PURPOSE OF REPORT

This report updates the committee on the actions contained within the Greater Manchester Freight and Logistics Strategy.

RECOMMENDATIONS

Members are asked to:

i) Note and comment upon the report.

BACKGROUND DOCUMENTS

Greater Manchester Freight and Logistics Strategy, GMCA, July 2016

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1. **Introduction and Background**

1.1 The Greater Manchester Freight and Logistics Strategy was published in 2016. The strategy is multi-modal in nature and relates to the 2040 Transport Strategy.

1.2 The Vision for freight and logistics is to:

- Maximise economic growth and competiveness by boasting the network integration and efficiency of freight transport in GM and across the North and creating employment opportunities; and
- Minimise the social and environmental impacts of the industry and encourage sustainable distribution.

1.3 The action plan covers five areas;

- Strategy and Stakeholder Engagement;
- Safety and Regulation;
- Operational Activity;
- Infrastructure; and
- Planning and Research

1.4 This report updates on the delivery of the strategy, and sets out a number of areas in which Members may wish to comment upon. In addition, there are a number of areas in which Members may wish to explore implementation within their own authority. Support for such activities could be available from TfGM.

2. **Progress to Date**

**Logistics Forum**

2.1 Greater Manchester has developed a successful Freight Forum, which has become the optimal way in which TfGM liaises with the private sector.

2.2 These events are held six monthly and are attended by 60 stakeholders from the public and private sector. They include representatives from Greater Manchester based logistics companies and from large multi-nationals, as well as from the local authorities and agencies. The event incorporates a range of internal and external speakers, followed by a series of in-depth workshop sessions. As such, it has become the main portal for consultation between the public sector and operators in GM.
Accreditation Schemes

2.3 Logistics accreditation schemes are aimed at improving goods vehicles in terms of legality, road safety, or environmental performance. Meeting set standards can give freight operators corporate promotional benefits.

2.4 Accreditation schemes can also be used within procurement frameworks in order to boost improvements to safety or the environment.

2.5 Transport for Greater Manchester is actively collaborating with partners to improve road safety and reduce Work Related Road Risk (WRRR), with a particular focus on the construction logistics sector.

2.6 The ‘CLOCS (Construction Logistics and Community Safety) Standard for construction logistics: Managing work-related road risk’ is the direct result of collaboration between developers, construction logistics operators and industry associations. It draws together emerging practice and individual standards, policies and codes of practice into one standard that can be implemented by developers. It is being achieved through three industry-led workstreams:

- Improving vehicle safety through design and manufacture of safer new vehicles and fitment of appropriate safety equipment to existing vehicles;
- Addressing the safety imbalance in the construction industry through ensuring road safety is considered as important as health and safety on site; and
- Encouraging wider adoption of best practice across the construction logistics industry through taking best-in-class examples, developing a common national standard and embedding a new cultural norm.

2.7 TfGM is now seeking to promote and implement CLOCs through supply chains across the city region and has introduced requirements into future TfGM major construction tenders from April 2017.

2.8 TfGM is also progressing with ECO Stars (Efficient and Cleaner Operations), an additional Fleet Recognition Scheme. The Scheme works on the principle of reviewing operators on an individual basis for environmental credentials, including vehicle Euro Engine Standard, driver training and any additional fuel savings and environmental features, such as anti-idling cut-off and in cab fuel monitoring.

2.9 All scheme participants are awarded a star rating. Operators then receive a short action plan, which is called a ‘Road Map’, setting out measures which would help to improve their operational practices from environmental, air quality and economic perspectives.
**Delivery and Servicing Plans**

2.10 Delivery and Servicing Plans (DSP) can be used to enable organisations and businesses to reduce the number of delivery vehicles accessing the site, especially at peak times.

2.11 TfGM has produced guidance which aids the development of these plans. The toolkit is accessible online and helps businesses to identify opportunities to better manage deliveries and ensure supplies are delivered when they are needed. The DSP helps to reduce the negative impacts of delivery-related activities, such as harmful emissions, congestion and collisions, including moving freight on low emission vehicles. It can also drive efficiencies and can provide savings, in terms of staff time savings achieved. The toolkit is specifically designed to target deliveries in congested areas such as city and town centres as well as key radial routes.

2.12 Using the principles within this toolkit, TfGM has reduced the number of stationery deliveries to 2 Piccadilly Place by 85%.

2.13 We are now actively promoting the toolkit and emphasising that it should help businesses and organisations, and not add bureaucracy. Public sector buildings, including hospitals and universities, can see significant benefits.

**Consolidation**

2.14 Consolidation can reduce the number of large vehicles accessing the urban core. There are various models from procurement consolidation (linked to DSPs) through to large scale specialist facilities on the edge of the urban core.

2.15 TfGM is involved in European projects which are exploring issues relating to consolidation.

2.16 Greater Manchester has been accepted as a ‘transfer city’ in the City Lab project, which looks at the potential of transferring continental examples of best practice to other cities.

2.17 We have secured private sector partners in warehousing and the commercial Ultra-Low Emission Vehicles (ULEV) delivery sector, and initial funding has been made available from the project for research. Further information will be brought to the Committee in due course.

**Loading/Unloading and Relaxation of Delivery Restrictions**

2.18 Sub-optimal loading and unloading can potentially cause congestion issues and conflict with vulnerable road users.

2.19 These issues have been caused by many factors but in particular, customer driven demand leading to the rise of e-commerce (accounting
for 10% of all retail spending and is growing) and change in grocery shopping habits, which result in a greater number of smaller supermarkets / convenience stores and an increased number of light goods vehicle deliveries.

2.20 These changes result in significant impacts on the type and amount of commercial traffic on GM roads, where it is approximately 20% at present, predicted to rise to 40% by 2030. Significant Light Goods Vehicle traffic increases are already being recorded. TfGM is working with colleagues in other Metropolitan areas to understand the traffic impacts of these changes in shopping habits.

2.21 Retimed deliveries to times outside traffic peaks can help to maximise road capacity. Providing that deliveries are completed quietly, spreading them more evenly creates a better environment for businesses, residents and visitors.

2.22 We are exploring with local authorities whether there are specific circumstances where a ‘quiet delivery’ pilot could take place, using quiet equipment and training. The requirements of nearby residents are paramount in these trials.

Planning

2.23 TfGM is also engaging with District Council planning teams to ensure that potential commercial vehicle issues can be mitigated at the design phase. This can cover a range of interventions as described above, including loading bays and regulatory restrictions. Preventing and reducing issues at this stage will ensure that, in the long term, residential and commercial developments are best equipped to facilitate safe and efficient movements.

3. Next Steps

3.1 Transport for Greater Manchester is currently in the process of developing the team to further progress the logistics function. This will enable a comprehensive implementation of this strategy.

4. Recommendations

4.1 Members are asked to:

i) note and comment upon the report.

Dr Jon Lamonte
Chief Executive, TfGM