



Transport
for London



SUGAR

Good Practice Round Table

London – freight activity and policy response

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Transport for London

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Made possible by the INTERREG IVC programme

Agenda

- **Background to TfL and London context**
 - » politics and existing policy
- **freight activity in London**
 - » what we know about London freight
 - » the problems and the facts
- **The London solution**
 - » the London Freight Plan
- **Update on key projects**
- **Summary**

Transport for London

- TfL Responsible for:
Buses, Underground, Docklands Light Railway, Tramlink, London River Services, Victoria Coach Station, Licensing & regulating Taxis & private hire trade, London Transport Museum
- TfL manages 580 km of main roads and all 6,000+ traffic lights
5% of Capital's Roads but carries 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

Context

Growth in London: predictions for 2031

- 1,250,000 more people
- 750,000 more jobs
- demand for goods & services to rise approximately 15%
- 10% decrease in road space availability

Sustainability Aims:

- Support London's economic development
- Improve quality of life (road safety, noise, vibrations, etc)
- Reduce emissions and CO2

Political Landscape – Policy framework

National Policy and Policy Guidance

Mayor's London Plan (Draft 2010)

Mayoral Strategies

- Transport, Municipal Waste Management, Energy; Economic Development; Ambient Noise, Air Quality, Biodiversity, Culture

Mayoral Supplementary Planning Guidance

- Industrial Capacity, Wharf Protection

Borough Local Development Frameworks

Mayor / Boroughs Best Practice Guides

- Travel Planning

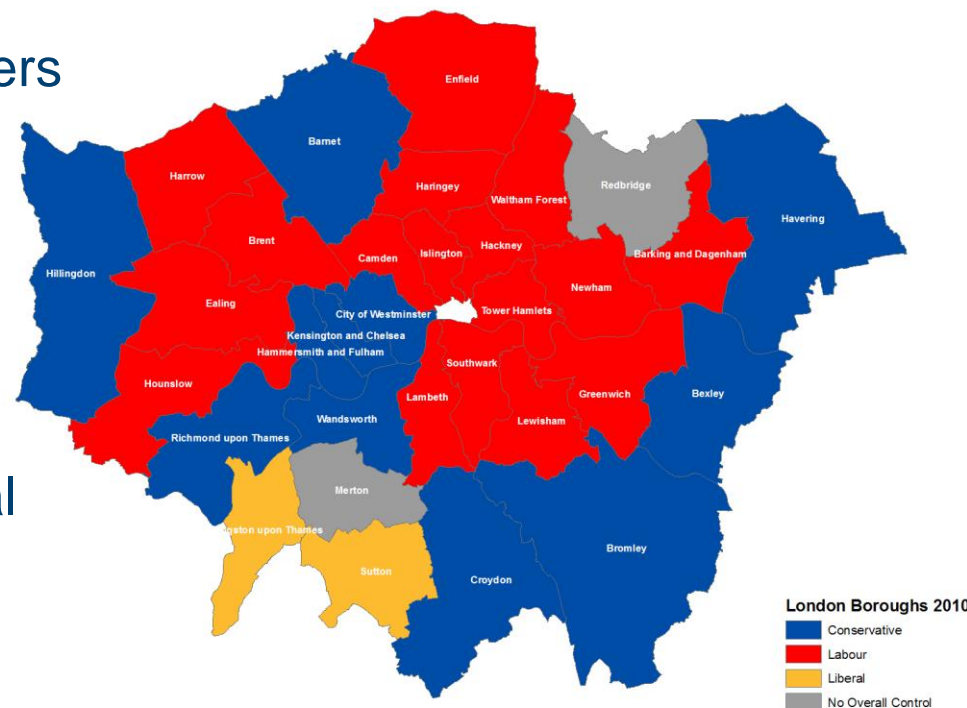
London Freight Plan

Statutory

Advisory

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.)
 - Etc...
- Potential for harmonisation & standardisation



Our definition of freight

Freight



The carriage of goods by *any mode*



Servicing + Utilities



Generally involves light goods vehicles and vans



Waste



Movement of municipal domestic or business waste by *any mode*

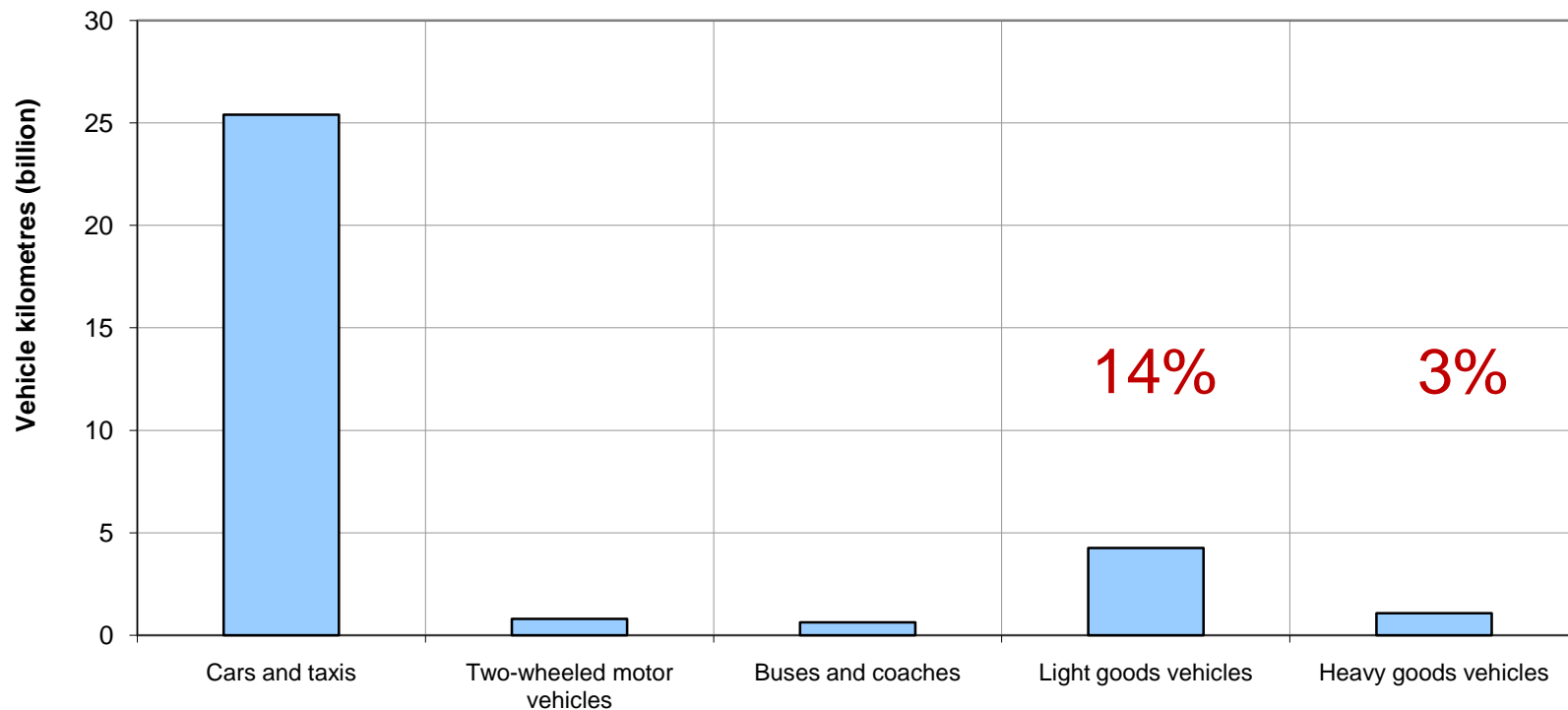


Freight by mode

	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 compared to other road users

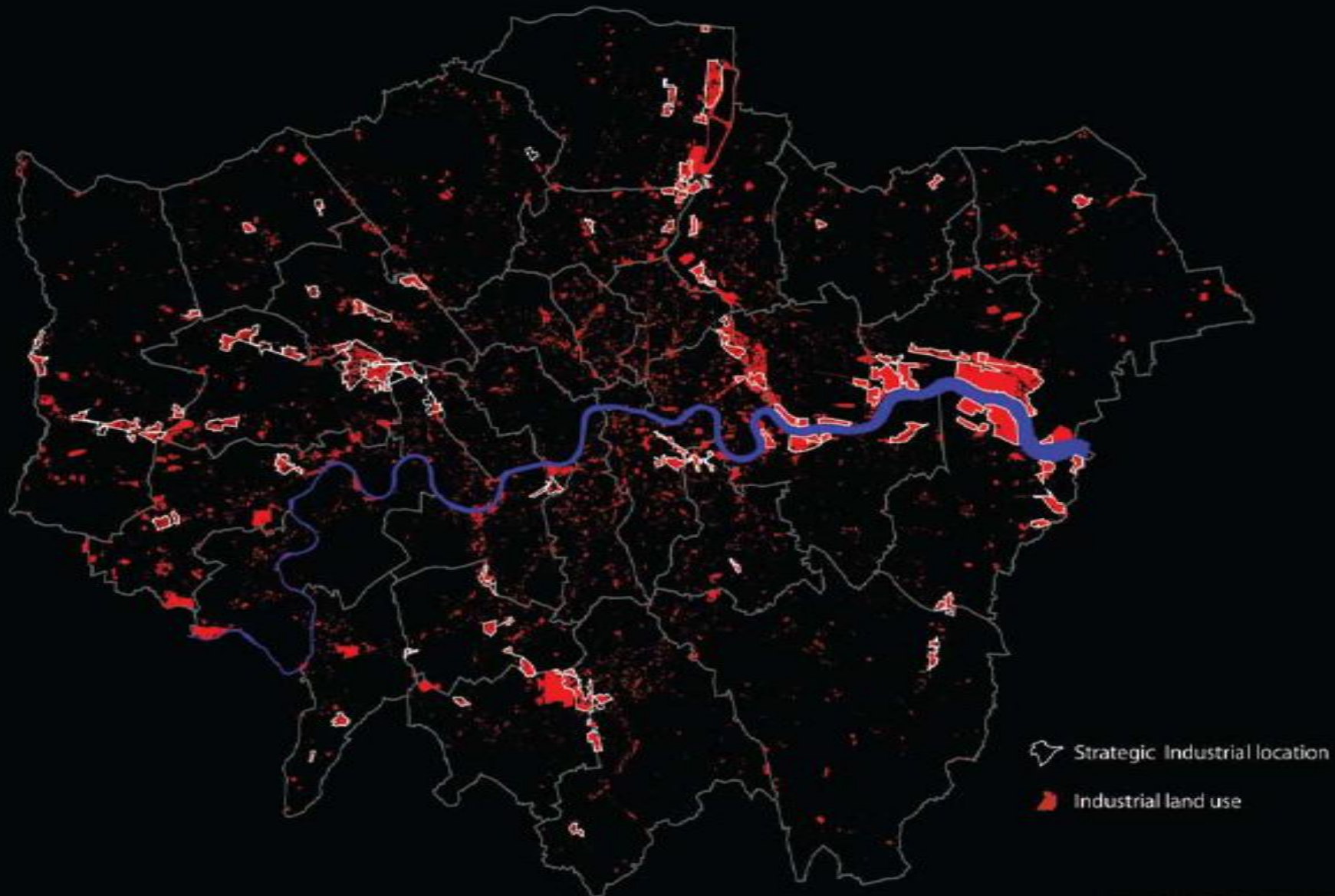


Logistics Premises

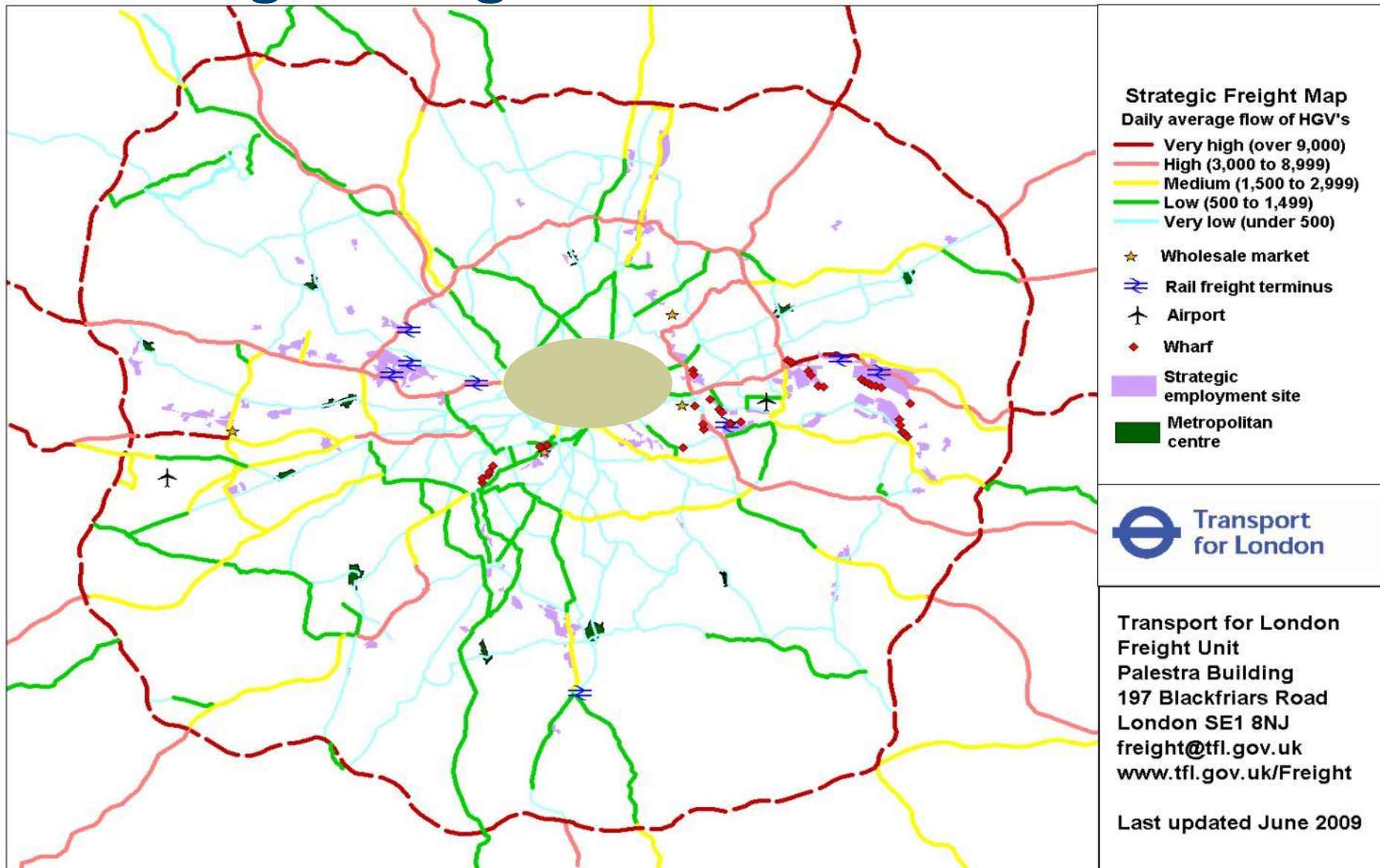


- Global supply chains
- National / Regional Centres v local hubs
- Intermodal facilities
- limited central locations
- Need for new property development solutions

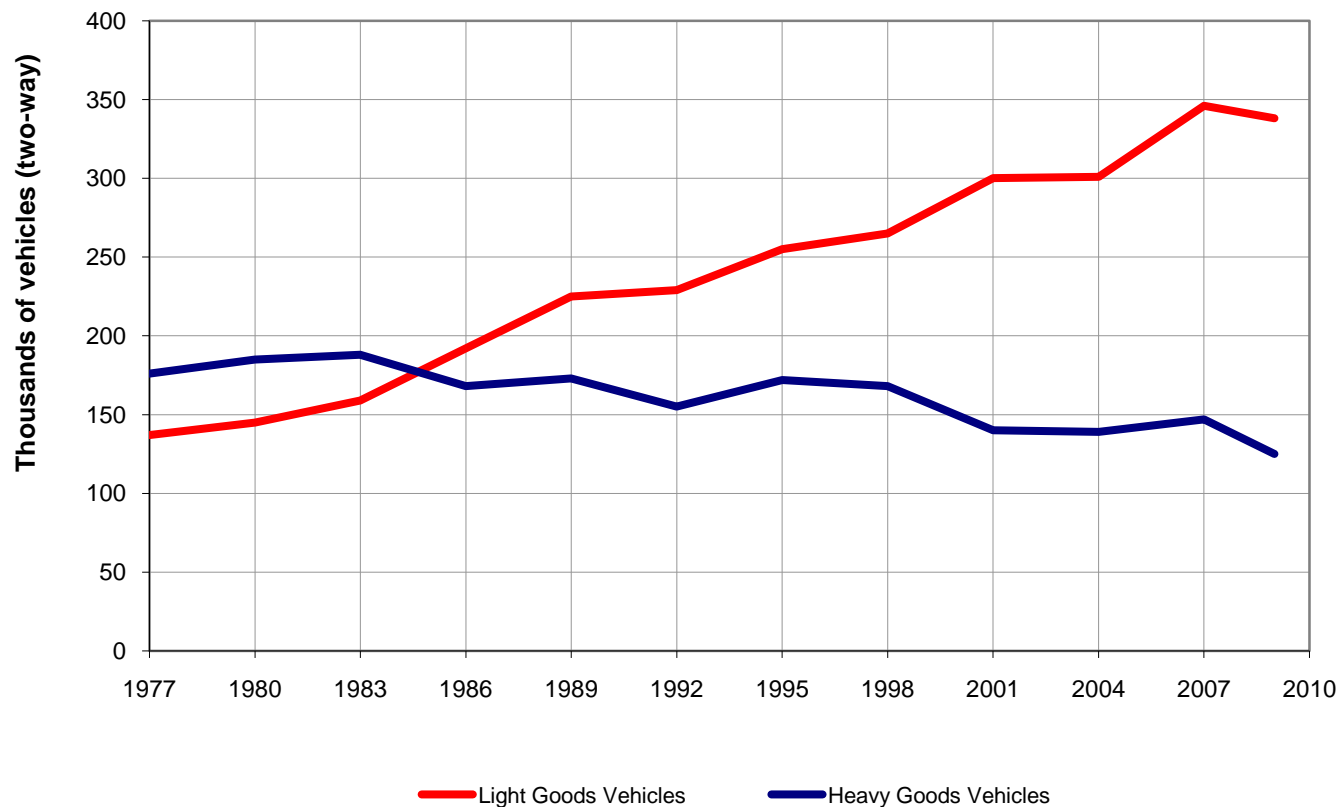
Land Use – Location of Logistics



Strategic Freight Routes

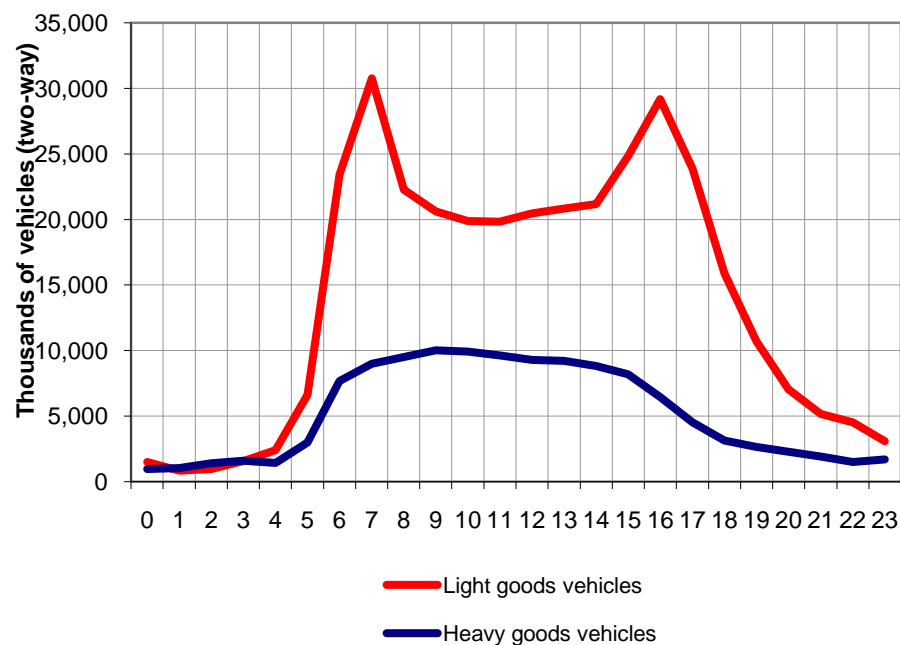


Greater London boundary daily crossings (24 hour flows)

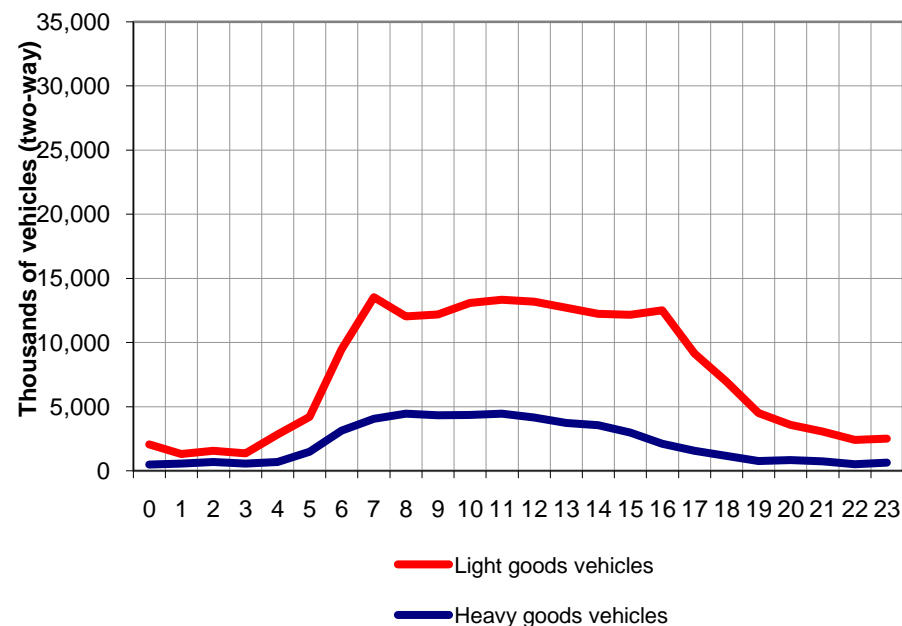


Goods Vehicle by time of day

Greater London Boundary



Central Area



Source: TfL, 2010

Congestion



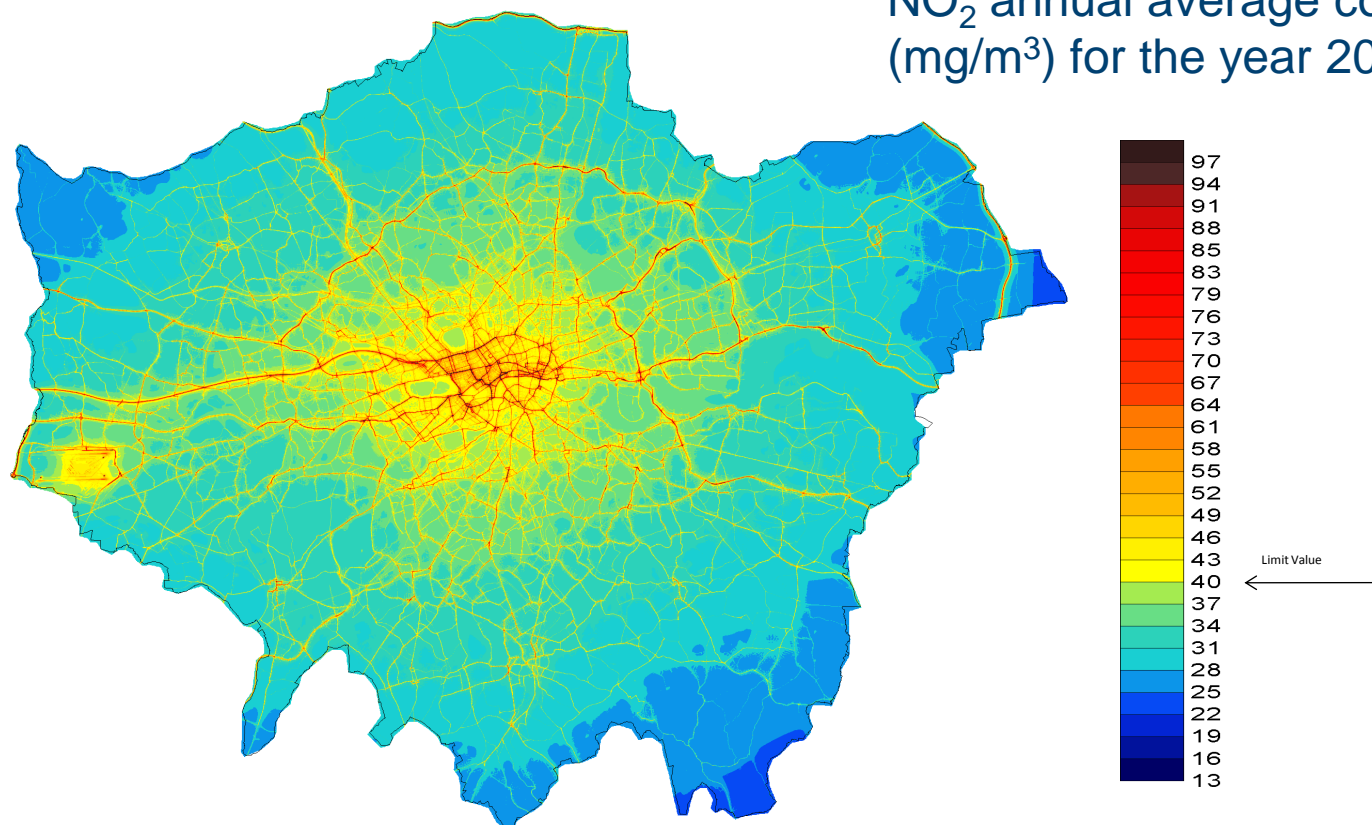
Delay Measurement (mins per km)

- Greater than 2
- 1.5 to 2
- 1 to 1.5
- Less than 1
- No Data

Weekday AM Peaks

Air Quality

NO₂ annual average concentrations
(mg/m³) for the year 2008



Delivery





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The London Freight Plan

Sustainable freight distribution: a plan for London



Made possible by the INTERREG IVC programme

Draft Freight Plan

- Published June 2006
- Focused on solutions:
 - » Modal shift
 - » Consolidation
 - » Driver training
 - » reducing fuel use
 - » Freight Quality Partnerships
- Public consultation
 - » Large variety of solutions required, likely to be costly



Change of approach required

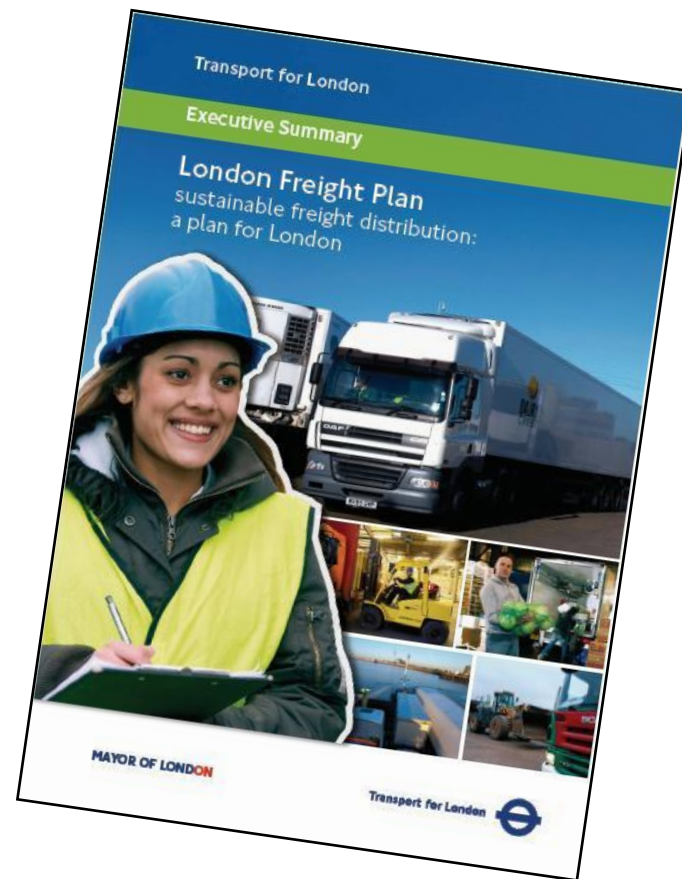
- Simplify the message to increase understanding
- Maximise the use of existing controls and regulations
- Instead of solutions TfL to:
 - » Provide a framework to address freight
 - » Develop tools and techniques
 - » Promote best practice
 - » Consider the spatial and transport impacts
- Stimulate interest!

London Freight Plan

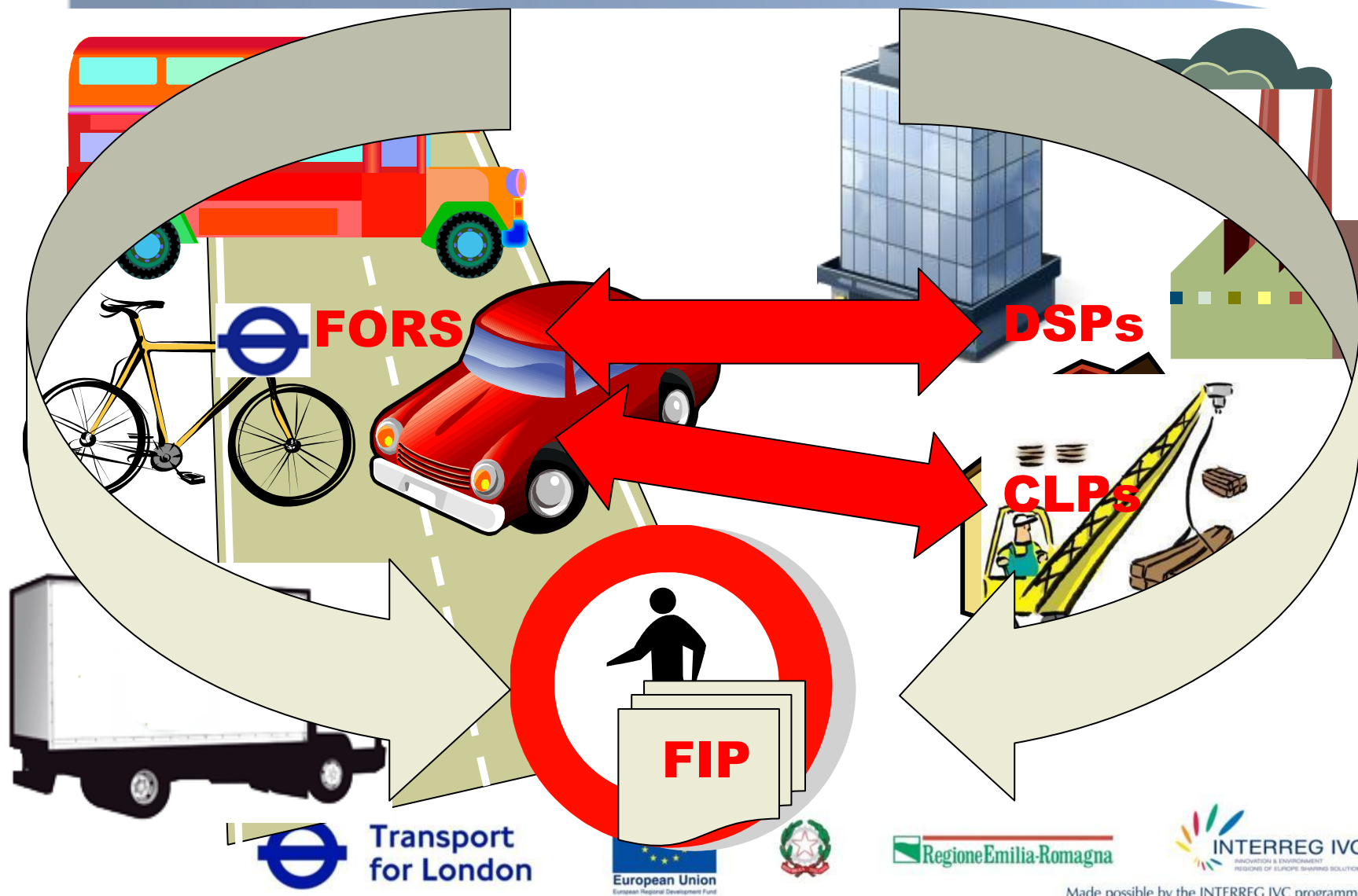
4 Key projects

- Freight Operator Recognition Scheme (FORS)
- Delivery & Servicing Plans (DSP)
- Construction Logistics Plans (CLP)
- Freight Information Portal (FIP)

**Incorporated into TfL Business Plan
(limited funding to 2017)**



How the London Freight Plan works



Freight Operator Recognition Scheme

Why?

- » Provide a recognised standard
- » Encourage improvements in behaviour
- » Easy to understand for policy makers
- » Two way engagement with operators

Membership (26th November 2010)

- » Bronze+ 296 companies, 46,510 vehicles, 1,101 depots
- » Additional 154 companies have applied

In practice:

- » Proven to be a flexible scheme – e.g. cycle safety
- » It's a new approach and therefore time intensive
- » Slow start - solid foundation
- » In the process of defining Silver and Gold



DSPs and CLPs

Why?

A DSP/CLP provides a framework to manage the freight activity into and out of a location. Achieved through:

- 1) Corporate Social Responsibility (DSP)
 - » Voluntary, requires business engagement
- 2) Land Use Planning System (CLP & DSP)
 - » mandatory & enforceable
 - » Use of national and local legislation (Mayoral role)

In practice:

- » 64/450 referred planning applications with a DSP & CLP
- » Framework DSP (Brent Cross 151 ha, 7,500 homes)
- » London Estates / Olympics / Cycle Superhighways
- » Need to develop more case studies
- » Further proof of DSP cost savings



TfL Palestra

- Overall Deliveries reduced by 20%
- 33% of deliveries FORS operators
- Cost savings, operators & businesses

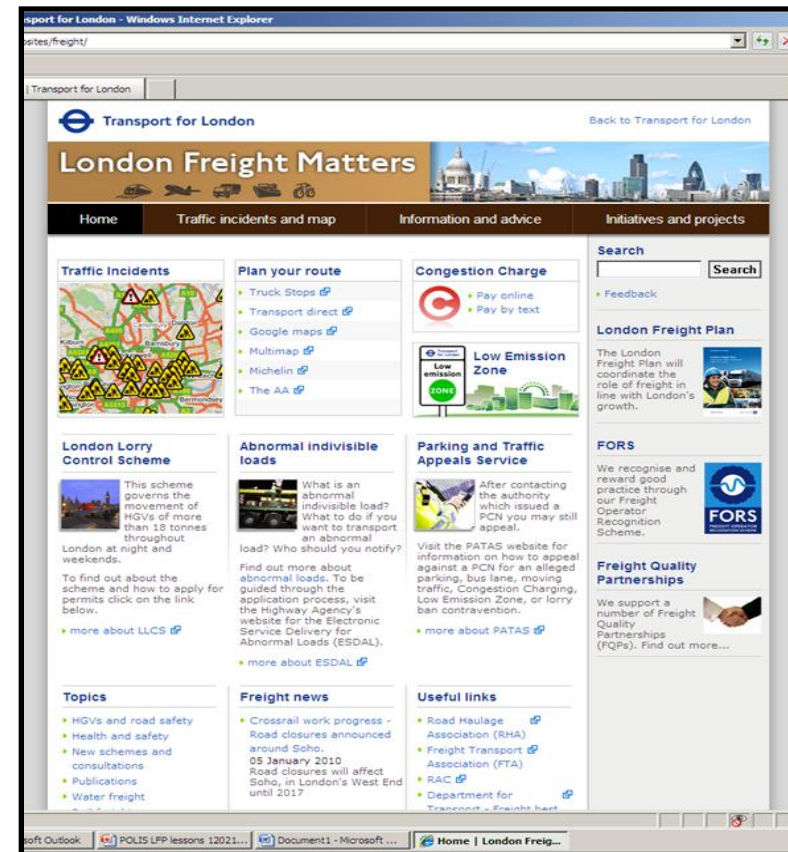
Freight Information Portal

What?

- Provide central freight point of contact in London through a 'Gateway' website
 - » Hyperlinks
 - » cheap, simple to provide,
 - » develop 'brand'

Practice

- Done!
- But needs increased content
 - » Case studies / best practice
 - » Freight map and journey planner (in development)
 - » Ideal would be London-wide joined up system



www.tfl.gov.uk/freight

Current Issues / Future Tasks

Our work is not done!

- Increase understanding of freight
- Data gathering / modelling (FiLM)
- Logistics land use
- Consolidation
- Modal switch
- Electric Vehicles
- Out of hours activity
- 'New topics' – e.g. Cycle Safety
- Olympics





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A summary of the London approach

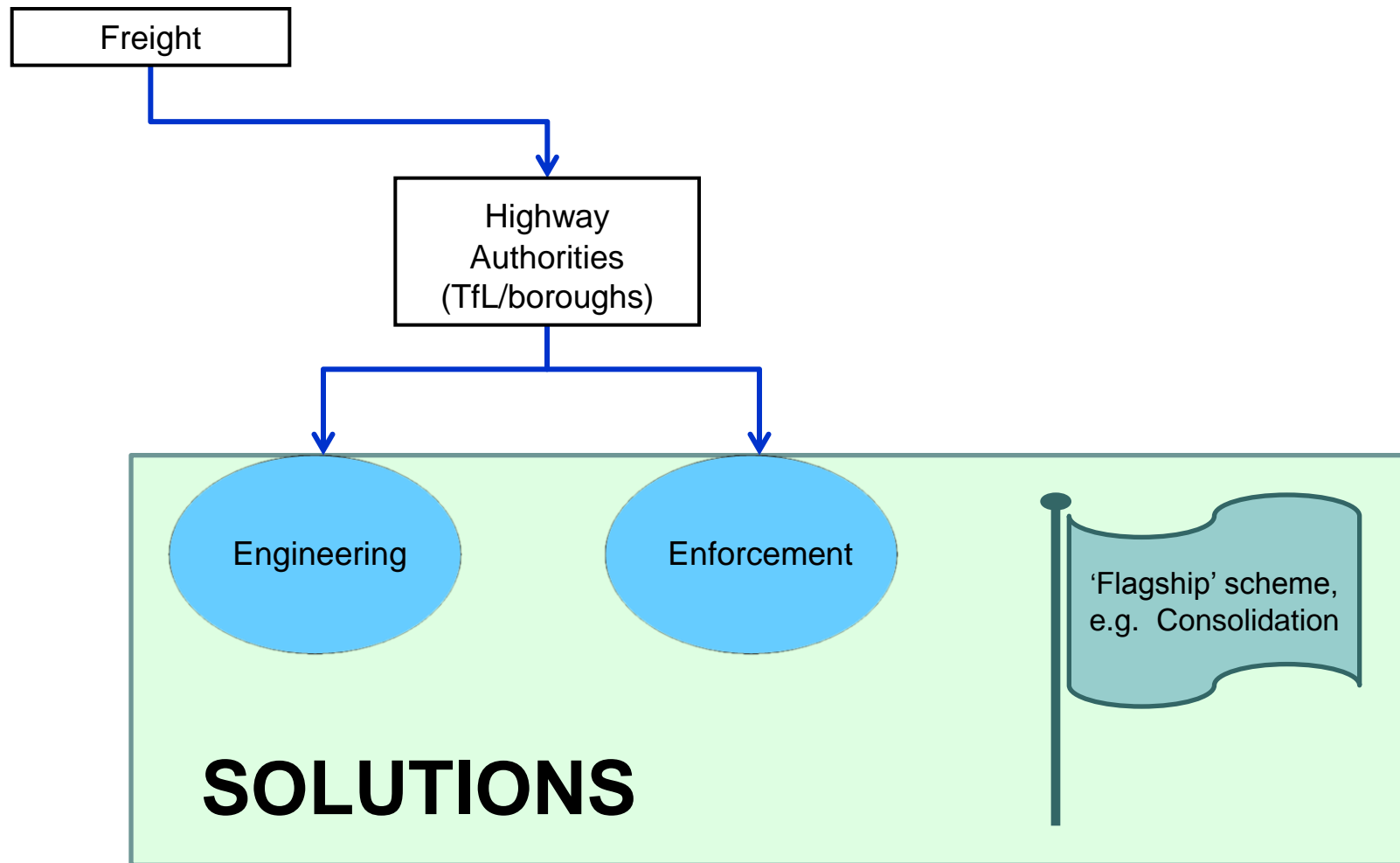


European Union
European Regional Development Fund

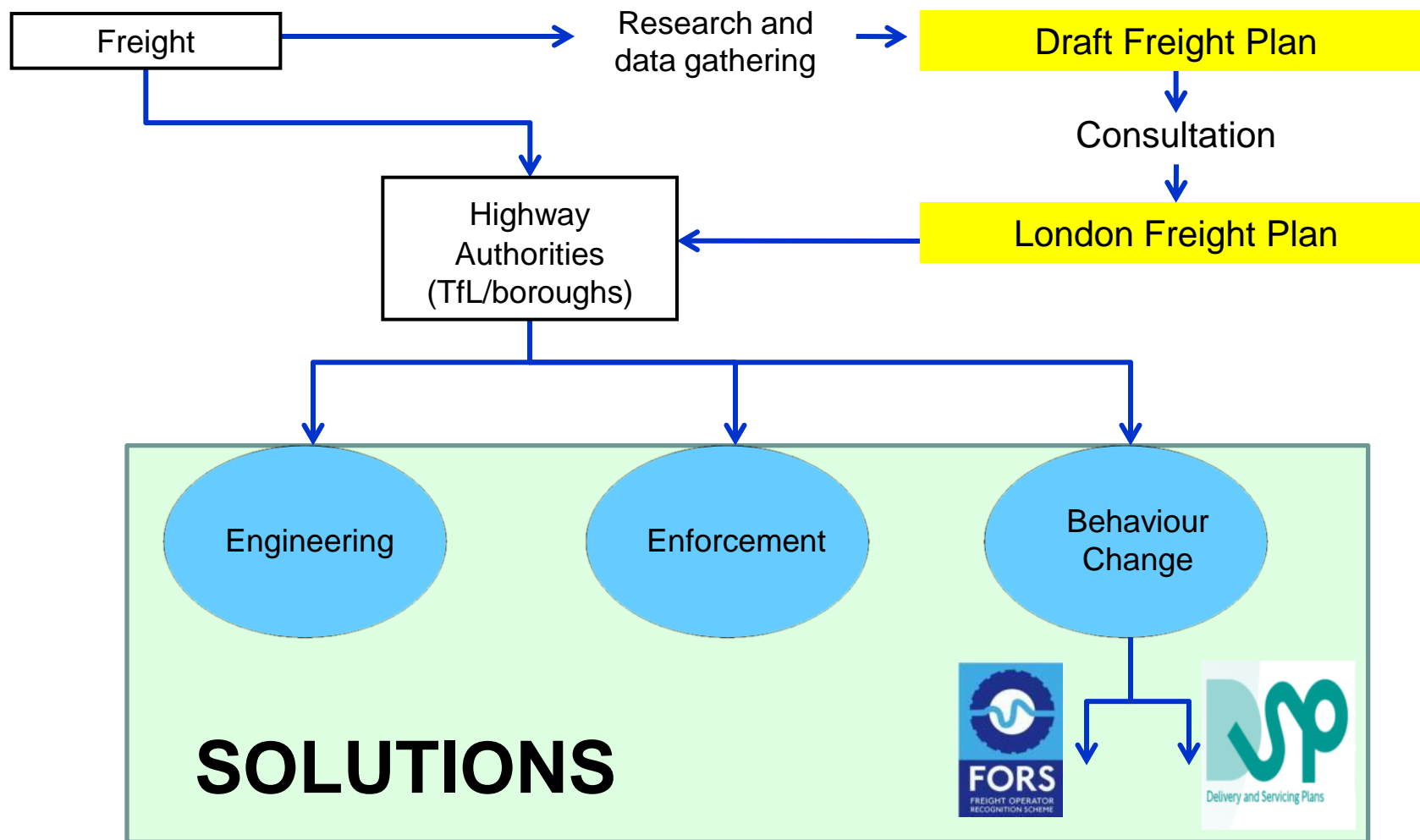


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The conventional approach



The London approach



Thank you

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