



QUALITY PARTNERSHIP

**South London Freight Quality Partnership
Steering Group Meeting Minutes
13th April 2010
Croydon Town Hall
Katherine Street
Croydon**

Attendees:

Name	Organisation
Alan Lewis	TTR/Chair SLFQP
Donald Chalker	TTR
Clive Barker	CSB Logistics
Linda Johnson	LB Croydon
Clive Simmonds	LB Croydon
Alan Lucking	LB Bromley
Peter Stunell	LB Lewisham
Alex Forrest	LB Sutton
Peter Hitchings	Surrey CC
Adam Makaruk	Kent CC
Dave Kennett	LB Wandsworth
Hannah Holdroyd	Federation of Small Businesses
Dick Allard	The London Forum
Natalie Chapman	FTA

Apologies:

Morag Robertson	Sainsbury's
Ashley Heller	LB Merton
Peter Blaine	TfL
Paul Dearman	RB Kingston
Iain Forbes	LB Bromley
Jerry Ward	John Lewis Partnership
Chris Douglas	TTR

1. Welcome, Introductions and Apologies

A welcome was extended to Hannah Holdroyd (Federation of Small Businesses), and Adam Makaruk (Kent County Council) who were attending their first Steering Group meeting.

Alan Lewis extended an apology over any confusion caused by the mismatch of day and date on the draft agenda that had been circulated.

2. Review Minutes of Last Meeting – 20th January 2010

The minutes from the meeting held on 20th January, 2010 were approved.

3. Report of 2009/10 Progress Updates

Wimbledon Station Approach Delivery and Servicing Review

- Study works completed
- Report finalised and already available on SLFQP section of londonsfqps.co.uk
- Recommendations made on:
 - i. Design of the combined loading and kiss and ride bay
 - ii. Enforcement
 - iii. Physical environment e.g. Location of cycle stands, surface materials, shop displays etc.
- L.B. Merton interested in taking forward a DSP, working with local businesses

Purley Town Centre Freight Study

- Observation study of current delivery and servicing activity in town centre completed
- Undertook FERS audit
- Assessed impact of wider D&S activity through business consultation in the context of wider town centre scheme planned for 2010/11
- Report overdue for completion and now anticipated by end of April

Discussion focused on the wider picture in Purley and how other improvements to the public realm and the gyratory system by LB Croydon / TfL will need to take into account freight requirements, but could actually be beneficial to delivery arrangements. A close out meeting will be offered to the Town Centre manager and local business group.

Lorry Parking Study

- Desk based review of truck parking facilities
- Consultation with key players: FTA and RHA
- Consultation with London Borough Officers (official and unofficial parking locations in South London)
- Consultation with London Borough Officers on local planning policies
- Flying Audit Surveys
- Driver & Transport operators Surveys
- Surveys
- Report completed and revised following comment. Will be available shortly on SLFQP section of londonsfqps.co.uk

A limited number of facilities do actually exist within the South London Boroughs, but are under-used and not well publicised.

Limited examples of unofficial overnight lorry parking were observed within the South London area.

Parking in lay-bys adjacent to main roads in the surrounding area (primarily Surrey) was more frequent as the passing traffic provides a form of security. The M25 is

striking distance from London and as there is a lack of service stations on the M25 drivers may consider a stop or need to stop in the south London area, but without certainty of available space it is often easiest for them to move out to Surrey to park.

Drivers parked there did so because of cost issues, the relative inconvenience of the official sites they knew of (outside London) and, ironically, safety concerns because some apparently secure sites on the motorway network can actually act attract crime (e.g. fuel theft).

A question was raised about whether local authorities charge for parking on their sites. In the majority of cases the answer was no, because the sites are basic off-road areas with no facilities. Bromley used to charge but the ticket machines were vandalised and removed as a result.

It was debated whether the report shows any evidence of suppressed demand for greater overnight parking. Given that the existing sites are not well advertised it is hard to say whether there is unsatisfied demand that would result in the use of the existing facilities if they were better known. (Politically this issue is difficult.) This will depend in part on whether they are in the correct location (i.e. on the strategic road network so drivers do not have to detour to park there) and offer an acceptable, safe option.

Some of the responsibility rests with the drivers' employers. If companies give money to drivers for overnight accommodation some will pocket it and look for the cheaper alternative. (Just as some do with Dartford Bridge allowances and use the free Woolwich ferry, even though there is a time and fuel cost penalty to the company.)

Engagement on this issue, potentially through RHA / FTA) is needed with national logistics companies who travel in to London. There may be possibilities to exploit collaborative agreements or the flexible use of spare land in industrial areas.

The problems are echoed in Kent and elsewhere in the UK e.g. the East of England FQP who wish to engage with other FQPs on the topic. They have found that parking provision is a county-level problem, but their site proposals are blocked by district planners as planning applications are reviewed on a case by case basis - nothing compels districts to provide lorry parking and there is no current legislation to back up the DfT report.

- Recommendations are made in the report on:
 - i. Publicise available South London lorry parking locations within HA truckstop guide and other online sources.
 - ii. Ensure that South London and surrounding areas are considered as demand locations within the planned DfT lorry parking model (2014/19)
 - iii. Engage with necessary policy and planning streams, at the local, sub-regional, regional and national levels, to develop a planning environment where suitable lorry parking locations can be protected and encouraged.
 - iv. Engage with major 'local' operators to assess potential for 'shared' access to depots on or adjacent to strategic road network

Kingston Freight Zoning Review

- Discussions concluded concerning number of zones and geographical coverage
- Report and map finalised
- Awaiting final sign off by Borough officers before being made available on SLFQP section of londonsfqps.co.uk
- Will be followed up with marketing actions by both SLFQP and LB Kingston

Construction Logistics Plans

- Recent focus has been on the CLP for LB Croydon office development
- Follow up meetings held leading to a CLP with a much broader focus covering the full logistics chain
- Agreement for data capture and analysis, with quarterly follow up meetings
- Agreement that SLFQP will continue to review CLPs to check content is appropriate and ambitious enough.

Wellesley Square and other major developments are now commencing in order to proceed within timescales of existing planning consents. The option of a temporary construction consolidation centre available to all developments is being considered by Croydon. The new Head of Planning may be more receptive to the idea, but location is an issue as the ideal site but is in the green belt.

CB noted that getting the appropriate service level (storage facility and materials handling etc) is more important than location. They (CSB Logistics) operate in and serve South London but are also supporting a site as far away as Tonbridge as no other suitable facility was available. This is a repeatable model. The cost of setup means that for one project it is much less viable, although CSB Logistics is trying to develop a more flexible approach. The Beddington Lane area also provides an opportunity closer to Croydon with existing warehousing and transport options in place.

CLPs are a key part of the London Freight Plan. Meetings organised on behalf of TfL with Borough officers to discuss new guidance on CLPs were held on the 1st & 3rd March. The new guidance itself is still some way off. There is a new series of meetings in May being organised by Atkins on behalf of TfL. There may still be potential for support for boroughs on CLPs from TfL through the SLFQP if the proposed action is significant at subregional level.

TfL is interested to know what type of support Boroughs might be interested in. TfL view is that the time for awareness raising has passed, although those present at the meeting suggested that there is still ignorance of the concept and relevant content of CLPs in planning departments. Hence, more guidance and engagement with the subject is required, including training in how to assess and monitor a CLP.

- Attended WRAP MLP event in mid-February
- Bromley & Wandsworth – Possibility of meetings discussed, but still to be confirmed

- Major project planned in Wellesley Road, Croydon including wide grass central reservation, which may have impact on accessibility in parts of Croydon Town Centre.

Action: Alan Lewis to arrange SLFQP visit to CSB Logistics.

Action: Alan Lewis to liaise further on this topic with TfL.

Delivery & Servicing Plans

- Borough reports submitted
- Bromley – Comparison survey, which has shown that recently introduced internal practices have actually worsened the situation in terms of delivery and servicing activity, so emphasising the need to progress the discussions with suppliers and assess the impact of internal policies. This will be taken forward with the Bromley Carbon Management Group
- Croydon – Quarterly meetings of the CLP Working Group
- Sutton – Draft DSP going to Executive Committee in June.
- TRAILBLAZER – Commences Spring 2010

TfL project by AEA / London Remade should produce at least 20 case studies for a range of organisation types

Future SLFQP activities on DSPs will be determined by available budget. Sharing information with the other member Boroughs and promoting DSPs to other organisations. Interest exists from LB Merton for South Wimbledon Business Area and Wimbledon station following up previous work. Also a local solution at Lee in LB Lewisham.

LB Wandsworth interested in possible application of DSPs to help local business improvement districts.

Action: AL to Provide SWBA report to DK

4. 2010 / 2011 Arrangements

- SLFQP now based on allocation from TfL for core management and Borough contributions for project work (previous TfL contributions direct to project work no longer exist)
- 5 full members, with LB Croydon as lead
- 2 basic members
- Unfortunately LB Richmond has withdrawn

Process for Borough contributions:

- Lead officers to send order, which must include a purchase order number, to Clive Simmonds at LB Croydon
- CS to send invoices in return

Action: AL to send letter to Borough lead contacts to remind officers of the above procedure

5. 2010 / 2011 Work Programme

The initial elements of the prospective 2010/11 work programme could include:

- LB Lewisham freight awareness event – likely in late May
- Putney High St freight assessment as part of a wider investigation into very poor air quality
- Freight mapping for Kangley Bridge Rd
- CLP support for LB Wandsworth (depending on confirmation of Borough needs)
- DSP support - SWBA, Wimbledon station, Lee
- Visit to CSB Logistics' facility – likely in early July

At the meeting of lead Borough officers on 1st March the issue of safety was raised as a possible subject for SLFQP to become involved in. This has been raised with Dan Evanson at TfL who has will provide input in due course, once things at TfL have settled down after reorganisation.

The discussion moved to the subject of TfL's bicycle super-highways. FTA has signed a cycling concordat with TfL. This will involve identifying prime conflict spots and avoid deliveries at peak times.

However, some concerns were raised:

- There was no consultation with freight industry on the initial routes. (It appears that the A13 was chosen due to existing segregated cycleway; the A24 was chosen to provide an alternative road environment as a concept test and the local demographic shows professional men aged between 18 – 35 who have been identified as likely to use the Cycle super highway.)
- TfL is only engaging with large businesses on, and not close by to, cycle super highways
- Traffic orders have not been put in prior to commencement of the first two, and there is a worry that they might follow, without an understanding of the impact on freight activities.

There was also little current knowledge of the Boroughs' position/involvement from those present.

Action: AL to discuss this issue with AH at LB Merton as the first SLFQP Borough with a bicycle super-highway

It seems that potentially a bicycle super-highway DSP might be useful / required.

On cycling issues the FTA also liaises with Share the Road (including TfL / GLA), a Metropolitan Police group and has developed good links with Kulveer Ranger on the topic. FTA has specific worries about cycle contraflows, particularly where legal loading can force cyclists into ongoing traffic.

It was noted that the London Cycle Network will wind up in its current form at end of the year (when all existing partnerships are disbanded / reorganised).

6. Beyond March 2011: South London Transport Partnership

As from 1st April 2011, following the review of all existing partnerships, there will be a new sub-regional transport partnership, which will be expected to be the future home of all current partnership topics such as travel planning, freight, cycling etc. There will be core funding to finance the administration costs, but project funding for the initiatives implemented will be dependent upon contributions from the member Boroughs.

As a result of this SLFQP will have a different parent organisation. However, there is little known about how this will function, as there is much still to be decided. Hence there is currently no guarantee of continuity beyond that point.

7. Any Other Business

- London Freight Mapping & End User Solution
 - i. Major consortium bid to Technology Strategy Board now confirmed as funded
 - ii. SLFQP supports the aims
 - iii. Likely that Borough mapping data will be needed
- London Councils – the London Lorry
 - i. Discussion initiated about CO₂ reductions
 - ii. LLCS barrier to night-time deliveries and increases mileage
 - iii. Lower noise levels, might be a way to address this, but other work for DfT suggested that specific specifications might be difficult and it would be better to follow PIEK criteria.

8. Next meeting

- 2pm on 15th July 2010 at Wandsworth Town Hall (meeting room is room 140, accessed via entrance 2, as shown on the following link:

http://www.wandsworth.gov.uk/info/200026/council_departments/471/visiting_the_council