Low emission commercial vehicle (LECV) programme

TERM LENS Workshop
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Glen Davies
Programme Manager - Freight & Fleet
Transport for London

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Freight's role in London's challenge

Today

80% Of all **people** journeys are on **road**

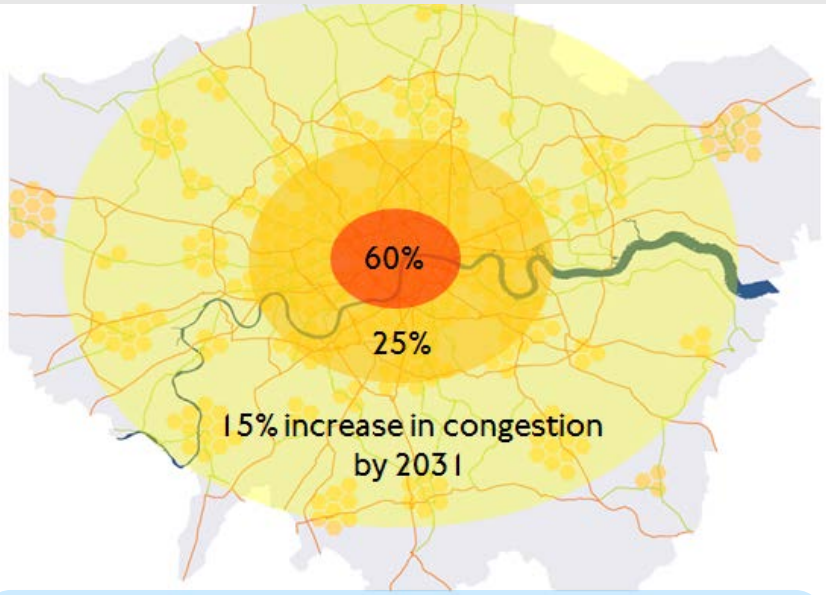
90% Of all **freight** is carried by **road**

£200bn Is the **value** of **freight** moved

£23bn Is the **value** of **people** time carried

£2bn Is the annual **cost** of **congestion**

Future



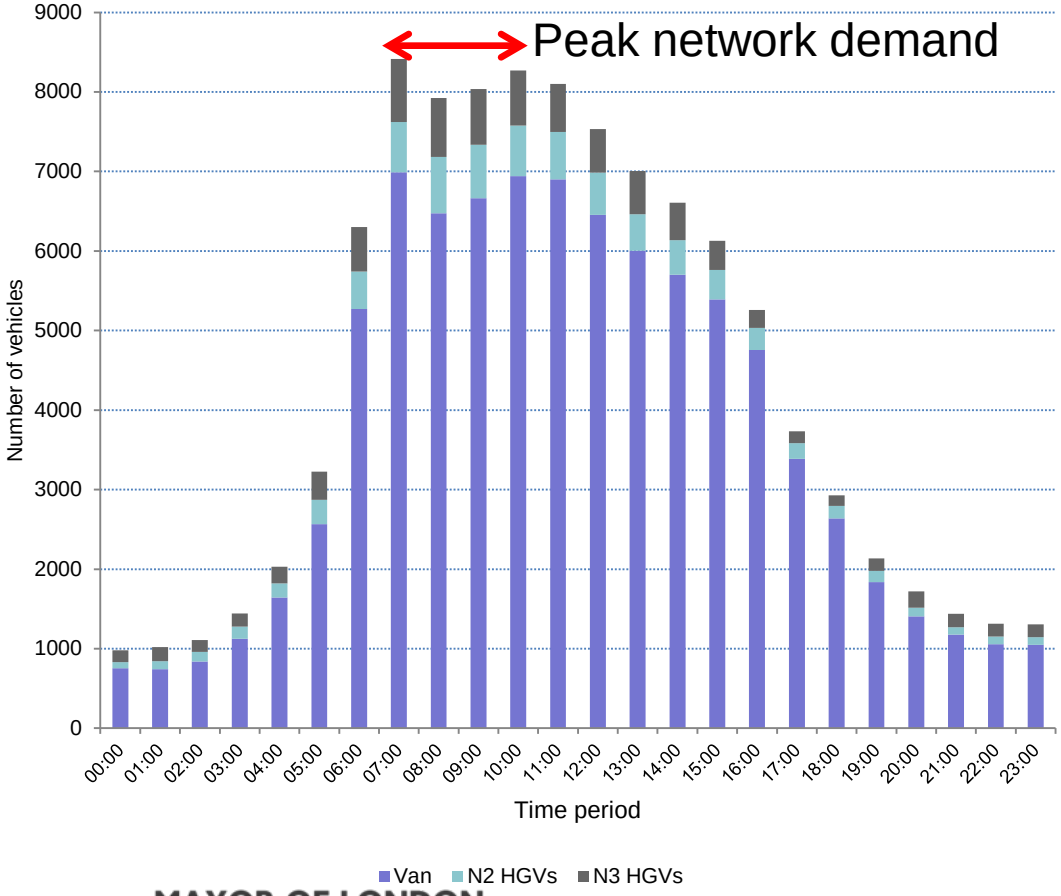
More freight trips required to support a bigger city

More competition for road space

Road mode remains essential

Freight: cause and victim of congestion

- Delivery and servicing traffic peaks when network is at its busiest
- Vans (not HGVs) dominate freight traffic flows



- Cost of congestion on delivery and servicing operations

Traffic Speeds	Vehicles	Staff
↓10%	+2	+3
↓30%	+4	+7
↓50%	+8	+13

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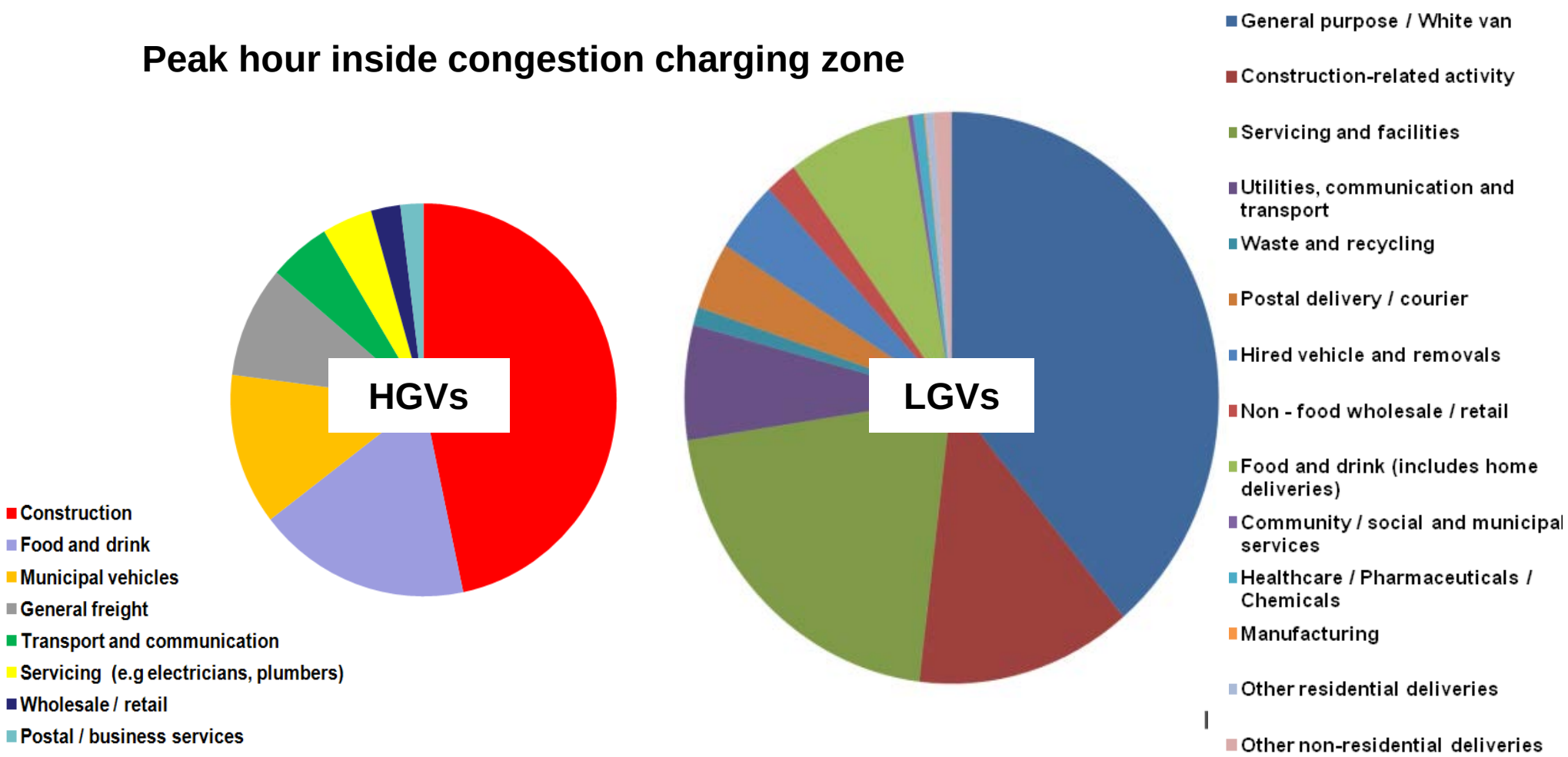
Our understanding of the freight sectors

% of all traffic by goods vehicle	All day – London Wide	All day – Central London	Central London AM peak
HGV	5%	3%	7%
Vans	12%	13%	21.5%

Peak hour inside congestion charging zone



Freight’s future

Congestion and productivity

Fragmentation of supply chains

Changing customer demands

- Changing vehicle technology: fuel, telematics, use of real-time data
- Industry changes: internet ordering

Technology will change, but no significant, disruptive changes are assumed

- Drones, 3D printing, etc. may have impacts but it is unwise to predict!
- Flexibility in policy choices

Our strategy needs to be balanced

A transport system that supports London's continuing prosperity by ***enabling the efficient movement of goods and services***

Delivery of goods and services at a fair **cost to business** and consumers

Facilitating the moving goods and services in a way that ***supports a liveable city***

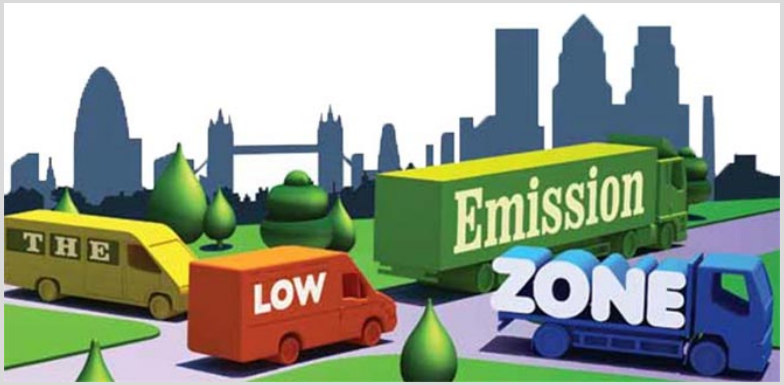
Minimise impact on road **congestion**

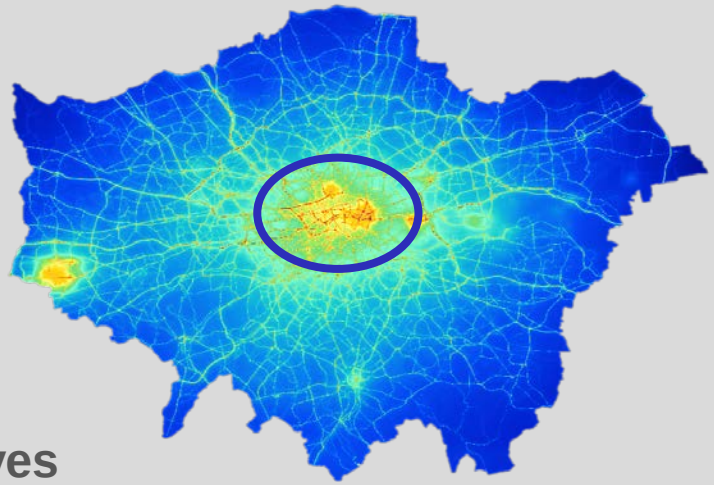
Minimise impact on green **environment**

Minimise impact on **safety**

Supporting and enabling better **places**

Low emission vehicle initiatives





Sector wide initiatives

Sector specific initiatives

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Why the LECV programme?

Stimulate the low, ultra low and near zero emission commercial vehicle market

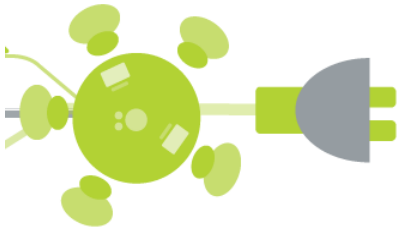
Inform operator purchasing decisions helping industry prepare for ULEZ, accelerating its impact

Coordinate existing funded projects to maximise their outputs and impact

Improve industry image and promote sustainable fleet transport

LECV programme structure

Workstream 1	To increase availability and affordability of viable low emission commercial vehicles and retrofit vehicle technology
Workstream 2	To establish alternative fuel and supply chain infrastructure to support an increase in low emission commercial vehicles
Workstream 3a	To increase understanding and inform fleet buying decisions to encourage widespread uptake of low emission commercial vehicles
Workstream 3b	To encourage public sector planning and procurement activities that support the uptake of low emission commercial vehicles



Workstream 1 – Cleaner vehicles

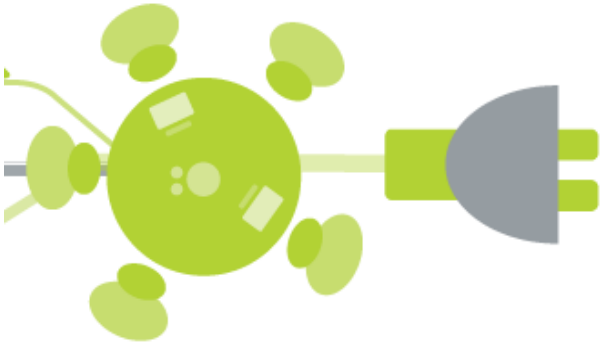
Outcome: Increased availability and affordability of viable low emission commercial vehicles and retrofit vehicle technology

Tasks include:

- Identify the leading manufacturers and the model types of currently available and emerging LECVs
- Determine the most common viable alternative fuelled engine types used in current and emerging LECVs (based on fuel availability and accessibility)
- Independently map out operational capabilities, payloads, advantages and disadvantages of available LECVs
- Identify and explore opportunities (voluntary and regulatory) to influence further development and production of LECVs
- Identify whole life costs of LECV purchase to contribute to fleet operator business cases (to include residual vehicle value)
- Determine the most common available retrofit low emission technology and associated costs and benefits

Workstream 2 – Supporting infrastructure

Outcome: Established alternative fuel and supply chain infrastructure to support an increase in low emission commercial vehicles



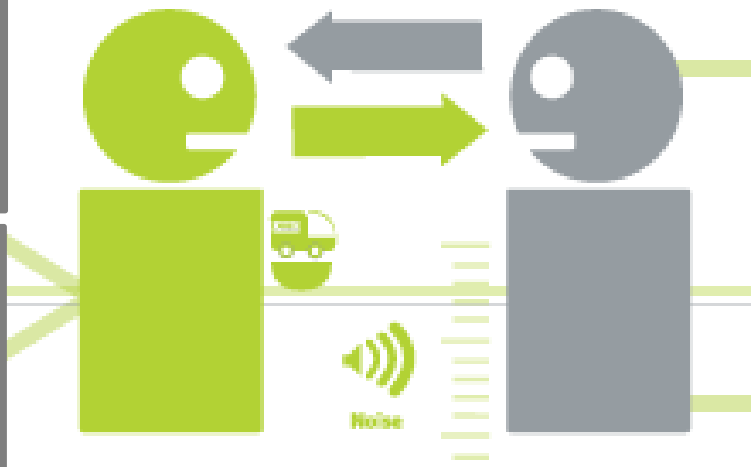
Tasks include:

- Identify leading alternative fuel providers and map existing fuel and charging infrastructure by location, capacity and current usage
- Map future fuel and charging infrastructure requirements by location, capacity and sectors served
- Identify relevant public sector land owners with underutilised property that has potential to accommodate local LECV deliveries
- Explore and secure underutilised public sector property for use as last mile delivery points to promote electric vehicle and cargo cycle usage
- Develop a framework of third party last mile logistics providers capable of operating LECVs at micro-consolidation facilities

Workstream 3 – Standards and guidance

Outcome 1: Increased understanding to inform fleet buying decisions to encourage widespread uptake of LECVs

Outcome 2: Public sector planning and procurement activities that support the uptake of LECVs



Tasks include:

- Review existing operator advice, guidance and support for relevance, currency, ease of access and simplicity
- Develop an industry benchmark for best practice and supplementary guidance (FORS)
- Signpost funding opportunities to support LECV purchase and facilitate funding bids
- Demonstrate public sector leadership in LECV uptake
- Align the programme outputs to ULEZ and other local initiatives
- Help inform ULEZ standards and future local initiatives
- Provide project opportunities for London boroughs to align MAQF and LIP funding
- Determine common procurement standards for goods deliveries to pubic sector premises
- Determine common planning conditions for delivery activities to new developments

Untangling complexity

FRevue

LAMILO

CAP!RE

Office for Low Emission Vehicles

source LONDON

Global leaders sign up to £31m plan to demonstrate viability of hydrogen vehicles

3 April 2014

International project HyFive pioneers hydrogen fuel cell technology

energy saving trust

FTA

Technology Strategy Board
Driving Innovation

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A change programme in action: CLOCS

1.1 Increased availability and uptake of new lorries with 100 percent all round vision and maximum driver direct vision

1.2 All existing lorries are fitted with appropriate all round vision equipment as standard

2 For work related road safety cultures within construction logistics operations to be considered as important as that of health and safety culture on construction sites

3 A common standard for the construction logistics sector that enables transparency and ownership of work related road risk for developers, their clients and construction logistics operators.

Availability of safer vehicles and equipment

Creating the environment and desire for change

Communicating consistent standards

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Outputs of a change programme

1970 | 1980 | 1990 | 2000 | 2010





Very little change in vehicle profile and improvement to driver direct vision

2015 | 2015 | 2015



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Industry collaboration

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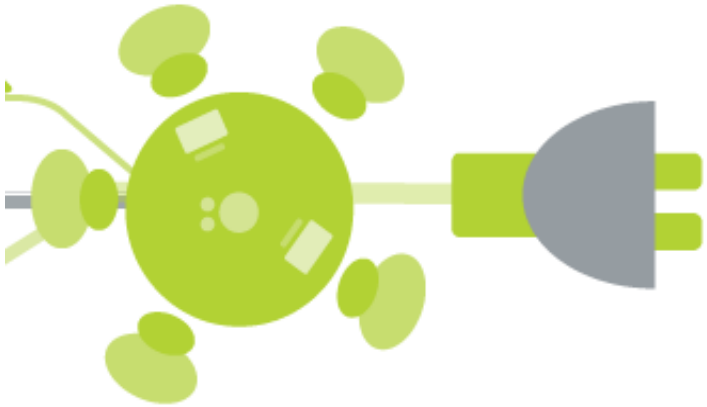

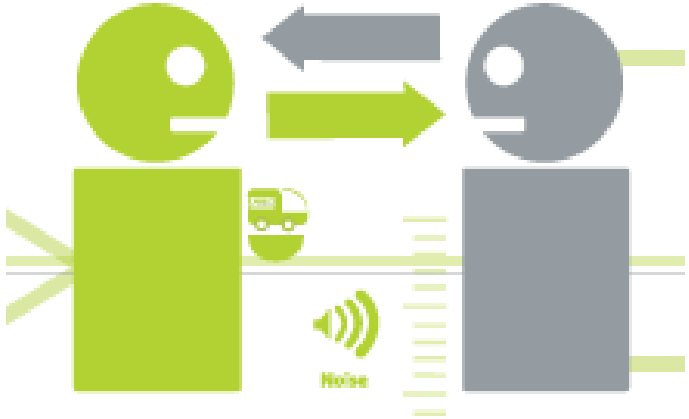

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Thank you

glendavies@tfl.gov.uk

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