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CityLab London Workshop: Urban Logistics policies developments, Consolidation and Efficiency

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The London freight challenge – safety, air quality, congestion



HGVs are 4 per cent of road miles in London but involved in

- 78 per cent cyclist fatalities
- 20 per cent pedestrian fatalities



Freight contribution to London's road transport emissions (est.)

- CO₂ emissions – 24 per cent
- NO_x emissions – 33 per cent
- PM₁₀ emissions – 27 per cent



- Freight traffic peaks when network is busy
- Vans (not HGVs) dominate traffic flows
- Freight as cause and victim of congestion

35 per cent of KSIs with HGVs and cycles involve left turns

Poor air quality found to cause the equivalent of over 9,000 early deaths in London every year

Traffic speeds

↓10%

Vehicles

+2

Staff

+3



A rapidly changing freight industry

- Rising demand: population
- Changing customer demand
- Technology: real-time data, Connected & Autonomous Vehicles
- Changing vehicles: fuel, safety
- Industry changes: internet orders, omni-channel, near-sourcing, port-centric logistics
- Supply chain fragmentation: growth of vans
- Skills shortages: drivers, managers
- Higher political profile for freight: safety, air quality, congestion





TfL's approach to managing freight

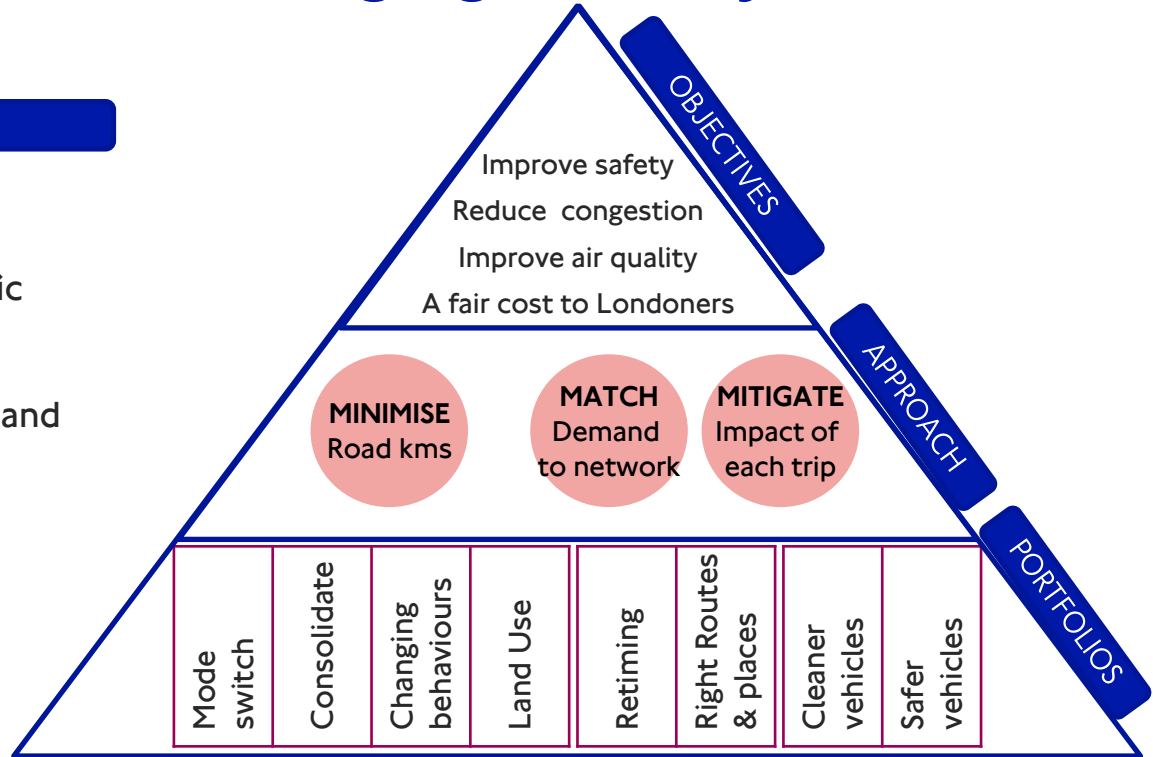


TfL approach - to managing delivery and servicing

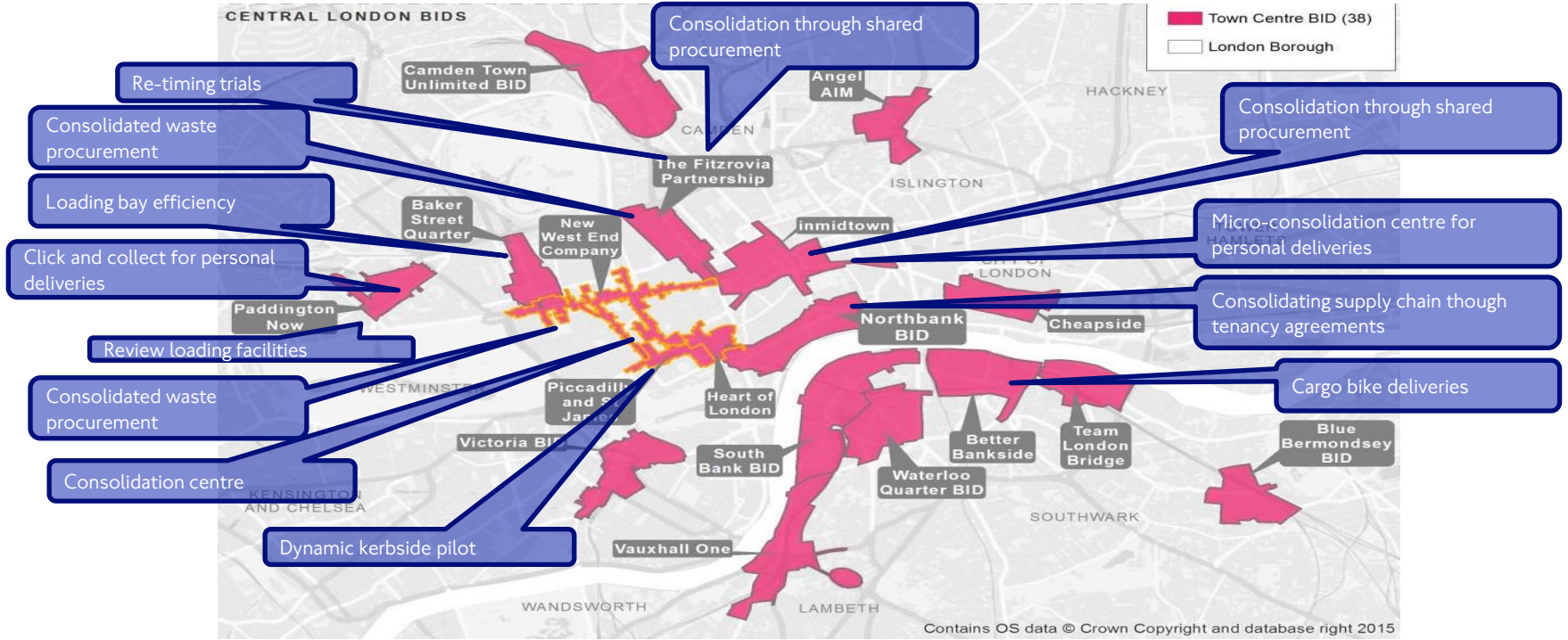
VISION

A transport system that:

- meets London's economic needs
- with the safest, cleanest and most efficient deliveries possible



Where are we now? Lots of pockets of good practice but little at scale



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Map source- GLA, The Role of BIDs in London's Regeneration, 2016



7 Our approach - Recognising different roles

- Few customers or operators can make the change alone
- TfL is the 'Personal Trainer' providing joined-up technical assistance to all parties



Changing delivery operator behaviours



Changing customer behaviours



Camden

Removing regulatory barriers to change





TfL's approach to minimise: Consolidation



Increasing Consolidation Project

“Consolidation” reduces the number of deliveries / collections / servicing visits

- Year 2 of 3 year project
- Trial and test different solutions
- Commercial viability is vital
- Has to demonstrate benefits
- Physical and behavioural consolidation
- Applicable to all parts of the supply chain – most already done by some
- Can be led by customer, supplier or operator



Consolidation Centres

- Large Consolidation Centre - Freight Consolidation Service used by Camden and Islington
- Micro-consolidation centre e.g. Gnewt Cargo – carriers' carrier - uses electric vehicles



Procurement Consolidation

- Initiate change easily
- Can cover multiple aims: Consolidation, Retiming, Safety and Environment
- Fitzrovia Business Improvement District – Office Supplies
- NEWC – Joint Procurement site
- Financial savings and trip reduction: Waste consolidation project reduced vehicles from 144 per day to 9 and 25 per cent financial discount for businesses



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Consolidation

- Ban on staff receiving personal deliveries at all TfL buildings
- BeeLondon (BID) - two initiatives with businesses in Holborn
 - delivery of daily essentials from a preferred supplier
 - personal deliveries made using a zero emission vehicle
- Approval for two year programme to test consolidation solutions



Produced case studies and guidance documents

- Consolidation guidance
- 16 consolidation case studies





TfL's approach to match: Retiming



Retiming Deliveries Project



- Year 3 of 3 year project
- Trial and test different approaches
 - Consortium
 - Matchmaking
 - Area based
- Guidance and case studies

What do
you want
to do?

Tell us
what
you're
doing

Who do you
want to
speak to?



Retiming deliveries



Produced case studies and guidance documents

Retiming guidance
10 retiming case studies



Retiming

Guidance and tools coming soon:

- Quiet deliveries training pack for managers and staff
- Quiet equipment matrix for guidance regarding purchasing
- Noise assessment guidance for businesses





Questions?

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EVERY JOURNEY MATTERS