

# Balance in Spatial Planning

The mismatch in spatial planning between place-making and essential kerbside deliveries

# Central London Freight Quality Partnership (CLFQP)



## Who are the CLFQP?

- Partnership between the freight industry, local government, local businesses, the local community, environmental groups and others with an interest in freight.

## Why?

- Freight operators just want to be able to deliver efficiently in London.
- Raising awareness of freight's importance with TfL and the Boroughs is crucial
- Use every opportunity to get the message across that freight is of fundamental importance to London's development.

# Policy Context

- London Plan
  - “Making streets work for people will provide huge economic benefits not only through revitalising town centres and attracting business to London, but also by freeing up space for the essential freight and commercial journeys that keep London’s businesses functioning”

*London Plan 2021 – 3.8.4*
- Mayor’s Transport Strategy
  - “The specific balance between the different functions of any one space, such as its place-based activities, its function to facilitate movement and its ability to accommodate different uses of the kerbside, should be at the heart of how the space is designed and managed.”

*MTS Proposal 17 e: Improving the design and management of loading and servicing activities at the kerbside and off-street.*
- TfL Freight & Servicing Action Plan
  - 50% of household expenditure in London (£79bn in 2013) relies on freight & contributes £7.5bn to London’s economy.
  - “We will help the drivers and logistics professionals navigate regulations and restrictions, and plan more efficient routes.”
  - TfL currently working on a kerbside strategy and hierarchy

# Placemaking

- “Giving new life through improvements to streets and squares”
- Public realm changes to
  - Provide space for outdoor dining
  - Support active travel
  - Widen pavements
  - Introduce seating
  - Provide cycle lanes and,
  - Bike/scooter parking
  - Improve ‘greening’
  - Introduce pocket parks & planters
  - etc.





# Deliveries

- Deliver goods (and collect waste) needed or produced by users of the city (those who work, live, visit)
  - E.g. Food, drink, clothing, office supplies, parcels, medicine, cash, building materials, furniture, parcels etc...
  - E.g. construction waste, general waste, recyclables, food waste, litter etc...



# Deliveries (from the kerbside)

- What happens?
  - Find a large enough (legal) space
  - Park vehicle/cargo bike/bike (without causing an obstruction)
  - Offload goods (by hand, vehicle side, tail-lift)
  - Move to delivery location (hand, trolley, cage, pallet..)
  - Return equipment to vehicle
  - Leave space
  - Repeat.....

# Placemaking

## Improves

- Cleanliness, appearance, feel of an area
- Attractiveness as a place to live/work/visit
- Uniqueness/Identity
- Property values

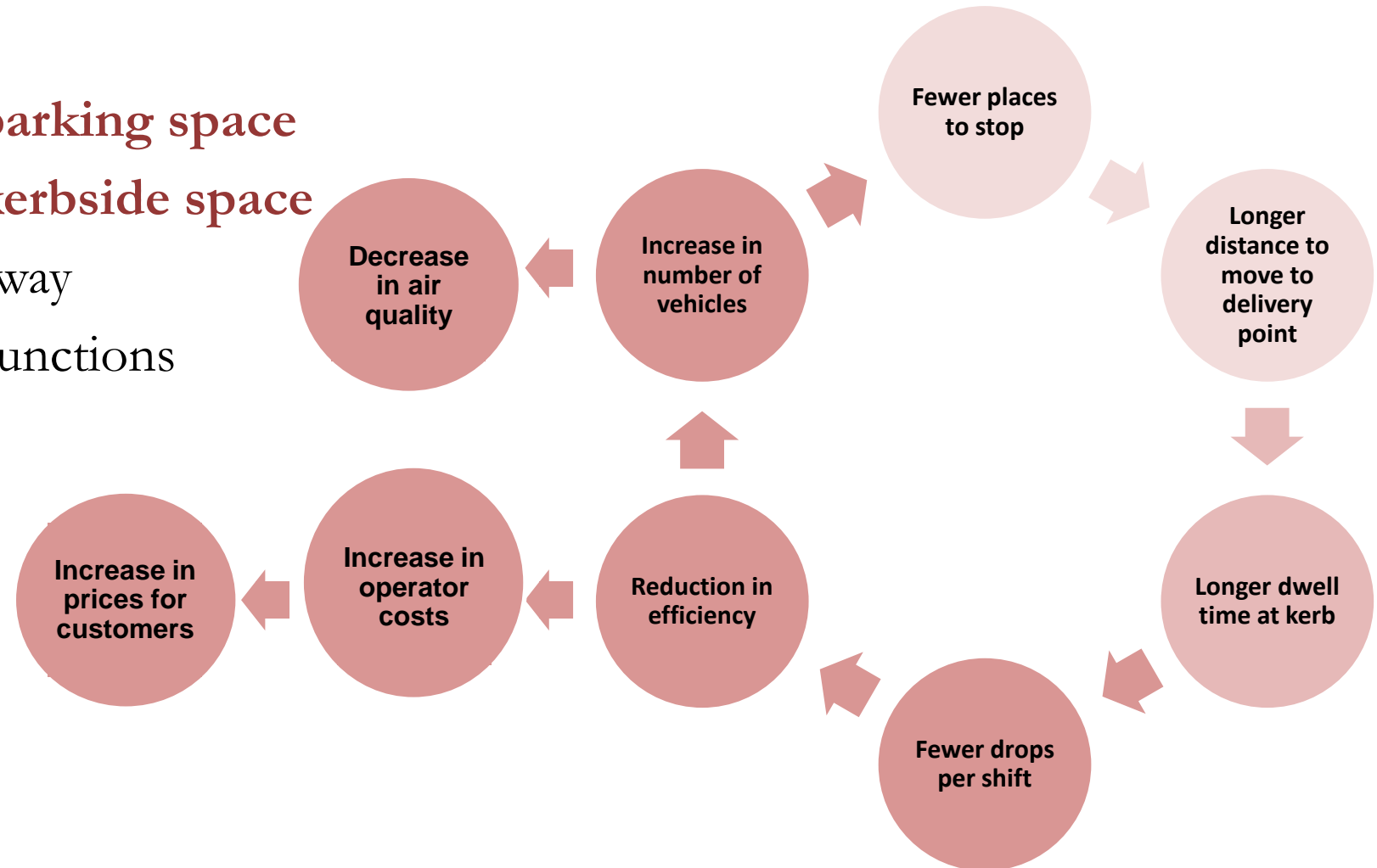
## By reducing

- Amount of available parking space
- Amount of available kerbside space
- Width of available roadway
- Capacity of controlled junctions
- No. of available routes

# Placemaking impact on deliveries

## Placemaking reduces

- Amount of available parking space
- Amount of available kerbside space
- Width of available roadway
- Capacity of controlled junctions
- No. of available routes







Pavement Dining removes loading space

Encourages illegal use of pavement parking



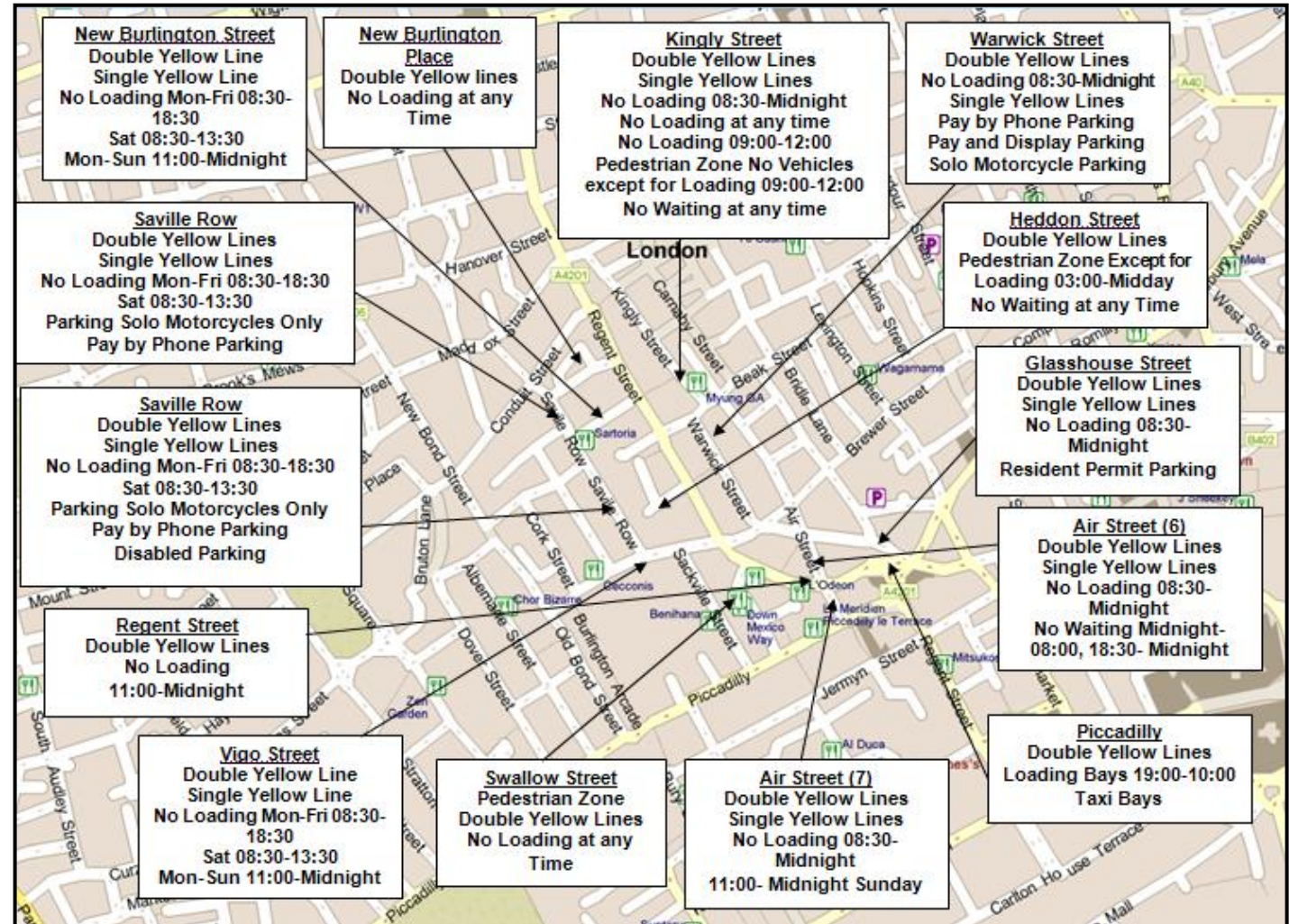
Central London  
Freight Quality Partnership



The Chartered  
Institute of  
Logistics and  
Transport



# Permitted delivery ('signs and lines'): complexity

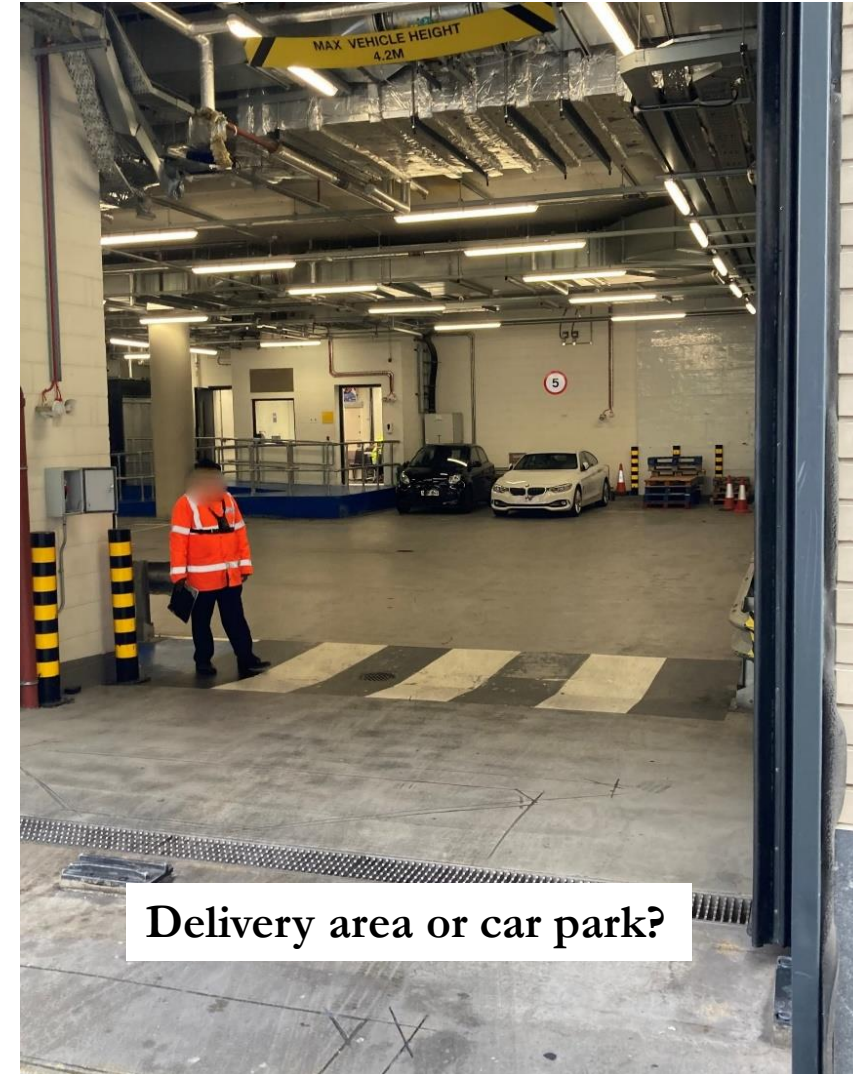




# Make sure it is used as intended



An unusual goods vehicle?



Delivery area or car park?



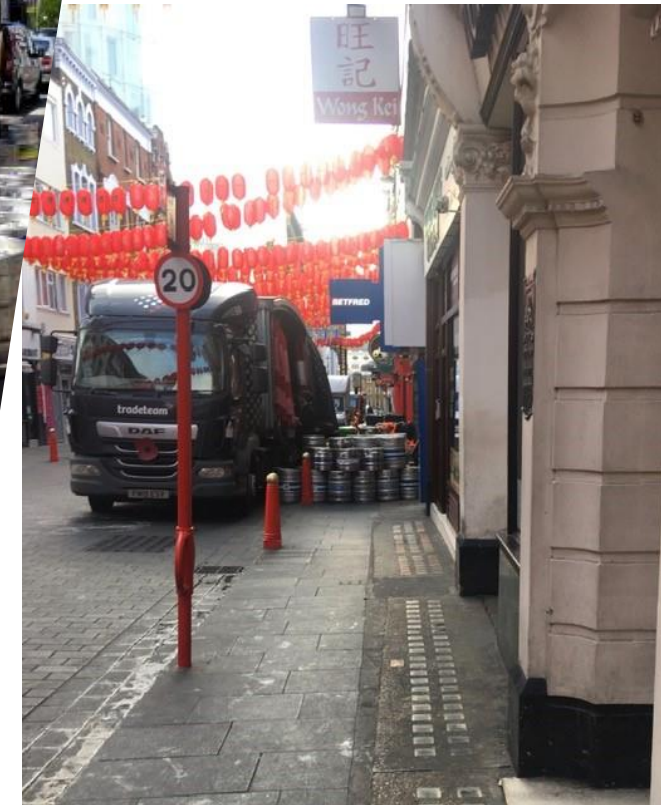
# Brewery Deliveries

- HSE dictates deliveries must be made adjacent to the delivery point
- Can conflict with parking regulations
- Deliveries are risk assessed prior to their first delivery
- Determines safest time of day a delivery can be made



# Impact of Public Realm Changes

- Footpath widening and cycle lanes remove loading bays
- Deliveries can take 50% longer
- Overall 20% reduction in efficiency
- Missed delivery is common – no kerbside access at delivery time
- If there is not adequate and safe provision to deliver we will not deliver





# Impact of Public Realm Changes

- Result
  - More vehicles needed for same volume
  - 20% decrease in efficiency
  - Increased costs
    - £150/Tonne in London vs £100 in Manchester ( = 10p/pint)
  - Some operators now refuse to tender for deliveries in London
- London needs 400,000 Tonnes delivered per day (not just 🍺 )
- 99% is done via the Kerbside

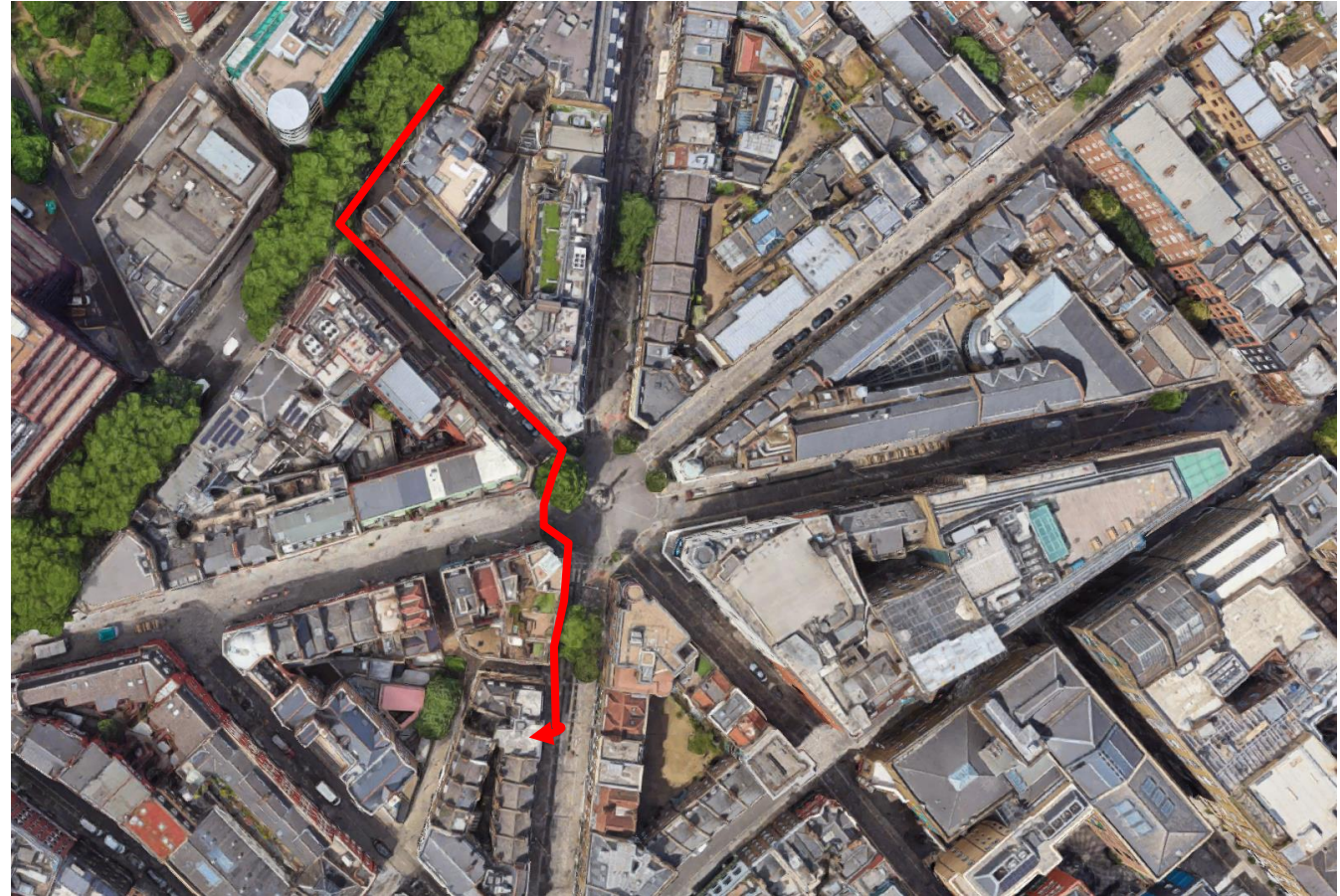


# Chilled Supply Chains





# Chilled Supply Chains



Observed - Tramming 2 cages 165m to avoid entering area

# Freight is a Complex Area

- May not look nice in the street but it **is** needed
- **Any** scheme which reduces available kerb will displace freight activity
- Costs will increase and safety can reduce
- Freight Industry acknowledges need to reduce no. of vehicles

## Some solutions

- Delivery consolidation
  - Already done where it reduces costs
  - Can increase cost because of extra handling
- Walking freight and cargo bikes
  - Doesn't work for everything!





# Efficient Urban Deliveries

BIG  
can be  
GOOD



A medium **lorry**  
can carry **10,000kg**



A **van** can carry  
**1,000kg**



While an  
**eCargo bike**  
can carry  
**100kg**



**ONE** lorry

=

**100**

eCargo bikes



# Cargo Bikes for Parcel Freight

- Cargo bikes/walking freight likely to be cost effective in urban areas but don't work for all deliveries
- Need infrastructure
  - Space for micro-distribution (ie modal shift van to bike)
  - Loading space with sufficient duration to support walking freight, especially in areas with a high drop density – such as the West End.

# Customers (Occupiers) play a role

- Demand for deliveries (& kerbspace) driven by customer behaviour
  - Lack of storage space requires daily delivery
  - Lack of understanding of supply chain – don't know how stuff arrives
  - Lack of coordination internally
  - “Free delivery” offers – focus on price

# Achieving Balance

- What is demand?
  - Depends on land uses in area (which can change)
  - How much is needed and at what time?
    - Carry out a Delivery & Servicing Audit (TfL Kerbside Guidance 2017)
- What is current supply and where?
  - Lines and signs – parking, loading and Single/Double Yellow
  - Which businesses generate largest demand?
  - Where is loading located compared to these? – eg max 50m (like Paris)
- When is it needed?
  - Eg - dual use space 08:00-11:00 loading + 12:00-21:00 dining?
- **How can we improve the Public Realm for all users?**

13/12/2022

# Freight in the City.

## Momentum Transport Consultancy





# Decelerating transport's contribution to emissions

– with five initiatives.

It's now more important than ever that we assess and put measures into place that are going to be truly effective to meet the many environmental targets that have been set.

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**Walking and cycling**



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**Enhancing public transport**



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**Micromobility**



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**Road user charging**



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**Urban logistics and consolidation**





# Walking and cycling, and the 'healthy streets' agenda

- Shift in modal priorities
- Transfer of streetspace from cars to active travel modes
- Sites becoming more permeable
- Increased connectivity





# Micromobility

- Potential to provide a vital role in unlocking sites outside of city centres
- Momentum research shows 98% of inner London and 78% of outer London are brought within reach of a rail or tube station with a 10-minute e-scooter journey.





# Urban logistics and consolidation

- Increase of delivery vehicle mileage
- Half of delivery vehicles could be cut through good consolidation strategies
- Cargo bikes and micro consolidation, replacing vans and trucks
- A holistic consolidation strategy, serving the entirety of a city, would represent a massive step forward in taking vehicles off streets.







# Enhancing public transport

- Influencing people's travel habits with connectivity to public transport
- London aims to have 80% of trips on foot, cycle or by public transport by 2041





# Road user charging

- Revamp needed to London's congestion charge to provide a more robust and larger-scale imperative to reduce the prevalence of the private car in London.





# Discussion

- How do we work together to make sure freight is fully considered in public realm schemes?