

# CONNECT 4: SESSION 7

## URBAN FUTURES: CREATING A CITY TO BE PROUD OF

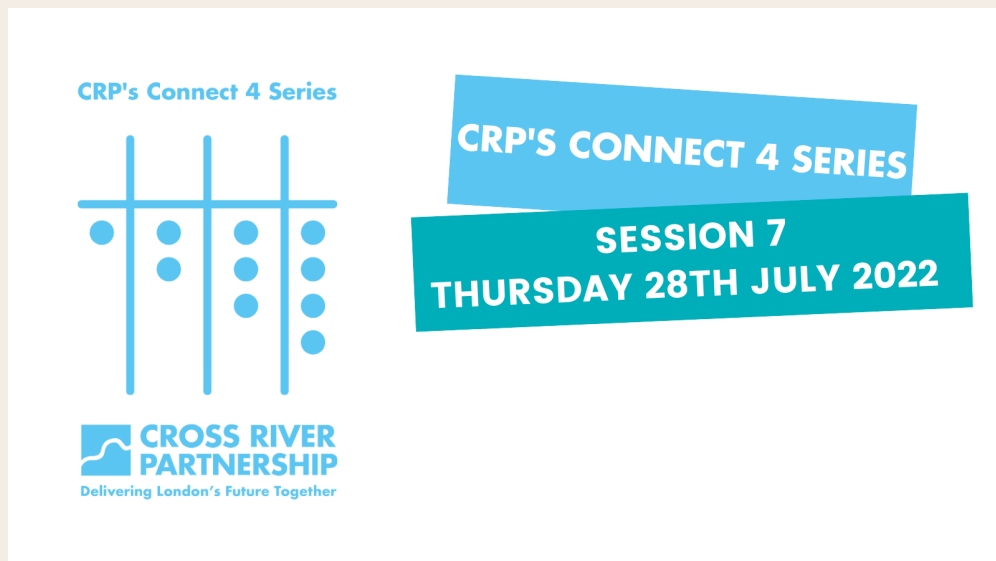
### Speaker

Chris Hogwood  
Alexandra Herdman  
Jack Alexander  
Rachael Aldridge

### Organisation

Landsec  
Logistics UK  
Cross River Partnership  
Cross River Partnership

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## KEY FACTS

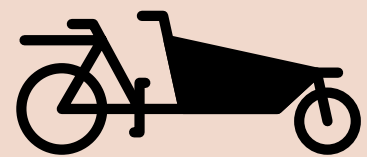
'Urban patriotism' denotes an emotional, visceral attachment to big cities which is core to its residents' identity. It helps to attract investment in new homes, shops, restaurants, bars, cafes and many of the things that draw people to cities.



The logistics industry is one of the fastest growing in the UK, having doubled since 2012 and added 190,000 workers between 2019 and 2021 alone.



Cargo bikes can broadly be classified as a longtail, a midtail, a box bike, a pedicab or mini cargo bike. [Click here](#) to find out the difference!



## RESOURCES

[CRP's Connect 4 Series: Session 7 Presentation slides](#)

[Landsec's Urban Patriotism report](#)

[Logistics UK: The Impact of Logistics Sites in the UK](#)

[Business Cargo Bike Guide](#)

[Clean Air Logistics for London](#)

[Clean Air Freight](#)

[CRP's Annual Report and Business Plan](#)

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ESG and Evolution of the Workplace  
Thursday 18th August 2022, 4pm - 4:45pm](#)



Question: Wandsworth and Richmond Councils are looking at accelerating the consolidation of deliveries by the private sector and are particularly interested in hearing from Logistics UK. We are looking into agnostic lockers and also guidance for landlords to encourage them to explore the use of land for logistical purposes.

Answer: Land use is a constant issue for the logistics sector. Members recently agreed for Logistics UK to campaign on better understanding of the logistics sector for planning authorities and we are working with the Department for Levelling Up, Housing and Communities on how this can be prepared and disseminated. Logistics UK aim to develop, with data such as that mentioned during Alex's presentation, how beneficial logistics sites can be to the local area.

Department for Transport will soon be consulting on planning and freight, and Logistics UK will be engaging closely on this consultation. Logistics already battles with access for deliveries and there are issues to contend with, no matter the solutions. Logistics UK's position on land use is that it must be protected for logistics, as well as rail terminals and wharves.

In terms of consolidation, logistics is already very consolidated. A HGV for a supermarket, for sake of argument, is as consolidated a delivery as you can get. Local Authorities considering mandating the use of publicly funded consolidation centres to limit urban access for HGVs must ensure these have a sustainable business case and avoid unintended consequences. Requiring loads to be broken down into smaller vehicles for urban access can increase congestion and emissions, and HGVs are often the most efficient way to move goods into urban areas.

A consolidation centre may work for a single buyer – such as a local authority or NHS trust, but often a consolidation centre would add additional steps into the supply chain, as well as increasing congestion with more, but smaller, delivery vehicles. Solutions to supply chain problems definitely need to be holistic. For example, using the river is only part of the solution.

Local Authorities can help last-mile delivery companies locate suitable pockets of land for micro-consolidation centres in urban areas, such as under-utilised car parks, to enable zero-emission last mile deliveries using small electric vehicles and cargo bikes.

Question: With no real infrastructure changes happening to accommodate HGV EV charging within London - is it time we started to look at alternatives Hydrogen or HVO as the interim solution?

Answer: Alternative fuels are being looked at by government and industry (and some operators are also adopting these fuels into their fleets). There has been a recent call for evidence by the Government for the Low Carbon Fuel Strategy. Logistics UK reported that members see the greatest role for low carbon fuels in road transport to be for heavy goods vehicles (HGVs). Members are keen to move away from fossil fuels as quickly as possible but larger HGVs are particularly challenging to decarbonise and there is not yet a commercially viable technology solution that is zero emission at the tailpipe. For smaller HGVs, battery electric vehicles could be adopted more rapidly but this is dependent on vehicles coming to market that are affordable for operators to acquire and run, as well having sufficient appropriate and supportive infrastructure in place.

For heavier HGVs, Logistics UK members are awaiting the outcome of the Zero Emission Road Freight Trials to see which technology, or mix of technologies, offers the most commercially viable solutions and how and when the infrastructure to support the vehicles will be developed. Given this ongoing uncertainty and the need to urgently address transport GHG emissions, our members are keen to utilise and adopt low carbon fuels that can lower emissions from both new vehicles and those already in the existing fleet. Logistics UK support the Zemo Partnership Renewable Fuels Assurance Scheme, which aims to give fleet operators independent assurance of purchasing sustainable, low carbon fuels approved under the RTFO, and customer supply chain specific GHG emission performance data.



However, given air, water and rail freight are a crucial part of the logistics industry and supply chains, we recognise the overall need to decarbonise all transport modes and that low carbon fuels will be required by other transport modes other than road in the long-term. For aviation, Logistics UK support the development and deployment of Sustainable Aviation Fuels (SAF). For rail and shipping, there is scope for the use of low carbon fuels provided confidence to invest is satisfied. However, this should not result in these fuels being restricted for the difficult to decarbonise parts of road transport in the short and medium-term.

Question: Given the importance of reducing congestion and pollution in London, why is the PLA is believed to be wanting to add a 23p per tonne levy on spoil transported by barge from the Silvertown tunnel?

Answer: The Silvertown tunnel will be a welcome addition to cross-river logistics once completed. Logistics UK have not been made aware of this additional charge and will be following up with the PLA for further details.