

Limerick City & County Council

Delivery Strategy for Limerick City Centre

Project Aims



Develop a sustainable delivery strategy for the city centre.



Reduce congestion



Reduce vehicle emissions



Reduce noise pollution



Reduce air pollution



Create a more pleasant experience within the city centre

Draft LSMATS

OBJECTIVE FDS5

Delivery and Servicing Strategy

It is the intention of the NTA and the local authorities to:

- ▶ Reduce the amount of ‘last mile trips’ being made by motorised vehicles;
- ▶ Facilitate the transition to zero-emission delivery vehicles such as cargo bikes, solar powered and electric vehicles; and
- ▶ Support local ‘Click and Collect’ facilities where appropriate to minimise trips to individual homes and workplaces.



Draft Limerick Development Plan



Objective TR 010

Delivery and Servicing Strategy

It is an objective of the Council to:

- a) Reduce the amount of ‘last mile trips’ being made by motorised vehicles;
- b) Facilitate the transition to zero emission delivery vehicles such as cargo bikes, solar powered and electric vehicles; and
- c) Support local ‘Click and Collect’ facilities where appropriate to minimise trips to individual homes and workplaces.

Examples from elsewhere

▶ Public Led Initiatives

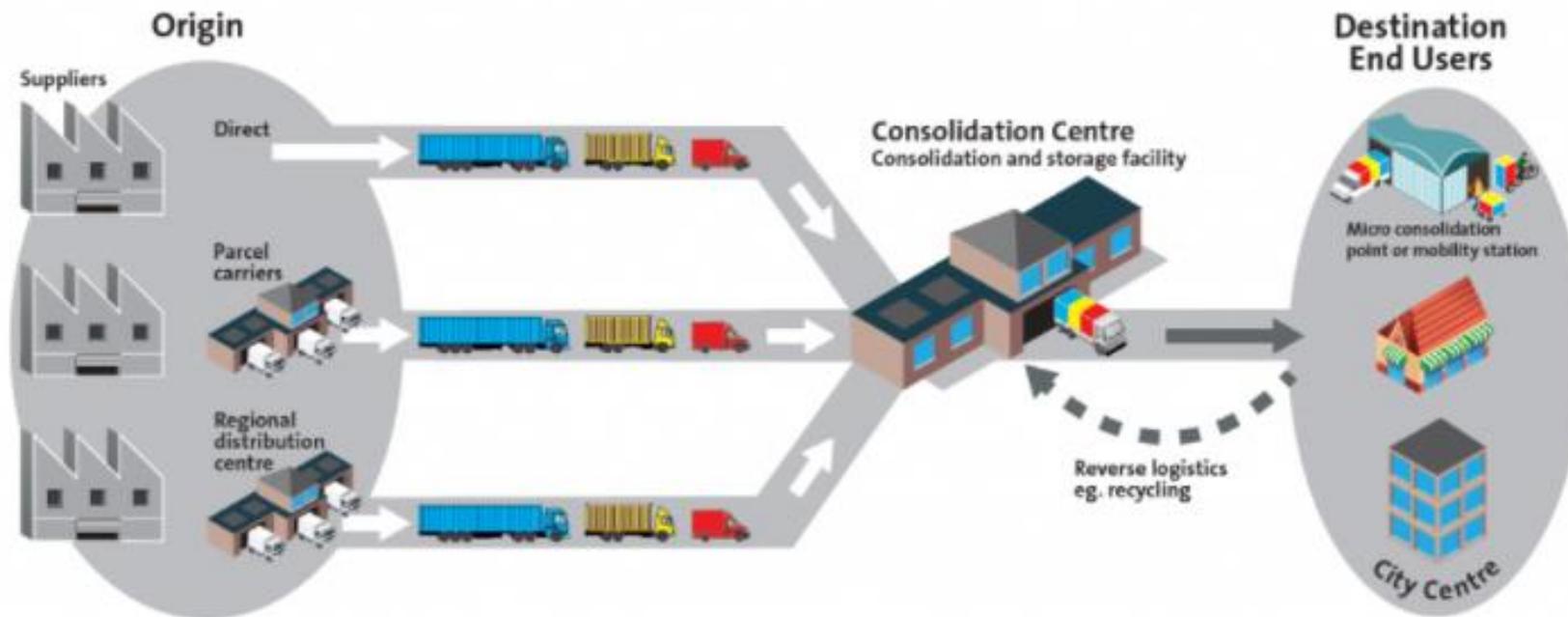
- ▶ Consolidation centres - e.g. Bristol-Bath
- ▶ Distribution Hub - e.g. Dublin City Council

▶ Private Led Initiatives

- ▶ Consolidation centres
- ▶ Last mile Delivery - DPD Green Last Mile, cargo bikes, cargo trains.
- ▶ Parcel Motel type initiatives.

Consolidation Centres

Consolidation centres seek to reduce the number of large delivery vehicles entering the city centre by providing a facility, on the edge of the city close to the strategic road network, where goods can be consolidated for onwards dispatch in a smaller, electric delivery vehicle.



Case Study - Bristol-Bath Urban Freight Consolidation Centre

- ▶ Bristol Freight Consolidation Centre initially set up as a pilot scheme in 2004 with European funding to help alleviate issues associated with freight in one part of central Bristol.
- ▶ Following the successful pilot, the operation grew and service extended (subsidised with Council funding). Free to retailers for first 15 months; a charge was applied thereafter.
- ▶ Scheme was operated by DHL, procured by Bristol City Council.
- ▶ Operated from the outskirts of Bristol in an established industrial estate close to the strategic road network.
- ▶ The first electric vehicle was introduced in 2007. In 2011, a second electric vehicle was in operation.

Case Study - Bristol-Bath Urban Freight Consolidation Centre

- ▶ In 2011, the consolidation centre grew to serve both Bristol and Bath, with Bath and North East Somerset Council joining the scheme and contributing financially towards its operation until 2016, when Bath and North East Somerset Council withdrew its subsidy and ended its contract with DHL.
- ▶ Bristol City Council continued to subsidise the operation through various funding streams until 2018 when the scheme came to its natural end.
- ▶ Using the freight consolidation scheme was voluntary with approximately 150 businesses (Bristol and Bath) used the scheme at its peak and dealt with non-perishable items only.
- ▶ At its peak a 70% to 80% reduction in the number of onward trips was seen by the freight consolidation scheme. This meant that for every 10 vehicles that made a delivery to the consolidation centre, just 2 or 3 onward journeys to the central Bristol area were made.
- ▶ DHL continue to offer a freight consolidation service serving both Bristol and Bath on a commercial basis.

Case Study - Utrecht Cargohopper

- ▶ The Cargohopper delivery service has operated in Utrecht, Netherlands since 1996.
- ▶ Established to efficiently perform last mile operations for local businesses.
- ▶ A distribution centre is located outside Utrecht and deliveries are made using the road train vehicle.
- ▶ The vehicle is powered by a solar & battery-electric motor.
- ▶ It provides two-way services: from and to the distribution centre.



Case Study - Gothenburg City Logistics Initiatives

- ▶ The City of Gothenburg adopted a combined series of initiatives to achieve a sustainable logistics system in the city.
- ▶ Developed and applied a series of city logistics policies and solutions, including the regulation of vehicles in the city centre and shopping area, establishing a consolidation centre, promoting the use of clean vehicles, developing trials of innovative solutions.
- ▶ Joint initiative between public sector and businesses.
- ▶ Consolidation centre: Small scale pilot in 2012 - 8-10 businesses. The consolidation centre was set up in a car park close to city centre, and a small electric vehicle was used to deliver goods to the retailers. The pilot was mainly financed by the local authority and the trade association together with a property owner in the city centre.
- ▶ By November 2013 - 200 retailers involved and consolidation centre expanded and relocated.



Case Study - Dublin City Council

- ▶ Dublin City Council (DCC) and delivery firm UPS began a pilot project to trial alternative delivery methods in the city centre.
- ▶ A mini distribution hub was established to allow for sustainable last-mile deliveries that don't add to local emissions or congestion.
- ▶ A container, with parcels and packages already loaded, is brought into the city each morning. The container then acts as a hub where parcels are delivered to customers throughout the day by UPS personnel on cargo bikes, electric cargo bikes and on foot.
- ▶ The initiative funded by Dublin City Council, Enterprise Ireland and Belfast City Council, was developed as part of a Small Business Innovation Research (SBIR) challenge that sought new approaches to optimising deliveries.



Case Study - Dublin City Council

- ▶ A second mini distribution hub has since been set up due to the success of the pilot.
- ▶ The initiative has facilitated the removal of five diesel vehicles from the road, reducing carbon emissions by up to 45%.



Case Study - Prague

- ▶ A city depot for parcel delivery by cargo e-bike operates in Prague.
- ▶ Seven delivery companies operate from the site, with four more to join.
- ▶ The project was implemented by the city council and the depot is located in the city centre adjacent to a subway station on a former car park site.
- ▶ Due to success a second depot was opened in another part of the city earlier this year.
- ▶ The project was named one of top 3 best zero pollution projects in Europe in 2021.



Case Study - DPD Green Last Mile

- ▶ DPD Ireland launched a pilot "Green Last Mile" initiative in November 2020, which delivered 1,000 parcels a day in Bettystown, Laytown and Drogheda using a double decker bus and ten electric bikes.
- ▶ Parcels, bikes and trailers loaded onto the bus each morning at the depot and driven to a central location where parcels were then delivered to homes and businesses by e-bike.
- ▶ This was a company led initiative.
- ▶ No additional costs for customers.
- ▶ Model to be expanded in 2022.



Next Steps

Shared learning

- Meet with LAs from Bristol / Dublin to learn from their schemes.

Identify local needs

- Meet with Chamber / Retailers / Traders to discuss business needs and options for Limerick.

Support private initiatives

- Meet with delivery providers to discuss their plans for Limerick / Ireland, and support rollout of pilots / initiatives in Limerick.

Prepare Draft Strategy