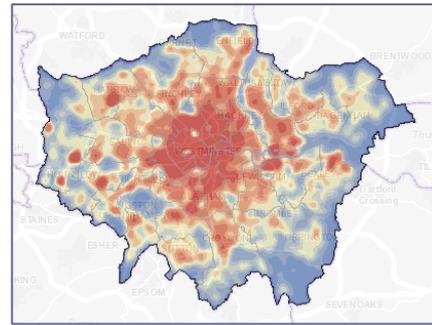


London logistics

I've only just made time to read the '**Feeding London 2030**' report commissioned by UKWA some while back – I was interested as soon as I was aware of it, and with emails currently coming in from various industry sources about clean air zones and banning diesel vans, now seemed like the right time.



I've been involved in more than one project around the difficulties of delivering in the capital, including for a foodservice company looking to establish an operation to serve London – this project had a particular focus on the legal restrictions: congestion charging and U/LEZ zones, weight limits including on and adjacent to London bridges, red routes, the so-called 'night lorry ban', the safer lorry scheme, multiple local un/loading restrictions (and the risk of PCNs), and the City of London Corporation 7.5T MGW limit in its central area, unless you need access to un/load. Oh, and then things like the wonderfully toll-free Woolwich ferry, **the** key link for the North and South circulars, not operating at night – not a legal issue, but pretty important.

And food is only one of the logistics sectors facing these challenges - another of my London logistics assignments involved examining potential routing of construction vehicles with respect to local schools, cycle superhighways, low bridges on significant roads, tunnel hazchem restrictions, as well as site and project specific access issues designed to try to minimise the already severe congestion in the area. It was on this latter project that I really discovered the benefit of using Google's Instant Street View. Think that corner looks a bit tight for an HGV? ...ah, you can see where the pavement fencing has already been taken out by someone trying just that manoeuvre!

As you might expect, the UKWA report also considers the limited warehousing that London offers. As an aside, I recall pooh-poohing someone's suggestion that we put a DC in a particular part of London, only to be pulled up sharp when I heard of a 'large warehouse fire' in exactly that location ...and then being able to trust my own judgement again on realising that there's a difference between a large fire involving a small lockup and a supershed on fire. But going back to being serious, something that has struck me in past projects has been the way in which our land prices dictate non-optimum distribution solutions, which is more of an issue as green moves up the agenda.

You can buy this report from UKWA, and CILT UK has a copy at its Knowledge Centre at Corby. It includes analysis in areas such as population growth between now and 2030, ethnic diversity, age and income, as well as transport and travel, although I do find myself wondering if some of the analysis will have been carried out pre-Brexit vote which, with lack of clarity from our government on exactly what this means for anyone, may change some of the assumptions in ways no-one can yet forecast.

There will have been a specific objective in mind when this report was commissioned, but if I have one criticism it would be lack of a clear road map for the future and sufficiently forthright recommendations. But that doesn't detract from it being a solid body of work on a topic of immediate and ongoing regional and national importance, and an important contribution to drawing attention to the challenges our industry faces.

As everyone knows, I love facts and figures, maps and graphs, and so this nicely presented report of about 100 pages, which you can dip in and out of, could have been designed with me in mind!

Written by: Kirsten Tisdale, Aricia Limited 3 August 2017