**P2P #15: Innovative Street Solutions for Urban Freight:
Experiences from London and Buenos Aires
Questions and Answers**

1. **Can you please clarify what the difference is between a HGV and a van in the UK? How long, or what amount of weight are each group of vehicles permitted to carry?**
    R/
    By Julian Allen: Vans has a maximum gross weight of up to 3.5 tonnes. Heavy goods vehicle (HGV) has a gross weight of over 3.5 tonnes.
    In the UK the maximum permissible weight on any road for an HGV is 44 tonnes gross weight on 6 axles. Weight restrictions of less than 44 tonnes are imposed on some streets.
    Further details about the classification of vehicles in the UK is available at:
    https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/211948/simpl ified-guide-to-lorry-types-and-weights.pdf

    We have identified that the growing issue is around the increase in smaller vehicles in London. They are less regulated, drivers do not require special licenses (so the shortage of drivers isn't so much of a problem) and many businesses are starting to use more vans to cover the increase in on-demand internet-based deliveries.

2. **Is this project a sort of SULP (sustainable urban logistics plan)?**
    R/
    The project is a key element of the Freight & Fleet programme which will form some part of the Mayor's Transport Strategy. Elements of the F&F programme already help to address sections of the Mayor's manifesto, so yes, it is a form of a SULP.

3. **What are "high streets" and "side streets"?**
    R/
    By Julian Allen: "High Street" - the vehicle stops to load/unload in front of the shop/business; whereas in the case of "side street" means the goods vehicle stops on a street not directly in front of the shop/business (which is usually just around the corner from the shop/business)

    By Jaz Chani: In this context, the high street is the main road rather than an adjoining road (which would be the side street). I should have said 'main road' to be clearer…!
    We looked at classifying road types by their 'place' and 'function' - what they are comprised of, including land use, the purpose they serve, etc. and how they are used, for transit through, shopping or socializing etc. We proved that the High Street compared to a High Road are very different, and even several High Streets differ.

4. **In London, did you look at delivery frequency or driver knowledge? Wondering if drivers who know the location better utilize side streets, rear, etc. more.**
    R/
    We looked at delivery frequency and interviewed drivers. Delivery frequency was analyzed from both the observations (using cameras) and through the interviews with the businesses. This also helped us to investigate delivery perceptions - did actual deliveries match what they said!
    Although local knowledge allowed drivers to choose their routes (unless they were designated by their employer), they used the most convenient or designated delivery/loading point.

5. **In London, what do the numbers of 'solution sets' mean?**
   R/
   The solution set numbers relate to the identification (ID) ref e.g. 1 = shared bay etc.
   We allocated draft ID reference numbers to each type of 'solution' for the matrix and the checklists. The final agreed ones will be defined in the methodology and will appear in the Kerbside Loading Guidance which will continue to be updated as progress is made with the pilots.

6. **Are public/private Urban Consolidation Centers used as a strategy for last-mile delivery and minimizing larger trucks from entering the central London area?**
   R/
   There are a small number of Urban Consolidation Centres in London, but these only handle a tiny proportion of total freight moved in London.
   We have looked at consolidation centres in the past, and have provided both funding and support towards them. Few retailers engage in sharing or using centres. They require a high level of investment and longer-term infrastructure so tend to be suitable for certain sectors (e.g. construction). To encourage this sector we published a directory of centres. This is available at: http://content.tfl.gov.uk/london-construction-consolidation-centres-directory.pdf

   We were recently involved in the EU project LaMiLo (Last Mile Logistics) to look at the options for using a centre for public sector deliveries and promoting delivery and servicing plans. More details at: http://www.lamiloproject.eu/
   We work with several micro-consolidation schemes for retail including with Gnewt who operate cleaner, low emission vehicles for last mile deliveries in central London.
   Consolidation through smarter procurement and better supplier/contract management has achieved much better benefits. As part of our consolidation project we are developing this further with business groups and investigating other forms of consolidation, including managing personal deliveries at work and the use of pick-up/drop-off points.
   - For more details about the consolidation project see:
   https://tfl.gov.uk/info-for/deliveries-in-london/delivering-efficiently/consolidating-deliveries
   - Case Studies
   https://tfl.gov.uk/corporate/publications-and-reports/freight?intcmp=8606

7. **Does TfL have published a directory of construction consolidation centres operating in the city?**
   R/
   Our projects on construction go beyond planning guidance for developments. They focus both on improving safety (especially conflicts with other vulnerable road users) e.g. CLOCS (Construction logistics and Cycle Safety) and improving vehicles e.g. Safer Trucks.
   - For more details about all the Freight & Fleet projects (and solutions), explore our webpages at: https://tfl.gov.uk/freight
   - For Construction Logistics Plans (for both developers and planners), case studies and reports: https://tfl.gov.uk/corporate/publications-and-reports/freight?intcmp=8606
   - The directory of consolidation centres is available at: http://content.tfl.gov.uk/london-construction-consolidation-centres-directory.pdf

8. **For the case of London, did you find any impact of driver experience?**
   R/
   Although local knowledge allowed drivers to choose their routes (unless they were designated by their employer), they used the most convenient or designated delivery/loading point.
   It proved difficult to engage drivers as many were trying to work and get their job done! However, those that participated mainly commented on their daily issues and challenges, including enforcement.

9. **Jaz: where can we find the corresponding solutions?**
   R/
   It has not been released yet. We allocated draft ID reference numbers to each type of 'solution' for the matrix and the checklists. The final agreed ones will be defined in the methodology and will appear in the Kerbside Loading Guidance which will continue to be updated as progress is made with the pilots.
   - For more details about all the Freight & Fleet projects (and solutions), explore our webpages at: https://tfl.gov.uk/freight
   - For case studies and reports:
     https://tfl.gov.uk/corporate/publications-and-reports/freight?intcmp=8606

10. **For the Case of Buenos Aires, can you share details about what company or technology is used in these magnetic sensors?**
    R/
    We are working with a local firm called SmartCityBA wich is importing a sensor technology from china, I can later share the prototypes. We also are in conversation with an Spanish company Bitcarrier.

11. **In Buenos Aires, is the O/D cargo research used for decision about location of the Cajones Azules?**
    R/
    Yes. Mostly in the Downtown Area.