

Central London Freight Quality Partnership



Current Freight Issues Group (CFIG) Meeting notes

Date/Time: 23rd January 2018 9.50 to 12.50

Venue: Meeting Room M 323
University of Westminster,
35 Marylebone Road
London NW1 5LS

Notes of meeting held on 23rd January 2018

Present

Jolyon Drury (Chair)	CILT
Dennis Lynch	CLFQP
Julian Allen	University of Westminster (UoW)
Roy Turner	London Borough of Camden
Mohammed Negm	London Borough of Camden
Antoneta Horbury	Royal Borough of Kensington & Chelsea
Uto Patrick	Cross River Partnership (CRP)
Jerry Ward	John Lewis Partnership (JLP)
Matthew Bennett	West End Partnership Board
Tom Parker	City of London
Denise Beedell	Federation of Small Businesses (FSB)
Chris Clements	TfL
Josephine Vos	TfL
Tim Long	Westminster City Council
Andy Wilson	TNT
Mick Dearle	Martin Brower
David MacPherson	Martin Brower
Natalie Chapman	FTA
Gerard Burgess	GLA

Item 1

Jolyon Drury welcomed everyone, and introductions were made

Item 2

Notes of the last meeting (Current Freight Issues Group meeting on 10th October 2017)

Jolyon Drury went briefly through the meeting notes, the notes were then agreed

Outstanding issues from the previous meeting:

Baker Street 2-way scheme (and other West End Road schemes)

Dennis outlined the content of the meeting held on the 15th November chaired by Sue Terpilowski and held at FSB offices. [Meeting notes attached](#)

LLCS Review

The report by London councils issued and circulated. Denise Beedell confirmed a meeting of the Freight Borough Officers Liaison Group had been arranged for the 22nd February. Denise agreed to report back at the next CLFQP meeting

[Action Denise Beedell](#)

Loading/unloading regulations across all London Boroughs

Dennis and Chris Clements agreed to liaise on this subject, as Tim Ward has left TfL.

[Action Dennis to arrange](#)

All other items will be covered under the current agenda

Item 6

TfL Projects update

Chris Clements gave a brief update on the following TfL projects:

1. The Draft Mayor's Transport Strategy. The final issue of this will have updated section(s) covering Freight
2. The next Freight Forum meeting is set for Friday 23rd March
3. TfL are still actively working on Freight and Chris confirmed he will be the "first" point of contact for CLFQP, but expects other TfL members to attend meetings as required.

Chris was requested to give a full update on the Freight sections in the MTS when published

Chris was also asked if a Management structure could be provided showing how Freight is to be embedded in the management structure at TfL

[Action Chris Clements](#)

Item 3

The Mayor's New London Plan and its approach to industrial land, logistics and freight

Gerard Burgess from the GLA gave a comprehensive presentation on this subject. **(Copy of the presentation will be on the CLFQP website)**

Confirming:

The Mayor's new London Plan can be downloaded via this link:

<https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan>

Details of how to comment on the Plan are provided in this link:

<https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/how-comment-draft-london-plan>

(The consultation deadline is 5pm on **Friday 2 March 2018.**)

Item 4 "Pedal Me"

Unfortunately Benjamin Knowles was unable to attend the meeting.

Item 5 Borough initiatives and issues on Freight (plus Cross River Partnership projects)

City:

There were no outstanding issues for Freight with the "Bank" changes

Freight Consolidation

Guildhall to use consolidation service from July 18 – this will establish transport and building operation benefits

This will also establish best practice by the City Corporation.

We are working with developers who have planning consents with consolidation requirements to coordinate efforts for use of a service.

Sustainable Logistics

The City Corporation is developing a model for reducing freight vehicles without the significant operating costs of traditional freight consolidation through commercialism.

The model works through establishment of BIDs across the square mile matched to a density matrix established through surveying. For example, the eastern city cluster (Cheese grater, etc.) would have a very small BID by area due to the density of people and therefore deliveries required. Transversely, the Barbican and Smithfield would have a much larger area, and so on.

The City has a long established history of operating markets. A business supplies market place, with all suppliers to businesses in the BIDS located together, consolidates the supply chain. The BIDs can then nominate their haulier to supply the goods from the marketplace to their designated area

To ensure maximum mechanical and commercial efficiency, the vehicles will collect waste from the businesses and return it to the

facility for processing. This will ensure that the vehicles are always near capacity where possible and will reduce the requirement for separate waste vehicles. This can be achieved by delivering and collecting in standardised containers.

The service is paid for by the BID leverage. It's likely to be cost neutral as it will eradicate the requirement for a commercial waste contract.

The City Corporation would provide the facility and lease space to suppliers. This rate is as yet undefined.

This work is at an early stage. Soft market testing has been wholly positive and we hope to formally establish the programme later this year. It would take 3-4 years with a dedicated team to deliver the programme, but could be a step change in how City business supply chain works with major reductions in freight activity whilst providing a full service to occupiers.

Micro Consolidation

We have identified four potential sites for micro consolidation/distribution centres in City area. This will decrease stem mileage and assist re-modelling to green alternatives such as cargo cycles (where possible)

We are engaged with several hauliers about potential uses for the space and there is a clear market demand, underlining the business case for the sites.

As the transport case is essentially complete, we are arranging resource internally within our corporate property teams to create a specification for the site, cost implementation and deliver

The sites vary in access and size, with two having direct HGV access into the sites and two requiring loading outside. Sizes can vary from as small as 5000sqft (if all that is required) to over 20000sqft

We do not expect a centre to be in place until 2019 due to several procurement processes and assessments required

Camden:

The West End Project: Soft start works, will begin imminently. Plan for more major work to begin in earnest during March.

An engagement and communications officer dealing specifically with the WEP has been appointed.

The website has now been refreshed and will continue to be updated throughout the project.

Still working to finalise the details of the Boroughs freight strategy. Liaised with Natalie Chapman from the FTA and have meetings set up to discuss issues such as cash in transit.

Royal Borough of Kensington & Chelsea:

Details of the electric vehicle lamp column chargers was discussed

Map information

<https://www.rbkc.gov.uk/parking-transport-and-streets/parking/visitor-parking/electric-vehicles>

Most of these are in Pay and Display bays (normal parking charges also apply). A cable can be bought from Ubitricity www.ubitricity.co.uk>HelloRBKC or by email at Hello.RBKC@ubitricity.co.uk

Problems/issues with redelivery of parcels was also raised with the Industry members

Westminster:

A paper is being prepared on Kerbside Space demand/change

Working on reducing “Personal” deliveries at Business premises

Developing a Westminster City Plan

CRP:

CRP agreed to issue a list of their Project priorities for circulation ASAP

Action Uto Patrick

Item 7

Members update / any other business

Julian Allen suggested members may be interested in this Freight project: Freight Traffic Control 2050 (abbreviation FTC 2050). Here is the weblink for the website:

<http://www.ftc2050.com/>

Denise Beedell confirmed Matthew Jaffa will be the FSB contact for the short time she is away from the FSB.

Natalie Chapman raised the FTA response on the “HGV Road User Levy Consultation” (**copy attached**)

General

Central London “Road Work Schemes” communication will be discussed at the next CLFQP meeting.

Item 8

Date of next meeting:
17th April 2018