

# Central London Freight Quality Partnership



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## Current Freight Issues Group (CFIG) Meeting notes

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**Date/Time:** 9<sup>th</sup> October 2018 9.50 to 12.35

**Venue:** Meeting Room C282  
University of Westminster,  
35 Marylebone Road  
London NW1 5LS

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### Notes of meeting held on 9<sup>th</sup> October 2018

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#### **Present**

Sue Terpilowski	Federation of Small Businesses (FSB) ( <b>Chair</b> )
Denise Beedell	FTA
Dennis Lynch	CLFQP
Julian Allen	University of Westminster (UoW)
Mo Negm	London Borough of Camden
Costa Kakouratos	London Borough of Camden
Phyllis McArthur	London Borough of Camden
Antoneta Horbury	Royal Borough of Kensington & Chelsea
Tom Linton-Smith	Cross River Partnership (CRP)
Jerry Ward	John Lewis Partnership (JLP)
Matthew Bennett	West End Partnership Board
Tom Parker	City of London
Nicky Ward	TfL
Amanda Zambon	DHL
John Crosk	DHL
Steve Steel	Emsol
Andy Wilson	TNT
David Kaner	West End Partnership
Mike Bracey	BLG
Andrew Stendall	Ontruck
Stephanie Dance-Groom	London Borough of Camden
Jolyon Drury	CILT
Martin Schulz	Arup
Joe Farish	RHA

#### **Item 1**

Sue Terpilowski welcomed everyone, introductions were made and those present were reminded of the “competition” statement on the Agenda.

## **Item 2**

### **Notes of the last meeting (Current Freight Issues Group meeting on 10<sup>th</sup> July 2018)**

Dennis Lynch went briefly through the meeting notes, the notes were then agreed

### **Outstanding issues from the previous meeting:**

#### **Loading/unloading regulations across all London Boroughs**

To be updated in item 6

#### **Detailed information on planned Embankment Diversions**

Further additional information is required from TfL

**Action Nicky Ward**

All other items will be covered under the current agenda

## **Item 3**

### **West End Project (WEP) presentation (Camden)**

Stephanie Dance-Groom and Costa Kakouratos gave a very detailed and comprehensive progress report on the West End Project.

This Project is Camden Council's £35 million scheme to deliver improvements to the heart of Camden's West End

During the presentation a number of questions/issues were raised by the group.

A copy of the presentation will be on the CLFQP website

**Action: Dennis to arrange a copy of the presentation to be placed on the CLFQP website**

## **Item 4**

### **Borough initiatives and issues on Freight (plus Cross River Partnership projects)**

#### **City:**

The Long-term (25 years) strategy document is now complete.

The paper which has been submitted to the Local Plan and Streets and Walkways subcommittees. It will also go to Planning and Transportation on October 30<sup>th</sup> for ratification ahead of public consultation from November (5<sup>th</sup> or 12<sup>th</sup>) to January.

This is a draft strategy, which is still subject to change ahead of public consultation in November and further change before adoption in March 2019.

See the link below for the draft.

<http://democracy.cityoflondon.gov.uk/documents/s102969/Draft%20TS%20Local%20Plan%20Sub%20091018%20combined.pdf>

Still looking at “lastmile” logistics/solutions and options. Anyone who wishes to be involved should contact Tom Parker at the City of London

**Camden:**

The following changes are in place at the Consolidation warehouse.

- Now being run and managed in house
- Using small electric delivery vehicles
- Area covered includes Islington and Camden
- A review will take place in 6 months along with a cost/profitability statement

**Royal Borough of Kensington & Chelsea:**

The subject of continued damage from delivery vehicles to Borough property (Bollards) was raised. The group suggested the offending company should carry-out a Health and Safety “Risk Assessment” for the Borough.

After raising an issue of restaurant Delivery drivers, the group confirmed the need for more parking/rest areas with toilets for **all** Delivery Drivers in Central London. This is a necessity as the legal breaks required by drivers must be adhered to.

Antoneta Horbury agreed to provide the Borough’s public Toilet location data.

TfL were asked if they had or could provide further information across other Boroughs relating to rest areas and public toilets

**Action Dennis to speak to TfL**

**CRP:**

Updated the Smart Electric Urban Logistics Project. This project is led by UPS with partners UK Power Networks and Cross River Partnership. The project is co-funded by OLEV in partnership with Innovate UK.

Further details available at:

<https://crossriverpartnership.org/projects/smart-electric-urban-logistics/> .

**Item 5**

**West End Partnership Deliveries and Servicing Strategy**

David Kaner updated the group on the 6 priorities for the Deliveries and Servicing Strategy for the West End Partnership.

Confirming these are not new ideas as there are already pieces of work going on for

many of these approaches in different parts of Central London. The WEP's objective is to apply these as broadly and as quickly as possible to the West End.

The 6 key priorities included in the Strategy are as follows:

- Retiming opportunities in the West End, which is in very mixed, and intensive, use. This means retiming is complex, controversial and necessary.
- Network data, including on kerbside restrictions, in a way which is useful for trip planning for logistics providers
- Protecting "logistics land", which is all areas which could be used to manage deliveries, including existing car parks.
- Property leases, by including clauses to manage the behaviour of tenants which impact on deliveries and servicing
- Remodelling – especially to use of cycling and portage for last mile deliveries
- Delivery & Servicing Management Area Plans – rather than just the development led ones for large new buildings which currently exist

## **Item 6**

### **TfL Projects update**

Nicky Ward gave the following detailed update from TfL. The points/issues raised by Nicky are listed below, but have been expanded with additional information from TfL to fully cover each subject more comprehensively.

### **Stakeholder engagement**

- The first **Freight Policy Advisory Panel** meeting was held on 31 August, chaired by Alex Williams and attended by JLP, FTA, FSB, CILT, RHA, CRP, NWEA, VIC BID, London First, London Councils, UPS, DHL, London Chamber, TfL. The Freight Policy Advisory Panel has been set up to:
  - To engage senior representatives from the freight industry in shaping our policy development
  - To gain intelligence from the freight industry on general economic and business trends
- TfL also have the **Freight External Partners Group** to work on implementing our policies and actions in the Freight and Servicing Action Plan, as well as feeding into current projects and shaping the Freight Forum. **The date of the next Forum is the morning of 10 December.**

### **Ultra-Low-Emission Zone**

- The ULEZ will require vehicles driving into central London to meet new emissions standards or pay a daily charge from 8 April 2019.
- TfL is doing everything it can to help small businesses prepare for ULEZ. TfL is working with the top UK van manufacturers and leasing companies to encourage them to offer affordable deals on compliant vehicles.

- TfL recently consulted on measures to reduce traffic and improve air quality in central London. The new proposals would see the exemption from the Congestion Charge for private hire vehicles (PHVs) removed and the introduction of a new Cleaner Vehicle Discount to replace the Ultra Low Emission Discount.
- TfL have also committed to install 150 rapid charging points by the end of 2018 and have at least 300 by 2020.

### **Vision Zero**

- Earlier this year, the Mayor, TfL and the Metropolitan Police launched London's first Vision Zero action plan to eliminate deaths and serious injuries on the transport network by 2041. Vision Zero is an enormous challenge and will only be achieved through active collaboration and commitment from all delivery partners. London's boroughs have a pivotal role, alongside TfL and other partners, in reducing the number of people affected directly and indirectly by road danger.
- The approach reflects a fundamental conviction that no loss of life or serious injury on our roads is acceptable or inevitable. The deaths and injuries that take place on London's roads have devastating impacts on the people involved, their families and communities - urgent action is required by everyone concerned to reduce this toll.
- The Vision Zero action plan sets out a range of bold initiatives to reduce road danger and make London's streets safer for everyone. This includes lowering speed limits (including on the Red Route network), designing safer streets, setting higher standards for vehicle safety, and changing the behaviour of those who put others at risk.
- The plan also sets out actions to improve investigations following a collision to ensure TfL learn and can continue to develop plans as they work to eliminate all deaths and serious injuries from London's transport networks by 2041.
- A priority is the implementation of 20mph within the London Congestion Charging zone by May 2020. TfL will be engaging with boroughs, business and the wider community on these proposals in due course.
- The development of the Direct Vision Standard (DVS) is key to achieving Vision Zero

### **DVS**

- A consultation on the final DVS and HGV Permit Scheme will be held in early 2019.
- The technical DVS protocol pilot trial period has gone live. Vehicle manufacturers are currently applying the protocol to allow for real-world testing and feedback any comments during the trial period. Issues raised during the trial will be addressed between 1 November and 14 December 2018 and the finalised protocol will be published early 2019.
- TfL are currently commissioning research to look at both the operational experience and collision reduction potential of the proposed Safe

System requirements. This research, along with stakeholder feedback will be used to revise the Safe System guidance document.

- As well as the London DVS scheme, TfL are lobbying for an ambitious and timely direct vision standard for trucks to be included in the European Commission's revision of the 'General Safety Regulation' (GSR) which governs design and safety regulations for vehicles:

### **Walking Action Plan**

- The Walking Action Plan was released in July 2018 - Walking is integral to the ambition set out in the Mayor's Transport Strategy (MTS) for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. It details twenty-one priority actions that need to be undertaken to enable more people to choose walking as part of their journey. A better walking environment will help make London's streets more efficient for all including freight vehicles.

### **FORS**

- FORS Standard V5 is due for release in October 2018 and will include for the first time a Standard for coaches and P2W. The new standard will now also include new requirements covering Fuel Efficient Driver Training, Security and Terrorism and Driver Recruitment.
- The current FORS Concessionaire contract was awarded in 2015 for the duration of 5 years with the options to extend up to a further 2 years.
- Therefore, decisions on procurement options for the scheme are currently being considered and to assist TfL, a series of industry events are being held.
- The first event was 7 September and was designed to review the scheme's growth over the past 10 years and give stakeholders an opportunity to let us know their thoughts and suggestions on potential future developments for the scheme.

### **Water freight Toolkit**

- The Water freight Toolkit which was launched earlier this year was developed as an electronic interactive web based tool that maps suitable wharves and also unloading / loading areas on the River Thames and on the Grand Union Canal (Mainline and Paddington). The web based tool which has been supported by the Port of London Authority and Canal and River Trust is designed to help public planning bodies, local authorities, river suppliers, wharf owners / operators, construction logistics contractors, construction supply chain contractors, planning consultants, materials suppliers, and developers to become more aware of the opportunities and potential to move goods and services by river as an alternative to road transport.

### **Loading/unloading regulations London Boroughs**

- Part of the draft Freight Plan looks specifically at 'review of regulations and restrictions'. Actions in the draft plan include:
  - TfL are looking to work with external parties to digitise London's kerbside – to enable more informed management and planning, potential to implement effective digital management of bookable loading bays. A publically available digital record would allow operators to maximise efficient of kerbside access, support planning decisions and open the possibility for digital management of the kerbside,
  - A subgroup of the External Partners Working Group will look specifically at 'review of regulations and restrictions' of the plan to aid delivery for all partners

### **Communications between Boroughs/TfL/and Industry on planned works**

There are number of other ways TfL work with others on planned works:

- Travel Demand Management call
- Weekly email for commercial drivers
- Website and social media for updates
- Engagement with the National & Regional Partnerships team
  
- Since 2013 all roads in London have been subject to permitting. This means that all roadworks - whether utility company or highway authority - are recorded on our central register. This visibility ensures that coordination and collaboration is maximised.
- **Works Master Planning:** Working with internal and external stakeholders to improve the longer-term strategic view of the overall scale of potential roadworks coming across the capital. This enables TfL to start planning mitigations early, and to consider innovative ways of working such as future-proofing the roads and to drive innovation in the way roadworks are planned and carried out, which includes better management of HGV logistics and 'future proofing' roads by installing extra capacity for future utility needs so that roads are only dug up once
- **Real-time / Control Centre operations:** The TfL control centres work 24/7 to manage the road network around planned and unplanned works and incidents. TfL work in real-time to amend traffic signal timings and work with many stakeholders to keep the roads moving as efficiently as possible. Oversight of planned events is undertaken by the London Events Senior Steering Group (LESSG), comprised of senior representation from TfL, Local Authorities, the Emergency Services and other GLA Family group members. Information is also provided to this group in respect of substantial road infrastructure. Collaboration with developers at the planning stage where construction logistics plans are submitted. Initiation of **Working Groups** promotes active liaison with

developers, contractors and utility companies for effective co-ordination of road space occupation

- Working with developers and other stakeholders to improve **HGV logistics** around construction sites and reduce the number of such vehicles on our roads - including recycling more materials on site, increasing the capability and standard of marshalling, and promoting shared loading and holding sites between developments

### **Item 7**

#### **Members update / any other business**

##### **Denise Beedell**

Raised the issue of ULEV Streets. The ULEV is a Hackney-led scheme which is different from the ULEZ which is a London-wide scheme led by TfL.

Concerns were raised that communication on implementation of the ULEV was poor, and a standard approach should apply to all London Boroughs if other ULEV are introduced.

### **Item 8**

#### **Date of next meeting:**

26<sup>th</sup> February 2019 (am) **Please note date change**