



Central London Freight Quality Partnership

Current Freight Issues Group (CFIG) Meeting notes (Online meeting)

Date/Time: 11th January 2024 – 14:00 to 16:00

Venue: Online Zoom Meeting

Present at on online meeting.

Mike Browne	CLFQP/ University of Gothenburg (Chair)
John Crosk	CLFQP Manager
Mike Bracey	Brewery Logistics Group
Jerry Ward	John Lewis Partnership
Laura Carleton	TfL
David Kaner	Zero Emissions Group (West End Landlords/Bids)
Ian Wainwright	Future City Logistics & CILT
Jolyon Drury	CILT
Richard Stone	Hole in the Wall (UK) Ltd
Katie Colledge-Price	Carpendale EV
Linda White	Road Haulage Association
Chris Yarsley	Logistics UK
Hugh Brennan	Westminster City Council
Elliot Quinn	Lambeth Council
Katherine Fairfax	Cross River Partnerships
Eleanor Marshall	Innovate UK
Sarah King	FSB
Chris Sturman	Retail and Food Logistics Forum
Juan Pablo Castellon	Chalmers University of Technology (Presenter)
Sue Terpilowski	Image Line Communications
Andy Smith	British Security Industry Association
Amanda Zambon	AICES
Nige Symonds	Islington Council
Russ Wordie	Wincanton
Kate Dickson	Camden Council
Sukky Choongh	SMMT (Presenter)
Laura Jacklin	GRID
Andrew Barry Purssell	Barnet Council
Giles Roddy	CGMA
Oliva Reed	City of London Corporation

Apologies

Brian Foxton	Hackney Council
Tobias Newland	Hackney Council
Ben Hodson	DHL

Item 1: Welcome, introduction and apologies

Mike Browne welcomed everyone, introductions were made, and the group was reminded of compliance with competition law.

Item 2: Meeting notes from the last meeting

John Crosk referred to the meeting notes for the meeting held on the 6th July 2023 and noted that there was one outstanding action.

JC explained that the link to the CILT/CLFQP call for evidence had developed an issue that resulted in submissions being lost and asked if those trade associations and individual responders wishing to resubmit their responses could now do so via this link <https://fs4.formsite.com/cltdil/hdnrmuozb1/index>

JC Asked if the meeting notes format adopted at previous meetings was acceptable, the general feeling was that the meeting notes should remain as previous meetings.

The group was also reminded that anyone who is not on the circulation list for the meeting notes and would like to receive the notes can contact JC, the notes and presentations from the meetings can also be found via the CLFQP website [London Freight Quality Partnerships \(centrallondonfqp.org\)](https://www.londonfreightqualitypartnerships.com/)

Item 3 : TfL Update Laura Carleton : Engagement Manager

DVS Update

HGVs rated below three stars will need to install the Progressive Safe System (PSS) from 28 October 2024 to operate in London.

Full details of the PSS are available in TfL [Guidance to Operators document](#) on the TfL website, but for specific queries, please do get in touch with TfL directly:

LauraCarleton@tfl.gov.uk

TfL have this week launched an [industry readiness survey](#) to operators to monitor how ready the freight industry is for the enhanced scheme requirements. This is open until Monday 05 February, and we would appreciate as much feedback as possible. Through engagement with stakeholders, we will also keep the capacity of HGV mechanics and fitters under review.

Cargo Bike Action Plan

TfL are currently undertaking engagement on our Cargo bike action plan: specifically, Action 7 – the London Safety Standard – and Action 8 – the Cargo Bike Operator Guidance. Over Autumn we ran five workshops engaging with industry or boroughs on these two actions.

TfL have been working closely with the Bicycle Association to align our London Safety Standard with their own draft code of conduct. Depending on progress we are deciding whether to host another London Safety Standard workshop in February to run an early draft past stakeholders.

Action 8 – the Cargo Bike Operator Guidance – TfL are receiving written feedback on the draft document to a deadline of January 12th. The intention is to use this feedback, and that from the workshops, to finalise the document with a provisional publication date in March.

The TfL freight team are starting work on two projects with the TfL property company, Places for London. The first:

[Land for Logistics](#)

A working group of interested parties within TfL has been set up with the aim of unlocking land for logistics, in particular land owned by TfL.

There is at present no framework in place to match up supply and demand for logistics land, in terms of identifying, evaluating, and progressing sites which are suitable for last mile logistics. Small to medium-sized sites present a particular opportunity to house last-mile micro-logistics hubs.

We are in the very early stages of engagement to understand operators' needs in terms of the land - minimum size, access requirements, access to power, other amenities etc. This will allow us to filter out those land parcels which do not meet operators' specifications and focus efforts on progressing those most suited to logistics. We are still in the process of reaching out to operators on this work and welcome any further stakeholder involvement and feedback.

And the second project is.

[EV Hubs Joint venture tender](#)

To meet the mayor's net zero carbon commitment, London will need up to 60,000 public charge points, of which up to 4,000 will need to be rapid or ultra-rapid. To address this, on 27 November we [launched procurement to appoint a joint venture](#) partner to work with us to deliver an extensive portfolio of the next generation of ultra-rapid charging hubs across London, starting with five initial sites on TfL and GLA land.

We are currently engaging with stakeholders and businesses across London whose fleet vehicles and/or drivers may look to use the hubs and we are particularly interested in how we can use this new charging network to best meet these needs. If this would be of interest, please contact Laura Carleton at TfL to arrange a meeting.

Kerbside Strategy

We are continuing the work to develop an approach to manage uses at the kerbside on the TfL road network. We are taking the time to get this approach right, and once adopted internally it will be the basis for us to begin a review of how the kerbside on our roads is used. We will say more about the next steps for this work in due course.

LoCity

We will be hosting our first freight event of the year, at TfL Palestra on Wednesday February 21 – LoCity – The TfL programme to help the freight sector lead the way in low-emission vehicles and improving air quality - please get in touch if you would like to be added to the circulation list, and if you would like to know more about the TfL programme of freight meetings.

A question was asked around cargo bikes deliveries, there was not so much of a concern around the larger operators of cargo bikes but the smaller operators are causing some concerns with some of their behaviour which is very observable and down to the companies not managing their riders, lack of lights, poor equipment, manoeuvring through one way streets in the wrong direction etc and as there is no enforcement hence the bad behaviour continues, it is the company's responsibility but they are clearly ducking that responsibly.

LC explained that TfL have been in touch with some of the smaller operators mentioned and asked them if they have a charter for vehicle safety, but is happy to raise this concern with the TfL team internally to see if there is more that can be done to improve standards.

Another question followed up on the point of poor rider behaviour and noted that Nicky Atkin the MP for City and Westminster has been trying to do some work with some companies to improve safety, perhaps TfL should consider contacting Nicky to see if there are lessons that can be learned or shared.

A question was asked around the project that TfL mentioned reference land logistics as it sounds familiar to work that was done by Cross River Partnership (CRP) a couple of years ago on what do logistics operators want, and it was asked if TfL had approached CRP to review their work to avoid reinvention.

<https://crossriverpartnership.org/urban-logistics-hubs/>

LC responded that she would check with the team at TfL.

Following up on the point made previously, CRP are currently doing some work with British Rail about logistics hubs at Waterloo station, can TfL confirm if they are engaging with British Rail to see if there is any other land available for such similar projects.

LC confirmed she will talk to the teams involved.

A question was raised around DVS where Islington Council had received a letter from freight and logistics trade associations expressing concerns around the timing and the costs to operators of the scheme, and given the trade associations prominence in the industry is there any feedback as to what their concerns are and are they being addressed or is it too early to give a response?

LC responded that TfL are engaging with the logistics and freight trade associations and the industry readiness survey is all part of TfL understanding where industry is positioned to allow informed decisions and review the process as they proceed.

A follow up point was made regarding DVS that it comes from a Traffic Regulation Order (TRO) that London Councils operates and therefore affects all boroughs hence every borough received the same letter from the trade associations around the lack of testing etc, and that they are currently working with TfL on the readiness survey.

Item 4: Kerbside Conflicts and Impacts on Freight Operators Workshop - Feedback

Juan Pablo Castellon Chalmers University of Technology gave the above presentation before taking questions from the group.

Juan Pablo was thanked for such an insightful presentation and it prompted a question as to the future steps on this journey of looking at the impacts on freight operations. The question was asked is there an opportunity to develop further economic research into freight operators that are they now refusing to do business in London because it's uneconomic to do so due to the changes at the kerbside? As highlighted in the presentation, there is already some evidence in the leisure industry with food and beverage operators suppliers refusing to tender for new contracts but how widespread is the issue?

JP accepted that the economic question is very relevant and that he has reported the implications of the issues addressed in the workshop in the paper he has written, we are aware that there are issues for the operators but also for the establishments they are servicing, but also note but some of these issues have been there for many years, but this has been reflected in the paper written which will be circulated via CLFQP at a later date.

Another question was raised concerning the workshop. Had it missed one important element as safety was addressed but was security covered? When taking roll cages containing goods from the vehicle one company reported that they are now having to move these cages greater distances to their destination which at times can require three to four people to keep an eye on goods due to the serious increase in thefts. It was noted that and it may be easy goods to be taken from cages if they are left

unattended during any part of the delivery process, hence is this another area to consider in the research?

Comment was made that have we skipped over the point that needing to move goods further distances means you are at the kerbside for longer, productivity is affected and in turn that requires more vehicles to deliver the goods and more trips which is quite an important point, how do we quantify this effect and how do we explain it to the people that need to know ?

It was commented that this was an excellent piece of work and is interesting in that for the first time the effect on the driver and the delivery teams and to recognise the stress they face daily just doing their job, its an element that has not been looked at from an academic viewpoint previously and that JP should be congratulated for addressing this in the research.

Another comment said the one of the things that drives the issues that JP has addressed is this question of access to the kerb and we know that TfL has been looking at a hierarchy for their roads and since that work has been ongoing for some time it was asked how it was progressing.

LC agreed to provide an update from the Kerbside Working Group (see TfL update above for info)

Item 5: Charging and refuelling requirements for HGVs

Sukky Choongh Environmental Manager Society of Motor Manufacturers and Traders (SMMT)

SC gave the above presentation before taking questions from the group.

A comment was made from the group that when sharing onsite charging facilities with other users there are health and safety and insurance considerations. In addition, the size of the depot and space availability need careful considerations i.e. is there enough space when all the vehicles are in the yard, and also that if any organisation is allowing others to use their facility to charge at what point do they need a licence to sell power.

Another comment that this is an important subject that needs addressing now, we don't want to still be talking about the issues raised in the presentation in five to six years' time, Islington Council is looking to transition 100% of its fleet (540 vehicles) and is already 20% of the way through this process and they are also looking at the concept of a rapid charging hub that can be shared with other users.

It was recognised that this subject is a very important and that further work is required to address the issues that Sukky highlighted, and it was suggested that SMMT host a workshop separately with members of the CLFQP group to enable more focus on this important subject.

Please refer to the notes in the chat for additional comments.

Item 6: Borough initiatives and Updates

Elliot Quinn Lambeth Council gave an update on current projects.

Lambeth will soon be starting work on their freight and servicing strategy, they have published their kerbside strategy and now Elliot explained that he would be reaching out to the group to understand requirements of the industry.

One of the ambitions for Lambeth is to reduce vehicle miles travelled and ensure appropriate use of the kerbside. This can help achieve to make freight and servicing more efficient, and perhaps support changes of transport mode.

If anyone wants to contact Lambeth to assist with the above, please contact Elliot.

EQuinn@lambeth.gov.uk

Lambeth are recruiting for a dedicated Strategic EV role. The role will be delivering the EV action plan and working closely with the energy team to deliver in line with the strategy, if anyone is interested, please find the links explaining the role below.

Role link -

https://effe.fa.em3.oraclecloud.com/hcmUI/CandidateExperience/en/sites/CX_3/job/1195

Strategy -

<https://moderngov.lambeth.gov.uk/documents/s149438/Appendix%20A%20-%20Lambeth%20Electric%20Vehicle%20Strategy.pdf>

Implementation plan -

<https://moderngov.lambeth.gov.uk/documents/s149308/Appendix%20B%20-%20Implementation%20plan.pdf>

Hugh Brennan Westminster City Council (WCC) gave an update on current projects.

Headlines include:

Completion of the Pimlico Micro-consolidation centre trial with CRP, Infinium Logistics and Q-Park up to 31 December. This to continue commercially moving forward.

Two GRID bookable goods vehicle delivery bay trials for 30, 60 and 90 mins sessions to commence in early March at Covent Garden and Victoria.

20 Goods Vehicle Bays have been filmed and there is a report. Next step is to invite John Crook to a meeting with WCC to see how the design in terms of

length, control times, location, street furniture are suitable for 2024 kerbside businesses etc.

Four site Cargo Bike rental scheme trial on the street.

Road Safety Officer has completed her round of cab rides with FM Conway and an operator kindly arranged by the RHA. Next stage is to evaluate twenty collision junctions to see how HGV safety and awareness from peds and cyclists etc are addressed.

Westminster landowners and BIDS have joined WCC on a Zero Emission Group to see how retail, food and drink, businesses, institutions can reduce numbers of movements and move towards trials of low then zero carbon vehicles etc.

WCC plan to work with Glass, Cash in Transit and Supermarket cage deliveries in particular – these are seen as in need of bespoke solutions.

Nige Symonds Islington Council gave his update on current projects.

Freight Action Plan (final draft) will be consulted on but not published. Ten future projects and two existing ones which include the City of London Market Co-location and TfL DVS enhanced permit scheme as these are important projects with high impacts.

Highest impact in terms of emissions benefit is the electrification of the fleet and a fleet reduction strategy (which is in draft form).

Current 'live' and short-term priority is working with CRP to establish a micro logistics hub in the borough and hopefully also to participate in the CRP Smarter GL kerbside management trial.

Katie Dickson Camden Council Update:

Camden are in a similar situation to other boroughs and are finalising their freight and servicing plans and these are due to go out to consultation mid-February to mid-March and they will be looking to make contact with other boroughs who are in a similar situation. It would be useful to review each other's actions i.e. what we have and have not got in the plan and to share our experiences and benefit from collaboration.

Olivia Reed Corporation of London Update:

We are currently reviewing air transport strategy which has been out to consultation and the results are now being analysed.

One of the cities key commitments is to reduce the number of vehicles coming to the Square Mile with no business or destination inside the City of London.

The City is also examining if they have any room for micro logistics hubs for example there are some car parks belonging to the City of London which could potentially be used, and we are promoting cargo bike usage, and we will be working on a cargo bike action plan.

The City is also looking to promote river freight and are currently looking at one of their own sites to check feasibility.

The City will also, like Westminster City Council be working with GRID to look at trialling a bookable and virtual bay (or bays) in the near future.

Andrew Barry Pursell Barnet Council Update:

Barnet are about to start work on their transport strategy and note that 70% of emissions in the borough come from trips that don't start inside the borough boundary and 13% of those emissions come from the M1. Hence this is an area Barnet need to address and they will be looking to approach other boroughs for help with their strategy.

Barnet would be interested to talk to Sukky Choongh about some of the EV charging sites identified in her presentation map as some of those charging points appear to be in Barnet.

Katherine Fairfax Cross River Partnership Update.

The main programme that Cross River partnerships are working on is Smarter Greener Logistics, which is a Department for Environment, Food & Rural Affairs (Defra) funded programme and runs for 18 months and ends this calendar year.

CRP are working with a number of the boroughs in attendance today on the kerbside management projects alongside GRID to deliver virtual loading bay trials which will give local authorities the opportunity to test GRIDs technology in various locations to see how it works and how it fits into freight and servicing plans.

Once locations have been confirmed CRP will then engage with industry.

<https://crossriverpartnership.org/projects/smarter-greener-logistics/>

Item 7: Members update / any other business

GRID (Laura Jacklin) gave a presentation last year about river freight in particular the crossdocking (ie. Where the cargo is moved from the river to the quay/land side. GRID are finishing that project at the end of January and Thames Estuary Growth Board will be taking on the land side responsibility and the local authority side of it. GRID are interested to know if anyone involved in the CLFQP meeting is interested in being part of further workshops on river freight – if so please contact GRID - Laura Jacklin.

There will be an evaluation report coming out shortly which Laura Jacklin I will pass on to John Crook for CLFQP circulation.

Association of International Courier & Express Services (AICES) published a report before Christmas, having surveyed customers of express services on why they use this type of service and why it is so important to them and their businesses. The report contains some interesting findings and may be useful to the boroughs to provide insights into why express services are considered important – for example 49% of businesses surveyed said they would be using express service more in the future.

<https://aices.org/archives/1021>

Item 10: Future meeting dates

April 2024 date TBC