Night-time deliveries in South London: a sustainable solution
Friday 20th April 2007
Croydon – Whitgift Centre
“Shifting lorry traffic away from peak hours could help to ensure efficient access for vital goods and services and help to reduce traffic – related problems.”

(Source: DfT)
Delivery Curfew Initiative

- FTA / CfIT project (1997)
- Possible Pilot projects in Leeds (2001)
- Commitment from Government to investigate curfews (2003)
Delivery Curfew Initiative

- To understand better the processes by which delivery restrictions are applied
- To investigate the scope for relaxation of delivery restrictions in exchange for adoption of Industry Best Practice
- To undertake pilot studies / trials
Why relax Curfews?

- Developments in the modern retailing environment
- Total removal of restrictions is neither practical nor appropriate
- Local Transport Plan process
- Benefits for business and local community
• 31% of stores inherit delivery curfews as a result of planning policies
• 11% of curfews related to noise abatement orders
• 37% of retailers with rear access were affected by curfews
Case Study

- Major retailer with 166 stores
- 70 stores subject to night-time curfews
- Fleet size of 270 vehicles
- Only 14% of deliveries currently made out of hours (22.00 – 07.00 hours)
Case Study

50% of restrictions removed

- Removal of 25 vehicles
- 150,000 vehicle miles saved
- Fuel saving of 52,000 litres
- Carbon Dioxide reduction of 140 tonnes
- Sulphur Dioxide reduction of 45kgs
Recent Publications

- **Guidance on Delivery Restrictions**
  - [http://www.dft.gov.uk/pgr/freight/road/deliveringthegoods指导下on1163](http://www.dft.gov.uk/pgr/freight/road/deliveringthegoods指导下on1163)

- **A Toolkit for improving Night-time deliveries**
  - [http://www.fta.co.uk/information/otherissues/urbanaccess/delivery_improvement.pdf#page=1](http://www.fta.co.uk/information/otherissues/urbanaccess/delivery_improvement.pdf#page=1)
DfT Guidance Document

AIMS

• Legislation / Regulations on delivery restrictions
• Guide to existing central and local government policy
• Responsibility for enforcement of restrictions
• Draws upon previous guidance documents
Modular Structure

- Central Government Policy and regulatory framework
- Local Government Policy and regulatory framework
- Industry Best Practice
Pilot Trials that:-

- Do not adversely affect residents
- Benefit the environment
- Help to relieve traffic congestion
- Improve Safety
- Make operations more efficient
Part 1 – Methodology / Guidance

Pilot Trials that:-
• Have defined objectives
• Noise issues
• Site Investigation Report
• Technical Monitoring
Part 2 – Trial Studies

What are the benefits?
• Environmental benefits
• Community benefits
• Commercial benefits
Technical issues
  • Noise issues
  • Light nuisance
Part 5 – Post Trial Study Assessment

Key areas to be assessed:-
- Environmental
- Community
- Commercial
- Noise / Light monitoring
- Market research
Part 6 – About the Templates

• Letter from retailer to Local Authority
• Market Research Questionnaire
• Retailer Checklist
• Checklist for site investigation report
• Tasks / Outputs / Responsibilities
• Training Manuals
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Delivering the Goods: Curfews and Night-time Restrictions