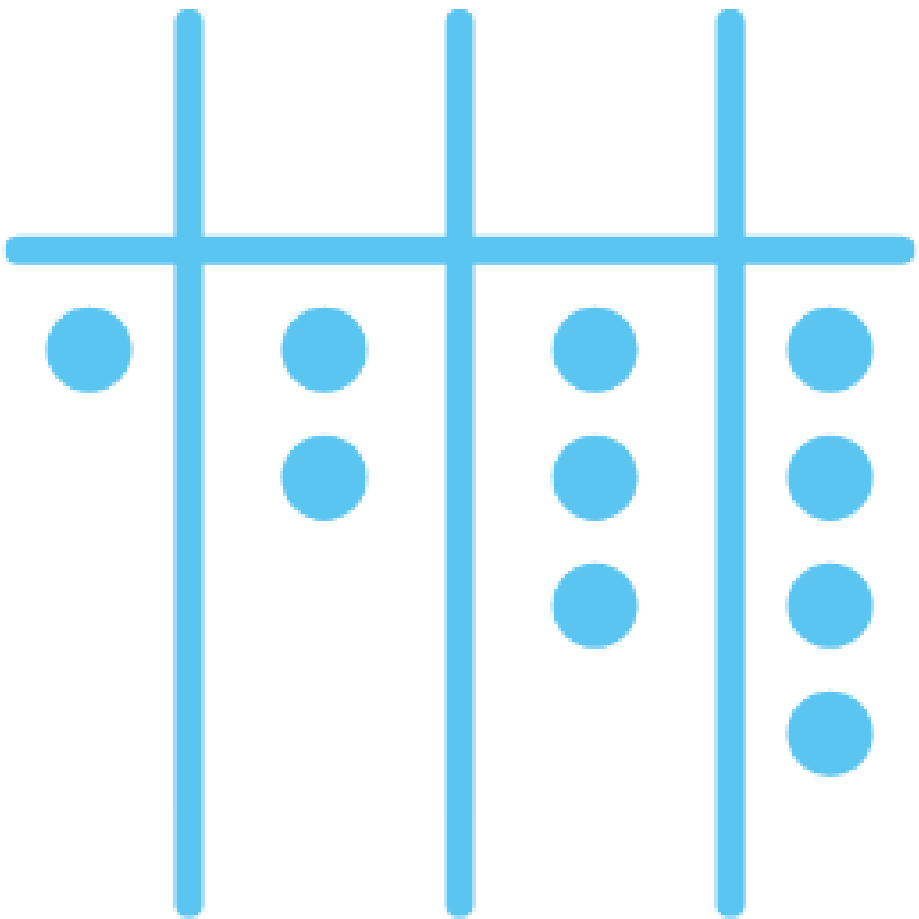


CRP's Connect 4 Series: Session 11

The Innovative Built Environment



CRP's Connect 4 Series



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Today's Agenda



Peter Murray OBE



Adam Tyndall



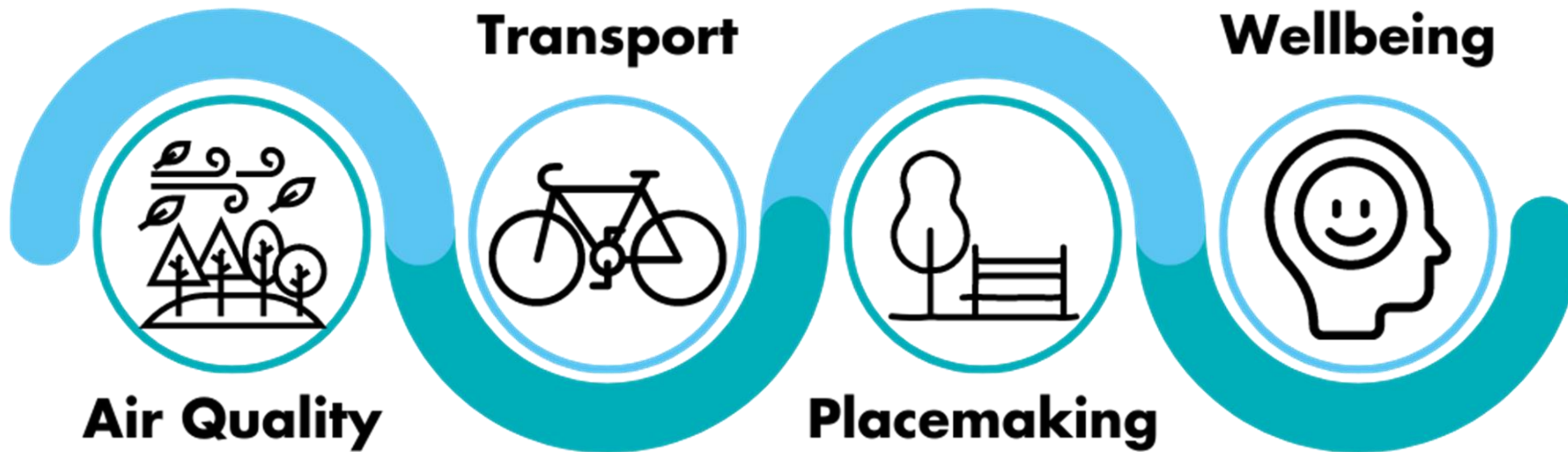
Fiona Coull



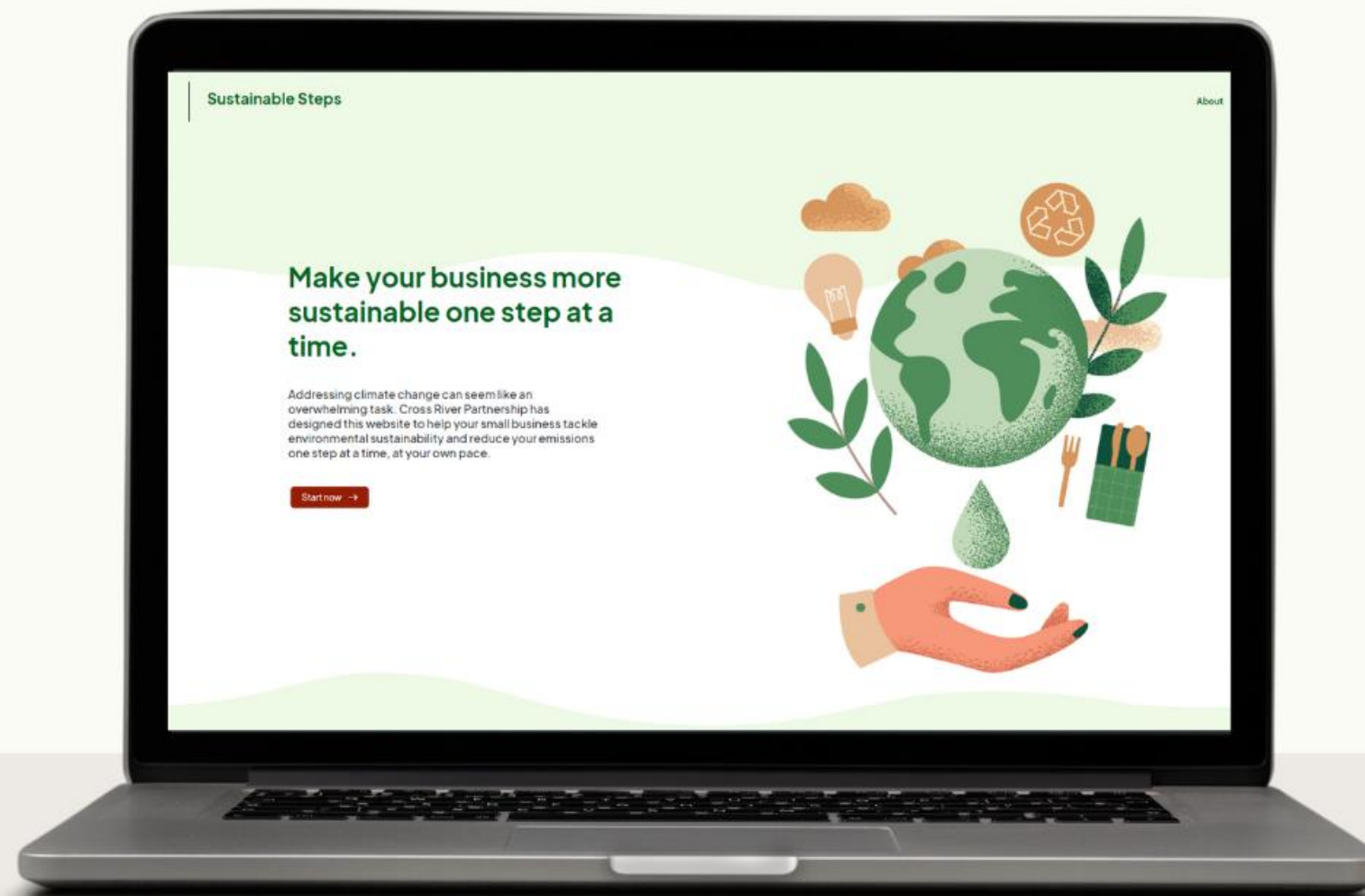
**Discussion and
questions**

**Please post your
questions and
thoughts throughout
this session in the chat
box**





Sustainable Steps



<https://sustainablesteps.london>



Speaker 1

Peter Murray OBE

Reasons to be cheerful

Streets are public spaces too

Peter Murray

www.nla.london

@pgsmurray

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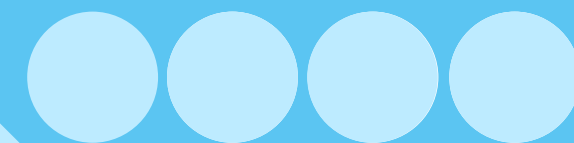
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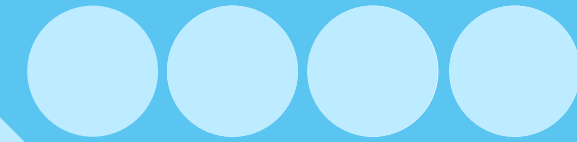
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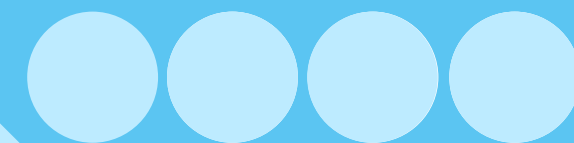
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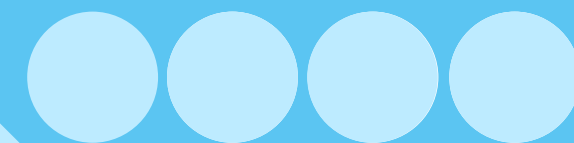


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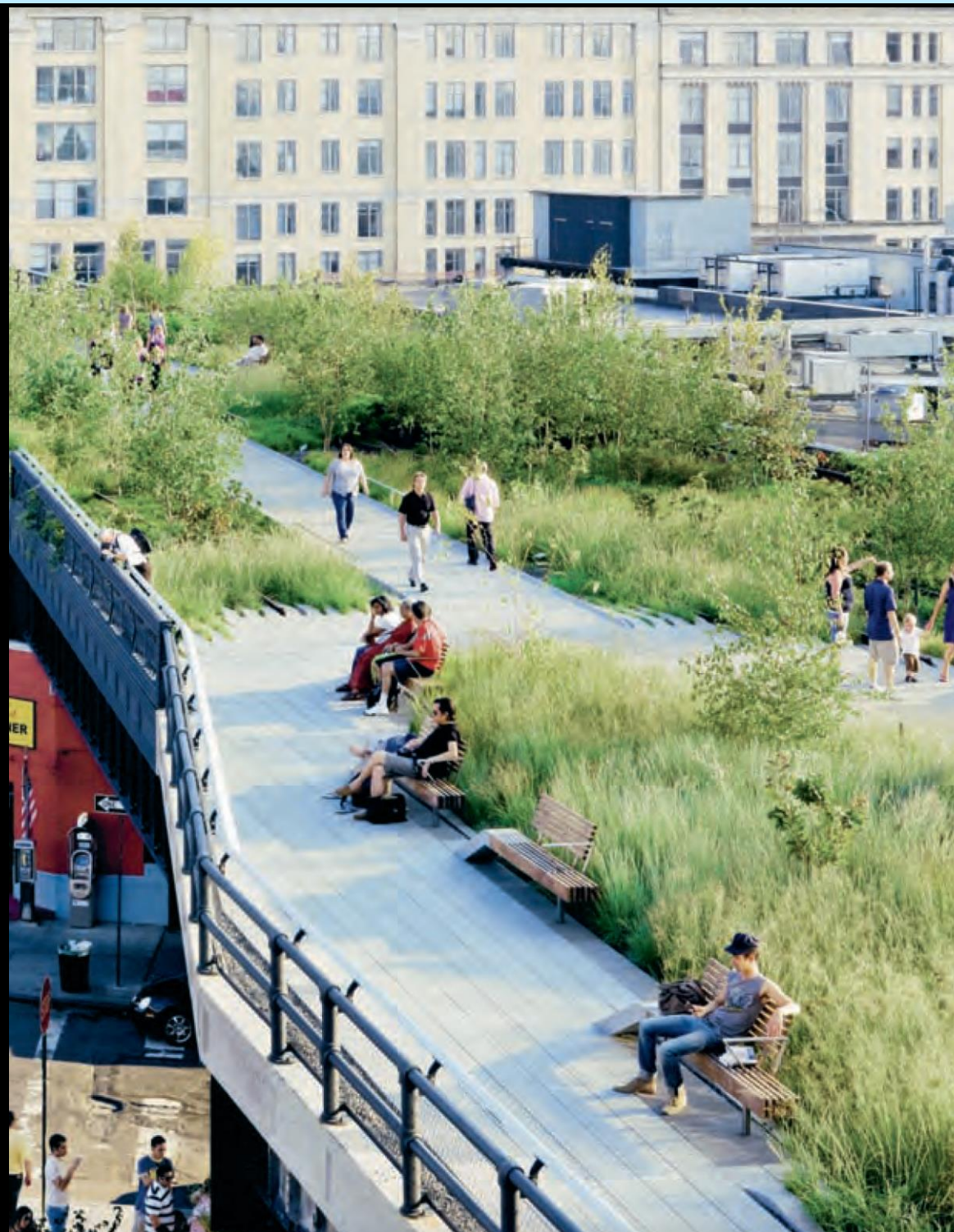
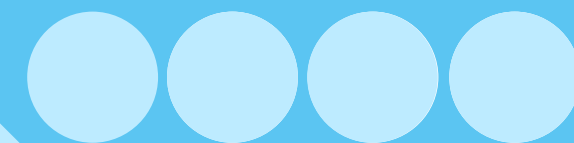
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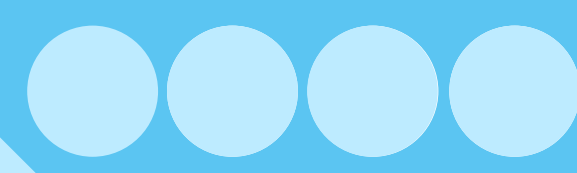
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WEST END PROJECT

Alfred Place (2020)

WEST END PROJECT



Alfred Place (2022)

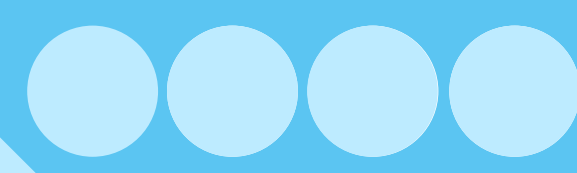
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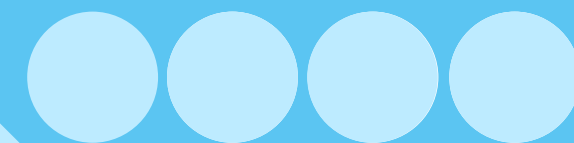
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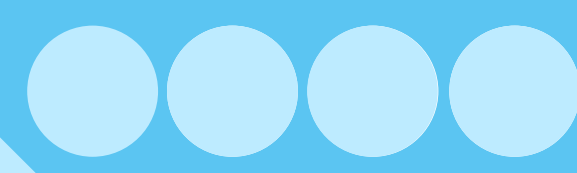
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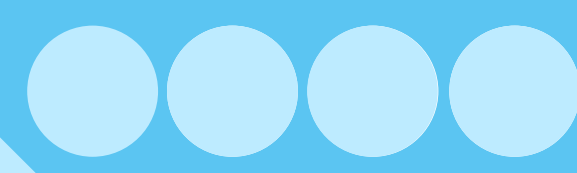
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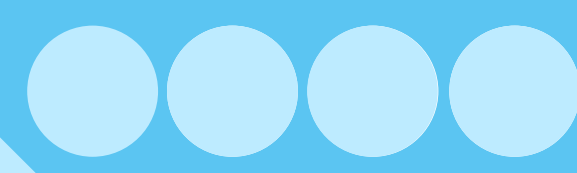
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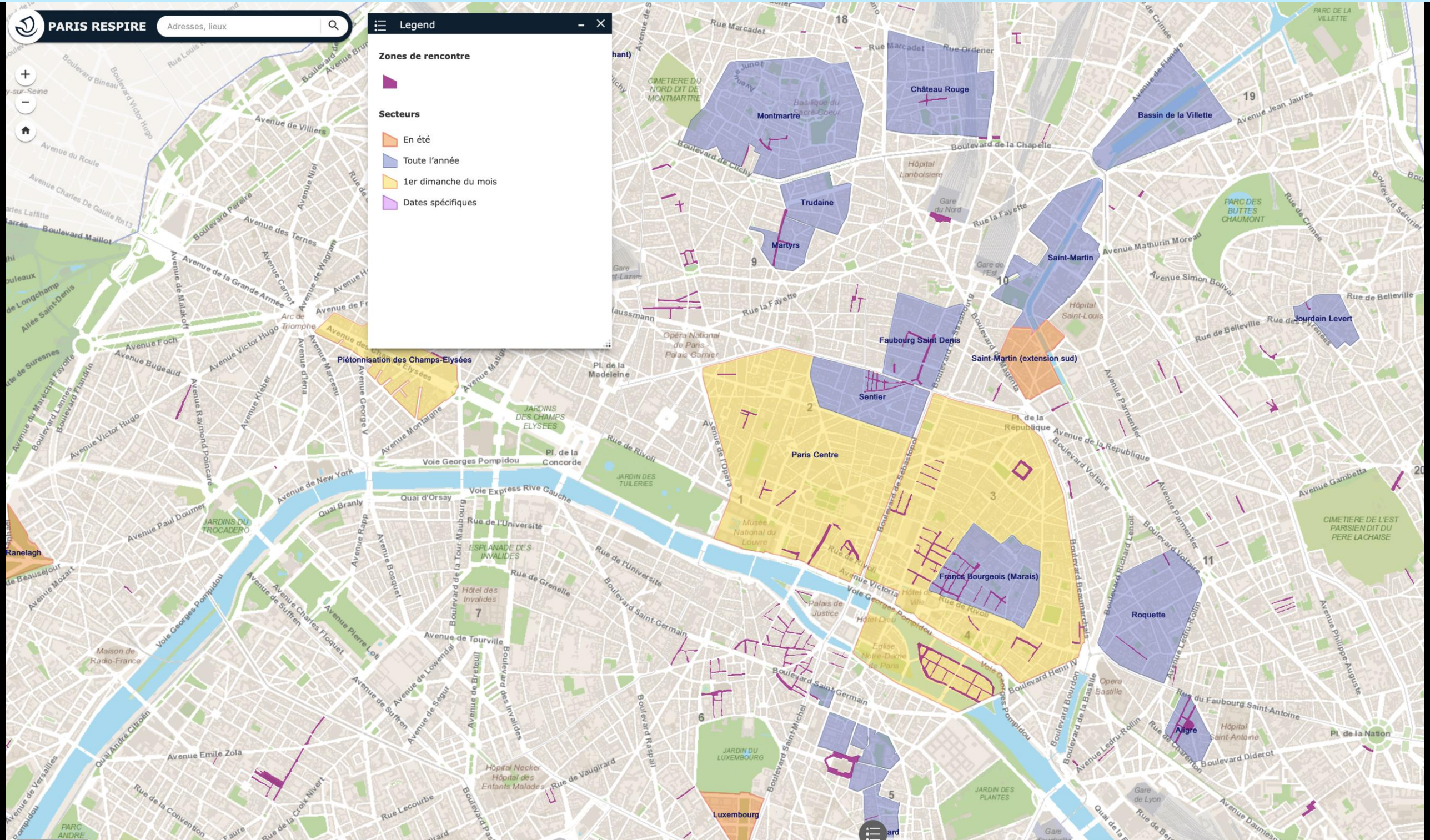
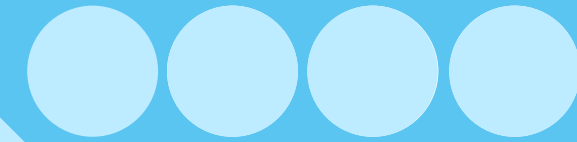
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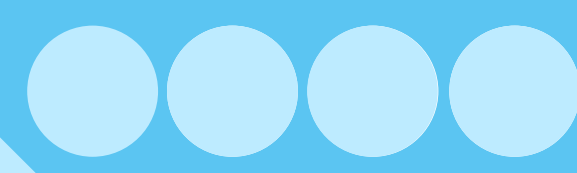
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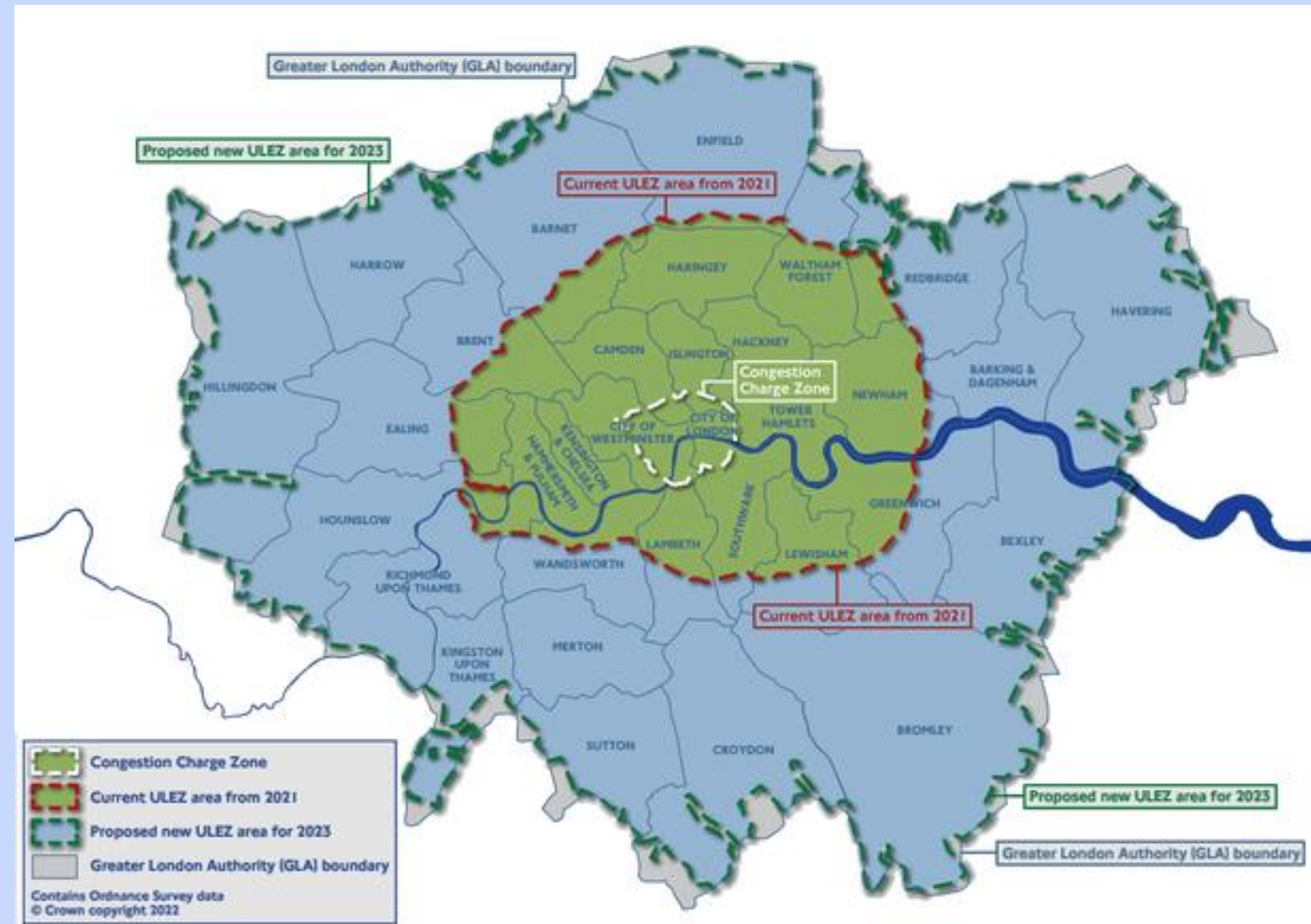


Speaker 2

Adam Tyndall

BACKGROUND

- 2012-20 saw 18% increase in road miles
- 140 hours/year/driver lost to congestion
- £5.1bn annual cost of congestion
- Transition to EVs set to cost HMT ~£40bn (now partially offset by extending VED)
- Cost of subsidising the bus network = cost of congestion to the bus network
- Risk of road-led recovery and public transport spiral of decline
- Transport is 25% of greenhouse gas emissions and 75% of that is from roads
- 4000 air quality related deaths per year
- New mayoral targets:
 - 27% reduction in car kilometres by 2030
 - Expand ULEZ in 2023
 - Smart charging system later in 2020s



PRINCIPLES FOR PROGRESS

- Don't be anti-car
 - Focus on disincentivising unnecessary journeys (1 in 3 can be walked in 25 mins; 2 in 3 can be cycled in 20 mins)
 - Work with human behaviour to limit private car ownership
- Build on success
 - 2003 flat rate Congestion Charge saw 29% reduction in congestion in the zone between 2001 and 2019 (vs 10% reduction at the inner London cordon and 5% increase at the outer London cordon)
 - Oyster card (and then contactless) went with the grain of zonal pricing structures and allowed user-level discounts, exemptions, and price caps
- Recognise limits of technology
 - EVs will do nothing to address congestion
 - Tracking people's movement is a bigger political hurdle
- Keep is simple
 - Simplicity for the user is not the same as simplicity for the back end system – we tend to prioritise the latter as a proxy
 - Road user charging never fails on the economics or the engineering, but on the politics

NEW CONTRACT WITH MOTORISTS

- A single, integrated, zonal system could raise ~£400m/year
 - Outer London – the price of a single bus ticket
 - Inner London – twice the price of a single bus ticket
 - Central London – no change on CC price
- Personalisation as fairness – individual daily cost for driving in each zone could be dependent on vehicle emissions, public transport available etc and capped to make costs affordable and predictable for SMEs
- Offer something in return
 - Serious scrappage and mobility credits scheme (and, if you want to be really bold, reform parking!)
 - Develop a city wide car sharing scheme, Cars for Londoners, branded with the roundel and contracted out by TfL
 - Plan to fund and fix the 45 major road structures operating with interim safety measures and the potholes that would stretch the length of 104 Premier League football pitches
- 2021 poll for SMF found only 17% opposition to road pricing in London, the only UK region where support passed 50%

THE RISK? MISSING THE OPPORTUNITY...



Speaker 3

Fiona Coull



CRP's River Freight Pilot Case Study

- CRP has launched a **new case study** as part of the Defra-funded Clean Air Villages 4 and Clean Air Logistics for London projects
- It provides an in-depth overview of our recent **River Freight Pilot**.
- The case study includes **key statistics** and **emissions savings**, as well as information on how to **set up your own river freight trial**



Cross River Partnership River Freight Pilot Case Study

[Clean Air Villages 4 / Clean Air Logistics for London Case Study](#)

River Freight Pilot Case Study: Summer 2022

Learnings from CRP's six-week river freight pilot in July/August 2022 and guidance for how to start your own.

[Read now](#)

Key positives and learnings

river freight pilot was... no issues with deliveries... a pleasant change to be... interact with the delivery... Our carbon footprint is... to Somerset House and... ble to reduce this with a... reliable service was a win... as."

Ryan, Cleaning Manager, Somerset House

"We have been delighted with the enthusiasm and interest that the project has got. Many of our members have a real affinity to the river and want to see how it can support central London, for its practical operations, to support the economy and reduce carbon, air pollution and congestion."

Alison Gregory, Head of Placemaking and Sustainability, The Northbank BID

"If you think about paper in general, it comes into this country predominantly on a boat anyway. And so if you can just utilize that and it's gonna change a lot of perceptions as well. This idea of instant gratification of an order, you have to change that mindset. I think companies are willing to do that now."

Russell Hodson, CESR Director, Complete

is supportive of schemes improving air... in The Northbank BID. Cross River... ship's river freight trial is a great... to encourage our tenants to be more... ble by saving emissions, moving... es onto the river and cargo bike."

Andy Hicks, Estate Director, Capco

ational distribution business one our... challenges to becoming Net Zero is... t. Whilst our investment in electric... have been a success, we are always... at ways in which we can reduce our... footprint. As a business which is... n the river in Woolwich this was a... opportunity to see the benefits of... river freight. Following positive... k from clients we are exploring ways... we could use this at a larger scale... forward."

Mike Doyle, Business Development Manager, Mayflower Washroom Solutions

"Understanding and sharing how to setup such operations will help other businesses navigate river freight more easily and improve local air quality in London. Huge thanks to all those working hard to get these goods onto the water."

Kate Fenton, Project Manager, Cross River Partnership

Clean Air Logistics for London



Pier Adaptions & Facilities



Vessels & Charging Infrastructure



River Trials & Onward Journeys



Micro Hub Development & Transport Analysis



Communications & Media



Key Details

- The six-week pilot ran during July and August 2022 and involved 12 partners
- It was the first river freight project in London with two pick-up points
- Office and janitorial supplies were transported by river to Woods Quay
- These were then delivered from Woods Quay by cargo bike to 20 businesses in the Northbank Business Improvement District
- 6 river freight trips were made in total
- 59 cargo bike miles were travelled

Impacts

- The pilot helped to reduce congestion and improve air quality - the table below shows projected annual emissions savings.
- These figures show that there was a 78% saving in NOx and an 88% saving in CO2.
- It was also very efficient – often the boat arrived at Woods Quay early!

NOx (g)	PM2.5 (g)	PM10 (g)	CO2 (kg)
3,220	260	480	3,618.38



Learnings & Challenges

Setting Up the Pilot

- There were a lot of stakeholders involved in the pilot, meaning that coordinating meetings and moving things forward was challenging.
- Some interested businesses were not able to participate in the pilot due to their contractual obligations
- Similarly, we initially wanted to incorporate waste for the out-bound journey, but this provided too many challenges.
- Predicting cost is difficult - it varies hugely on the vessel used, including size and loading method, and if there is a charge for any of the piers used.

During the Pilot

- Communication was extremely important.
- Although the deliveries generally ran smoothly, goods often arrived at the pier earlier than expected. It was important to make sure that there were appropriate channels of communication between different piers, with a key contact for each.
- A technical fault meant that the vessels crane for unloading couldn't be used for two weeks, and goods had to be manually lifted off during this period.

Testimonials

“The River Freight Pilot was an outstanding opportunity to trial sustainable delivery methods. We look forward to doing more to help improve our local environment for businesses and customers.” - *Callum Bruce, Corporate Affairs Officer, Baby Bull Group*

We have been delighted with the enthusiasm and interest that the project has got. Many of our members have a real affinity to the river and want to see how it can support central London, for its practical operations, to support the economy and reduce carbon, air pollution and congestion.” - *Alison Gregory, Head of Placemaking and Sustainability, The Northbank BID*

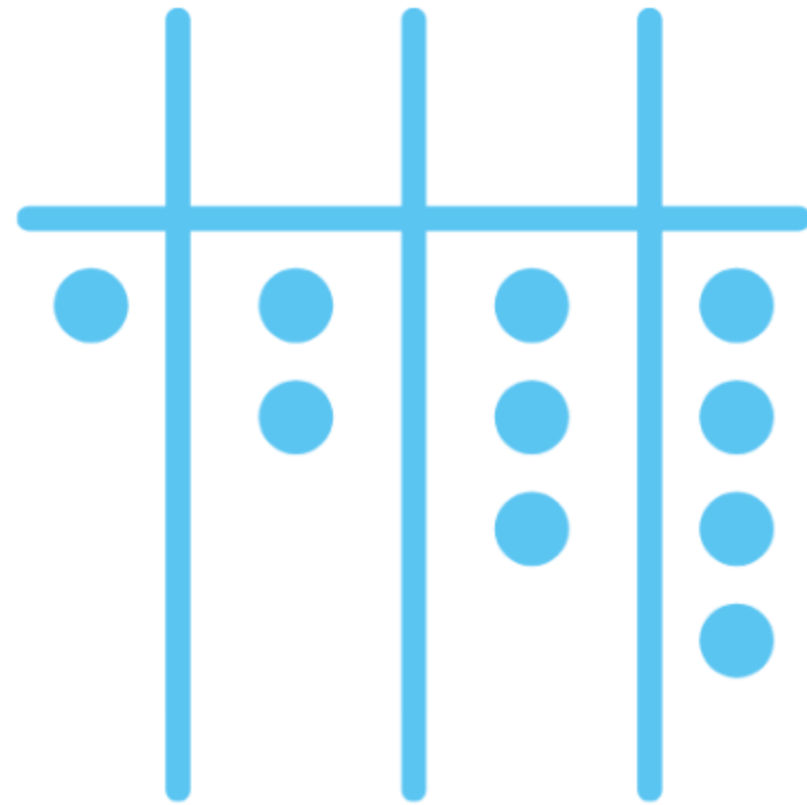
“It went very smoothly!” - *Dan Reeves, Residences Sustainability Officer, London School of Economics*



Questions?

Next Session

CRP's Connect 4 Series



**CRP'S CONNECT 4 SERIES,
SESSION 12**

**THURSDAY 8TH DECEMBER 2022
CLEAN AIR FREIGHT – LESSONS LEARNT**



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