

Central London Freight Quality Partnership



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

Date/Time: 15th July 2021 14.00 to 15.35

Venue: Online Zoom Meeting

Notes of Online meeting held on 21st April 2021.

Present on online meeting

Mike Browne (MB)	CLFQP/ University of Gothenburg (Chair)
John Crosk	CLFQP Manager
Natalie Chapman	Logistics UK
Rianne Taylor	Westminster City Council
Ezra Wallace	Westminster City Council
Maryam Duale	Westminster City Council
Jerry Ward	JLP
Matthew Bennett	West End Partnership Board
Linda White	RHA
Andy Neather	TfL
Graham Pask	RHA
Mick Dearle	Martin Brower
David Kaner	West End Partnership
Jolyon Dury	CILT
Amanda Zambon	DHL
Mike Bracey (MBr)	Brewery Logistics Group
Julian Allen	University of Westminster (UoW)
Laura Jacklin	Cross River Partnership
Tom Linton Smith	Islington
Ben Hodgson	AICES

Apologies

Dennis Lynch	Guest
Antoneta Horbury	Royal Borough of Kensington & Chelsea

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

John Crosk referred to the minutes of the meeting held on the 21ST April 2021 and there were no outstanding issues raised.

Ezra Wallace: Director of Policy at Westminster City Council (WCC)

Presentation 1

Freight, Servicing and Deliveries Strategy and Deliveries Action Plan 2020 - 2040

Ezra presented to the group the key objectives, themes, and strategic actions from the published FSD action plan.

The full presentation has been forwarded separately via email.

Freight, Serving and Delivery Strategy Action Plan Doc:

[file:///C:/Users/johnc/Downloads/Freight,%20Servicing%20and%20Deliveries%20Strategy%20and%20Action%20Plan%202020%E2%80%932040%20\(1\).pdf](file:///C:/Users/johnc/Downloads/Freight,%20Servicing%20and%20Deliveries%20Strategy%20and%20Action%20Plan%202020%E2%80%932040%20(1).pdf)

Q&As

MB: The targets set for 2040 are very ambitious. Do you have any interim targets along the way?

EW: Yes, we do but pace is the key to this working, we expect to meet our targets every 12 months and will monitor progress year on year.

JW: Can I ask how WCC propose to reduce traffic in the borough by 2040 to the levels you have set as targets, and are you looking at all weight classes of vehicles?

Please don't say consolidation centres are the answer as they don't work for all types of business models.

EW: We don't have all the answers and we don't expect a one size fits all solution, E-Cargo bikes might be one solution for small businesses, but this is where working with this group at CLFQP comes into it, we need your views and experience to help make this work, that why we want to work with you to find the right solutions.

JD: 2040 is a long time away, however 2023 is closer. The performance of goods traffic in Westminster is currently quite abysmal, Soho and Fitzrovia have major issues at present we at the CILT look forward to working with you to find solutions to these issues, however I am concerned that not enough

attention is being given to finding solutions now as there are real issues, we want to see real actions not just public realm improvements (e.g. planting schemes and flowers).

AZ: It's concerning to have such a demanding target bearing in mind that logistics operations are essential to keep Westminster running. I ask why it is deemed necessary for Westminster City Council to go for such an ambitious target? We don't always feel that the essential services the industry is providing gets enough recognition, bookable loading spaces for example are a concern and could be cause for complexity to the servicing of customers adding additional cost to delivery companies where margins are already very low. We want to engage with you and help you find the solutions and the balance to delivering in Westminster and look forward to working with you.

EW: We want to work with you to find the solutions to all the issues as I said before we don't have all the answers and I look forward to working with this group to help us find the way forward.

MB: thanked Ezra for the presentation and extended an invitation to attend the Central London Freight Quality Partnership meetings in the future and take this subject a little further in future discussions.

**Dr Andy Neather: Strategic communications lead, air quality -
Department of News and External Relations at Transport for London**

Presentation 2 TfL Update, E-Scooter trial

Andy gave an update firstly on the DVS introduction and enforcement with 150k permits issued to date. The next phase of DVS will be in 2024.

Road User Charging was covered, congestion charge changes during the pandemic and future plans for the charge currently being remodelled, a consultation will open in late summer.

Changes to the Ultra-Low Emission Zone on the 25th of October 2021 will be extended to the north and south circular, an area 18 times larger than the current ULEZ zone.

A Greater London Boundary Charge has been proposed as a daily charge for entering London, a feasibility study is almost complete and will be presented to the mayor where a decision will be made as to next steps, however no implementation is expected about whether to run the scheme until mid-2023. There will be a full public consultation.

E-Scooter trial update:

The trial launched on the 7th of June 2021 and is a DfT led trial, and will be run to their standards and conditions, they will decide if a widening of the trial can take place after assessing the evidence from the trial.

Three companies are involved in the rental trial Lime, Dott & TIER, any others operating on public roads will be privately owned scooters (and the use of these scooters on public roads is not permitted).

Andy explained TfL and London Councils launched a trial of rental e-scooters in the capital in June. The trial initially covered a core area including Ealing, Hammersmith & Fulham, Kensington & Chelsea, Richmond, Tower Hamlets and Canary Wharf. On 5 July, the City of London, Lambeth and Southwark joined the trial. Note: Westminster City Council and London Councils have announced an expansion of the capital's rental e-scooter trial, with e-scooters available to rent in Westminster from Monday 2 August. Andy expects other Boroughs to join the trial. It's a twelve-month trial with all data evidence will be fed through to the Government.

TfL's biggest concern is safety and this point is shared by the freight industry, Andy explained the rules of the scheme including riders need to be over 18yrs, and that the sign-up rules for the Apps are quite rigorous where credit card details are required, driving licence needs to be scanned so that individuals are fully identifiable. Scooters must be left in designated bays.

Geo tagging is used to identify users that don't return their ride to a designated bay, and they will continue to be charged for their session. The speed limit is set to 12.5 mph and that reduces to 8 mph for new riders on first hire.

Each scooter has an ID number attached.

Q&As

DK asked about road user charging and questioned if Jacobs were looking at Smart Pricing?

AN: Responded no that its was only the existing charges

MB asked about the modelling for road user charging and asked how much of this information will be published / made public and requested that if any of the information became available that AN share it with JC for wider circulation and discussion.

AN: Agreed

JC: Asked a question around the age controls for hiring an e-scooter and asked if a provisional licence could be used to hire.

AN: Confirmed that the app used to hire the scooter checks age through the scanning of the driver's licence.

MBr: Asked three questions

1. Who decides where the docking stations are to be located?
2. How far apart are the docking stations located to ensure they are used and that scooters are not just left in the streets?
3. Do they consider the H&S regulations for brewery deliveries?

AN: Agreed to come back to MBr but noted that health & safety is considered.

JW: What provision is given to hirers whose first language is not English.

AN: agreed to check what the rules are for foreign driving licence users and come back with a response

Laura Jacklin Senior Project Officer at Cross River Partnerships

Presentation 3

Clean Air Villages 4 – Freight Interventions in London

Laura presented to the group CRP Clean Air Villages and Freight Interventions in London

The full presentation has been forwarded separately via email.

At the end of Laura's presentation Laura asked the following

CRP would like to know what the biggest factors for stakeholders in the freight sector in the next 6 months are. E.g., ULEZ, loading access issues, cost of delivering into London, charging network for new vehicles in fleets.

And if anyone is interested in being part of a trial/ study please contact Laura Jacklin. laurajacklin@crossriverpartnership.org

Comments:

NC: The driver shortage is the number one issue at the moment, and with the door closed on non-UK workers the problem has got worse, it will occupy a lot of people's time over the coming months.

Borough Updates

Islington: Tom Linton Smith:

Nothing specific to update the group on, work continues on our Transport Strategy, and we are revisiting some of the temporary measures we introduced last year some of which we will be consulting on shortly with a view to making them permanent including LTNs.

If operators have had difficulty delivering into these locations, then they can feedback via the consultation.

Tom asked a question of the group,

What is the anticipated fleet mix to be used in Inner/Central London boroughs by 2030? It would be good to understand from operators if there is an emerging technology preference, particularly on the heavier vehicle side, so we can understand.

if our projections are within an appropriate range.

Please respond to Tom at Tom.Linton-Smith@islington.gov.uk

Westminster Council: Rianne Taylor

Rianne gave an update on the Oxford St District project. (circulated)

- Work is progressing on the previously announced plans for pedestrian piazzas at Oxford Circus. An interim arrangement will be in place by Christmas 2021 – with an international design competition that will be launched shortly. As announced in the Place Strategy of 2018, east-west traffic will navigate north of Oxford Circus. Access to all buildings will be retained – although there will be some changes for some of the buildings. These plans have been previously discussed at CLFQP and in 1:1 discussion with industry groups – including cash in transit, BLG and with local stakeholders. Monitoring will be undertaken, and feedback sought throughout the operation of the interim scheme – this will inform the final arrangements. More information can be found at the Oxford Street District website:
<https://osd.london/project/oxford-circus/>
- The team are looking to pilot bookable loading bays in two locations in partnership with GRID and Cross River Partnership. This will involve working closely with trusted industry partners to providing loading bays that are reserved for exclusive use by permit holders to use when booked online or via the app. The team are keen to hear from operators that are interested in the opportunity that having greater certainty of kerbside access at certain times would provide – particularly operators who could show that this would support more efficient operations, lower emissions, improved safety and those who

want to pilot or operate innovative logistics models, such as parcel portage schemes. The team are also developing an e-cargo bike share scheme pilot for local businesses and resident use, to enable zero emission mobility and light logistics options. Both of these interventions will be monitored closely to understand the impacts and whether they are beneficial and sustainable uses of the district's kerbside.

- If you have any questions, please forward them to rtaylor@westminster.gov.uk who will pass them on to the relevant Oxford Street colleague.

AOB/Questions

NC: I understand that Westminster City Council is doing some trials on changes to their observation periods and that unloading is reducing down to 5 minutes?

NC asked if a further update to this group this group could be given?

NC is concerned that PCNs could rise because drivers are parking further away from the delivery point than they previously did due to the changes to kerbside access, so it's highly likely that they will be away from vehicle for more than five minutes.

A big rise in PCNs is not good for operators or WCC, an update at the next meeting would be very useful and if JC could arrange with Rianne that would be extremely useful.

JD: Asked JC to share some images of unloading and access issues around Fitzrovia and Charlotte St that he had witnessed on his regular walkarounds. The images showed the unloading of a pallet from a vehicle with very limited space for this activity. JD made the point that the guidance for tail lift issued to drivers could not be followed, and that the driver was expected to move a pallet 150 metres in the street.

Space taken by restaurants into the street particularly in Fitzrovia and Soho should revert to normal now that we are getting back to some normality, these are causing blockages and are about landscaping, hence the point made earlier by JD concerning the need to focus on deliveries in addition to considering flowers (clearly visible in the pictures).

LJ: CRP are looking at how the vision of street space from borough and stakeholders that use the street space will look in five years' time based on the demands.

The study will finish in September and CRP were carrying out interviews with the main stakeholders. CRP would like to get a freight perspective so CLFQP members can contact LJ if they would like to present their views.

JA: To provide a link to a report he recommended Tom Linton Smith relating to his question about the mix of vehicles and the likely power sources in the future.

JA asked the group if anybody could help one of his students with their dissertation on the impact of LTNs and said that he would contact some of the trade association and companies to see if you could help.

Next meeting: October 2021 date to be agreed.