



Info-package No. 2

Last Mile Delivery (LMD) / Urban Consolidation Centre (UCC)

Mobility





Figure 1 Urban Consolidation Centre

Introduction:

The Last Mile Delivery (LMD) Service uses electric vehicles for the 'last mile' of the parcel delivery journey. A requisite element of a LMD service is an 'Urban Consolidation Centre' (UCC); the UCC takes in all the parcels from the various national carriers and sorts them for delivery by E-vehicles.

In all cities, there are multiple national carriers attempting to deliver parcels often to the same buildings as their competitors. This is an inefficient system that contributes to air and noise pollution. The UCC enables the consolidation of ALL parcel deliveries from national and local carriers and thus a logical order for an urban delivery round including the time requirements of clients / carrier. The addition of EVs for Last Mile Delivery ensures that air and noise pollution is kept to a minimum.

Goals:

- Establish a financially viable LMD / UCC for Nottingham to deliver parcels within the city centre.
- Collate packages from several carriers on one site for logical delivery rounds.
- Minimise the number of delivery vans in the city centre to reduce congestion.
- Only use EV vans in the city centre to reduce air pollution and noise.





Progress:

In Nottingham, the LMD service was specified by Nottingham Energy Partnership and the City Council, and the contract let to WEGO, a local Low Carbon delivery service.

WEGO purchased 2 E-vans and started the LMD service in early 2016.

So far, WEGO has one national carrier signed up to the scheme; for the second year of the project, WEGO is concentrating on recruiting the national carriers that typically transport smaller parcels e.g. UPS, DHL.

The track and trace software for parcel deliveries is for single firm use; live reporting on progress of deliveries for several national carriers is a unique requirement. The use of a fully automated system is planned to be in place by the end of the second year of the LMD service.

Lessons learnt:

The primary supportive factor is a partnership with the Municipality / Local Government. This may come about because the Municipality is concerned with Clean Air issues, and also there may be concerns about vehicle movements in city / town centres where movement is restricted within streets dedicated for pedestrian use. The goodwill of the Municipality will assist in imposing delivery restrictions for fossil fuelled vehicles and on times of deliveries.

In summary, there are a number of factors that assist in the goal of establishing a comprehensive LMD service; and lessons learnt in the process:

- Partnership with the Municipality; policies required Clean Air, traffic congestion, noise nuisance
- Favourable access for delivery E-vans in vehicle restricted zones, bus lanes...
- A neutral or local delivery agent i.e. not a national carrier
- Buy-in of national carriers – influenced by price and access issues
- Financial viability requires 'economies of scale'; we will need to develop the service to reach the minimum number of deliveries
- The ideal software may be too expensive for the scale of the operation



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This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement N° 646511.

REMOURBAN Project

HORIZON2020 PROGRAMME

GRANT AGREEMENT NUMBER: 646511

