



# Central London Partnership

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## Central London Freight Quality Partnership

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Date 21<sup>st</sup> June 2006  
9:30am – 11:30am

Venue Room 508  
172 Buckingham Palace Road  
London  
SW1W 9TN

Tel: 020 7478 8464

### Minutes

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Present	Mike Browne (Chair)	University of Westminster
	Mike Bracey	Brewery Logistics Group
	Chris Rebello	Central London Partnership
	Matthew Mace	Central London Partnership
	Phillip Basher	City of Westminster
	David Sheppard	John Lewis Partnership
	Natalie Chapman	Freight Transport Association
	Roy Turner	London Borough of Camden
	Steve Shaw	London Borough of Islington
	John Crosk	Tradeteam Exel
	Udoka Madueke	Transport for London
	Mick Heduan	Transport for London

Central London Partnership – Freight Quality Partnership  
meeting 21<sup>st</sup> June 06

<b>Apologies</b>	Mark O'Brien	AICES
	Paul Brown	British Retail Consortium
	Pat Brown	Central London Partnership
	Kevin Goad	City of Westminster
	Gordon Telling	Freight Transport Association
	Faz Muzza	London Borough of Lambeth
	Gary Reeves	New West End Company
	Sean O'Riordan	NCP
	Richard Lewis	Securicor
	Nigel Barton	TNT UK

**Item 1 Welcome and introductions**

MB Welcomed everyone -

MB – Introduced himself as Head of Freight Transport and Logistics at the University of Westminster. Worked for 20yrs in Freight research which is an area overlooked previously by both public and private sector. This has sometimes resulted in a rather adversarial approach between public and private sector. This group needs to be open to ideas and establish common ground so improvements are delivered..

**Item 2 Minutes of last meeting and matters arising**

Chris Rebello (CR) and John Crosk (JC) proposed and seconded the minutes.

Darren Briggs has not come back with the contact at LDA. MM to action.

All other Actions were completed

**Action** • MM to supply contact at LDA

### 3 Central London Partnership – Freight Quality Partnership meeting 21<sup>st</sup> June 06

#### Item 3 & 4 Freight Plan & FORS Presentations

Udoka Madueke (UM) – MM distributed the link to the Freight Plan information with this meeting information. The plan revolves around 8 key proposals:

1. **Communications**
2. **Annual Freight Data Report**
3. **Freight training**
4. **Roll out Freight Operators Recognition Scheme.** Mike Heduan (MH) – identified need to engage with freight industry in London and those who visit the capital to help address road management issues. **First phase** (completed) – live tests in each of 4 pilot organisations. **Second phase** (start in August) – looking for pioneer members to help shape scheme with the FQPs driving this. It should take 12 months to develop the level 1, 2 and 3 members with hopefully 60 businesses signed up. The Freight Units is targeting November 07 for full roll out. It sets out to be a unique brand with values, supported by strategic partners including Met Police who will be creating a commercial vehicle communication unit. This unit will visit business to communicate the message employing a number of Police Constables and 2 Sergeants who will be monitored monthly against performance measures. They are looking Health and Safety Executive and ROSPA to join so road risk will also be addressed.
5. **Reliability of movement regulations design and best practice**
6. **Promoting modal shift** – canal or rail movement
7. **Consolidation Centres** – PF Whitehead from South London FQP looking to drum up interest from local business
8. **Promoting changes to freight transport specification** – SELTRANS looking at Bio-diesel pilot

UM - FQPs in London have delivered a number of small (but potentially important) improvements eg:

- West London FQP having put up new signage for Park Royal.
- Ealing have lack of loading and unloading – produce plans to improve servicing and delivery. They have designed plans and are now looking to put in physical works including taking out railings and adding new loading bays.
- Brimsdown FQP – variable message signs and better signage

UM – the 10 year vision for freight aims to:

- Have all five sub regional FQP in place
- TfL and FQP policies aligned
- Deliver local benefits
- Local business will set the agenda and direction
- Work to long term goals working relationships
- TfL helps the FQP via funding to complement the works – advice and best practice

**Questions and observations:**

1. Freight Plan – consultation will the CLFQP members send separate responses or collective? **It was agreed that all members should send their own responses in to the Freight Unit but copy in to MM. MM will send a general overview statement covering the CLFQP.**
2. FORS – David Sheppard (DS) asked for clarification on sub-regional FQPs. UM – aspiration for 5 sub-regional FQPs and which will work off one another to create best practice. There is a need to promote the findings in a cohesive way with a proposal for annual best practice workshops for the sub regional FQPs.
3. MB Hopes the freight plan will work, it needs the knowledge and active involvement of industry and local authorities if it is to succeed.
4. MM – the Mayor is looking to change the sub-regions has the Freight Unit taken this into consideration? UM – we have to work on present regions – if boundary changes then we need to adjust. This will need to be looked at carefully as many freight issues need a sense of the centre rather than radial routing.
5. JC – what info is needed for the draft freight plan? MB – freight movement data is essential and UoW provided TfL with an initial data report in 2004. The London Freight Plan states that there is a need to refine and improve the information available, which will also support the case for individual projects e.g. demonstrating the environmental benefits or accident reductions resulting from training schemes and other initiatives.
6. Mike Bracey (MBr) - who is drawing data together FQPs or the Freight Unit? UM – at present there is a great deal of data in the Freight Unit that is being sorted slowly. It is hoped that the FQP will gather and interpret data for its own area and the Freight Unit would then

combine this to give a complete picture of freight for the whole of London.

7. DS – John Lewis have Occupational Road Risk (ORR) rating for drivers. This type of investment produces benefits like reduced insurance premiums and reduced number of hours vehicles are off the road. What type of rewards would be available for joining FORS? MH – they are looking to have some benefits which could include further reductions on congestion charging.
8. JC – Understand need for a standard FORS system but would look to reward compliance by issuing the freight version of a kite mark. UM – Issuing such a mark or continuous accreditation could give FORS members advantages in securing future contracts because they are actively striving for improvements. Development of a fuel efficiency toolkit would benefit all.
9. Recruitment of operators to FORS – welcome expressions of interest to UM
10. Need to reach operators outside the FQPs and those based both in and outside London. The most appropriate way would be through the FTA website

- Action**
- Consider consultation process and whether to respond collectively? Do as individuals but need united front collate responses into one response everyone to copy Matthew into this
  - UM to supply the presentation
  - All – contact UM for expressions of interest to join FORS
  - UM to talk to FTA about placing information on their website

**Item 5 2006/07 Submission**

MM presented - briefly outlined the bid (circulated before the meeting) asking for comments from group.

UM – his comments have been taken on board and included in the final submission. However, would like to see £110k bid from Camden for loading improvements on Tottenham Court Road included.

With the agreement of the group MM will add this to the final bid.

Pending the inclusion of the Camden project - UM confirmed the funding had been agreed and a confirmation letter would be sent early next week.

However, the payment would have to go through the Borough Partnership section of TfL and paid to CLP through it's lead borough (Camden).

**Action** • UM – send funding confirmation letter

**Item 6 2007/08 Submission**

MM discussed the draft submission which had been put together by CR, MB, MBr and himself asking for comments from the group. Suggestions from this group would be incorporated in to the submission which needs to be with TfL by 21 July. Due to the tight timescales the group agreed MB would sign the submission off on their behalf. MM would distribute the final submission to the group at or around the TfL submission date. The funding allocation will be confirmed for 2007/08 in November this year.

The group discussed utilising funding other than TfL. Roy Turner (RT) volunteered to examine work in Europe and scope for EU funding for key issues. MB noted that the Bristol consolidation scheme had received some support from EU funding. He also noted that members of the CLPFQP may find the EU BESTUFS initiative of interest as this dealt with many issues concerning urban goods movement (see [www.bestufs.net](http://www.bestufs.net)).

The FQP must be mindful of continuity funding as expectations would be dashed if funding were to cease part way through a project.

The FQP must decide which projects go forward and in which priority with the funding granted in November.

The group were concerned of the great deal of time needed to obtain funds – MB recommended that money was needed up front certainly for first two years or so but then look for alternative funding because in the longer term the support of industry members of CLP was essential.

It is important that 06/07 delivers some benefits to attract members and maintain interest. MH supported the FQP's views.

UM - once bid is make the FU will have idea of the funding available.

MM asked if we are missing key issues in the bid?

There needs to be cross reference between the different sub regions.

TfL will be helping co-ordinate this but there should also be an effort from each FQP.

Group expressed more clarity on who we should be approaching to be members and does this extend to Highways Agency?

MB asked the group to come up with any sensible comments or additional project by the end of the month, these to be sent to MM.

MB – thanked MM for developing the bid especially the casual chain.

#### **Discussions by issue**

Reduce the number of issues i.e. from 7 to 5. (see amended version of bid attached)

#### **Consolidation centres**

The group thought the submission would only pay for feasibility studies and fact finding visits by select members of the group.

#### **Parking**

PB - proposed that common contracts between boroughs and business be dropped from the text – DONE.

Parking should displayed on a common GIS so all data can be used collectively - ALG have one for disabled parking which needs to be explored.

UM freight journey planner – started to gather info from boroughs have 70 – 80 % of available data. The FQP could review/ consolidate the information and create an approved format. It would aim to reduce duplication and extend knowledge on the MVA study or the Traffic Management Act 2004.

CLFQP to resolve gaps in information to provide one seamless map for London with no boundaries. MM to talk to ALG on their system.

### **Night time deliveries**

The group suggested adding bullet points to make sense on locality issues.

### **Communication and Stakeholder Engagement**

Need to agree on who holds the literature and how it is to be signposted from the FQP website. MM to draft communication strategy.

Need clarity as what the FQP can offer everyone

- Action**
- All – send MM comments or suggested projects for inclusion to the bid by 30 June.
  - MM – send out copies of final submission to all members
  - RT & MB to look up possible alternative funding sources at EU level
  - MM to talk to ALG on their parking information system
  - MM to draft communication strategy

### **Item 7 & 8 AOB & Date of next Meeting**

- MM to arrange whole year's worth of meetings for the group. Dates for circulation include September, late November, February and May.

- Action**
- MM to circulate dates – all to respond