Delivering the future
New approaches to urban freight

The freight and logistics sector...

Contributes £100bn to the UK economy
Employs 1 in 12 working people in the UK
Delivers Food, fuel, medicine, materials - the list is endless

The ultimate destination for many of these consignments will be our cities, meaning vehicles must travel in close proximity to where people live and work - particularly over the 'last mile' of their journey.

The majority of goods are transported by road, typically using diesel fuelled lorries and vans.

The way in which these goods are delivered can generate concerns around...

- **Congestion:** 50% of urban traffic increases 1998-2008 were due to van traffic
- **Safety:** HGVs = 5% of traffic, but are involved in 18% of cyclists' road deaths each year
- **Emissions:** HGVs = 5% of traffic, but are responsible for 21% of emissions from road transport, 30-45% of air pollution from road transport in British cities

Road maintenance:
Heaviest HGV axle 150,000x
More damaging to road surfaces than a car

Noise & vibration:
Deliveries at night can disturb sleep

Quality of life & urban realm:
HGVs/high volumes of traffic can hinder development of smart, human scale cities

New approaches to urban freight

- More freight to make its way to urban areas by rail or water...
- ...either directly into urban areas or to the major distribution parks serving them...
- ...those distribution parks should be located so that the last mile can be completed using low/zero emission modes...
- ...last mile journeys should be smart, safe, green & unobtrusive

Undertake improvements to boost rail freight capacity alongside major projects like HS2
Make more use of city rail stations as out-of-hours freight hubs
Ensure all major new distribution parks are rail/water-connected & identify/protect sites nationally
Incentivise & enforce good industry standards
Improve vehicle design & training of road users
Evaluate existing & potential action to tackle emissions from road transport