

Central London Freight Quality Partnership



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

Date/Time: 6th July 2023 – 14:00 to 16:00

Venue: Online Zoom Meeting

Present at on online meeting.

Mike Browne	CLFQP/ University of Gothenburg (Chair)
John Crook	CLFQP Manager
Jerry Ward	John Lewis Partnership
Laura Carleton	TfL
David Kaner	Zero Emissions Group (West End Landlords/Bids)
Mike Bracey	Brewery Logistics Group
Linda White	Road Haulage Association
Chris Ashley	Road Haulage Association
Chris Yarsley	Logistics UK
Ben Hodgson	DHL
Julian Allen	University of Westminster (UoW)
Maja Piecyk	University of Westminster (UoW)
Hugh Brennan	Westminster City Council
Tash Hartke	Lambeth Council
Elliot Quinn	Lambeth Council
Fiona Coull	Cross River Partnerships
Charlie Couve	Cross River Partnerships
Eleanor Marshall	Innovate UK
Sarah King	FSB
Konstantina Katsela	University of Gothenburg
Chris Sturman	Retail and Food Logistics Forum
Juan Pablo Castellon	Chalmers University of Technology
Sue Terpilowski	Image Line Communications
Jason Smallwood	Zero Emissions Group (West End Landlords/Bids)
Andy Smith	British Security Industry Association
Andrew Barry Pussell	Head of London Plan

Apologies

Antoneta Horbury	Royal Borough of Kensington & Chelsea
Brian Foxton	Hackney Council
Tobias Newland	Hackney Council
Ian Wainwright	Future City Logistics & CILT
Jolyon Drury	CILT
Richard Stone	Hole in the Wall (UK) Ltd

Katie Colledge-Price
Ross Phillips
Amanda Zambon

Carpendale EV
Cross River Partnerships
AICES

Item 1: Welcome, introduction and apologies

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

Item 2: Meeting notes from the last meeting

John Crosk referred to the meeting notes for the meeting held on the 5th April 2023 and noted that there were no outstanding actions.

Anyone who is not on the circulation list for the meeting notes and would like to receive the notes can contact JC, the notes and presentations from the meetings can also be found via the CLFQP website [London Freight Quality Partnerships \(centrallondonfqp.org\)](http://centrallondonfqp.org)

Item 3 : TfL Update Laura Carleton : Engagement Manager

Laura Carleton reminded the group that the Ultra Low Emission Zone will come into force on the 29th August 2023 and will cover all 33 London boroughs.

As part of this, the mayor has introduced a £110 million scrappage scheme to support the ULEZ expansion, the scheme opened in January, and this scheme is open to all Londoner's on certain means-tested benefits and non-means-tested benefits, and London registered micro-businesses, sole traders, and charities to ensure that anyone who can benefit from the scheme is aware of it.

However recent changes mean that the scrappage scheme will be open to all small businesses with those fewer than 50 employees and all Londoner's in receipt of child benefit and charities can now scrap or retrofit up to three vans or minibuses instead of one. We are also working with transport industry partners to create discounts and promotions to help people switch to cleaner, greener forms of travel.

So far £80million has been committed with 5000 approved applications received.

TfL would really appreciate it if this group could share the details of the scheme among all of its networks so that staff, employees, members and families are aware of the benefits.

TfL have also produced a scrappage scheme promotional tool kit which contains a range of resources that can be used to promote the scheme, and includes posters, how to guides for applications, maps, summary texts etc.

<https://tflimages.london/groupitem/150/>

To use the toolkit please register at the link above and input Laura Carleton's email address when prompted for a sponsor email: LauraCarleton@tfl.gov.uk
I have also attached some of the resources as attachments to this email for easy access and to give an idea of the content

If there are further questions regarding ULEZ please contact LauraCarleton@tfl.gov.uk

The HGV Safety Permit Scheme has now been considered and approved by London Councils at a recent Transport and Environment committee meeting on the 8th June.

The consultation on the proposed Progressive Safe System was carried out by TfL between 14 February and 3 April 2023, and received 469 responses. TfL's report on the consultation outcome, as provided to TEC, carefully considered all the responses received and the issues raised. As a result of feedback provided to the consultation, we have proposed changes to some of the consultation proposals which have now been confirmed by London Councils.

This means that of the 28th October 2024 vehicle over 12 tonnes will be required to have a 3-star DVS rating or fit the PSS equipment in order to continue to operate in Greater London, this will mean that zero rated to 2 star rated HGVs will need additional safety equipment if they do not already meet the PSS requirements.

TfL are developing an updated edition of the Guide for Operators to be published in summer 2023 to provide further guidance, evidence required and operational procedures. We will publish both the updated guidance for operators, and the detailed technical specifications on our website this summer.

Laura updated the group on the TfL Cargo Bike Action Plan, early 2023 TfL successfully launched the plan which sets out actions to promote Cargo Bike use of to address the barriers that prevent the shift from vans to cargo bike.

The plan aims to work with the boroughs, businesses, freight, and servicing industry to transform how deliveries are made by promoting this mode of transport.

11 actions were identified in the action plan and presented and discussed in detail at the LoCity meeting on the 12th June. TfL will soon be beginning the engagement process with stakeholders regarding the delivery of the actions outlined in the plan, TfL are really looking to work with the freight industry for a successful delivery of the actions.

Laura shared with the group that TfL are currently seeking views from freight stakeholders regarding a potential change to Kidbrooke Pk Rd in Greenwich and are seeking views and feedback (map shared) The map shows the location being discussed which currently has a 7.5 tonne weight restriction on a bridge on

Kidbrooke Pk Rd, Network Rail have recently completed strengthening work to the bridge which now means the road could take 40 tonne vehicles, as a result TfL are keen to remove the existing 7.5 tonne restriction, but some concerns have been raised around traffic stacking on the A2, hence TfL are looking to understand if this if the weight restriction was removed would be a route that HGVs would be keen to use, and would welcome all feedback from any of this group, comments to Laura.

Chris Ashley RHA raised a point from the TfL update: Chris said that he needed to correct the record from what Laura had said in her update as he believed that she had missed out a crucial piece of information relating to DVS.

Chris agreed that London Councils had nominally approved DVS proposals but this is subject to a market readiness report being presented by TfL by next June 2024, and its not quite right to say at this point that DVS will come into force in October 2024, as TfL are aware that RHA, Logistics UK and the other trade associations have lobbied very hard due to the significant concerns we all have reference the markets ability to deliver this in the current timescales, hence the need to put this on record at this meeting.

Chris also asked to be put on record that RHA, Logistics UK and other trade associations and freight operators will continue to work with TfL to work through the current issues and concerns with the proposals, and that at this stage we should not consider that DVS implementation by a specific date is uncertain.

Sarah King FSB also commented on the ULEZ scrappage scheme, the FSB are aware that the scrappage scheme is coming online at the end of July but wondered if there was a launch date agreed?

Sarah was pleased to hear about the tool kit and the FSB is keen to be able to promote, so anything you can provide that we can share would be extremely useful.

It was thought that for many of the FSB members the retrofit option would be more affordable than buying a new vehicle as many will not be able to afford this option, again any information would be useful.

There has also been concern around the outer London boroughs where one road is in the scheme while the adjoining road is outside that this will generate a charge of £12.50 or fines.

There is also talk of some businesses closing due to ULEZ and although TfL are aware of this potential for this reason ULEZ must be kept under review because of the potential damage it could cause to small businesses.

FSB believe that its really important to get the scrappage scheme tool out as soon as possible so that it can be promoted to ensure that small businesses get the right deal.

There was concern raised about retrofit facilities that are located in the north FSB want facilities to be in London as small businesses do not have the time or the money to travel north.

Laura Carleton confirmed she will be sending out more information on retrofit facilities in the near future and will share details with FSB and the group.

Chris Sturman Retail and Food Logistics Forum commented that operators in New Covent Garden Markets and tenants particularly the smaller businesses are running vehicles that are in some cases older type vehicles and would not be in a position to fund new vehicles, so it would be very useful to get the toolkit to the management of the market.

Item 4: Cross River Partnership Delivering London Future Together

Fiona Coull gave the above presentation before taking questions from the group.

Mike Browne encouraged anyone who wanted to know more about the projects CRP are involved in to contact Fiona to find out more
fionacoull@crossriverpartnership.org

A question was asked around how CRP views the vision of larger operators i.e., the larger 3PL companies in relation to palletised goods and would the scheme be ready for these operations, or do you need the industry to adapt? – There was also interest in how Waterloo and Paddington stations could work especially with chilled and frozen product given that the capital has 100,000 tonnes are delivered every day in London.

Above question to be followed up outside of the meeting, including the comment in the chat room.

Another question asked whether the projects covered in the presentation will work well for small operators/operations with high drop density noting that from the presentation the CRP projects are concentrating on these types of delivery i.e., small package freight. Additional transshipment adds costs and that will have to be paid for, hence there is interest in how much cost modelling has been done and what sort of supply chain will ultimately use this process.

CRP will incorporate locations such as Waterloo into the cost model to enable them to understand the cost elements to allow more understanding.

For the trials referenced in the presentation CRP are asking the people involved in the project to be open about costs as its very hard to make assumptions or estimates. There are some costs – for instance the river freight trial – where CRP know the cost of the vessel etc. However, where operators have had to change their methods to put goods onto the river the changes in costs are more difficult to define.

On the question of scale CRP are working alongside the river authorities to understand requirements for wharf and quay space to enable more goods to be moved via this mode. CRP hope to have London's first light freight pier in operation that is dedicated to river freight. Challenges remain such as how to scale up and then issues such as how we get euro pallets onto boats need to be addressed.

Item 5: Zero Emission Group Update

Jason Smallwood West End Landlords/BIDS gave the above presentation before taking questions from the group.

MB proposed that we engage outside of this meeting with the work of the ZEG and how CLFQP can help, JC to talk to Jason and David Kayner to arrange.

An observation was noted that freight operators have always said that they do the best they can and that its their customers who can drive change, and now the landlords and BIDS saying ok we can try to get customers to change, they are our tenants/members but what do they need to do? There are probably lots of opportunities to get customers to change habits and to think about things like storing more products hence this is an opportunity for the freight industry to drive change, but also for landlords to influence their tenants to think more about reducing deliveries, we need to make the most of this opportunity.

Item 6: De-Conflicting Freight Streetside Operations for Liveable Streets

Juan Pablo Castellon PhD Chalmers University of Technology gave the above presentation before taking questions from the group.

It was noted that Juan Pablo wanted to thank everyone involved in his research and that JP would like to complete a more in-depth case study in London and go into more detail and that he will call on people from this group for assistance.

A question was asked in the chat as to how does JPC compare the benefits of access to goods vs the benefit of enjoyment of space for example, how do you value that?

JPC will be conducting further research to evaluate this question which may require a workshop with stakeholders to assist with an evaluation and will continue to work on this subject to fill in data gaps etc.

Item 7: CLFQP Kerbside Working Group update:

John Crosk & Chris Sturman Co-chair, CILT UJK Retail & Food Logistics Forum

JC updated the group on activities and actions from since the last meeting: The CLFQP and CILT are about to launch a joint comprehensive kerbside study for Stakeholders, more details will be given by Chris Sturman.

CLFQP has issued our report to the New London Architects (NLA) and attended a Teams meeting with Catherine Stallard Director and as a result, we will be invited to support their expert panels in the future and are currently waiting for invites.

CLFQP working group submitted our report to Westminster City Council public realm consultation.

Ian Wainwright and John Crosk were invited to speak on an expert panel at Traffex 2023 to give our views and opinions on the future of the kerbside and current issues.

Jolyon Drury presented to the London Planning and Development Forum and his report will be included in their next publication on the 12th July 2023.

As mentioned, CLFQP have been supporting Juan Pablo Castellon EU wide kerbside Research.

CLFQP reached out to a number of boroughs to offer help and expertise with developing kerbside strategies and Delivery and Servicing plans, which is an open offer to any borough who want more insights/help.

Chris Sturman gave details on the CILT/CLFQP Kerbside Survey.

JC has circulated to the group the link to the Kerbside Survey which is a call for evidence and a one pager that gives more detail behind it.

CS explained that the survey is a result of the activity in the last twelve months with the CLFQP and the work with Ian Wainwright at CILT freight and logistics policy group. We know that TfL and others have completed some research over the last 5/6 years. leading to the TfL's freight action plan and the mayors freight strategy and some work completed by the boroughs themselves, but what has been found is that congestion is being generated, now logistics operators are reporting a 20% drop in productivity, journey times increasing by up to 50%, reliability problems causing delivery failures and increased re-work, fleet sizes increasing with more small vehicles being added to fleets, issues around driver and customer health and safety as well and now disengagement from drivers when they are told to make deliveries in London which is a real issue for the industry.

What the CILT/CLFQP are trying to do with this call for evidence is to address and identify some of the questions and answers that some of the various bodies say they want to understand the real issues and what is happening at the kerbside. CILT/CLFQP understand that no freight survey has been undertaken for a number of Years and hope the results will also help the councils to understand what is happening at the kerb and then come together with freight operators to find solutions to the current issues.

The survey will try to break out the different operator categories food sale, food service, retail, hospitality, brewery logistics, parcels, and the various markets etc. CILT have the trade associations on board and their members will be invited to complete the surveys to make sure we get good balanced response. CILT have teamed up with the University of Northampton who will be analysing the results.

Maja Piecyk, University of Westminster University (UoW) was invited to introduce a survey. Maja informed the group that UoW were conducting a survey along with Munich University to look at '15-minute cities' and are trying to bring a logistics perspective to the subject. Currently most research has been centred on walking, cycling, active travel and not on delivery and servicing, and of course goods should also be considered. Hence views are sort from freight operators as to what does the '15-minute city' mean to them and their operations.

JC has circulated the survey to the CLFQP group.

Item 8: Borough initiatives and Updates

Hugh Brennan Westminster City Council (WCC) gave an update on current projects.

WCC continue to trial a number of freight projects.

Pimlico micro mobility depot trial is underway, and WCC have been filming approx. 20 goods vehicle loading bays and will involve JC and others to analyse how they are being used and how their design can be improved for the modern vehicles and will consider redesign for all 20 bays.

WCC have also filmed 10 hotspot locations and are embarking on two trial locations for parcel deliveries in Covent Garden and Victoria areas

WCC are keen to understand more about freight issues and are also interested to understand more about what Fiona (CRP) and Jason (ZEG) are doing with their current projects.

The next partnership meeting with the industry will in October if everyone is available which will be communicated in due course.

In the absence of the City of London JC noted that there is a major project in the City of London (CoL) and specifically the St Paul Gyratory project. JC has arranged a Teams call to gain understanding before joining CoL on a site visit, he will circulate any details from that meeting.

JC mentioned that a consultation relating to the future of Regent Street is happening and will circulate details.

Item 9: Members update / any other business

Chris Ashley RHA informed the meeting that the RHA will be holding a forum involving their members that will focus on de-carbonisation and Net Zero – more information will be available in due course. The other major issue they are focusing on is DVS, RHA will be following up with TfL.

David Kaner brought to the group's attention that the DfT and the Department for Levelling Up have published a call for evidence for the freight logistics and planning system which is about how the planning system might need to change to correctly reflect the needs for logistics businesses, and is not just about where we put warehouses but could be extended into where deliveries are made to receivers in town centres. This could be an opportunity for the CLFQP to provide additional insights and David has suggested to JC that a subgroup could work on a response.

Eleanor Marshal (Innovate UK) noted that the DfT and the Innovate UK family, are running the zero-emission road freight programme, which is ongoing. Innovate UK are currently working with the BSI to look at new standards for Heavy Duty freight and anyone who is interested in this should contact Eleanor direct.

eleanor.marshall@ktn-uk.org

Item 10: Future meeting dates

Early November TBC