



Freight in the Square Mile

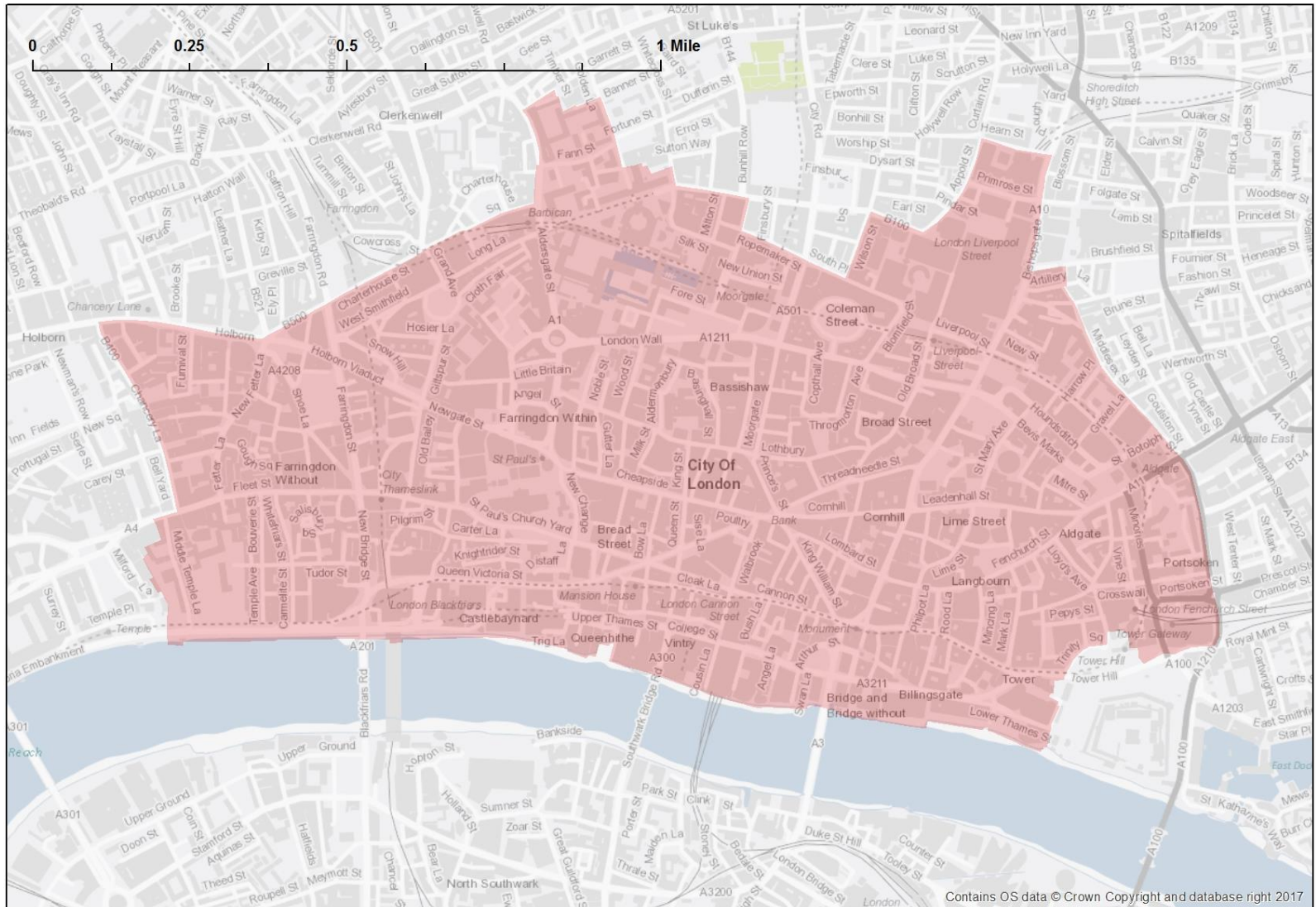
Thomas Parker – Senior Strategic Transportation Officer

City of London Context



City of London Context

City of London



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City of London Context

There are

455,000

workers in the City of London, or **9%** of London's total workforce. **1 in 75** UK workers are employed in the City.



Increase in employment in the City of London over the five years to 2015.

The City of London contributes around

£48bn

in Gross Value Added to the UK's national income, around

3%

of the UK's and

13%

of London's output.



City of London Context

Financial, professional and business services, provide the most jobs and drive jobs growth.



The City accounts for

45%

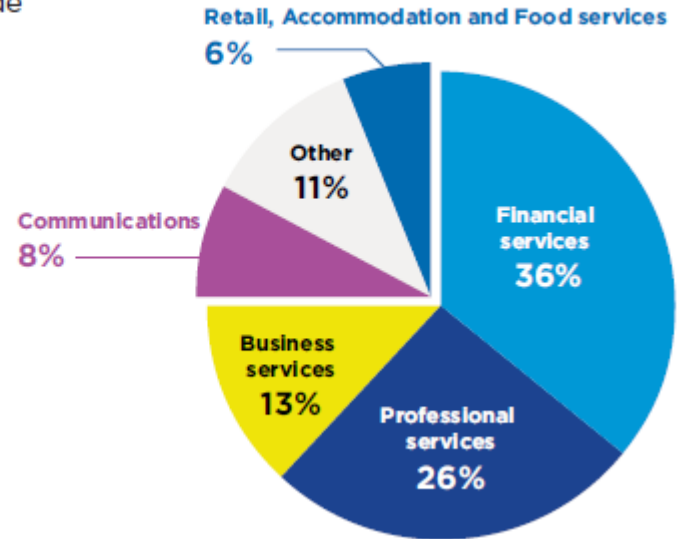
of all London's financial services employment –



while Tower Hamlets, (home to) Canary Wharf accounts for

20%

Total Jobs in the City of London



London's Transport Challenges

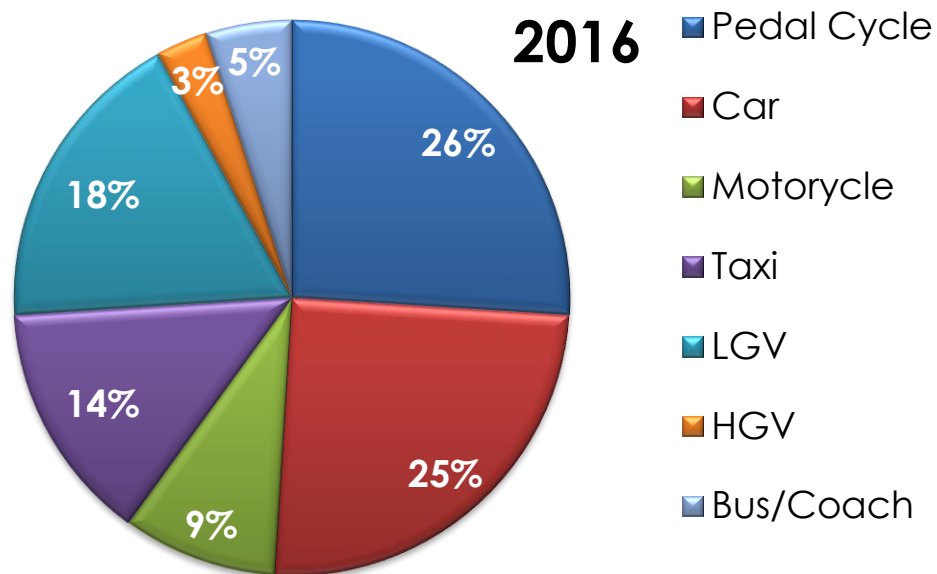
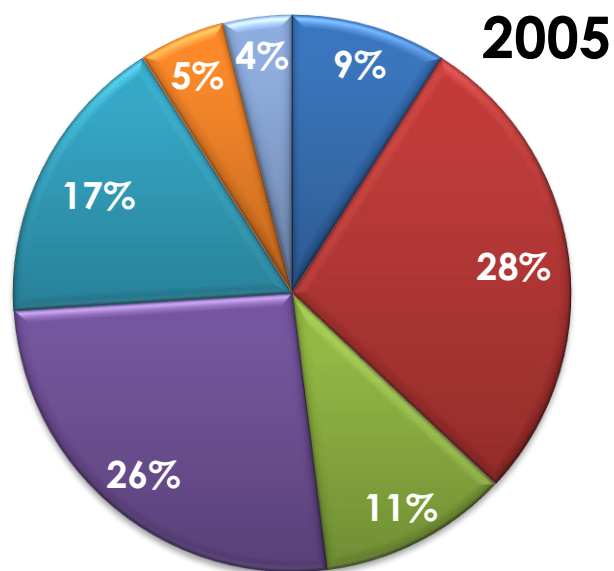
- Employment and population growth
- Traffic congestion
- Public transport overcrowding
- Scarcity of road space to cater for all modes
- Road danger
- Air Quality

Mayor's Transport Strategy

- Third strategy published June 2017 for public consultation
- Sets out the Mayor's policies and proposals to shape in London over the next 25 years
- Includes a number of ambitious proposals;
 - Introducing **Vision Zero**, to be achieved by 2041
 - London's entire transport system to be **zero emission** by 2050
 - **Reduce traffic volumes** by 6million vehicle kilometres (3.7million miles) by 2041

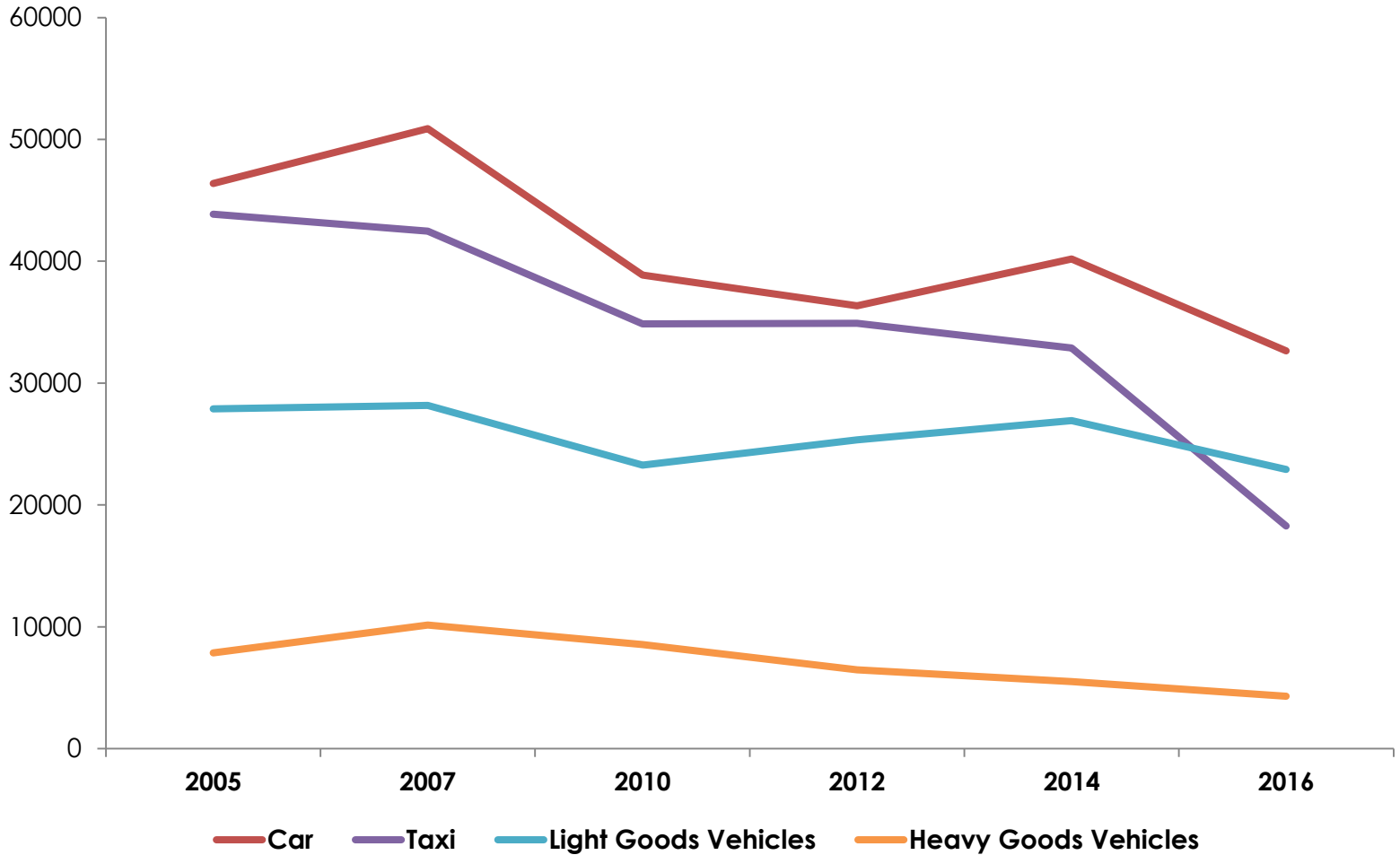


Traffic in the City

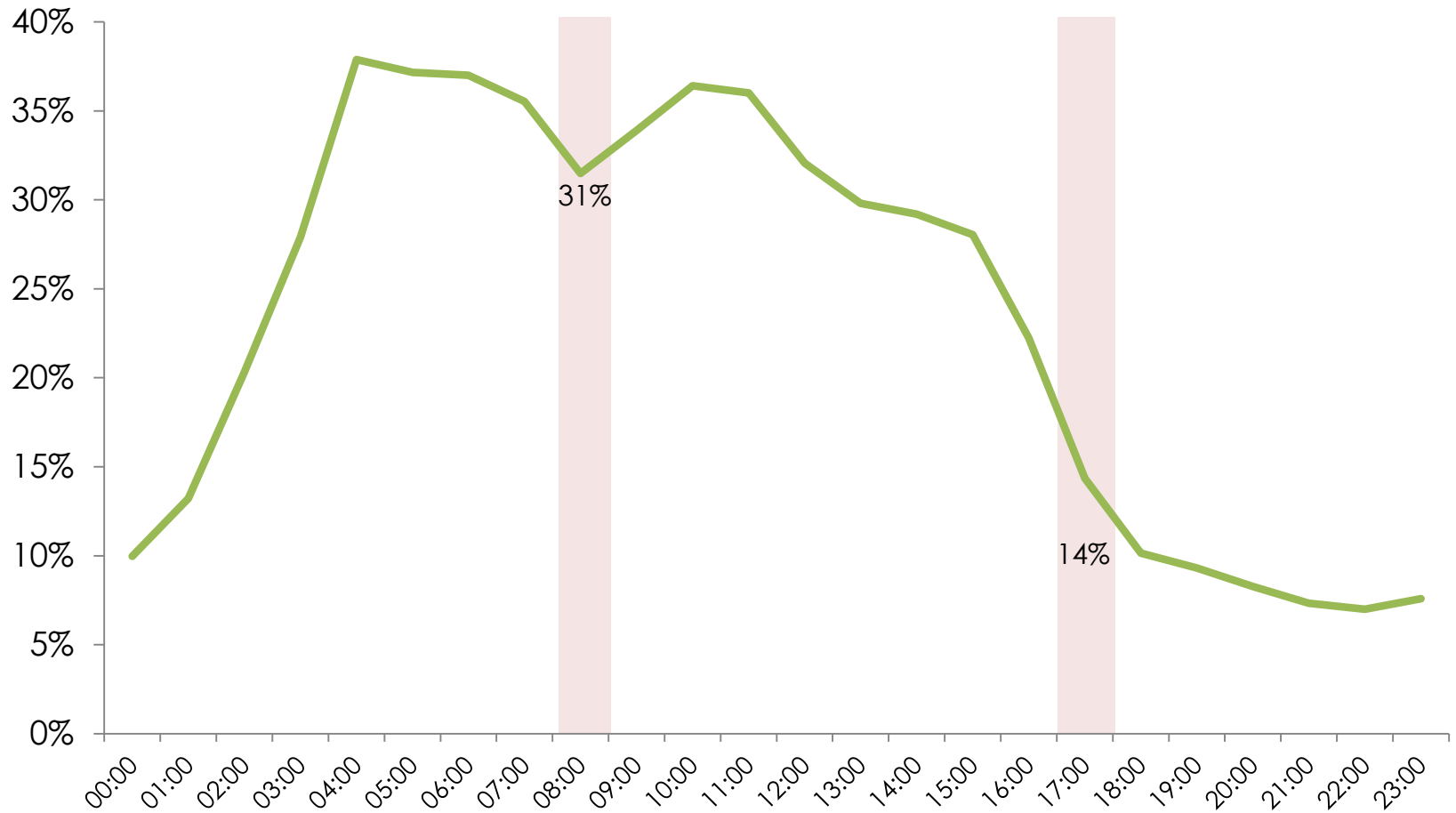


- Pedal Cycle
- Car
- Motorcycle
- Taxi
- LGV
- HGV
- Bus/Coach

Vehicle Volume Trends



Freight Proportions over the Day

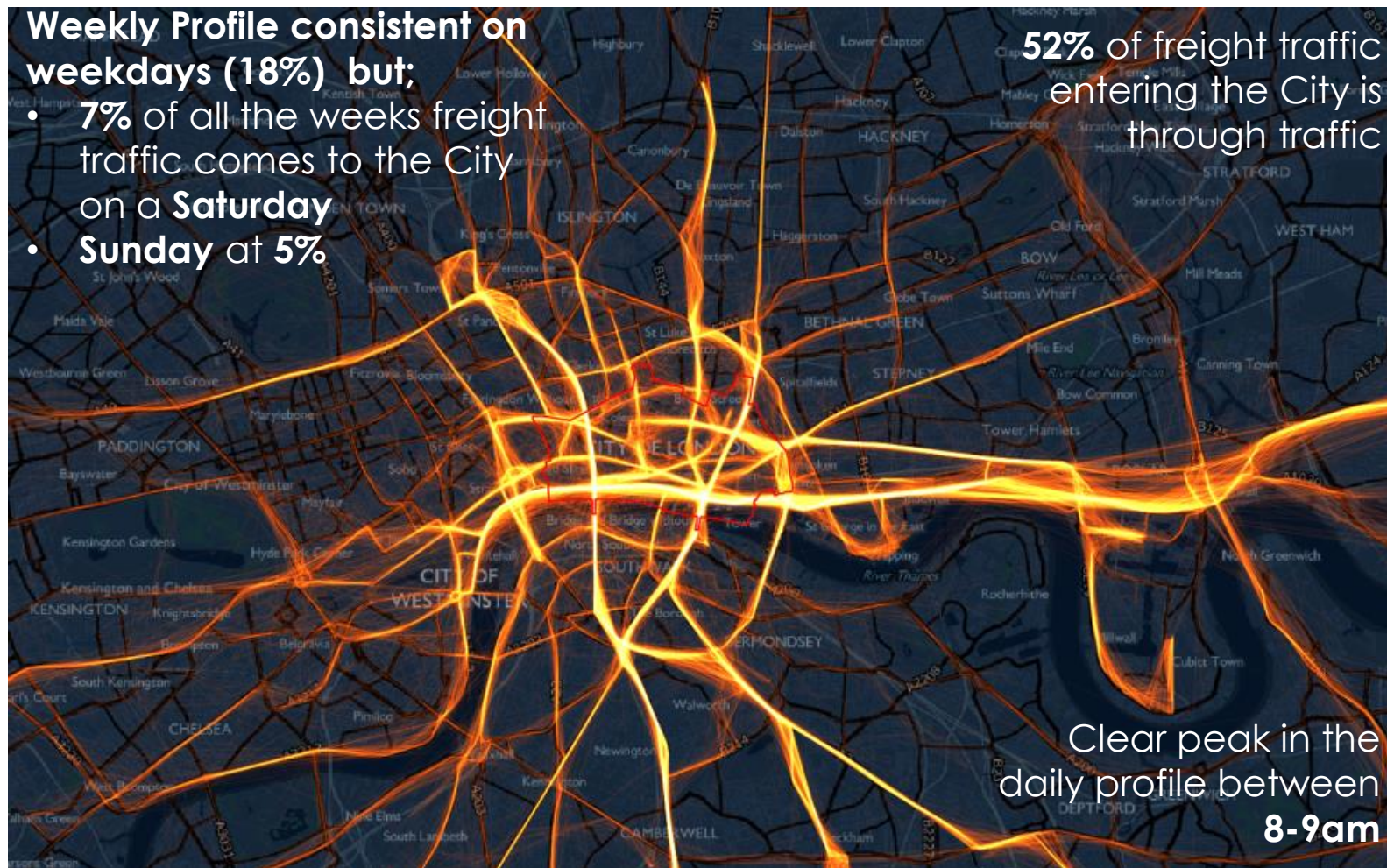


Freight Traffic

Weekly Profile consistent on weekdays (18%) but;

- **7%** of all the weeks freight traffic comes to the City on a **Saturday**
- **Sunday** at **5%**

52% of freight traffic entering the City is through traffic



City Freight Strategy

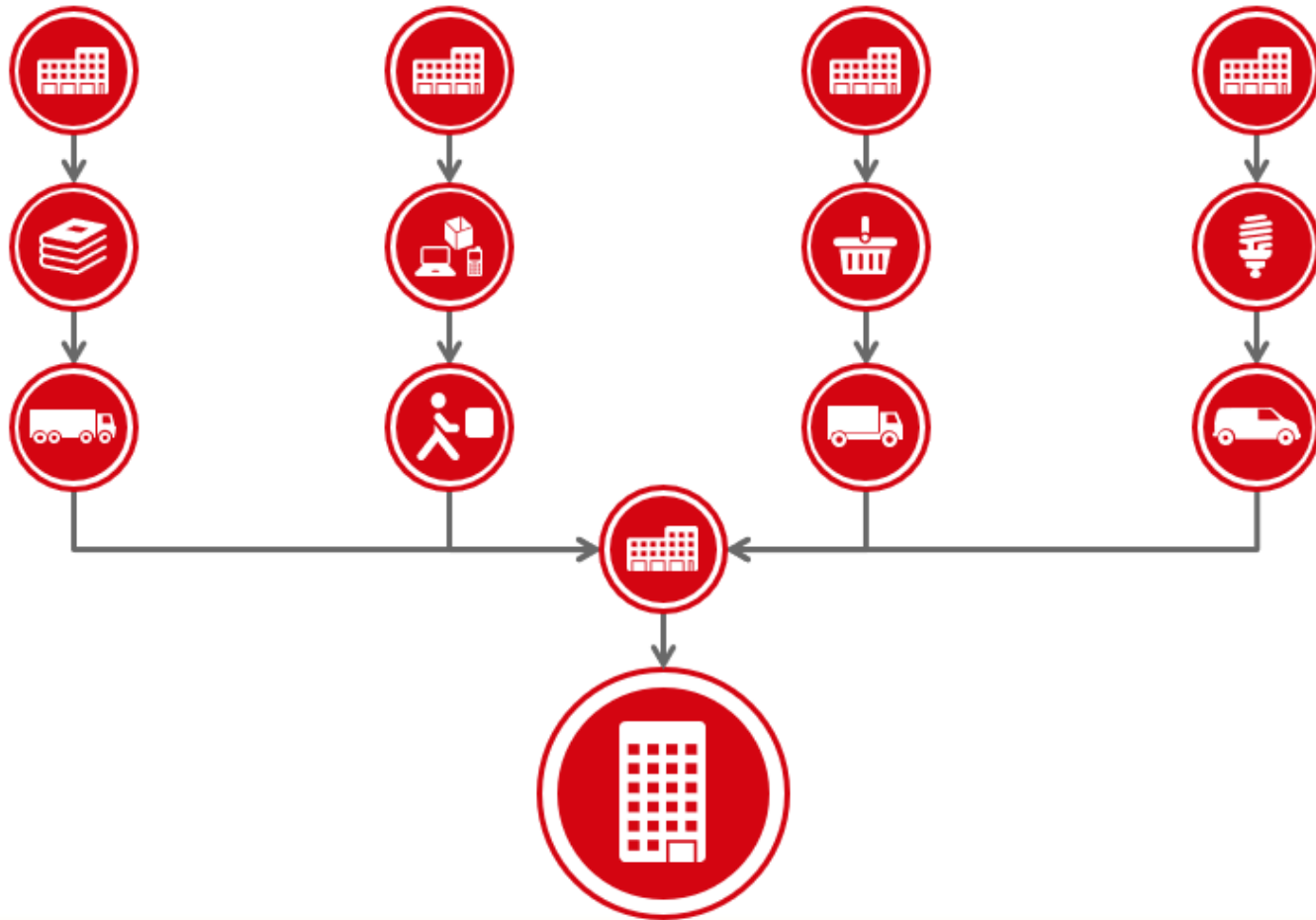
Single aim;

“To reduce the number of freight and delivery vehicles on the City’s streets, particularly at peak times, whilst allowing the City to flourish”

Freight Priorities

- Freight Consolidation
- Micro Consolidation
- Retiming
- Delivery and Service Plans
- The River

Freight Consolidation



Freight Consolidation - City Actions

- Planning conditions to include requirement to consolidate deliveries
- Trial consolidation at City Corporation offices

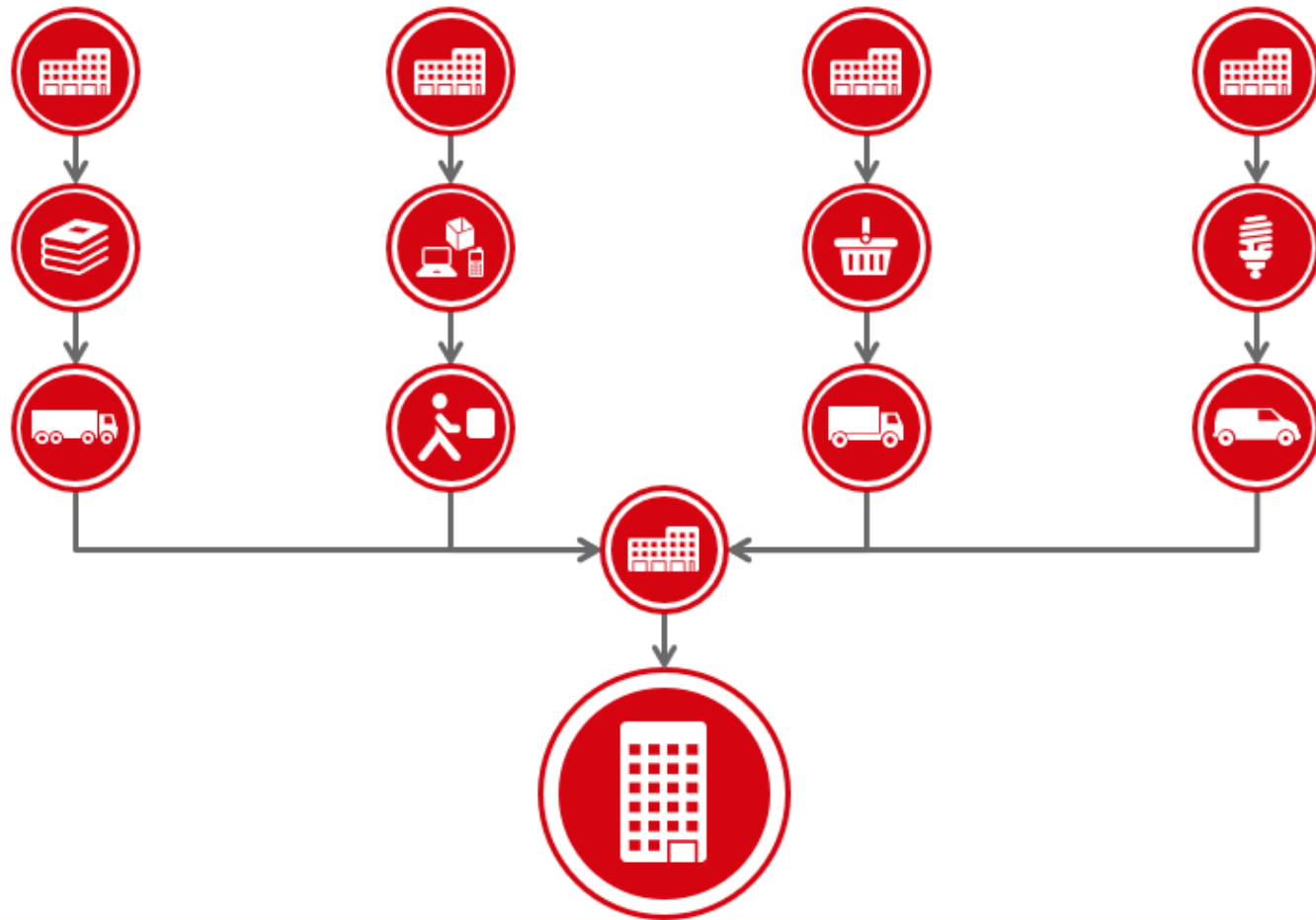
A limited model?

- Why consolidate?
- Who consolidates already?
- Does this work for all goods?
- Who pays?
- How much?
- Is this feasible?

Commercial viability

- 80% of FTE in the City is SME employment
- Such companies do not have the means to consolidate or the security requirements
- Therefore, to encourage consolidation, a new commercially led model must be developed

Consolidate the supply chain?



Sustainable Logistics Solution

- Major stakeholder engagement exercise with key supply chain actors
- Integration of business freight requirements – both deliveries and collections
- Commercial waste contracts
- Use of BIDS and nominated carriers
- Risk and issues – data quality and validation

Micro Consolidation



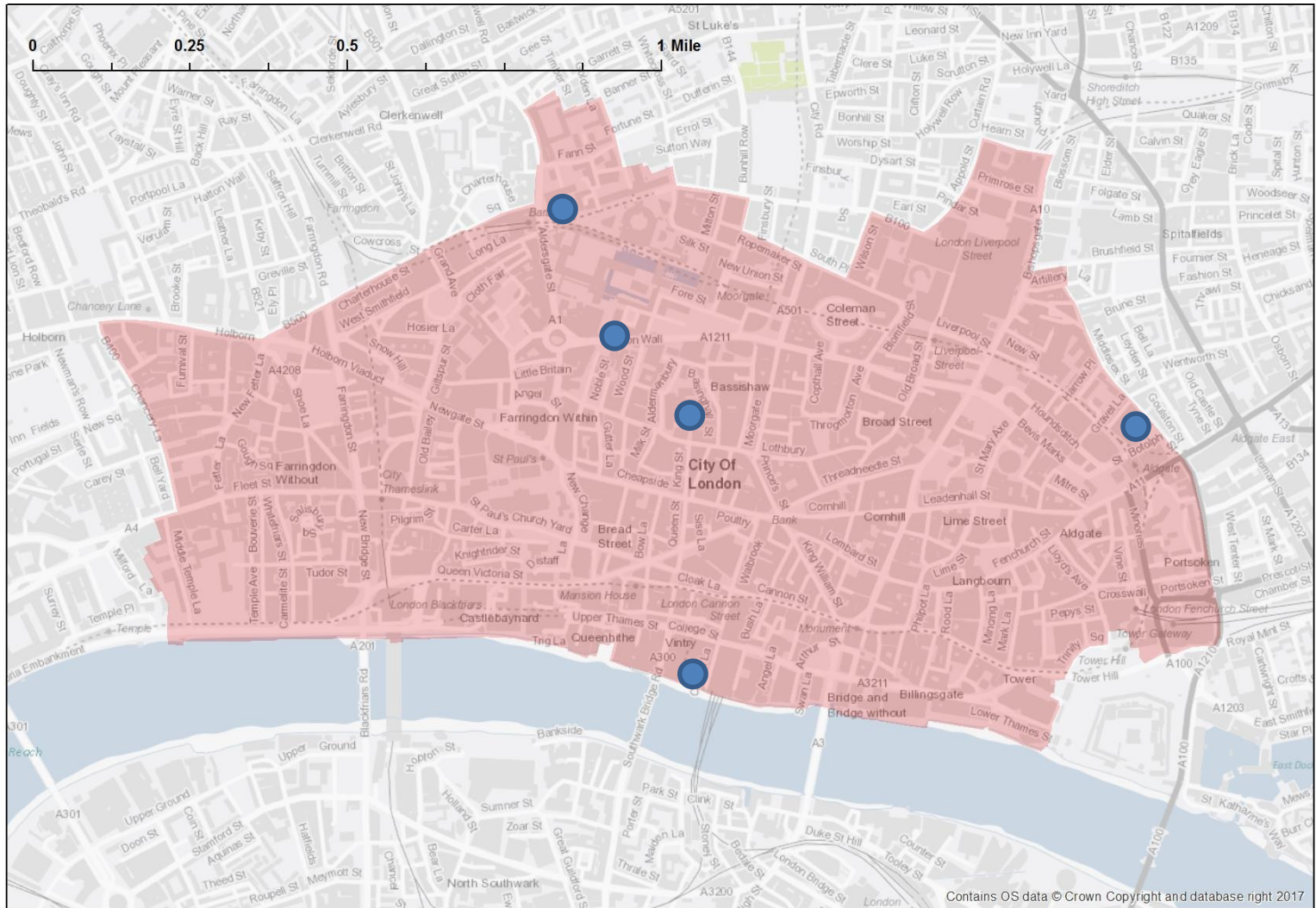
Micro Consolidation

- Similar to 'macro' consolidation but using inner urban hubs
- Better commercial case than macro consolidation – successful business models exist
- Excellent opportunity for re-moding of deliveries or shift to electric vehicle technology

Micro Consolidation – City Actions

- Review of all appropriate corporate properties
- Three locations being worked up for land release
- UPS Trial
- Key issues – land availability, cost, effectiveness and longevity

Micro Consolidation Sites



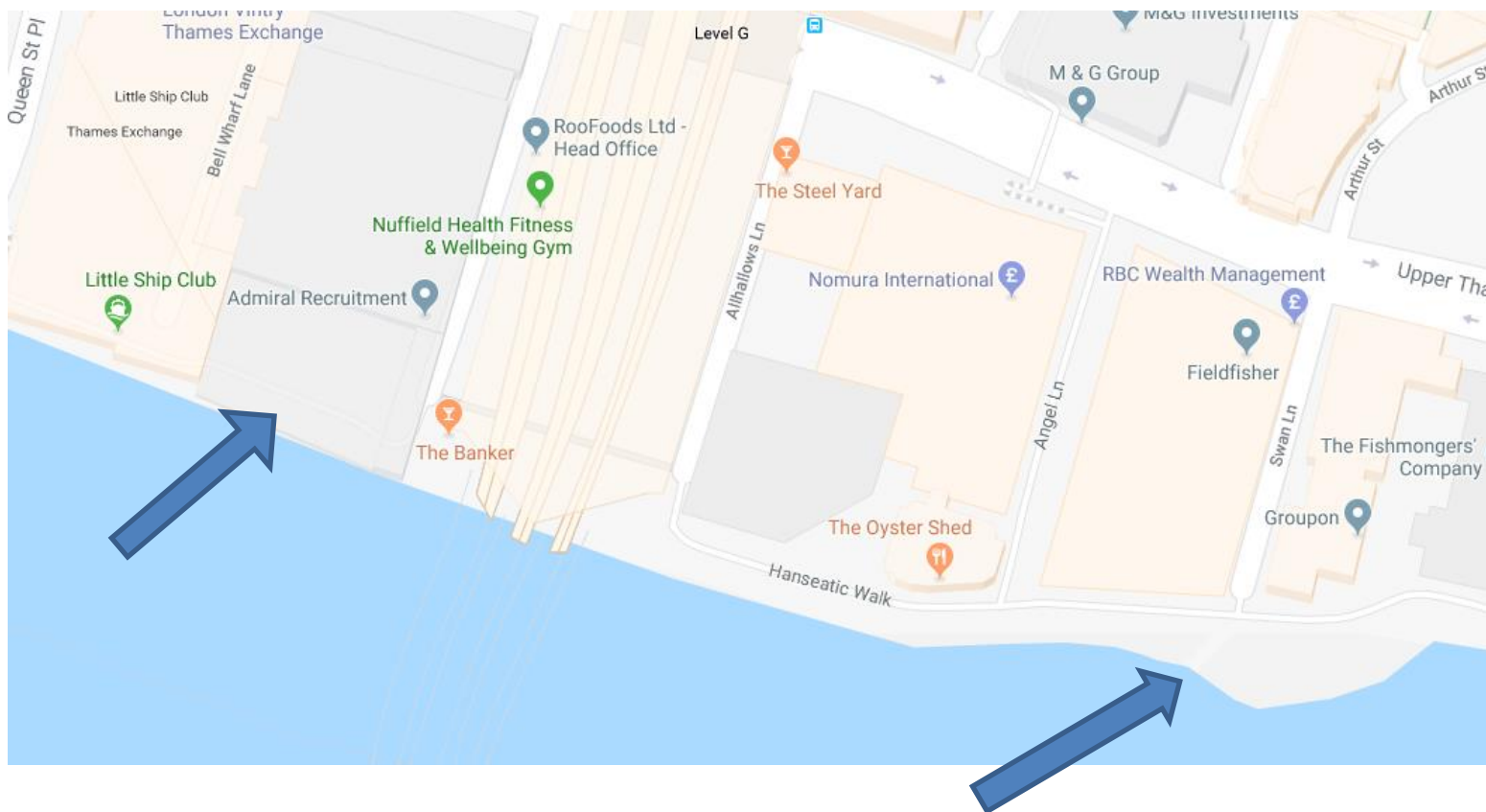
Freight Retiming

- Attempted trial of three City businesses to test deliveries outside of core office hours.
- Significant difficulties include
 - Knowledge of servicing restrictions
 - Ability and desire to receive goods outside of core office hours
 - Some goods are difficult to retime

Delivery and Servicing Plans

- City has adopted a Freight and Servicing Supplementary Planning Document
- Provides additional guidance on freight and servicing movements
- Sets out potential measures for managing freight through the planning process by;
 - Minimising trips
 - Matching freight demand to network capacity
 - Mitigating the impact of essential freight trips

The River



The River

- Major political ambition to make better use of the river as a transport asset
- Operational wharf at Walbrook currently used for commercial waste operation
- Decommissioned pier at Swan Lane.
Ambitions to recommission for freight use
- Commercial difficulties for using river – 2012 games construction and Thames Tideways operate(d) significantly above cost of road freight
- Opportunity to integrate with sustainable logistics programme

Questions

