

FREIGHT in the **CITY**

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IMPROVING THE LAST MILE

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MOVING THE LAST MILE



RAC
Foundation

- 1. The way we shop is changing**
- 2. The traffic implications are complex**
- 3. It's not a one way street**
- 4. So pause before pointing the finger**
- 5. That said**

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The way we shop is changing – Christmas is a good example of what's happening

IpsosMori found that for Christmas 2015:

1. 73% of adults shopped on line
2. 24% did more than half their shopping that way
3. 64% used home delivery; 19% used click-and-collect

For 2016

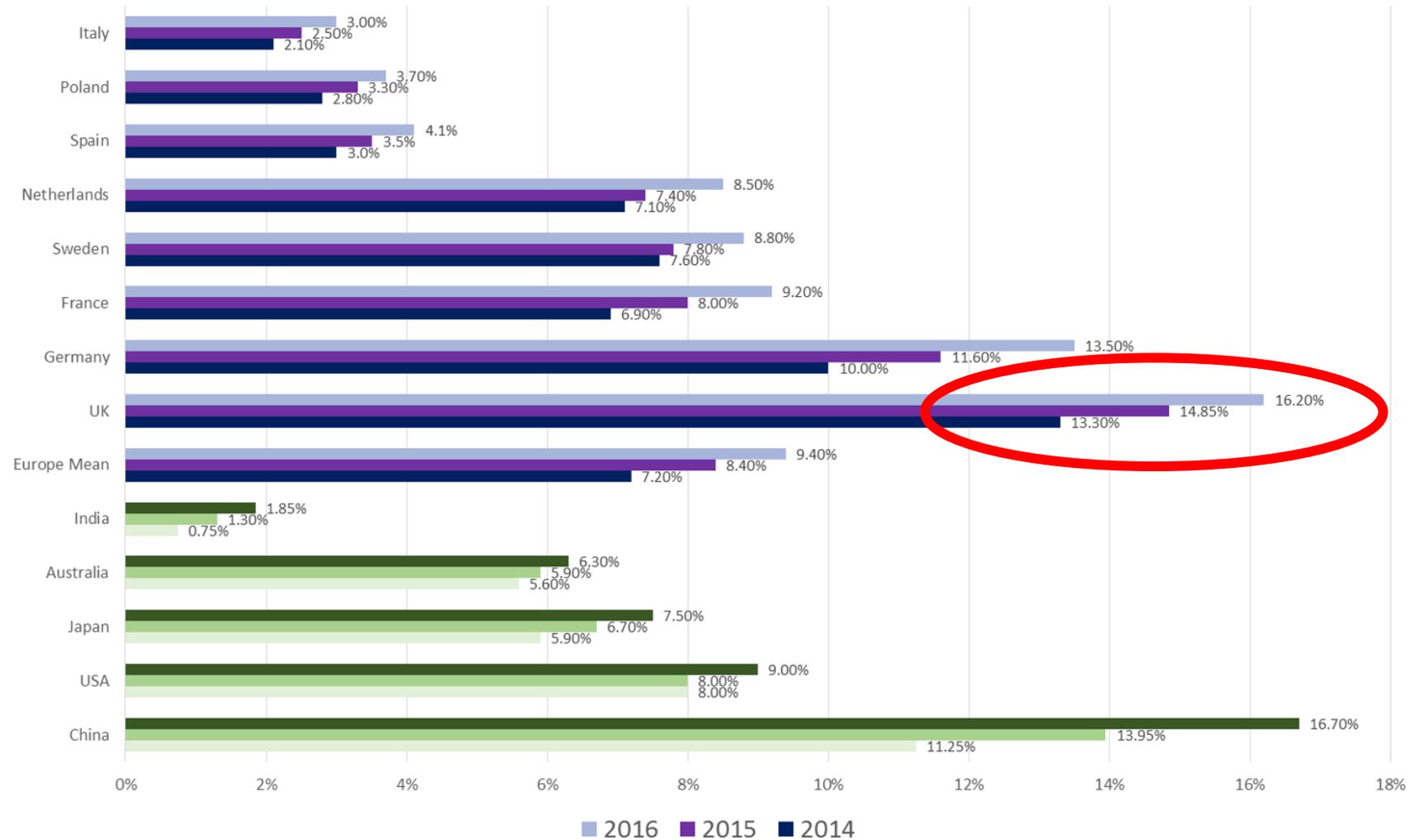
1. 1 in 6 (17%) expected to shop more on-line
2. Net around 2 million doing more on-line

So that's quite a bit of shopping without travelling



It seems we are a nation of on-line shoppers

Online Commerce world-wide



Having made the purchase on line, we want our new stuff quickly

29% of on-line shoppers tend to opt for same or next day delivery at least half the time

Customer preferences for fulfilment methods



...and conveniently

Which is probably contributing to the drop in shopping trips



- 19% of trips / 12% distance
- Declined by 20% and 18%

National Travel Survey 2015

- 17% make fewer trips
- 23% of these cite shopping online as the reason

Ipsos MORI 2016

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The implications for traffic are complex



- A van
- making multiple deliveries
- off peak times
- to residential addresses

- A van
- sets off in the peak
- to office addresses
- or carrying few items



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We might need to re-think what we mean by 'shopping trip'



**Doubled in market share to 20%
2010-14 (IMRG)**

53% More convenient

51% Don't have to be home

43% Cheaper

40% Combine with other tasks

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So to think it's all about internet shopping is a mistake

- vans are the most significant area of traffic growth – forecast to rise to **20%** of all traffic miles by 2035 to 2040;
- the UK van fleet has been growing at **3% to 6% pa**, depending on van size, and this has been, and will continue to be, well above the overall rate of growth in the economy;
 - a review of average miles run per van compared to the reported miles of parcel operators, shows that the 'on-the-road' presence of vans attributable to parcel deliveries increases to circa **10%**;
- the current van fleet to service the total parcel and grocery delivery market is around 130,000 vans which is **less than 4% of the total van parc** c. 3.6 million vans;
- the van fleet to service the growth forecast will increase by not more than a further 35,000 vehicles which is a **1% increase over 5 years** on the current parc;
- which means that the delivery of parcels for business and consumers is an important but not dominant part of the UK van fleet mix and the traffic it generates.
- **The case against vans for e-commerce deliveries as a traffic 'bête noire' does not appear strong**

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In some places, road capacity is at, or beyond, a tipping point



... and we are some way away from being 100% 'clean'



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