



AGENDA ITEM 2a



WLFQP Progress Report 12 March 2009

1. WLFQP Administration and support (TfL FU Funding)

2008/09 Spend

As of 28/02/09, the WLFQP has spent a total of £171,200 out of the £240k LIP and direct TfL FU funding for 2008/09. The unspent £68,800 is committed expenditure for WLFQP in 2008/09. Fuller breakdown on spend is set out in the WLFQP Financial Statement for Period 1 April 2008-28 February 2009.

WLFQP IN6 "WLFQP Spending Plan for 2008/09 and 2009/10" dated January 2009 sets out the contingency plan to reallocate 2008/09 budgets that were considered to be a spend risk.

MVA met with Omoniyi Giwa (Borough Partnerships) and Peter Blaine (TfL FU) on 26/2/09 to discuss the WLFQP Note on. OG expressed concern on the DSP Implementation on Wembley High Road and will identify this in the Borough Portal as a spend risk.

All WL Boroughs have confirmed to the WLFQP that invoices or accruals on invoicing will be submitted by 31/3/09.

Dissemination of Freight Best Practice

MVA have included a summary on the use and benefits of the Construction Logistics Toolkit. The agenda of the Borough Freight Workshop (Seminars) includes promoting and discussing the use of the toolkit.

General

WLFQP IN7 "WLFQP Administration, Communications and Marketing Budget for 2009/10" dated January 2009 identifies that the administration and communications budget for 2009/10 will result in limited scope for the WLFQP to managing the 2 existing local freight forums and that there is no budget to form the Park Royal Freight Forum.

MVA prepared the WLFQP work progress and financial reporting for the February 2009 Westtrans Bi-monthly meeting. MVA are providing advice on freight projects to SLFQP and TGFQP particularly on the scoping of town centre freight studies and on directional signing and freight route mapping.

The list of Borough freight concerns relating to the impacts of the 2012 Olympics were issued to TfL FU on 11/12/09.

MVA represented the WLFQP at the FTA Greater London Branch Meeting on 13/1/09. MVA attended the TfL Pan-London website training session on 24/2/09.

Ian Nichol chaired the TfL Freight Unit Breakfast Event on 4/3/09. Tim Gould and MVA represented the WLFQP at this event.

2. WLFQP Communication and Marketing (TfL FU Funding)

WLFQP newsletter has been delayed to March 2009 due to staff sickness.

In January/February 2009, MVA updated 86 business contact details in the WLFQP contacts database. A total of 122 businesses were contacted over the phone.

MVA is working with TfL Freight Unit to facilitate meetings between FORS and Borough Fleet/Transport Managers/Depot Managers.

The WLFQP is managing 2 freight forums at North Feltham Trading Estate (18 businesses and 3 landowners) and Uxbridge Industrial Estate (12 businesses and 2 landowners). The 3rd forum meeting for both estates is being planned for April 2009 and the meeting will be hosted at a business premise. Issues that remain outstanding for NFTE is the rat-running of non-estate traffic through estate roads and for Uxbridge Industrial estate, measures to enforce the 17t weight limit on Cowley Mill Road, improve directional signage off St John's Road and will look into improving road surfacing on public roads in the estate.

MVA wrote to Park Royal Partnership's (PRP) to advise that there is no WLFQP funding available in 2008/09 and in 2009/10 for the establishment of a freight forum for Park Royal. MVA will attend the next PRP Transport Committee Meeting to discuss means of overcoming this budget limitation.

Since the successful LB Brent Borough Freight Workshop (BFW) on 9/12/08 that was attended by 16 Borough officers, no further BFW are scheduled in 2008/09 because of scheduling conflicts. Post meeting feedback was very positive with all attendees agreeing that the BFW was beneficial in promoting a better understanding of freight operations and their operating constraints. The presentations helped raise awareness on the support that freight operations require from local authorities, development control and enforcement agencies. It was acknowledged by attendees that, in balance, freight is a lesser priority compared to other topics such as pedestrian needs, public transport, cycling etc. However, all agreed that freight needs should be considered as part of the wider town centre development and improvement programme. A policy change is required if freight were to be moved up the Borough agenda.

The LB Brent Workshop included a feedback session on WLFQP Communication and Marketing and the conclusions were:

- All respondents (100%) were very satisfied with the work carried out by the WLFQP;
- All respondents (100%) were very satisfied with the work carried out by the LB Brent WLFQP Officer in managing WLFQP projects for LB Brent;
- Most respondents (75%) were aware of the WLFQP prior to the BFW because of the internal consultation meetings held on the Wembley High Road Freight Study. Others who were not involved were not aware of the WLFQP prior to the BFW;
- Most respondents (75%) are notified of WLFQP initiatives when there are specific issues relating to their work. There is no Council wide effort to promote the WLFQP. A suggestion is to post the WLFQP brochure and newsletter on notice boards in Council offices.
- Most respondents (81%) have not visited the WLFQP website;
- Most respondents (88%) are not aware of WLFQP initiatives outside LB Brent.
- Most respondents (88%) are unaware of the London Freight Plan.

The next BFW will be held on 7 April 2009 in LB Harrow. The WLFQP have yet to be provided with confirmed BFW dates at other WL Boroughs.

3. Implementing Improvements in Heathrow/Hayes/Harlington IBA

LB Hillingdon confirmed in February 2009 that the implementation of directional signage improvements for Horton Road Industrial area costing £2.5k will be completed by end 2008/09. The remaining £9k will be spent by end 2008/09 on detailed design of improvements to directional signage at Dawley Road Ind. Est. and Pump Lane Ind. Est. MVA were appointed by LB Hillingdon in March 2009 to provide consultancy support to complete this work.

4. Implementing Improvements in North Feltham Trading Estate

Work is complete and 2008/09 funding allocation has been spent.

5. Freight Audit – North Wembley Industrial Estate

LB Brent confirmed that part implementation of the signage improvements will be completed by end 2008/09. An additional £5k funding will be required in 2009/10 to complete all directional signing improvements.

6. DSP Implementation – Ealing town Centre

LB Ealing confirmed that the 2008/09 funding allocation will be spent for the implementation works. The proposed work schedule has yet to be made available to the WLFQP.

7. DSP Implementation – Wembley High Road

In January/February 2008, MVA with the support of Wembley town centre management consulted 7 out of the 8 businesses (Woolworth store has closed) that have agreed to DSPs. All businesses confirmed their commitment to comply with their DSP commitments.

LB Brent intend to progress with 5 out of the 14 proposals for loading bay improvements. MVA is supporting LB Brent on the TRO consultation which ends on 9/3/09. , LB Brent will not be able to progress with the implementation of the loading bay improvements in 2008/09 due to the limited time between the end of the TRO consultation and the end of 2008/09. The budget for this implementation work is £12k.

LB Brent appointed MVA in March 2009 to carry out the Harlesden Freight Study and to identify quick wins using the £12k unspent budget. The Borough proposed that in 2009/10, the Harlesden Freight Study budget be reallocated for the implementation of the loading bay improvements in Wembley.

LB Brent propose to monitor the DSP and impacts of the loading bay improvements in 2009/10.

8. DSP Implementation – North Harrow town centre

Work is complete and 2008/09 funding allocation has been spent.

At the 10/12/09 WLFQP SGM, LB Harrow requested for additional £15k funding for implementing all loading bay improvements in North Harrow. Although a potential underspend was identified in the DSP Wembley High Road scheme at the end of January 2009, this funding reallocation could not be confirmed to LB Harrow by deadline set by Harrow's contractor. LB Harrow now requested for a further £15k in 2009/10 for completing this work.

9. DSP Implementation – North End Road

LBH&F and MVA consulted businesses, residents and elected representatives at the New Deal for Communities (NDC) 5/2/09 on the proposals for improving freight operations on North End Road (NER). The consultation concluded that the proposals for Coomer Place Car Park and the use of vacant market stall bays for loading and unloading or parking of freight vehicles should only be considered as part of the area wide improvements. The NDC welcomed the DSP approach and agreed for MVA to focus their DSP efforts on chain stores which made use of articulated lorries for deliveries and collections. MVA with the support of the Fulham Town Centre Manager are consulting supply chain managers of selected chain stores on NER on DSP measures. As part of this work, MVA will produce literature on DSPs for distribution to market stall operators and businesses on NER.

10. West London anti-flytipping actions

MVA have written to the relevant Borough officers on the benefit of them participating in:

- GAIN (Government Agency Intelligent Network) to discuss and address issues on resource, funding and co-ordination of anti-flytipping activity in West London.
- the Southeast Region Intelligence Forum (run by the Police) for information on fly-tipping offenders.

MVA have been advised by all WL Boroughs that the ad-hoc support by the WLFQP to provide support on anti-flytipping actions is of little use unless WL Boroughs receive more funding and resource to combat fly-tipping. WL Borough's do not have a specific budget to clear fly-tipped waste as this is part of their street cleansing programme.

Work is complete and 2008/09 funding allocation has been spent.

11. Identify Goods Vehicle accident hot-spots and work with relevant Boroughs to identify possible causes and remedial action

Actions that have been completed in 2008/09 include:

- The distribution of TfL "Cyclist Beware" posters and free samples of 'fresnal' lenses to businesses through the freight forums at North Feltham Trading Estate and Uxbridge Ind. Est.; and
- Liaison with DfT and Borough Road Safety Officers for "Think Bike" posters to be erected on roads around and leading to industrial estates;

MVA received initial comments from the LRSU on the draft "Review of Goods Vehicle Collision Data in West London" Report in January 2009. The key challenge of this work is on producing actionable conclusions from the analysis of goods vehicle collisions and on drawing comparisons with London-wide goods vehicle and motorised vehicle accidents that are reported as casualties, to meet casualty reduction targets. The plot of 3-year goods vehicle accident locations in West London does not provide sufficient evidence to identify or to narrow down accident hotspots for more detailed investigations.

The draft report will be issued before the 17/3/09 SGM for WL Borough feedback.

12. Use of electric buggies to transport goods in Hounslow TC

The draft Report, produced with inputs from DHL and Modec was submitted to LB Hounslow in January 2009. The proposal is for an electric vehicle scheme operating from a mini consolidation centre close to the Hounslow town centre. Preliminary feedback from LB Hounslow is positive as the scheme supports the Borough agenda to promote the use of non-polluting vehicles.

13. Use of rickshaws for transporting goods in Hammersmith TC

The draft Report was issued to LBH&F in January 2009. Since then, LBH&F are looking into working with partnership with existing freight rickshaw operators to fund and to operate the scheme in Hammersmith town centre. The scheme will have to be self funding as TfL Freight Unit has confirmed that no funding subsidy will be made available.

14. Develop Home Delivery Centres and Promote their Use

LB Hounslow has agreed to revise the scope of this work. The Borough is carrying out consultation with Civic Centre based staff to identify demands for implementing a parcel delivery/collection facility at the Civic Centre. The outcomes will provide the groundwork for further planning for the implementation of a pilot scheme in the Borough in 2009/10.

15. Alternative Freight Routes Investigation – South Ruislip

The preliminary study findings and recommendations for improvement were presented to the South Ruislip Residents Association at a consultation meeting chaired by LB Hillingdon on 24/2/09. Following the meeting MVA was instructed to carry out further investigation on freight vehicle routing, identify improved and redundant directional signage and produce a local freight route map for Victoria Road Industrial Estate.

16. Other Progress

MVA provided contact database of businesses located around the airport from our WLFQP businesses database to the Heathrow Airport Freight Study consultants.

MVA consulted K&M Haulage (UK) who manage the Orwell Crossing Lorry Park, Suffolk and Heywood Distribution Park Management who manage the Heywood Distribution Park, Manchester for their initial views on operating a lorry park in West London. K&M Haulage manage the facility on their own land out of which they run their own freight/logistics business. Similarly the lorry parking facilities in Heywood Distribution Park, an industrial/businesses area, is managed by park's management. Both companies have advised that the business case for an independent lorry park is not viable due to the land leasing costs involved. Both companies declined to participate in further discussions on a lorry park proposal for West London. The RHA and FTA support the need to provide safe and secure overnight freight parking facility serving West London.

MVA produced the draft "Review of Bridge Road Depot" report for LB Hounslow. This work was funded directly by LB Hounslow.