



**CRP Lunchtime Launch 7 'Railway Infrastructure: Dawn of a New Era?'
Thursday 29th July 2021**

Question and Answer Sheet

Q1: Chris Sturman, Director, Craymere Consulting Limited:

What plans are there for the facilitation of rail transfer centres and hubs in the London area? Rail is an answer to the HGV driver shortage, and to reducing the number of larger trucks entering the Greater London area, but where can we effect the transfer to EV/friendly distribution vehicles and the final delivery?

A: Urban Logistics Hubs and Micro Logistics Hubs in close proximity to rail stations that accommodate freight could be an answer. CRP has an online resource for Local Authorities and Landowners to plot potential urban logistics and micro sites across London for interested operators to review and enquire about occupying - <https://crossriverpartnership.org/urban-logistics-hubs/>
CRP's [CAV4](#) project is trialing the movement of freight from a Dartford-based consolidation hub, owned by [CEVA Logistics](#), along the Thames, to hopefully a micro hub in central London, where the last-mile will be distributed by Electric Vehicle or cargo bike. We hope to provide proof of concept that the entire journey of freight can be one that is sustainable, efficient and possible within an urban setting.

With regard to waterways, the [Port of London Authority](#) is currently conducting a feasibility study on handling of light freight along the Thames and the pier infrastructure requirements needed to handle movements of freight as well as passengers. There could be significant opportunities in the future for rail to connect with the water in order to further ease pressure on the road network.

The [London Rail Freight Strategy Report](#) (LRFS) mentions the lack of nodal standard yards besides Acton and Wembley, and especially south of the Thames, and a general need for further capacity for the laying over of wagons between circuits, in order to support continued growth. These present exciting potential opportunities for utilising different modes for holistic sustainable journeys.

The LRFS proposes the development of a cross-London programme of works to realise a consistent operational standard for construction sector terminals. This strategy also proposes a comprehensive review of railway-adjacent land across the London area, with a view to the identification and safeguarding of any remaining sites.

Q2: Tim Long, Team Leader Transport Policy, London Borough of Southwark:

How does this agenda to build back better overcome the Government's reduction in funding of £1bn for Network Rail?

A: Understandable cuts in government funding mean a continuation of the 'more with less' approaches that we have all adapted to over recent years. Partnership working will certainly be key, especially in terms of generating private sector income to boost the long term and sustainable strategies that we would all like to see implemented.

Q3: Mike Walter, Editor, Transportation Professional magazine:

What advice would you have for other community groups looking to follow your lead; and what do you say to Highways England regarding the infilling of redundant rail bridges such as at Great Musgrave in Cumbria?

A: Find what is unique and special about your area, and craft the story/narrative to help build momentum and buy-in. In Bankside there had been a lot of thought given to the railway infrastructure, but it wasn't until our local resident coined the term 'Low Line' and put some visuals together to illustrate it, that it took hold and captured imaginations. To Highways England – surely there are more creative, productive and less destructive ways of managing heritage infrastructure assets?

Q4: Mike Walter, Editor, Transportation Professional magazine:

How will you ensure that cyclists and pedestrians can co-exist safely and not come into conflict with each other?

A: We are hoping to build the Camden Highline in phases. It's still in feasibility how we may manage that and if it is or isn't possible for certain parts as it does get very narrow in parts.

Q5: Fraser Wylie, Consultant, Steer:

How do the speakers feel 'public spaces' will be delivered in the future? trends suggest greater reliance on private sector/ developer led, or has there been push back from this approach?

A: This is definitely a big question both in London and further afield. There will always be reliance on developers to deliver publicly accessible privately owned spaces. Along the Low Line, we envisage that there will be a hybrid of delivering improvements to public highways managed by Southwark Council and TfL, coupled with working with landowners / developers to deliver stretches of the Low Line where it sits outside of the public highway network.

Q6: Mike Walter, Editor, Transportation Professional magazine:

What scope is there for new river crossings in the coming years for people or freight? Has the Garden Bridge fiasco scuppered any further proposals?

A: TfL and partners are considering management of existing and new river crossings on an ongoing basis, subject to the usual economic, environmental and community considerations. [The Mayor has set out proposals](#) for new river crossings that could be built in the next 5 to 10 years between east and southeast London. These include Rotherhithe to Canary Wharf, Thamesmead and Beckton Riverside etc. No, the Garden Bridge will not have scuppered TfL and partners' strategic approaches to these options.

Q7: Abbas Raza, Engagement Manager, Transport for London:

Is there a map of freight lines across London available?

A: The [London Rail Freight Strategy Report](#) provides a Schematic map of rail freight routes in London on page 7. For any further information, we would recommend approaching Network Rail.

For more information, please contact:

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