

DUM International experiences

Barcelona Mobility Dialogues

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TfL Transport Strategy and Policy

21st Feb 2023



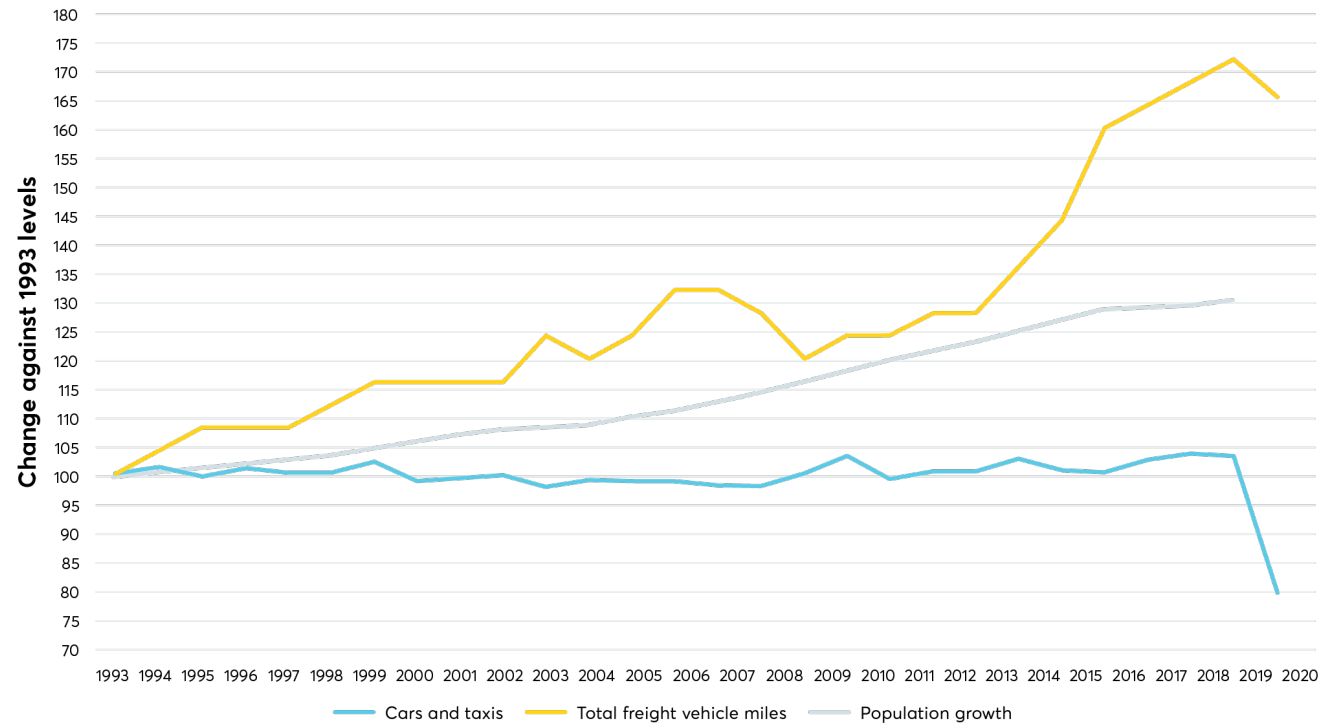
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Freight movements in London

London's Freight context

- Significant increase of Freight movements throughout the years, mostly driven by LGVs take-up. While cars and taxis have shown a decrease in London historically, freight has significantly increased its vehicle-kilometres as London's population grows.
- Goods vehicles account for around 20% of total movements across the London boundary (14% LGVs and 5% HGVs), second only to cars (78%).

Figure 1: London vehicle kilometres travelled and population, indexed against 1993 levels



Source: Department for Transport (2020). Road Traffic Statistics.

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The freight sector in London has seen significant changes over the last 2 years

- Freight and logistics is changing, influenced by the pandemic and changing consumer behaviour.
- Online shopping accelerated during the pandemic.
 - +39% YoY growth in UK online shopping purchases¹⁹⁻²¹.
 - It has been estimated that 27% of UK shoppers are likely to shift permanently to shopping more online.
- The industry faces huge challenges related to the economy, the environment, skills shortage, and limited space.
- **Main challenges:**
 - Congestion is returning to pre-pandemic levels. Avoid a car-led recovery
 - Reaching net carbon-zero by 2030 and addressing the impacts of climate change
 - How we allocate limited space and competing uses for land
 - How to reduce accidents and freight related casualties



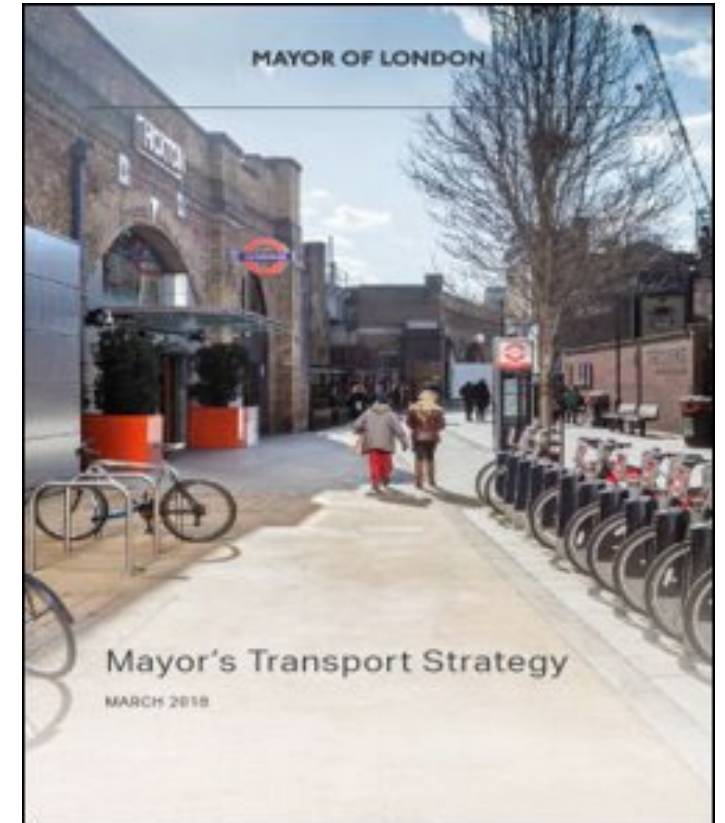
Sources: IMRG and BigCommerce, 2022; Metapack and Retail Economics, 2022

London's Transport Strategy



Mayor's Transport Strategy (MTS)

- **Published:** March 2018
- **Targets for London**
 - 80% sustainable mode share by 2041
 - 20 minutes of active travel per day by 2041
 - Vision zero for the transport network by 2041
 - Zero emission by 2050
 - 10% less in central London am peak 2026
 - 3 million fewer private car trips by 2041



“The Mayor aims to reduce the number of lorries and vans entering central London in the morning peak (07:00-10:00) by 10% by 2026”

Supporting freight through our policies and strategies

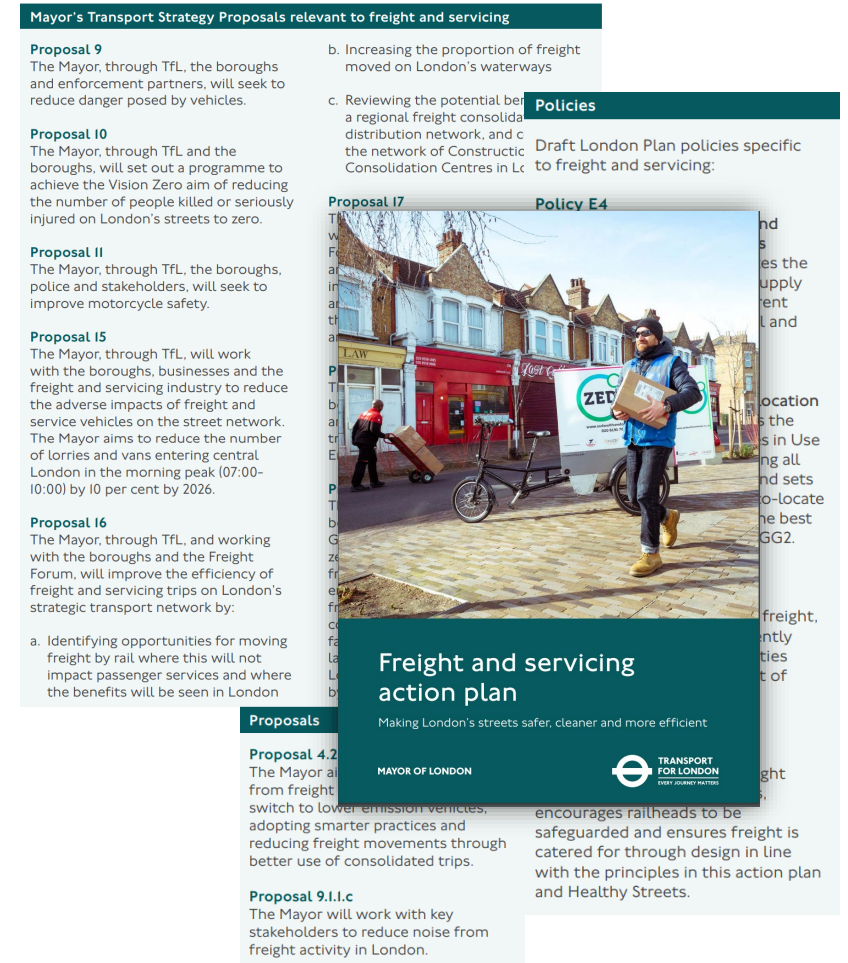
- **Published:** March 2019
- **Vision:** the safest, cleanest and most efficient freight transport of any city in the world (Freight & Servicing Action Plan, 2019)
- **Overarching policies:**
 - Mayor's Transport Strategy
 - London Plan (Spatial Strategy)
 - London Environment Strategy
- Individual work streams grouped into 4 priority areas:

Safe

Clean

Efficient

Land Use



Supporting freight through our policies and strategies

Safe

How can we **reduce risk to vulnerable road users** coming from Freight movements?

Clean

How can we **reduce emissions** coming from Freight towards London's pathway to Zero Emission by 2030?

Efficient

How can we support businesses and operators to plan more **efficiently and reduce the impact** of LMD?

Land Use

How can we **promote and enable land use for Freight** to support last mile delivery consolidation?

Some of our initiatives

Direct Vision Standard (DVS)



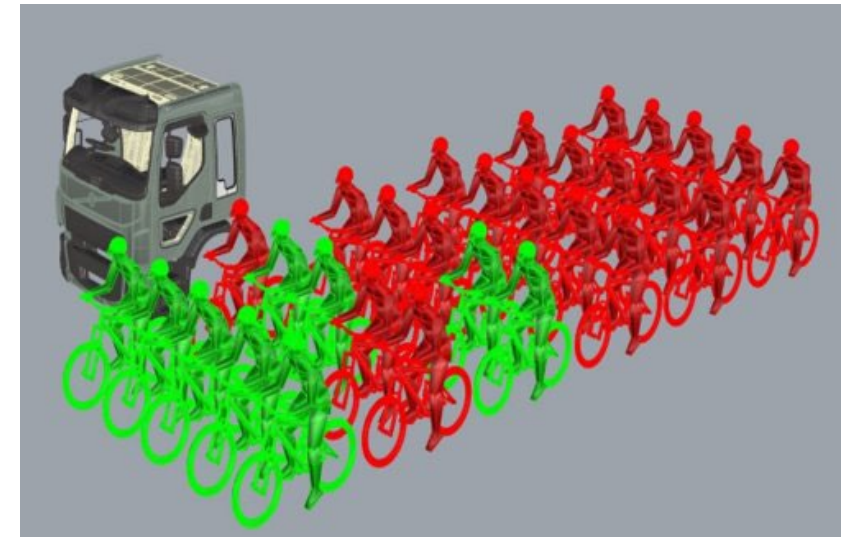
Launched early 2021.

Objective: Reduce risk to vulnerable road users and casualties coming from Freight movements.

Proportion, number and rate of collisions where blind spots was assigned to large good vehicles has fallen substantially.

Scheme overview

- HGVs >12t must apply for a permit to enter Greater London.
- HGVs rated 1* or above are issued a permit automatically.
- HGVs that are rated 0* are required to fit the Safe System of retrofit safety equipment.



Clean Freight initiatives



LoCity

Lowering emissions of commercial vehicles

Platform to help more organisations switch to cleaner fuels – and to make that easier, too.

Water freight trials

DHL daily service with electric vehicles bringing goods to Riverside Pier and cargo bikes distribute from Bankside Pier.



Cargo Bikes Action Plan

11 commitments and 5 recommendations with best practices for cargo bikes operation and safety.



Click & Collect Lockers

Creating a sustainable e-commerce ecosystem



Retailer lockers are being rolled out across the TfL estate, partnering with Amazon and InPost.

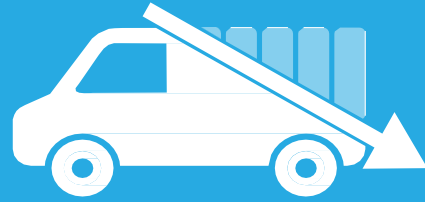
First lockers rolled out in 2014. Now we have over 50 locations across our transport network.

Industry seems to be replicating this initiative.

Some learnings have been:

- Lockers should be close to public transport hubs or sustainable mode share areas to mitigate risk of people driving.
- Ideally in areas with lower levels of car ownership, primarily in inner London with younger populations.





LONDON FREIGHTLAB



Transport
for London

MAYOR OF LONDON

IN PARTNERSHIP WITH



MOVED BY



HUMANISING
AUTONOMY

Tender to the industry to come up with innovative ideas for delivering goods in a clean and efficient way, focused on how to make better use of land

5 trials: Kerbside management, noise pollution, sustainable type of tyres, clean freight (e-walkers & e-bikes), safety (near misses).



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