Night-time Delivery Seminar
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tl.gov.uk/freight
Welcome
Today’s Speakers:

• Peter Blaine - TfL Freight Unit
• Stephen Kelly – FTA
• Morag Robertson - Sainsbury’s
• Conclusion by Arnaud Lagrange - TTR
Justification for Night-time Deliveries [1]

- Reduce congestion, emissions and CO2
- Expand the transport network capacity
- Increase freight transport efficiency
- Reduce KSI – may be balanced by more driver accidents?
Justification for Night-time Deliveries [2]

Growth in London: predictions for 2026

- 900,000 ↑ population
- 804,000 ↑ jobs
- ≤ 15% rise in demand for goods & services
- 15% ↑ freight movements
- 10% ↓ road space availability
Understanding the nature of freight
Proportion of LGVs (Light) and car volumes

[Chart showing the proportion of LGVs and car volumes at different times of the day.]
Key Requirements for Night-time Deliveries [1]

Commercial Factors

- Supply Chain Capability
- Does the business facilitate it?
Key Requirements for Night-time Deliveries [2]

Practical Issues

• Does the store have night-time staff?

• Can they actually get to work safely?

• What are the security implications?
Key Requirements for Night-time Deliveries [3]

**Public Amenities**

- Voluntary Restrictions
- Planning Conditions
- Noise Abatement Notices
Hypothetical night-time noise levels over a 1 hour period alongside a main road

Peaks in Noise level caused by LGV
Noise Reduction

• Use Technology: quieter roll cages

• Educate drivers/staff to reduce noise

• Quieter Vehicles – (electrical) are they economical?

• A small decrease in decibels amounts to a big difference

• More light vehicles – CONGESTION?
Understanding the nature of freight: Freight Vehicles In London 2001

[Graph showing the number of freight vehicles (two-way) in London from 1977 to 2004, divided into Light, Medium, and Heavy categories.]
Lessons learnt from previous studies [1]

Of 124 food retail stores in London surveyed:

- 31% had planning restrictions five years old or more
- Older planning restrictions could not be easily referred to as they were archived
- In many cases, the planning officer was unaware of the original planning application

Lessons learnt from previous studies [2]

Barriers to Change

• Lorry reuse, where a lorry is reused in the morning following a night-time delivery is unlikely to occur
• Smaller sized stores may prefer morning deliveries as no night time staff meant it was not economically feasible
• Larger stores are worried about laborious appeals process for the removal of planning conditions
• Many stores have voluntary restrictions in place to appease local residents, removal of these runs risk of Noise Abatement Notice (NAN)
Transport For London

TfL Freight Unit

• Engagement with private sector & boroughs’ is crucial to promote understanding and potential study areas

• Further study is needed to map delivery restrictions – We simply do not have enough knowledge at present. This could be done through FQPS!

• Smaller Businesses – Is there an opportunity to pilot some kind of consolidation scheme?
Vision

‘The safe, reliable and efficient movement of freight and servicing trips to, from, within and, where appropriate, through London to support London’s economy, in balance with the needs of other transport users, the environment and Londoners’ quality of life’.