

# 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%).

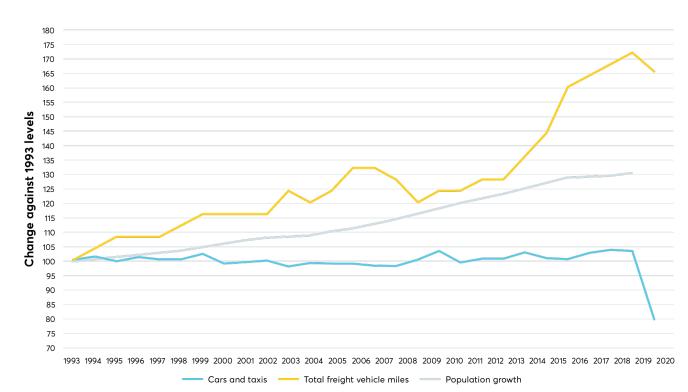


Figure 1: London vehicle kilometres travelled and population, indexed against 1993 levels

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

# 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. <u>Avoid a car-led recovery</u>
- 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 <u>reduce accidents</u> and freight related casualties







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



## London's Transport Strategy

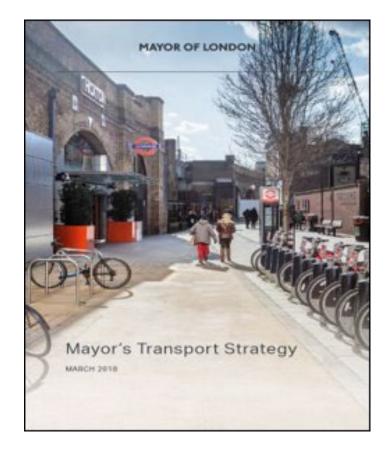


### Mayor's Transport Strategy (MTS)

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

#### Mayor's Transport Strategy Proposals relevant to freight and servicing

#### Proposal 9

The Mayor, through TfL, the boroughs and enforcement partners, will seek to reduce danger posed by vehicles.

#### Proposal 10

The Mayor, through TfL and the boroughs, will set out a programme to achieve the Vision Zero aim of reducing the number of people killed or seriously injured on London's streets to zero.

#### Proposal

The Mayor, through TfL, the boroughs, police and stakeholders, will seek to improve motorcycle safety.

#### Proposal 15

The Mayor, through TfL, will work with the boroughs, businesses and the freight and servicing industry to reduce the adverse impacts of freight and service vehicles on the street network. The Mayor aims to reduce the number of lorries and vans entering central London in the morning peak (07:00-10:00) by 10 per cent by 2026.

#### Proposal 16

The Mayor, through TfL, and working with the boroughs and the Freight Forum, will improve the efficiency of freight and servicing trips on London's strategic transport network by:

 Identifying opportunities for moving freight by rail where this will not impact passenger services and where the benefits will be seen in London

#### c. Reviewing the potential ber

b. Increasing the proportion of freight

moved on London's waterways

a regional freight consolida distribution network, and c the network of Constructic Consolidation Centres in Lc to freight and servicing:



Proposals

Proposal 4.2 The Mayor a from freight

switch to lower emission venicles, adopting smarter practices and reducing freight movements through better use of consolidated trips.

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#### Proposal 9.1.1.c

The Mayor will work with key stakeholders to reduce noise from freight activity in London.

encourages railheads to be safeguarded and ensures freight is catered for through design in line with the principles in this action plan and Healthy Streets.

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)



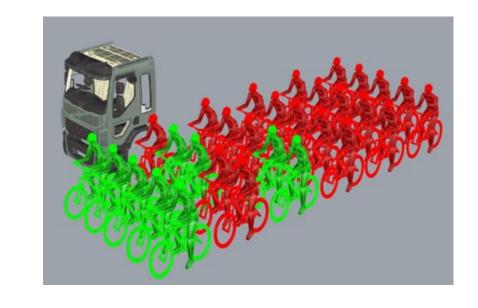
Launched early 2021.

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

Proportion, number and rate of collisions where blind sports was assigned to large good vehicles <u>has fallen substantially.</u>

#### 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 <u>close to public transport hubs</u> or sustainable mode share areas to mitigate risk of people driving.
- Ideally in areas with <u>lower levels of car ownership</u>, primarily in inner London with <u>younger populations</u>.



### FreightLab





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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).



