transport Panel in 1995. In 1997, a Clear Zones Steering Group was formed and a Co-ordinator (Transport & Travel Research Ltd) was appointed by DETR. The overall aim of Clear Zones is to reduce pollution and traffic in towns and enhance manufacturing end export opportunities by developing relevant technology and techniques through partnerships between cities, industry, academia and Government.

In 1998, the DETR's White Paper on the future of Transport 'A New Deal for Transport: better for everyone' endorsed the concept of Clear Zones, and suggested that Clear Zones can improve the quality of life in town centres through:-



CLEAR ZONES

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INNOVATION IN URBAN GOODS DELIVERY – A CHALLENGE FOR VITAL CITIES

A vibrant and economically active city depends on the efficient delivery of goods to its retail and business sectors. However, the vehicles delivering those goods can be major contributors to pollution, congestion and accident levels, and are often visually intrusive. Greater innovation is required in urban goods delivery to ensure an appropriate balance between the economic and environmental needs of a city.

This year's **Clear Zones Conference** which is being held at the **Jury's Hotel in Bristol on 5th March 2003**, and chaired by Steven Norris, will consider the issues in detail. The theme of the conference is ***Innovation in Urban Goods Delivery*** and the day's programme sets out to find answers to the following questions:

- Do all goods and services need to be delivered to the centre or are alternatives such as home delivery or e-services more appropriate?
- Are there more appropriate routes into the centre that are less sensitive?
- Can goods delivery be organised more efficiently within the city; are ideas such as transshipment and breaking down the barriers to co-operation between businesses viable options?
- Are the most appropriate vehicles being used, in terms of size and environmental performance?
- Are the goods being delivered at the right time - are night-time deliveries a solution or a problem?

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