

CRP Lunchtime Launch 1 'Developing the Future of Freight Logistics in London'
28th January 2021



Question and Answer Sheet

Q: Ted Maxwell, Regeneration Manager, Oxford City Council: Are there good examples of urban logistics hubs or micro-logistics hubs working for numerous operators out of a single site? And if so, how are the steps or specification different from solo sites? (Oxford is a very constrained city with significant need for freight rationalisation. It will almost certainly be impossible to identify and mobilise sites for every operator...)

A: There are good examples of multi-operator hubs in Prague.

Q: Russell Hodson, Group CSR Director, Complete Business Solutions: Given that there will be enormous financial pressure on companies to cut costs how do we persuade them to invest in a sustainable future?

A: The longer-term functions of consolidation aim to save money for businesses as well as supporting environmentally sustainable aims. With legislation looking at reduction of congestion and air pollution, there will be penalties for unnecessary movements, so by investing in a sustainable future, businesses reduce the costs they would incur if they chose not to.

Q: Grace Packard, Principal Consultant, Momentum Transport Consultancy: How can we change our streets to make them more attractive for e-cargo bikes?

A: Street space changes in the last year have already helped to safeguard cycle lanes in which e-cargo bikes are used. Clear parking for e-cargo bikes and/or guidance on street safety can help couriers to adhere to clear rules.

Q: Simon Taylor, Chairperson, Camberwell Action Group: How many companies (e.g. Sainsburys) and government-backed services (e.g. Post Office) have agreed already to re-establish large central London depots to the outskirts to be serviced by M2 & M25 Motorways? And how many are planning electric vehicle distribution?

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A: Many of the bigger retailers have their own electrification of fleets that will be coming in before 2030, there are now more EVs on the market than there were before.

Q: **Mark Motar, Assistant Import Officer, OIA Global Logistics:** How will logistics adapt in the future if similar pandemic were to happen again?

A: The logistics sector has adapted well; it is very much the relationship between logistics and business that has been affected with less deliveries. The shift to B2C is the biggest that any retailer/business has seen and has meant traffic displacement to residential areas so adapting the legislation/policies to ensure air pollution doesn't rise in these areas is increasingly important.

Q: **Barbara Pattinson, Camberwell Community Activist, Camberwell Action Group:** Is Camberwell being considered as a south London logistics centre?

A: Not that we know of.

Q: **Brian, Operations, Ecofleet:** Is it too far in the distant future to consider drone technology for last mile cargo companies?

A: Depending on the legislation that comes out on drones, there are already trials that have been done in Milton Keynes on this new technology but understanding which sector/s would find this most useful will be important.

Q: **Sam Keam, Co-founder, Zedify:** Light e-freight vehicles such as cargo bikes can have the most impact when operated from micro-hubs enabling delivery and reverse consolidation. How can various London stakeholders facilitate the availability of suitable sites at very large scales to accelerate roll out?

A: Logistics hubs should try to incorporate return/ reverse consolidation as this would minimise the impact of congestion and reduce vehicle trips in the area. This study has enabled a clearer view of what the market may need and what is available for those looking for sites, by creating a clear template of useful information.

Q: **Joe Smith, Senior Consultant, Momentum Transport Consultancy:** Managing residential deliveries and servicing is a slightly different ilk to managing those for businesses or organisations. What are two of the biggest challenges you see in this area, along with two of the possible solutions?

A: Residential streets are not made for such a large flow through of traffic. By creating spaces in which Click and Collect or sustainable last mile options could be used, this can further reduce traffic in areas of residential streets where there is a high proportion of children, families, those with disabilities, creating a safer space for everyone. Flats and high rise buildings could potentially use the underutilised car park spaces to reimagine lockers for those living in these areas to have goods delivered safely at more convenient times.

Q: **David Kaner, Member, West End Partnership:** What are the specifications for the different hubs so that landowners and others can try to identify sites? How will those with potential sites and companies that might like to use them be connected?

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A: The specifications in the slides include the physical space, any managerial facilities, strategic access and risks. From the report we have noticed that it can range from carparks to railway arches to potentially under crofts, or disused shop fronts, many of the functions of a logistics hub will be up to the operator on what they would need to facilitate their operations. This would enable potential companies to understand the full remit of a site. We are creating an inter-active on-line tool to enable both site owners and site searchers to connect.

Q: David Beaumont, Placemaking Project Manager, Victoria & Westminster BIDs: What proportion of Central London freight trips do existing urban logistics hubs account for?

A: As shown on the presented map there were current sites identified through case studies – please see the full report.

Q: Julie Plichon, Inclusive Design Officer, LB Islington: What role can planning policy take in promoting sustainable freight? Any case studies?

A: Both Local Authority level and Greater London Authority level (London Plan) planning policy documents can promote sustainable freight. Do contact Westminster City Council for sample freight policies.

Q: Flavio Poli, Director of Strategy and Growth, RYTLE: What subsidies will be available to launch sustainable freight logistics solutions in London in 2021?

A: None that we are aware of.

Q: Chris Sturman, Director, Craymere Consulting Limited: Where are the land and buildings, and investment to be sourced?

A: Identified in the map circulated.

Q: Robin North, CEO, Immense: Where do you see the main barriers being to rolling out these services at scale?

A: The use of these services will enable logistics to not negatively impact those who are living in these areas. It will require a good balance between efficient trips and a positive environment for those living in the area, led by strong political support locally.

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