

South London Freight Quality Partnership
Steering Group Meeting Minutes
16th January 2008
Lewisham Town Hall, Catford, London

Attendees

Name	Affiliation
Anthony Murphy	LB Lewisham
James Price	LB Croydon
Giuliano Gianforte	LB Lewisham
Liam Boyle	Road Haulage Association
Ken Gwan	LB Richmond
Robert Johnson	LB Richmond
Marisa Teuma	LB Wandsworth
John Sibson	LB Wandsworth
Eddie Stedman	LB Sutton
Alex Forrest	LB Sutton
Dick Allard	London Forum
Jackie Goad	LB Bromley
Alan Lucking	SELTRANS
Iain Forbes (IF)	LB Bromley
Stewart Saunders	LB Croydon
Clive Barker (CB)	CSB Logistics
Paul Croxon	LB Croydon
Natalie Chapman (NC)	Freight Transport Association
Clive Simmonds	LB Croydon
Clive Woodhead	P.F. Whitehead
Linda Johnson	LB Croydon
Emma Owen	LB Bromley
Richard Kingsbury	LB Sutton
Rachel Newton	LB Sutton
Marc Dubet	LB Merton
Peter Blaine (PB)	Transport for London
Alan Lewis (AL)	TTR
Arnaud Lagrange (ArL)	TTR
Chris Douglas (CD)	TTR

Apologies

Stephen Potter	LB Croydon
Neil Ashworth	LB Croydon
Dave Chilver	LB Bromley
Ed Noble	LB Merton

Morag Robertson
Udoka Madueke
Gordon Telling
Russ Tricker

Sainsburys
Transport for London
Freight Transport Association
TTR

Consolidation Centre Feasibility Study: Summary and discussions

AL presented the results, the summary and the recommendations from the Consolidation Centre feasibility study.

This presentation was to be considered the final consultation stage of this study and, if no objections or further comments were made during this meeting, the report would be made public (attached document).

AL explained the different objectives of this research, which were based around the quantification of potential market size, the traffic impacts and cost/business model structures, leading to an implementation strategy for consolidation centre operations in South London. AL explained the methods TTR used to undertake the feasibility study: discussion with strategic stakeholders, using information collected at store level and delivery schedules to allow traffic impacts to be quantified. AL presented details on the data used, the conclusions and, ultimately, study recommendations.

The main study conclusions include: that there is strong interest in the subject (among Boroughs, particularly at the strategic/policy level, and some logistics providers). The research also showed that any direct deliveries to small areas may potentially benefit from consolidation. However there are barriers that appear to result from institutional or personal resistance to change which could require ongoing attention in conjunction with a live demonstration.

There are potential opportunities within the Croydon, Sutton and Bromley areas. The general feeling is that there would be potential benefit in a nationally-led, open access, transparent consolidation centre pilot to help establish the full business case, the results of which could be disseminated throughout both the public and private sectors.

Amongst the main recommendations:

- SLFQP to provide support to operators expressing an interest in following up the study recommendations by facilitating discussions with our Borough partners or other appropriate actions
- To facilitate a conference and workshop on the topic,
- To make the feasibility study report available to private sector organisations that are likely to consider providing freight consolidation services,

- To learn from the existing trial of the partnership approach between an existing freight transport provider and the local authority currently underway in Norwich,
- Monitor changes in the restrictions on the movement of goods vehicles within urban areas to establish if they make uptake of urban freight consolidation more likely through changes in the cost balance between current and alternative practices,
- To exploit the synergy between night-time deliveries and freight consolidation.

Discussion

IF raised the fact that it was a shame that the Department for Transport had not expressed more interest in the concept. In Bristol the retail consolidation pilot had received start-up support, but the business model had left Bristol City council with an ongoing need for subsidy. Because its success cannot be guaranteed, a consolidation centre could be seen as a potentially higher risk venture, unless the business model is set up in a way to remove the need for ongoing support, bearing in mind, even then, there is likely to be a need for some form of start-up funding.

CW mentioned that there was currently a large demand and significant effort going into exploring the consolidation centre concept beyond London. For example, in addition to the existing work in Norwich, Glasgow and Birmingham are undertaking feasibility study work. There is a need to co-ordinate research into consolidation centres because there is a risk of duplication of effort in terms of carrying out feasibility study work, as well as risks if, ultimately, there is a lack of support from either the public or private sector.

In general, studies show the environmental advantages of consolidation centres but one of the main problems remains that if there is no concrete scheme to actually prove that there are commercial advantages then securing support and engagement for such initiatives remains difficult. advantages are at stake.

Legal Loading Initiative Implementation: Update

ArL presented an update on the Legal Loading Initiative activities.

After providing background to the legal loading initiative, he explained that, to avoid overlap and potential clashes between the SLFQP recommendations and other separate local projects, activities at a number of the Legal Loading Initiative sites have been stopped.

The main site at which implementation work is still on-going is in Bromley. This involves the creation of a '*5 minute parking bay*' in Market Square and investigation of the use of private parking accessed from *Tetty Way* for loading

activities. The objective of the '5 minute parking bay' is to relieve pressure from illegal parking in the existing loading bay. CCTV will be used to control the parking bay

The Council is close to creating the '5 minute parking bay' as they have done all the necessary consultation and are in a position to process a draft order. The services consulted were: Metropolitan Police, London Fire Brigade, London Ambulance Service, Pedestrian Association, Licensed Taxi Drivers Association, London Transport Bus Priority Traffic Unit, The Bromley Borough Roads Action Group and others.

ArL also provided feedback on the 2nd Legal Loading forum which took place October 19th 2007, which aimed to update relevant South London FQP borough officers on the progress of this project and to discuss a range of different topics, such as the 40' minute rule, PCN data capture and FORS. However, due to poor attendance at the meeting by Boroughs, it was subsequently decided to undertake individual meetings with each of them.

Key issues raised during these meetings include concern relating to the 40 minute & 11 o'clock rules particularly relating to the coordination between London Councils and the Boroughs. General questions were also raised about the overall value of such a move. Local authorities expressed mixed feelings about the possibility of upgrading borough PCN systems to record additional information and the exact nature of the information required.

Discussion

NC reported feelings from a recent FTA Greater London Freight Council meeting where views from association members suggested there was no clear consistent picture for how Boroughs were managing the issuing of PCNs. This is an ongoing concern for FTA.

Communication: Update

CD provided feedback on the communication activities within the South London FQP since the last Steering Group meeting.

He mentioned that we are implementing a plan to promote the role of the FQP through attendance and exhibition at 3rd party events and through press releases on specific topics. Press releases have been published by the FTA magazine, Motor Transport and Commercial Motor.

CD mentioned that there was a real need to raise the awareness of the South London FQP inside the boroughs and for internal discussions and presentations to take place with relevant Borough officers, across departments. The strategic question here is to know how the SLFQP partner Boroughs can become more

engaged which is being addressed through face-to-face meetings held with Lead Borough officers.

Night Time Deliveries: Update

ArL provided feedback on the night-time delivery activity within the SLFQP.

The SLFQP is continuing to support local authorities and businesses involved in night-time delivery trials to help develop their projects. A range of discussions have taken place since the last SLFQP steering group meeting, specifically with Allied Bakeries, Londis and Unichem. The South London FQP is also now working closely with the Noise Abatement Society (NAS). A 'Silent Approach' scheme was set up in Wandsworth, with Sainsbury's, under the support of the NAS.

Croydon/Sainsbury's case: negotiations are still underway to facilitate night-time deliveries in the Borough of Croydon (Selsdon). One of the main aims of this trial is to apply for a variation of the planning condition to get newspaper deliveries made between 4.30am and 6.30am. Sainsbury's concerns relate to the potential costs they will incur for their planning consultants and acoustic surveys. As a result, the SLFQP and Sainsbury's are working with Croydon to learn if they can proceed and alter the planning restriction.

In terms of feedback on a possible night-time delivery trial with **Boots**, the company finally decided to start night-time deliveries on its own, although this was done without engagement with Local Authorities or the FTA. The exact details of Boots' out-of-hours delivery activity is unclear and, as a result, the SLFQP is no longer supporting this initiative.

The SLFQP is now working with Bromley Council. Bromley have had involvement with Sainsbury's in the past on the subject of 'out-of-hours deliveries', which did not materialise into tangible outcomes. Sainsbury's is now willing to work again with Bromley. Several departments have come together in order to co-ordinate their approach and there seems to be real interest. Bromley plan to visit Wandsworth to assess their 'Silent Approach' scheme. A meeting between Bromley and the SLFQP will be organised shortly.

ArL mentioned that the South London FQP was invited to the House of Commons for the John Connell Awards '07. A prize was awarded to Wandsworth for its work with Sainsbury's on their 'Silent Approach' night-time delivery trial.

Discussion

Some attendees mentioned the case of Exel in Bromley regarding night-time delivery trials which were successful and presented in a positive way.

CD also mentioned some work that he had previously been involved with when at FTA. He mentioned possible trials, at that time, with the city of Leeds which never took place. Safeway (Morrison's) and Waitrose expressed an interest too, and night-time delivery trials subsequently took place at two Safeway/Morrison stores, which were the subject of a presentation and discussion at an SLFQP meeting in February 2006.

Strategic discussions

Presentation by TfL

PB presented the London Freight Plan. The document was published in January 08 and can be downloaded at:

<http://www.tfl.gov.uk/businessandpartners/freight/1292.aspx>

The document identifies four key projects:

1. Freight Operator Recognition Scheme, which helps participants increase operational efficiency.
2. Delivery and Servicing Plans (DSPs) which aim to increase building operational efficiency.
3. Construction Logistics Plans.
4. Freight Information Portal which will help London's public authorities and freight operators exchange and access information

The work of sub-regional FQPs forms a key element of delivering these projects.

Presentation by FTA

NC presented the different policies and views of the FTA regarding urban freight movements within London.

Regarding the Low Emission Zone, FTA believes implementation is too complex, but now that the decision has been made to follow this route it is in no-one's interest for non-compliant vehicles to enter the LEZ area and so FTA are working with TfL to get the message out to operators.

NC presented the Carbon FTA document. This toolkit is based on material originally developed with the Freight Best Practice Programme to improve fuel efficiency, but which is also appropriate to provide advice on reducing carbon emissions.

NC also said that all stakeholders need to look at how to increase night-time deliveries, but that not every location is possible in this regard. There is also a need to encourage off-peak deliveries, rather than specifically night time

deliveries, and to show how good practice can lead to better reliability and efficiency.

Discussion

Regarding construction consolidation CB said that the business case for the private sector has still to be clearly laid out. This is one of the areas where SLFQP will continue to work in 2008/9.

The potential for uptake of FORS and how it will be incorporated into working practices of both the public and private sectors will require significant effort, particularly as many of the businesses operating vehicles in London are not actually located in London. For many businesses, the key element here is to align what they already do with the FORS scheme, so that they get recognition for the significant efforts they are already making. However, it should not be underestimated that, over time, FORS and the wider London Freight Plan will place many requirements on the Boroughs to do things in a different way.

PCN hotspots: Update

AL provided brief feedback on the PCN hotspot project.

He said that the South London FQP boroughs had been asked by TfL to provide information on how PCN data capture currently works in the areas. TfL also wanted to know the detailed locations of where PCNs are currently most commonly issued. In parallel, TfL is working on a London-wide review of PCN hotspots (and specifically for delivery vehicles for the purposes of the London Freight Quality Partnerships). TTR has started to report on this and an interim report is currently under review.

Data has been obtained, but it is difficult to know the exact location of the hotspots because current systems do not contain accurate geographical identifiers and it is also often difficult to distinguish whether PCNs have been issued due to reasons related to loading/unloading or not.

The individual Borough meetings organised following the Legal Loading Forum have provided a good opportunity for face-to-face discussions on this issue. Detailed information about the degree of information contained in the PCNs have been provided by most SLFQP Boroughs.

Discussion

AL noted that the suppliers of the Boroughs' PCN management software are likely to want to participate in this upgrade because it would present them with a competitive advantage for future contracts.

PB mentioned the example of the borough of Lambeth where the Council has already incorporated information about commercial vehicles into its system, together with a geocoding capability:

AL said that he was aware of ongoing interest in this financial year from Croydon and Richmond and asked that they confirm this to him with any financial needs by 1st February 2008, so that the budget implications for 2007/8 could be fully understood.

Next steps

The SLFQP budget for 2008/09 has been confirmed as £180k.

The TfL Freight Unit recommendations for this are:

- Management and communication activities (including a full time Borough based co-ordinator for early 2009)
- Night-time Delivery Trials
- Delivery and Servicing plan co-ordinator
- Support for Construction Industry Consolidation Centre
- PCN Hotspot Data Upgrade
- Implementation of Legal Loading Initiative Recommendations
- Review of potential for clean delivery vehicles

The bid document will be revised to reflect these and other local priorities and developed into a firmer plan for the start of the financial year.

The bid document for 2009/10 also needs to be developed in the coming months.

Next meeting: After the meeting it was agreed that the next meeting would be hosted by Wandsworth Council on Wednesday 26th March, starting at 10.30am.

TTR 06/02/08