

Freight Transport in Milan's Large Logistics Region

Greater Birmingham Perspective

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Overview

- PULS overarching objective is to provide a framework for strategic planning and guidelines
- This works within the wider backdrop of PUMS – Urban Plan for Sustainable Mobility (or UPSM) developed by the Metropolitan City of Milan
- PULS will instigate the main actors in the private and public sectors in order to identify solutions which are environmentally sustainable, with low emissions of CO₂
- Recognition on the need to better manage territorial and urbanistic aspects of production and services associated with logistics settlements

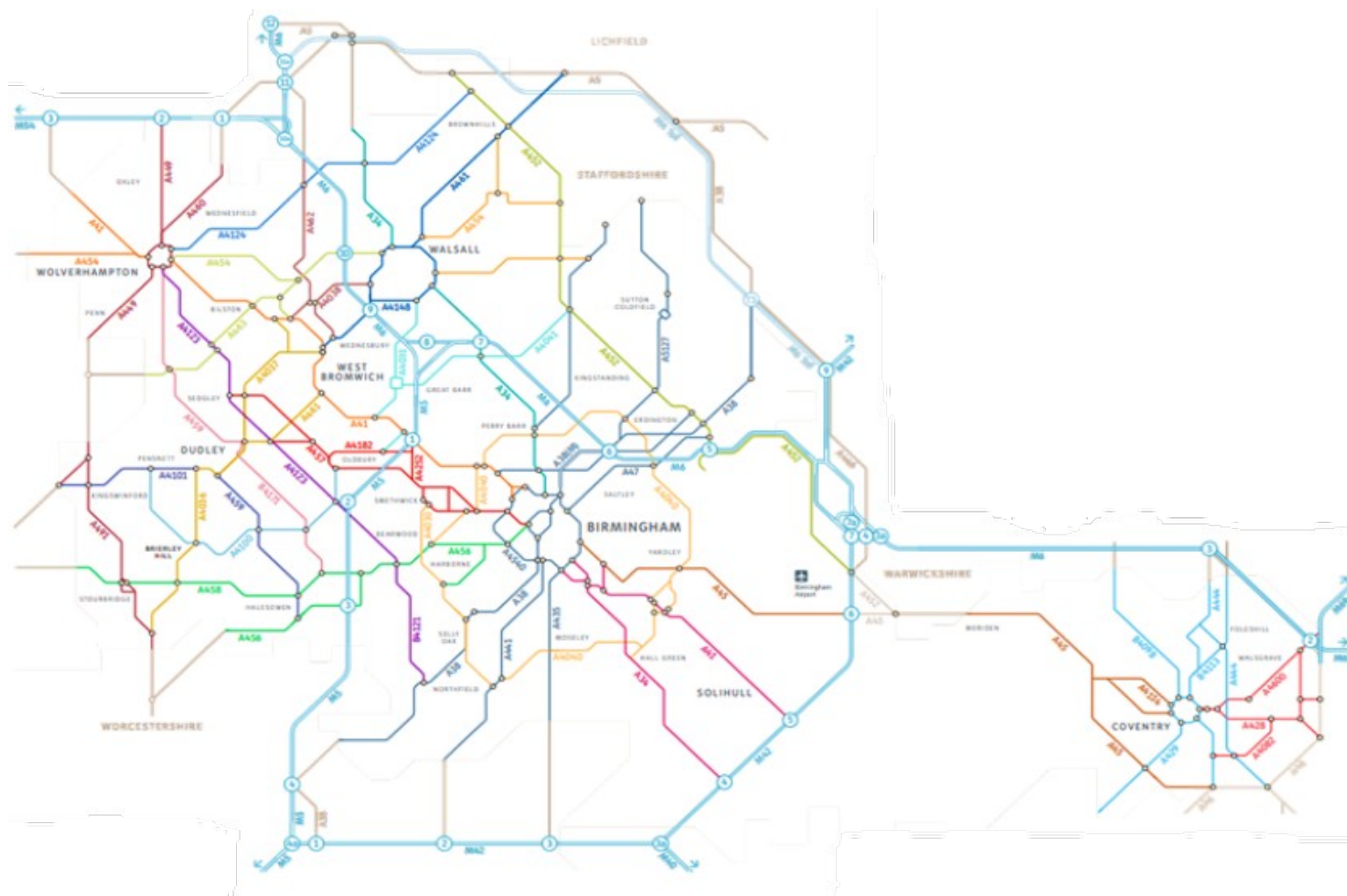
Positives

- Good strategic alignment with references to European Community White Paper on Transport as well as numerous territorial, regional and metropolitan plans. This begins to set out a clear rationale on ‘why’ this is strategically important
- Detailed analysis of the actors has been included which sets out roles and responsibilities and the areas of cooperation needed to take PULS forward
- Good contextual information provided on the freight business models across Europe and the challenges on intermodal transport (i.e. physical, economic etc) and a recognition that there should be a focus on the rail network
- Evidence on networks (Europe-Wide and Territorial), concentrations of warehousing and key flows of logistics movements in the Lombardy Region and the Metropolitan City of Milan

Review

- Building on the strategic alignment and setting out a clear articulation of the problem that needs to be solved. There is a good body of evidence but can this be better utilised?
- There is information on the key logistics flows and the challenges caused by this. Could there be a quantification of impacts such as congestion/delay, impact on economic competitiveness, reduction in levels of air quality? This would help build the case for intervention and action
- Whilst e-mobility can address some of the challenges, it cannot address all the negative externalities of freight transport and needs to be considered as part of a wider set of interventions
- This is a good body of work which helps set out a strategy. The next steps need to include an Action Plan which can translate outputs to measurable outcomes

West Midlands Update



Local Transport Plan

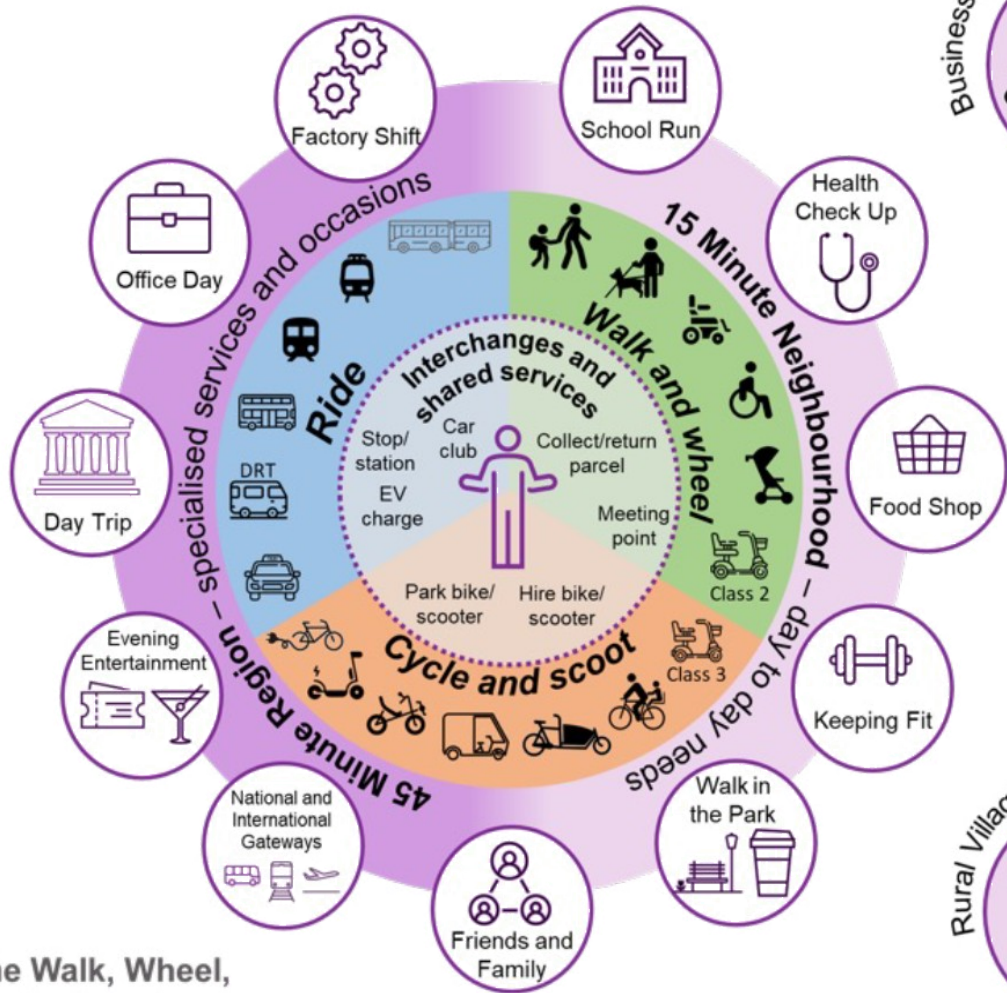
Reimagining transport in the West Midlands: Local Transport Plan Core Strategy



The Need to Change

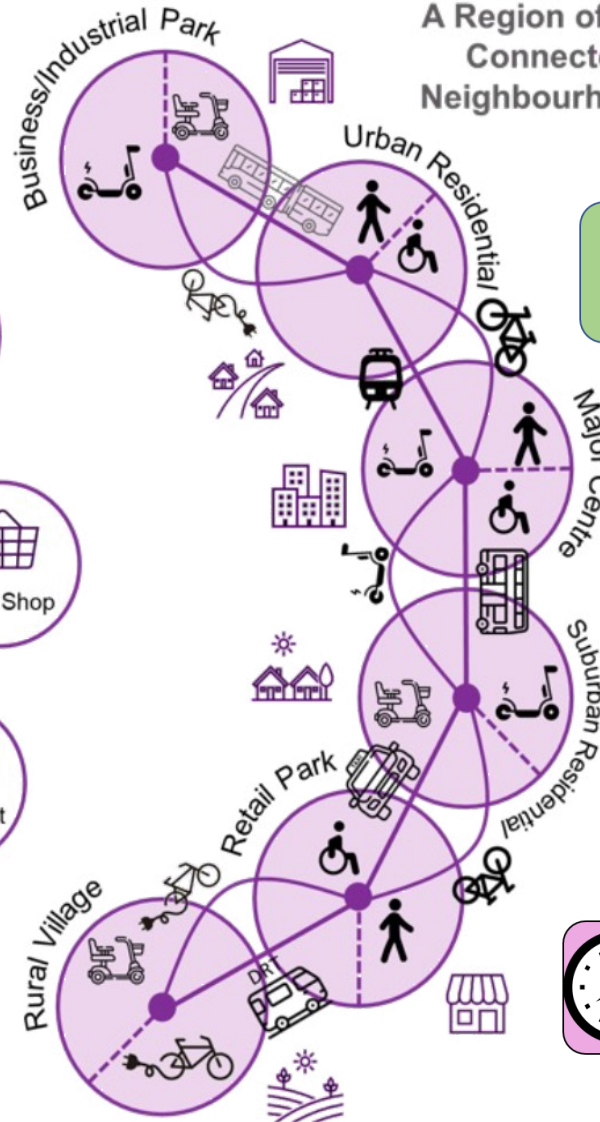


Vision



The Walk, Wheel,
Cycle, Scoot and
Ride Approach

A Region of Well
Connected
Neighbourhoods



15 Minute Neighbourhoods

a good range of services in our neighbourhoods can be accessed by "walking or wheeling" in a round trip of no more than 15 minutes



45 Minute Region

a good range of places across our region to undertake work, leisure and socialising can be accessed by "ride" modes within a 45 minute trip.



Freight Strategy & Action Plan

Overarching Tier

National and
Regional Tier

Metropolit
an Tier

Local Tier



Transport for
West Midlands