

<b>Committee(s)</b>	<b>Dated:</b>
Streets and Walkways Planning & Transportation	24/07/2017
<b>Subject:</b> Freight and Servicing Supplementary Planning Document – Draft for Consultation	<b>Public</b>
<b>Report of:</b> Steve Presland, Director of Transportation and Public Realm	<b>For Decision</b>
<b>Report author:</b> Eddie Jackson, Department of the Built Environment	

### Summary

This report presents the draft Freight and Servicing Supplementary Planning Document (SPD), and the associated Strategic Environmental Assessment (SEA) and Equality Analysis.

The SPD has been produced to provide additional guidance on the interpretation of policies in the City of London Local Plan in relation to freight and servicing movements. The SPD sets out potential measures for managing freight through minimising trips, matching freight demand to network capacity, and mitigating the impact of essential freight trips.

The draft SPD has been subject to the statutory SEA process, which assesses the proposals in the document against environmental criteria, and the Equality Analysis which assesses the document's impact on protected groups.

### Recommendation(s)

Members are asked to:

- Note the report.
- Subject to comments received from your committee, approve the draft SPD and SEA for public consultation.

### Main Report

#### Background

1. Freight – including delivery, servicing and construction traffic - accounts for a significant proportion of traffic in the City of London (20% between 07.00 and 19.00) and freight vehicles compete for scarce road space with other priority and vulnerable road users such as buses, cyclists and pedestrians. Freight vehicles also account for a disproportionate number of collisions/casualties

and are a significant source of air pollution. In December 2015, the Planning and Transportation Committee agreed the principles for moving towards a freight strategy with a 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”.*

2. One of the actions identified by the Committee was to produce a Supplementary Planning Document (SPD) covering freight consolidation. This has since been broadened to provide additional guidance on all aspects the management of delivery and servicing traffic in the City.
3. In November 2016 the Policy and Resources Committee agreed that a general objective of reducing traffic in the City should be adopted, subject to establishing the extent to which the City Corporation’s communities find it acceptable.

### **Freight and Servicing SPD**

4. The volume of freight traffic on City streets is closely linked to land use. Estimates suggest that nearly 50% of freight traffic on City streets is destined for the Square Mile. Through traffic largely confined to the London Distributor Roads of Upper/Lower Thames Street, and Farringdon Street/New Bridge Street.
5. The City of London Local Plan requires delivery and servicing plans for major developments in the City, but does not specify any particular measures for managing freight movement. This SPD aims to provide additional guidance on the management of freight movements in new developments, leading to a reduction in the impact of freight traffic on the City.
6. The SPD sets out potential measures for the management of freight through three key approaches;
  - Minimising freight trips – reducing the number of freight trips generated by premises in the City. This includes personal deliveries to workplaces and waste collections. The use of freight consolidation is likely to be part of this approach for many premises.
  - Matching demand to network capacity – maximising the proportion of essential freight trips taking place outside peak times and where possible, using quiet evening and night-time deliveries.

- Mitigating the impact of essential freight trips – where the transport of goods and services by road is essential, using the safest and quietest zero emission means of transport possible – which may include the use of electric or other alternative-fuelled vehicles, foot or cycle delivery.
7. The SPD has been produced with reference to the City of London Local Plan, the London Plan, and the recently published draft Mayor’s Transport Strategy. Officers in the Department of Markets and Consumer Protection have been consulted on the draft SPD, and their comments incorporated into the document.
  8. Screening of the SPD indicated that, as the content may impact on areas outside the City of London, a full Strategic Environmental Assessment (SEA) should be produced. The SEA is a statutory assessment process which reviews the document and its expected impact on the environment within the City and outside the City boundary. The SEA process provides a high level of protection for the environment by assessing the impact of the proposed options in the SPD against standard criteria, and considering reasonable alternative options.
  9. The SEA process found that the preferred options generated broadly positive effects across all criteria, but that the potential for some uncertain significant negative impacts exist in relation to out of town consolidation centres due to the possibility of increased local traffic outside the City boundary. The impacts are summarised in table 4.4 of the SEA document.
  10. The SEA and non-technical summary are attached as appendices to this report, and, subject to approval from your committee, will be published alongside the SPD document for public consultation.
  11. An Equality Analysis (EA) has been undertaken and found that no negative impact on the protected characteristics and positive impacts on some groups due to potential improvements in air quality and road danger. The EA is attached as an appendix to this report.

## **Proposals**

12. It is proposed that, subject to comments received from your committee, the draft Freight and Servicing SPD, and associated SEA are published for public consultation.

## **Corporate & Strategic Implications**

13. The SPD provides further guidance on the implementation of policies in the City of London Local Plan. It supports other policies and SPDs adopted by the City Corporation, particularly on Air Quality.
14. The SPD aligns with the Mayor of London's position on the management of freight, supporting Key Policy Priority 3 of the Corporate Plan; "Engaging with London and national government on key issues of concern to our communities such as transport, housing and public health".

## **Health Implications**

15. The draft SPD will contribute to improved air quality and reduced road danger in the City, providing potential health benefits for the City population.

## **Conclusion**

16. The draft Freight and Servicing SPD provides additional guidance on Local Plan policies in relation to deliveries and servicing to new development in the City. The guidance aims to reduce the negative impacts of freight, while allowing the City to flourish.

## **Appendices**

- Appendix A - Freight and Servicing Draft Supplementary Planning Document
- Appendix B - Strategic Environmental Assessment
- Appendix C - Strategic Environmental Assessment – Non Technical Summary
- Appendix D - Equality Analysis Test of Relevance.

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