



► The LFDPs aim to assist local authorities in developing and implementing an effective Freight Strategy as a component of their local transport plans in order to achieve a balance between efficiency of freight, energy savings, minimising transport externalities and allowing a better use of both physical spaces and times slots.



► Kerbside access and loading restrictions offer access to loading bays to those operators who meet certain criteria set by public administrations, as well as an incentive towards the use of "cleaner" vehicles. The restrictions may cover time, vehicle size or vehicle type and have a direct impact on the environment, economy and energy efficiency.



► Sustainable Procurement is defined as a process whereby organisations meet their needs for goods, services, works and utilities in a way that achieves value for money on a whole life basis in terms of generating multiple benefits, whilst minimising damage to the environment.



► Use of cleaner vehicles is a measure in which organisations actively choose to use an ultra-low or zero emission vehicle (such as electric, hybrid electric-plug in, hydrogen, or natural gas), or make deliveries using cargo-bikes, barge or on foot.



► Stimulating Last Mile Logistics



LAMILO aims to create a step change in freight deliveries by fully considering the 'last mile' of a supply chain when planning a freight logistics journey, ensuring a more efficient and integrated logistics approach throughout North West Europe (NWE). The project brings together experts from all sectors of the freight transport industry to change behaviour of private companies, the public sector and consumers to make better use of existing transport infrastructure and networks, in order to reduce congestion, reduce harmful emissions and ultimately improve air quality in our cities.

In London, Cross River Partnership has drafted a review of local authority policies and regulations that most affect last mile logistics solutions in North West Europe. This review will support detailed recommendations addressed to key public and private sector bodies.

We hope that you find this Policy Measures Summary inspiring.

For more information, help or advice please get in touch: www.crossriverpartnership.org



This involves the use of restrictions initiated or supported by public administrations, both in **time windows** and **road access**, to restrict freight deliveries to certain times of the day or geographical areas.

Noise regulations restrict the amount, duration and source of noise nuisance. It usually places restrictions for certain times within residential areas.



Freight Quality Partnerships bring together a wide range of freight stakeholders, including operators, administrators, retailers, councils, freight shippers and trade associations to discuss relevant urban freight issues, and develop necessary action plans.

Fleet operator recognition schemes are voluntary schemes designed to provide recognition, guidance and advice to road transport operators as a mechanism to raise standards in the freight sector.

With the aim of improving road safety, **driver training** is delivered by public and private sector organisations to ensure that drivers have been trained to operate to the highest standards.



Urban freight consolidation solutions consist of collection and distribution hubs for freight reassignment. These solutions are often initiated or supported by the private sector to reduce the number of delivery vehicles, facilitate the efficiency of freight vehicles loading / unloading in delivery bays, reduce the conflict on streets and improve the quality of the service provided.



This measure involves public administrators working with organisations to develop and implement DSPs for new businesses or changes in operations, with the scope to enable businesses to achieve efficiencies in deliveries, improve safety and reduce environmental impacts.

A DSP is tailored to a building's requirements, and considers frequency of deliveries, legal loading, best practice solutions for sustainable delivery methods and consolidation.



Harmonisation of regulations at a regional level promotes consistent and clear policy and guidelines across a city. The consistent regulations could cover Delivery Service Plan guidelines and planning conditions, urban goods movements' traffic orders or access controls, and council supplementary planning guidance. The measure aims to reduce confusion, conflicting information and infringements, improve air quality and public health while increasing economic performance.



Environmental zones involve the restriction of access, for example to city centres, for the most polluting vehicles in order to reduce vehicle emissions, noise, congestion and other negative environmental impacts, and thus enhance quality of life.



This measure involves the use of an **Intelligent Traffic Management (ITS)** system for access control and route guidance.

ITS can be divided into

- Freight transport management systems (e.g. fleet management systems and tracking and tracing systems)
- Traffic management systems (e.g. access control systems, traffic management and information systems).