

Greater London Freight Council minutes

Wednesday 15 May 2024
09:30 – 12:30
1 Great George Street, Westminster

INTRODUCTION

- Norman Harding opened the meeting.
- The minutes of the last meeting were approved.
- Members were reminded by the Secretary about the competition law compliance guidance.

GUEST SPEAKER – Katie Dickson – London Borough of Camden

Members received a presentation on the recently launched Camden Freight and Servicing Action Plan:

- Nearly 80,000 freight deliveries enter Camden daily
- Together HGVs and LGVs contribute disproportionately to poor air quality in Camden. They contribute 28% of road-related carbon dioxide emission in Camden.
- Reduce (number of freight vehicles and trips), remode (transfer freight operations to low emission modes), reschedule (change the time of our freight deliveries).
- Actions:
 - Upgrade Camden's own, and contracted servicing fleets to lower emission vehicles before instructing industry what rules and regulations they must follow.
 - An electric van-sharing scheme for local businesses
 - Expand e-cargo bike sharing schemes in town centres across Camden for businesses.
 - Explore the feasibility of using waterways and rail for moving heavy freight.
 - Develop an e-cargo bike and pedal van support scheme for businesses.
 - Support TfL to improve real time road management to improve efficiency of freight.
 - Review the London Lorry Control scheme.
- Member feedback:
 - Vehicles are quieter than they were 30 thirty years ago, when the London Lorry Control scheme was introduced. Is the scheme still fit for purpose? It is arguably problematic, and members would seek support from the borough to significantly change it.
 - The actions are too broad. It is difficult to understand what the Council actually wants to tackle.
 - The use of 'reduce, remode and reschedule' is problematic. It is easy to say however putting it into practice is incredibly difficult.

GUST SPEAKER – Neil Herron – Grid Smarter Cities

Members received a presentation from Grid Smarter Cities on their virtual loading bay projects across London and to receive member feedback on them:

- A two-sided digital booking platform (kerb owners – local authorities responsible for highways, etc. – and – kerb users – freight operators, etc.)
- An integrated software and hardware solution – facilitating kerbside booking.
- Permit loading bay and virtual loading bay.
- Operating in Westminster, Southwark and Lambeth (in Lambeth working in collaboration with Cross River Partnership)
- The scheme could generate up £140 million in revenue for London boroughs.
- Member feedback:
 - Scalability is an issue.

- Practicality around if an operator were to find that their spot had been occupied. A driver can't just park up somewhere else in crowded urban locations and use of the mobile phone to alert the system would not be possible whilst driving and could only be triggered when the vehicle was parked.
- Charging price is determined by the local authority. Platform charge is for the local authority.

Secretary's report

- Members discussed the meeting of Road Council on 8 February and recent meetings of modal councils and working groups. Updates on other issues including TfL's Direct Vision Standard.

AGENDA ITEMS

A1 Transport Manager CPC syllabus review

- Members had a discussion over the TM CPC syllabus, following a meeting between the Traffic Commissioners, Logistics UK, RHA, CPT and the DfT that sought to look at the weighting of the examination to look at whether it needed a review. Some of the key messages from the Council were as follows:
 - There are many questions that seem to be less important for business operations.
 - The syllabus should be more focussed on the operational nature of business. The qualification is an academic qualification where it should be more vocational.
 - Having the CPC qualifies you to be a TM but on the job experience is key to being able to do the job.
 - There is a broadness in the syllabus as the TM does need to understand many issues as it is applicable to all operations, large and small.
- The issues were recorded and will be fed into future meetings of the review panel.

A2 Safe System and Vision Zero

- Members discussed if they were aware of the Safe System and Vision Zero approaches, which the TfL DVS is part of, and there was not much recognition of this specific wider road safety system, although members did recognise individual initiatives.
- Specifically regarding the London approach, members felt that TfL had done a sufficient job in publishing DVS but it is little known outside of London, and there were contradictions in the specifications from the outset. The key message was that other road users should take responsibility for their actions whilst using the road network.

A3 Removal of the requirement for Plating Certificates

- Members were in favour of the proposals to move to a more digital system for issuing the certificates although noted that there were certain operational moments when a physical certificate could be useful.

A4 Skills priorities

- Members agreed with the tabled list of skills priorities.
- Members agreed with proposed changes to permit new candidates to begin Driver CPC training before they had received their vocational entitlements.

ANY OTHER BUSINESS

- None was notified.

DATE OF NEXT MEETING

- Wednesday 10 October 09:30 – 12:30 (finishing with lunch). SMMT, 71 Great Peter Street, Westminster.

ATTENDEES

Chair

Norman Harding

LB Hackney

Members

John Saunders

Constantine Ltd.

Tony Lenihan

Wilson James Ltd.

Attehea Iqbal

Wilson James Ltd.

David Wilson

Fleet Technology

Andy Miles

AS Miles Consulting Ltd.

Charlotte Hunt

Birketts LLP

Adam Drury

The Clancy Group

Chris Cooling

Day Group

James Adcroft

Tesco

Robert McIlveen

MPA

Matthew Stratton

Birketts LLP

Jerry Ward

John Lewis Partnership

Guest Speakers

Katie Dickson

London Borough of Camden

Neil Herron

Grid Smarter Cities

Toby Hiles

Grid Smarter Cities

Logistics UK

Chris Yarsley

Secretary

Ellis Shelton

Tiffany Coates