



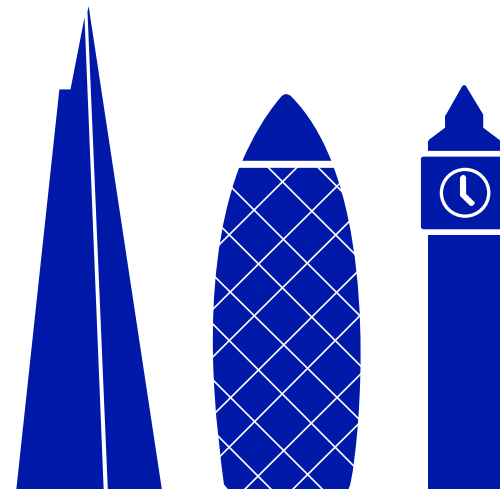
London and construction freight



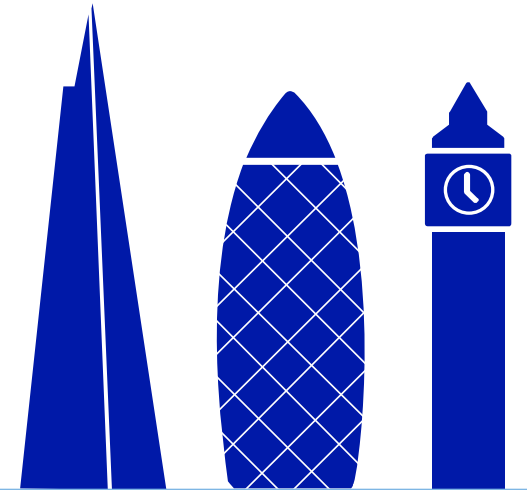
2 **Agenda**

1. London, how its governance works
2. London freight background and key policies
3. CLOCS and construction logistics

1. London's government



2. London its background and key freight policies



6 Background to London and freight



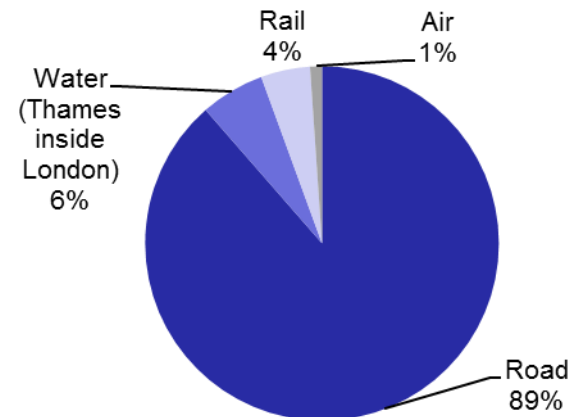
Freight is safer. Between 2017 and 2019 fatal collisions involving HGV's fell by 45%
Between 2020 and 2022 49% fall in KSI

Longer way to go to make cleaner – freight makes up 1/3 of all NoX emissions (But cleaner than 2010)

Congestion remains an issue with about 30% of all trips in London freight related in AM peak

- Van traffic in London has been growing year on year since 1990's and is predicted to grow by another **20% to 2030**
- **50%** of all freight trips in Central London occur 07:00 – 13:00.
- Less than **15% of freight trips** occur overnight

Freight by mode in London



7 The MTS and London Plan – our goals for freight



Smarter: located with “*Vision Zero*”

Target: 60% reduction in KSI by 2024 on 2005

Key policy: DVS raising minimum standards to 3* by Oct 2024;

To reach vision zero by **2041**



Cleaner: located with “*Zero Emissions*”

Target: By 2025 greater charging for non ULEV

Key policy: ULEZ by 2023

To reach zero emissions by **2050**



Fewer trips: located with “*Efficient Delivery and Servicing*”

Target: 10% reduction in freight trips in CCZ during AM peak by 2026

Key policy: No single tool

- Restrict personal deliveries
- Procurement
- Re-timing
- Water and rail
- Consolidation – in all forms
- Charging

To reach 10% fewer trips by **2026**

London Plan: Protecting the land which allows the freight industry to survive and grow

8 Key freight policies

Supporting mayoral strategies with our freight policies

The role of freight reducing environmental and safety risks:

- **Environmental impact:** Freight vehicles emit a quarter of the total carbon emissions in London coming from transport, showing highly carbon intense operations (CFL, 2021)
- **Safety risks:** By distance travelled, vans and light goods vehicles, followed by HGVs, have the highest rate of deaths of other road users (PACTS, 2020)



The Freight and Servicing Action Plan

Published: March 2019

Overarching policies:

- Mayor's Transport Strategy
- London Environment Strategy
- Vision Zero Action Plan
- London Plan

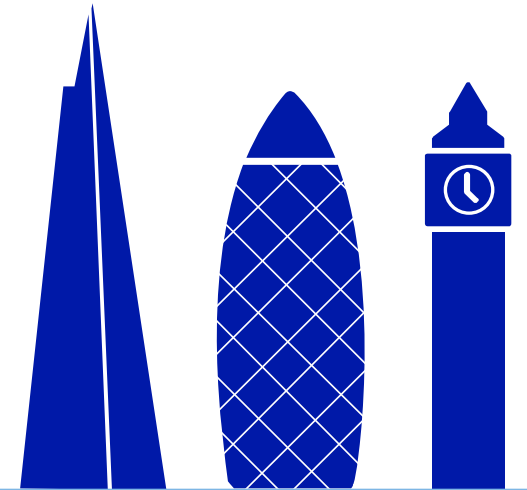
Our focus on safety and environmental standards

Since the publication of the FSAP, we have worked on **delivering standards that support these mayoral ambitions**. Our policy priorities are showcased through the following key examples of how we are raising freight industry standards to reduce fatalities and support the transition to Net Zero :

- Fleet Operator Recognition Scheme (FORS)
- Requirements for TfL's supply chain through Work Related Road Risk (WRRR)
- CLOCS
- Direct Vision Standard (DVS)



3. CLOCS and construction logistics in London





An introduction to Construction Logistics and Community Safety (CLOCS)

A national standard developed by the industry for the industry to facilitate, support and drive the development of safer, leaner and greener construction logistics to:

- Reduce risk to vulnerable road users
- Improve efficiencies through effective planning, consideration of alternative solutions and implementation of delivery management systems
- Improve air quality through reduced emissions
- Improve public confidence in construction industry and encourage active travel by reducing congestion and inconvenience



Background

Developed by TfL following a review by the Transport Research Laboratory following a spate of cycling fatalities in London

- Perceived to be an operator problem
- Lack of communication and collaboration
- Inconsistency of Standards
- Poor planning and little vehicle checking
- Lack of awareness of scale of problem

Nearly four times as many construction-related fatalities outside of hoarding compared to inside.



The CLOCS Standard

The CLOCS Standard is the direct result of collaboration between the construction and fleet sectors to address shared issues.

It draws together evolving and applied best practice from a number of standards, policies and codes of practice to provide one industry standard that can be implemented by regulators, clients, principal contractors and fleet operators.





Construction Logistics Plans (CLP) – the golden thread

The CLP focuses specifically on construction supply chains and how their impact on the road network can be reduced. The construction supply chain covers all movements of goods, waste and servicing activity to and from site.

It provides the framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers. A full assessment of all phases of construction should be included and detail:

- The amount of construction traffic generated
- The routes the construction vehicles will use
- The impact on relevant community considerations
- Any traffic management that will be in place
- Any policies which encourage modal shift

- CLOCS CLP Guidance document available on CLOCS website along with template and case studies
- Planned measures to be used to minimise vehicle trips and reduce opportunities for collisions with vulnerable road users
- Engage key suppliers/fleet operators in development of CLP
- Specify risk-assessed vehicle routes
- Ensure it is regularly reviewed as project develops
- Is it being complied with?

CLOCS CLP training available – Foundation, Practitioner and Advanced – and delivered online monthly



Outline CLP Template

Development name:	
Landowner:	
Site address:	
Site postcode:	
Existing site use:	
Summary of works:	

Construction Logistics Manager:	
Phone number:	
Email:	
Logistics provider contact name:	
Phone number:	
Email:	

CLP Produced by:		
Name	Signature	Date
CLP Accreditation date:		

CLP reviewed by:		
Name	Signature	Date
CLP Accreditation date:		

Monitoring compliance

- Require regular reports to evidence compliance with CLOCS Standard including performance of both fleet and site operations
- Identify trends and any need for remedial action
- PCs to conduct regular self-assessments on compliance against Standard and book formal CLOCS monitoring through Considerate Constructors Scheme





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