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West End Partnership Deliveries & Servicing Strategy

Tuesday 10th July 2018



<https://crossriverpartnership.org/WEPFreight/>



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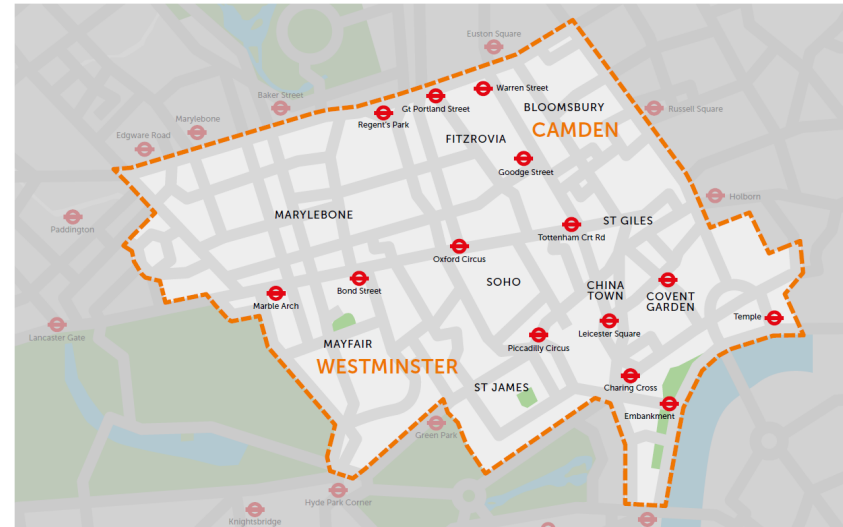
A Freight and Servicing Strategy for the West End

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West End Partnership Freight & Servicing Strategy – May 2018
A Freight & Servicing Strategy for the West End



Developed on behalf of West End
Partnership by Cross River Partnership



- Co-ordinates freight and servicing activity across the WEP area
- Applied flexibly and locally
- Aligned to strategic objectives of boroughs and Mayor of London
- Ambitious but achievable targets
- Prioritised actions

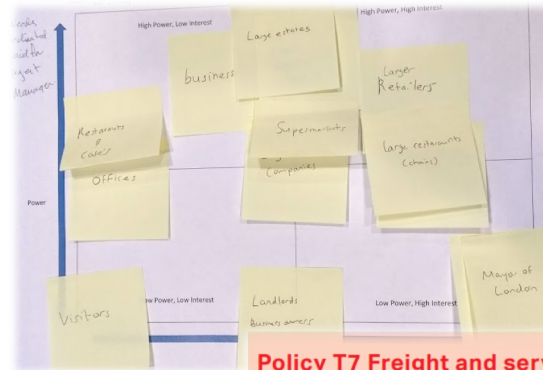


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Update: January to June 2018

➤ Deliveries & Servicing Group Workshop:

- Reviewed and prioritised actions
- Set ambitious, achievable targets



➤ Alignment with new London Plan

Policy T7 Freight and servicing

- A Opportunity Area Planning Frameworks, Area Action Plans and other area-based plans should include freight and servicing strategies. These should seek to:
- 1) reduce freight trips to, from and within these areas
 - 2) coordinate the provision of infrastructure and facilities to manage freight and servicing at an area-wide level
 - 3) seek to reduce emissions from freight, such as through sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.

Such strategies should be developed through policy or through the formulation of a masterplan for a planning application.

➤ Additional sector representation





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Targets

1. By 2030, the WEP DSG will reduce absolute numbers of delivery and servicing vehicles by 10% across the WEP area
2. By 2030, the WEP DSG will reduce delivery and servicing vehicles by 80% in the WEP area where key interventions are planned, at the times of day when visitor numbers are at a peak

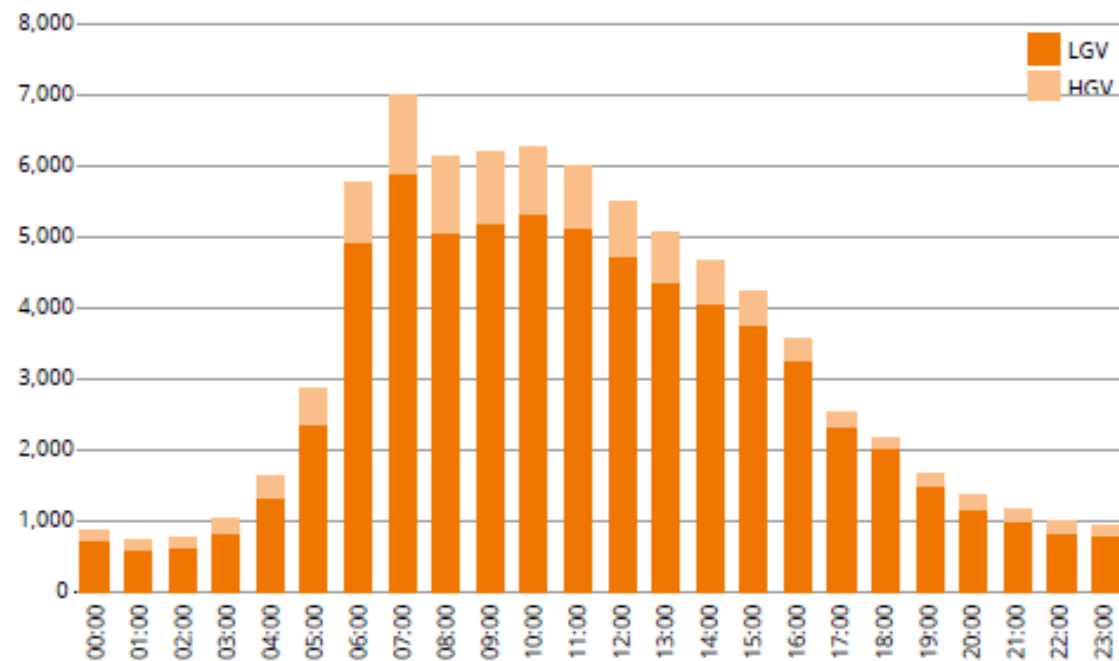


Figure 4 Daily freight by time into central London



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Prioritised actions

Ref	Action/Detail	Responsibility	Priority	Timeframe	Outcomes
1	Retiming <ul style="list-style-type: none"> Develop a noise standard (potentially UK-wide with DfT and Noise Abatement Society to support industry) Provide guidance to operators Ensure appropriate planning conditions 	WEP Boroughs/TfL	H	By 2025	<ul style="list-style-type: none"> Reduction in congestion Reduction in air pollution Reduce vehicles at peak visitor times Potential benefit/application across London/UK
2	Network information/Open Data <ul style="list-style-type: none"> Provide information to vehicle operators to ensure efficient deliveries including: Sensitive areas; Roadworks; Kerbside restrictions 	Boroughs TfL	H	By 2023	<ul style="list-style-type: none"> More efficient deliveries Reduction in vehicle miles Reduction in kerbside use pressures Potential benefit/application across London/UK
3	Logistics Land Protect logistics land use in the West End (including loading bays; micro-consolidation) and identify areas for logistics use (e.g. car parks)	Boroughs Estates	H	By 2022 and ongoing to 2030	<ul style="list-style-type: none"> One identification of existing available space Reduction in loading/unloading on the public network Reduction in motor vehicles Improved air quality
4	Property Leases Develop and implement model clauses to encourage behaviour change (e.g. for retiming, use of shared supplier schemes, reduced resource use)	Estates	H	By 2022	<ul style="list-style-type: none"> Reduction in vehicles Improved air quality Improved public space
5	Re-moding deliveries Re-mode to cycle and pedestrian modes through: <ul style="list-style-type: none"> Trialling and enabling porterage schemes/ local logistics centres Increasing accessibility of cycle superhighways to freight 	Boroughs Estates TfL	H	By 2025	<ul style="list-style-type: none"> Reduction in motor vehicles Improved air quality Improved public space
6	Delivery & Servicing Management Areas Research and develop a structure for how delivery and servicing management areas could work for the West End	TfL Boroughs	H	By March 2019	One research report and implementation plan for a game changing approach to freight management in the West End

CASE STUDY 8 – ACCURACY OF DELIVERIES



what3words provides accurate location information to delivery drivers, within a 3m² area. This gives delivery people a smaller area to target

than traditional postcodes, reduces time in vans, and walking time searching for correct addresses.

A trial by Quiqup in 2017 reduced the length of time it took to deliver 20 parcels across Central London by 30 percent using what3words.com (what3words.com/2017/06/quiqup-shaves-30-off-delivery-time-3-word-addresses)

CASE STUDY 11 – REDUCING NOISE IMPACTS



In partnership with the freight industry, business groups, and London Councils, TfL has developed a Code of Practice guidance to help organisations retime deliveries by enabling quieter delivery, collection and servicing activity.

With this Code of Practice, over 530 individual delivery sites, including hotels, restaurants and shops have retimed deliveries in the last two years. This means that a total of over 160,000

individual deliveries have been moved from the morning peak across London, without causing disturbance to residents.

content.tfl.gov.uk/code-of-practice-pdf.pdf

CASE STUDY 7 – RETIMING

Following the increased use of retimed deliveries during the 2012 Olympic and Paralympic Games, TfL worked with businesses and London's Borough Councils to understand the issues affecting delivery times.

For example, in Hammersmith and Fulham the delivery to a Waitrose store was moved 2 hours later, to reduce the potential conflict between pedestrians and cyclists when the delivery took place. This involved obtaining a detailed noise assessment and submitting a Section 73 change to the planning conditions. While this was not a quick process, it demonstrates that regulations may need to be reviewed in order to improve the local environment.



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Proposed timeframe and action

June 2018	WEP Freight & Servicing Strategy Sign off by WEP Board
August/September 2018	Delivery of first actions, to demonstrate quick wins
September 2018	Public launch WEP Freight & Servicing Strategy and early successes
September 2018 – March 2030	Delivery Phase
April 2030 onwards	Legacy Phase

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