

Committee(s)	Date(s):
Planning and Transportation Committee Policy and Resources Committee	12 December 2019 12 December 2019
Subject: Freight Programme Update	Public
Report of: Director of the Built Environment	For Information
Report author: Thomas Parker – Department of the Built Environment	

Summary

This report provides Members of the Planning and Transportation and Policy and Resources Committees with an update on work to date to reduce the impact of freight on City streets.

The recently adopted 25-year Transport Strategy provides a strong mandate to deliver a radical freight programme. The Strategic Transportation team have made substantial progress against several initiatives and as detailed below. This includes:

- Establishing a path to significant retiming of motorised freight in the Square Mile. This principally focuses on the identification of challenges to retiming and proposals on how to overcome these, including modernising the London Lorry Control Scheme, targeting appropriate delivery types and streamlining processes to facilitate out of hours deliveries at pre-existing City developments.
- Stimulating significant uptake in consolidation across the Square Mile through use of the planning system and working with property groups to develop solutions for existing property portfolios. Additionally, it has been identified that consolidation is a prerequisite for achieving our retiming ambitions.
- Significant industry engagement to establish baseline demand for last mile logistics hubs in the Square Mile, including preparation to release land and nominate operators. We are working with all major parcel and courier operators as part of this project. A paper requesting release of land in London Wall Car Park will be submitted to the Planning and Transportation Committee in January 2020. We have also been awarded the Clean Air Award at the Institute of Courier awards 2019 for trialling innovative commercial season tickets for cargo cycles in our off street car parks.
- Identifying key service providers and stakeholders for developing a Servicing Action Plan. This aims to reduce the number of motorised vehicles to fulfil servicing requirements for City occupiers. Whilst this project has required a change of scope due to Transport for London's ongoing transformation

programme we will continue to work closely with stakeholders to deliver the plan.

- Updating the draft Local Plan to stimulate an uptake in river logistics. We have also requested light freight capabilities as part of the proposed Swan Lane Pier development and are working closely with the City Surveyors to develop proposals for an integrated river logistics operation for the consolidated markets site.
- Working with Network Rail and the Rail Operations Group to support a trial of parcel freight into Liverpool Street station from May 2020. Specifically, we are focussed on supporting green last mile deliveries from the station to City addresses through additional infrastructure provision.
- Ensuring that minimising the impact of freight is a theme in the Future City Streets programme. Additionally, we are working with academia and groups such as Ford Smart Mobility on trialling innovative pedestrian porter freight delivery solutions for the Square Mile as well as smart kerbside management systems.
- Updating the City of London Delivery and Servicing Supplementary Planning Document once the draft Local Plan is approved. This will reflect stricter requirements for developments in the Square Mile. We will also work with Transport for London produce updated guidance for construction logistics and fit out activity with a strong focus on consolidation.
- Substantial engagement with the freight industry through running and attending conferences, chairing freight forums and liaising with international contemporaries on policy development for freight.

This work supports the delivery of Corporate Plan outcomes 1, 5, 9 and 11.

Recommendation(s)

Members are asked to note the contents of the report.

Main Report

Introduction

1. The City of London's 25-year Transport Strategy aims to ensure that the Square Mile is a healthy, attractive and easy place to live, work learn and visit.
2. The Strategy classifies freight and servicing vehicles with a destination in the Square Mile as essential traffic. Freight and servicing activities are critical to City occupiers, as well as facilitating new development and fit out activity.
3. The Transport Strategy seeks to meet the Square Mile's delivery and servicing needs more efficiently and minimise associated impacts. This includes working with the freight industry and City businesses to reduce the number of motorised freight vehicles. The Transport Strategy commits to:

- a. Reducing the number of motorised freight vehicles in the Square Mile by 15% by 2030 and 30% by 2044
 - b. Reducing the number of motorised freight vehicles at peak times (7-10am, 12-2pm and 4-7pm) by 50% by 2030 and 90% by 2044
4. These proposals also support our targets to improve air quality and reduce road danger on City streets. This report provides an update on activities to deliver the Transport Strategy's freight and servicing proposals.

Retiming

5. The Transport Strategy's retiming targets are ambitious and go beyond targets in the Mayor's Transport Strategy (MTS). The MTS aims to reduce AM peak freight vehicles in central London by 10% by 2026, while the Transport Strategy interim target is 50% at all peak times by 2030.
6. The opportunity to retime deliveries depends on several factors. These include the supply chain of the delivered good, whether the delivery is couriered or through a traditional parcel operator and if the delivery vehicle is subject to restrictions such as the London Lorry Control Scheme.
7. We have identified that retiming is more straightforward if:
 - a. The delivery is part of a small drop network (e.g. a supermarket or retail delivery from with a single logistics provider utilising a whole vehicle's capacity to deliver to few sites).
 - b. The delivery location has either long operational hours outside the peaks or 24-hour concierge/security permitted to receive goods.
 - c. The delivery vehicle comes from a consolidation centre as the recipient has control over the timing of the vehicle.
8. There is a particular challenge with retiming multi drop parcel deliveries, which make up a significant amount of the Square Mile's deliveries. A typical parcel delivery van can deliver to up to 100 locations. This type of delivery needs all delivery locations to be able to receive goods outside of normal business hours. Additionally, these deliveries are often business critical and 'just in time'.
9. The Transport Strategies target for peak time reductions between 7-10am, 12-2pm and 4-7pm seek to meet the delivery and servicing needs of City businesses while reducing the impacts of deliveries on congestion and road danger (particularly for people walking and cycling).
10. Members have requested an update regarding out efforts to retime vehicles out of daytime hours on City streets.

11. In the medium term there are significant challenges to implementing a City-wide restriction on delivery vehicles. These, and actions to try to overcome them, are outlined below:

Challenge	Action
<p>Many buildings, either through planning conditions or operational hours, are not open late into the evening or in the early morning. This means these buildings would have a very small window in which they could be served.</p> <p>The buildings with smaller operational hours tend to be low rise multi-tenanted offices predominantly occupied by SMEs. Without significant changes to building management a daytime ban would have a disproportionate negative impact on this occupier group.</p>	<p>We are exploring how to best work with property groups to support out of hours deliveries. This does not necessarily mean overnight but enabling receipt of deliveries on the 'shoulders' of the day.</p> <p>To achieve this, we must streamline the process for developments to both change their hours through applying for a variation to their planning consents or Section 106 agreement and supporting infrastructure requirements for out of hours deliveries, such as on-site lockers accessible by all operators.</p> <p>Consolidation of deliveries is key to facilitating change at these sites as it puts direct control into the supply chain. This means vehicles can be requested to make the deliveries from the consolidation centre at specific times and in small delivery windows.</p>
<p>Using GPS data from freight vehicles we estimate that servicing and fit out vehicles constitute as much as 50% of light goods vehicles on City streets.</p> <p>Daytime delivery restrictions would limit the ability of occupiers to undertake essential maintenance. Physical consolidation is not possible for this type of servicing activity as it limits responsive works.</p>	<p>There is currently limited scope to support servicing trips by other modes, but alternatives will be explored during the development of the Servicing Action Plan (detailed in paragraphs 48-51).</p>
<p>The London Lorry Control Scheme (LLCS) restricts vehicles over 18tn to particular routes between 9pm and 7am on weeknights and 1pm Saturday - 7am Monday without formal permission from London Councils, who administer the scheme.</p> <p>The excluded route to the City ends near Angel, Islington and the entire</p>	<p>We are putting significant pressure on London Councils to overhaul the timings and scope of the LLCS.</p> <p>London Councils have agreed that City Corporation officers can attend the working group that is considering the future of the LLCS. Officers will use this forum to press for changes.</p>

<p>Square Mile is subject to these restrictions.</p> <p>A review was undertaken in 2017 by London Councils with no clear commitment to reconsidering the scope of the scheme. It has been suggested recently that the weight limit could be lowered, significantly worsening this issue for the Square Mile.</p> <p>Without change to the LLCS in both the City and neighbouring boroughs a daytime delivery restriction would significantly impact construction and many catering and retail deliveries. It would also require a larger number of smaller vehicles to be used to meet the City's delivery requirements.</p> <p>A map of LLCS restrictions is in Appendix 1.</p>	<p>The Chair of the Planning and Transportation Committee is a member of London Councils' Transport and Environment Committee (TEC). This provides another opportunity to influence. We will also liaise with neighbouring boroughs on this issue.</p> <p>Officers are using the Central London Freight Quality Partnership to engage with our neighbouring authorities on more radical change. Initial consultation has been positive, and this will be built on in engagement with London Councils.</p> <p>We are using our freight network to develop case studies for what could be achieved should the LLCS be amended. This is principally through the Construction Logistics Improvement Group (CLIG) but also through our networking with parcel operators.</p>
<p>Due to previous planning policy, many buildings are currently not able to undertake delivery and servicing activity between 11pm and 7am.</p> <p>Without changes to these sites would have too small a window to receive deliveries. This is likely to lead to challenges to any traffic orders restricting access to their sites.</p>	<p>We are engaging with City businesses and property owners regarding retiming deliveries to their property portfolios. This includes occupiers such as Goldman Sachs, who wish to alter the planning requirements on their new site ahead of occupation to facilitate overnight deliveries. The occupier/property owner must request a Section 73 variation of consents themselves, which can be an onerous process. We are reviewing how to streamline the planning process to achieve this.</p> <p>Mostly, these restrictions are in place for good reason, protecting the health of residents near the developments. Any ban would need to consider the localised impacts to these areas and the consequences of out of hours deliveries to residents.</p> <p>Once we have a process in place the transportation and noise pollution teams will engage with City occupiers to find</p>

	<p>suitable locations which will not adversely impact City residents for overnight deliveries.</p>
<p>Administering a scheme which permitted consolidated freight vehicles only would require significant investment in an ANPR system as well as ongoing management. The system would need to be more extensive than the ring of steel, but this would be a core component.</p> <p>There would need to be an evaluation and permitting system to certify consolidation centres as adequate in their activity as well as track associated vehicles. This system would be at considerable cost to the City Corporation and require ongoing resourcing.</p>	<p>We will consider how we may be able to administer such a scheme as part of our request to Transport for London to consider new forms of road user charging in central London.</p> <p>Should the next MTS not include such measures we will consider how we can use the ring of steel and additional infrastructure to implement our own form of road user charging. Freight and servicing vehicles will be considered as part of any proposal.</p>
<p>Should we wish to permit certain types of vehicles/deliveries beyond simply those from a consolidation centre (e.g., allowing servicing vehicles but not deliveries between 7am and 7pm) we do not have the technology to differentiate effectively between the use of the same vehicle types.</p>	<p>As above, this will be considered as part of road user charging. It is likely a permit system would be needed through registering though identifying the use of the vehicle as part of the payment registration process.</p>
<p>City financial and professional services have high couriering requirements related to the regular movement of large boxed of legal documentation or contracts. Additionally, security sensitive trips such as those from the Bank of England or retail collections by Securitas and G4S require regular access.</p> <p>This is often with fixed same day deadlines related to case work. Additionally, the insurance industry still relies on wet signatures. In many cases this can create significant volumes of documentation which needs moving around the Square Mile.</p>	<p>We are working with the industry to support the transition to cargo cycles through provision of parking and last mile delivery hubs. However, cargo bikes may not suitable for all items due to volume/weight limits.</p> <p>As couriered items typically have origin and destinations in the City or central London, these are not suitable for consolidation.</p> <p>We will work closely with the couriering industry to best understand the frequency of trips with volumes too great for existing cargo cycle models and what the opportunities are to shift these to non-motorised modes.</p>

12. The Strategic Transportation team will work to identify solutions to these issues and will provide updates in due course. We will update members periodically on our performance against the Transport Strategy's targets.
13. If significant progress is made by 2022, when the Transport Strategy is due to be updated, we can consider further measures to achieve our retiming ambitions by both 2030 and 2040.
14. In the meantime, as committed to in the Transport Strategy, we will consider area based retiming schemes where delivery and business types may support this. For example, the City Cluster due to the density of large, concentration of 24hr accessible developments and spatial pressure. Opportunities to introduce on-street loading restrictions will also be considered as part of individual projects, including those to improve and expand the City cycle network and deliver bus priority.
15. New developments are restricted to receiving deliveries outside the peak hours and this will continue to be mandated. Once we have a critical mass of developments delivering outside the peak hours, we will again evaluate opportunities to introduce similar restrictions on existing buildings.
16. Retiming through consolidation will be core focus. This supports the delivery of both our freight targets in the Transport Strategy. Most deliveries to the Square Mile are to commercial offices the uptake in consolidation is critical in facilitating retiming. This additional control in the supply chain ensures both occupiers and property owners can effectively control the timings of deliveries and circumvents many of the issues outlined above. Further details on our approach to enabling greater use of consolidation are outlined below.
17. As approved to Planning and Transportation Committee on 8 October we are reviewing the potential impact of reducing loading times from 40 minutes to 20 minutes in the Kerbside Review.
18. Whilst there are potential congestion benefits, this may cause greater vehicle miles of parcel delivery vehicles. Our industry engagement has revealed that drivers often leave their vehicle for the maximum period as a 'mobile depot' and shuttle between the delivery destinations and the vehicle on foot. Any impact on vehicle miles is being considered within the Kerbside Review.

Consolidation

19. Freight consolidation is an effective method of reducing the number of vehicles required to fulfil a development's delivery requirements. Deliveries are rerouted to a consolidation centre where they are broken down and loaded into the fewest, fullest vehicles possible.

20. All major developments are mandated to use a consolidation centre to reduce the number of vehicles required to fulfil the delivery requirements as part of the planning process.
21. Agreements are made by evaluating the worst-case scenario for delivery numbers in our 'ready reckoner' and reducing this to a figure only achievable using a physical consolidation centre. The ready reckoner calculates the delivery numbers through the size of the development and its use type from existing survey data on such developments. We currently have seven signed S106 agreements of this type.

Site	Expected deliveries	Max daily deliveries in S106	Reduction
22 Bishopsgate	398	202	196 (49%)
21 Moorfields	169	85	84 (50%)
6-8 Bishopsgate	186	84	102 (55%)
100 Leadenhall Street	295	138	157 (53%)
1 Leadenhall Street	153	50	103 (66%)
1 Stonecutter Court	87	55	32 (37%)
1-2 Broadgate	411	250	161 (40%)
Total	1,699	864	835 (51%)

22. The variety of % reduction figures are due to negotiations over the balance of use type and loading capabilities of the individual development. It is expected that an efficient consolidation centre serving City occupiers will reduce deliveries by at least 51%. Consolidation has been shown to reduce deliveries to commercial office spaces by over 80%.
23. We will work with the developers and occupiers of these sites to monitor actual reductions. We expect reductions beyond the figures above and this will be used as a basis for putting more stringent restrictions on developments in future.
24. In addition to mandating consolidation through the planning system The Strategic Transportation team engages with City landowners and occupiers to encourage uptake of consolidation services. This includes identifying and promoting cost saving opportunities for occupiers through using consolidation services. This includes the potential for reduced loading and security staff requirements at the point of delivery. This offset saving is a core component in stimulating greater consolidation in the Square Mile.

25. This work has shown that there has been a significant increase in demand for consolidation services, particularly at a portfolio level where organisations are looking to provide services to their whole estates.
26. Several major City occupiers and estates are undertaking feasibility studies for consolidation. Considering the mandated consolidation requirement outlined above, this indicates that the market may be becoming mature enough for consolidation without need for direct intervention by the City. Three major city landowners are currently undertaking feasibility studies or preparing to launch consolidation services.
27. The Transport Strategy commits to providing a consolidation service for City occupiers by 2022. This service would seek to become a key service provider for both new developments with requirements for consolidation as well as occupiers who are looking to better manage their deliveries and improve air quality around their site.
28. Since November 2018 the City Corporation uses CEVA logistics to provide a consolidation service to the Guildhall. We have entered an agreement to use this service through using spare capacity from the existing tenants. This has ensured cost effectiveness of the service to the City. We will provide a report on the successes of the service in 2020 once monitoring has been undertaken.
29. Building on this experience and being an anchor tenant within the consolidation facility, we can reduce costs through sharing overheads with City occupiers. In addition, this reduces the procurement burden to other tenants by providing a framework agreement into our existing service. It is expected that this would stimulate demand for consolidation.
30. We will continue to work with occupiers and landowners as well as reach out to new audiences through groups such as the City Property Association. The Strategic Transportation and Commercial teams will monitor the market for consolidation services and reconsider the necessity of using City resources to launch a consolidation service by 2022.

Last Mile Logistics

31. Releasing land in the City and City fringe for logistics operations can reduce the van miles required to complete deliveries as well as facilitate the transition to delivery by cargo cycles, pedestrian porters and small, city appropriate electric vehicles.
32. A paper was presented to Planning and Transportation and Policy and Resources in March 2019 updating members on progress, principally regarding the route to market for the sites.

33. We have identified three locations which provide quick win opportunities to establish last mile logistics hubs. These are:
 - a. London Wall Car Park
 - b. Barbican Trading Estate Access
 - c. Middlesex Street Estate Car Park
34. To ensure that the sites are appropriate for logistics hubs, we have commissioned noise monitoring for the Barbican and Middlesex Street sites due to their location within residential developments. This includes scope to identify mitigation measures if necessary. Initial feedback from the noise consultants has been positive and that there is likely no negative noise interaction with residents. A final report is due before Christmas 2019.
35. The detail of this monitoring will be brought to committee with, if viable, firm proposals for these sites in early 2020. In the case of the ground floor car park at the Middlesex Street estate, this is also subject to the approval of the Middlesex Street Working Group.
36. A request for the declaration of 39 parking spaces in London Wall Car Park as surplus to requirements will be presented to the January meeting of the Planning & Transportation Committee. This will facilitate a 2000sqft facility at the western end of the site. This small facility is expected to generate revenue in excess of £60,000 per year.
37. Once the spaces are declared surplus to requirements the City Surveyor's will build on our existing soft market testing to lease the site to a provider who will both generate revenue and deliver against the objectives of the Transport Strategy.
38. Monitoring is a prerequisite of leasing this space. We will require a data service level agreement to analyse the benefits and challenges of deliveries by non-motorised modes.
39. This will principally look at the impact of more cargo cycles on City streets, including their safety and interaction with the kerbside and street infrastructure such as segregated cycle paths.
40. A monitoring plan will be submitted to relevant committees as part of the approvals process.
41. Beyond our property portfolio, we are working with estate managers across the Square Mile and City fringe to identify other potential sites. The draft Local Plan requires developers to consider, where appropriate, constructing bespoke last mile logistics hubs within larger developments. Furthermore, we are continually

reviewing our own property portfolio to identify new opportunities as tenancies and uses change at our sites.

42. In addition to releasing land for last mile delivery hubs, we have developed a non-motorised season ticket for public car parks. This provides dedicated space for courier firms to store and charge e-cargo cycles. We are offering these spaces at an 87.5% discount from a motorised commercial season ticket to help induce demand with operators. The annual season ticket model also provides flexibility for both the City Corporation and the operator to expand or cease operations.
43. We can offer these tickets as they fall within the planning scope of use of the car park as they do not receive parcel deliveries into the site or undertake any logistics activity. The locations are exclusively used for the storage and charging of the bikes that start their route empty and do A-B collect and deliver services. In central London, CitySprint have been able to demonstrate that cargo cycles are approximately 250% more efficient than vans in fulfilling this purpose.
44. We are presently working with two operators to provide dedicated sites in public car parks this way. As with the hubs, we will work with the operators to get data to monitor the impacts of increased cargo cycle operations.
45. For creating this season ticket to support clean couriership, the City Corporation have been awarded the Institute of Couriers Clean Air Award for 2019.

Servicing

46. Proposal 39 in the Transport Strategy commits to developing a Servicing Action Plan in 2020. The purpose of this is to identify, through engagement with occupiers, property managers and servicing providers, methods of reducing the number of vans required to meet the City's servicing requirements.
47. Transport for London are also investigating more efficient servicing. It was agreed that we would pool resources and networks to develop the action plan. In March 2019, a project plan was agreed between Transport for London and the City Corporation.
48. Unfortunately, due to the ongoing restructuring of Transport for London we have lost their resourcing for this project and are now recommissioning it ourselves. We will:
 - a. Consider the role of last mile logistics hubs in supporting non-vehicular servicing, specifically in relation to storage of parts and tools which can be brought to a building by a freight operator within the site as a value-added service to their operation.

- b. Engage with service providers to the City of London's corporate and investment property portfolios to identify barriers to non-motorised servicing. This will include our general maintenance and engineering contractors as well as responsive service providers, such as lift repair.
 - c. Work with proactive members of our facilities management network to understand their servicing requirements, the appetite for change and the opportunities available to facilitate non-motorised servicing trips.
49. We will report back to committee with the Servicing Action Plan for approval in 2020.

River Logistics

50. The Strategic Transportation team is actively looking for opportunities to encourage river freight in the Square Mile. We have:
- a. Updated the draft Local Plan to include the requirement for developers to mandatorily consider use of the river in their construction phase.
 - b. Required that the proposed reinstatement of Swan Lane Pier must introduce light freight capabilities at the site. We would expect this to include a small facility on the pier to cross dock parcels onto either cargo cycles or for delivery by pedestrian porter.
 - c. Supported the Markets Consolidation scheme in scoping the potential for river freight at the site in Barking Reach. This includes actively seeking opportunities include 'outbound' logistics from the market to central London by river.
 - d. Worked with the freight industry and suppliers to identify medium term solutions for an inbound freight service at Walbrook Wharf. Any new service would need to support the existing waste transfer use of the site and will likely need new infrastructure. The site is restricted in its present format due to both layout and existing contractual arrangements.

Rail Logistics

51. Rail Operations Group (ROG) are a specialist train operating company who are set to trial a new fast rail freight operation in May 2020 between London Gateway and London Liverpool Street Station.
52. Unlike traditional rail logistics which slowly transports heavy goods, this service will use recently retired Thameslink passenger units which are converted to

carry parcels in cages. There will be three trips a day arriving at 1am, 1pm and 8pm into Liverpool Street.

53. The volume will be made up of goods from those who have warehouses or import through London Gateway. Whilst the partners haven't been announced, it is expected that the trial may bring significant parcel freight to the City.
54. The last mile delivery from Liverpool Street is not yet scoped. We have met with ROG to discuss how this may be undertaken and any supporting infrastructure requirements the City Corporation may be able to provide, primarily through the last mile logistics hubs workstream.
55. As there may be a further integration with the Markets Consolidation Programme for moving goods to and from the market by this method ROG have agreed to share information once the trial is underway.
56. We will update the committee in late 2020 regarding the trial and earlier should any approvals be needed for new infrastructure to support the final mile.

Future Transport and Innovation

57. It is expected that technology will revolutionise the way freight and supply chains operate through both increasing automation as well as wider uptake of algorithmic programmes to support operator efficiencies. Opportunities to trial and support freight innovation will be unidentified through the Future City Streets programme.
58. This will build on existing work with various stakeholders to review how technology and innovation can reduce the impact of freight operations in the Square Mile, including:
 - a. Contributing to the European Commission funded Freight Traffic Control 2050 project chaired by the University of Westminster. This project seeks to identify the drivers and potential of an 'air traffic control' system for freight using automatic allocation, blockchain and smart contracting to ensure each delivery is made by the most efficient means.
 - b. Working with Ford Mobility to trial multi-modal delivery using pedestrian porters in the Square Mile. Ford, with freight operator Gnewt Cargo, have been able to demonstrate during a two month pilot significant reductions in, congestion, vehicle miles per delivery and a differentiated service by using a network of porters delivering small parcels and a van delivering those too large to deliver on foot. Their initial EC1 and EC2 pilot delivering mainly fashion retail parcels proved that 90% of those goods could be delivered on foot. Further efficiency may be gained with infrastructure for

local parcel storage and we are considering this new delivery methodology as part of our last mile logistics hubs work.

- c. We have been engaging with smart kerbside management systems ParkUnload and Grid Smarter Cities to review opportunities for app-based space availability checking and booking. We do not think a booking system would be suitable due to issues of booked bays being occupied and the ensuing additional enforcement requirement. Additionally, missed booked bays are likely as journey times in central London are becoming increasingly unreliable. However, these systems may be effective for managing freight only parking bays and supporting 'mobile depot' operations. This is being considered in the Kerbside Review.

Monitoring

- 59. As we deliver against these initiatives to support significant changes to the way deliveries and servicing are fulfilled in the Square Mile it is essential that we successfully monitor progress and implications to the use of City streets.
- 60. Principally, there are two forms of monitoring:
 - a. Traffic composition surveys, as undertaken by the City Transportation team since 1999, capture both the volumes and composition of freight vehicles on City streets. This data has been used to baseline freight vehicle activity and will be used to monitor our main Transport Strategy freight targets for reducing and retiming freight.
 - b. As we encourage new, non-motorised delivery methods such as increased uptake of cargo cycles we must ensure that these do not work to the detriment of other street users. Therefore, as a prerequisite of releasing land for logistics hubs or other transport innovation projects we will develop monitoring strategies. Anchored to this will be a service level agreement to any trial participant to provide data as agreed in the monitoring strategy.
- 61. Updates against our key freight targets will be provided as part of our Traffic in the City survey and other Transport Strategy updates. Monitoring strategies will be presented to committee as part of member approvals.

Best Practice

- 62. The City of London Freight and Servicing Supplementary Planning Document (SPD) was adopted in February 2018 and provides guidance to developers on freight and servicing within their planning applications.
- 63. As with all other City Corporation SPDs, this will be updated to reflect changes in the Local Plan on adoption in 2020. Additionally, we will review existing

guidance on consolidation, retiming and use of the River Thames to ensure that this best delivers against the proposals of the Transport Strategy.

64. Transport for London are updating their Construction Logistic Plan (CLP) Guidance to support the delivery of Healthy Streets. This will review the opportunities for greater construction consolidation.
65. Currently there is no guidance or planning restrictions related to the fit out of buildings. During initial occupation, this generates significant vehicle activity which, due to subcontracting, developers have very little oversight and control over.
66. To assist in mitigating this, we will produce case studies to be issued with CLP guidance to encourage best practice by developers and contractors. For example, this will include restricting vehicle access for appropriate types of fit out activity and consolidation, which Broadgate Estates have shown to be cost neutral when undertaking high density fit out.
67. The approach to deliveries and servicing set out in the Transport Strategy and the programme of activities outlined above help meet the recommendations for improving physical connectivity set out in Central London Forward's Inclusive Growth Strategy. In particular, the programme promotes and enables the switch to more sustainable modes of freight movement and provides the infrastructure necessary to accommodate the freight demands of a growing City.
68. We also continue to engage with City businesses and workers to reduce the impact of personal deliveries, including promoting the Click. Collect. Clean Air website which provides details of click and collect services across London.

Industry engagement

69. In June 2018, the City Corporation held 'The Future of Freight in Central London' event at Grocer's Hall. The event's keynote speech was from the then Chairman of Planning and Transportation Committee and there were presentations from Apur (Paris' transportation authority), TfL, major freight operators such as UPS and DHL, representatives from 22 Bishopsgate and multi-national retailers including Staples.
70. Due to the success of this event, and the significant progress made on freight in the Square Mile since, we will look to have another event in 2020. This will either be a similar format to the 2018 conference or a half day workshop with leading industry representatives.
71. Officers have been invited to present at several conferences in recognition of the freight work done to date. This has included the 9th International Urban Freight Conference in Los Angeles and Freight in the City at Alexandra Palace.

72. Additionally, the Strategic Transportation team are working closely with Transport for London and other authorities on projects and engagement. For example, we have chaired the Central London Freight Quality Partnership and are a key stakeholder for Transport for London in developing new delivery and servicing and projects such as the river freight toolkit

Conclusion

73. The Strategic Transportation team have made substantial progress with establishing a programme to reduce the impact of freight on City streets, supporting the freight industry in its efforts to reduce, retime and remode deliveries in the Square Mile.
74. We will continue to work closely with City occupiers, landowners and the wider freight industry to both support these initiatives as well as identify new opportunities to reduce freight's impact on City streets.

Appendices

- Appendix 1 – Map of London Lorry Control Scheme Permitted Routes

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Appendix 1 – Map of London Lorry Control Scheme Permitted Routes

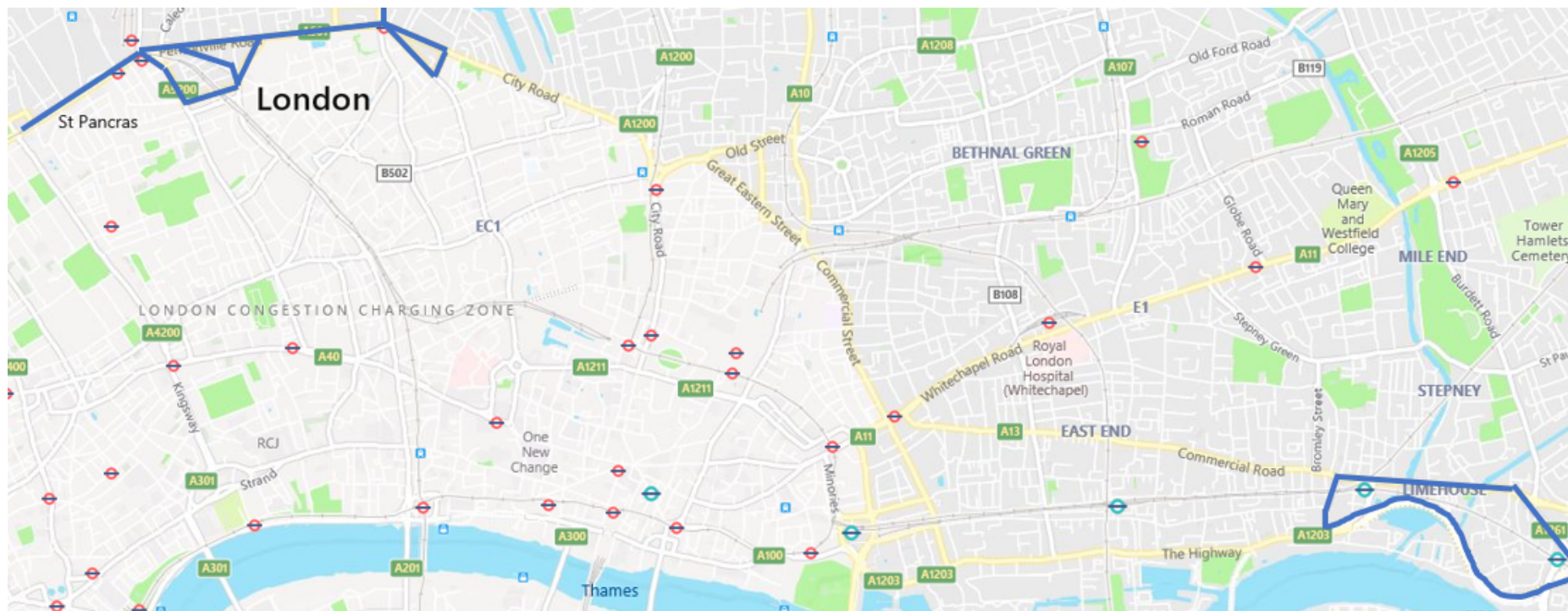


Figure 1: Map showing nearest excluded streets accessible by 18tn+ vehicles 9pm-7am Monday to Friday and 4pm Saturday to 7am Monday.