

Central London Freight Quality Partnership



Current Freight Issues Group (CFIG) Meeting notes

Date/Time: 26th October 2016 9.45 to 12:55

Venue: Meeting Room 357
University of Westminster,
35 Marylebone Road
London NW1 5LS

Notes of meeting held on 26th October 2016

Present

Michael Browne (Chair)	University of Gothenburg
Julian Allen	University of Westminster (UoW)
Mike Bracey	Brewery Logistics Group (BLG)
Rob Carruthers	AS Watson Group
Nigel Symonds	London Borough of Camden
Roy Turner	London Borough of Camden
Ron Searle	Travis Perkins
Natalie Chapman	Freight Transport Association (FTA)
Antoneta Horbury	Royal Borough of Kensington & Chelsea
Vicky Keeble	Cross River Partnership (CRP)
Jerry Ward	John Lewis Partnership (JLP)
Hugh Brennan	Westminster City Council (WCC)
Mick Dearle	Martin Brower
David Macpherson	Martin Brower
Ashley Collado	DHL
Matthew Bennett	West End Partnership 'People' Group
Andrew Lowery	TNT/Fedex
Sam Clarke	Gnewt Cargo
Craig Stansfield	City of London
Denise Beedell	Federation of Small Businesses (FSB)
Douglas Gilmour	TomTom
Andrew Poole	TomTom
Tanja Dalle-Muenchmeyer	CRP/WCC
Martin Schulz	Arup
Tim Ward	TfL
Sukky Choongh-Campbell	London Borough of Lambeth
Sarah Finn	London Borough of Lambeth

Item 1

Welcome, introductions and apologies.

Mike Browne welcomed everyone, apologised for the lack of space in the room, and introductions were made.

Item 2

Notes of the last meeting (Current Freight Issues Group meeting on 3rd May 2016)

The meeting notes were agreed.

Outstanding issues from the previous meeting:

Action from last meeting: Hugh to contact Dennis when details of the Baker Street 2-way scheme are available, so that CLFQP members can be made aware.

Hugh Brennan explained that the Baker St two-way scheme had been submitted for approval and the traffic order will be available for consultation shortly. Freight operators should respond to this consultation opportunity when it becomes available.

New action: Hugh will contact Dennis to let him know when the consultation is available for CLFQP members to reply to if they wish.

Action from last meeting: TNT, DHL and UPS would contact Dennis, who would arrange the necessary contact with Westminster City Council via Hugh (to discuss the benefits they could offer Westminster City Council in servicing plans/retiming).

Andrew Lowery (TNT) is awaiting reply from Hugh and Dennis about servicing plans/retiming in relation to Westminster City Council.

New action: Hugh/Dennis will contact Andrew about this issue.

All other items will be covered under the current agenda.

Item 3

TomTom Presentation by Douglas Gilmour and Andrew Poole

A presentation was made explaining the work that TomTom carries out to make their mapping and satellite navigation tools relevant to the road freight industry. This included data sourcing and data cleansing and verification.

TomTom is keen that the freight industry informs it about the truck accessible road network. It is also considering incorporating data concerning on- and off-street parking into its tools.

A copy of the presentation is attached.

Item 4

TfL Projects update

Tim Ward provided an update on freight-related work that TfL has been involved in. He commented on the following issues/areas:

- Air quality work on ULEZ development and toxicity charge.
- Direct Vision standard.
- HGV 2020 compliance.
- Freight in the City event on 2 November 2016.
- “A City for all Londoners” publication came out last week (available on GLA website).
- London Councils review of the London Lorry Control Scheme (LLCS).
- Recent London Freight Forum.
- LoCity update.

Tim answered several questions about the topics in his update, especially concerning the proposed ULEZ, the toxicity levy and the LLCS review work.

Details of the introduction of a new Emissions Surcharge and ideas for improving Ultra Low Emission Zone are now out for consultation - link below:

<https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-2/?intcmp=42947>

Strong concerns about bringing forward the date for the implementation of the ULEZ were raised by a number of companies responsible for freight operations in London. In particular the availability of appropriate vehicles and the consequences on the fleet replacement planning of an early introduction were noted.

At a previous meeting it had been agreed that CLFQP members felt that a discussion about the LLCS should take place and a meeting had been proposed. The meeting had not taken place and given that there was now a review of the LLCS being carried out by London Councils with input from working groups it was unclear if a separate meeting of CLFQP member would be useful.

Action: It was agreed that CLFQP members would respond to the consultation to express their views and any concerns. This response would be made individually by organisations and companies.

Action: Dennis to check with CLFQP members to ask if they want a CLFQP LLCS review meeting (as had been planned at the previous CLFQP meeting in July 2016) or whether they will make any inputs individually via the London Councils Working Group.

Item 5

Freight TAILS project presentation by Vicky Keeble (CRP)

Vicky Keeble presented the EU-funded Freight TAILS project. This project is led by Cross River Partnership (CRP) and includes 10 transfer sites across the EU (of which Westminster is one). Charlotte Knell at CRP is the project manager.

The project is addressing several major issues in urban freight including: stakeholders, data, integration, regulation and enforcement, procurement and voluntary behaviour change.

Procurement is viewed as a key aspect of the project and Freight TAILS will provide a central London Integrated Action. There will be an online tool concerning procurement available by March 2017, with a full roll out of the tool by March 2018.

A copy of the presentation is attached.

Item 6

Borough initiatives and issues on Freight

Nigel Symonds provided an update on the Camden and Islington Consolidation Centre. From January 2017 volumes will increase and delivery frequencies will reduce to produce greater transport and sustainability benefits.

Antoneta Horbury explained that loading bays that had previously allowed 20 minutes were to be changed to 40 minutes following a period of notification/advertising during which no objections were received (the traffic order for this will be confirmed soon). This is a result of ideas and discussion through the CLFQP. It was noted that Kensington and Chelsea already permit 40 minutes loading on single yellow lines.

Hugh Brennan described a project in City of Westminster considering the implications of extended delivery hours.

A paper is to be produced on freight needs in the borough – in order to achieve this WCC is seeking to reflect on its existing freight knowledge and practice and will work with Business Improvement Districts (BiDs) in the borough on this.

Sukky Choongh-Campbell (Lambeth) explained the work they have carried out with other boroughs (including Kensington and Chelsea, Hammersmith and Fulham, Greenwich and Merton) on evaluating and acquiring sufficient product throughput to make an Urban Consolidation Centre viable.

Action: Members were asked to send Sukky copies of papers on Consolidation issues/barriers.

Item 7

Members Updates/any other business

Sam Clarke asked about whether a forum existed where all boroughs could discuss the potential for implementing 40 minute loading regulations (as already exists in some boroughs).

During the following discussion it was decided that CLFQP could write to London Councils to request the Boroughs Liaison Group on Freight to provide the information on the existing regulatory loading time regulations with respect to the 40 minute rule in each of the London boroughs.

It was suggested that if this indicated discrepancies between boroughs, then in some cases boroughs may well decide to change their regulations in order to provide a more similar set of rules across London (however, in some cases this may prove complicated).

Action: CLFQP to write to London Councils concerning existing loading time regulations requesting a summary of the rules applied across London boroughs.

Mike Bracey discussed a note he had written on the changes to freight transport operations that are currently planned in London (ULEZ, review of London Lorry Control Scheme). Mike thought it would be more helpful if likely implementation dates for these various reviews and regulations were fully considered because having overlapping review periods meant that initiatives in one area/topic could not be considered in another - planning for the ULEZ also required a consideration of the rules applying to the LLCS for a transport operator and yet each scheme/initiative was dealt with separately.

The meeting noted that these changes which will affect freight operations are not planned by a single body (both TfL and London Councils are involved). It could be argued that this increases the complexity and limits the scope to consider the various schemes and initiatives in a more strategic way.

Vicky Keeble explained that the FREVUE project is currently drawing up an industry statement of intent about electric vehicles. CRP would like to obtain company views on electric vehicles and their suitability for urban freight. It was pointed out that the FREVUE project should decide whether company aspirations regarding electric vehicles are being sought, or whether it is more concerned with investigating the business case for such a concept (as these are very different things).

The meeting noted that Ian Wainwright Head of Freight and Fleet at TfL will leave at the end of October. It was agreed that the CLFQP members wished to thank Ian for his support with Freight Quality Partnerships and for attending and updating the CLFQP about TfL freight work and initiatives.

Item 8

Date of next meeting:

The next meeting is due to take place in February 2017. A date has not been set yet, but Dennis Lynch will contact CLFQP members by email. Several of those attending asked that meeting dates avoid school holidays where possible. A short discussion about the difficulty of finding suitably-sized rooms for CLFQP meetings at University of Westminster campuses was raised. It was explained that it is becoming increasingly difficult to obtain suitable space for CLFQP meetings at University of Westminster during teaching time. Several CLFQP members said that their organisation could potentially provide suitable space for meetings, however in some cases this space is outside London while in others it would need to be paid for.

Action: Dennis Lynch to circulate the date of next CLFQP meeting to members.