Freight in the Square Mile

Thomas Parker – Senior Strategic Transportation Officer
City of London Context
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%.
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 6 million vehicle kilometres (3.7 million miles) by 2041
Traffic in the City

2005

- Pedal Cycle: 5%
- Car: 28%
- Motorcycle: 11%
- Taxi: 17%
- LGV: 26%
- HGV: 9%
- Bus/Coach: 14%

2016

- Pedal Cycle: 3%
- Car: 26%
- Motorcycle: 5%
- Taxi: 25%
- LGV: 18%
- HGV: 14%
- Bus/Coach: 9%
Vehicle Volume Trends

- Car
- Taxi
- Light Goods Vehicles
- Heavy Goods Vehicles


Volume: 0, 10000, 20000, 30000, 40000, 50000, 60000
Freight Proportions over the Day

0% 10% 20% 30% 40%

00:00 01:00 02:00 03:00 04:00 05:00 06:00 07:00 08:00 09:00 10:00 11:00 12:00 13:00 14:00 15:00 16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00

31% 14%
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.

Clear peak in the daily profile between 8-9am.
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-modelling 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
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 retim
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