

# RESEARCH SUMMARY

<b>Title</b>	Delivery management and truck holding areas		
<b>Objective</b>	To evaluate current usage of Delivery Management Systems, truck holding areas and Construction Logistics Plans to inform recommendations for the construction logistics sector and local authorities regarding best practice across London.		
<b>Date</b>	June 2016	<b>Agency:</b>	Future Thinking
<b>Methodology</b>	Desk research was followed by qualitative research featuring 70 stakeholder interviews with construction professionals (Logistics and Construction Managers, Software Developers) and Planners, in London and overseas. In addition, 12 qualitative interviews were carried out with Logistics Managers from other industry sectors.		

## Abstract

There is a need for greater support and commitment towards the adoption of Delivery Management Systems, identification and approval of truck holding areas and application of Construction Logistics Plans. Where support for these elements is provided by local authorities and TfL, as well as commitment from the construction sector, this does help alleviate pressure on the road network.

## Key findings

The construction sector is behind other industries in terms of application of delivery logistics, but can learn a great deal from the application of logistics in other sectors, in particular by moving towards a just-in-time approach (where materials are pulled, rather than pushed).

London is considerably ahead of other countries in deployment of Delivery Management Systems (DMS), to the extent they are now viewed as essential tools in effectively managing the flow of HGV deliveries. As a result, there are now a range of robust products on the market, the majority of which are provided by logistics companies. As construction logistics develop, the need for DMS to be able to connect with other supply chain systems will also grow.

Acquiring a truck holding area in London is often extremely challenging due to capacity constraints and structural issues with planning policy and approval processes. Key factors for obtaining a truck holding were identified, including early planning, local knowledge, good rapport with local authorities, demonstrating initiative in identifying suitable areas and (ideally) seeking areas half a mile from site but close to the major road network.

While Construction Logistics Plans are referencing both DMS and truck holding areas, overall they require greater commitment from both the construction sector and local authorities. By doing this they can help create a more robust, effective and accountable document.

**Job number:** 15206