

# LaMiLo City Policy Review

Action 8. Output 1.

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## Executive Summary

**Urban logistics is an integral part of daily life; we want our goods and services to be available to us when they are needed. However, this delivery and servicing activity in cities leads to problems of air pollution, noise, traffic congestion, and road safety. These problems make our cities less economically competitive and less pleasant places to be.**

Last mile logistics refers to the last leg of the supply chain. It represents over a quarter of the total cost of delivery. Getting the last mile 'right' will lead to improvements in delivery efficiency, and therefore reduce the environmental, economic and social cost of delivery. The public sector is involved in last mile logistics to help get it 'right'. There are many ways the public sector is involved in addressing the particular challenges associated with last mile logistics, at many levels. Key relevant legislation and policy direction is set at European level, and national governments interpret this and add to it for their own countries. Regional, sub-regional and local authorities have significant roles to play in determining local policies and regulations to influence last mile logistics.

LaMiLo (last mile logistics) – an INTERREG IVB North West Europe (NWE) project funded by the European Regional Development Fund (ERDF) – 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. Four demonstrators have been established with a focus on consolidation centres, including Camden Council's successful London Boroughs Consolidation Centre trial used by three local authorities' suppliers of cleaning products and stationary. For more information on the LaMiLo project and its activities please see [www.lamiloproject.eu](http://www.lamiloproject.eu) and for access to all LaMiLo related information please see [www.knowledgehub.lamiloproject.eu](http://www.knowledgehub.lamiloproject.eu).



Within the LaMiLo project, Cross River Partnership has undertaken a review of local authority planning, transport and other relevant policies and regulations that influence last mile logistics within each of the LaMiLo partner cities: Brussels, Camden, Dublin, Karlsruhe, Maastricht, Luxembourg, Paris and Perth.

## Findings

The key findings from the documents reviewed are:

- a. **Last mile logistics solutions are directly influenced by all levels and types of policy within a city.** This presents both opportunities and challenges for achieving change in our 'last mile logistics' behaviour. **12 common types of last mile logistics policy measures** are identified:
  1. Access, Noise & Time Window Restrictions:
  2. Accreditation & Safety
  3. Cleaner Transport Modes
  4. Collaborative & Informed Working Practices
  5. Consolidation Solutions
  6. Construction Logistics Plans & Delivery Servicing Plans
  7. Environmental Zones
  8. Freight in Strategies and Plans
  9. Harmonisation of Regulations at Regional Level
  10. Intelligent Traffic Management Systems
  11. Kerbside Access & Loading Restrictions
  12. Sustainable Procurement
- b. Of all the policies reviewed, **transport policies have the most direct influence on last mile logistics at the local, regional and national levels.** Local and regional environmental policies covering topics such as air pollution and climate change also have a direct influence on last mile logistics in many of the cities in this study. Of all the policies reviewed, planning policies have the least direct influence on last mile logistics, and likely to refer to freight in general terms. Procurement policies have a role to play in directly influencing last mile logistics locally.
- c. Brussels, Camden, Karlsruhe, Maastricht and Paris all have planning and transport policies which directly influence last mile logistics. These policies are well integrated and supportive of each other. Dublin and Perth have both transport and environmental policies that directly influence last mile logistics, but their planning policies do not have a direct influence. There remains an opportunity for planning policy to be strengthened in these cities to better support their transport policy aims in relation to last mile logistics. Luxembourg has neither planning nor transport policies in place which directly influence last mile logistics. There is an opportunity for Luxembourg to adopt the integrated planning and transport policy approaches of Brussels, Camden or Maastricht, adapted to the national context.

- d. Although some LaMiLo partner cities have policies that directly influence last mile logistics solutions, the problems associated with last mile logistics such as air pollution, traffic congestion, and road safety in those cities have not diminished. This suggests that **implementing policy in isolation is not enough to effect sustainable change**. Changes in legislation (for example around electric vehicles or cargo bikes), changes in regulation (for example in relation to permitted access to different parts of the city for different users), and changes in the behaviour of stakeholders (for example changing the way businesses view logistics, and the impact of logistics within their city) will all be key to effect a sustainable change in the operation of last mile logistics within the city, and the impact that last mile logistics therefore has. The specific nature of the changes required will differ according to the local context.

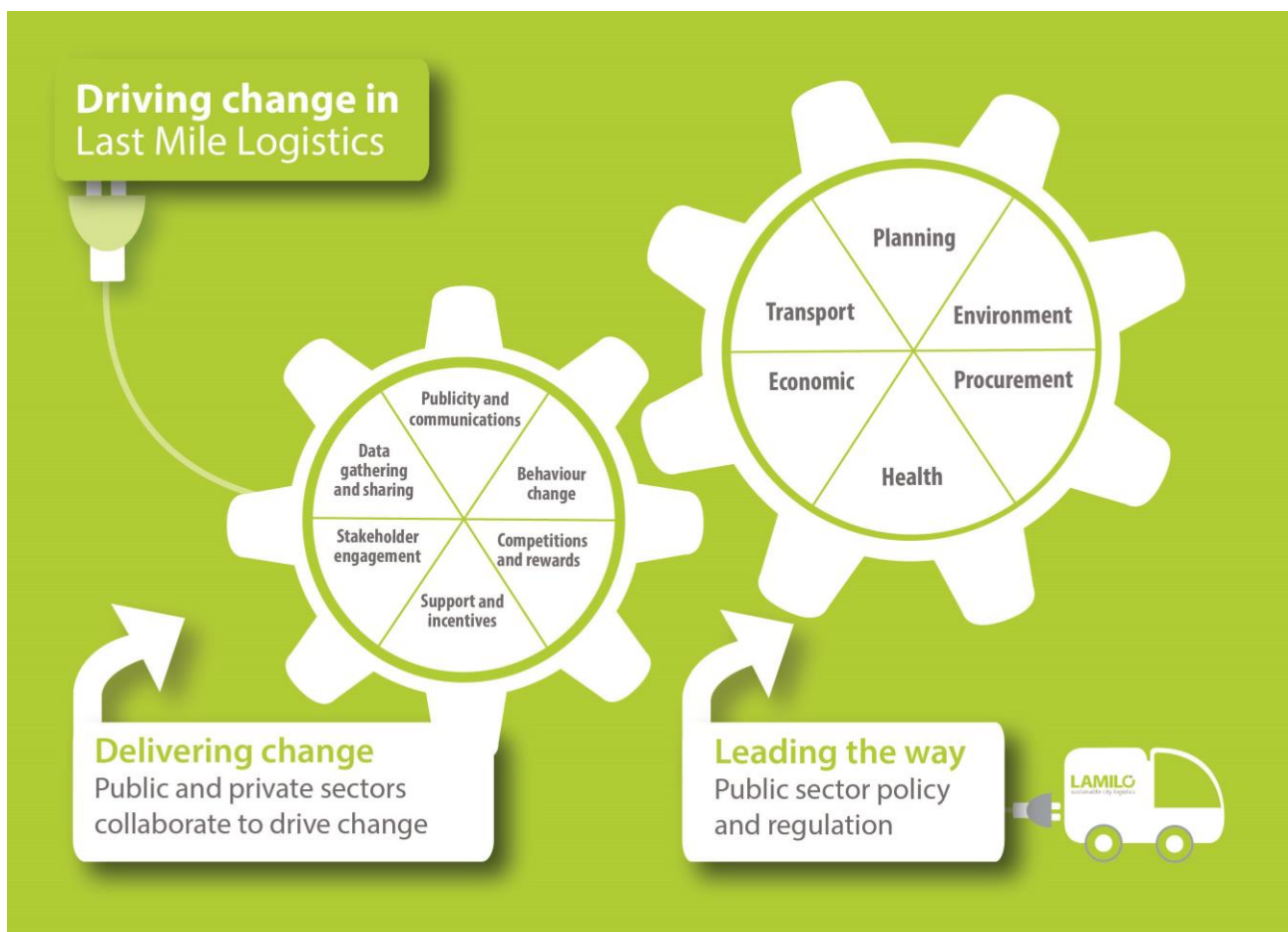
**Best practice last mile logistics policies** are provided in the report as a guide for cities to adopt.

## Recommendations

1. Cities should identify and adopt relevant policy measures to directly influence last mile logistics solutions.
2. These policy measures should be supported in local, sub-regional, regional and national planning, transport, environmental, procurement, retail and high street policies and strategies. Cities should work with their sub-regional, regional and national policy makers to ensure strong last mile logistics policies are adopted at all levels.
3. Regulatory and legislative change; together with behavioural change of key stakeholders is also required to provide the optimum conditions for sustainable last mile logistics solutions. There are many stakeholders in relation to last mile logistics including legislators; policy makers; funders; transporters; logistics operators; end users; road users; residents; citizens; businesses; sector representative bodies (in sectors such as transport, freight, technology, safety, air pollution, quality place-making, businesses, climate change); architects and planners. Cities should review and trial the adoption of last mile logistics policy measures in different areas, engaging key stakeholders such as end users and logistics operators, to establish the optimum balance between policy, regulation & legislation and behaviour change.
4. Policy makers at all levels (local, regional, national) should share data in relation to their last mile logistics policy measures, including on their economic, environmental and social cost and benefits; to ensure effective evolution of these policy measures.

## Next Steps

Introducing, monitoring and enforcing effective last mile logistics policy measures, regulation and legislation is only one part of the solution to creating sustainable last mile logistics. There must also be actions that encourage change including effective stakeholder engagement at the city level; strong communication using relevant information; data gathering and sharing on the cost and benefits of different last mile logistics solutions; an awareness raising programme that supports a behaviour change programme; provision to support businesses to partake in last mile logistics solutions. It is the blend of all these elements within a city that will lead to more sustainable last mile logistics.



## 1.0 Introduction

This report presents a review of local authority planning, transport and other relevant policies and regulations that influence last mile logistics within each of the LaMiLo partner cities: Brussels, Camden, Dublin, Karlsruhe, Maastricht, Luxembourg, Paris and Perth.



The purpose of this report is to:

- identify the types of policy and regulation that impact last mile logistics within cities,
- provide details per city of those policy as an example for other policy makers to view,
- provide a city summary to enable comparisons between the types of policy found in different cities and countries,
- provide best practice examples of the kinds of policies that could be introduced in cities to support more sustainable last mile logistics,
- make recommendations for policy makers to ensure relevant policies and regulations are most effective in tackling the effects of last mile logistics in cities.

## 2.0 Context

### 2.1 What is last mile logistics? Definitions

**Logistics** is the commercial activity of transporting goods to customers (English Oxford Dictionary, 2015)<sup>1</sup>.

**Urban logistics** is the movement of goods, equipment and waste into, out, from, within or through an urban area (European Commission, 2013)<sup>2</sup>.

**Last Mile** is the last leg of a supply chain, when goods are moved to their final destinations. This is not a

new occurrence, but has become more prominent with the recent changes in the way we shop. This last leg of the supply chain is often inefficient; comprising up to 28% of the total cost to move goods, and creates problems of congestion, air pollution and safety issues in urban areas (Supply Chain Digital, 2015)<sup>3</sup>.

## 2.2 Trends and processes that affect last mile logistics

There are many different trends and processes that affect last mile logistics including increasing global population, globalisation, urbanisation, consumerism, sustainable development, increasing citizen engagement, the rise of the information society, the increase in local purchasing, changes in technology affecting both vehicles and information flows, and increasing competition for use of the space on our roads.

## 2.3 The effects of last mile logistics on cities

The impact of last mile logistics on cities is far reaching, effecting the environment through increases in air pollution and noise; the economy through the impact of traffic congestion on economic competitiveness and the impact of the logistics sector itself on the economy, and society through safety concerns.

It is due to these effects that the public sector has become more involved in logistics particularly at the city level.

## 2.4 LaMiLo project

LaMiLo (last mile logistics) – an INTERREG IVB North West Europe (NWE) project part-funded by the European Regional Development Fund (ERDF) – 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 the behaviour of private companies, the public sector and consumers to make better use of existing transport infrastructure and networks. Four demonstrators have been established with a focus on consolidation centres, including Camden Council's successful trial 'London Borough's Consolidation used initially by three local authorities' suppliers of cleaning products and stationary. For more information on the LaMiLo project and its activities please see [www.lamiloproject.eu](http://www.lamiloproject.eu).

Within the LaMiLo project, Cross River Partnership (CRP) has reviewed the affects on, and effects of last mile logistics in cities; and the types of policies which have an influence on last mile logistics activities. The cost and benefits associated with different policies have been explored for key stakeholder group. Cross River Partnership has suggested the adoption of 10 recommendations in order to improve the future design of local last mile logistics policy measures and their implementation into last mile logistics solutions. More information on these elements can be found in Cross River Partnership's LaMiLo report 'Public Sector Influence on Last Mile Logistics Action 8. Output 5'. To download a copy please visit the CRP website [www.crossriverpartnership.org](http://www.crossriverpartnership.org) or the LaMiLo Knowledge Hub [www.knowledgehub/lamiloproject.eu](http://www.knowledgehub/lamiloproject.eu) where all the LaMiLo project information can be found.



## 2.5 European influence on last mile logistics in cities

It is important to understand that whilst local, sub-regional, regional and national policies have a large impact on last mile logistics within cities, all of this happens within the context of European activity, described in the sections below.

### Legislation

The European Union (EU) is based upon rules of law which are set out in Treaties. The aims of these Treaties are set out in several different kinds of legal acts: regulation, directives, recommendations and opinions. These acts can be binding (or not), and apply to all member states (or not). EU law has equal rights with national law and places rights and obligations on the authorities in each member country, as well as on both the citizens and businesses.<sup>4</sup>

Since 1992, the European Union has applied “Euro” standards applied to all member states in order to regulate pollutant emissions. Light-duty vehicles (cars and light vans), and heavy-duty vehicles (trucks and buses) are regulated separately. These standards were originally introduced by the Directive 88/77/EEC, and have been updated by Directive 05/55/EC, and more recently the latest standards Euro VI are set out in Regulation 595/2009, and Regulation 582/2011<sup>5</sup>.

The European Union enacted a directive on the management of environmental noise in 2002 and, accordingly, most EU Member States have produced strategic noise maps and action plans on environmental noise. The World Health Organisation (WHO) European Centre for Environment and Health, Bonn Office, with the financial support of the European Commission, developed ‘Night noise guidelines for Europe’ and provided expertise and scientific advice to policy-makers for future legislation in the area of night noise control and surveillance. Furthermore, a series of projects addressing the health burden of noise was implemented by the WHO Regional Office for Europe in 2005–2009<sup>6</sup>.

Other EU legislation relevant to last mile logistics is available across a series of topics controlling both the effects of last mile logistics, and factors affecting last mile logistics. The topics covered include: intelligent traffic systems, road charging, clean vehicle, air quality, noise, drivers’ hours and tachographs, health & safety, cargo-bikes, and alternative fuel. These regulations are listed at Appendix 2.

### Strategy & Policy

Transport Policy of the European Union ensures the effective movement of goods and people throughout Europe through integrated networks combining all modes of transport. It incorporates issues including climate change, the right of passengers, and fuel.

In view of the economic importance of urban areas and the problems with urban transport, a consensus has emerged that EU transport policy needs to have a much stronger urban element. To address this, the European Commission adopted the Action Plan on Urban Mobility in 2009 and published the 2011 Transport White Paper which includes 40 initiatives to increase growth and jobs, reduce dependence on imported petroleum and reduce carbon emissions. Specific goals set for urban mobility:

- Phase out conventionally-fuelled cars in urban areas by 2050
- Achieve (near) CO<sub>2</sub>-free city logistics in major urban centres by 2030. <sup>7</sup>

These transport specific strategies sit within the context of the EC's 2010 "Europe 2020 Strategy for smart, sustainable and inclusive growth"<sup>8</sup> which seeks to achieve five objectives on employment, innovation, education, social inclusion and climate/energy by 2020, in order to ensure the EU becomes a smart, sustainable and inclusive economy. Each Member State adopts its own national targets, which are to be delivered following concrete actions.

## Research

Within the European Commission, last mile logistics is predominantly the responsibility of DG Move. DG-Move published research a "Study on Urban Freight Transport" in April 2012<sup>9</sup>. This study aimed to determine whether action at the European level could promote successful solutions and improve the performance of freight transport. The study reviewed current best practice in relation to a number of solutions, and provides 16 best practice recommendations for application at a local level. The report goes on to identify nine EU policy recommendations covering the areas of efficient deliveries; low emission vehicles; Intelligent Transport Systems; night deliveries; intermodal transfer facilities and other infrastructure; developing and disseminating good practice in UFT throughout Europe. The full local best practice recommendations and EU policy recommendations can be found at Appendix 3.

More recently the EC has published the results of a study carried out for them analysing the EU logistics sector, which provides support for the development of an EU strategy for freight transport logistics<sup>10</sup>.

## Funding

The European Commission funds projects that tackle the issues of last mile logistics from a number of different programmes including INTERREG, Framework 7, STEER, and most recently Horizon 2020. A list of relevant current (or recently completed) European funded projects is included at Appendix 4.

## Other forms of EU support <sup>11</sup>

### Trans European Transport Network <sup>12</sup>

The European Union seeks to contribute to the establishment and development of Trans-European Transport networks (TEN-T). The TEN-T policy supports the completion of 30 Priority Projects, representing high European added value, as well as projects of common interest and traffic management systems that will play a key role in facilitating the mobility of goods and passengers within the EU.

### Supporting Sustainable Urban Mobility Plans (SUMPs) through the European Platform:

The SUMP concept was outlined in the European Commission's 2013 Urban Mobility Package. The concept describes the main features of a modern and sustainable urban mobility and transport plan. It comprises the following main elements:

1. Goals and objectives
2. A long-term vision and clear implementation plan
3. An assessment of current and future performance
4. The balanced and integrated development of all modes
5. Horizontal and vertical integration
6. Participatory approach
7. Monitoring, review, reporting
8. Quality assurance

Supporting exchange and capacity building related to sustainable urban development through; for example, the European URBACT programme.

Supporting local partnerships in implementing and testing new urban mobility approaches under real-life conditions as part of the CIVITAS 2020 initiative.

Taken together the direction of travel is quite clear, public authorities at all levels must reduce the negative environmental impacts of transport.

In addition, failure to adopt, implement and/or achieve these policies and targets can also leave member states vulnerable to enforcement action. Whilst this has never been employed at the European level, recent court rulings have confirmed that national governments are liable. This has introduced the possibility of claims being lodged by individuals or lobby groups seeking governmental action.

## 3.0 Methodology

Partner Questionnaire + Desk Research + Targeted City Interviews + Policy Influence Tagging

= Summary Policy Review & Individual City Policy Reviews

= Findings & Best Practice Policies

= Recommendations & Next Steps

- 3.1 Cross River Partnership developed an information gathering questionnaire and distributed this to each LaMiLo partner city at the start of the project (see Appendix 1).
- 3.2 Desk research continued throughout the course of the project to undertake a comprehensive review of partner cities planning, transport and other policies that influence last mile logistics, including the operation of consolidation centres.
- 3.3 Targeted city interviews were conducted with city authorities as necessary in order to present as accurate data as possible.
- 3.4 The influence of each policy on last mile logistics was tagged as follows:

Influence Tag	Meaning
Direct – last mile	The policy influences the operation of last mile logistics directly e.g. requiring Delivery Servicing Plans / Construction Logistics Plans for new developments, imposing city access restrictions, noise restrictions, low emission zones.
Direct – general freight	The policy influences the operation of freight within the area.
Indirect	The policy influences the environment within which freight and last mile logistics operates for example, influencing location of housing, employment sites, economic growth, air quality targets.

- 3.5 A summary policy review is presented in section 4.0 below. Individual city reports detailing the influence of planning, transport and other policies on last mile logistics at the local, sub-regional, regional and national scales (as appropriate) are detailed in Appendices 5-12, for the following LaMiLo partner cities:

City	Region	Country
Brussels	Brussels Capital Region	Belgium
Camden	Greater London	United Kingdom
Dublin City	Greater Dublin	Ireland
Karlsruhe	Baden-Württemberg	Germany
Maastricht	Limburg Province	The Netherlands
Luxembourg	Luxembourg Canton	Luxembourg
Paris	Ile de France	France
Perth	Tayside and Central Scotland	United Kingdom

**3.6** The report is then structured as follows:

- Section 5.0 Findings of the policy review
- Section 6.0 Best Practice last mile logistics policies which can be flexibly adopted in any city
- Section 7.0 Recommendations for policy makers
- Section 8.0 Next Steps

## 4.0 Summary Policy Review

LaMiLo Partner City	Summary Policy Review with relevance to last mile logistics solutions.	Direct policy influences on last mile logistics solutions include:
<p><b>Brussels (Belgium)</b></p>	<p>The Brussels regional planning policy document and regional transport policy document link to the Strategic Plan for Goods Traffic in the Brussels-Capital region. This Strategic Plan for Goods Traffic is further supported by the regional air, climate and energy code.</p>	<p>Promotion of flexible delivery times, investigation into silent deliveries during evenings and early mornings, promotion of modal shift away from road to a range of alternative modes including supporting a Cargo Tram, support for greener emission vehicles, supporting European and private sector last mile logistics initiatives, training and raising awareness of key stakeholders including planners, development of consolidation centre, development of Delivery and Servicing Plans, identification of land for logistics, integration of freight requirements into planning and regulation tools, ensure sufficient delivery spaces and deliver a booking system, co-ordinate and evaluate a goods traffic strategy, co-ordinate regional road pricing, ensure use of planning tools, regulations and local development strategies to deliver effective last mile logistics solutions.</p>
<p><b>Camden, London (UK)</b></p>	<p>The London Borough of Camden has well integrated planning, transport, procurement and environmental policies that directly influence last mile logistics in the local authority area. These local policies are supported by sub-regional policies that directly influence freight in general, through the Central London Sub Regional Transport Partnership. Regional transport policies provide more of a direct influence on last mile logistics solutions including a short term plan of action, which is currently being developed into a long term freight strategy.</p>	<p>Noise minimisation policies, 20 mile per hour speed limit to improve road safety, support for re-timing deliveries and collections, member of Central London Freight Quality Partnership, support for FORS (Freight Operators Recognition Scheme), promotion of eco-driver training, support to improve safety of HGV vehicles, development and promotion of site guidance for safe and legal loading, support for cargo bikes, targets for local authority fleet to be low emission and procurement policy support to enable this to happen, support for modal shift at local and regional levels, support working with the freight industry and to share information, local authority membership of the London Freight Forum, promotion and support for freight consolidation solutions, use of development control process for Construction Management Plans and Delivery Servicing Management Plans, review of compliance with parking regulations and investigation of Parking Control Notice hotspots, delivery of an Air Quality Management Zone, safeguarding land for logistics at a regional level, ensuring freight is integrated into other regional transport plans, ensuring there is enough space for freight on the road network. Use of own purchasing power to embed sustainability into new contracts, and existing contracts, promote 'green' deliveries.</p>

LaMiLo Partner City	Summary Policy Review with relevance to last mile logistics solutions.	Direct policy influences on last mile logistics solutions include:
<b>Dublin (Ireland)</b>	Transport policies at local, regional and national levels directly influence last mile logistics, supported by local environmental policies. Planning policies at all levels have an indirect influence.	HGV ban in the city, city access time window restrictions, supporting a modal shift to rail, support for eco-driver training, regional support to encourage safer HGV design, support for electric vehicles, support for alternative fuels, national Freight Forum, local support for logistics centre, regional policies supporting Delivery Servicing Plans, national promotion of enforcement of speed limits through Intelligent Transport Systems, national support for review of emissions based fiscal policy for goods vehicles, regional identification of locations for freight generating and intensive actions, integration of national policies in relation to freight, regional identification of on street parking, loading and unloading spaces.
<b>Luxembourg</b>	Neither planning nor transport policies have a direct influence on last mile logistics solutions.	-
<b>Karlsruhe (Germany)</b>	Transport policies reviewed have direct influence on last mile logistics solutions.	Low Emission Zone, 'electro' mobility support.
<b>Maastricht (The Netherlands)</b>	Planning and transport matters are dealt with through joint policy documents. Regional policies have direct influence on last mile logistics solutions.	Direct influence of local policies on last mile logistics solutions including supporting transfer of freight from road to rail and waterways, and development of City Logistics Centre. Regional support for investment into and lobbying for effective last mile logistics solutions, identification of logistics hubs, support for research into freight in urban areas, regional authority support for development of transport infrastructure to support the logistics industry.



LaMiLo Partner City	Summary Policy Review with relevance to last mile logistics solutions.	Direct policy influences on last mile logistics solutions include:
<p><b>Paris</b>  <b>(France)</b></p>	<p>Planning policies directly influence freight at a local and regional level, transport policies directly influence last mile logistics at local and regional levels, with a Regional Strategic Framework for Freight in place.</p>	<p>Identification of transport zones, limiting road transport with rules on parking, identification of riverside sites for freight transfer, requiring space in new developments for waste and transport storage, Local Freight Charter in place, support for city access restrictions based on vehicle size, noise minimisation support at local and regional levels, regional support for night time deliveries, support for clean fuel, non-motorised transport, modal shift, support for Delivery Servicing Plans, local and regional support for identification of land for logistics, review of loading bays, call for regulation change, incentives to use less polluting vehicles, supporting expansion of electric vehicle fleets, creation of Urban Logistics Areas.</p>
<p><b>Perth</b>  <b>(UK)</b></p>	<p>Whilst transport policies at regional and national levels directly influence last mile logistics, planning policies at all local and regional levels have an indirect influence. National planning policy has a direct influence on freight in general. The local environmental policy has direct influence on last mile logistics solutions.</p>	<p>Support for regional Freight Quality Partnership, national support for collaboration with logistics industry, modal shift from road to water, commitment to publishing Freight Action Plan, regional freight consolidation centre, use purchasing power to influence uptake of low-emission vehicles, eco-driver training.</p>



The table below summarises the influence of planning and transport policies on last mile logistics in the LaMiLo partner cities, using the influence tags identified in section 3.4 above.

### Summary of Policy Influences on last mile logistics in LaMiLo Partner Cities:

City	Scale	Planning	Transport	Other
<b>Brussels City</b>	Local	N/A	Direct – last mile	N/A
Brussels-Capital region	Regional	Direct – last mile	Direct – last mile	Direct – last mile: Climate Change and energy
Belgium	National	Direct – general freight	N/A	Direct – general freight: Low Carbon
<b>Camden</b>	Local	Direct – last mile	Direct – last mile	Direct – last mile: Procurement Environmental Sustainability
Central London	Sub-Reg.	N/A	Direct – general freight	N/A
London	Regional	Direct – general freight	Direct – last mile	Direct – general freight: Climate Change Mitigation & Energy
England / United Kingdom	National	Direct - last mile	Direct – last mile	Direct - last mile: Measuring & reporting environmental impact Indirect: Sustainable Development in government policy
<b>Dublin</b>	Local	Indirect	Direct – last mile	Direct – last mile: Climate Change
Greater Dublin Area	Regional	Indirect	Direct – last mile	N/A

City	Scale	Planning	Transport	Other
Ireland	National	Indirect	Direct – last mile	Direct – general freight
<b>Luxembourg</b>	National	Indirect	Direct – general freight	Indirect: climate change, energy efficiency
<b>Karlsruhe</b>	Local	Direct – general freight	Direct – general freight	N/A
Baden-Württemberg	Regional	Direct – general freight	Direct – last mile	N/A
Germany	National	N/A	Direct – general freight	N/A
<b>Maastricht</b>	Local	Direct – last mile		N/A
Limburg	Regional	Direct – last mile		Direct – general freight: environment
The Netherlands	National	Direct – general freight		N/A
<b>Paris</b>	Local	Direct – last mile	Direct – last mile	Direct – last mile: anti-pollution strategy, Paris Climate & Energy Action Plan, Paris Administration Transport Plan
Ile de France	Regional	Indirect	Direct – last mile	Direct – general freight: Climate change air & energy.
France	National	Direct – general freight	Direct – general freight	N/A
<b>Perth &amp; Kinross</b>	Local	Indirect	Indirect	Direct – last mile: Air Quality Action Plan
Tayside, Central Scotland	Regional	Indirect	Direct – last mile	N/A
Scotland, UK	National	Direct – general freight	Direct - last mile	N/A

## 5.0 Findings

The key findings from the documents reviewed are:

- a. **Last mile logistics solutions are directly influenced by all levels of policy within a city.**  
The types of policy measures can be grouped as follows:

- **Access, Noise & Time Window Restrictions:**

Access Noise & Time Window Restrictions are used in many cities around the world as a way to manage the impact of last mile logistics.



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 when deliveries can be made or routes that can be used.

- **Accreditation & Safety**

Accreditation & Safety policies can encourage a change of behaviour through incentive based initiatives. For example, 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.



- **Cleaner Transport Modes**

Use of Cleaner Transport Modes 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.



Cleaner modes of transport, including e-mobility and electric vehicles (EVs), provide a significant opportunity to address local negative externalities associated with the internal combustion engine (ICE) without constraining the vital role vehicles play.

- **Collaborative & Informed Working Practices**

Collaborative & Informed Working policies can support the interaction of key stakeholders in a structured formalised approach such as Freight Quality Partnerships, and Charters; or in a less formal manner.



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

- **Consolidation Solutions**

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



Large consolidation centres are typically established for receipt of goods on the edge of city centres, for consolidation and onward delivery often by sustainable transport into city centre areas. Smaller micro-consolidation centres are often more centrally located.

Other Consolidation Solutions include 'click and collect' or 'pick up and drop off points' where goods can be left for customer collection. This includes locker banks such as those operated by DHL, Amazon and InPost, as well as collection points such as Duddle. See Cross River Partnership's LaMiLo "Urban Railway Hub Freight Expansion Feasibility Study" Action 8 Output 3 (download at [www.crossriverpartnership.com](http://www.crossriverpartnership.com) or [www.knowledgehub/lamiloproject.eu](http://www.knowledgehub/lamiloproject.eu)) for more details including case studies, on these 'pick up and drop off point' consolidation solutions.

- **Construction Logistics Plans & Delivery Servicing Plans**

Construction Logistics Plans (CLPs) and Delivery Servicing Plans (DSPs) can involve city authorities working with organisations to develop and implement CLPs and DSPs for new businesses or changes in operations through the statutory planning process, with the scope to enable businesses to achieve efficiencies in deliveries, improve safety and reduce environmental impacts. CLPs and DSPs can also be 'voluntarily adopted' by businesses, outside the planning process.



A CLP is tailored to development site requirements, a DSP is tailored to a building's requirements; and both consider the frequency of deliveries and collections, legal

loading, servicing trips – including maintenance of office machinery, boilers and lifts, cleaning and waste removal, catering and vending. These frameworks identify best practice solutions for sustainable delivery methods and consolidation.

- **Environmental Zones**

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. Unlike other types of access restrictions, Environmental Zones apply at all times, 24 hours a day, 365 days a year.



- **Freight in Strategies and Plans**

Freight in Strategies and Plans policies make explicit reference to the need for 'freight' to be addressed both within and across multiple policies including transport, planning, economic development, environmental, health & wellbeing and procurement.



- **Harmonisation of Regulations at Regional Level**

Harmonisation of Regulations at 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.



- **Intelligent Traffic Management Systems**

This measure involves the use of an Intelligent Traffic Management (ITM) System for access control and route guidance. ITM 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).



- **Kerbside Access & Loading Restrictions**

Kerbside Access & 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



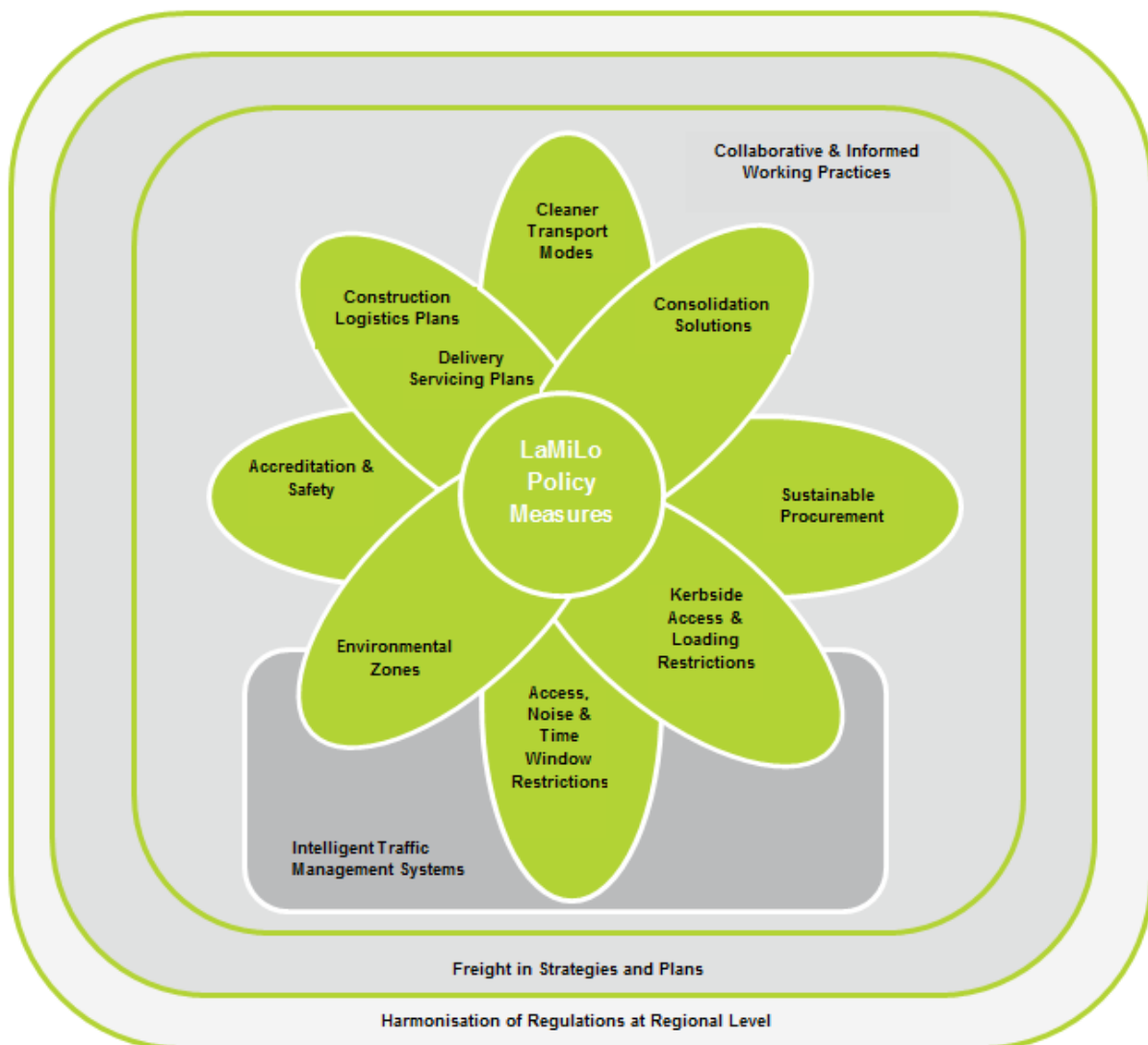
environment, economy and energy efficiency.

- **Sustainable Procurement**

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.



The interrelationship between these 12 policy measures is demonstrated on the diagram below:



- 5.2** Of all the policies reviewed, transport policies have the most direct influence on last mile logistics at the local, regional and national levels. Local and regional environmental policies covering topics such as air pollution and climate change also have a direct influence on last mile logistics in many of the cities in this study. Of all the policies reviewed, planning policies have the least direct influence on last mile logistics, and are most likely to refer to freight in general terms. Procurement policies have a role to play in directly influencing last mile logistics locally.
- 5.3** Brussels, Camden, Karlsruhe, Maastricht and Paris all have planning and transport policies which directly influence last mile logistics. These policies are well integrated and supportive of each other.
- 5.4** Dublin and Perth have both transport and environmental policies that directly influence last mile logistics, but their planning policies do not have direct influence. There remains an opportunity for planning policy to be strengthened in these cities to better support their transport policy aims in relation to last mile logistics.
- 5.5** Luxembourg has neither planning not transport policies in place which directly influence last mile logistics. There is an opportunity for Luxembourg to adopt the integrated planning and transport policy approaches of Brussels, Camden or Maastricht, adapted to the national context.
- 5.6** Although some LaMiLo partner cities have policies that directly influence last mile logistics solutions, the problems associated with last mile logistics such as air pollution, traffic congestion, and road safety in those cities have not diminished. This suggests that implementing policy in isolation is not enough to effect sustainable change. Changes in legislation (for example around electric vehicles or cargo bikes), changes in regulation (for example in relation to permitted access to different parts of the city for different users), and changes in the behaviour of stakeholders (for example changing the way businesses view logistics, and the impact of logistics within their city) will all be key to effect a sustainable change in the operation of last mile logistics within the city, and the impact that last mile logistics therefore has. The specific nature of the changes required will differ according to the local context.

## 6.0 Best Practice in Last Mile Logistics Policies

6.1 The following table identifies best practice last mile logistics policies which can be flexibly adopted in any city:

Last Mile Logistics Policy Measure	Policies					
	Economic	Environmental	Health	Planning	Procurement	Transport
<b>Access, Noise &amp; Time Window Restrictions</b> Control deliveries made by diesel vehicles by:						
Placing restrictions on freight deliveries during certain times of the day (regulation supported by policy).	✓	✓	✓	✓		✓
Placing restrictions on freight deliveries in certain geographic areas (regulation support by policy).	✓	✓	✓	✓		✓
Placing restrictions on the amount of noise created by freight delivery activity.			✓	✓		
<b>Accreditation &amp; Safety</b>						
Harness your organisation’s purchasing power to support the adoption of accreditation schemes by businesses and logistics operators by requiring your organisations suppliers to be scheme members.	✓	✓	✓		✓	



Last Mile Logistics Policy Measure	Policies					
	Economic	Environmental	Health	Planning	Procurement	Transport
Provide support for logistics operators adopting safety measures, such as eco-driver training.	✓	✓	✓			✓
<b>Cleaner Transport Modes</b>						
Support take-up by ensuring clean transport modes are exempt from Access & Time Window Restrictions.	✓	✓	✓	✓		✓
Harness your organisation's purchasing power to support adoption by requiring your organisations suppliers to use Cleaner Transport Modes.	✓	✓	✓		✓	
'Lead the Way' by increasing the proportion of cleaner transport modes within your own organisation's fleet.	✓	✓	✓		✓	✓
<b>Collaborative &amp; Informed Working Practices</b>						
Become members of an established multi-stakeholder freight group such as a Freight Quality Partnership, or 'Lead the Way' and create your own. Reflect your support in policy.	✓	✓	✓	✓		✓

Last Mile Logistics Policy Measure	Policies					
	Economic	Environmental	Health	Planning	Procurement	Transport
Upon developing a new last mile logistics solution, create a stakeholder group with representatives from logistics operators, end users, local residents, businesses, and industry representative groups; to inform the design, development, implementation, and review phases.	✓	✓	✓	✓		✓
<b>Consolidation Solutions</b> Promote the use of consolidation solutions by:						
Joining a local consolidation centre to change your own organisations goods deliveries, or if none meet your needs 'Lead the Way' and set up your own consolidation centre.	✓	✓	✓		✓	✓
Requiring your organisations suppliers to identify the cost of delivery as part of procurement. You can specify for cost of delivery to normal location and cost of delivery to consolidation centre.	✓	✓	✓		✓	✓
Safeguarding land for logistics purposes.	✓	✓	✓	✓		✓
Exempting consolidation centres vehicles from access and time window restrictions.	✓	✓	✓			✓

Last Mile Logistics Policy Measure	Policies					
	Economic	Environmental	Health	Planning	Procurement	Transport
<b>Construction Logistics Plans &amp; Delivery Servicing Plans</b>						
Require new and changed developments to have a CLP and DSP, and monitor their effectiveness over time.	✓	✓	✓	✓		✓
'Lead the Way' by ensuring your own organisation undertakes a CLP (if undertaking any construction activity) and DSP to monitor and reduce the impact of your delivery and servicing activity.	✓	✓	✓		✓	✓
Encourage and support local businesses to adopt voluntary DSPs to monitor and reduce the impact of their delivery and servicing activity.	✓	✓	✓		✓	✓
Encourage and support area-wide voluntary DSPs to monitor and reduce the impact of delivery and servicing activity across the area.	✓	✓	✓		✓	✓
<b>Environmental Zones</b>						
Adopt Environmental Zones applicable to both freight and passenger to control air pollution across an area. Ensure effective monitoring and enforcement controls are in place.	✓	✓	✓	✓		✓

Last Mile Logistics Policy Measure	Policies					
	Economic	Environmental	Health	Planning	Procurement	Transport
<b>Freight in Strategies and Plans</b>						
Ensure the needs of freight is considered and aligned through all policy documents affecting the city, including local, sub-regional, regional, national and European levels, to achieve maximum impact. Bring together all relevant policies under a Sustainable Urban Logistics Plan, part of the city's Sustainable Urban Mobility Plan.	✓	✓	✓	✓	✓	✓
<b>Harmonisation of Regional Regulations</b>						
Collaborate with neighbouring areas, sub-regional and regional bodies, to agree the harmonisation of regional regulations.	✓	✓	✓	✓	✓	✓
<b>Intelligent Traffic Management Systems</b>						
Explore the use of ITMS alongside the introduction of other last mile logistics policy measures such as Environmental Zones. Exploit the potential of ITMS to support monitoring and enforcement activity.		✓	✓			✓

Last Mile Logistics Policy Measure	Policies					
	Economic	Environmental	Health	Planning	Procurement	Transport
<b>Kerbside Access &amp; Loading Restrictions</b>						
Review existing Kerbside Access & Loading Restrictions and ensure they are fit for purpose. Develop new restrictions to support other last mile logistics policy measures such as Access and Time Window Restrictions, Cleaner Transport Modes, and Consolidation Solutions.	✓	✓	✓	✓		✓
<b>Sustainable Procurement</b>						
'Lead the Way' ensure your organisation has Sustainable Procurement policies in place which support initiatives that reduce the impact of freight movements in the city, such as Accreditation & Safety, Cleaner Transport Modes, use of Consolidation Solutions, bulk and/or joint ordering.	✓	✓	✓		✓	✓
Support local businesses to adopt sustainable procurement policies which support initiatives that reduce the impact of freight movements in the city, such as Accreditation & Safety, Cleaner Transport Modes, use of Consolidation Solutions, bulk and/or joint ordering.	✓	✓	✓		✓	✓

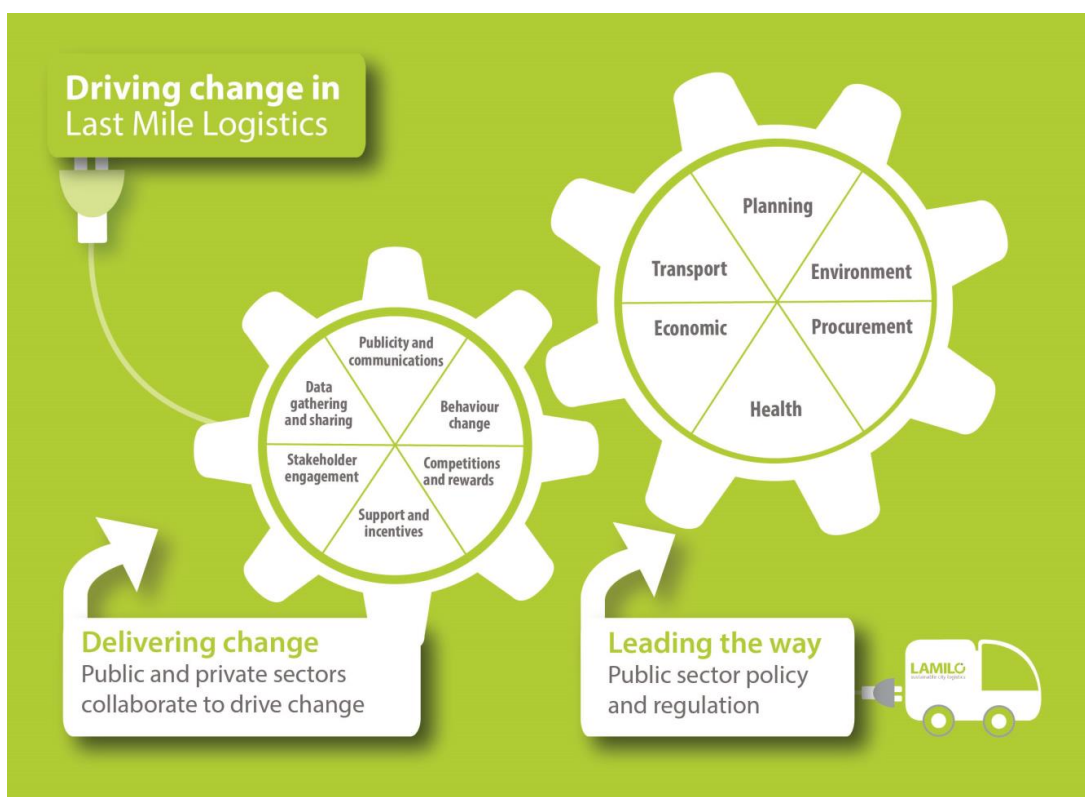
## 7.0 Recommendations

- 7.1 Cities should **identify and adopt** relevant policy measures to directly influence last mile logistics solutions.
- 7.2 These policy measures should be supported in local, sub-regional, regional and national planning, transport, environmental, procurement, retail and high street policies and strategies. Cities should **work with** their sub-regional, regional and national policy makers to ensure strong last mile logistics policies are adopted at all levels.
- 7.3 **Regulatory and legislative change; together with behavioural change of key stakeholders is also required to provide the optimum conditions for sustainable last mile logistics solutions.** There are many stakeholders in relation to last mile logistics including legislators; policy makers; funders; transporters; logistics operators; end users; road users; residents; citizens; businesses; sector representative bodies (in sectors such as transport, freight, technology, safety, air pollution, quality place-making, businesses, climate change); architects and planners. Cities should review and trial the adoption of last mile logistics policy measures in different areas, engaging key stakeholders such as end users and logistics operators, to establish the optimum balance between policy, regulation & legislation and behaviour change.
- 7.4 Policy makers at all levels (local, regional, national) should **share data** in relation to their last mile logistics policy measures, including on their economic, environmental and social cost and benefits; to ensure effective evolution of these policy measures.

## 8.0 Next Steps

- 8.1 The amount of freight movements in our cities contributes to poor air quality, traffic congestion and safety issues, poor quality places. This ultimately impacts the health and well-being of city populations and the competitiveness of city businesses. Reducing, re-timing, removing and replacing last mile logistics freight movements with cleaner transport modes will have positive impacts for our city environment, economy and society. This is increasingly relevant when public sector budgets are reducing across all sectors .

- 8.2 Introducing, monitoring and enforcing effective last mile logistics policy measures, regulation and legislation is only one part of the solution. **There must also be actions that encourage change** including effective stakeholder engagement at the city level; strong communication using relevant information; data gathering and sharing on the cost and benefits of different last mile logistics solutions; an awareness raising programme that supports a behaviour change programme; provision to support businesses to partake in last mile logistics solutions. **It is the blend of all these elements within a city that will lead to more sustainable last mile logistics.**



## Appendix 1: City Questionnaire

### Contact person and organisation

Name of partner organisation

Questionnaire completed by and job title

Sector e.g. public, private, research

What is your organisations role in the activity of sustainable urban freight activity e.g. policy, delivery, social enterprise, lobbying organisation?



## City

What is the name of your Local Authority, and the population of the area covered?

Please provide statistics about urban freight activity (i.e. volumes) in your Local Authority (identify the year of the figure)

Are there any environmental indicators (air quality, CO<sub>2</sub> emissions, GHG, noise) in your Local Authority? If yes, please specify them. Who is in charge of collecting this data?

If there are any Urban Consolidation Centres in the city, please provide the name and describe them, e.g. location, size, activities, frequency of deliveries etc.

## City infrastructure

What is the number of delivery areas in the city, where there no loading/unloading restrictions?

Number of public charging stations for electric vehicles in the city?

Number of public charging stations for natural gas vehicle's in the city?

Please provide details of railway stations in the city that support freight and passenger deliveries:

Name of the station	Freight (y/n)	Passengers (y/n)	Shared (y/n)

Please provide details of ports in the city that support freight and passenger deliveries:

Name of Port	Freight (y/n)	Passengers (y/n)	Shared (y/n)

Are there bus lanes in the city? If yes, provide the total distance covered.

Are there bicycle lanes in the city? If yes, provide the total distance covered.

Is there a subway/tube in the city? If yes, please provide the number and length of lines.  
Please confirm if it is already used for freight distribution?

Is there a tramway in the city? If yes, please provide the number and length of lines.  
Please confirm if it is already used for freight distribution?

Is there a river or canal in the city? If yes, please provide the number and length waterway.  
Please confirm if it is already used for freight distribution?

## Policies and regulations

If possible, include a copy of all the reference documents when responding to this questionnaire.

Within your local authority, what is the name of the most specific reference document describing policy on urban freight transport?

The name of this document can be different from one country to the other (e.g. UFP, Local Transport Plan, PDU, SUTP, SUMP, ...)

What is the year of its publication and how often is it reviewed?

Does the policy make reference to EU guidelines on freight consolidation? If yes, which one(s) and on which aspects?

Are you delivering any activity within the policy? If so please provide details.

Does the policy restrict your urban freight activity in any way? If so, please provide details.

Does the policy include guidelines about night time deliveries, and acceptable noise levels? If so, please provide details.

Please provide any other relevant comments on local government and national policy on freight consolidation e.g. relevance for current activity, local government promotion, support and guidance on implementation, ease of access to funding sources for implementation.

### Practices in place

Please indicate which ones of the following practices (described in the reference policy) is implemented in your city. When possible, provide details:

Practice	Yes/No	Reference document e.g. municipal by-law	Further details
Specific delivery time during the day			
Night delivery (specific noise regulation)			
Specific weight, size, max load of freight vehicles			
Restricted zone (i.e. Low Emission)			
Lower speed limits in urban areas			
Use of dedicated/reserved line (bus line) for freight transport (which type of vehicle)			
Fine for unlawful parking on delivery areas			
Tax incentives for low emission vehicles			
Other practice 1 (please specify)			
Other practice 2 (please specify)			

## Appendix 2: EU Legislation affecting Last Mile Logistics Solutions in North West Europe

Directive & Regulation	Title
<b>Intelligent Transport Systems</b>	
Directive 2010/40/EU	Framework for the Deployment of Intelligent Transport Systems
<b>Road Charging</b>	
Directive 1999/62/EC	on the charging of heavy goods vehicles for the use of certain infrastructures
Directive 2006/38/EC	amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures
Directive 2011/76/EU	amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures
<b>Clean Vehicles</b>	
Directive 2009/33/EC	on the Promotion of Clean and Energy Efficient Road Transport Vehicles
Regulation No 100 of the Economic Commission for Europe of the United Nations (UNECE)	Uniform provisions concerning the approval of battery electric vehicles with regard to specific requirements for the construction, functional safety and hydrogen emission (revision 2) 14/02/2009
<b>Air Quality</b>	
Directive 2001/81/EC	on national emission ceilings for certain atmospheric pollutants
Directive 2002/49/EC	relating to the assessment and management of environmental noise - Declaration by the Commission in the Conciliation Committee on the Directive relating to the assessment and management of environmental noise
Directive 2004/107/EC	relating to arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons in ambient air
Directive 2008/50/EC	on ambient air quality and cleaner air for Europe. Sets legally binding limits for concentrations in outdoor air of major air pollutants that impact public health such as particulate matter (PM <sub>10</sub> and PM <sub>2.5</sub> ) and nitrogen dioxide (NO <sub>2</sub> ).
<b>Noise</b>	
Directive 70/157/EEC Council of 6 February 1970	on the approximation of the laws of the Member States relating to the permissible sound level and the exhaust system of motor vehicles.
Directive 2001/43/EC of the European Parliament and of the Council of 27 June 2001	amending Council Directive 92/23/EEC relating to tyres for motor vehicles and their trailers and to their fitting
Directive 2002/49/EC	relating to the assessment and management of environmental noise - Declaration by the Commission in the Conciliation Committee on the Directive relating to the assessment and management of environmental noise





Regulation (EC) No 219/2009 of the European Parliament and of the Council of 11 March 2009	adapting a number of instruments subject to the procedure referred to in Article 251 of the Treaty to Council Decision 1999/468/EC with regard to the regulatory procedure with scrutiny — Adaptation to the regulatory procedure with scrutiny — Part Two
Regulation (EU) No 540/2014 of the European Parliament and of the Council of 16 April 2014	on the sound level of motor vehicles and of replacement silencing systems, and amending Directive 2007/46/EC and repealing Directive 70/157/EEC
<b>Drivers House &amp; Tachographs</b>	
Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006	on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 - Declaration
Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014	on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport
EC Regulation 2135/98 and EC Regulation 1360/2002 (as amended); EC Regulation 2479/95 on tachographs, EC Regulation 3314/90 on tachographs, EC Regulation 3688/92 on tachographs. EC Regulation 3820/85 on drivers' hours	Replaced by Regulation (EC) No 561/2006. For comparison of changes see: <a href="http://www.busking.co.uk/images/new%20EUDrivers%20Hours%20Regs%20from%202011%20to%202007.pdf">http://www.busking.co.uk/images/new%20EUDrivers%20Hours%20Regs%20from%202011%20to%202007.pdf</a>
European Agreement Concerning the Work of Crews on Vehicles Engaged in International Road Transport (AETR) (Cm 7401) (as amended by Cmnd 9037)	
<b>Health &amp; Safety</b>	
Directive 2002/15/EC of the European Parliament and of the Council of 11 March 2002	on the organisation of the working time of persons performing mobile road transport activities
Directive 2003/88/EC of the European Parliament and of the Council of 4 November 2003	concerning certain aspects of the organisation of working time
<b>Cargo-Bikes</b>	
Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013	on the approval and market surveillance of two- or three-wheel vehicles and quadricycles
<b>Alternative Fuels</b>	
Directive 2009/33/EC of the European Parliament and Council	Promoting non-polluting and energy efficient road transport vehicles
Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014	on the deployment of alternative fuels infrastructure

## Appendix 3: DG MOVE European Commission Study on Urban Freight

**Transport.** Recommendations from the Final Report. April 2012.

European Union Level		
Policy	1. Internalisation of External Costs in Urban Areas	Timescale
Recommendation	The EU should continue to develop its policy of road pricing based on the internalization of net external costs and it should be applied to all kinds of road vehicles that operate in urban areas as well as to strategic freight and passenger transport movements. The system should replace existing forms of taxation on the ownership and use of road vehicles, including duty on fuel, rather than being an additional charge. Any net revenues from the road pricing scheme should be used to improve urban mobility.	Long term (after 2020)
Policy	2. R&D into Zero and Low Emission Vehicles	Timescale
Recommendation	The EU should continue to fund integrated R&D on a technology-neutral basis into low emission vehicles, fuels and infrastructure for UFT, taking into account safety and legal considerations and also considering how to overcome barriers to their market take-up and use by industry and the public sector.	
Policy	3. Research into Organisational, Institutional & Business Models for the Deployment of ITS for UFT in Urban Areas	Timescale
Recommendation	The EU should fund research into the most appropriate organisational, institutional and business models for the deployment of ITS to move towards the rapid implementation of ITS on an interoperable basis by the relevant local, regional and national authorities in partnership with private sector providers. The research should include consideration of including charges for ITS within road user charging schemes.	Short-Term (2012-15)
Policy	4. Investigation of Standards for Low Noise Equipment for Freight Vehicles	Timescale
Recommendation	The EU should carry out a cost-benefit analysis for the inclusion of low noise equipment in manufacture standards for freight vehicles and associated loading and unloading equipment, so that future generations of vehicles and other equipment are most likely to be suitable for night-time deliveries without additional capital investment	Short Term (2012-15)
Policy	5. Intermodal transfer facilities and other infrastructure (TEN-T) Funding for UFT	Timescale
Recommendation	The EU should fund projects of common interest in urban nodes on the TEN-T that: <ol style="list-style-type: none"> <li>1) Develop intermodal freight terminals in logistics zones for the transfer of freight between rail/waterborne transport for medium to long distance flows and road for 'last mile' deliveries.</li> <li>2) Develop refuelling infrastructure for LEV freight vehicles</li> <li>3) Deploy ITS that specifically improves the efficiency of UFT operations;</li> <li>4) Removes bottlenecks on inter-urban TEN-T links.</li> </ol>	Short, medium and long-term (2012-30)

Policy	6. Urban Logistics Plans (ULPs)	Timescale
Recommendation	The EU should develop guidance on the development of Urban Logistics Plans (ULPs) as an integral part of Sustainable Urban Mobility Plans. The completion of a high quality ULP should be a prerequisite for the receipt of EU funding for UFT measures from CIVITAS, TEN-T and Cohesion Funds.	Short-term (2012-15)
Policy	7. CIVITAS Programme	Timescale
Recommendation	The EU should focus on the following key priority areas within the CIVITAS Programme: <ol style="list-style-type: none"> <li>1) Development of Urban Logistics Plans, including data collection and evaluation methodologies</li> <li>2) Development of demand-side rather than supply-side UFT measures</li> <li>3) Implementation of demonstrations of ITS projects in urban areas with specific UFT applications</li> <li>4) Implementation of innovative UFT measures at a European Level</li> <li>5) Effective dissemination of results, following a high quality ex-post evaluation of results, is essential for the future success of the Programme.</li> </ol>	Short and medium term (2012-20)
Policy	8. Definition & Dissemination of Good Practice	Timescale
Recommendation	The EU should develop 'best practice' guidelines for sustainable UFT and then disseminate these guidelines by means of a single already established website that "showcases" examples of innovation in sustainable UFT measures and practices at a local level.	Short, medium and long-term (2012-30)
Policy	9. Promoting Sustainable UFT in Europe	Timescale
Recommendation	The European Commission should promote the development of sustainable UFT through: <ol style="list-style-type: none"> <li>1) An annual award scheme for sustainable UFT that "showcases" examples of innovation in sustainable UFT measures and practices at a local level.</li> <li>2) Making sustainable UFT a 'political priority' within the Marco Polo Programme so that a proportion of the total funding is reserved for services that involve sustainable UFT practices within long distances door-to-door transport chains.</li> </ol>	Short and medium-term (2012-20)

Local Level	
Best Practice	Recommendation
1. Time Windows	Delivery time windows should be applied only in limited areas of city centres (e.g. pedestrianised zones) and made as wide as possible to facilitate economically efficient logistics and reduce congestion in peak hours, while not causing major conflicts with pedestrians. An adequate quantity of dedicated on-street loading/unloading bays for freight vehicles should be provided in reasonable proximity to the restricted areas to enable deliveries and collections to be made on foot at other times of the day.
2. Vehicle Weight & Size Restrictions	As a general rule, size and weight restrictions for road freight vehicles should only be applied in urban areas where larger vehicles would be unsafe or inappropriate (e.g. in narrow streets in heritage cities) to avoid the restructuring of the road freight transport fleet that serves a particular city in favour of larger numbers of smaller vehicles that contribute to greater road traffic congestion and environmental emissions and leading to the risk of sub-optimal efficiency in 'last mile' distribution.
3. Low Emission Zones	Low Emission Zones are a way to reduce emissions from road vehicles circulating in urban areas and incentivize freight transport operators to modernize their fleets and adopt cleaner engine technologies. However, LEZs should be applied to both freight and passenger vehicles to maximize their effectiveness and the LEZs in regions or countries should as far as possible be harmonized so that road freight transport operators are able to deploy their fleets in a flexible way.
4. Harmonisation of Regulations at a Regional or National Level	Groups of city authorities should seek, wherever possible, to harmonise regulations of all kinds that affect UFT at a regional level (for the larger Member States) or national level (smaller Member States) in order to assist road freight transport operators to maximize the use of the vehicles and to adopt appropriate fleet procurement strategies for the future.
5. Use of Indirect Subsidies to Encourage Sustainable UFT	City authorities should seek to encourage the development of sustainable UFT through a policy of differentiation (i.e. indirect subsidies) for zero and low-emission vehicles or vehicles operating from UCCs or for the greater use of third party logistics providers, rather than through direct subsidies that are more likely to distort competition in the freight market to a significant extent. This can be achieved through exemptions from charges or regulations.
6. Land Use Planning	City authorities should adopt planning policies and rules that: <ul style="list-style-type: none"> <li>• Require the zoning of some commercial activities that generate UFT activity, including logistics activity, so that greater economies of scale can be achieved for UFT operators (while considering the impact also on passenger transport)</li> <li>• Require new developments to make adequate provision for off-street loading/unloading facilities for freight vehicles.</li> <li>• Safeguard sites in urban areas that can be used on a commercial basis for rail and waterborne freight transfer.</li> <li>• Only allow large-scale distribution sites on the outskirts of Metropolises and Other Large Urban Areas if they are (or can easily be) connected to the rail and / or waterborne freight networks.</li> <li>• Are fully integrated with Urban Logistics Plans.</li> </ul>
7. Adequate On-Street Loading & Unloading Bays	City Authorities should ensure that freight vehicles are able to park legally on the street in order to make deliveries and collections and in reasonable proximity to origins and destinations of traffic. The requirements in each urban area will vary significantly, but in some cities where there is a shortage of on-street parking, a network of designated bays should be established and their dedicated use for freight vehicles should be enforced; city authorities could levy a charge on UFT operators for parking in these bays. Freight loading and unloading bays should be provided reasonably close to zones with time windows so that freight deliveries and collections can be made on foot inside the zones even when direct access for the vehicles is not possible.
8. Use of Non-Road Modes for UFT	City authorities should consider public investment schemes in UFT that involve non-road modes of transport on a case-by case basis, but should generally focus on improving the efficiency and sustainability of road freight transport as non-road schemes for "last mile" deliveries are usually only commercially and/or economically viable in very specific circumstances.
9. Urban Logistics Plans	City authorities should develop Urban Logistics Plans to ensure that packages of UFT measures have been developed following analysis of the likely impacts and after extensive consultation. These Plans should include the collection of some freight data and some ex ante and ex post evaluation of impacts. These plans can most effectively be delivered by staff that are able to specialize in freight

	issues.
10. Freight Quality Partnerships	City authorities (Metropolises and Other Large Urban Zones and Smaller Heritage Urban Areas) should develop ways to consult with all relevant stakeholders before measures affecting UFT are implemented. This could be achieved through a network of freight transport operators and their customers and other stakeholders that meet on a periodic basis to discuss practical issues related to UFT, prior to effective implementation to secure concrete results.
11. On-line Single Windows for Freight	City authorities (particularly Metropolises and perhaps some Other Large Urban Zones) should develop on-line single windows specifically for freight to provide a single source of regulatory and compliance information for the freight industry.
12. Delivery Service Plans	City authorities (Metropolises and Other large Urban Zones) should initiate schemes to encourage large organizations to develop Delivery Service Plans that can lead to the consolidation of demand for UFT into fewer loads. City authorities (Metropolises and Other large Urban Zones) should initiate schemes to encourage large organizations to develop Delivery Service Plans that can lead to the consolidation of demand for UFT into fewer loads. City authorities, along with other relevant planning bodies, should also consider whether the developers of office or retail developments should be required by planning rules to develop and then implement Delivery Service Plans that minimize freight movements to and from their premises, just as they are increasingly required to develop Green Travel Plans in relation to employees' journey to work.
13. Urban Consolidation Centres	City authorities should, wherever possible, focus on providing incentives to encourage the use of UCCs through regulatory differentiation, in favour of vehicles operating from UCCs, rather than direct capital and operating subsidies to private sector operators. They should also consider how the planning system could be used to encourage consolidation of loads, without city authorities requiring delivered to be made via a UCC.
14. Pick Up Points	City authorities should collaborate with the private sector courier and parcels operators to develop networks of pick up points for e-commerce parcels, particularly in Metropolises and Other Large Urban Areas, in locations that are convenient for customers but also minimize the use of private cars by customers to pick up e-commerce goods.
15. HGV Routing Strategies & Signage	City authorities should seek to maximize the use of the existing appropriate road network for UGVs in urban areas by planning and implementing UGV routing strategies, involving establishing preferred routes to and from major origins and destinations of freight traffic and providing traditional signage to assist HGV drivers in way-finding.
16. Night-Time Deliveries	City authorities should encourage the use of night-time deliveries where this will reduce day-time traffic congestion and where the initiative is understood by, and acceptable to, local residents. As the implementation of night-time deliveries by private sector operators may involve some capital investment, the city authorities need to develop proposals for night-time deliveries in close partnership with the transport operators and their customers, local residents who might be disturbed by the deliveries and their political representatives.

## Appendix 4: A Selection of European Funded Projects Relevant to Last Mile Logistics

Name	Funding Programme	Dates	Description	Website
BESTFACT – Best Practice Factory for Freight Transport	Seventh Framework Programme	Jan 2012 – Dec 2015	BESTFACT aims to undertake: <ul style="list-style-type: none"> <li>• Comprehensive inventory of best practices and innovations in freight and urban logistics with proven sustainable efficiency.</li> <li>• Open, neutral stakeholder platform offering easily exploitable and continuously updated data compendium.</li> <li>• Matching competitive urban and freight logistics business situations innovative research and sustainable EU policy objectives.</li> <li>• Simplifying, standardising and streamlining ICT processes and e-freight procedures by industrial stakeholders, administrations and researchers.</li> </ul>	<a href="http://www.bestfact.net">www.bestfact.net</a>
C-LIEGE – Clean Last Mile Transport and Logistics Management for smart and efficient local governments in Europe	STEER Intelligent Energy Europe Programme 2010	Jun 2011 - Dec 2013	Focused on developing efficient frame-work for energy-efficient Urban Freight Transport demand management and planning. C-LIEGE developed integrated solutions and “push-and-pull” demand-oriented measures in 7 pilot experiments belonging to 6 European countries. C-LIEGE has successfully developed, tested and transferred demand-oriented measures and supporting tools towards reduction of energetic, environmental and economic impacts of freight transport in urban environments.	<a href="http://www.c-liege.eu">www.c-liege.eu</a>
ECOSTARS – Efficient Cleaner Operation Stars	Executive agency for Small and Medium Enterprises (EASME) II Programme 2010 Intelligent Energy Europe Programme	June 2011 – May 2014	Established a number of fleet recognition schemes in European cities and regions to support energy efficient, cleaner commercial goods and passenger vehicle movements. Main aim was to achieve a reduction in the energy used by commercial and passenger transport fleets through the increased adoption of fuel efficient measures. Key areas for assessment: fleet composition, fuel management, driver skills development, vehicle specification / preventative maintenance, use of IT support systems, performance monitoring and management.	<a href="http://www.ecostars-europe.eu">www.ecostars-europe.eu</a>
ENCLOSE – Energy Efficiency in City Logistics for Small and Mid-Sized European Historic Towns	Intelligent Energy Europe / EASE	Aug 2012 – Jul 2015	Supports the development of Sustainable Urban Logistics Plans in 9 small and mid-sized historic towns involving 16 partners from 13 European countries. Includes useful information on DSP, regulations to support electric mobility.	<a href="http://www.enclose.eu">www.enclose.eu</a>



Name	Funding Programme	Dates	Description	Website
EVUE – Electric Vehicles in Urban Europe	URBACT 2	Dec 2009 – Dec 2012	Focused on the development of integrated, sustainable strategies and dynamic leadership techniques for cities to promote the use of electric vehicles. Urban initiatives to encourage the public and business to use EV's will contribute to EU clean air and car fleets targets, making cities more attractive and competitive. EVUE will exchange and disseminate solutions to key barriers such as public resistance, lack of infrastructure, rapid technology change and obsolete economic modelling.	<a href="http://www.urbact.eu/evue">www.urbact.eu/evue</a>
EVUE II – Electric Vehicles in Urban Europe II	URBACT 2	Dec 2013 – Mar 2015	Between 2009 and 2013, nine cities across Europe: Beja, Katowice, Frankfurt, Lisbon, London, Madrid, Oslo, Stockholm, Suceava and Zografou, supported by the URBACT programme, worked together to share knowledge and experience of how EVs can be implemented in the urban environment under the EVUE project. Further activity has been undertaken through Pilot Delivery Network funding to look at the outcomes from the Local Action Plan process. EVUE II concludes in March 2015.	<a href="http://www.urbact.eu/evue-ii">www.urbact.eu/evue-ii</a>
FREILOT – Urban Freight Energy Efficiency Pilot	ICT Policy Support Programme as part of the Competitiveness and Innovation framework Programme (CIP)	Apr 2009 – Sep 2012	Aimed at assessing the benefits of five ITS applications on the energy efficiency in urban areas. The piloted services were: <ul style="list-style-type: none"> <li>• Energy Efficient Intersection Control supporting the traffic manager</li> <li>• Eco-Driving Support supporting the driver</li> <li>• Acceleration and Speed Limiters optimising vehicle performance</li> <li>• Delivery Space Booking enabling efficient fleet operation</li> </ul> These piloted services contributed to reducing fuel consumption and CO <sub>2</sub> emissions in urban areas.	<a href="http://www.freilot.odeum.com">www.freilot.odeum.com</a>
FREVUE – Freight Electric Vehicles in Urban Europe	EU Seventh Framework Programme	Mar 2015 – Sep 2017	Eight of Europe's largest cities, will demonstrate that electric vehicles operating "last mile" freight movements in urban centres can offer significant and achievable decarbonisation of the European transport system. Demonstrators in Amsterdam, Lisbon, London, Madrid, Milan, Oslo, Rotterdam and Stockholm; will prove that the current generation of large electric vans and trucks can offer a viable alternative to diesel vehicles - particularly when combined with state of the art urban logistics applications, innovative logistics management software, and with well-designed local policy.	<a href="http://www.frevue.eu">www.frevue.eu</a>
PRO-E-BIKE – Promoting Electric Bike Delivery	Intelligent Energy Europe Programme	Nov 2013 – May 2016	PRO-E-BIKE project promotes clean and energy efficient vehicles, electric bicycles and electric scooters (common name "E – bikes"), for delivery of goods and passenger transport among private and public bodies such as delivery companies, public administration and citizens in European urban areas as an alternative to "conventionally fossil fuelled" vehicles.	<a href="http://www.pro-e-bike.org">www.pro-e-bike.org</a>



Name	Funding Programme	Dates	Description	Website
SMARTFUSION – Smart Urban Freight Solutions	Seventh Framework Programme (FP7/2007-2013)	Apr 2012 – Sep 2015	Smartfusion is a public-private partnership (PPP) which will build upon the existing urban freight development strategies of three demonstration city-regions: Newcastle, Berlin and the Lombardy region. Smartfusion aims to evaluate the technical and logistical feasibility of introducing fully electric vehicles and the second generation of hybrid truck technology in the urban logistics environment.	<a href="http://www.smartfusion.eu">www.smartfusion.eu</a>
SUGAR – Sustainable Urban Goods Logistics Achieved by Regional and Local Policies	INTERREG IVC	Nov 2008 – Jan 2011	<p>SUGAR focuses on addressing the problem of inefficient and ineffective management of urban freight distribution, a critical component of the overall urban transport system and a primary source of vehicle pollutant emissions.</p> <p>To accomplish this goal, the project promotes the exchange, discussion and transfer of policy experience, knowledge and good practices through policy and planning levers in the field of urban freight management, between and among Good Practice and Transfer sites.</p>	<a href="http://www.sugarlogistics.eu">www.sugarlogistics.eu</a>
STRAIGHTSOL – Strategies and Measures for Smarter Urban Freight Solutions	Seventh Framework Programme	Sep 2011 – Aug 2014	The objectives of STRAIGHTSOL are threefold: 1) Develop a new impact assessment framework for measures applied to urban-interurban freight transport interfaces. 2) Support a set of innovative field demonstrations showcasing improved urban-interurban freight operations in Europe. 3) Apply the impact assessment framework to the live demonstrations and develop specific recommendations for future freight policies and measures. The demonstrations represent cutting edge initiatives from leading stakeholders like DHL, Kuehne+Nagel and TNT, and cover Brussels, Barcelona, Thessaloniki, Lisbon, Oslo and the south of England. STRAIGHTSOL will contribute to the Commission’s research agenda through 1) an implementation of sustainable urban-interurban freight transport solutions, 2) widely disseminating the experiences and effects from the demonstrations amongst the logistics community, 3) demonstrating the added value of the evaluation tool framework for assessing last mile distribution and urban-interurban freight activities. The STRAIGHTSOL demonstrations and deliverables will give policy makers and transport industry players input for future measures in the field of last mile distribution and urban-interurban freight transport interfaces at the European, country, region, city and local levels."	<a href="http://www.strightsol.eu">www.strightsol.eu</a>





**CROSS RIVER  
PARTNERSHIP**

Name	Funding Programme	Dates	Description	Website
TRAILBLAZER – Transport and Innovation Logistics by Local Authorities with a Zest for Efficiency and Realisation	Intelligent Energy Europe	July 2000 – June 2013	TRAILBLAZER aimed to promote Delivery and Servicing Plans (DSPs) across Europe. DSPs are key strategy documents that can help you cut costs. They manage deliveries more effectively and reduce numbers of journeys. DSPs can benefit you, your organisation and the local community. The advantages include: Reduced emissions, reduced delivery costs and improved security, more reliable deliveries and less disruption to the working day, time saved as you identify unnecessary deliveries, less noise and intrusion, opportunity to feed into a corporate social responsibility (CSR) programme and ensure business operations comply with health and safety legislation.	<a href="http://www.trailblazer.eu">www.trailblazer.eu</a>
WEASTFLOWS – West and East Freight Flows	INTERREG IVB North West Europe	Jan 2010 – Jun 2015	Weastflows (west and east freight flows) aims to encourage a shift towards greener freight transport across North- West Europe. Efficient and sustainable transport is essential to deliver economic, social and environmental benefits to communities and businesses. Europe’s freight network suffers from road congestion and bottlenecks; using other transport modes to help alleviate this growing issue. From all sectors of the freight industry, Weastflows partners are undertaking freight mapping, research and practical demonstration using innovative ICT technology. Designated a strategic initiative by the EU, Weastflows will share learning with public and private organisations to influence future plans and drive sustainable economic growth. The project’s network of global observers will also disseminate this information.	<a href="http://www.weastflows.eu">www.weastflows.eu</a>

## Appendix 5: Policy Report- Brussels

### Legislation and Policy influencing last mile logistics in Brussels, Belgium

#### PLANNING

#### Regional Policy

Draft Regional Sustainable Development Plan (Projet de Plan Regional de Developpement Durable, PRDD) 2013<sup>13</sup>

Priority Objectives:

Sets out a long term vision for the Brussels metropolitan region to 2040, and identifies a series of strategic measures to adopt by 2020 for the 19 municipalities that form the Brussels-Capital region. Currently undergoing public consultation.

1. Ambitious housing production,
2. The development of infrastructure that meets the needs of the population e.g. schools, leisure, culture, local economy, public spaces and green areas.
3. The development of the urban economy
4. Urban mobility as a factor of development

Relevance to Last Mile Logistics

DIRECT – last mile

Objective four contains within it a focus on public transport; increasing active modes of transport (walking and cycling) as part of intermodal transport solutions; rationalising the use of private cars; and streamlining logistics and urban distribution. The PRDD identifies that the efficiency of deliveries in the Brussels-Capital Region will improve as the consolidation of freight flows increases, which will go on to reduce the number of vehicle movements required to make deliveries, help improve air quality, increase accessibility, reduce delivery costs for companies and improve road safety. This Plan identifies three possible locations for an Urban Distribution Centre, and notes that further detail on the exact number, size, optimal location and type have yet to be studied. The Plan identifies a series of priority actions, and other actions, including shifting freight from road to water, encouraging companies to rethink the efficiency of their deliveries through using pilot projects such as Delivery Servicing Plans; co-ordination of road pricing for truck use across the three regions in 2016; actions to promote a green and cleaner last mile such as delivery bikes or electric scooters; ensure urban distribution and logistics needs are integrated into the planning tools and regulations, and also into local area development strategies (e.g. Canal Zone development strategy); communicate the issues and needs of urban distribution with the key stakeholders (public, private and individuals); investigate the possibility of a cargo tram in connection with the TIR centre; facilitate and monitor silent deliveries in evening and early mornings; provide sufficient delivery spaces and ensure their

effective booking.

The Plan also notes the importance of the logistics sector in the future economic development of the region.

## National Policy<sup>14 15</sup>

Belgium is a federal state made up of a federal level, three communities and three regions. Due to the federalisation process, there is no national planning policy. Spatial planning is a function of the regions. The Federal Planning Bureau does produce evaluations of progress towards achieving sustainable development objectives.

The three regions of Belgium (the Walloon Region, the Flemish Region and the Brussels-Capital Region) are the competent authorities for territory-related matters (such as urban development, transport and the environment).

Making our consumption and production sustainable. Federal report on sustainable development 2015. Prospective Synthesis and recommendations. March 2015<sup>16</sup>

25 Indicators to meet sustainable development objectives:

And

16 Goals associated with the 4 challenges of the long term vision

The 7th Federal report. Part A assesses current evolutions towards the sustainable development objectives. In Part B, explores two scenarios for transition towards a sustainably developing Belgium and world in 2050. A key element of this Report is the *Federal long-term strategic vision for sustainable development (LTV SD)* adopted by the government in 2013, which contains 55 objectives that describe a sustainably developing Belgium in 2050.

25 indicators are specified falling into the following categories:

- Inclusive society
- Environmental protection
- Sustainable consumption and production patterns
- Means of implementation

16 goals associated with the 4 challenges of the long term vision in the following categories

- Promoting social cohesion
- Adopting sustainable consumption and production patterns
- Preserving the environment
- Means of implementation

Relevance to Last Mile Logistics

DIRECT – general freight

There is specific reference made to 'Transport Modes: Freight' being one of the 25 indicators being monitored. There is a clear link to indicators and objectives associated with wider air pollution, climate change and mobility issues.

National Legislation

Under the Act of 5 May 1997 on the coordination of federal sustainable development policy, the Federal Planning Bureau is responsible for, among other tasks, drafting the Federal report on sustainable development.<sup>17</sup>

TRANSPORT

Local Policy

Municipal Mobility Plan, City of Brussels, 30 April 2010

Summary of Phase 1 findings:

The Municipal Mobility Plan (Plan communal de mobilité -PCM) will provide a 15 year plan of how to achieve a more efficient and multi-modal transport system. Its main objective is to improve the mobility and the accessibility, the road safety as well as the quality of life of the inhabitants by a more rational usage of the car.

There are three phases to the Municipal Mobility Plan:

**Phase 1:** the diagnosis, including an inventory of plans and existing measures and data analysis

**Phase 2:** the scenarios, taking into account predictable evolutions for every type of movement.

**Phase 3:** the action plan, including the means to be implemented and the people in charge in order to execute the Municipal Plan of Mobility.

Phase 1 is published and describes context for the transport of goods in the City of Brussels :

- There is a concentration of HGV traffic in the Canal Zone;
- There are no specific HGV routes in the region.

	<ul style="list-style-type: none"> <li>• There is no limitation tonnage or vehicle type (size, vehicles "Clean" bill of lading);</li> <li>• There are insufficient zones controlling deliveries;</li> <li>• There is a need to identify the best way to transport goods by waterway.</li> </ul> <p>The plan explores the issue of air quality in City of Brussels. Data is collected at a regional level.</p>
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Relevance to Last Mile Logistics    DIRECT – last mile

This document specifically addresses issues related to last mile logistics.

Regional Policy	
Strategic Plan for Goods Traffic in the Brussels – Capital Region, 2014 <sup>18</sup>	5 priorities to improve goods traffic, with associated measures:
<p><b>Identifies priority objectives and actions for both:</b></p> <ul style="list-style-type: none"> <li>• Horizon 2020 Brussels Region: Create Favourable Conditions</li> <li>• Horizon 2050 Brussels Region: Obtain Exemplary Results</li> </ul>	<p><b>1.</b> Organise the urban distribution structure</p> <p><b>Measure 1:</b> Analyse the flows of goods in preparation for a distribution scenario (2013-14)</p> <p><b>Measure 2:</b> Elaborate the urban distribution structure business case (2013-14)</p> <p><b>Measure 3:</b> Identify and set aside plots of land for urban distribution (2014)</p> <p><b>Measure 4:</b> Physically develop the structure of the urban distribution network (2015-2020)</p> <p><b>Measure 5:</b> Initiate an urban distribution project at the TIR centre (2013-2014)</p> <p><b>Measure 6:</b> Change the TIR centre into an urban consolidation centre (2013 – 2020)</p> <p><b>Measure 7:</b> Encourage pallet transport system and/or tricycles from waterways to the centre (2013 – 2017)</p> <p><b>Measure 8:</b> Preferentially send construction materials via waterways (2013 – 2017)</p> <p><b>Measure 9:</b> Support innovative private initiatives (2013 – 2020)</p> <p><b>Measure 10:</b> Actively take part in LaMiLo (2013 – 2015)</p>

2. Integrate urban distribution in regional development and planning
  - Measure 11:** complete the inventory of the logistics real estate and compare it with the needs (recurrent)
  - Measure 12:** Train and raise awareness of planning players and partners to urban distribution and logistics needs (2013 – 2020)
  - Measure 13:** Integrate urban distribution and logistics needs in planological and regulatory tools (recurrent)
  - Measure 14:** Integrate urban distribution and logistics requirements in the development strategy of the Canal area, including master plan Canal. (2013)
  - Measure 15:** Develop pilot projects of enterprise zones with logistic possibilities (2015-2020)
  - Measure 16:** Develop the Schaerbeek-Formation site as a logistic pole at the service of the Brussels-Capital Region and its hinterland (2013 – 2020)
  - Measure 17:** Set aside land plots for urban distribution and logistics affectation (2013 – 2020)
  
3. Develop operational measures to increase the efficiency of urban deliveries and reduce noise
  - Measure 18:** Improve road deliveries (2013 – 2020)
  - Measure 19:** Deploy itineraries for goods (2013 – 2020)
  - Measure 20:** Establish a road charge by the kilometre (2017)
  - Measure 21:** Organise the parking of heavy goods vehicles (in progress – 2020)
  - Measure 22:** Support building sites that cause less nuisance on roads (2014 - 2020)
  - Measure 23:** Reflect on proximity delivery spaces (2013 – 2015)
  - Measure 24:** Put in place flexible delivery times (2013 – 2015)
  - Measure 25:** Train and raise the awareness of delivery players and partners to urban distribution and logistics requirements (2014 – 2050)
  - Measure 26:** Limit the polluting emissions of goods traffic (2014 – 2020)
  
4. Benefit from a mobility Think Tank – Collect data and encourage innovation
  - Measure 27:** Define an annual plan for innovation and research in goods traffic and launch a call for projects. (2014 then recurrent)
  - Measure 28:** Monitor merchandise flow and organise counting

	<p>(recurrent)</p> <p><b>Measure 29:</b> Study the feasibility of novel transports: use of urban rails (2015 – 2020)</p> <p><b>Measure 30:</b> Participate in European good practice exchange programmes (continuous)</p> <p>5. Make regional collaboration easier between stakeholders – Develop a favourable regional framework</p> <p><b>Measure 31:</b> Coordinate and evaluation the goods traffic policy (recurrent)</p> <p><b>Measure 32:</b> Raise awareness to the implication of logistic choices in terms of transport and alternative transport modes (recurrent)</p> <p><b>Measure 33:</b> Improve the traffic of goods exported by Brussels businesses (recurrent)</p> <p><b>Measure 34:</b> Accompany pilot projects for the rationalisation of deliveries at neighbourhood scale (2014 – 2020)</p> <p><b>Measure 35:</b> Define Business Delivery plans (2013 – 2014)</p> <p><b>Measures 36:</b> Rationalise distances of goods traffic (2013 – 2014)</p>
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Relevance to Last Mile Logistics      DIRECT – last mile

**Regional Policy**

<p>IRIS 2: Plan de mobilite. Region de Bruxelles-Capitale” December 2013<sup>19</sup></p>	<p>Implementation Actions include:</p>
<p>The Iris 2 Plan is a strategic plan that sets out the main guidelines on mobility in the Brussels region in 2015-2020. The plan provides for a raft of actions to improve the daily experience of commuters and tourists in Brussels by 2015-2018. It aims to establish a balance between mobility needs and quality of life in the Region. It aims to avoid congestion in the capital. The overall goal is to reduce car traffic by 20% by 2018 compared to 2001. It will do this through both identifying measures to promote alternative forms of mobility, as well as measures to streamline traffic under nine implementation actions.</p>	<ul style="list-style-type: none"> <li>• encouraging active transportation (walking and cycling),</li> <li>• making public transport more attractive (bus and tram, rail),</li> <li>• applying a co-ordinated parking policy and regulation,</li> <li>• as well as improving logistics and the distribution of goods.</li> </ul>

## Relevance to Last Mile Logistics

## DIRECT – last mile

Iris 2 Plan identifies that the Brussels region will develop a Goods Strategy (see above). Within the document, the Brussels Region acknowledges that public and private sector partners will be critical in implementing the measures of the plan both at the Brussels level (particularly around the development and delivery of last mile solutions), and at the national level (in order to see the whole journey of goods, and encouraging the use of rail and water transport).

## National Policy<sup>20</sup>

Transport policy is defined by several levels of government.

At Federal level, the main characteristics and priorities of transport policy are set out in the General Policy Note on Energy, Environment and Mobility of the Chamber of Belgian Representatives.

The Mobility and Transport Federal Public Service (FPS) prepares and implements federal policy on mobility. As part of its tasks, this FPS focuses on safety, the environment, social issues and optimum integration of all modes of transport. The Mobility and Transport FPS prepares annual reports.<sup>21</sup>

## National Legislation

Details on legislation and regulation applied at Federal level on use of cycles, tractors and agricultural vehicles, highway code, use of alcohol and driving, and mobility are outlined by the Mobility and Transport FPS.<sup>22</sup>

## OTHER – Climate change

### Regional Policy

The Brussels Capital Region has developed a Regional Air-Climate-Energy Plan. The public inquiry of the draft runs from 25 May to 31 July 2015.

The regional climate change strategy has been integrated into the Regional Sustainable Development Plan, 2013 (see above) whose aim is to orient all public policies towards the sustainable city.



Brussels Code for air, climate and energy (COBRACE), 2013 <sup>23</sup>	Key elements
Introduces several new measures in order to meet the objectives of the Brussels-Capital region, namely the reduction of greenhouse gas (GHG) emissions by 30% by 2025 compared to 1990.	The Code strengthens the regulation on energy performance of buildings. It also provides for the creation of an Energy House (Maison de l'énergie), a support service for households which aims at promoting the rational use of energy as well as the eco-construction. In addition, the Code provides for the improvement of air quality through measures promoting a higher environmental performance of vehicles. Finally, the Code sets specific standards in terms of air quality and greenhouse gas emissions.
Relevance to Last Mile Logistics	DIRECT – last mile
This Code addresses issues that will impact last mile logistics specifically including air quality and greenhouse gas emission standards.	

National Policy – Federal	
Low Carbon Belgium by 2050'	Two-fold objective:
Federal Climate Change Service launched a project in 2012 in order to prepare for the Federal Government aims to reduce greenhouse gas emissions within Belgian territory by at least 80% to 95% by 2050 compared to 1990.	<ul style="list-style-type: none"> <li>• To contribute directly to drawing up a Belgian low carbon strategy entirely within the context of sustainable development.</li> <li>• In the spirit of 'transition management', to encourage and fuel reflection and initiatives in this field in order to promote exchanges between as many actors as possible.</li> </ul>
Scenarios for a Low Carbon Belgium by 2050, 2013 <sup>24</sup>	Findings:
This study analyses various scenarios to achieve significant GHG emissions	<ol style="list-style-type: none"> <li>1. In the transport sector, reduced mobility demand and electrification play a key role.</li> <li>2. In the buildings sector, the renovation rate of existing buildings must increase and fossil fuel heating systems must be replaced by</li> </ol>

reduction objectives.

environmental heating systems.

3. In the industry sector, energy efficiency and process improvements will allow further emission reductions. International competition needs to be taken into account.
4. In the agriculture sector the technical potential for reduction is relatively limited. Behavioural changes, such as eating less meat, can play an important role.
5. The share of electricity in the energy mix must rise significantly and can be provided by renewables.
6. Lowering energy demand is key.
7. Fossil fuels are drastically reduced and renewables increase manifold.
8. Sustainable biomass will likely be important for the low carbon transition.
9. Carbon capture and storage could also play a significant role but raises concerns regarding its feasibility and potential risk.
10. Intermittent energy sources will increase significantly. They are manageable but require large interconnection, back-up and demand-side management measures.
11. The low carbon transition requires additional investment expenditures that are compensated by reduced fuel expenses.

Relevance to Last Mile Logistics

DIRECT – general freight

It is acknowledged that transport is a sector with a large GHG reduction potential through combined efforts to both reduce transport demand and apply appropriate technologies. In relation to freight transport it is envisaged that the volume of transport is reduced mainly through a modal shift from trucks to trains and boats.

The low carbon transition implies an almost complete shift to electric transport by 2050. This electrification of the sector makes it possible to increase the energy efficiency of transport as electric vehicles are more efficient than internal combustion engines. It is also coherent with an energy supply system that reduces GHG emissions through the introduction of renewable energy sources in electricity production.

## Appendix 6: Policy Report- Camden

### Legislation and Policy influencing last mile logistics in Camden, Greater London, UK

#### PLANNING

#### Local Policy

Camden's Core Strategy 2010-2050 <sup>25</sup>	Vision	Objectives
Camden's Core Strategy sets out the key elements of the Council's planning, vision and strategy for the borough. It is the central part of the local authorities' Local Development Framework (LDF).	<ul style="list-style-type: none"> <li>Camden will be a borough of opportunity.</li> <li>Camden will be a low carbon, low waste borough.</li> <li>Camden will be a borough in which our valued, historic and high quality places are maintained.</li> <li>Camden's growth will be focused.</li> <li>Camden will have a safe and healthy population.</li> </ul>	<ol style="list-style-type: none"> <li>A sustainable Camden that adapts to a growing population.</li> <li>A strong Camden economy that includes everyone.</li> <li>A connected Camden community where people lead active, healthy lives.</li> <li>A safe Camden that is a vibrant part of our world city.</li> </ol> <p>19 core strategy policies are defined which contribute to meeting the objectives above.</p>

Relevance to Last Mile Logistics

DIRECT – last mile

This document determines several demand factors e.g. location of growth, homes, jobs, facilities that will indirectly influence last mile logistics in the local area.

**It also contains some policies that directly influence last mile logistics:**

'Policy CS11 Promoting Sustainable and efficient travel' promotes the sustainable movement of goods, seeking to minimise the movement of goods and materials by road and promoting alternative forms of freight movements that have lower environmental impacts, references the local authorities membership of the Central London Freight Quality Partnership, and references working with Transport for London to provide charging points for low emission goods vehicles.

'Policy CS13 Tackling Climate Change through Promoting Higher Environmental Standards' identifies the ambition that 50% of the Council's own fleet of vehicles will be fuelled by LPG, electricity or hybrid means.

It also outlines policies that support the implementation of Camden's Air Quality Action Plan, seek to make Camden a low waste borough, and outline use of planning obligations, planning conditions and Community Infrastructure Levy.

**Local Policy**

Camden's Development Policies 2010 – 2025, 2010 <sup>26</sup>	Objectives
The development policies set out detailed planning criteria that the local authority will use to determine applications for planning permission in the borough.	Same as Core Strategy above.  32 Development Policies are described to contribute to meeting the objectives.

**Relevance to Last Mile Logistics** **DIRECT – last mile**

Camden Development Policies support the Core Strategy policies and so similarly will influence demand factors.

**Policies that have a direct influence on last mile logistics are:**

'DP12 Supporting strong centres and managing the impact of food, drink, entertainment and other town centre uses' – enables the Council to use planning conditions and obligations to address a number of issues including noise, and hours of operation.

'DP13 Employment premises and sites' – includes consideration of space for servicing by or parking of commercial vehicles.

'DP16 The transport implications of development' – enables requirement of Delivery and Servicing Management Plans and Construction Management Plans.

'DP18 Parking standards and limiting the availability of car parking' – provides minimum parking standards for servicing.

'DP19 Managing the impact of parking' – outlines policy that any additional car parking will not lead to a

reduction in space for service vehicles.

**'DP20 Movement of goods and materials'** – outlines the policy to minimise the movement of goods and materials by road including use of alternative modes (rail and canal links), promotion and use of freight consolidation facilities, use of cargo bikes. Also outlines policy to minimise the impact of the movement of goods and materials by road both during construction and operation, including the policy to seek DSMPs for developments likely to generate significant need for movement of goods and materials when occupied to ensure the potential impacts are minimised through which deliver times will be managed. Waiting and loading restrictions will also be used to control the impact of goods vehicles. Developers will be encouraged through the DSMP to make provisions to use quiet and low polluting vehicles such as electric vehicles.

**'DP21 Development connecting to the highway network'** – outlines the local authorities road hierarchy which aims include to remove goods vehicles from unsuitable routes and reduce the adverse environmental impact of traffic.

**'DP26 Managing the impact of development on occupiers and neighbours'** – enables the local authority to only grant permission that does not cause harm to amenity including noise and vibration levels.

**'DP28 Noise and Vibration'** – seeks to ensure noise and vibration is controlled and sets noise thresholds based on national guidance.

**'DP32 Air quality and Camden's Clear Zone'** – sets policy of minimising transport impact of developments in areas of poor air quality.

## Local Policy

Camden Planning Guidance<sup>27</sup>

Themes

The local authority planning guidance provides advice and information on how they will apply their planning policies. These documents support the policies in Camden's Local Development Framework (LDF).

CPG 1 Design  
CPG 2 Housing  
CPG 3 Sustainability  
CPG 4 Basements and light-wells  
CPG 5 Town centres, retail and employment  
CPG 6 Amenity  
CPG 7 Transport  
CPG 8 Planning Obligations

Relevance to Last Mile Logistics

DIRECT – last mile

**CPG1 Design** – includes guidance on waste and recycling storage.

**CPG5 Town centres, retail and employment** – promotes mix of uses across Camden. Outlines use classes and identifies permitted change of use. Details the impacts and possible controls on food, drink and entertainment uses including: likely impact on traffic congestion (controls include refusing planning permission, legal agreement covering delivery arrangements, and requiring details of delivery and servicing arrangements); proximity to local residents (controls include condition controlling opening hours, condition controlling noise); proposed opening hours, and noise created (controls in both cases include condition controlling opening hours).

**CPG6 Amenity** – includes details on Air Quality Management Plan and Air Quality Assessment, ways to minimise impact of noise and vibration, Construction Management Plans (when this applies, what is covered, contents).

**CPG7 Transport** – provides information on all types of detailed transport issues within the borough including Delivery and Servicing Management Plans (how DSMPs can be used to manage and mitigate the potential impacts of delivery and servicing on the amenity of occupiers and neighbours), Servicing guidelines provided covering swept path, turning areas, demarcation, pedestrian access roads, headroom.

## Regional Policy

The London Plan, 2011<sup>28</sup>

Focuses on:

The overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years

Transport, economic development, housing, culture, a range of social issues such as children and young people, health inequalities and food; a range of environmental issues such as climate change (adaptation and mitigation), air quality, noise and waste

Relevance to Last Mile Logistics

DIRECT – general freight

The London Plan has an indirect influence on last mile logistics. It influences what is developed and where, across the Greater London region, and so it affects the demand for last mile logistics. The local authorities local development documents have to be 'in general conformity' with the London Plan.

Safeguarding land for logistics purposes (consolidation centres, warehousing, distribution centres, vehicle parking / recharging) is currently reflected in this document.

## National Policy

UK National Planning Policy Framework  
March 2012<sup>29</sup>

There are 45 Planning Practice Guidance documents in total covering a wide range of topics. The ones that related to last mile logistics are listed below:

Replaces Planning Policy Statements (PPS) and Planning Policy Guidance (PPG) and a variety of other guidance and clarification documents which described national planning policy.

- Air Quality
- Climate Change
- Community Infrastructure Levy (CIL)
- Ensuring Effective Enforcement
- Noise
- Planning Obligations
- Transport Evidence Bases in Plan Making
- Travel Plans, Transport Assessments and Statements in Decision Making
- Use of Planning Condition

Relevance to Last Mile Logistics

DIRECT – last mile

**Air Quality** – this requires local plans to take account of air quality, which may affect where development is proposed and what encouragement is given to sustainable transport.

**CIL** – Community Infrastructure Levy

**Ensuring Effective Enforcement, Planning Obligations and Use of Planning Conditions** – all directly influence a local authorities’ ability to request Delivery Servicing Plans, and Construction Logistics Plans as part of the planning process.

**Noise** – this links to the DEFRA Noise Policy Statement for England, March 2010. This enables local authorities to place restrictions on noise via licensing controls and restrictions on activities at certain sites. This could affect delivery / loading times.

**Transport Evidence Bases in Plan Making, and Travel Plans, Transport Assessments and Statements in Decision Making** – both make requirements for review and consideration of the movement of freight as part of a new development.

## National Legislation<sup>30</sup>

The **Community Infrastructure Levy (Amendment) Regulations 2014**, and The Community Infrastructure Levy Regulations 2010, provides for the imposition of a charge known as the Community Infrastructure Levy

to be levied on the grant of a planning permission for development.<sup>31</sup>

The **Growth and Infrastructure Act 2013**, promotes growth and facilitates the provision of infrastructure including limits on the powers that local authorities have to require information with planning applications; enables the Mayor of London to delegate decisions concerning planning applications of potential strategic importance.

The **Localism Act 2011**, provides the legal framework for the neighbourhood planning powers and the duty to cooperate with neighbouring authorities.

The **Local Democracy, Economic Development and Construction Act 2009**, seeks to create greater opportunities for community and individual involvement in local decision-making. Provides for greater involvement of local authorities in local and regional economic development.

The **Planning Act 2008**, sets out the framework for the planning process for nationally significant infrastructure projects and provided for the community infrastructure levy

The **Planning and Compulsory Purchase Act 2004**, made changes to development control, compulsory purchase and application of the Planning Acts to Crown land.

The **Greater London Authority Act 1999** (as amended by the **GLA Act 2007**), requires the City Mayor to formulate a spatial development strategy for London – The London Plan.<sup>32</sup> Also requires London's borough councils to produce a Local Implementation Act detailing preferred options for addressing local transport issues, including freight.<sup>33</sup>

The **Town and Country Planning Act 1990**, consolidated previous town and country planning legislation and sets out how development is regulated.



## TRANSPORT

### Local Policy

Camden's Transport Strategy. Local Implementation Plan. 2011 <sup>34</sup>	9 Objectives, of which the following 5 are relevant.
This Strategy represents the overall transport vision for the borough. It provides an overview of the demographic and transport context of Camden, the key transport issues, challenges and opportunities, as well as Camden's key transport objectives. Further to this, the CTS details how the objectives will be delivered (including details of delivery programmes for the next 3 years, 2011/12 to 2013/14); the targets that will be used to measure the success of the plan; and how progress will be monitored.	<ol style="list-style-type: none"> <li>1. <b>Reduce motor traffic and vehicle emissions</b> to improve air quality, mitigate climate change and contribute to making Camden a 'low carbon and low waste borough'.</li> <li>2. <b>Encourage healthy and sustainable travel choices</b> by prioritising walking, cycling and public transport in Camden.</li> <li>3. <b>Improve road safety and personal security</b> for people travelling in Camden</li> <li>4. <b>Effectively manage the road network</b> to manage congestion, improve reliability and ensure the efficient movement of goods and people.</li> <li>6. <b>Ensure the transport system supports Camden's sustainable growth</b> and regeneration as well as enhancing economic and community development.</li> </ol>

Relevance to Last Mile Logistics

DIRECT – last mile

The objectives noted above are supported by a number of policies. These include policies which directly influence last mile logistics:

- to **encourage mixed use development** to reduce the frequency and length of people's journey (policy 1.1)
- outlining a **road user hierarchy** used as a tool in developing projects, where freight (including loading and unloading is 4th, after pedestrians, cyclists and public transport) (policy 1.3)
- to **promote best practice for freight** through the Freight Operators Recognition Scheme (FORS) and continued participation in the Central London Freight Quality Partnership, to seek to improve the efficiency of freight delivery practices and support the use of vehicles or alternative forms of delivery that produce lower emissions (policy 1.6)
- to continue **to lead by example**, and operate a low emission fleet and continue to work towards improving vehicle efficiency (policy 1.8 and 2.23)
- to explore the introduction of a **20mph borough wide speed limit** to improve road safety (policies 3.1, 3.2, 3.4)
- to manage congestion through **encouraging mode shift**, whilst recognising the need for reliable and efficient freight and the role of the strategic road network (policy 4.1)
- to ensure that **construction management plans** are completed when appropriate (policy 4.4)
- to consider **waiting and loading restrictions** (policy 4.5)
- to support the efficient movement of goods the Council will continue **to work with the freight industry** to support sustainable freight practices and share information that improves the reliability and efficiency of deliveries (4.7)

- to **work in partnership** with logistics providers and local businesses to seek to establish the potential use of freight consolidation centres by businesses particularly in the south of the borough (policy 4.8)
- to carry out **parking enforcement** in a fair and proportionate manner and aim to achieve further compliance of parking regulations and reduce the number of Penalty Charge Notices (PCNs) issued. See the Annual Parking and Enforcement Plan (policy 8.3 and 8.4)

### Sub-Regional Policy

Central London Sub Regional Transport Strategy 2014/15: addressing the challenges <sup>35</sup>	Challenges	Priority Work Areas
<p>The central London sub-region, consists of the London Boroughs of Camden, Islington, Lambeth, Southwark, Wandsworth, the Royal Borough of Kensington &amp; Chelsea, City of Westminster and the City of London.</p> <p>This plan aims to help boroughs with the development of LIPs and TfL in developing the TLRN and priorities for business planning in order to address the medium to longer-term challenges for London and the sub-regions.</p>	<p>In every sub-region:</p> <ol style="list-style-type: none"> <li>1. Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners</li> <li>2. Transform the role of cycling and walking in the sub-region</li> <li>3. Meet CO<sub>2</sub> targets</li> </ol> <p>Central London-specific:</p> <ol style="list-style-type: none"> <li>4. Reduce public transport crowding and improving reliability</li> <li>5. Support growth areas and regeneration</li> <li>6. Ensure capacity at rail stations and efficient onward distribution</li> <li>7. Improve the urban realm and promote walking</li> <li>8. Manage the different demands on streets</li> <li>9. Improve air quality.</li> </ol>	<ol style="list-style-type: none"> <li>1. <b>Improve air quality and reducing CO<sub>2</sub> emissions</b></li> <li>2. Developing the central sub-region's cycling network</li> <li>3. <b>Making the freight network more efficient (four R's: Reroute, Reduce, Retime, Remode)</b></li> <li>4. Investing in area, corridor and junction studies to address challenges on the road network</li> <li>5. Making more efficient use of the bus network</li> <li>6. Making central London safer for all road users</li> </ol>

Relevance to Last Mile Logistics

DIRECT – general freight

This plan outlines the major initiatives that TfL have introduced that affect the central London area, as well as referencing the future development of TfL's longer-term freight strategy.

It does not outline a freight plan for the central London areas, nor does it go into detail about any specific policies that influence last mile logistics in the central London sub-region.

Regional Policy	
Delivering a road freight legacy, 2013 <sup>36</sup>	Key elements
This document reviews the achievements since the 2012 London Olympics, and looks at actions for immediate implementation	Seven themes: <ul style="list-style-type: none"> <li>• Better planning</li> <li>• Improving safety</li> <li>• Re-timing deliveries and collections</li> <li>• Kerbside access</li> <li>• Increasing efficiency</li> <li>• Effective communications</li> <li>• Journey planning</li> </ul>
Relevance to Last Mile Logistics	DIRECT – last mile
<p>This document outlines a <b>33 specific actions</b> that fall under the seven key themes above including production of studies and guidance, undertaking trials, setting up new collaborative groups and new ways of working, and influencing other relevant policies and strategies.</p>	

Regional Policy		
Mayor’s Transport Strategy, 2010 <sup>37</sup>	Vision	Implementation Goals
This is a statutory document, developed alongside the London Plan and Economic Development Strategy (EDS) as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years.	‘London’s transport system should excel among those of world cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges of the 21st century.’	<ol style="list-style-type: none"> <li>1. Support economic development and population growth</li> <li>2. Enhance the quality of life for all Londoners</li> <li>3. Improve the safety and security of all Londoners</li> <li>4. Improve transport opportunities for all Londoners</li> <li>5. Reduce transport’s contribution to climate change and improve its resilience</li> <li>6. Support delivery of the London 2012 Olympic and Paralympic Games and its legacy</li> </ol>
Relevance to Last Mile Logistics	DIRECT – last mile	
<p>26 policies are outlined in the Mayors Transport Strategy, with each policy supported by a number of proposals. All policies seek to achieve the implementation goals, and so have an influence on last mile logistics, direct or indirect. Those with a direct influence are listed below:</p> <p><b>Policy 4:</b> The Mayor, through TfL, and working with the DfT, Network Rail, train operating</p>		

companies, London boroughs and other stakeholders, will seek to improve people's access to jobs, business' access to employment markets, business to business access, and freight access by seeking to ensure appropriate transport capacity and connectivity is provided on radial corridors into central London. In particular, the Mayor will seek to maximise public transport connectivity and capacity benefits on the two main east-west and north-south corridors (incorporating the Crossrail and Thameslink projects respectively). The Mayor will also **explore opportunities to make greater use of the Thames** for east-west passenger and freight transport across the city.

**Policy 5** The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will **seek to ensure efficient and effective access for people and goods** within central London through providing improved central London connectivity and appropriate capacity. This will include improving access to major public transport interchanges for pedestrians, cyclists and by public transport.

**Policy 8** The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other transport stakeholders, will **support a range of transport improvements within metropolitan town centres for people and freight** that help improve connectivity and promote the vitality and viability of town centres, and that provide enhanced travel facilities for pedestrians and cyclists.

**Policy 9** The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other transport stakeholders, will use the local and strategic development control processes to seek to ensure that:

- a) All high trip generating developments are located in areas of high public transport accessibility, connectivity and capacity (either currently or where new transport schemes are committed)
- b) The design and layout of development sites maximise access on foot, cycle and to public transport facilities, for example, via safe walking and cycling routes and provision of secure cycle parking
- c) **Access for deliveries and servicing, maximise the opportunities for sustainable freight distribution where possible.**
- d) Land for transport use is safeguarded in line with London Plan policy and Supplementary Planning Guidance
- e) Planning contributions are sought for transport improvements where appropriate.

**Policy 11** The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will seek to reduce the need to travel, encourage the use of more sustainable, less congesting modes of transport (public transport, cycling, walking and the Blue Ribbon Network), **set appropriate parking standards**, and through investment in infrastructure, service improvements, promotion of smarter travel initiatives and further demand management measures as appropriate, aim to increase public transport, walking and cycling mode share.

**Policy 12** The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders including business and the freight industry, **will seek to improve the distribution of freight** through the provision of better access to/from Strategic Industrial Locations, delivery and servicing plans, and other efficiency measures across

London.

**Policy 15** The Mayor, through TfL, and working with Defra, the DfT, Network Rail, train operating companies, freight operators, London boroughs and other stakeholders, will **seek to reduce emissions of air pollutants from transport.**

**Policy 16** The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, freight operators, London boroughs and other stakeholders, will **seek to reduce noise impacts from transport.**

**Policy 24** The Mayor, through TfL, and working with the DfT, Defra and other government agencies, Network Rail, train operating companies, freight operators, London boroughs and other stakeholders, will take the necessary steps to **deliver the required contribution from ground-based transport to achieve a 60 per cent reduction in London's CO<sub>2</sub> emissions by 2025 from a 1990 base;** and to contribute to further targets that may be set by the Mayor from time to time.

### National Policy

'Providing effective regulation of freight transport' 2012, updated 2014.<sup>38</sup>

An efficient freight transportation system helps support the UK economy. Getting goods from one place to another at a reasonable cost and with the minimum impact on the environment and communities is essential. The government is working with the freight industry to help them cut costs and reduce greenhouse gas emissions. Effective and proportionate regulation will also ensure goods are moved safely and securely across the UK and abroad.

Relevance to Last Mile Logistics

DIRECT – general freight

Actions include Transporting dangerous goods, Freight grants, Vehicle speeds, drivers' hours and tachographs, Heavy goods vehicle road user levy, Trialling longer semi-trailers, Research, Low Emission HGV Task Force, Trialling low carbon trucks. This policy affects the whole logistics chain, and does not particularly focus on the last mile.

### National Policy

Reducing greenhouse gases and other emissions from transport 2012<sup>39</sup>

Driving the future today: a strategy for ultra-low emission vehicles in the UK, 2013<sup>40</sup> (Guidance)

Transport is a major source of greenhouse gases. Around a quarter of domestic carbon dioxide (CO<sub>2</sub>) and other greenhouse gas emissions in the UK come from transport. Transport is also a source of emissions which make air quality worse.

Reducing greenhouse gases from transport will help the national long term goal of reducing the

UK's greenhouse gas emissions by at least 80% compared to 1990 levels by 2050.

Relevance to Last Mile Logistics

DIRECT – last mile

Actions include: Ultra-low emission vehicles, Biofuels. Supporting the take up of alternative fuel vehicles has the potential to directly influence last mile logistics solutions.

## National Legislation

**Local Transport Act 2008**, gives local authorities the power to take steps to meet local transport needs in the light of local circumstances.

**Traffic Management Act 2004**, addresses Network Management Duty. Part 6 relating to parking was enacted on 31st March 2008 and introduced differential PCN charges to the rest of the country outside London.

**London Local Authorities Acts 1996-2003, Traffic Management Act 2004**. Allows local authorities to enforce parking and traffic regulations. The Traffic Management Act 2004 (TMA 2004) was introduced to bring London and non-London enforcement authorities into line and provide for greater consistency of traffic enforcement across the country while allowing for parking policies to suit local circumstances. The TMA 2004 seeks to ensure that the system is fair to the motorist and it is effective in enforcing parking contraventions when they occur.

**Transport Act 2000**, made a number of reforms to local transport planning and delivery, including the requirement for all local transport authorities in England, outside of London, to produce a local transport plan. It also granted new powers for local authorities to enter into quality partnerships with bus operators and to introduce road user charging schemes and workplace parking levies.

**Greater London Authority Act 1999**, requires London boroughs to produce a Local Implementation Plan (LIP) which demonstrates how each authority will deliver the Mayor of London's Transport Strategy in its local area.

Regulation 40A of the **Road Traffic Act 1988**, introduced by the Road Traffic Act 1991. A Person is guilty of an offence if he uses, or causes or permits another to use, a motor vehicle or trailer on a road when: (a) the condition of the motor vehicle or trailer, or of its accessories or equipment, or (b) the purpose for which it is used, or (c) the number of passengers carried by it, or the manner in which they are carried, or (d) the weight, position or distribution of its load, or the manner in which it is secured, is such that the use of the motor vehicle or trailer involves a danger of injury to any person.

The **Electrically Assisted Pedal Cycles Regulations 1983**, prescribes the class of electrically assisted pedal cycle that is treated as not being a motor vehicle when used on roads in Great Britain. Include requirements that apply when such EAPCs are sold for use on, or used on, roads in GB.

**Land Compensation Act 1973**, outlines the first measures introduced in response to road traffic noise.

OTHER

Local Policy

Green Action for Change. Camden's environmental sustainability plan (2011-2020) <sup>41</sup>	Aspiration	Action Themes:
This Plan focuses on the key environmental issues on which the Council and our partners can have the biggest impact, and on working together with households, schools, organisations and communities in the borough to deliver an agenda far wider than the Council can achieve alone.	<ul style="list-style-type: none"> <li>To achieve a better quality of life for ourselves and future generations</li> <li>To nurture all our natural resources and reduce carbon emissions and waste</li> <li>To mobilise people to take action to change their life styles and behaviour</li> </ul>	<ul style="list-style-type: none"> <li>Leading by example as a council.</li> <li>Creating the foundations for success: planning, infrastructure and capacity</li> <li>Empowering our communities</li> <li>Encouraging businesses, institutions and the voluntary and community sector to play a leading role</li> <li>Encouraging schools, children and young people to play a leading role</li> <li>Improving homes and supporting households</li> </ul>

Relevance to Last Mile Logistics

DIRECT – last mile

Specific actions that influence last mile logistics include:

- Consider **environmental sustainability** at each stage of the **procurement process**
- Continue to build on the numbers of **clean vehicles in our fleet**.
- Deliver the new draft Camden Transport Strategy, including measures to promote car clubs and **low emission vehicles** and improved cycle and pedestrian facilities
- Implement the **Air Quality Action Plan** (2009-2012)

Local Policy

London Borough of Camden Procurement Strategy 2012 – 2015, 2012 <sup>42</sup>	Vision	Innovative solutions to support the delivery of Camden's strategic objectives
The London Borough of Camden spends over £400 million revenue annually on procuring a	To be recognised as the leading Borough for Procurement in London and to fully	Market Place: Investing in local businesses- our vision is to create a market place where local Small and Medium Enterprises and Voluntary and Community Sector organisations can have maximum access to procurement opportunities.



<p>wide range of works, goods and services. The Council has recognised the importance of effective procurement by adopting a new procurement operating model which was fully implemented in April 2011.</p>	<p>support the delivery of efficient and cost effective services to meet the needs of Camden’s residents and businesses.</p>	<p>Collaboration: Building stronger relationships- our vision is to lead category management and work collaboratively with other London Boroughs to drive efficiencies and innovative solutions to the way our services are procured and delivered.</p> <p><b>Transport &amp; Logistics: Improving our environment- our aim is to establish an efficient distribution network through a consolidation centre in order to minimise the number of large vehicles entering the Borough.</b></p> <p>Equality: Driving equality- our vision is to support equality in the Borough by maximising employment for local residents and providing apprenticeships and skills development opportunities.</p>
<p>Relevance to Last Mile Logistics</p>		<p>DIRECT – last mile</p>
<p>Under the Sustainability Theme of the strategy, Camden’s vision is</p> <p>“to become the lead borough in London in developing policies and strategies that will increase our influence over the way our suppliers work with us to help meet our sustainability targets”.</p> <p>“Actions to achieve this vision are:</p> <ol style="list-style-type: none"> <li>1. <b>Embedding sustainability into new contracts</b> - develop and implement a Responsible Procurement Assessment Tool to facilitate the embedding of sustainability requirements into our contracts.</li> <li>2. <b>Incorporating sustainability into existing contracts</b> – working with contractors who do not have sustainability requirements included in their contracts to encourage the sustainable delivery of these contracts and services.</li> <li>3. Logistics and transport: <b>explore setting up efficient distribution networks and consolidation logistics</b> in order to minimise the number of required deliveries so as to reduce vehicle emissions. Business case to test viability will be produced and submitted for consideration.</li> <li>4. <b>Ensuring green products are supplied wherever available</b>- increasing the number of sustainable products purchased across the Council while reducing the overall number of products purchased.</li> <li>5. Ensuring delivery– <b>working with contractors to ensure that all of Camden’s contracts meet mandatory sustainability requirements</b> as a minimum and where possible exceed these- we have reviewed our top 50 suppliers and will extend this to the top 100.”</li> </ol> <p>Camden Council’s London Borough’s Consolidation Centre has been run through the Procurement team, which demonstrates the role that procurement can play in influencing last mile logistics.</p>		



Regional Policy		
<p>'Delivering London's Energy Future: The Mayor's Climate Change Mitigation and Energy Strategy', 2011<sup>43</sup></p>	<p>Objectives</p>	<p>Vision for 'Moving Towards Zero Emission Transport in London '</p>
<p>This strategy focuses on reducing CO<sub>2</sub> emissions to mitigate climate change, securing a low carbon energy supply for London, and moving London to a thriving low carbon capital.</p>	<ol style="list-style-type: none"> <li>1. To reduce London's CO<sub>2</sub> emissions to mitigate climate change.</li> <li>2. To maximise economic opportunities from the transition to a low carbon capital</li> <li>3. To ensure a secure and reliable energy supply for London</li> <li>4. To meet, and where possible exceed, national climate change and energy objectives</li> </ol>	<p>"By 2025, London's transport system will excel amongst global cities, with low carbon infrastructure and access to ever more low carbon transport options. London is a recognised leader in the mass-market uptake of low carbon transport vehicles and fuels, and is the electric vehicle capital of Europe. Londoners are continuing to move away from private car use to public transport, and London has unprecedented levels of walking and cycling. <b>Freight is moved on the most carbon efficient modes of transport, and individuals, freight operators, and public transport operators are cutting their fuel costs by driving and operating vehicles in the most fuel-efficient ways.</b>"</p>
<p>Relevance to Last Mile Logistics</p>		<p>DIRECT – last mile</p>
<p>The Mayor will contribute towards achievement of the vision for transport through the following policies, which have a direct influence on last mile logistics:</p> <ul style="list-style-type: none"> <li>• <b>Policy 10</b> - Minimising CO<sub>2</sub> emissions through a shift to <b>more carbon efficient modes of transport</b> - The Mayor, through TfL and working with boroughs and partners, will support and incentivise carbon efficient travel behaviour, minimise the need to travel, and encourage a switch to lower carbon modes of transport. For people, this includes walking, cycling and public transport, and <b>for freight it will include water and rail-based movement.</b></li> <li>• <b>Policy 11</b> - Minimising CO<sub>2</sub> emissions through <b>more efficient operation of transport</b> - The Mayor, working through TfL and with boroughs and partners, will minimise CO<sub>2</sub> emissions from transport through improving driving techniques on public transport, <b>supporting individuals and freight operators on fuel-efficient driving, and smoothing traffic flows.</b></li> <li>• <b>Policy 12</b> - Minimising CO<sub>2</sub> emissions from transport through the <b>use of low carbon vehicles,</b></li> </ul>		

technologies and fuels - The Mayor, through TfL and working with boroughs and partners, will invest in, incentivise, and encourage the development and use of low carbon vehicles, including **electric vehicles, hydrogen fuelled vehicles**, and low carbon buses.

### National Policy

'Measuring and reporting environmental impacts: guidance for businesses' 2013, updated 2014<sup>44</sup>

This policy outlines **key reporting requirements for businesses** in relation to greenhouse gas emissions, transport emissions, and other environmental impacts.

Relevance to Last Mile Logistics

DIRECT – last mile

This has the potential to drive demand for sustainable last mile logistics solutions.

### National Policy

'Making sustainable development a part of all government policy and operations' 2013 updated 2014<sup>45</sup>

Actions

The government is committed to sustainable development. This means making the necessary decisions now to stimulate economic growth and tackling the deficit, maximising wellbeing and protecting the environment, without affecting the ability of future generations to do the same.

The government takes account of sustainable development as a part of how it develops its policies, how it runs its buildings and how it buys its goods and services.

- Business planning and annual reports and accounts
- Embedding sustainable development into policy
- Greening Government Commitments
- Sustainable procurement
- Sustainable food and catering procurement
- Sustainability indicators

Relevance to Last Mile Logistics

INDIRECT

No direct influence, but sets the scene for a sustainable development approach in government policy which will indirectly influence supply factors affecting last mile logistics.

### National Legislation

Since 1 October 2013 the **Companies Act 2006** (Strategic Report and Directors' Report) Regulations 2013 has required all UK quoted companies to report on their greenhouse gas emissions as part of their annual Directors' Report.

**Air Quality (Standards) Regulations 2010**, transpose into English law the requirements of Directives 2008/50/EC and 2004/107/EC on ambient air quality. Equivalent regulations have been

made by the devolved administrations in Scotland, Wales and Northern Ireland

**Climate Change Act 2008**, establishes a legally binding target to lower the UK's greenhouse gas emissions by at least 80% in 2050 from 1990 levels.<sup>46</sup>

**National Emission Ceilings Regulations 2002**, transpose into UK legislation the requirements of the National Emission Ceilings Directive (2001/81/EC).

**Air Quality (England) Regulations 2000**, sets national objectives for local authorities in England.

**The Environment Act 1995**, established the Environment Agency and transferred to it powers over the control of pollution, and the conservation and enhancement of natural resources and the environment. Part IV sets provisions for protecting air quality in the UK and for local air quality management.

## Appendix 7: Policy Report - Dublin

### Legislation and Policy influencing last mile logistics in Dublin, Greater Dublin, Ireland

#### PLANNING

##### Local Policy

Dublin City Development Plan 2016 - 2022<sup>47</sup>

Strategic topics

Dublin City Council started the preparation of the new Dublin City Development Plan in November 2014.

The plan will set the direction for the future growth of the city and will outline a long-term vision and medium-term strategy for the sustainable development of the city for the six-year period from 2016 to 2022.

- Shaping the City
- Climate Change Adaptation and Mitigation
- City and Regional Economy
- Population and Housing
- Movement and Transport
- Sustainable Environment and Infrastructure
- Green Infrastructure, Landscape and Open Space
- Retailing
- Culture and Heritage
- Community Infrastructure and Social Inclusion
- Environmental Assessments

Relevance to Last Mile Logistics

INDIRECT

It is notable that whilst 'movement and transport' is a strategic topic, the issue of freight or goods deliveries and servicing is not specifically addressed within this document.

##### Regional Policy

Regional Planning Guidelines for the Greater Dublin Area (RPGs) 2010 - 2022<sup>48</sup>

Among the principles of the RPGs are:

Covers the two planning regions of Dublin and the Mid-East.

This policy document aims to direct the future

- Dublin as the capital city and a major European centre shall grow and progress, competing with other cities in the EU and serving a wide range of

growth of the Greater Dublin Area over the medium to long term, and works to implement the strategic planning framework set out in the National Spatial Strategy .

The RPGs inform and direct the City or County Development Plans for each of the local authorities in the GDA.

- international, national, regional and local needs;
- The Dublin and Mid-East regions will be attractive, vibrant locations for industry, commerce, recreation and tourism and will be a major focus for economic growth within Ireland;
- Development in the GDA shall be directly related to investment in integrated high quality public transport and focused on achieving a compact urban form.

Relevance to Last Mile Logistics

INDIRECT

The Regional Planning Guidelines has an indirect influence on last mile logistics. It influences what is developed and where, across the Greater Dublin Area, and so it affects the demand for last mile logistics.

**Regional Policy**

Retail Planning Strategy for the Greater Dublin Area 2008-2016 (RPSGDA)<sup>49</sup>

Core elements of the RPSGDA include:

The RPSGDA is a non-statutory document which sets out an analysis of the future retail needs of the people in the Greater Dublin Area (to 2016) and seeks to give guidance to the local authorities on where future retail facilities should be provided and what issues need to be addressed.

- Encouraging local shopping provision for lower order goods to reduce trip lengths; and
- The linking of provision of new retail facilities to public transport nodes.

Relevance to Last Mile Logistics

INDIRECT

The RPSGDA seeks to influence future retail facilities, and so has an impact on the demand factors affecting last mile logistics i.e. how many goods are to be delivered, where and when.

National Policy	
National Spatial Strategy 2002 - 2020 <sup>50</sup>	Key elements of the strategy include:
<p>Sets out a 20-year framework for balanced regional development across Ireland.</p> <p>The NSS provides the policy framework for all regional and local plans, including the RPGs for the Greater Dublin Area (see above).</p>	<ul style="list-style-type: none"> <li>• The need for Ireland to renew, consolidate and develop its existing cities, towns and villages – keeping them physically compact, public transport friendly and minimising urban sprawl;</li> <li>• Balanced regional development, encouraging each region to reach its full potential and contribute to the overall performance of the state on a sustainable economic, social and environmental basis;</li> <li>• Strategic planning guidance for a range of Government policies and regional and local plans.</li> </ul>
National Development Plan Transforming Ireland — A Better Quality of Life for All 2007 – 2013 <sup>51</sup>	There are a number of challenges facing the country which the Plan aims to address including:
<p>Set out the roadmap for Ireland from 2007- 2013. It is envisaged that Ireland will undergo a transformation in its economic and social fabric, with increased emphasis on high value added activities and industries.</p>	<p>Removing the remaining infrastructure bottlenecks that constrain economic development and inhibit balanced regional development and environmental sustainability;</p> <p>Further equipping our children and youth with the skills and education to grasp the opportunities presented to them;</p> <p>Creating and sustaining high value employment opportunities;</p> <p>Redistributing the product of wealth to foster an inclusive society, including adequately catering for those who have already contributed to Ireland’s success over previous decades.</p>

Relevance to Last Mile Logistics

INDIRECT

The National Spatial Strategy and National Development Plan have an indirect influence on last mile logistics. They influence what is developed and where, across Ireland, and so affects the demand for last mile logistics. The Department for Environment, Community and Local Government also issues 25 Planning Guidelines<sup>52</sup> that focus on specific issues. None of these guidelines related directly to last mile logistics.

### National Legislation<sup>53</sup>

**Planning and Development Act 2000.** This Act consolidated all planning legislation from 1963 to 1999 clarifying and simplifying the overall process into one self-contained piece of legislation. The 2000 Act remains the basis for the Irish planning code, setting out the detail of regional planning guidelines, development plans and local area plans as well as the basic framework of the development management and consent system.

There have been a number of changes to the legislation since 2000, the most significant of which are set out in:

- The **Planning and Development (Amendment) Act 2002** and
- The **Housing (Miscellaneous Provisions) Act 2004**, which made substantial changes to Part V of the Act. The implementation of these elements is the responsibility of Housing Division.
- The **Planning and Development (Strategic Infrastructure) Act 2006**, which provided for, among other things, the establishment of a streamlined consent procedure for certain types of major infrastructure.

## TRANSPORT

### Local Policy

HGV Management Strategy 2007<sup>54</sup>

These restrictions were introduced:

HGVs do not have free access to the streets of Dublin city centre. A zone has been created that HGVs with 5+ axles cannot enter during the day, except with a valid permit. The introduction of a HGV management strategy was a

- To minimise the use of the city streets by HGVs travelling

complimentary part of the Dublin Port Tunnel Project (which created in 2006 a direct Motorway standard connection from Dublin Port to the M50 Motorway ring. This tunnel was designed to remove as many trucks from the city centre as possible, to maximise use of the tunnel and to minimise the numbers of trucks on the City Streets).

HGVs with 5+ axles are not allowed to enter the restricted zone during the hours of 07.00 – 19.00, seven days a week unless in possession of valid permit.

HGVs with 4 axles or less are allowed to enter the restricted zone at any time, day or night.

- to/from Dublin Port
- To minimise conflict between the service requirements of businesses and the needs of other road users
- To manage HGV traffic whenever the Dublin Port Tunnel is closed

Relevance to Last Mile Logistics

DIRECT – last mile

The HGV Management Strategy<sup>55</sup> has resulted in reductions of 5+ axle vehicles within the city centre area of between 88-96% (2007-2009) and this is reflected in the fact that over 3,582 5+ axle vehicles used the tunnel per day in 2009. The number of permits which Dublin City Council now issue, of both 'load/unload' and 'transit', is now in the order of 90 per day for the cordon area.

By removing 5+ axle vehicles from the city centre the HGV Management Strategy has:

- Improved the daily lives of people who live and work in the city centre by reducing both noise and pollution levels.
- Made city streets safer for pedestrians, cyclists and other vulnerable road users. According to the 2008 canal cordon count (Nov 07- Nov 08) there has been an 8% increase in the number of cyclists crossing the canal cordon in the morning peak and recent figures from College Green show a 30% rise in cycling numbers.
- Made it possible to reallocate valuable road space to Public Transport, an example of this is the Bus Lane along the North Quays at Arran Quay.

The change on roads has been large, with the numbers of HGVs now on East Wall Road where the reduction has been 97.5% during the cordon hours and 97% over 24 hours. The numbers now using this road per month in 2009 are now less than the number of trucks that used it per day in 2006.



**Regional Policy**

<p>Greater Dublin Area Draft Transport Strategy 2011-2030. 2030 vision.<sup>56</sup></p>	<p>Objectives:</p>	<p>Types of Measures:</p>
<p>This document is a 20 year strategic transport plan for the Greater Dublin Area (GDA). It is not, however, a standalone document or blueprint to instantly address all transport issues within the GDA. Its purpose is to represent the top level within the hierarchy of transport plans for the region that will include an Implementation Plan and a Strategic Traffic Management Plan both of which will be published by the Authority subsequent to the adoption of the Strategy.</p>	<ol style="list-style-type: none"> <li>1. Build and strengthen communities</li> <li>2. Improve economic competitiveness</li> <li>3. Improve the built Environment</li> <li>4. Respect and sustain the natural environment</li> <li>5. Reduce personal Stress</li> </ol> <p>These are split into 26 sub-objectives.</p>	<ul style="list-style-type: none"> <li>• Rail</li> <li>• Bus</li> <li>• Integration of public transport</li> <li>• Cycling</li> <li>• Walking</li> <li>• Traffic management</li> <li>• Freight</li> <li>• Integration of land use planning and transport</li> <li>• Charging measures to reduce demand for car travel;</li> <li>• Promotion of non-car travel</li> <li>• Social inclusion measures</li> </ul>

Relevance to Last Mile Logistics                      DIRECT – last mile

There are a number of measures that directly influence last mile logistics, which are listed below:

**Measure LU2:** Development plans and local area plans to ensure delivery and servicing to be taken into account in the design of new and existing developments.

**Measure ROAD 8:** detailed arrangements for on-street parking, loading and unloading will be sought by the regional authority in local Traffic Management Plans.

**Measure ROAD 9:** more effective enforcement of traffic regulations and laws will be sought by the regional authority together with review of technological measures and legislative changes require to help regulation compliance.

**Measure ROAD 10:** the regional authority, working with Gardaí, the Road Safety Authority, the National Roads Authority and local authorities will support changes in HGV design to improve cyclist safety, including provision for vehicle side-guards and side mirror lenses that reduce cyclist blind spots for HGV drivers.

**Measure ROAD 11:** The Authority will support the provision of electric vehicle charging points on-street, at park and ride sites and elsewhere as appropriate in the Greater Dublin Area; support greater use of electric taxis and goods vehicles, especially in urban areas; and support training and provision of information in relation to 'eco-driving' techniques.

**Measure FRT 1:** The Authority will: Support the clear identification in Development Plans of appropriate locations for freight generating developments and freight intensive activities. To the extent consistent with good planning policy, these will be located close to high capacity roads to avoid the need for freight movement on unsuitable roads and streets; and seek, as part of the statutory planning process, the preparation and operation of Construction Logistics Plans for large construction sites which will focus on reducing the congestion impacts of the development's construction; and work with the freight industry, local authorities, road and rail operators and the Department of Transport in relation to collection of freight data and the identification of changing needs.

**Measure FRT 2:** The Authority will seek the extension of the current Dublin City HGV Management Strategy to include 4 axle vehicles; evaluate the potential for the Dublin City HGV Management Strategy to be further extended to other vehicles types; have an expanded exclusion area; and to encompass vehicle emission parameters; examine the potential of introducing HGV controls in other town centres.

**Measure FRT 3:** The Authority will seek the introduction of arrangements to promote deliveries in Dublin city centre and, if appropriate, in other towns, between the hours of 7p.m. and 7a.m., taking into account the rights and needs of residents living in these areas; promote the development and operation of Distribution and Servicing Plans for freight intensive developments, which will focus on creating efficient delivery and servicing processes that reduce the congestion impacts associated with the development; seek the development of a pilot urban delivery centre in the Dublin area for the disaggregation of large loads and the consolidation of small loads for final delivery by van type vehicles in Dublin City Centre and surrounding areas; and support the use of low impact delivery schemes in Dublin city centre and other town centres, for example by using smaller quieter vehicles, with lower emissions, including the use of cargo-bikes and examining the potential for certain freight deliveries by tram.

**Measure FRT 4:** The Authority will promote the use of low emission freight vehicles, including electric vehicles, throughout the Greater Dublin Region and specifically in the urban areas.

**Measure FRT 5:** The Authority will support the provision of truck parking facilities at on-line motorway service areas and other appropriate locations within the Greater Dublin Area. In addition, the Authority will seek the provision of truck parking facilities within appropriate areas of Dublin City.

**Measure FRT 6:** The Authority will identify recommended preferred routes for freight transport for key locations such as ports and Dublin Airport, encompassing both strategic national routes and also localised routing as appropriate.

**Measure FRT 7:** The Authority will support the use of the existing rail system for the transport of appropriate materials where feasible and economically, socially and environmentally beneficial; and Seek the safeguarding of existing rail lines for potential use by freight, and will support the upgrading and

improvement of the rail freight network, including, where appropriate, reducing conflict with passenger service; improving freight terminal capacity and enhancing links to key ports for onward distribution of containers, where feasible and economically, socially and environmentally beneficial.

**Measure TDM 1:** The Authority will evaluate the feasibility and potential benefits of the following measures to manage travel demand on roads in the Greater Dublin Area, and where appropriate seek their implementation: Ramp Metering, variable speed limits or hard shoulder running on dual carriageways or motorways, at times and places where congestion on these strategic roads is affecting journey time reliability and disrupting traffic flows; Dedication of traffic lanes to particular transport modes such as public transport lanes or freight lanes on certain roads, in addition to bus priority provision where appropriate (see section 11.3.2); and Introduction or expansion of local authority on-street parking controls that seek to reduce commuter parking.

**The Strategic Transport Strategy aims to achieve the following last mile related outcomes :**

Freight trips on the strategic network benefit greatly from reduced congestion, with a 15% fall in vehicle-hours for HGVs in the AM peak. This is likely to be carried through to other periods if charges remain in place at all times.

Benefits from restricting access for some cars lower speeds and limiting all HGVs in urban areas will be complemented by better management of the on-street visibility of public transport.

Transport emissions of PM<sub>10</sub> will be reduced by the Strategy, primarily due to less bus use relative to rail and urban HGV controls – benefitting small numbers in the residential areas where standards for this pollutant will not be exceeded.

The assessment of NO<sub>2</sub> show higher numbers of people will be exposed to higher concentrations than will see a reduction – hence a small dis-benefit accrues to this element. Note however that no improvement in the environmental impacts of road vehicles (e.g. due to electric/alternative fuel usages) compared to the 'Do Minimum' scenario is assumed in the assessment work.

Direct noise impacts on populations close to roads have been modelled, and found to fall on 49% of road links, due to the large reduction in peak vehicle kilometres of 31%, hence the positive score. Measures to reduce large freight vehicle access to town centres will also assist locally, as will targeted restrictions and improvements in vehicle design – though actual per vehicle noise levels were not assumed to fall in modelling work (compared to the 'Do Minimum' scenario).

National Policy		
Smarter Travel – A Sustainable Transport Future 2009 <sup>57</sup>	Key goals and targets for 2020, including:	49 actions required to achieve these targets – summarised under four main headings as follows:
A national policy document which sets out a broad vision for the future and establishes objectives and targets for transport.	<ul style="list-style-type: none"> <li>• GHG emissions from the transport sector will be reduced on 2005 levels;</li> <li>• Total vehicle km travelled by car will not significantly increase;</li> <li>• Current levels of congestion will be significantly reduced;</li> <li>• Current car mode share for trips to work will be reduced from 65% to 45%;</li> <li>• 10% of all trips will be by cycling;</li> <li>• The efficiency of the transport system will be significantly improved.</li> </ul>	<ul style="list-style-type: none"> <li>• Actions aimed at reducing distances travelled by car including focusing population and employment predominantly in larger urban areas and the use of fiscal measures to discourage use of the car;</li> <li>• Actions aimed at ensuring that alternatives to the car are more widely available;</li> <li>• Actions aimed at improving fuel efficiency of motorised travel;</li> <li>• Actions aimed at strengthening institutional arrangements to deliver the targets.</li> </ul>
Relevance to Last Mile Logistics	DIRECT – last mile	
<p>Specific actions that influence last mile logistics include:</p> <ul style="list-style-type: none"> <li>• Better integration of transport and planning policy, legislation and guidance including roll out of Land Use and Transportation Strategies (LUTS): actions 1, 2, 3, 42</li> <li>• More integrated consideration of freight policy matters including establishment of Freight Forum: action 10</li> <li>• Build on existing fiscal policies (e.g. VRT and Motor Tax systems, from July 2008, are entirely based on CO<sub>2</sub> emissions with rates considerably varying between models on the basis of their emissions, excluding buses and goods vehicles) as a way to reducing car use, including enhanced labelling of current emissions based system and explore potential to extend to goods vehicles: action 11, 34.</li> <li>• Develop a new investment programme (successor to Transport 21) where investment is prioritise for 8 areas including efficient freight movements: action 25</li> <li>• Enhanced enforcement of speed limits to improve road safety and vehicle emissions through increased use of Intelligent Traffic Systems: action 30</li> <li>• Maximise use of biofuels and other alternative fuels, including public sector fleets leading the way: action 31, 32, 33</li> <li>• Promotion of efficient driving in the haulage industry: action 36.</li> </ul>		

## National Legislation<sup>58</sup>

**Dublin Transport Authority Act 2008** obliges the Authority to make a Strategic Transport Plan for the Greater Dublin Area (GDA) every six years. The Authority is required to publish its first transport strategy not later than one year following the review of the Regional Planning Guidelines for the GDA, which were completed in June 2010. Also states the Strategy should be consistent with the Regional Planning Guidelines for the GDA, that it should be prepared in such form or manner as may be directed by the Minister for Transport, and that in preparing the Strategy, the Authority should consult with and consider the views of a range of stakeholders and the wider public.

**S.I. No. 366 of 2008 of the ROAD TRAFFIC (CONSTRUCTION AND USE OF VEHICLES) (AMENDMENT) REGULATIONS 2008** will apply from 1st November 2013. These regulations provide that 4.65 metres is the maximum height limit for vehicles in Ireland. In line with these regulations as of 1st November 2013 it will no longer be possible to obtain a transit permit for an over height vehicle.

## OTHER

### Local Policy

Climate Change Strategy for Dublin 2008 - 2012<sup>59</sup>

Actions and key indicators identified for the following sections:

The strategy covers 2008 – 2012 in the short term, and takes a medium-term view to 2020. It provides an action plan to fight climate change, and identifies actions that the City Council are currently undertaking.

1. energy
2. planning
3. transport
4. waste management
5. biodiversity

Relevance to Last Mile Logistics

DIRECT – last mile

**This Strategy references initiatives being undertaken by Dublin City Council in relation to freight transport including :**

- HGV Management Strategy (see above),

- Intelligent Transport System: manages the city traffic in different ways to increase the efficiency, safety and reduce the GHG emissions. For example there are today 550 traffic signals on the systems and they have been shown to reduce the fuel consumption by up to 20% due to the controlled sequencing of traffic signals.

The Strategy also indicates what Dublin City Council is seeking to do in the future in relation to freight transport:

- Promote a shift to rail freight transport
- Investigate the possibilities of building a logistics centre (or several) where trucks leave their goods and then clean vehicles can transport them into the city on optimised routes.

### National Policy

National Climate Change Strategy 2007 – 2012 <sup>60</sup>	Commitment	Measures in the transport sector to help achieve the national emissions reductions targets:
The National Climate Change Strategy is an important policy context for transport plans nationally. The strategy clearly identifies transport as a key sector contributing to climate change and a sector where major changes in current trends and behaviour will be necessary if Ireland is to meet its international commitments in this area.	Following Kyoto, the Government’s National Climate Change Strategy 2007 – 2012 commits Ireland to limiting its GHG emissions to 13% above 1990 levels by 2012. Beyond 2012, this strategy recognises that the lower EU target (20% reduction) will require Ireland to achieve a reduction of 2% on 1990 levels by 2020, while the higher EU target (30% reduction) will require Ireland to achieve a reduction of 14% on 1990 levels of emissions by 2020.	<ul style="list-style-type: none"> <li>• Mode shift to public transport as a result of Transport 21;</li> <li>• Rebalancing of VRT and motor tax (to encourage purchase of less carbon intensive vehicles);</li> <li>• Introduction of a biofuels obligation scheme by 2009;</li> <li>• A national efficiency driving awareness campaign;</li> <li>• A sustainable transport action plan; and</li> <li>• Support for the inclusion of aviation in the EU emissions trading scheme.</li> </ul>
National Energy Efficiency Action Plan 2009 – 2020 <sup>61</sup>	Sets out a strategy to reduce the countries dependence on imported fossil fuels, improve energy efficiency across a number of sectors and ensure a sustainable energy future.	

Relevance to Last Mile Logistics

DIRECT – general freight

This document clearly link to and supports the National Transport Policy: Smarter Travel – A Sustainable

Transport Future 2009, outlined above.

### **National Legislation<sup>62</sup>**

Climate Action and Low Carbon Development Bill 2015

## Appendix 8: Policy Report - Luxembourg

### Legislation and Policy influencing last mile logistics in Luxembourg

#### PLANNING

##### National Policy

National Spatial Planning Programme, 2005<sup>63</sup>

Policy Objectives

The programme is a policy framework with a specific purpose that coordinates sectoral programmes to achieve spatial planning objectives. It also proposes to subdivide the country into six planning regions and indicates their respective centres of development and attraction.

##### Urban and rural development:

1. To create and maintain dynamic, attractive and competitive towns, agglomerations and urban regions.
2. To diversity economic activities in the rural regions according to a sustainable development approach.
3. To develop urban and rural structures compatible with environmental demands according to the principle of sustainable spatial planning.
4. To create towns and villages responding to social requirements, offering high quality of life and underpinning social integration policy.
5. To promote polycentrism and concentrated de-concentration.
6. To develop an urban rural partnership in the spirit of sustainable development.
7. To promote co-operation between local authorities at local, regional and cross-border level with a view to fostering inter-complementarity between local authorities.

##### Transport and telecommunications:

1. To cut pollution by reducing traffic.
2. To transfer traffic to transport methods that respects the human and natural environment.
3. To guarantee and improve accessibility throughout the country.

##### Environment and natural resources

1. To conserve, restore and develop the capacity of natural areas to fulfil both their ecological and their social and economic functions throughout the country in the long term.
2. To ensure sustainable management of land and natural resources



	<p>throughout the country.</p> <p><b>3.</b> To safeguard and develop sectors of significant ecological importance and integrate them into a functional ecological network.</p>
Relevance to Last Mile Logistics	INDIRECT
<p>The planning policy documents will influence the economy, residential populations and transport requirements. There is a focus on passenger transport, with a lack of mention of freight transport.</p>	

National Policy <sup>1</sup>	
IVL, 2004 <sup>64</sup>	<p>The IVL will help to put into practice the essential targets set out in the Programme Directeur (see <a href="http://www.ivl.public.lu">www.ivl.public.lu</a>) which was passed by the government in spring 2003. In this sense the IVL is, firstly, a strategic tool for considering different development options and, secondly, a working instrument for coordinating sectorial plans, as well as a framework for regional and local authority planning. Furthermore, the IVL is designed to serve as a new planning approach for establishing integrated thinking and coordinated actions in practice in the longer term.</p> <p>The IVL set out to investigate how the settlement structure, commuter structure and transport infrastructure can be developed and coordinated in the future. The aims were to increase the share of public transport from the current figure of 12% to 25% by the year 2020, to develop the housing structure further in such a way that it helps to avoid and relocate transport and to reduce the use of the landscape.</p>

National Policy	
PDAT, 2003	<p>The National Land Use Programme (Programme directeur d'aménagement du territoire – PDAT) is the main instrument of general planning at the national level. It provides a common platform for both the integration of sectoral policies and the framing of regional policies or communal. While it has the character of a policy document, the programme is the ideal tool to develop, on the basis of a broad discussion of common visions for the next 10 years. PDAT does not identify detailed actions on freight transport in the city. However the program favours road transport for local and regional distribution due to its flexibility and the use of ICT to avoid empty trips and focus movements. It also promotes the distribution of goods from</p>

<sup>1</sup> The Great Duchy of Luxembourg is a State with a Centralised Unitary structure. It is the unique country where there is not any regional level; therefore there is not any process of regionalisation. Spatial planning is conducted at the national level.

distribution centers using light vehicles to limit nuisance. The study of a better distribution of the goods in the center of Luxembourg city is clearly identified as a priority for this type of initiative.

## National Legislation<sup>65</sup>

By application of the Law of 21 May 1999, the planning programme is the key instrument of national spatial planning. This Law states that it 'determines the Government's general guidelines and priority objectives for the sustainable development of the living environment, the exploitation of human and natural resources and the development of activities, and the principal measures to be taken with a view to achieving them' (Article 4(2)).

## TRANSPORT

### National Policy – Mobility objectives<sup>66</sup>

1. Improve the links between regional development and mobility - Promote strategies that encourage a more dense/mixed development to bring people closer to their workplace and to the services necessary to their daily lives, thereby reducing traffic at the source
2. 25% of daily trips by non-motorized traffic by 2020 - Especially on short distances in urban areas, non-motorized traffic must become more important.
3. 25% of motorized trips by public transport in 2020
4. Promote an alternative use of the car

The global strategy of sustainable mobility "MoDu" (Mobilite Durable) of residents and cross-border commuters. 2012<sup>67</sup>

MoDu The strategy seeks to implement the principles of the Land Master Programme (PDAT) – see above, through an integrative approach to mobility planning. The MoDu focuses on transit and does not identify any measure on the transport of goods in town. This works as a frame of reference for both spatial development and environment. It is concerned with:

At a national level:

- a) The development of railway infrastructure
- b) The development of road infrastructure
- c) Reorganisation of bus network
- d) Establishment of measures for major bus corridors
- e) Development of a Park and Ride network

	<ul style="list-style-type: none"> <li>f) Alternative forms of motorized individual transport</li> <li>g) Promotion of cycling and walking</li> <li>h) Parking management</li> <li>i) Telematics</li> </ul> <p>At a metropolitan area of Luxembourg city: (which currently has 39% of employment and 20% of total inhabitants, 356,000 motorized movements per day)</p> <ul style="list-style-type: none"> <li>a) Development of intermodal points</li> <li>b) Development of an interconnected network of public transport</li> <li>c) Developing the bus network</li> <li>d) Developing the tram network</li> </ul>
<p>Transport Sector Plan, 2008 (PST - Plan Sectoriel Transports")<sup>68</sup></p>	<p>The Transport Sector Plan (PST) is a strategic document of territorial scope, to guide national policy in the medium and long-term transport. It refers directly to the PDAT - it is one of the main instruments for implementation; and also to the IVL study, which specifies the framework for intervention in an integrated concept of development of transport and spatial development. It defines the objectives to medium and long term but does not identify customized freight transport in the city. The implementation of the PDAT relies on coordination between the different schedules to be carried out under the 1999 law, and primarily sectoral master plans and regional master plans.</p> <p>This is complementary to the MoDu, and describes in detail the various projects and measures that require a regulatory framework (reglement grand-ducal). The PST is obligated by law.</p>
<p>Mobil 2020 - MOBILITEIT déi beweegt, 2007</p>	<p>The aim of this concept is to give a brief overview of current projects and challenges for mobility. "Mobil 2020" focuses on four measures:</p> <ul style="list-style-type: none"> <li>• A significant improvement in the modal split between public transport and private motorized traffic;</li> <li>• An increase in the modal share of rail compared to road in the field of transport of goods;</li> <li>• Support of combined rail-road transport;</li> <li>• The development of the Border and Luxembourg connecting the assurance to the international network.</li> </ul>

Relevance to Last Mile Logistics      DIRECT – general freight

These transport policy documents will influence freight in general in Luxembourg, but not specifically the operation of last mile logistics within Luxembourg. The main focus of these documents is, however, other forms of mobility.

## National Legislation<sup>69</sup>

The provisions of Grand Ducal Regulation of 19 July 1997 relating to the limitations of the circulation of heavy goods vehicles on Sundays and holidays (Mem A - No. 053 of 1997) are also known as the weekend ban.

- La amended Act of 12 June 1965 on road transport (Mem A - N ° 32 of 1965) and its implementing regulations;
- the Act amended 29 June 2004 on public transport and amending the amended Act of 12 June 1965 on road transport (mem A - No. 17 of 2006, coordinated text ));
- the Ducal Decree of 15 March 1993 on the implementation and enforcement of Regulation (EEC) No 881/92 of the Council of the European communities of 26 March 1992 on access to the market for transport by road in the community executed or departure from the territory of a Member State or passing across the territory of one or more Member States (Mem. A - N ° 28 of 1993);
- the Grand-Ducal Regulation of 28 February 1994 implementing and enforcement of Regulation (EEC) no 684/92 of the Council of the European communities of 16 March 1992 on common rules for the carriage of passengers by coach and bus, by Regulation (EEC) no 1839/92 of the Commission of the European communities implementing Regulation (EEC) no 684/92 of the Council (Mem. A - N ° 20, 1994);
- Grand-Ducal Regulation of 14 April 1992 laying down the conditions under which non-resident carriers in the national transportation of goods by road in the Benelux (Mem. A - N ° 89 of 1992);
- Grand-Ducal Regulation concerning the terms and penalties relating to the installation and use of the tachograph (Mem. A - N ° 137, 2011).
- Regulation on truck transit  
The objective of the Luxembourg legislation is to channel the movement of trucks in transit within Luxembourg to the motorway network. The Committee on circulation of the state, responsible for the development of legislation and pursues the idea to relieve the paths taken (CR) and national roads (N) crossing for most cities.
- The Highway Code is the working tool that allows both to define the rules of road traffic in terms of legislation and to act directly on road safety. The Highway Code defines freight transport as "transport of things". It defines the van as a "self-propelled vehicle intended for the transport of goods whose maximum authorized mass not exceeding 3,500 kg" and thus opposed to the truck. The commercial vehicle is defined as "a motor vehicle with a proper mass greater than 400 kg and a maximum authorized mass or less 3,500 kg, whose interior is arranged so that it can be used for both transport of things or the transport of persons."  
"The commercial vehicle is considered propelled vehicle intended for the carriage of goods if it's loading area exceeding 2.50 m2." The use of the bus lane is not allowed for bicycles unless

otherwise posted.

## OTHER POLICY

### National Policy

National Plan for Sustainable Development, 2011<sup>70</sup>

Focus on

The aim is to ensure a respectful development of natural resources and biodiversity, which supports the economic efficiency, without losing sight of the social objectives of development are the fight against poverty, against inequality, against exclusion and the search for equity and this without compromising the development of future generations.

Biological Diversity, Land Use Climate, Transport, Poverty, Social cohesion, Health, The demographic, The economy, Public finances, International cooperation, Education, Equality, Policy coherence.

### National Policy

National Climate Action Plan<sup>71</sup>

Focus on

The first national climate change action plan was introduced in Luxembourg in 2006 with measures including energy efficiency, sustainable transport and renewable energies. However, Luxembourg still has the highest per capita emissions in the EU.

The second national climate change action plan was published in 2013, with 51 measures targeting energy efficiency, the use of renewable energies, transport, environmental taxation, adaptation and governance structures.

The government of Luxembourg has identified sustainable mobility, biofuels, and energy efficiency to be developed to foster economic growth in the country.

The action plan implements the national plan for sustainable development "Plan National pour un Developpement Durable". It also takes into account the cross-sectoral nature of climate protection and is based on the existing national action plans for energy efficiency and renewable energy, as well as on the overall strategy for sustainable mobility "strategie globale pour une mobilite durable".

Relevance to Last Mile Logistics

INDIRECT

No specific mention of freight, but will influence the environment within which last mile logistics operate.

## National Legislation<sup>72</sup>

- **Grand-Ducal Regulation of 2 August 2006**

Grand-Ducal Regulation of 2 August 2006 implementing Directive 2002/49 / EC of the European Parliament and of the Council of 25 June 2002 on the assessment and management of environmental noise. Two noise indices are prescribed at European level by the Directive, namely Lden and Lnight index. Lden is an average noise index representative for a day of 24 hours, evaluated over a full year and for which the party is penalized by 5 dB (A) and the night period is penalized 10 dB (A). Lnight is an average noise index representative for a night of 8 hours, measured on a full year. In this context, the periods day, evening and night were set as follows:  
7h00-19h00 Day, 19h00-23h00 Evening, 23h00-7h00 Night

The limit values used in Luxembourg are Lden  $\geq 70$  dB (A) and Lnight  $\geq 60$  dB (A). The thresholds to be aimed at long term are Lden  $\geq 65$  dB (A) and Lnight  $\geq 55$  dB (A).

- **Grand-Ducal Regulation of 15 May 2012**

Grand Ducal regulation of 15 May 2012 amends the Grand-Ducal regulation of 29 April 2011 implementing Directive 2008/50 / EC of the European Parliament and of the Council of 21 May 2008. It concerns the quality of ambient air and cleaner air for Europe. This Regulation establishes measures:

- To define and establish objectives for the quality of ambient air to avoid, prevent or reduce harmful effects on human health and the environment as a whole;
- To assess the quality of the ambient air on the basis of arrested methods and criteria;
- To get information on the quality of ambient air in order to help fight against air pollution and nuisance and to monitor long-term trends and improvements resulting from national and Community measures;
- To ensure that the information on the quality of ambient air is made available to the public;
- To preserve the quality of ambient air where it is good and improve it in other cases;
- To promote increased cooperation between Member States in reducing air pollution.

## Appendix 9: Policy Report – Karlsruhe

### Legislation and Policy influencing last mile logistics in Karlsruhe, Germany

#### PLANNING

##### Local Policy

Land-Use (or Zoning) Plan	The Land-Use Plan (Flächennutzungsplan) is a preparatory plan laying out the general outline of existing and future land-use by type (general types of use: housing land, mixed building land, industrial and commercial land, special building land) and is not legally binding for individuals (e.g. land-owners).
Local Building and Construction Plan	A legally binding land-use plan and consists of legally binding stipulations for the urban development ordinance. The planning authority is able to steer the density of development.

Relevance to Last Mile Logistics

DIRECT – general freight

##### Regional Policy

Regional Plan	Regional planning authorities provide a Regional Plan, which details the state development plans and sets a Framework for supra-local interests of spatial planning in the region.
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Relevance to Last Mile Logistics

DIRECT – general freight

##### National Policy

Federal Government	The Federal government (Bundesregierung or Bund) is responsible for strategic development planning and has the competence of legislation, which sets guidelines for further or even competing legislation by the German Federal States (Bundesländer or Länder).
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<p>Spatial Planning</p>	<p>Federal involvement in spatial planning is limited to defining the legal framework for planning, ensuring consistency of planning techniques and –in collaboration with the states – setting broad strategic goals for spatial development, such as sustainability.</p> <p>Local (land-use) plans are restricted by regional and state plans and must be in compliance with federal land-use, transportation and environmental laws.</p>
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**TRANSPORT**

**Local Policy**

<p>Local Public Transport Plans (Nahverkehrsplane)</p>	<p>For German federal states (Länder), the legislation on public transport requires local public transport plans (Nahverkehrspläne) which rely on input from comprehensive mobility and traffic planning.</p>
<p>Karlsruhe network of ‘tram-trains’</p>	<p>Karlsruhe has re-designed its main shopping street and is in the process of burying the central axis of its tram system underground. The result will be virtually traffic free streets in the town centre in future years.</p>

<p>Relevance to Last Mile Logistics</p>	<p>Direct – general freight</p>
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**Regional Policy**

<p>Regional Development Plan for Transport (LVWP)</p>	<p>The regional transport policy is regulated by the Landesentwicklungsplan – LVWP (Regional Development Plan for Transport). This directs transport planning within the individual German Länder. In addition, the relevant municipalities also carry out regional development.</p> <p>The LVWP covers planning for roads, regional railways, other waterways and airports with regional demand. The municipalities as a rule undertake all other projects.</p>
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Clean Transport	<p>Baden-Württemberg has developed a General Traffic Plan, which is a concept for 'integrated environmental mobility' by foot, bicycle and public transport.</p> <p>Electro-mobility is considered a major focal point of its future energy policy.</p>
Low Emission Zones in Baden-Württemberg	<p>On 01 January 2013 the first regional low emission zone (LEZ) was implemented. A traffic sign was incorporated in the Road Traffic Regulations to designate low emission zones. An additional sign indicates the coloured stickers vehicles must have to enter a LEZ. Vehicles without stickers can only access a LEZ area if they have received special permission or if general exceptions have been issued for certain kinds of trips.</p>
Relevance to Last Mile Logistics	DIRECT – last mile

National Policy	
National Transport Infrastructure Plan (BVWP)	<p>The German national transport policy is regulated by the Bundesverkehrswegeplan – BVWP (National Transport Infrastructure Plan). The BVWP identifies the projects to be constructed in the future according to the level of urgency and federal budget.</p> <p>The BVWP covers planning for autobahns, interregional highways, long-distance railways, waterways and airports. The Federal Government participates in transport planning at this level.</p>
Municipal Transport Funding Law (GVWG)	<p>The current budget is approximately 3.28 billion DM (1.7 billion euro). This is provided through tax on petrol. The national and regional governments jointly fund any projects (20% national, 80% regional).</p>
Federal Transportation Plan	<p>German state and federal governments jointly developed the Federal Transportation Plan, which delineates national transport strategy. The Plan includes societal goals, such as preserving open space and reducing traffic fatalities, energy use, and vehicle emissions. Federal transportation policies in Germany provide incentives for sustainable transportation.</p>
Relevance to Last Mile Logistics	DIRECT – general freight

## Appendix 10: Policy Report - Maastricht

### Legislation and Policy influencing last mile logistics in Luxembourg

#### PLANNING and TRANSPORT

##### Local Context

The City of Maastricht and other regional stakeholder have developed and executed the Programme Beter Benutten (2012-2014) in which a broad range of strategies and actions were defined to improve access to the City. Two of the strategies focused on freight transport: Smart Transport - supporting large shipping and logistics service providers based in Maastricht towards more efficient solutions, use of waterborne or rail transport or changing the timing of arrivals or departures, and City Logistics Centre - aiming to combine shipments of several shippers and transport companies entering the City. The results of the City Logistics Centre were disappointing. Although part of the local shop owners used the City Logistics Centre to receive goods, there was a limited reduction in truck and van movements in the City. Most logistics service providers entered the City to deliver goods to non-participating shop owners.

An evaluation was undertaken in 2014: "Beter Benutten Maastricht Bereikbaar: Programma 2015-Deel 2017 - Deel A: Probleemanalyse" (in Dutch only). The problem analysis for freight management is described in: "Plan van Aanpak Slim Vervoeren 2.0".

In addition, the City of Maastricht has applied for the Lean & Green Award by defining an action plan to reduce the CO<sub>2</sub> emissions of city distribution by 20% during the period 2012-2017. An analysis of deliveries in the City Centre was conducted in 2008. In 2009 the City of Maastricht restricted access for Euro 3 trucks to two streets in the City that showed high levels of air pollution. Limitations for trucks and vans to enter the shopping area in the City Centre were introduced in the 1990s.

Relevance to Last Mile Logistics

DIRECT – last mile

##### Regional Policy

Limburg Logistics Action Plan 2014<sup>73</sup>

Actions:

This plan outlines actions and timelines in relation to the measures identified in

1. Gain/expand infrastructure network
- 1.1 Strengthen multimodal infrastructure – improve waterways,

<p>the PVVP<sub>2014</sub> related to the logistics network in Limburg. The logistics network covers:</p> <p>Road; Water; Rail; Air; Transshipment Location; Rail Terminal; Barge Terminal; Barge and Rail Terminal;</p> <p>Areas of operation of logistics hub.</p>	<p>rail, road networks, conduct surveys</p> <ol style="list-style-type: none"> <li>1.2 Strengthen logistics hubs in North and South Limburg – improve rail junctions, water nodes,</li> <li>1.3 Strengthen the logistics industry</li> <li>2. Research into innovative approaches in logistics sector</li> <li>3. Research into strengthening education and the labour market.</li> <li>4. Supporting investment and lobbying for EU funds.</li> </ol>
<p>Relevance to Last Mile Logistics</p>	<p>DIRECT – last mile</p>

Regional Policy		
<p>Provincial Traffic and Transport Program 2014 (PVVP<sub>2014</sub>)<sup>74</sup></p>	<p>AMBITION:</p>	<p>Ambition, strategy and implementation details for:</p>
<p>Provides the framework for all stakeholders to act in relation to regional mobility.</p> <p>The PVVPs complements the Provincial Environmental Plan Limburg (POL<sub>2014</sub>; see Chapter 2); and is a regional interpretation and application of government policy (Infrastructure and Spatial Planning).</p> <p>This PVVP covers a planning period to 2022, and provides a vision to 2030.</p>	<p>The Province of Limburg wishes for a reliable, fast, safe and sustainable transport of people and goods, by a focused range of mobility services on the part of government and by the efficient use of these transport services by citizens and businesses.</p>	<ul style="list-style-type: none"> <li>• Transportation management</li> <li>• Road traffic</li> <li>• Bicycle</li> <li>• Public transport</li> <li>• Logistics and freight</li> <li>• Road safety</li> <li>• Air traffic</li> </ul>
<p>Relevance to Last Mile Logistics</p>	<p>DIRECT – last mile</p>	

This document outlines the measures that are detailed in the Limburg Logistics Action Plan (2014). Whilst most of these measures relate to broader freight issues concerning the region, there are specific measures that directly influence last mile logistics.

Regional Policy		
Provincial Environment Plan Limburg (POL2014) 2014 <sup>75</sup>	The Limburg Principles	Includes:
<p>Sets out vision to improve the quality of the physical environment for the next 10 years.</p> <p>POL2014 performs four statutory functions: the structural concept (Spatial Planning Act), provincial environmental plan (Environmental Act), regional water plan (Water Act), and Provincial Traffic and Transport Plan (Traffic and Transport Planning Act).</p>	<ol style="list-style-type: none"> <li>1. Quality is Pivotal               <ol style="list-style-type: none"> <li>1.1 More urban areas, more rural areas</li> <li>1.2 From separate to interwoven functions</li> <li>1.3 Inspiration from quality awareness</li> <li>1.4 A border that connects</li> <li>1.5 Prudent use of space, facilities, natural resources, environmental scope and below-ground resources</li> <li>1.6 Distinction between seven types of areas</li> </ol> </li> <li>2. Innovation is Pivotal               <ol style="list-style-type: none"> <li>2.1 Invitation and inspiration</li> <li>2.2 A selective province</li> <li>2.3 Dynamic Stock management</li> <li>2.4 Encouragement of pioneers</li> <li>2.5 Quality-aware development</li> <li>2.6 Customized instruments</li> <li>2.7 Scope for experimentation</li> </ol> </li> </ol>	<ul style="list-style-type: none"> <li>• Regional visions for north, central and south Limburg, including profile, ambitions and major challenges and tasks.</li> <li>• Measures to create sustainable economic infrastructure including economic development, industrial and business parks, offices, infrastructure and accessibility (including logistics), and energy</li> <li>• Measures to create an appealing work and living environment.</li> <li>• Measures to create an attractive rural environment.</li> <li>• Measures to deal with subsoil issues.</li> </ul>
Relevance to Last Mile Logistics	DIRECT – general freight	
<p>This policy document goes into detail in relation to encouraging sustainable economic infrastructure through infrastructure and accessibility. Logistics is identified as a part of this section, and specific focus is given to routes for goods transport and logistics hubs.</p>		

National Policy	
National Policy Strategy for Infrastructure and Spatial Planning (SVIR) <sup>76</sup>	Aim and goals

SVIR provides a comprehensive view of central government’s current spatial planning and mobility policy to 2040. Sets out current and future projects.

The aim of central government is to ensure that the Netherlands remains safe, competitive and accessible, and a good place to live. Three goals to achieve for 2028:

1. enhance the Netherlands’ competitiveness by strengthening its spatial and economic infrastructure;
2. improving and securing space for accessibility;
3. guarantee a safe environment in which it is pleasant to live, and in which unique natural and cultural heritage values are preserved.

Relevance to Last Mile Logistics

Direct – general freight

Whilst there is a specific focus on both passenger transport and freight, the emphasis for freight is linkages between freight nodes across the country and internationally, rather than directly on last mile logistics.

### National Legislation<sup>77</sup>

**The national interests identified in the SVIR are legally safeguarded by two pieces of legislation based on the Spatial Planning Act (Wro), one covering policy and the other procedures. They are:**

- the Spatial Planning (General Rules) Decree (Barro), which establishes the legal frameworks for safeguarding spatial planning policy; and
- the Spatial Planning Decree (Bro). In accordance with central government’s responsibility for putting in place a sound system for spatial planning, the Bro establishes legal frameworks for procedures relating to consideration of spatial planning interests and decision-making by the different tiers of government.

## Appendix 11: Policy Report – Paris

### Legislation and Policy influencing last mile logistics in Paris

#### PLANNING

#### Local Policy

Paris Local Urban Planning Map 2006 (Plan Local d'Urbanisme PLU) <sup>78</sup>

Objectives

The PLU is a strategic document which guidance on the evolution of the city over 10 to 15 years. It is also a regulatory document: it governs the evolution of plots, especially through the statement of the permits to build and demolish.

1. Improve the life of all Parisians, integrating the concept of sustainable development into urban planning by focus on decreasing environmental pollutants (of water, air and soil, noise); redefining the city transport network; creating more green spaces; and preserving the architectural and urban heritage.
2. Reduce inequalities by encouraging a better social mix; ensuring equal access to city facilities and infrastructure; making the city work at times that suit the lives of the urban population (times of work, parental duties, shopping, travel, leisure); maintain the diversity of trade and commerce.
3. Developing inter-communal cooperation and affirm the functions of the Paris metropolis as the capital city through a range of transport and urban zone developments, as well as new capital city academic centers.

Relevance to Last Mile Logistics

DIRECT – last mile

This document influences transport zones in the city which will directly impact last mile logistics. The Local Urban Development Plan has been amended several times since the 2007 adoption of the Climate Action Plan. Its main regulatory provisions that impact last mile logistics include: Limiting road transport with rules on parking (particularly of bicycles) and the identification of sites on the banks of the seine for creating goods transit platforms, thereby facilitating the transport or removal of waste by water; and authorising the construction of an area in building courtyards reserved for the selective sorting of waste or for bicycle storage.

## Local Policy

### Territorial Coherence Scheme (le schéma de cohérence territorial / SCOT)<sup>79</sup>

The SCOT is the tool for the design and implementation of inter-municipal strategic planning across a wide catchment area or urban area. It is intended as a framework for sectoral policies, particularly those focused on land use and urban planning, housing, mobility, business development and the environment. It ensure the consistency of inter-sectoral documents, local plans of inter-communal planning (plui), local housing programme (PLH), urban transport plans (PDU) and PLU or communal cards established at municipal level. The SCOT respects the principles of sustainable development.

#### A SCOT for Grand Paris<sup>80</sup>

In October 2014 it was agreed that Paris will develop a territorial coherence plan (Scot). This will replace the local development plans (PLU). This is part of the development of the Grand Paris vision. The first phase of SCOT will start in January 2016, the second phase which will include environment issues (air pollution, energy management) will start at the end of 2017.

Relevance to Last Mile  
Logistics

DIRECT –general freight

## Regional Policy

Regional Master Plan 2030  
(schéma directeur de la  
région Île-de-France  
SDRIF), 2013<sup>81</sup>

The objectives

Regulatory Guidelines:

The SDRIF is a long-term strategic planning document at regional scale issued by the regional council in association with the State which will guarantee its implementation.

The master plan's purpose is to control the

#### 1. Improve the daily lives of Ile-de-France residents:

- a. Build 70,000 dwelling a year and improve the existing stock to solve the housing crisis
- b. Create 28,000 new jobs per year and improve the housing/employment mixed-use development
- c. Ensure accessibility to amenities

Linking and organizing:

- Anticipate the realization of the transport infrastructures
- Give structure to logistics
- Maintain the airport system,
- Preserve the networks and facilities related to resources.

Focusing and balancing:

<p>demographic and urban growth and the use of space while providing the international influence of the region.</p> <p>Town planning documents should be compatible with the guidelines of the SDRIF.</p>	<p>and quality public services.</p> <ul style="list-style-type: none"> <li>d. Design transportation for a less car-dependent way of live</li> <li>e. Improve the urban space and its natural environment</li> </ul> <p><b>2. Consolidate the metropolitan operating of Ile-de-France</b></p> <ul style="list-style-type: none"> <li>a. Restructure the Ile-de-France economic dynamism</li> <li>b. A transportation system fostering attractiveness</li> <li>c. Enhance attractive amenities</li> <li>d. Sustainably manage the natural ecosystem and reinforce the robustness of Ile-de-france.</li> </ul>	<ul style="list-style-type: none"> <li>• Make denser urbanized areas: urban areas the optimse (densification 10%); make denser neighborhoods near stations (densification 15%)</li> <li>• Manage the expansion capacities: preferential urbanization areas; conditional urbanization areas.</li> </ul> <p>Preserving and enhancing:</p> <ul style="list-style-type: none"> <li>• Put limit to urbanization with urban fronts</li> <li>• Preserve woodlands and forest edges and natural areas</li> <li>• Preserve farming areas</li> <li>• Preserve and restore the continuities</li> </ul>
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<p>Relevance to Last Mile Logistics</p>	<p>INDIRECT</p>
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The regional planning policy indirectly influences last mile logistics through impacts on housing, employment, and urbanisation.

<p><b>Regional Policy</b></p>	
<p><b>State-Region Planning Contract (CPER) 2015-2020</b></p>	<p>Priorities:</p>
<p>This is a detailed document setting out the agreement between the state and the region on action programs and finances for spatial arrangement and development in connection with respective strategic priorities. This is the sixth planning contract. It outlines a major in public investment programme (totaling EURO 7.3 billion) accompanying</p>	<ul style="list-style-type: none"> <li>1) Mobility: develop and modernize transport. The CPER implements the 'New Grand Paris'. Other projects are also planned, such as the development of port and waterway infrastructure.</li> <li>2) Higher education and research: improve student living conditions, and support innovation and digital.</li> <li>3) Ecological transition: development of renewable energy, conservation of biodiversity, thermal renovation of housing.</li> <li>4) Promotion of sustainable development: upgrading regional parks and supporting the efforts of elected builders to encourage urban development in coordination with the transport.</li> <li>5) Forecasting to allow the Ile-de-France to imagine a new development model.</li> </ul>



the priorities of the SDIF.	
Relevance to Last Mile Logistics	INDIRECT
Planned investments in different transport related actions are outlined in this document, but none directly influence last mile logistics.	

National Policy	
Sector Plans and Public Service Plans <sup>82</sup>	Topics covered:
Developed by the state as guidance	<ul style="list-style-type: none"> <li>• higher education and research</li> <li>• culture,</li> <li>• health and hygiene,</li> <li>• information and communication,</li> <li>• passenger and cargo transport,</li> <li>• energy,</li> <li>• natural and agricultural space,</li> <li>• sports</li> </ul>
Relevance to Last Mile Logistics	DIRECT – general freight
Guidance is provided on cargo transport, but not specifically last mile logistics.	

National Legislation <sup>83</sup>
<ul style="list-style-type: none"> <li>• The <b>Maptam law 2013</b> (of territorial public action Modernisation Law and affirmation of metropolises) created 'Grand Paris'</li> <li>• <b>Grenelle II Act 2010</b> is the national agreement for protection of the environment which incorporated the aspect of sustainable development into spatial planning. The Grenelle II Act amended Article L.122-2 of the Town Planning Code to encourage the widespread SCOT.</li> <li>• <b>Constitution Amendment Act 2003</b> positioned regions as local autonomous bodies like departments and communes.</li> <li>• <b>Act no. 2000-1208 of 13 December 2000 on solidarity and urban renewal</b>, commonly called SRU, is a text that fundamentally changed the law of the urban planning and housing in France. Includes requirements for new sharing of the roads and to take new steps to ensure that cities are no longer designed only for cars.</li> </ul>

- **Spatial Planning and Sustainable Development Act** (commonly referred to as the Voynet Act) **1999** forms the framework for the current spatial policy.
- **Decentralization Act 1982** established a region as a local autonomous body with its own council, and executive powers were transferred from the governors designated by the state to the departments and regional council chairmen. State-Region Planning Contracts were adopted as a regional planning technique pursuant to the Law of July 29, 1982.

## TRANSPORT

### Local Policy

Communaute D'Agglomeration Clichy-Sous-Bois Montfermeil Local Travel Plan (**Plan Local de Déplacements PLD**) 2013<sup>84</sup>

Actions

This Local Travel Plan outlines the short-term programme of actions that implement the PDUIF within the 'departments' of Clichy-Sous-Bois and Montfermeil.

**Action 1 and Action 2:** accessible bus stops  
**Action 3:** implementation of bus priority at intersections  
**Action 4:** setting up bike arches  
**Action 5:** accessibility, calmed zones and cycle routes  
**Action 6:** setting up carpool meeting points  
**Action 7:** implementation of PEIR / PDA  
**Action 8:** implementation of a signage business parks  
**Action 9: a study on the transport of goods in the territory**  
**Action 10:** school travel plans

Relevance to Last Mile Logistics

DIRECT – last mile

**Action 9** relates directly to PDUIF actions 7.1 Maintain and develop sites based logistic and 7.4 To contribute to improved efficiency of road freight transport and optimize the delivery terms. The PDUIF, recommends the municipalities set their access regulations in consultation with neighbouring municipalities and road managers.

**Action 9** will seek to establish the most effective goods transport in the area to minimise noise, and make best use of loading bays and storage areas; and identify land that can be used for logistics purposes in the area. This builds on work previously completed by the CMAC including a Charter of freight objectives for the Seine-Saint-Denis area. The Charter also calls for:

- All municipalities to work together to **develop consistent policy in relation to maximum size of**

vehicle allowed in their areas.

- **Impact assessment of any new development** proposal on delivery and servicing identifying likely goods flows, delivery types and delivery solutions.
- **Encourage regulatory change to incorporate logistics facilities** into areas of high urban density.
- Action to ensure **delivery spaces** are fit for purpose.
- Develop **urban logistics spaces**.
- Contribute to **research** on effective urban logistics.
- Encourage **alternative re-fuelling** stations/points.
- Assist in the development of **non-motorised transport companies**.

## Regional Policy

Regional Urban Mobility Plan Ile de France (PDUIF) <sup>85</sup>

Challenges

The PDUIF is at the heart of development and transport policies. It is consistent with the Master Plan of the Ile-de-France region (SDRIF) and the regional climate change, air, energy (SRCAE). Planning documents prepared at the local level (territorial coherence plan, local Master Plan and the decisions taken by the authorities responsible for roads the traffic police with effects on travel must be compatible or made compatible with the PDUIF. The PDUIF aims to achieve a sustainable balance between the needs of mobility of people and goods on the one hand, and protection of the environment, health and the quality of life on the other hand, all within financial constraints. The PDUIF identifies 9 challenges, organised into 34 actions. The action plan covers

- 1: Build a better city for public transport, walking and cycling.
- 2: Making collective transport more attractive: by developing a range of regular, appropriate and reliable public transport and facilitating the use of public transport.
- 3 and 4: Creating an urban environment that supports sustainable transport, and promotes cycling: by promoting green urban developments, making walking and cycling safer, and facilitating the increase in walking and cycling. Including introducing traffic calming zones, and implementing a regional network of cycling routes and bicycle parking.
- 5: Impact private car and motorbike use: by measures around the parking of vehicles at home, restrictions of car use for commuting aligned to the quality of public transport available, limiting the occupation of public space by parked vehicles, including motorcycles on the pavements.
- 6: Ensure all elements relating to transport are accessible to all for example streets, stations, bus stops and public transport.
- 7: Streamline the flow of goods and promote the use of waterways and trains: by developing a regional logistics framework (incorporating identification of transport infrastructure and logistics sites), review and develop traffic and parking regulations, create technical innovation, and developing a governance structure to consult and co-ordinate relevant actions.
- 8: Build a system of governance empowering actors for the implementation of PDUIF.
- 9: Make stakeholders responsible for their activities: It is necessary that everyone is aware of the consequences of their choices of travel on the

the period 2010 – 2020.	environment and the transport system. This challenge will promote awareness for all, to inform choices.
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**Relevance to Last Mile Logistics**    **DIRECT – last mile**

**Five actions are identified to challenge 7 above:**

**ACTION 7.1:** Maintain and develop logistics sites – the PDUIF identifies 130 sites that can support logistics activities.

**ACTION 7.2:** Promote the use of the waterways

**ACTION 7.3:** Improving rail transport services

**ACTION 7.4:** Contribute to improved efficiency of road freight transport and optimise the delivery terms.

**ACTION 7.5:** Improve the environmental performance of freight transport.

**The PDUIF also identifies two environmental actions that relate to last mile logistics:**

**ENV1 “Supporting the development of new vehicles”** covers both the movement of people and goods. This action supports the achievement of an EU target, translated into Law No. 2010-788 of 12 July 2010 on the national commitment to the environment. Five areas promote the development of hybrid and electric vehicles, as well as the natural gas and biogas sector:

- a. Support the deployment of charging infrastructure for rechargeable electric and hybrid vehicles. The PDUIF sets a target of 40,000 publically accessible charging points by 2020, including 16,000 on-street and 24,000 off street. There are now 5,400 mostly corresponding to the Autolib terminals.
- b. Develop a network of natural gas and biogas refuelling stations.
- c. Take the opportunity of the renewal of public sector fleets to move towards rechargeable electric or hybrid vehicles. A target has been set that 25% of public and private sector fleets be clean vehicles by 2020.
- d. Move towards more environmentally friendly modes of public transport.
- e. Encourage research and experimentation for new urban vehicles both in terms of the supply of energy and the vehicles themselves.

**ENV2: Reducing noise pollution linked to transport.**  
Includes limiting the impact of freight transport in urban areas. The development of logistics facilities in densely populated areas must be developed in consultation with the local residents and accompanied by a study on local measures to avoid degradation of the sound environment.

**Regional Policy**

Regional Scheme of Transport and Infrastructure (SRIT), 2005	This must be taken into account when preparing the SDRIF.
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Charter on Sustainable Urban Logistics, 2013 <sup>86</sup>	Guiding principles of the Charter	Actions identified
<p>This approach builds on initial stakeholder consultation held by City Hall in 2001, which resulted in the "Charter of Good Practice in the transport and delivery of goods in Paris" signed on 28 June 2006, by 47 stakeholders. A review of the 2006 Charter led to all partners agreeing to renew the collective agreement, which resulted in this 2013 Charter.</p>	<ol style="list-style-type: none"> <li>1. Develop a dynamic and favourable urban logistics economy</li> <li>2. Develop environmentally friendly urban logistics</li> <li>3. Join in a territorial approach</li> <li>4. Act as part of a dynamic and collective consultation process</li> <li>5. Develop better urban logistics interventions in the city</li> </ol>	<ol style="list-style-type: none"> <li>1. Urban Logistics structures and facilities               <ol style="list-style-type: none"> <li>1.1 Logistic platforms connected to regional networks</li> <li>1.2 urban logistics facilities for serving neighbourhoods</li> </ol> </li> <li>2. Develop innovative practices for sustainable logistics for:               <ol style="list-style-type: none"> <li>2.1 Logistics organizations</li> <li>2.2 new services to individuals and professionals</li> <li>2.3 Communication and training</li> </ol> </li> </ol>
<p>Signatories include regional authorities, local authorities, business groups (Chambers of Commerce and Industry), rail and river infrastructure organisations, climate change and urban design groups, professional groups, 44 businesses, research organisations.</p>		
<p>Relevance to Last Mile Logistics    DIRECT – last mile</p>		
<p><b>16 projects deliver the actions identified to be delivered by the Charter's signatories, including</b></p> <ul style="list-style-type: none"> <li>• Piloting freight on trams</li> <li>• Looking at logistics spaces in car parks</li> <li>• Deployment of a network of electric vehicle charging points in Paris</li> <li>• Development of electric fleets</li> <li>• Certification scheme for silent night time deliveries, applied to whole supply chain</li> <li>• Working with small traders</li> <li>• Using the river for urban logistics</li> <li>• A commitment to making 50% of last km of deliveries non-diesel by 2017</li> </ul>		

Regional Policy	
Strategic regional framework for freight in Ile de France to 2025, 2012 <sup>87</sup>	Strategic Objectives & Actions
<p>Seven working groups allowing to specifically addressing the sectors of transport and logistics were gathered:</p> <ul style="list-style-type: none"> <li>• construction and waste materials;</li> <li>• intermodality;</li> <li>• supermarkets;</li> <li>• industrial sector;</li> <li>• logistics of the last kilometer;</li> <li>• prospective needs for logistics space;</li> <li>• the development of a logistics area.</li> </ul>	<p><b>1:</b> to ensure a coherent development of logistics to different territorial levels</p> <p><b>2:</b> developing complementarity between modes and foster modal shift</p> <p><b>3:</b> promoting a more productive trucking, respectful the environment and improve safety</p> <p><b>Structuring actions:</b> they are intended to provide a management framework, monitoring and development of transport and logistics in Île-de-France:</p> <p><b>1</b> - set up a forum for consultation on goods and a regional observatory of freight transport and logistics;</p> <p><b>2</b> - provide a coherent framework for the development of logistics at the regional level;</p> <p><b>3</b> - fit the application infrastructure networks managed by the state and its public institutions.</p> <p><b>Regional thematic actions:</b> they aim for studies and regional operations into the road sector and alternatives:</p> <p><b>1</b> - design a new intermodal in Île-de-France at the European level;</p> <p><b>2</b> - optimize management of road transport of goods;</p> <p><b>3</b> - support the development of an offer multimodal transport.</p> <p><b>Local specific actions:</b> they target specific projects within exemplary approach or are ad hoc scope but are significant:</p> <p><b>1</b> - Register yards of the state and its public institutions in a sustainable development process;</p> <p><b>2</b> - participate in experiments and promote best initiatives on innovative services;</p> <p><b>3</b> - to take into account the deliveries of goods in city development projects and displacement</p>
Relevance to Last Mile Logistics	DIRECT – last mile

## National Policy

National Scheme of Transport and Infrastructure (SNIT), 2011<sup>88</sup>

This document outlines numerous transport and infrastructure projects and plans for the next 20-30 years. It will be revised after 5 years. The document identifies four principles for the development of transport infrastructure:

1. Optimize the existing transport system to limit the creation of new infrastructure
2. Improving the performance of the transport system
- f. Improving the energy efficiency of the transport system
- g. Reducing the environmental footprint of infrastructure and transport equipment.

It confirms the clear priority given to improving existing networks and the development of alternative modes of transport to road and air.

Relevance to Last Mile Logistics    DIRECT –general freight

## National Legislation

- The law on air and rational use of energy (LAURE) in 1996, made PDUs compulsory for agglomerations of more than 100,000 inhabitants, requires the regional air quality plan, and the atmosphere protection plan
- The objective set by the Grenelle law of 3 August 2009 is a reduction in greenhouse gas emissions in the transport sector by 20% by 2020 (Article 10).<sup>89</sup>
- The orientation of the Inland Transport Act (LOTI) of 30 December 1982 is the basic law of organisation of transport public services in France. Chapter IV of the Act regulates road freight transport.
- Highway Code, Code of Road roadworks  
The fixed road traffic rules traffic. It brings together the laws and regulations concerning:
  - general provisions
  - the driver
  - the vehicle
  - and provisions regarding the use of the tracks.
- 2009: Act Grenelle 1  
The Grenelle 1 bill was enacted 2009 almost two years after the Grenelle Environment Forum which was held in October 2007. The Grenelle 1 sets out the main directions of France in transport, energy and housing in order to preserve the environment and climate. It primarily targets the fight against climate change and the division by four of the French emissions of greenhouse gases between 1990 and 2050.
- 2010: Act Grenelle 2  
The Grenelle 2 Law was promulgated on 12 July 2010. The main measures of the text include: testing of congestion charges in cities of over 300,000 inhabitants, the spread of territorial coherence schemes (SCOT), the extension of device of energy performance or the consideration of green and blue frames (ecological corridors) in infrastructure projects.  
The law also provides for an assessment of greenhouse gas emissions for legal entities of private law with more than five hundred people, the state, local governments and municipalities with more than

50,000 inhabitants, the development of regional climate-energy plans, the liability of parent companies vis-à-vis their environmental subsidiary and the implementation of priority areas of action for air. The development of wind power is now strictly regulated. Every project must include at least five masts and depend on the regime of classified installations for environmental protection (ICPE).

## OTHER

### Local Policy

Anti-pollution Strategy,  
2015<sup>90</sup>

Features:

Developed by the Mayor of Paris in conjunction with the councillors of the whole Paris metropolitan area presented in February 2015 to the Paris Council

- One-year Autolib' (self-service electric cars) subscription offered to new driving licence holders;
- One-year Navigo Pass (public transport smart card) offered to Parisians diesel car owners who get rid of their vehicle;
- Free parking for electric and hybrid vehicles;
- Following the withdrawal from service of the municipality's diesel hatchback and saloon vehicles in 2014, the municipality will withdraw all remaining diesel utility vehicles (300 today) by summer 2015;
- Paris Respire (literally 'Paris Breathes', an operation enabling pedestrians, cyclists and roller-bladers to enjoy car-free roads on Sundays and holidays) will be extended into new neighbourhoods;
- A third of the Paris ring-road will be covered with a noise-absorbing material compared to 10% today.

Relevance to Last Mile  
Logistics

DIRECT – last mile



## Local Policy

Paris Climate and Energy Action Plan, updated 2012<sup>91</sup>

Features:

Developed by the Mayor of Paris. In October 2007, the Council of Paris unanimously approved the Paris Climate Action Plan, committing the City to decrease its overall emissions by 75% in 2050 compared with 2004.

The Paris Climate Action Plan sets an initial deadline which exceeds European objectives. By 2020, it aims to achieve:

- 25% reduction in greenhouse gas emissions in the territory compared with 2004;
- 25% reduction in energy consumption in the territory compared with 2004;
- 25% renewable or recovered energy in its energy consumption.

Duty bound to set an example, the City of Paris has set the following objectives to be achieved by 2020 by its real estate and municipal fleet and within its own jurisdiction (Administration):

- 30% reduction in its greenhouse gas (GHG) emissions compared with 2004;
- 30% reduction in the energy consumption of its real estate, municipal fleet and public lighting compared with 2004;
- 30% renewable or recovered energy in its energy consumption.

Relevance to Last Mile Logistics

DIRECT – last mile

Transport produces the highest greenhouse gas emissions and is the leading source of air pollution in Paris and, more broadly speaking, in the Paris metropolitan area. Four million journeys are made between Paris and its urban area every day. The total emissions of this sector were estimated at 12 million tCO<sub>2</sub>eq in 2009. The main objective is a 60% reduction in emissions due to inner-Paris travel between 2001 and 2020. This objective may be achieved by a voluntary policy to improve public transport in Île-de-France, develop local inner-city logistics platforms and revolutionise the national and Europe-wide transport of goods. Continuing the current trend and making changes to motor transport will allow 40% reductions of greenhouse gas emissions in eight years. To achieve the objective of 60% reductions, the City of Paris will consider starting work in the following areas:

- Reduction of the speed limit on the Paris ring

- Creation of "30 Zones"
- Creation of Combined Pedestrian/vehicle Zones
- Incentives to use less polluting vehicles (the creation of a low emission zone (LEZ),
- Parking Policy

**Additional plans and activities with a direct last mile logistics influence include:**

- City of Paris monitoring the expansion of electric vehicle fleets
- City of Paris considering obtaining less polluting waste and road cleaning vehicles
- City of Paris developed the idea of creating five Urban Logistics Areas in underground car parks
- Development of new Urban Distribution Area dedicated to e-commerce and express freight in the Beaugrenelle area.
- City of Paris will explore potential of reserving sites for Major Urban Services Urban Zones (UGSU)
- The City of Paris and its mainly professional partners are working to revise the goods charter signed in 2006;
- Rationalising flows of goods and creating a modal shift are essential elements of the Île-de-France Urban Transport Plan (PDUIF). Together with the charter for sustainable urban logistics, the City will help to implement the recommendations of the PDUIF, particularly in the following areas: better organisation of and access to logistics sites, greater move towards rail and water transport and incentives to change the behaviour of professionals and consumers. The latter are at the origin of 50% of urban logistics traffic.
- Since 2005, thanks to the financial support of the City of Paris for the creation of a platform, Monoprix has been supplying 60 of its Paris shops by rail and later by lorries which run on natural gas. This is no longer an isolated initiative, as Franprix now sends goods to 80 shops in western and central Paris by river. A floating market was tested on Quai Henri IV in summer 2011. Such initiatives are likely to increase in the capital.
- Dialogue with specialised competitiveness clusters such as Novalog (logistics), Advancity (eco-technologies of the sustainable city) and MOVEO (transport) and with other stakeholders in the sector will be necessary to gain a better understanding of progress in urban logistics in France and abroad and to identify the levers for improvement.
- The City of Paris, together with the RATP, will test Tram Fret (Freight Tram).
- The City of Paris will help to apply the Urban Transport Plan in Île-de-France.
- Through its project to reclaim the banks of the Seine, the City of Paris intends to gradually turn this site back over to leisure activities, walking and new transport stopping points for the public transport of passengers. Reclaiming the Seine also makes it possible to consolidate and improve freight on the river and in the ports. Similarly, because the canals provide structure at metropolitan level, and present economic, ecological, social and heritage challenges, in 2012 the City of Paris decided to draft a document entitled 'Sharing the Canals'.

Local Policy	
Paris Administration Transport Plan (PDAP), 2011 <sup>92</sup>	Key actions:
In the context of the Protection of the Atmosphere Plan and the 2007 Climate Action Plan, in March 2011 the City of Paris adopted its first Paris Administration Transport Plan (PDAP).	<p><b>Reducing the vehicle fleet and higher-performing vehicles</b></p> <ul style="list-style-type: none"> <li>• The objective of reducing the municipal motor vehicle fleet by 10% over three years (2007-2009) has been achieved.</li> <li>• A new objective of reducing the light vehicle fleet by 15% (PV, LDV, 2RM) was set for the period from 2011 to 2014. By 31 March 2012, this fleet had been reduced by 6%, meaning 125 fewer vehicles since 1 January 2011. This reduction was made possible by the creation of car-sharing in seven central sites, representing 40 shared vehicles.</li> <li>• The City is also buying less-polluting vehicles which emit less greenhouse gas (49 Toyota Prius saloons at the end of 2011).</li> </ul> <p><b>Internal and external deliveries</b></p> <p>In-depth work has been started on deliveries, with the complete reorganisation of the Administration’s mail shuttles, to be followed by small-scale logistics. To achieve this, it will also be necessary to create Urban Logistics Areas, which may be shared with other companies.</p> <p><b>Other PDAP Actions</b></p> <ul style="list-style-type: none"> <li>• A job exchange was recently set up for employees wanting to find an equivalent job to the one they have but closer to home.</li> <li>• The Vélib’ Pass has been reimbursed in full since 2009.</li> <li>• The City intends to discuss its Business or Administration Transport Plan with other major employment hubs in Paris in the near future in order to capitalise on positive initiatives and possibly develop partnerships (APHP, Ministry, La Poste, etc.).</li> </ul>
Relevance to Last Mile Logistics	DIRECT – last mile

## Regional Policy

Regional Climate Change, Air and Energy Action Plan 2020 (SRCEA), December 2012<sup>93</sup>

Three major regional priorities

Sets regional objectives and strategic directions for the reduction of energy consumption and greenhouse gas emissions, air quality improvements, renewable energy development and adaptations to the effects of climate change.

1. Enhancing the energy efficiency of buildings
2. The development of district heating fuelled by renewable energy
3. The 20% reduction in greenhouse gas emissions of road traffic, combined with a sharp drop in air pollutant emissions (fine particles, nitrogen dioxide).

Relevance to Last Mile Logistics

DIRECT – general freight

Targets to reduce greenhouse gas emissions and improve air quality will impact on freight in general in the region.

## National Legislation

See above.

## Appendix 12: Policy Report – Perth

### Legislation and Policy influencing last mile logistics in Perth, Scotland

#### PLANNING

#### Local Policy

Perth & Kinross Local Development Plan (LDP) 2014 <sup>94</sup>	Policies	
The LDP is a statutory document that guides all future development and use of land. It acts as a catalyst for changes and improvements in the area and shapes the environment and economy of Perth and Kinross.	<ul style="list-style-type: none"> <li>● Place making</li> <li>● Economic Development</li> <li>● Retail and Commercial Development</li> <li>● Residential Development</li> <li>● Transport and Accessibility</li> <li>● Community Facilities, Sport and Recreation</li> <li>● The Historic Environment</li> <li>● The Natural Environment</li> <li>● Environmental Resources</li> <li>● Environmental Protection and Public Safety</li> </ul>	
Relevance to Last Mile Logistics    INDIRECT		
<p>Whilst there is consideration of transport within the Local Development Plan, there is no specific mention of freight or policies to address last mile logistics. There is however reference to policies concerning Air Quality Management Areas, noise and traffic congestion.</p>		

#### Regional Policy

Strategic Development Plan 2012-2032, 2012 <sup>95</sup>	Vision	Policies
The Strategic Development Plan is a land use planning document which focuses on the big and long	'By 2032 the TAYplan region will be sustainable, more attractive, competitive and vibrant without	<ol style="list-style-type: none"> <li>1: Location Priorities</li> <li>2: Shaping better quality places</li> <li>3: Managing TAYplan's Assets</li> </ol>

<p>term issues that affect the area. Each constituent Council will prepare a Local Development Plan which must reflect the Strategic Development Plan.</p>	<p>creating an unacceptable burden on our planet. The quality of life will make it a place of first choice where more people choose to live, work, study and visit, and where businesses choose to invest and create jobs.'</p>	<p>4: Strategic Development Areas 5: Housing 6: Energy and Waste/Resource Management Infrastructure 7: Town Centres 8: Delivering the Strategic Development Plan</p>
<p>Relevance to Last Mile Logistics      <b>INDIRECT</b></p>		
<p>The regional planning policy will influence the factors that affect the environment within which last mile logistics operate in Perth.</p>		

<p><b>National Policy</b></p>	
<p>Scottish Planning Policy (SPP), 2014<sup>96</sup></p>	<p>Principle Policies</p>
<p>The purpose of the SPP is to set out national planning policies which reflect Scottish Ministers' priorities for operation of the planning system and for the development and use of land. The SPP promotes consistency in the application of policy across Scotland whilst allowing sufficient flexibility to reflect local circumstances.</p>	<ul style="list-style-type: none"> <li>● Sustainability</li> <li>● Place Making</li> <li>● Promoting Town Centres</li> <li>● Promoting Rural Development</li> <li>● Supporting Business and Employment</li> <li>● Enabling Delivery of New Homes</li> <li>● Valuing the Historic Environment</li> <li>● Delivering Heat and Electricity</li> <li>● Planning for Zero Waste</li> <li>● Valuing the Natural Environment</li> <li>● Maximising the Benefits of Green Infrastructure</li> <li>● Promoting Responsible Extraction of Resources</li> <li>● Supporting Aquaculture</li> <li>● Managing Flood Risk and Drainage</li> <li>● Promoting Sustainable Transport and Active Travel</li> <li>● Supporting Digital Connectivity</li> </ul>

Relevance to Last Mile Logistics                      **DIRECT –general freight**

This policy document directs that when preparing development plans, planning authorities should:

- consider the need for improved and additional freight transfer facilities, safeguarding strategic freight sites,
- safeguard and expand provision of roadside facilities and provision for lorry parking,
- identify suitable locations for new or expanded rail freight interchanges,
- consider facilities allowing for the transfer of freight from road to rail or water.

It is interesting to note that this document requires the completion of a Transport Assessment for any significant trip generating use. Whilst freight is mentioned, the emphasis is more on person-trip generation. There is no specific mention of Delivery Servicing Plans.

**National Policy**

National Planning Framework 2014 <sup>97</sup>	Vision	Spatial Priorities for Change
<p>The National Planning Framework (NPF) sets the context for development planning in Scotland and provides a framework for the spatial development of Scotland as a whole.</p> <p>It sets out the Government’s development priorities over the next 20-30 years and identifies national developments which support the development strategy.</p>	<ol style="list-style-type: none"> <li>1. A successful, sustainable place: create high quality, diverse and sustainable places that promote well-being and attract investment.</li> <li>2. A low carbon place: achieve at least an 80% reduction in greenhouse gas emissions by 2050.</li> <li>3. A natural, resilient place: respect, enhance and make responsible use of the natural</li> </ol>	<ul style="list-style-type: none"> <li>● Cities will be a focus for investment.</li> <li>● Vibrant rural areas.</li> <li>● New investment in coastal and island communities.</li>   <li>● Cities will be exemplars of low carbon living and a focus for essential energy infrastructure.</li> <li>● Rural communities will benefit from well-planned renewable energy development.</li> <li>● Coastal and island communities will attract innovation and investment.</li>   <li>● Quality of life and resilience in city regions will be supported by green infrastructure.</li> </ul>

	<p>and cultural assets.</p> <p>4. A connected place: maintain and develop good internal and global connections.</p>	<ul style="list-style-type: none"> <li>Rural areas will provide important ecosystem services.</li> <li>The coast and islands will capitalise on their world-class environment.</li> <li>Cities will be better connected and provide a gateway to the rest of the world.</li> <li>Rural areas will be more accessible.</li> <li>We will reduce the disadvantage of distance for our coastal and island communities.</li> </ul>
<p>Relevance to Last Mile Logistics <span style="float: right;">INDIRECT</span></p>		
<p>The National Planning Framework influences the environment within which last mile logistics operates.</p>		

**National Legislation<sup>98</sup>**

The *Town and Country Planning (Scotland) Act 1997* is the basis for the planning system and sets out the roles of the Scottish Ministers and local authorities with regard to development plans, development management and enforcement. This Act was substantially amended by the *Planning etc. (Scotland) Act 2006*. TAYplan is required under Part 2 of the *Planning etc. (Scotland) Act 2006* to prepare and keep up to date a Strategic Development Plan for its area. <sup>99</sup>

The *Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997* is mainly concerned with the designation and protection of listed buildings and conservation areas. This Act was amended by the *Historic Environment (Amendment) Scotland Act 2011*.



## TRANSPORT

### Local Policy

Shaping Perth's Transport Future: A Transport Strategy for Perth And the Wider Region, 2010 <sup>100</sup>	Vision	Strategic Objectives
This document outlines different scenarios, and recommends detailed actions to meet the strategic objectives.	To "provide a transport system in and around Perth that will support sustainable economic growth, protect and improve the environment and improve social inclusion and accessibility."	<ul style="list-style-type: none"> <li>• To improve and maintain the efficiency of the strategic transport network;</li> <li>• To improve and maintain the efficiency of the local transport network;</li> <li>• To enable more effective management of incidents and events;</li> <li>• To work towards meeting national air quality standards and prevent further breach/exceedance;</li> <li>• To reduce transport emissions which contribute to climate change, in line with National Guidance;</li> <li>• To improve the safety of the strategic and local transport network;</li> <li>• To increase the proportion of short trips by more sustainable modes; and</li> <li>• To improve accessibility to key facilities (e.g. health, education, leisure facilities, key employment areas, the City Centre and tourist attractions).</li> </ul>

Relevance to Last Mile Logistics      **INDIRECT**

The actions relate to key new local road infrastructure projects, and city enhancements (parking, walking & cycling, public transport, traffic management). These actions will indirectly influence the operation of last mile logistics in Perth, but there are no policies that specifically address freight deliveries in the city.

Regional Policy		
Regional Transport Strategy, 2008 <sup>101</sup>	Vision	Strategic Themes
The Regional Transport Strategy sets out a vision for the next 15 year.	To deliver “a transport system, shaped by engagement with its citizens, which helps deliver prosperity and connects communities across the region and beyond, which is socially inclusive and environmentally sustainable and which promotes the health and well-being of all.”	<ol style="list-style-type: none"> <li>1. delivering economic prosperity.</li> <li>2. connecting communities and being socially inclusive.</li> <li>3. environmental sustainability and promoting health and well-being.</li> </ol>
Relevance to Last Mile Logistics	DIRECT – last mile	
<p>Whilst the recommendations within this strategy are mostly concerned with non-freight related transport, it does specifically recommend:</p> <ul style="list-style-type: none"> <li>• establishing a Regional Freight Quality Partnership to help deliver cost effective packages of freight-related interventions and identifies that early supportive work would include investigations into possible improved road links and rail freight facilities at the ports of Montrose, Dundee and Perth.</li> <li>• ensuring that improvements in the movement of passengers and goods are sustainable, including maximising the use of water-borne freight</li> </ul>		

National Policy	
National Transport Strategy 2006 <sup>102</sup>	Strategic Outcomes
The National Transport Strategy (NTS) sets out how the challenges facing transport in Scotland will be addressed through three	<p>Improve journey times and connections, to tackle congestion and the lack of integration and connections in transport which impact on our high level objectives for economic growth, social inclusion, integration and safety.</p> <p>Reduce emissions, to tackle the issues of climate change, air quality and</p>

<p>strategic outcomes which will set the context for transport policy making for the next 20 years.</p>	<p>health improvement which impact on our high level objective for protecting the environment and improving health.</p> <p>Improve quality, accessibility and affordability, to give people a choice of public transport, where availability means better quality transport services, value for money and a realistic alternative to the car.</p>
<p>Relevance to Last Mile Logistics</p>	<p>DIRECT – general freight</p>
<p>This Strategy document commits to publishing Scotland’s Freight Action Plan.</p>	

National Policy		
Freight Action Plan for Scotland, 2006 <sup>103</sup>	Vision	Aims and objectives
<p>This Action Plan supports the National Transport Strategy and, in turn, the Framework for Economic Development in Scotland, Scotland’s Sustainable Development Strategy, Scotland’s Climate Change Programme and the Air Quality Strategy.</p>	<p>“Working in partnership with business and industry, our vision is for Scotland to be a place where the movement of freight through the entire supply chain is efficient and sustainable, on a transport infrastructure that is integrated and flexible - thus allowing Scotland's businesses to compete and grow in a global economy.”</p>	<ul style="list-style-type: none"> <li>● To enhance Scotland's competitiveness</li> <li>● To support the development of the freight industry in Scotland</li> <li>● To maintain and improve the accessibility of rural and remote areas</li> <li>● To minimise the adverse impact of freight movements on the environment in particular through the reduction in emissions and noise</li> <li>● To ensure freight transport policy integration.</li> </ul>
<p>Relevance to Last Mile Logistics</p>		<p>DIRECT – last mile</p>
<p>The Action Plan outlines a number of different activities addressing the wider freight industry including infrastructure, and skills and employment. It also specifies elements with direct influence on last mile</p>		

logistics:

- Business and the freight industry should collaborate to identify opportunities to develop consolidation centres, benefit from trade imbalances, and develop networks such as ELUPEG to consolidate loads and reduce empty running.
- In partnership with the freight industry, we will monitor the number and effectiveness of FOPs at delivering freight solutions at a local level, on issues such as night-time curfews, no car lanes, drivers' rest areas and local bridge and road strengthening.

### National Legislation

Transport (Scotland) Act 2005.

### OTHER

### Local Policy

Perth & Kinross Council Air Quality Action Plan, 2009<sup>104</sup>

Objectives:

The aim of this plan is to outline measures Perth & Kinross Council will take to reduce emissions of nitrogen oxides and fine particulate material within the city of Perth, thereby working towards achievement of the Air Quality Strategy objectives as required by the Environment Act 1995.

- improve local air quality, in pursuit of the Scottish air quality objectives for nitrogen dioxide (NO<sub>2</sub>) and particulate material (PM<sub>10</sub>) that are currently exceeded at several locations within the Air Quality Management Area (AQMA);
- contribute to improving the health and wellbeing of the local community by reducing air pollution in Perth;
- enable members of the community, where and when possible, to change their transportation mode to a more sustainable means;
- reduce the economic impacts associated with health related air pollution impacts;
- integrate air quality into PKC decision making and relevant plans and strategies.

## Relevance to Last Mile Logistics

DIRECT – last mile

The last mile logistics measures include:

- Support TACTRAN in the development of a Regional Freight Quality Partnership
- Investigate the development of a regional freight consolidation centre
- Use the Council's purchasing power to influence the uptake of more fuel efficient and therefore less emission intensive vehicles.
- Expand the Council's Eco-Driving Training programme to lower fuel use in their fleet and reduce emissions.
- Investigate powers to compel drivers to switch off idling vehicles and thus reduce emissions.

## National Legislation

The Climate Change (Scotland) Act 2009 commits the Scottish Government to significant reductions in greenhouse gas emissions and to achieve a transition to a low carbon economy for Scotland.

Part 1 of the Act, sets an interim 42% reduction target for 2020 and an 80% reduction target for 2050 (on 1990 levels). Annual targets have also been set through secondary legislation. All targets set apply to the whole of Scotland, across all sectors (including the transport sector).

Part 4 of the Act places duties on public bodies relating to climate change. Section 44 requires that a public body must, in exercising its functions, act:

- in the way best calculated to contribute to delivery of the Act's emissions reduction targets;
- in the way best calculated to deliver any statutory adaptation programme; and
- in a way that it considers most sustainable.

In Scotland the relevant action planning guidance for Local Authorities in relation to the establishment of an Air Quality Action Plan is:

- Part IV of the Environment Act 1995 - Local Air Quality Management - Technical Guidance, LAQM.TG(09)
- Part IV of the Environment Act 1995 - Local Air Quality Management Policy Guidance (Scotland), LAQM.PG(S)(09)
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Cross River Partnership is a public-private partnership that has been delivering regeneration projects in London since 1994. For more information on CRP please go to [www.crossriverpartnership.org](http://www.crossriverpartnership.org) or contact [crossriver@westminster.gov.uk](mailto:crossriver@westminster.gov.uk).

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[LaMiLo City Policy Review. Action 8. Output 1.](#)

[Urban Railway Hub Freight Expansion Feasibility Study. Action 8. Output 3.](#)

[End User Perspectives on Last Mile Logistics. Action 8. Output 4.](#)

[Public Sector Influence on Last Mile Logistics. Action 8. Output 5.](#)

[Lobbying Strategy for Sustainable Last Mile Logistics. Action 8. Output 6.](#)

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