

# TfL urban freight policies

## SUGAR INTERMEDIATE WORKSHOP Round table on leverages and experiments in city logistics in Europe

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# The need – why measures were proposed?

- **Authorities:**

- High non-compliance (drivers' hours, veh. standards, parking/loading)
- High enforcement costs
- Poor air quality (in breach of EU limits)
- Compliance with Climate Change Act - CO<sub>2</sub> reduction commitments
- Collisions – involving HGV and cyclists
- Impact of delivery activity on streetscape and residential night time
- Network Management Duty (need to increase reliability of the network)
- Forecast 30% increase in vans by 2031 (incl. congestion, air quality etc.)
- Lack of tools to make partnerships with operators and businesses work
- Lack of consistency between borough approaches to freight issues

- **Operators:**

- Increasing costs: parking fines; fuel costs; insurance costs
- Congestion (and impact on operations)

- **Businesses**

- Uncertainty of delivery time
- Increasing delivery costs

# What and how measures/policies were identified: The London Freight Plan

- 4 proposals in the London Freight Plan (Freight Operator recognitions Scheme; Delivery & Servicing Plans; Construction Logistics Plans; Freight Information Portal)
- Activity to build effective partnerships: Freight Environment Review System (FERS), Loading Streetscape Guidance, and Penalty Charge Notice Hotspot analysis
- Activity to increase knowledge of freight, identify best practice case studies and assess impact of projects on sustainability – this included development of knowledge and data centre (with University of Westminster) and Freight in London Model (FiLM)
- Activity to integrate approaches into major schemes (Crossrail)
- A draft London Freight Plan was developed with input from a wide range of stakeholders in local and regional authorities, businesses, freight operators.

# London freight plan: the policy process

- The London Freight Plan was informed by action plans developed by different freight and business sectors and interest groupings (road; water; rail; planning; environment; vehicle, fuel and technology).
- The consultation exercise identified that the issues and solutions were all identified, but the resulting structure was too complex.
- The revised Freight Plan had just 4 projects and three work streams.
- The London Freight Plan was published in January 2008.
- Once published, work began
  - integrating the approaches into the Mayoral strategy documents
  - to seek similar revisions to the Borough Councils' policies as set out in their Local development Frameworks and Development Plan Documents.

# Whether successful? Benefits realisation

- **The Freight Operator Recognition Scheme (FORS)**
  - FORS was developed in partnership with the freight industry through a pioneer stage where the scheme benefits and offers were tested
  - The scheme was officially launched with a bronze standard in April 2008. Silver was first awarded in Oct 2009 and the Gold standard in April 2011
  - Data on benefits is reliant on data being supplied by operators
  - Fuel efficiency improvements demonstrated by members show an average 3% improvement (more for vans)
  - Collisions have reduced by 18% and parking fines by a staggering 55%.
  - Not all of these benefits can be directly attributed to FORS
  - Additionally some benefit is generated by bronze membership
  - University of Westminster is currently working on the development of a transferable business model for the TfL freight programme.

# FORS benefits

- The original benefit cost ratio for FORS was 2.4:1 which is likely to increase following reassessment.
- During development, FORS costs exceeded £2m per year but now have been reduced to £0.5m per year with further planned reductions to £0.25m here after.
- Currently over 73,000 vans and lorries are registered with over 600 companies at over 1,300 depots with some 56,000 vehicles having achieved bronze membership or better. 40 companies are silver members and a further 17 are benchmarking awaiting silver assessment
- Benchmarking covers fuel use, CO<sub>2</sub>, air quality, collisions, fines
- The use of public sector procurement to promote FORS membership has proven to be the key driving force behind increasing membership (due to financial restrictions no marketing has been undertaken).

# DSP implementation and benefits

- ***Delivery and Servicing Plan: Establishments implement a DSP and reduce the number of deliveries they receive***
  - The DSP concept was developed through a series of business pilots in 2009-10. Case studies provided the data needed to identify the benefits. The DSP guidance was launched in November 2010. Guidance on how to use the local development planning process to increase uptake was published in March 2011
  - Results from the pilots suggests a 20% trip reduction is not unreasonable and identified a number of business efficiency savings helping to provide compelling reasons for scheme adoption. University of Westminster has developed an approach to estimate the fuel, CO<sub>2</sub> and air quality benefits this trip reduction leads to.
  - It has not been possible to model the network benefits (improved journey time, less congestion, CO<sub>2</sub>, emissions etc...) of the reduced trips and illegal kerbside loading activity that DSPs engender.
  - Uptake to date has been relatively limited due to the lack of marketing (due to spending restrictions) and the only recent publication of the guidance. It is hoped that the Olympics will help to promote further uptake.

# Further measures

- **Construction Logistics Plans**
  - Guidance and case studies are under development with Waste and Resource Action Plan (WRAP), a national NGO. Benefits realisation data from case studies is under development.
- **Freight Information Portal**
  - Branded as ***London Freight Matters*** the portal was launched in June 2009 and now has over 100,000 web hits pa. It links to the FORS microsite and the London's Freight Quality Partnerships.
  - Work is underway to develop an interactive freight map with restrictions, origins and destinations and a web-based multi-drop journey planner which will be able to schedule to take advantage of legal loading facilities. Due for completion in time for the 2012 Games. The 5 year benefit cost ratio of 2.7:1 for the journey planner recognises a reduction in bridge strikes and associated delays