

# MAYOR OF LONDON

**Caroline Pidgeon MBE AM**

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*Alex* *Caroline.*

## **Recommendations from the London Assembly Transport Committee Session on Freight**

Thank you for your letter of 28 February setting out the Committee's recommendations following the 5 February Committee session on freight.

Following this hearing, and receipt of your letter, we have since published the Freight and Servicing Action Plan. This sets out how freight is essential for London's economy, but that for our health and prosperity we need to be smarter about how we manage the millions of van and lorry journeys in London each week.

I am committed to providing leadership and working closely with partners and people across the capital to make my vision for cleaner, safer and more efficient freight a reality.

I welcome the Committee's recommendations and please see my response to each of these as follows.

### **Recommendation 1 – Reinstatement of a dedicated Freight Team in TfL**

Under the leadership of Alex Williams, Director of City Planning at Transport for London (TfL), the previously siloed freight team has been embedded across the organisation. This new, more effective and integrated approach to freight, has allowed TfL to produce a Freight and Servicing Action Plan that provides clarity on future policies and sets out actions that will support safe, clean and efficient freight operations.

The action plan has been developed in partnership with the freight industry, business representative groups and the boroughs, through regular engagement and collaboration. This would not have been possible without a new, embedded approach to freight under Alex's direction.

### **Recommendation 2 – Work with London Councils on the review of the London Lorry Control Scheme**

After-hours and night-time deliveries are important to move freight away from congested periods and to support London's 24-hour economy. The London Lorry Control Scheme (LLCS) is in place to reduce noise pollution in residential areas during unsocial hours and to control the undesirable

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effects of freight movement. However, the scheme has been in place since 1985 and, quite rightly, London Councils is reviewing it.

Recent advances in vehicle technology and noise-reducing improvements to the way deliveries are made, may provide an opportunity to make amendments to the scheme in a way that need not disturb local residents. TfL will work with London Councils and the boroughs to take forward the priority recommendations of London Councils' 2017 review of the LLCS.

TfL has also recently released data on the LLCS to help freight and servicing operators and drivers more easily plan routes that comply with the scheme. TfL will engage with software providers, developers and operators, to encourage them to make the best use of information available now and in the future, and to understand their evolving data requirements.

## **Recommendation 3 – Working with the boroughs on last-mile logistics**

As part of the development of the Freight and Servicing Action Plan, TfL conducted three workshops with boroughs to identify good practice and to find out what help and support they needed in managing freight in their local areas.

Pages 103 to 104 of the plan describe the support TfL will provide to boroughs, businesses and Business Improvement Districts (BIDs), helping them to look at their own supply chains and take steps to make them cleaner, safer and more efficient. The plan references efficient deliveries toolkits that TfL has developed specifically for boroughs, BIDs and businesses.

The plan also commits TfL to collaborating with public sector organisations, other cities, boroughs and the Government to investigate how to work together to change consumer behaviour and encourage responsible purchasing decisions. This work has already begun through TfL's National and Regional Partnerships and Travel Demand Management teams.

TfL and the Greater London Authority will also work with the boroughs to ensure they consider the demand for storage and distribution, alongside other industrial uses for industrial land, when developing their Local Plans. This is key to protecting land capacity for future logistics activity.

TfL will continue to engage with boroughs through the sub-regional transport forums, and by working with London Councils' freight group to take forward the borough-focussed actions in the plan.

## **Recommendation 4 – Expand the network of Click and Collect points at TfL stations**

Through the development of the Freight and Servicing Action Plan, TfL has been working with its delivery partners to expand the network of collection points in London. Small parcels of land are being made available to courier companies.

Working with Amazon and InPost, TfL also provides parcel lockers at Victoria Coach Station and at eight Tube stations – Amersham, Finchley Central, Newbury Park, Ruislip, Chalfont & Latimer, Buckhurst Hill, Chorleywood and Ickenham.

TfL will significantly expand the number of Click and Collect locker facilities provided at stations. As the existing contract expires in September 2019, a competitive tender process will be launched this year to increase the number of locations across TfL's network.

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## **Recommendation 5 – Further research to understand the growth of LGVs in London**

The Freight and Servicing Action Plan sets out many of the reasons that van kilometres in London are increasing - the result of structural changes to the economy (including growth of the service industry), the rising cost of land, relocation of industrial sites and changing customer behaviour. TfL will continue to monitor these trends and share insights through the annual Travel in London reports. However, I agree that TfL will also need to work closely with academics, the freight industry and their customers as they will all play an integral role in developing TfL's understanding of freight in London.

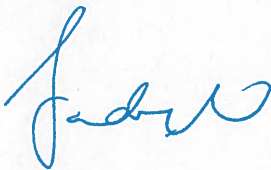
## **Recommendation 6 – Potential of using the river, rail and canals to move construction material**

I agree that we must make the best possible use of the river, rail and canals to move materials for major projects, and I have committed TfL to ensuring that the transport of materials for TfL-funded construction projects uses the safest, cleanest and most efficient modes practically available.

But as the Committee suggests, this approach needs to be taken up beyond just TfL's construction activities. Therefore, TfL has re-started the Freight Working Group of the Thames and London Waterways Forum and launched a toolkit that aims to encourage developers also to use water and rail in the construction process.

Thank you again for writing to me.

Yours sincerely,



**Sadiq Khan**  
Mayor of London