

RETAIL TRAVELUTION

RETAIL LOGISTICS

Speakers

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Retail Travelution

Is there space for rail?

Maggie Simpson
Executive Director – RFG
23 January 2018

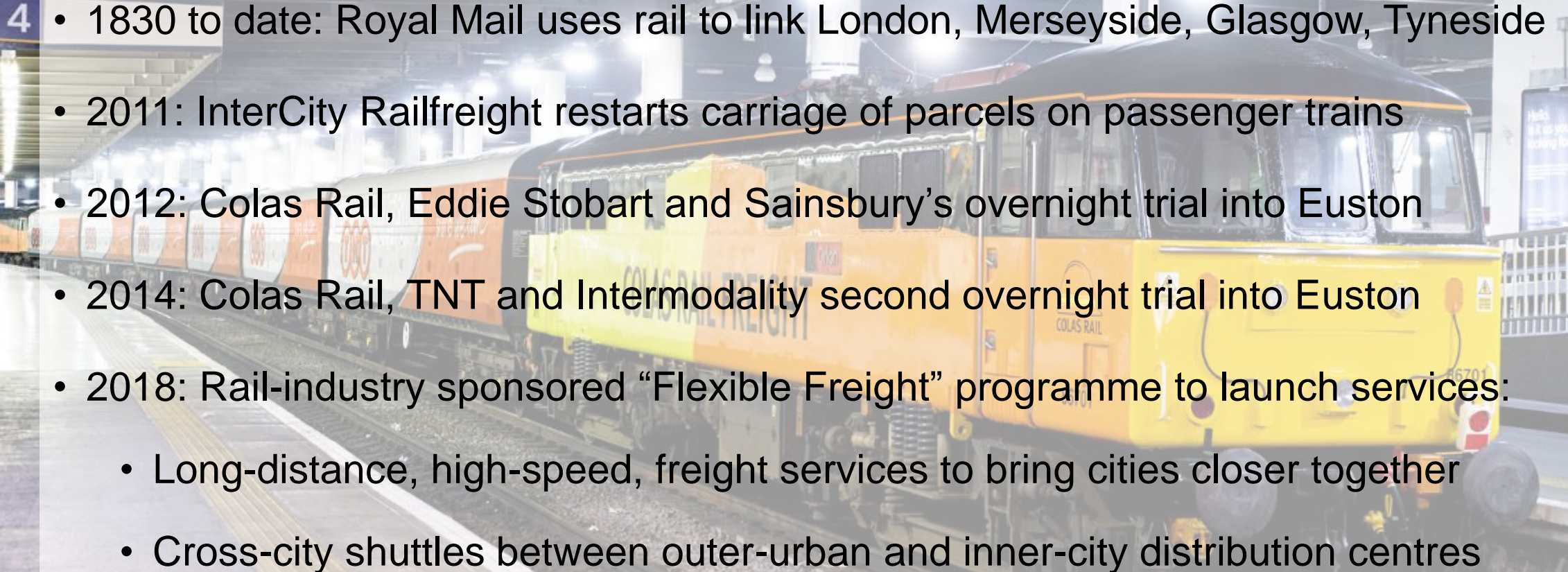
The city logistics challenge, part 1 – reaching city centres

- Instability of inter-urban trunk road network
- Result of saturated traffic flows, roadworks, extreme weather, accidents
- Average speed of articulated lorry around 30 mph
- Lorry driver working hours do not stop when the truck gets stuck in traffic
- Rail transport can bypass congested road arteries, right to the heart of the city:

The city logistics challenge, part 2 – delivering within city centres

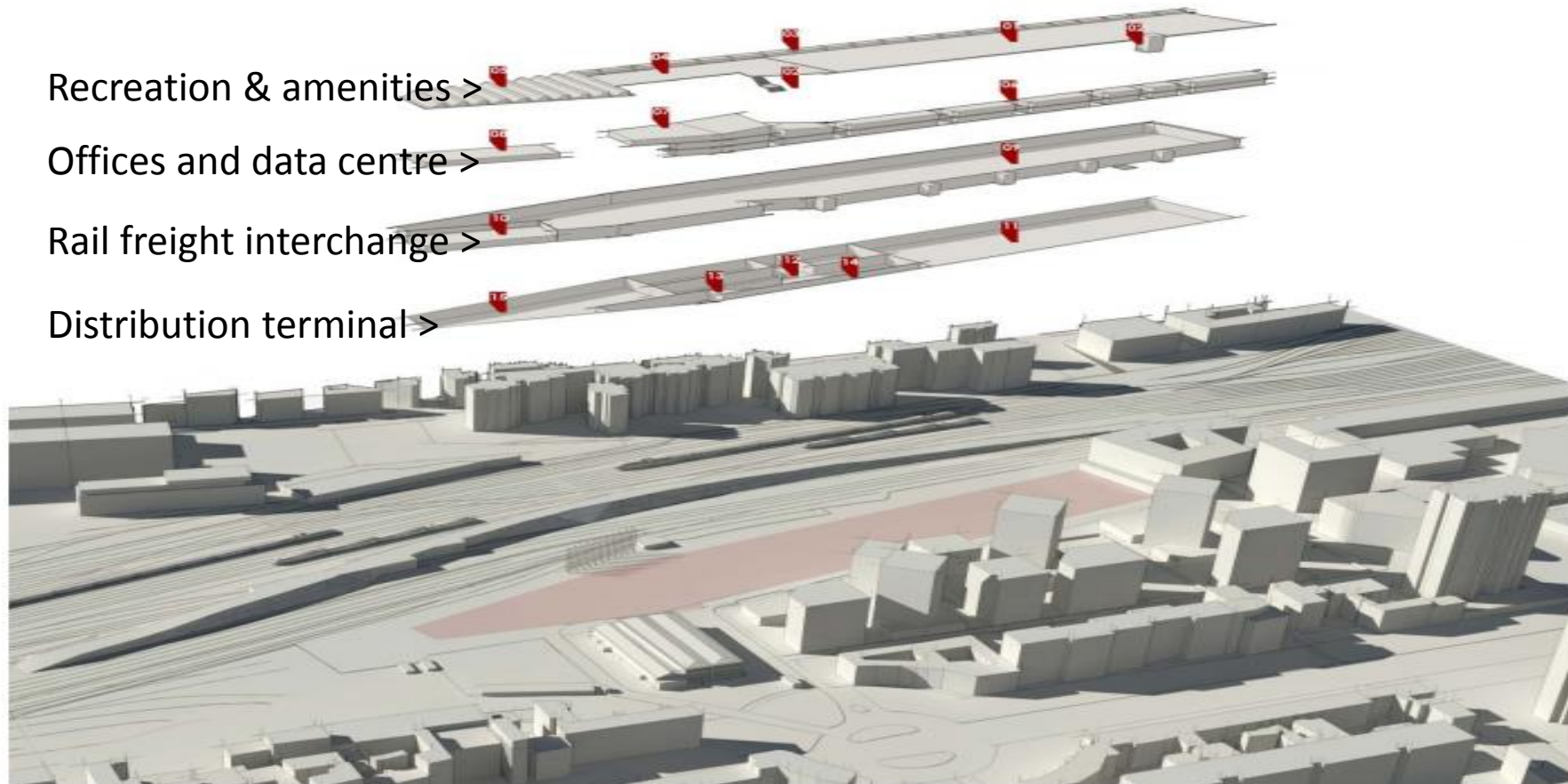
- Explosion of delivery van traffic – the result of (our) increasing online habits
- Lorries, vans, cars, public transport, bikes, mopeds and pedestrians
- Severe implications for public health and the urban economy
- “Urban Consolidation Centres” add costs / time but provide little benefits
- Part of the solution = mode shift + station-based distribution centres:
 - Trainload out-of-hours deliveries direct to city centres, using electric trains
 - Goods held at stations for call-off to local area during the day
 - Local “last-mile” deliveries made using smaller electric vehicles

The city logistics challenge, part 3 – the train takes the strain

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- A yellow and orange Colas Rail freight train is stopped at a station platform. The train has 'COLAS RAIL FREIGHT' and 'COLAS RAIL' written on its side. The platform has a yellow tactile paving strip and a blue sign with the number '4'. The background shows the station's interior with lights and structural elements.
- 4 • 1830 to date: Royal Mail uses rail to link London, Merseyside, Glasgow, Tyneside
 - 2011: InterCity Railfreight restarts carriage of parcels on passenger trains
 - 2012: Colas Rail, Eddie Stobart and Sainsbury's overnight trial into Euston
 - 2014: Colas Rail, TNT and Intermodality second overnight trial into Euston
 - 2018: Rail-industry sponsored “Flexible Freight” programme to launch services:
 - Long-distance, high-speed, freight services to bring cities closer together
 - Cross-city shuttles between outer-urban and inner-city distribution centres

The city logistics challenge, part 3 – the train takes the strain

- Paris developing “*logistics hotel*” concept, integrating distribution facilities into mixed-use co-located developments



The city logistics challenge: policies and synergies

The Government has concluded that there is a compelling need for an expanded network of Strategic Rail Freight Interchanges. There is a particular challenge in London and the South East. Suitable sites are likely to be located where the key rail and road radials intersect with the M25... supplemented by smaller locations within the M25

DfT policy, 2004-2014

One of the key contributors [of emissions] is road freight and the need to bring goods from out-of-town distribution centres into city centres. Imagine if we could run electric freight trains into stations outside peak hours. Or run passenger trains that can be partly converted to carry freight. Goods could be offloaded onto electric vehicles, for distribution across the city

DfT Rail Minister, 2017

Regional consolidation and distribution centres at the edge of London are needed to serve the city and town centres. These can be coupled with micro-distribution centres in inner and central London, from where deliveries will be made by low and zero emission vehicles, such as electric vans or cargo bikes. The Mayor, through TfL, will work with Network Rail and the Port of London Authority to move, where practicable, freight off London's streets and on to the rail network and the river Thames.

Draft Mayor's Transport Strategy, 2017

*Synergies: network of outer-urban and inner-city distribution centres;
use of rail and river; use of electric vans and cargo bikes*

The city logistics challenge: a multi-modal delivery plan

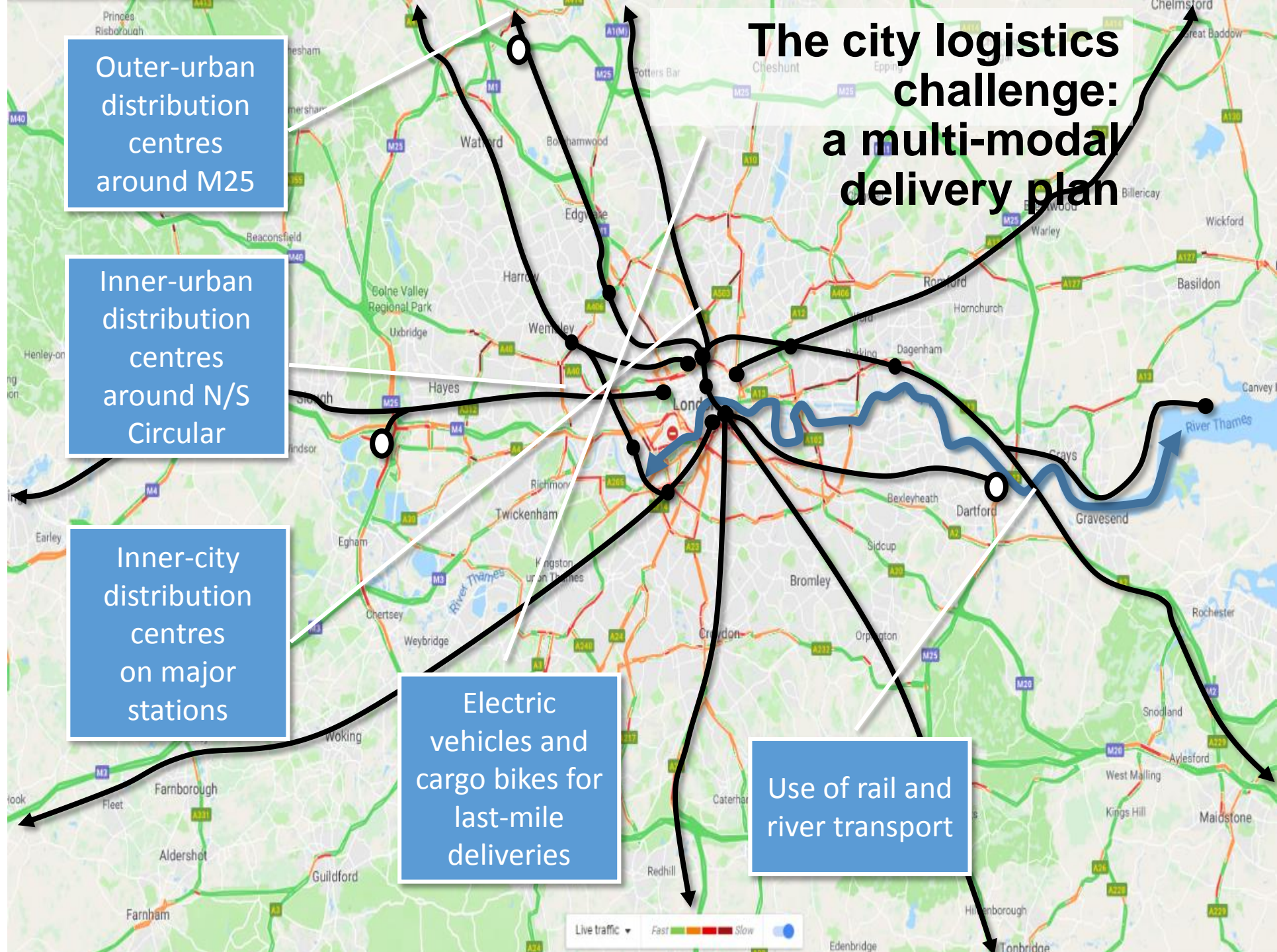
Outer-urban
distribution
centres
around M25

Inner-urban
distribution
centres
around N/S
Circular

Inner-city
distribution
centres
on major
stations

Electric
vehicles and
cargo bikes for
last-mile
deliveries

Use of rail and
river transport



The City Logistics Challenge – Making it happen?

- Getting the retail sector engaged to look at alternative solution rather than the status quo.
- Scale and economics for passenger train operators – how to get their interest.
- Start up costs / equipment / rolling stock investment.
- Linking national policy for railways with local policies for example on air quality and congestion.

Thank You



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Retail Travelution Conference 2018
The River Thames And Retail Logistics – the why and the how

James Trimmer

Director of Planning & Environment

Port of London Authority

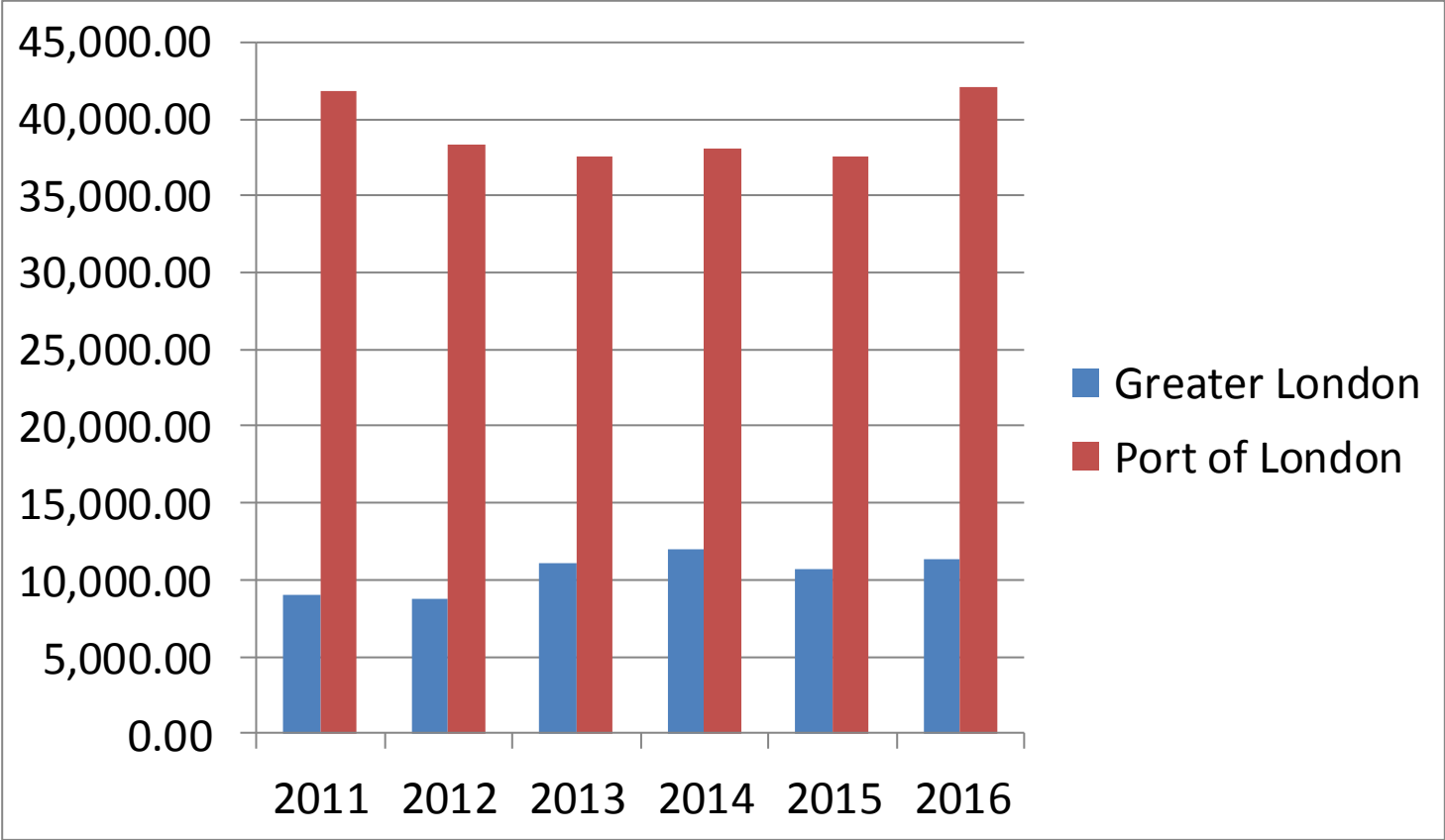
The Port of London Authority



95 miles: Teddington to the outer Estuary

The Port of London and Greater London

MT



Interport Trade



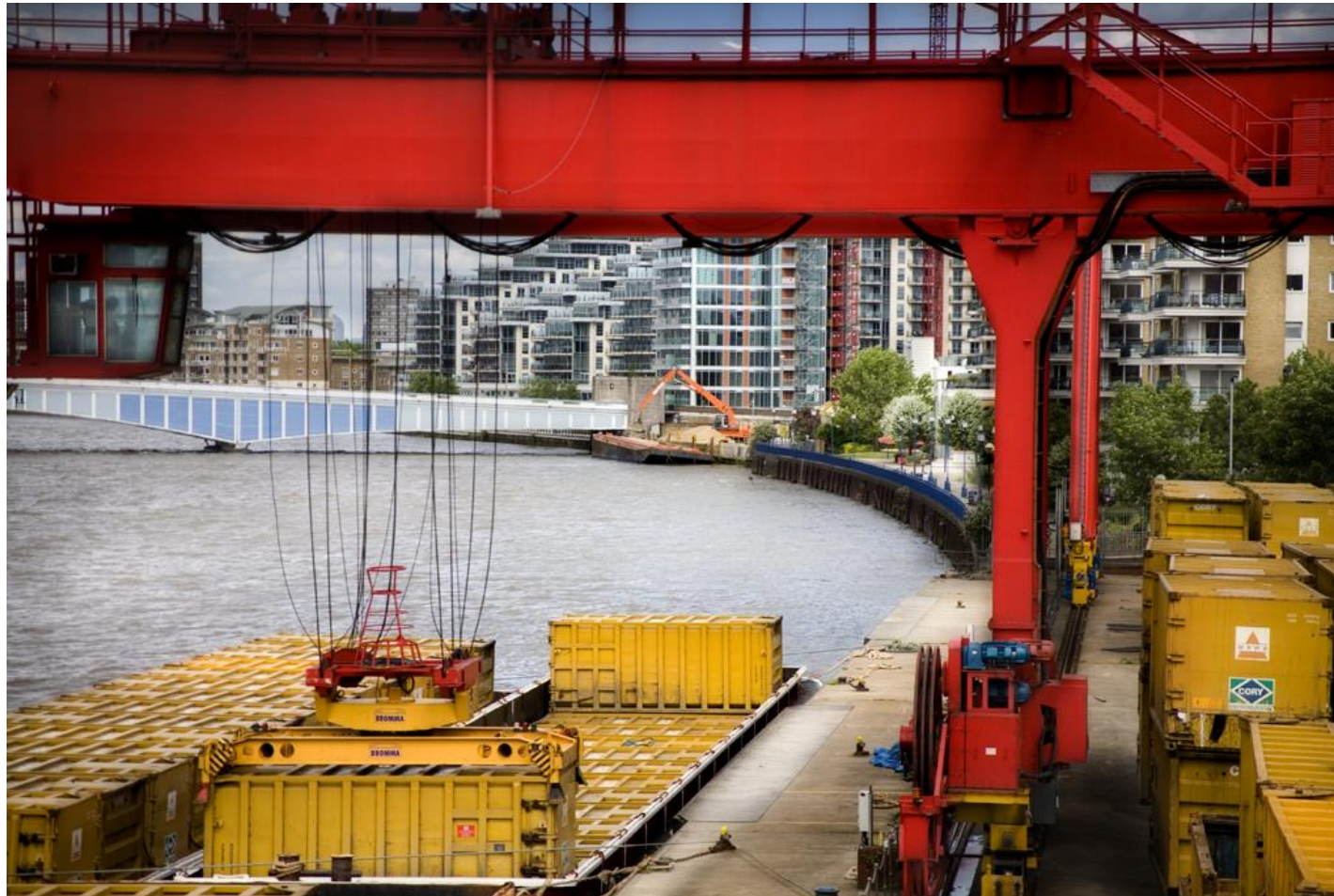
Intraport Trade



Benefits for Retail Logistics



Issues for Retail Logistics



The Potential.....





Retail Logistics

Jonny Powling, Partner

Logistics report: How soon is now?

Our report, How soon is now? gathers the views of leading investors, developers, occupiers and operators and sets out policy recommendations on how the logistics sector should respond to the current challenges and opportunities.

[View the report](#)



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