Beyond the Impact of Car Journeys - Urban Freight



Vicky Keeble & Tanja Dalle-Muenchmeyer





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- 3 The "last mile challenge"
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~	About Cross River Partnership	
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LAEI 2013 - GLA Area NOx - 2013

A procurement-led approach

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Delivery Consolidation	Freight Retiming	Monitoring and Data	Policy and Engagement
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@MaryleboneLEN anti-idling for hospital fleets

Raising awareness









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www.deliverbest.london









www.westendbuyersclub.london



Shared Supplier Schemes

- Only peripheral services/ supplies, not e.g. retail stock
- Using 1 or 2 suppliers that are already operating in the area
- Mix of large and smaller suppliers to suit range of businesses





Personal Deliveries

CLICK. COLLECT. CLEAN AIR.

9 in

Find the most convenient collection point for you. This may be near home or along your commute route.

Postcode



www.clickcollect.london

Reducing emissions from delivery vehicles

HEERLIJK, DAT GROENE RIJDEN!



The Case for Electric Freight Vehicles

- Current generation of electric vans and trucks technically and operationally suitable
- Available range sufficient for most urban operations
- Perception/attitude change over time
- Most operators increased numbers of EFVs in their fleet following FREVUE experience







Clear environmental benefits

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- Resulting cost savings significant
- IF, IN LONDON ALONE, WE COULD ELECTRIFY 10% OF THE FREIGHT FLEET BY 2021, WE COULD SAVE OVER € 1BILLION PER ANNUM IN PUBLIC SPENDING ON REDUCED HEALTH IMPACTS AND ABATEMENT COSTS.





 EFV power requirements and charging patterns different to passenger cars and buses

> An18t single-shifted truck with a 200kW battery in daily operation requires an average of **163 kWh per day** to charge. In comparison, a medium-sized van requires approximately **30kWh per day**

- Little diversity in charging patterns of large EFVs
- Providing challenges but also opportunities
- Smart Electric Urban Logistics (SEUL)

Construction consolidation Stockholm example

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Thank you

Vicky Keeble Deliver London Programme Manager Tanja Dalle-Muenchmeyer Programme Manager Electric Freight

T 0207 641 2036 T 0207 vickykeeble@crossriverpartnership.org tanjadallemuenchmeyer@crossriverpartnership.org

T 0207 641 1436