



Speaker

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Organisation

Cross River Partnership
DSDHA
Better Bankside
Delivering London

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CRP's Connect 4 Series

CRP'S CONNECT 4 SERIES

SESSION 1:
Thursday 27th January
4pm - 4:45pm

CROSS RIVER PARTNERSHIP
Delivering London's Future Together

KEY FACTS

'Modal conflict' refers to the tensions between different modes of transport and use on highways and footways. These conflicts usually arise with new trends (e.g. e-scooter use, alfresco dining, delivery cycles, mobile phone use) or at the beginning of a scheme's implementation when new patterns of movement and dwell time emerge.



UK parcel volumes are set to double to 6.4 billion by 2030



By 2040, London's population is forecast to be 9.9 million - 900,000 more than today's in 2021.

Local air quality is important to Better Bankside businesses - 79% of businesses want to see improvements in local air quality.



RESOURCES

- [CRP's Connect 4 Series: Session 1 Presentation slides](#)
- [Highways & Accessibility Guidelines](#)
- [CRP Urban Logistics Hub map](#)
- [Central London Sub-Regional Transport Partnership](#)
- [Electric Vehicle Rapid Charging Hubs - Guidance for Local Authorities and Landowners](#)
- [Better Bankside: Better Air](#)

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[Thursday 24th February 2022](#)



Question: Can the Delivering London lockers be taken away by the public?

Answer: No. They weigh 750kg and are impossible to move without specialist equipment.

Question: Does land safeguarding for Delivering London lockers/hubs/consolidation need to be written into local planning or can it be done commercially?

Answer: Planning is required on public land, but not for private land.

Question: What would be the mark of success for the guidelines in a year's time for Delivering London initiative?

Answer: Delivering London have a number of criteria. The easiest to measure is reduction in vehicle miles, a metric Delivering London are working on with DPD.

Question: What kind of products/components do you foresee being used for the Green Logistics Centre? Presumably things which rely less on JIT?

Answer: In regard to construction components, the thinking is that delivery will be daily rather than monthly by bike courier, and will be for construction components within the tertiary supply chain. While this is still being discussed, it's likely to focus on small construction elements, such as electrical components which are small, but required on a regular basis as units are fitted out. This will likely include commonly required non perishable consumables, such as PPE Equipment. For the other companies registered this will include stationary consumables and PPE.

Question: Do you see more underused arches being used as logistics sites in the future? Is there a best practice case study on how to do this from your experience?

Answer: The Arches of the Low Line from Bermondsey to bankside are not just logistics centres of the future, but are currently utilised for this purpose, with green logistics companies including Pedal Me, Fully Charged and Mango Logistics operating from Arch Co Rail Arch Properties. Better Bankside are working with Arch Co on the development of their longer term commercial strategy through the Low Line project, and it is envisaged that the Arches will continue to host more businesses from the growing Green Logistics sector.

Question: How important is it that consideration is given by local authorities to safeguarding land for last minute hubs, consolidation centres, microhubs and mobility (shared use vehicles and drop off/pickup points)?

Answer: The inclusion of suitable light industrial space for logistics use should be considered in parallel with the reviews underway of Strategic Industrial Land within London. The flexibility of the new schedules of use, with most small light industrial spaces covered under the E Superclass, means safeguarding smaller spaces below 500m², and thus under B8 use class, is problematic, with this use under significant development pressure, in particular to meet often challenging delivery targets for new homes. The key is the inclusion of flexible workspace, with sufficient ceiling heights, floor loadings and servicing within new higher density development, than is capable of accommodating a range of different uses over the duration of its lifespan, including some light industrial uses. More information [here](#). There are some significant challenges to the financial viability of such schemes, and best practice examples are few and far between.

Question: How are other unused spaces being repurposed - can we use them for health and wellbeing initiatives?

Answer: Yes, other underutilised arches are being repurposed through the Low Line Project, with a long term investment strategy being delivered by Arch Co, through their 1,000 arches programme. Some current tenants of the Low Line Arches in Bankside include gyms, dance Studios, an acrobatics school and the Burrell Street Sexual Health Centre in Bankside. Further tenants are likely to include health and leisure focused businesses, as part of the mix of occupiers. For further info see [here](#).

Question: Is there a possibility to join up forces with trying to get London age and dementia friendly?

Answer: Please contact Jane Wong - jwong@dsdha.co.uk

For more information, please contact
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