

Total truck-weight restriction zone Budapest (Hungary)

Topic

Freight and city logistics

Summary

The City of Budapest implemented freight transport dedicated routes and zone-system to control the transport and delivery of goods within the city centre. Due to the fact that the largest part of commercial businesses is situated in the city centre; this is why the traffic increasing effect of good transport, loading and unloading causes the greatest problems in the most congested part of the capital.

This case study was collected in the framework of the Bestufs project.

Case Study

Introduction

The political and economic changes in the last decade had a significant influence on the transport system of the city. Changes in the economy and commerce had a multi-part effect on the good-supply. As production and good transport decentralised, the number of small businesses increased, and this caused the decentralisation of good supply operations. The largest part of commercial businesses is still situated in the city centre; this is why the traffic increasing effect of goods transport, loading and unloading causes the greatest problems in the most congested part of the capital.

Basic facts

Important figures in Budapest:

- 30% of loading processes are carried out in public roads;
- 90% of goods transport processes are carried out during working hours;
- 60% of transport tasks have higher frequency than once a week; 20% of transport tasks are performed every day and 15% 2-3 times a day;
- the ratio of unloaded runs is 18%, but of partly loaded runs is 59%

The zone-system introduced in the eighties has the aim to regulate the dispersion of freight traffic in time and space, decreasing (and in several critical places even terminating) transit freight transport. Total truck weight restrictions implemented in the zone-system push heavy truck traffic to the low traffic hours in order to establish a possible undisturbed daytime movement on roads.

Users and stakeholders

The issuing of the drive-in licences for distribution of goods in the restricted areas is managed by the Freight Transport Consultancy Office of Budapest (FSzT) on behalf of the Municipality of Budapest.

Implementation set-up

Since 1996 there is a new total truck-weight-limit system regulating goods transport:

- in Pest between the upper quayside (felso rakpart) and the middle ring road (Nagykörút), in Buda between the upper quayside and the Buda Ring Road (Budai körút) there is a 3,5 ton total truck weight limit from 7 a.m. till 6 p.m.
- between the middle ring road (Nagykörút) and the outer ring road (Hungária körút) there is a total weight-limit of 12 tons from 7 a.m. till 6 p.m.

From 1997 other weight restrictions were extended over the following areas:

- in the 9th district in Buda a total weight-limit of 12t.
- Kelenföld-Albertfalva from 00 to 24 hour total weight-limit of 12t.
- Wekerle-habitation (XIX. District) from 00 to 24 hour a total weight-limit of 3,5t.
- Restrictions in green areas: Margaret Island, Római-part, Városliget, Népliget, János hill - Normafa, Óbuda Island. Full drive-in restrictions, except with permission, Taxi, buses of the Budapest Transport Limited.

Other prohibitions and limitations regarding freight traffic outside the above mentioned areas:

- Traffic calming zones;
- Limitations in residential areas;
- Pedestrian streets.

The distribution of goods inside these areas is possible only with drive-in licenses.

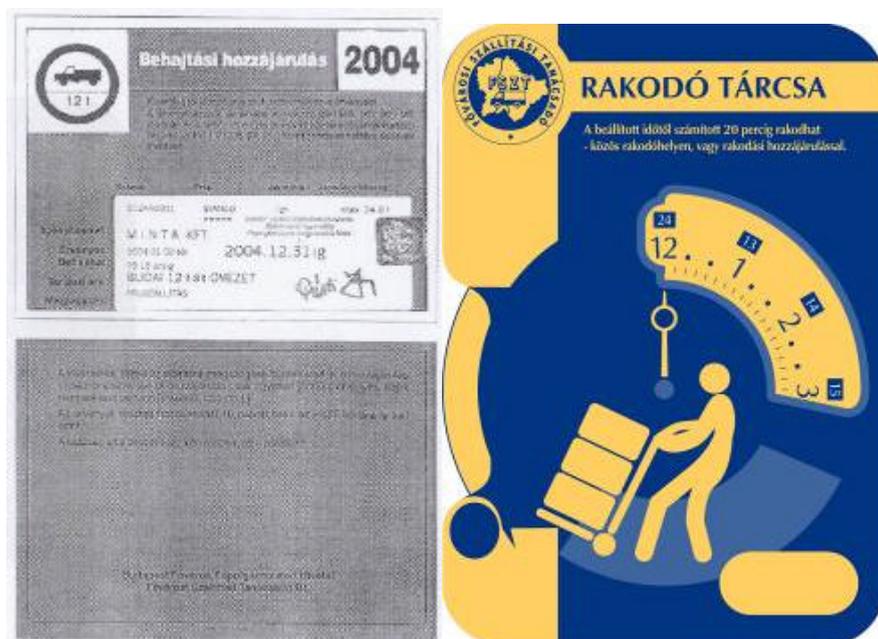


Figure 1: Budapest drive-in licence and loading disc

The valid drive-in licence has to be placed to be viewable behind the windscreen. The loading disc shows the loading time. On a joint loading space, the loading is possible during maximum 20 minutes. The time set on the loading disc shows the beginning of the loading.

For the proper functioning of the created areas the consequent control activity is essential. The checks by the responsible authorities are permanent (as on site controls, general area checks, weightings on the roadside and targeted checks on the most frequented places). The Police Department of Budapest and the districts, the self-governments of the districts, The Municipality of Budapest, the Inspectorate for Public-area, the traffic control experts of the Capital's Public Place Maintainer Company together have been managing the checks and controls for years.

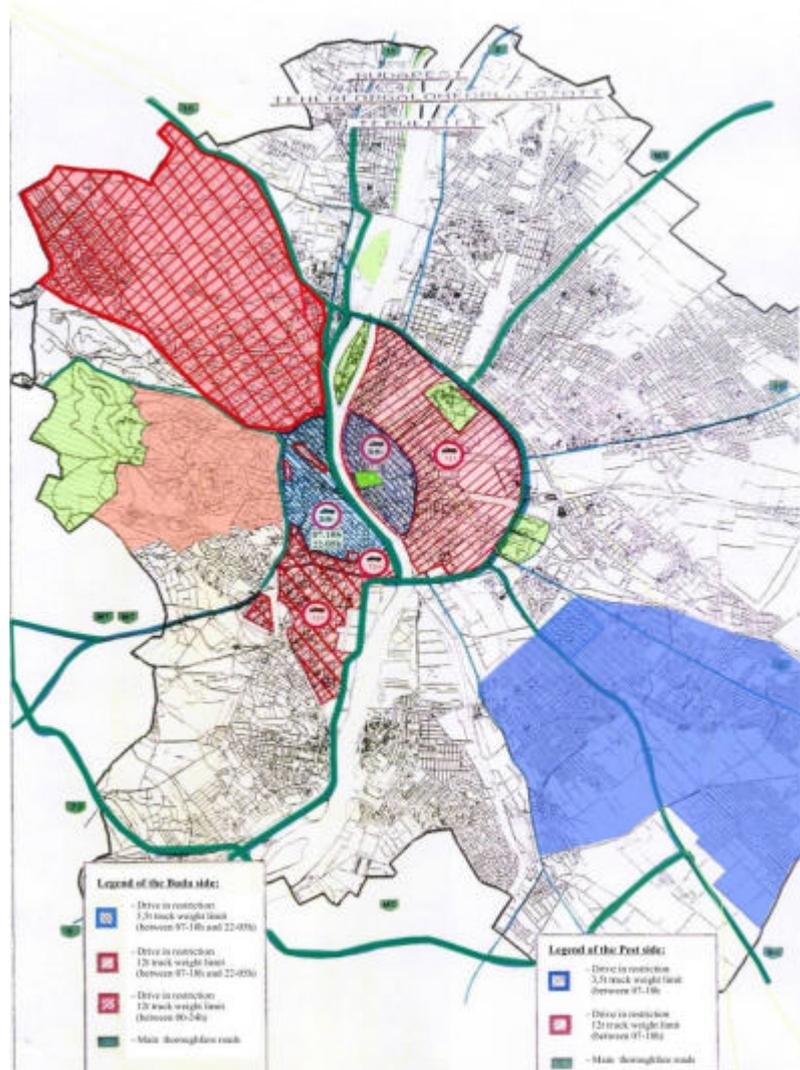


Figure 2: Budapest freight transport routes and zone-system

Results

The zone-system generally works well. A general zone-system for the whole city, managed by the Municipality of Budapest would be useful, avoiding the incompatibilities, which are sometimes arising because some restrictions were introduced by the districts without a common framework.

Years ago the V. district (the downtown area) introduced a video camera system to control the traffic into the protected areas, but as the police department of the district does not have enough staff for the permanent controlling this system is no longer in operation.

Another problem is the loading and unloading activities. Loading areas are signed with suitable boards, but the effectiveness of these boards is poor: parking cars occupy the space frequently. Because of this, loading is frequently carried out using the traffic lane, disturbing traffic flow significantly.

Future prospects and conclusions

The EU practice has to be taken into consideration regarding the current and the planned restrictions. The general European 3.5, 7.5 and 12 tons categories has to be introduced in the Hungarian cities too. The consideration of the specific parameters (total weight, minimal diameter of the turning-circle, emission- and noise data, economic efficiency, etc.) is also essential.

The present zone system of the full weight-restriction areas has to be modernised in a phased approach connected to the development of the ongoing road- and area developments (e.g. the M0 bypass road).

Web links

<http://www.bestufs.net/>

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