



The banner features a globe with a yellow dot on the East Coast, set against a blue background with radiating lines. To the right is the logo for the Delaware Valley Regional Planning Commission (dvrpc) celebrating its 50th anniversary (1965-2015).

DELAWARE VALLEY GOODS MOVEMENT TASK FORCE

Freight transport in London

Michael Browne
University of Westminster – partner in the VREF CoE-SUFS
Friday 16 January 2015

UNIVERSITY OF WESTMINSTER 

 SUSTAINABLE URBAN FREIGHT SYSTEMS

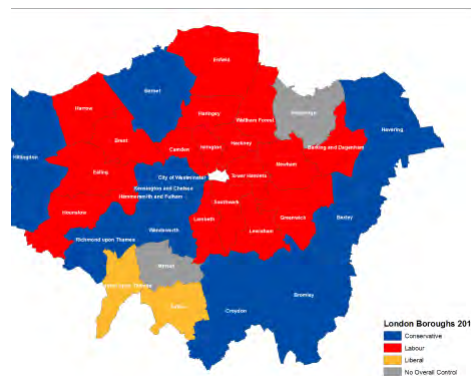
Introduction and acknowledgements

- Most of the following slides are from a presentation by Ian Wainwright, Head of Freight and Fleet Management, Transport for London. Ian's contact details appear at the end of the presentation.
- All views expressed during the presentation are those of the presenter Michael Browne, University of Westminster.



Political Landscape - Borough Structure

- 33 Boroughs (Including the Corporation of London)
- Boroughs have wide ranging powers and responsibilities
 - Planning Authorities
 - Waste Authorities
 - Traffic Authorities with enforcement power
 - Responsible for environmental health (noise etc.)
- Potential for harmonisation & standardisation



Transport for London (TfL) is the strategic transport authority for London – responsible for London Underground, the buses and the strategic roads

Transport for London (TfL)

TfL Responsible for:

- Buses, Underground, Docklands Light Railway, Tramlink, London River Services, Victoria Coach Station, Licensing & regulating Taxis & private hire.
- TfL manages 450 miles of main roads and all 6,000+ traffic lights
- 5% of London's roads but carry 33% of London's traffic



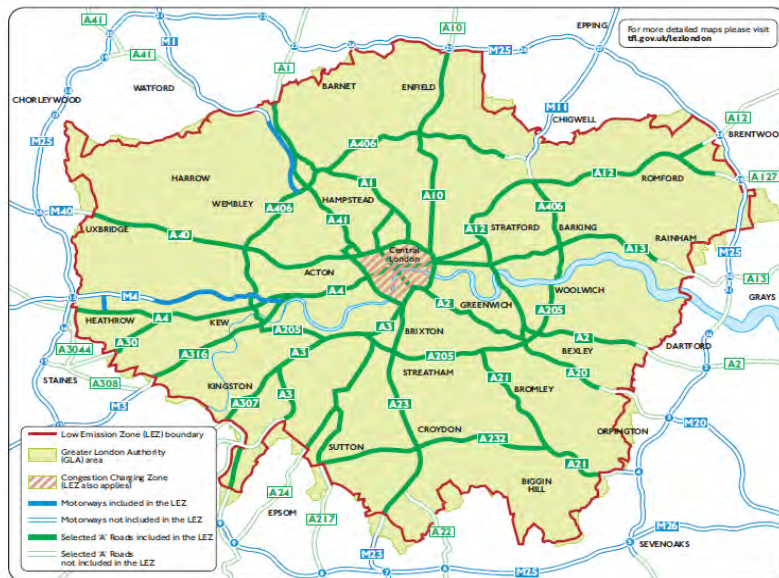
Every day, about 30 million journeys are taken in Greater London:

- 6.3 million by bus
- 3 million by Tube
- 1.4 million by rail
- 150,000 on the DLR
- 11 million by car or motorcycle
- 7 million on foot
- 333,000 by bicycle



5

London (i) Congestion Charge Zone – 2003 (ii) Low Emission Zone - 2008



Large articulated vehicles in urban areas (up to 44 tonnes)



Rigid trucks in urban areas



Kerbside access and management



London is planning for...

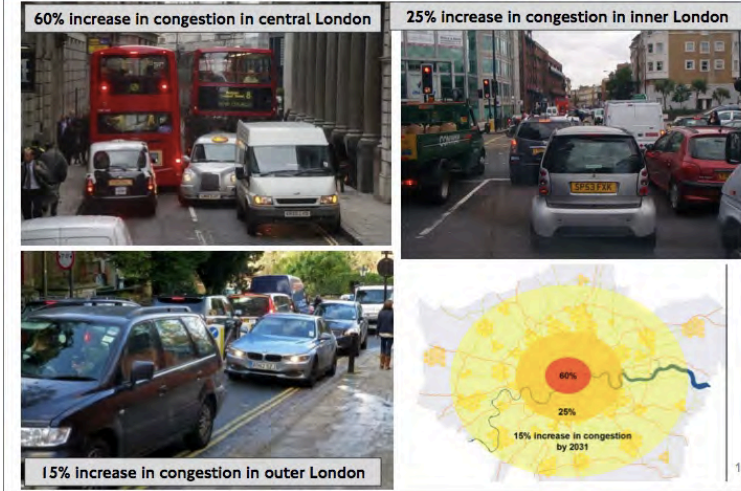
Updated analysis has confirmed that new, higher, growth forecasts and aspirations for a better city will place further pressure on London's roads



Source: TfL, 2014

More congestion by 2031?

Even with all the Mayor's Transport Strategy investment, this will cause significant increases in road congestion by 2031



Source: TfL, 2014

We are looking at the long term role for the Inner Ring Road

- A 5-20 year strategy balancing movement and place
- We have begun discussion with central boroughs
- Update report in summer

Legend:
 - Underway
 - Conceptual
 - Central London Orb
 - Cycle Superhighway
 - Inner Ring Road
 - O&M/CCZ
 - Areas for intensification
 - Opportunity Areas
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We are looking at whether there is role for fly-unders or new tolled tunnels

| Category | % Change in Congestion (2011-2031) |
|----------------|------------------------------------|
| Baseline | 100% |
| Fly-unders | ~15% |
| Tolled tunnels | ~25% |

- We are currently assessing the effectiveness and feasibility of conceptual tolled tunnels
- Update report later this year

We are looking at the opportunities to transform key corridors, including the North and South Circulars

- Priority locations are currently being identified
- An update will be provided in the summer

Example of existing decked-over section of North Circular Road at Tangle Tree Crescent

We are looking at ways of further encouraging people to modify their travel behaviour

- We are assessing the effectiveness of a range of measures to encourage walking, cycling, the use of public transport and car clubs
- We will provide an update in summer

Source: TfL, 2014

Freight in London

| | Million tonnes | Percent |
|----------------|----------------|---------|
| Road | 137.0 | 88.0% |
| Rail | 7.8 | 5.0% |
| Water (River) | 8.7 | 5.6% |
| Water (Canals) | 0.3 | 0.2% |
| Air | 1.8 | 1.2% |

Freight = 17% of London's road traffic
(HGV 4%, vans 13%)
(compared with 1.7% buses)

Freight employs 5% of London's workforce

24% of CO₂ from road transport

On a typical weekday in London

- 281,000 journeys/day: delivering to 290,000 businesses and 8.2m residents
- travelling approximately 8 million miles, and
- approximately 80% of this occurs between 06:00 and 18:00

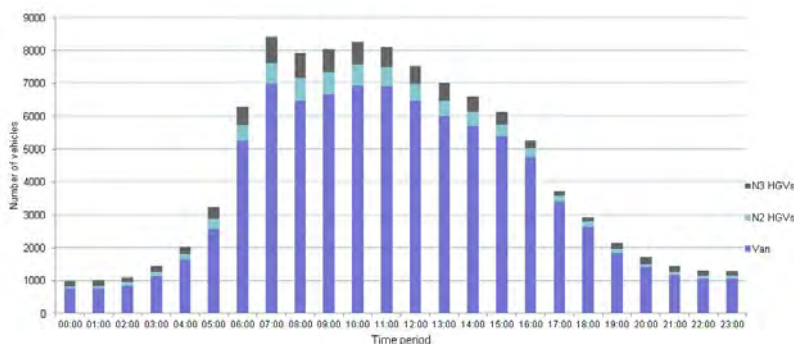


Freight in central London

| All London - Vehicle kms | Outer London | Inner London | Central London |
|--------------------------|--------------|--------------|----------------|
| HGV | 5% | 4% | 3% |
| Vans | 12% | 13% | 13% |

| Central London - AM peak | Vehicles/hour | % of traffic km | PCUs (based on kms) |
|--------------------------|---------------|-----------------|---------------------|
| HGVs | 1,800 | 7% | 11.4% |
| Vans | 7,300 | 21.5% | 20.5% |

HGV/LGV weekday movements in central London, by hour





The freight industry is changing...



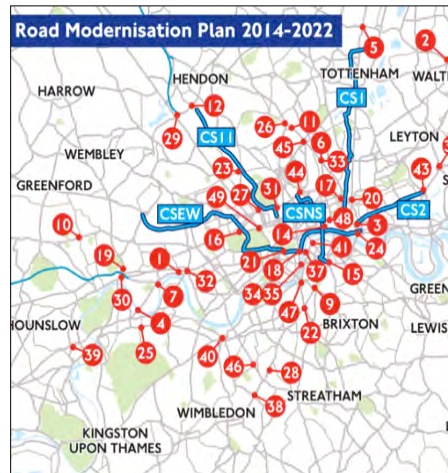
- Changing customer demand
- Changing technology: fuel, telematics, use of real-time data
- Industry changes: internet ordering, 'omni-channel', near-sourcing, port-centric logistics
- Fragmentation of supply chains: growth of vans
- A higher political profile for freight - Safety: 50% cycling KSIs



... and cities are changing too.

By the mid 2020s

- London's population will grow to approximately 9.5 million
- Over 5 million jobs
- Roads Modernisation Plan almost complete £4bn investment to improve London's roads
- Implementation of the Mayor's Cycle Vision, CSH, Grid, 'Mini-Hollands'
- ULEZ
- Traffic management measures
- Mitigation through TDM and wider behaviour change programme



Freight & Fleet Programmes

17



How to address freight?

Freight & Fleet Programmes



London Freight Plan

- Fleet Operator Recognition Scheme
- Delivery and Servicing Plans
- Construction Logistics Plans



Freight & Fleet Programmes

19



2012 Games – Road Freight Programme

- Freight Forum: working with industry
- Raise awareness
 - Advice Programme
 - Workshops
 - Advertising and emails
- **The Four Rs:**
 - Reduce
 - Retime
 - Reroute
 - Revise mode



How will your deliveries be made during the Games?

ALLOW EXTRA JOURNEY TIME
AVOID GAMES LANE
ENCOURAGE EARLY ORDERING
KNOW THE OUT-OF-HOURS DELIVERIES
ARRANGE TO WORK AROUND ROAD RESTRICTIONS
PLAN FOR ROAD RESTRICTIONS

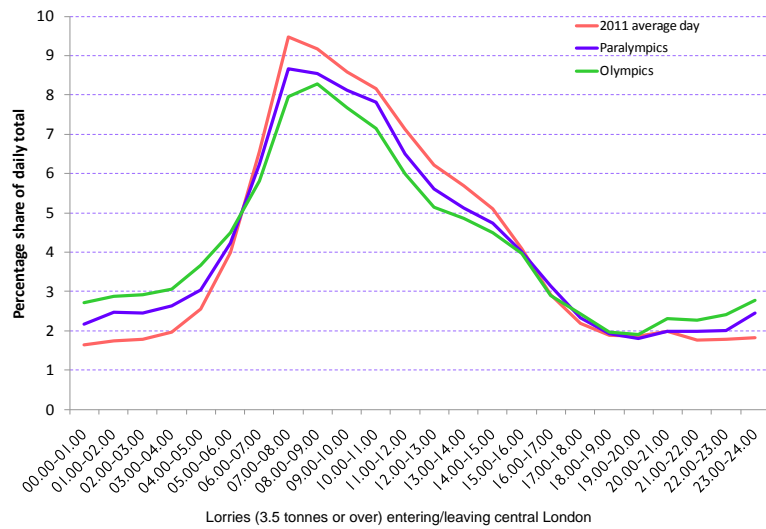
Temporary road restrictions will affect deliveries in certain areas of London and around other UK Games venues from 25 July for the Olympic Games and 27 August for the Paralympic Games. To keep your business moving, make your plan now. Find out how at tfl.gov.uk/2012freight

Working together:
MAYOR OF LONDON
RAILWAYS
Transport for London

Freight & Fleet Programmes



Successful results



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21



Measures

Freight & Fleet Programmes



FORS

- Now recognised as 'the' industry benchmark for safe and efficient fleets
- Currently 182,000 vehicles accredited to the scheme
- 9,576 operating centres, 66% of which are depots outside London
- Over 10,500 drivers have attended the Safe Urban Driving course



Freight & Fleet Programmes

23



CLOCS

Standard for Construction Logistics, Developed by industry

Guidance:

- Managing work related road risk in contracts
- Driver training and licensing

Toolkit:

- Managing collision reporting and analysis
- Blind spot analysis
- Independent methodology for HGV safety equipment

Future

- Other industry sectors
- New vehicle designs



24





Retiming deliveries

Why?

- Improved street quality
- Safer roads
- Reduced congestion

Programme

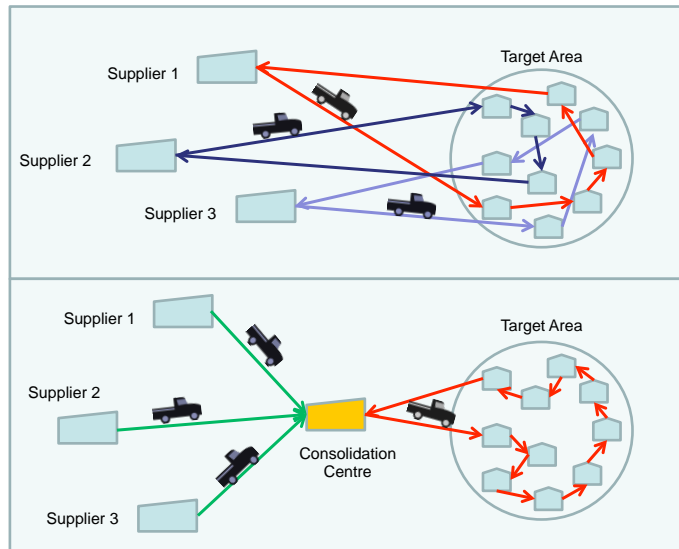
- Working collaboratively to find ways to move delivery and servicing out of peak hours
- Out-of-Hours Consortium – three boroughs; two supermarkets
- 3 trials – behaviour, technology, regulations

‘Getting the timing right’

- Best practice guidance on successfully retiming deliveries including quiet working practices and new technology



Consolidation



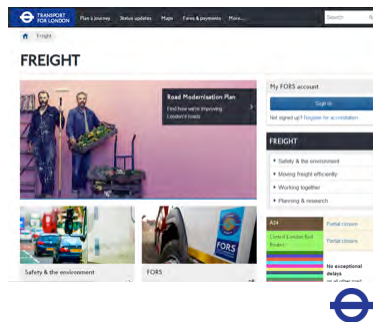
Consolidation approaches

- Adding a link into a supply chain adds cost - most retailers have Regional Distribution Centre networks
- Alternatives to dedicated consolidation centres include:
 - **Upstream consolidation**
 - Collaboration between suppliers – e.g. 'Plane Food' restaurant at Heathrow, 70 suppliers, 8 deliveries
 - Construction pre-fabrication
 - **Centralised procurement**
 - Reducing multiple suppliers of similar goods, eg catering supplies to TfL offices
 - In-Midtown BID, centralised waste collection from offices
 - **Intensified / concentrated procurement**
 - Increased minimum order linked with controlled stock-holding, eg University of Westminster reduced stationery deliveries to 2/week

Engagement programme

Communication with industry was one of the key findings from the Games programme:

- Freight Forum meetings, + 100 organisations responsible for generating, operating and regulating freight
- Weekly Road Freight Bulletin
- Enhanced events engagement (e.g. Tour de France in London)
- Expanded www.tfl.gov.uk/freight
- Programme to support the Roads Modernisation Programme



Freight futures?

Vision

Safer vehicles, right time, right place

Work with boroughs, the freight industry and their customers to:

1. **Support London's economy** and ensure future policies support growth
2. Introduce a **step-change in road safety through vehicle design and driver behaviour**
3. Tackle **worsening congestion and air quality** by shifting the majority of deliveries, collections and servicing activities to outside peak periods – and across 24/7 where possible without disturbing residents – in Central London and areas of major development
4. Publish the **new Freight Strategy for London in 2015**

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Everyone concerned with freight needs to get involved

Thank you

Additional information

1) Presentation by Professor Michael Browne, University of Westminster, London.

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2) Most of the slides courtesy of Ian Wainwright, Head of Freight and Fleet programme, Transport for London

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For more information on freight in London:

web: www.tfl.gov.uk/freight

email: freight@tfl.gov.uk

References and additional links

Sources

TfL (2014) Transport for London - presentation by Michele Dix, <https://www.tfl.gov.uk/cdn/static/cms/documents/stp-20140409-part-1-item07-roads-task-force-update.pdf>

Additional references and links

1) Transport for London (TfL) 2014 Delivering a road freight legacy available from...
<http://www.tfl.gov.uk/cdn/static/cms/documents/delivering-a-road-freight-legacy.pdf>

2) Urban Freight for Livable Cities (2013). Published by the Volvo Research and Educational Foundations. Available for download from: http://www.vref.se/download/18.11165b2c13cf48416de7e59/1377188311719/FUT-Urban-Freigh-Webb_low.pdf

3) VREF Centres

- Center of Excellence: Sustainable Urban Freight Systems (Webinars and other information available) <https://www.coe-sufs.org/>
- Urban Freight Platform <http://www.urbanfreightplatform.se>
- METROFREIGHT <http://priceschool.usc.edu/metrofreight-the-localglobal-challenge-of-urban-transportation-planning/>

4) BESTFACT, <http://www.bestfact.net/index.html>