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# Meeting the challenge; London's vision for cutting freight emissions

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## <sup>2</sup> Mayors Transport Strategy

### Air Quality

- Zero carbon by 2050
- Central London and town centre zero emission zones from 2025

### Healthy Streets agenda

- Re-allocation of road space
- Better planning and operation of freight and servicing trips

### Safety

- Vision Zero
- Direct Vision Standard



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## Better managing and mitigating freight's impact is a key part of delivering the Mayor's ambition

### In a growing city with reducing road capacity:

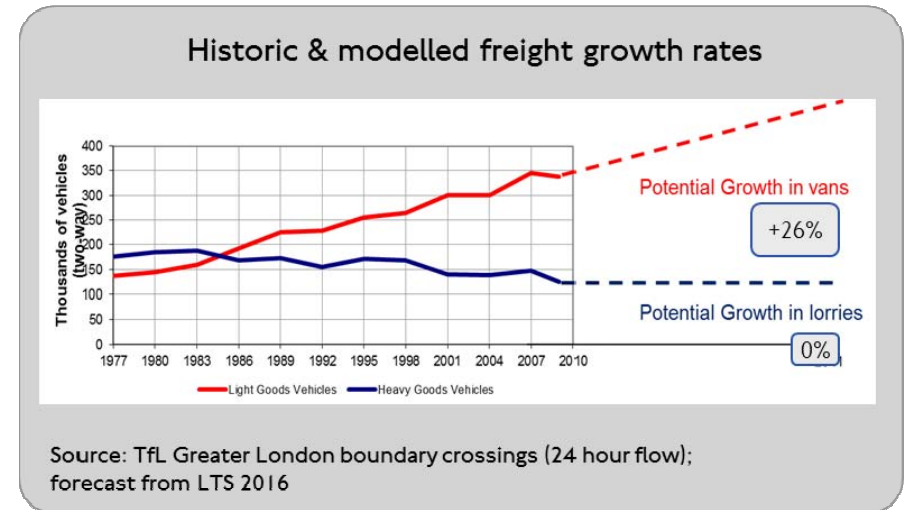
- Freight traffic is almost 1/3 of all am peak traffic
- Van traffic is already 80 per cent of road freight
- Vans are only motorised mode forecast to grow in London

### Safety issues with HGVs and vulnerable road users

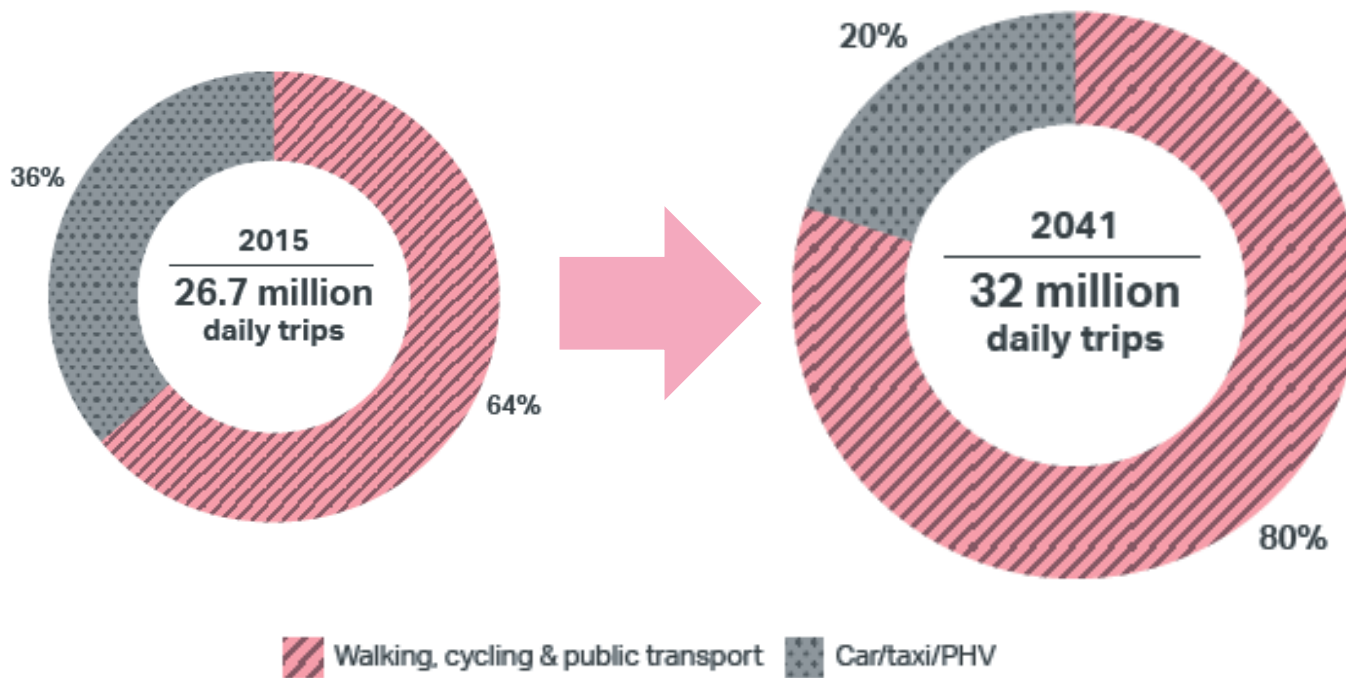
- HGVs are 4 per cent of road miles in London but:
  - 78 per cent cyclist and 20 per cent of pedestrian fatalities

### Air Quality and diesel in particular is a challenge

- CO2 emissions – 24 per cent
- NOx emissions – 33 per cent
- PM10 emissions – 27 per cent



<sup>4</sup> By 2041 the aim is for 80 per cent of Londoners' trips to be on foot, by cycle or using public transport



**Reduce freight trips in the morning peak 10 per cent by 2026**

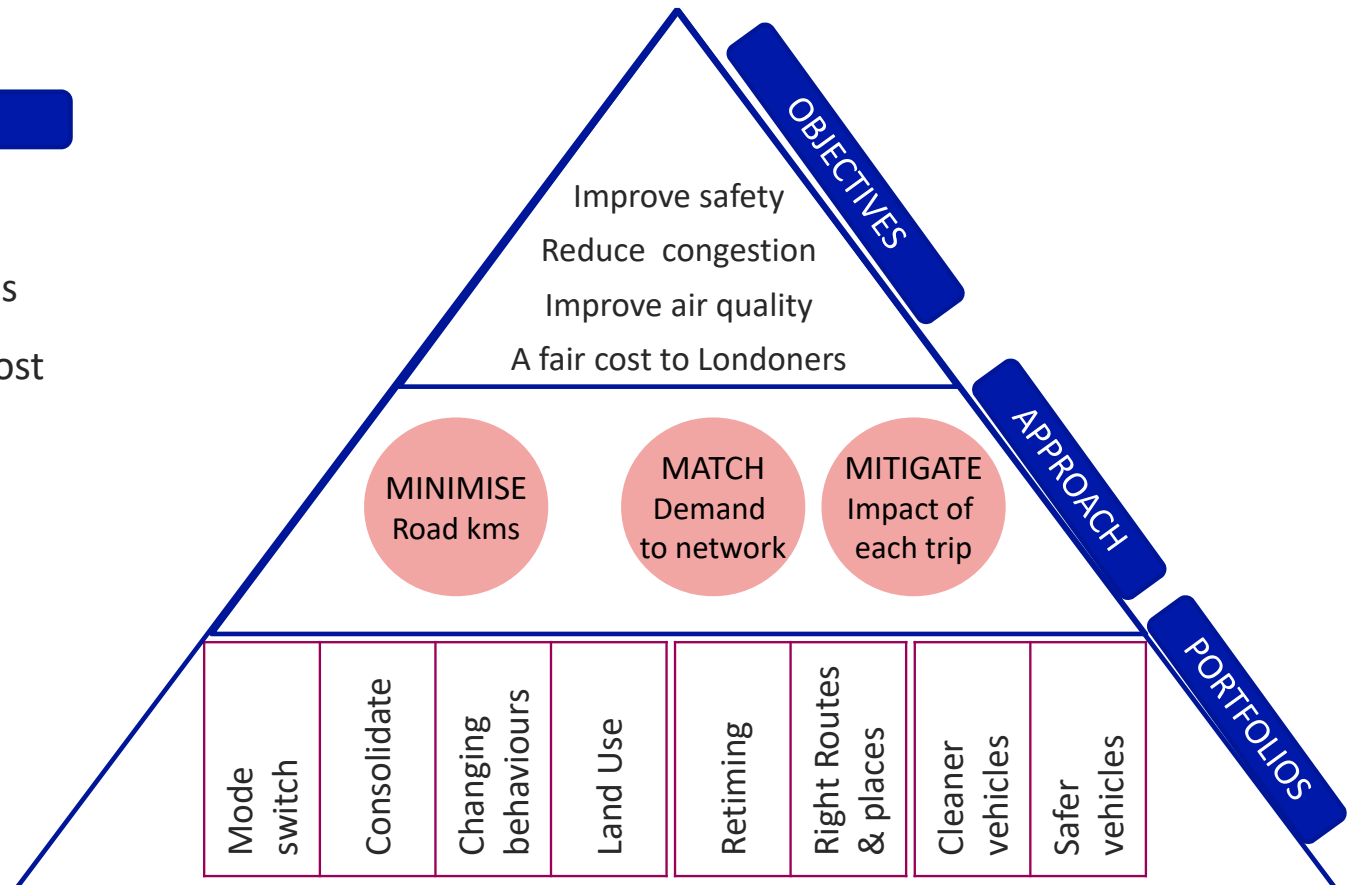


# A holistic approach to managing delivery and servicing

## VISION

A transport system that:

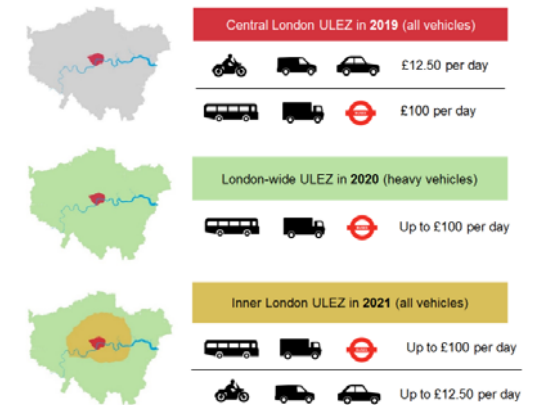
- meets London's economic needs
- with the safest, cleanest and most efficient deliveries possible



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## Regulatory change

- Low Emission Zone (LEZ)
- T-Charge - **23 Oct 2017**
- Central London Ultra Low Emission Zone (ULEZ)
  - Going wider to LEZ boundary for heavy vehicles
  - North/south circular for all vehicles
- Direct Vision Standard (DVS)



### Increased direct vision model



### Limited direct vision model



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## Lowering freight emissions – LoCITY programme

LoCITY is increasing the uptake and availability of low emission commercial vehicles as part of the Mayor's Ultra Low Emission Vehicle Delivery Plan

- Industry-led, with involvement from manufacturers, fleets, trade associations and government
- Technology neutral – right mix for fleet/situation
- Supporting the roll-out of infrastructure for alternatively fuelled vehicles
- Ensuring planning and procurement activity supports uptake of cleaner vehicles
- Helping fleets prepare for ULEZ





## Rapid charging infrastructure to enable switch to ULEVs

The Mayor has set his ambition for transport in London to be zero emission by 2050, and ULEV uptake is critical to achieving air quality compliance limits now. Provision of charging infrastructure is vital to enable commercial fleets to switch to ULEVs

- Existing networks don't meet the needs of commercial vehicles
- Currently only a few publicly available rapid charge points in and around London
- We are working with suppliers to deliver at least 300 rapid charge points by 2020
- Aiming to have 75 rapid charge points operational in 2017
- Recognise that more rapid charge points may be required. We will validate numbers based on research, ULEV uptake and charge point usage





## Working with businesses to reduce the number of freight trips

- Consolidation
- Last mile
- Mode switch to rail/water freight
- Retiming



## Keep the city growing and reducing freight impacts

- The Mayor has an ambitious vision to make London a better place to live and do business
- Vans and trucks are key to the economy but their impact needs to be minimised
- A lack of alternative for lorries makes the sector over reliant on diesel
- So we need to grow clean technologies that have the power for big loads, and support their adoption
- The safest, cleanest, most efficient freight is the one that doesn't happen
- Work with all part of the supply chain to reduce the number of road freight trips





## Contact

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