



CENTRAL LONDON SUB-REGIONAL TRANSPORT PARTNERSHIP

2020/21 PUBLICATIONS

FEBRUARY 2021



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The [Central London Sub-Regional Transport Partnership \(CLS RTP\)](#) is a collective of senior transport officers and directors from ten London boroughs who provide strategic advice for, and on behalf of, [Transport for London \(TfL\)](#). The partnership, which has been active since 2009, acts as a trusted impartial forum for the boroughs to share experiences and enable collaboration on key sub-regional transport priorities, delivering projects, innovative pilots and trials, forward-thinking research and strategies.

Since the start of the Covid pandemic in the UK, in March 2020, the CLS RTP have increased the frequency of their meetings to adapt to the changing nature of transport use across London. The partners have shaped the CLS RTP research studies to coordinate the TfL streetspace responses, and transport sector more widely, in adapting to future changes as a result of the Covid crisis. The studies detailed on the following pages are the result of the successful collaboration of the partnership who are pioneering bold new methods of transport strategy that will ensure a resilient and sustainable course for the future of transport management in the capital.

This summary document was developed by Cross River Partnership (CRP) to give a review of the innovative CLS RTP research and achievements that have taken place from April 2020 - January 2021.

CRP would like to recognise and thank [Transport for London](#), as the funder for this document.



The ten London borough partners are:

- | | |
|---|--|
| 1 City of London Corporation | 6 London Borough of Lambeth |
| 2 City of Westminster | 7 London Borough of Lewisham |
| 3 London Borough of Camden | 8 London Borough of Southwark |
| 4 London Borough of Hackney | 9 London Borough of Wandsworth |
| 5 London Borough of Islington | 10 Royal Borough of Kensington and Chelsea |





ENABLING LAST MILE CYCLE LOGISTICS

DATE COMPLETED: MAY 2020

BENEFITS OF LAST MILE CARGO BIKE DELIVERIES:



Speed and reliability



Flexibility of service



Low running costs



Employee health benefits



Improved air quality



Zero carbon emissions

Cargo bike deliveries have occurred for well-over 100 years in London, and recent growth has led to a wider variety of cycle logistics activity across central locations in the capital. However, there is **no wholesale adoption of cargo bikes for last mile deliveries** and take up seems to be lower in the UK compared to other countries.

This report was commissioned to identify the issues that exist in enabling local cycle logistics operations and to bring together the opinions of the Central London boroughs and key logistics operators.

Discussions with Central London borough officers and freight operators as part of this study have identified **4 key topics** for consideration:

- 1 **Leadership and knowledge:** All boroughs are aiming for zero emission freight and current borough policies reflect differing levels of activity, experience and understanding of freight and logistics. **A more collaborative and consistent approach could increase local understanding and enable a wider set of solutions to be implemented.**
- 2 **Stakeholders:** working with stakeholders is critical as businesses, operators, boroughs and individuals all have different perspectives. They also all have different roles in enabling zero emission deliveries. **Engagement with existing stakeholders and working with different sectors will be necessary to increase the uptake of the adopted solutions.**
- 3 **Site Availability:** the logistics supply chains that underpin freight movements require factories, warehouses and kerbside delivery locations. Policy needs to recognise this and **ensure suitable property and logistics sites exist to enable cost-efficient zero emission delivery** ([see here](#) for follow up report on the Potential for Urban Logistics Hubs in Central London).
- 4 To ensure zero emission freight deliveries in the long term, **a review of relevant policies and regulations will be needed to achieve maximum change, ensure the consistency of outcomes, and avoid unintended consequences.**



EXTRA RESOURCES

[Cycle Freight Study \(Transport for London - 2018\)](#)

[Cycle Logistics Study \(Cross River Partnership - 2019\)](#)

[Clean Air Village project - Cargo bike case studies \(Cross River Partnership 2018 - 2020\)](#)

[Last Mile Logistics project \(Cross River Partnership - 2011 - 2015\)](#)



POTENTIAL ACTIONS THAT COULD HELP ADDRESS THE TOPICS FOR CONSIDERATION INCLUDE;

Leadership and knowledge

- Develop a programme of mentoring, training and awareness raising for borough officers covering land use planning, property management, transport and environment.
- Develop an approach to sharing information between the officers involved with freight policy and the implementation of freight related project activity.

Stakeholders

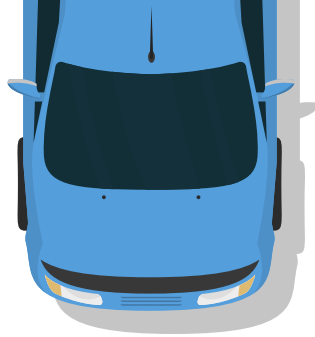
- Review the role of the [Central London Freight Quality Partnership](#) and levels of engagement, dissemination, and involvement expected from borough and operator attendees.
- Review engagement with the freight industry to ensure relevant sector discussions and engagements occur to assist with the delivery of borough outcomes.

Site availability

- Collate existing borough policies that seek to manage freight activity and any negative externalities (e.g. poor air quality) and review combined impact of these and pan-London policies.
- Share policy and planning approaches between boroughs to understand what works where and why.

DOWNLOAD THE REPORT





PARKING SCHEME ASSESSMENT GUIDANCE

DATE COMPLETED: NOVEMBER 2020

BENEFITS OF PARKING SCHEMES:



Reduced congestion



Improved road safety



Improved air quality



Promoting the local economy



Maximising the productive use of land resource



Promoting health and wellbeing

On average, the private car is estimated to spend **95% of its time parked** with parking required at the start and end of almost every journey. With **2,943,507 private cars** registered for use in London in 2019, a minimum of **39 square kilometres of land** is required in the capital for car parking alone – an area roughly the same size as the London Borough of Camden and City of Westminster combined!

Traditional approaches to parking scheme design in London have been predominantly reactive; usually in response to complaints or petitions from residents or ‘material change’. They typically rely heavily on precedent schemes and officers’ local knowledge.

Increasingly, boroughs are seeking to become more proactive with parking scheme design to aid resilience and strategic planning capability.

This study was commissioned to develop a common framework tool, and associated guidance document, for the appraisal and evaluation of parking schemes. The report provides guidance for borough transport and parking officers on how to apply the framework and embed it within a parking scheme design process.



KEY FEATURES OF THE FRAMEWORK;

- 1 It is designed to give a structure to the activities of parking scheme appraisal and parking scheme evaluation.
- 2 The Framework has been developed to be applicable to any type of parking scheme.
- 3 It is suitable for the appraisals and evaluations in any urban area where there is a need to manage demand.
- 4 Users are free to expand upon the criteria where there is a need to do so e.g. where a parking scheme is being delivered to help promote non-parking objectives.
- 5 The Framework itself is an easy-to-use Microsoft Excel file (see Annex 1 of the report). This represents a template that borough officers can develop in accordance with their needs.

NEXT STEPS FOR BOROUGH TRANSPORT AND PARKING OFFICERS

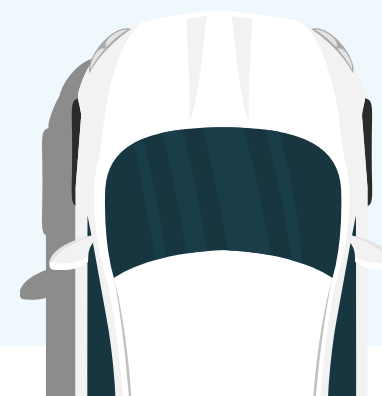
- Read the full guidance document which includes valuable step-by-step details on:
 - The Parking Scheme Design Process
 - How the Parking Assessment Framework works
 - Guiding questions for scheme design
 - And possible metrics for data collection.
- Read ‘Annex 2’ of the guidance document to see a worked example of the Parking Assessment Framework in practise.
- Open the Framework tool itself, which can be found in Annex 1, and familiarise yourself with the inputs and outputs.
- [Contact CRP](#) if your borough would be interested in being a part of an innovative trial to test the functionality of the tool and collaborate with other boroughs on its effectiveness at developing the future of parking management practises.

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EXTRA RESOURCES

[Benefits of Parking Management in London \(London Councils – 2018\)](#)





THE POTENTIAL FOR URBAN LOGISTICS HUBS IN CENTRAL LONDON

DATE COMPLETED: DECEMBER 2020

BENEFITS OF URBAN HUBS:



Efficient freight activity in London



Reduction in emissions



Reduction in delivery vehicle trips



Reduced congestion

'Urban logistics hubs' are distribution facilities located within an urban area to fulfil the 'last mile' of the supply chain. They range in size and nature of operations; from larger sites hosting a fleet of electric vans (which this report refers to as 'logistics hubs'), to small facilities served by cargo bikes (referred to as 'micro logistics hubs').

The aim of this study was to identify potential sites for urban logistics hubs in central London and to develop an understanding of the market demand for such facilities.

The central finding of this study is that urban logistics hubs have an important role to play in promoting clean and efficient freight activity in London. The use of such hubs directly supports the rationalisation of goods and the use of low and zero emission vehicles. In turn this supports a reduction in the number of delivery vehicle trips, better management of congestion at peak times and a reduction in harmful emissions.

Factors that emerged as critical to operators when considering sites included;

- Good access to the strategic road network
- Security
- Sufficient height clearance
- Cost.

Operators are willing to consider a wide range of sites if conditions are right, such as car parks, railway arches or other 'spare' available space.

Engagement with boroughs, landowners, businesses and BIDs identified **29 sites** in central London that have potential to be used as urban logistics hubs.

In order to facilitate continued collaboration between site owners and logistics companies, CRP will be creating a dedicated website which details locations and characteristics of available sites or use as Urban Logistics Hubs. **This will be available in April 2021.**



NEXT STEPS

The recommended next steps are focused on actions that need to be taken to bring more urban logistics hubs into operation and will allow potential sites to be identified and brought into operation more quickly and easily in future. This study recommends that:

- Stakeholders should collaborate to identify the next steps for bringing the highest ranked sites into operation as urban logistics hubs.
- A centralised list of suitable sites for use as urban logistics hubs should be maintained.
- A process for identifying more sites in the future should be developed.
- Opportunities to provide funding support to smaller/micro-logistics operators with the substantial costs of buying/leasing space in central London continue to be pursued.

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EXTRA RESOURCES

[Mayor's Transport Strategy \(Transport for London - 2018\)](#)

[Freight & Servicing Action Plan \(Transport for London - 2019\)](#)

[Freight & Servicing Strategy \(West End Partnership - 2018\)](#)

[Camden Local Plan \(London Borough of Camden - 2017\)](#)

[City Streets, Transport for a changing Square Mile, Transport Strategy \(City of London - 2019\)](#)

[Lambeth Transport Strategy \(London Borough of Lambeth - 2019\)](#)



[New Southwark Plan \(London Borough of Southwark - 2020\)](#)

[Local Implementation Plan \(London Borough of Wandsworth - 2019\)](#)

[Westminster City Plan 2019-2040 \(Westminster City Council - 2019\)](#)



FREIGHT NOISE MANAGEMENT IN URBAN ENVIRONMENTS

DATE COMPLETED: JANUARY 2021

BENEFITS OF FREIGHT NOISE MANAGEMENT:



Reduction of peak-time congestion



Improvement of air quality



Reduction of noise pollution

The Mayor of London's Environment Strategy, the Transport Strategy, and more localised policy detail the objectives and considerations for managing noise and freight in the capital.

Retiming of deliveries is an obvious measure which may be taken to reduce peak-time congestion but this could directly impact the levels of noise in the city at non-peak times.

This project was commissioned to trial a **technology solution for improved monitoring** of delivery-related neighbourhood noise.

EMSOL installed noise monitoring equipment and vehicle tracking technology to assess the impact of deliveries on noise levels. Air quality equipment was also installed to compliment to the dataset.

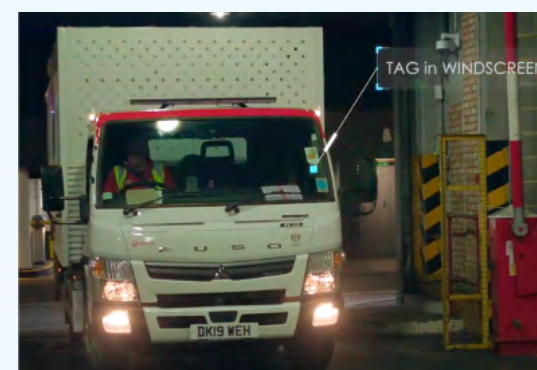
The site identified was Pavilion Road which is located in the Royal Borough of Kensington and Chelsea and is owned and managed by Cadogan. The site was chosen because of the mix of **commercial and residential premises**, as well the close proximity of a school.

A range of suppliers, using waste trucks / HGVs and small panel vans, installed tags on their vehicles to analyse their delivery noise into the trial area.

Some correlation was observed between vehicle visits and noise level on the site. The hourly averaged level of noise measured never exceeded 65dB which is still an acceptable level of noise during the day according to the World Health Organisation guidelines.

The majority of vehicle visits recorded were during normal business hours, when ambient noise levels are high. Therefore, the impact of an individual vehicle is difficult to identify against the background level.

The south end of Pavilion Road is a public space, with many vehicles visiting daily. The number of tagged vehicles was therefore a very small proportion of the total delivery activity.



NEXT STEPS

- The project was able to show that a combination of noise monitoring and vehicle tracking technology can be used to measure the impact of delivery activity on noise levels.
- As a next step, a more detailed data set should be gathered of a site where individual vehicles have more of an effect on the ambient levels of noise.
- Characteristics of such a site would include:
 - Site access is more controlled, so that a much higher proportion of visiting vehicles can be tagged.
 - The background level of noise is lower, meaning that individual vehicles have more of an effect on the noise level. This could be achieved by choosing a site which has night-time deliveries, as ambient noise is generally lower at night.

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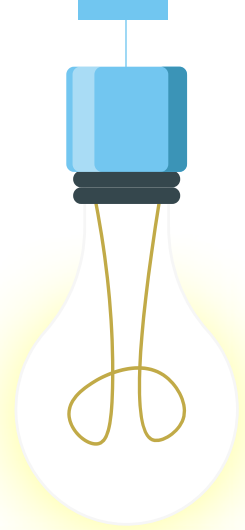
EXTRA RESOURCES

Retiming Deliveries resources (Transport for London)

London Environment Strategy - Chapter 9: Ambient Noise (GLA - 2018)

Mayor's Transport Strategy (TfL - 2018)





LIGHTING LONDON SUSTAINABLY

DATE COMPLETED: MARCH 2021

BENEFITS OF IMPROVED LIGHTING IN THE CAPITAL:



Aids mental health and wellbeing



Introduction of energy saving lighting



Supports cultural vitality

Across London, lighting plays a crucial role in social, cultural, and environmental capacities, from cultivating new civic spaces such as the [Illuminated River Project](#), to its potential impacts on mental health and wellbeing, and the need for new energy saving lighting infrastructure.

Lighting has long been a neglected aspect of urban policy. London's roads are brightly lit, but little attention has been given to the architectural context, vehicle and pedestrian use, and impact on the well-being of residents.

CRP is working with the [Centre for London](#), [GLA](#), [City of London Corporation](#), [Illuminated River Foundation](#) the [Rothschild Foundation](#) to explore questions around sustainability, equity, well-being, and make recommendations for taking a new approach to lighting the capital.



RESEARCH QUESTIONS INCLUDE:

- 1 What role can lighting play in city life? How does it support cultural and economic vitality in urban centres? What impact does it have on safety and security, as well as on health and well-being?
- 2 How is technology changing lighting and what can be done to ensure reduce its related energy use and carbon emissions?
- 3 How did the world's best-lit cities become leaders? What would it take for London to become the best lit major city in the world and how would this effect different neighbourhoods?

NEXT STEPS

- The Centre of London Lighting London Sustainably report will be published in March 2021.
- Visit CRP's [Lighting London Sustainably](#) webpage for more information about the project.
- Sign up to CRP's [newsletter](#) and follow us on social media ([Twitter](#) and [LinkedIn](#)) to receive the latest updates on the Lighting London Sustainably report.
- The [full report](#) will be available on the Cross River Partnership website.

REGISTER INTEREST



EXTRA RESOURCES

[24-Hour London Vision](#) (Greater London Authority – 2017)

[Think Night: London's Neighbourhoods from 6PM to 6AM](#) (Greater London Authority – 2019)

[Smart City Lighting Strategy](#) (City of London Corporation – 2018)

[Light at the End of the Tunnel project](#) (Cross River Partnership – 2002-2012)

City of Culture: Re-starting the Night Time Economy – [event recording](#), [toolkit](#), [presentation slides](#) (Cross River Partnership – 2020)

London Lighting Consultation event – [recommendations](#) and [presentation slides](#) (Cross River Partnership – September 2019)



SUPPORTED BY
MAYOR OF LONDON

ILLUMINATED
RIVER



LOW TRAFFIC NEIGHBOURHOOD MEDIA CAMPAIGN

DATE COMPLETED: MARCH 2021

BENEFITS OF LTNS:



Safer streets



Improves mental and physical health and wellbeing



Improve air quality in densely populated areas



Reduced noise pollution



Facilitate streetscape improvements, e.g. School Streets.

Low Traffic Neighbourhoods (LTNs) have existed in London since the 1970s and more have been introduced in areas across the city since the start of the Coronavirus pandemic in the UK, in March 2020. LTNs create more space for walking and cycling to allow people to travel safely by stopping cars, vans and other vehicles from using residential streets as shortcuts.

Cross River Partnership is launching a far-reaching cross-sector social media campaign in March 2021 to educate residents, businesses, communities and visitors about the key benefits of LTNs and how they are crucial to the future of our local street spaces.

The campaign will demystify the common misconceptions about LTNs and share some of the latest research findings to support the case for LTNs and empower local residents to make lasting and transformative positive change to streets throughout London.



NEXT STEPS

- Visit CRP's [Healthy Streets Everyday webpage](#) to see your nearest LTN and for more information on London's evolving streetscape.
- See all of the Low Traffic Neighbourhood media campaign content by signing up to CRP's [newsletter](#) and following social media ([Twitter](#) and [LinkedIn](#)).
- Social media assets will be available on the [Cross River Partnership website](#).

YOUR NEAREST LTN



EXTRA RESOURCES

[Poll shows Londoners support Low Traffic Neighbourhoods \(New Statesman - January 2021\)](#)

[Low Traffic Neighbourhoods: what, why and where? \(Transport for London - 2020\)](#)

[A Greener and More Accessible London: Achieving Environmental Inclusivity - event recording, toolkit, presentation slides \(Cross River Partnership - 2020\)](#)

[Low Traffic Neighbourhoods: An Introduction for Policy Makers and Guide to Low Traffic Neighbourhoods \(London Living Streets, Living Streets and London Cycling Campaign - 2020\)](#)

[Pedestrian Priority Streets: Benefits for Schools, Businesses and Your Health - event recording, toolkit, presentation slides \(Cross River Partnership - 2020\)](#)

[Healthy Streets Everyday interactive map \(Cross River Partnership\)](#)



TOWN CENTRE FUTURES

DATE COMPLETED: APRIL 2021

The COVID-19 pandemic has presented a unique opportunity to create a greener, cleaner recovery, and enhance the roles of all of London's Centres moving forward.

CPR's Town Centre Futures research project will provide short-, medium- and long-term **practical recommendations for London's key players, inter-linking transport, economic, environmental, cultural and health aspects of London's future.** These recommendations will be designed within the spheres of influence of Local Authorities, Business Improvement Districts, landowners and other strategic agencies.

This research, delivered by [Centre for London](#), will focus on up to **12 typologies across London – covering the capital's major centres, district centres and neighbourhood centres.** London has created an enormous value based on collaboration and innovation, and this report aims to bring together partners from across the city to emphasize and build on this.

The research will take place between January and the end of March 2021, with the study being ready for implementation in April 2021. Full account of other relevant studies will be taken (see Extra Resources section), and all appropriate cross-referencing will be undertaken.

CRP is committed to contributing to a green recovery from COVID-19, where Health, Environment, Energy and Transport outcomes are maximised for all, in sustainable ways.



NEXT STEPS

- Visit the [Town Centre Futures project webpage](#) for the latest updates and information on the study.
- The Town Centre Futures' findings will be presented to the CRP Board in March 2021 and launched at CRP's virtual Lunchtime Launch on 25th March 2021 from 13.15 - 14.00.

[Register for the event.](#) The full report will be available on the Cross River Partnership website.

VISIT THE WEBPAGE



EXTRA RESOURCES

[The London Plan \(Greater London Authority\)](#)

[London Recharged: Our Vision for London in 2025 \(City of London Corporation - 2020\)](#)

[Community Town Centres project \(Centre for London - September 2020-March 2021\)](#)

[A Recovery Plan for the West End \(Centre for London - September 2020\)](#)

[The Future Functionality and Potential of London's Centres - event recording, toolkit, and presentation slides \(Cross River Partnership - December 2020\)](#)



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All reports and other resources mentioned in this document can be found on the [CLS RTP project page](#) on the Cross River Partnership website.

