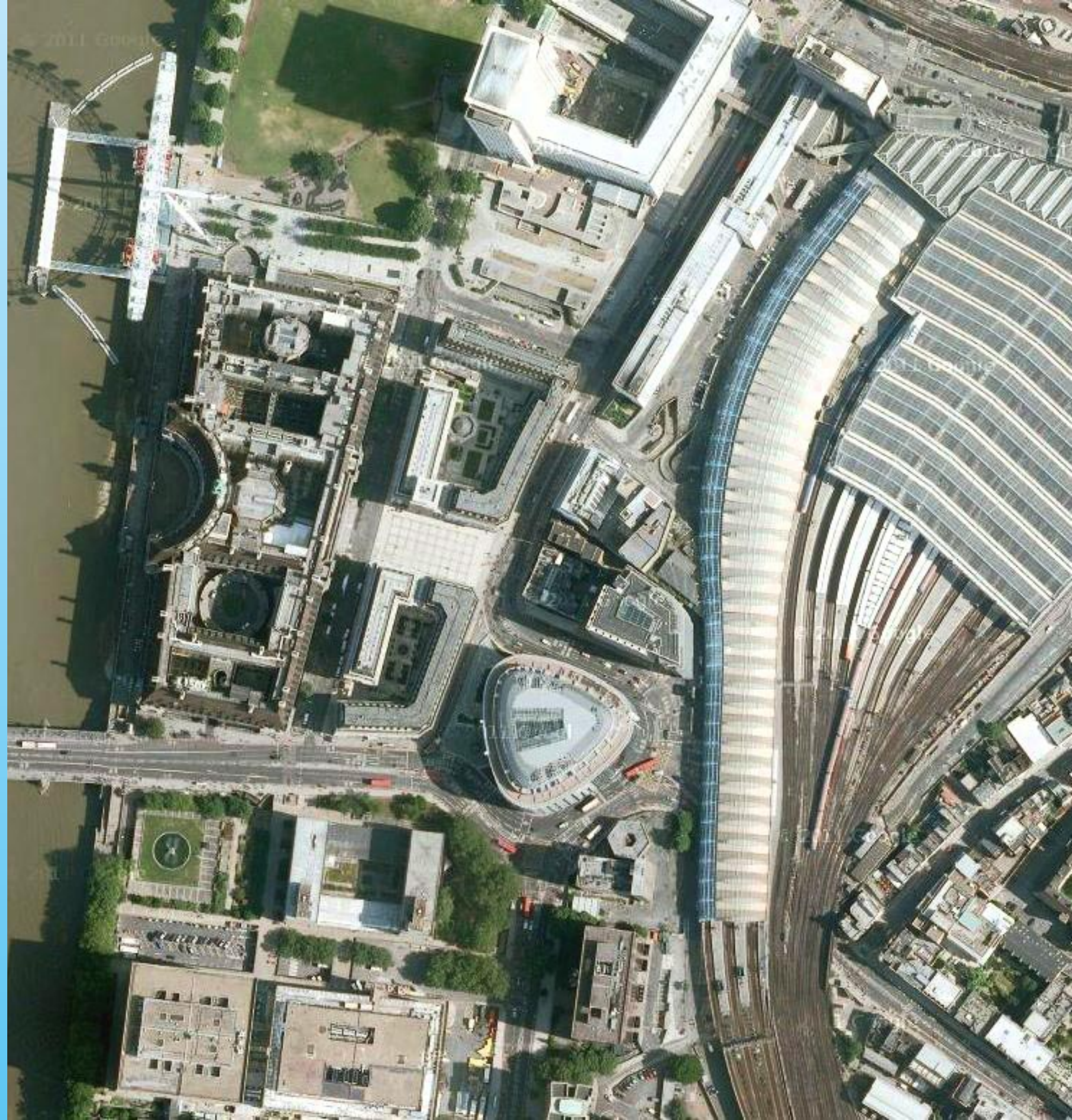


# Sustainable Freight in Central London

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May 2023





# CRP AND SUSTAINABLE FREIGHT IN LONDON



As a partnership bringing together central London Local Authorities, Business Improvement Districts, Landowners and Freight Operators, CRP is well-placed to support GBRTT in taking forward the results of the Rail Freight Study.



CRP also has some financial resources that it can add into any further survey work etc., but expenditure must occur before the end of June 2023.

- CRP was a partner in the Last Mile Logistics (LaMiLo) project that sought to clean up freight deliveries in central London in terms of carbon emissions and impacts on air quality.
- CRP has also delivered the first multi-drop River Freight Trial in London, moving office supplies to Woods Quay pier in central London via vessel and transferring onto cargo bikes for the last miles of delivery across central London.
- CRP has also set up a Cargo Bike Website to support businesses to consider more sustainable delivery methods, as well as supported the electrification of vehicles by installing new charging points.
- CRP recognises the potential contributions to be made by Micro Hubs in particular in central London, and has already led the legal, financial, procurement, property and planning processes to set up a Zero Emission-operated micro hub within an existing underground Q Park in the City of Westminster – opening end of March 2023.





# UNLOCKING RAIL FREIGHT IN LONDON

**Cross River Partnership (CRP) is unlocking potential and transforming space across the logistics sector in London, to deliver solutions that make London fairer, greener and safer.**

CRP has recently commissioned Steer transport consultants to look at the potential for increased rail freight in London, with support from Impact on Urban Health.

The results of the rail freight research show the opportunities for moving more freight into London by rail, as well as opportunities for efficient inter-changes with other clean transport modes for middle and last mile deliveries.

These modes could include e-cargo bikes, walking freight and zero emission vehicles. Inter-change points also provide opportunities for consolidation, sorting and / or storage of goods.

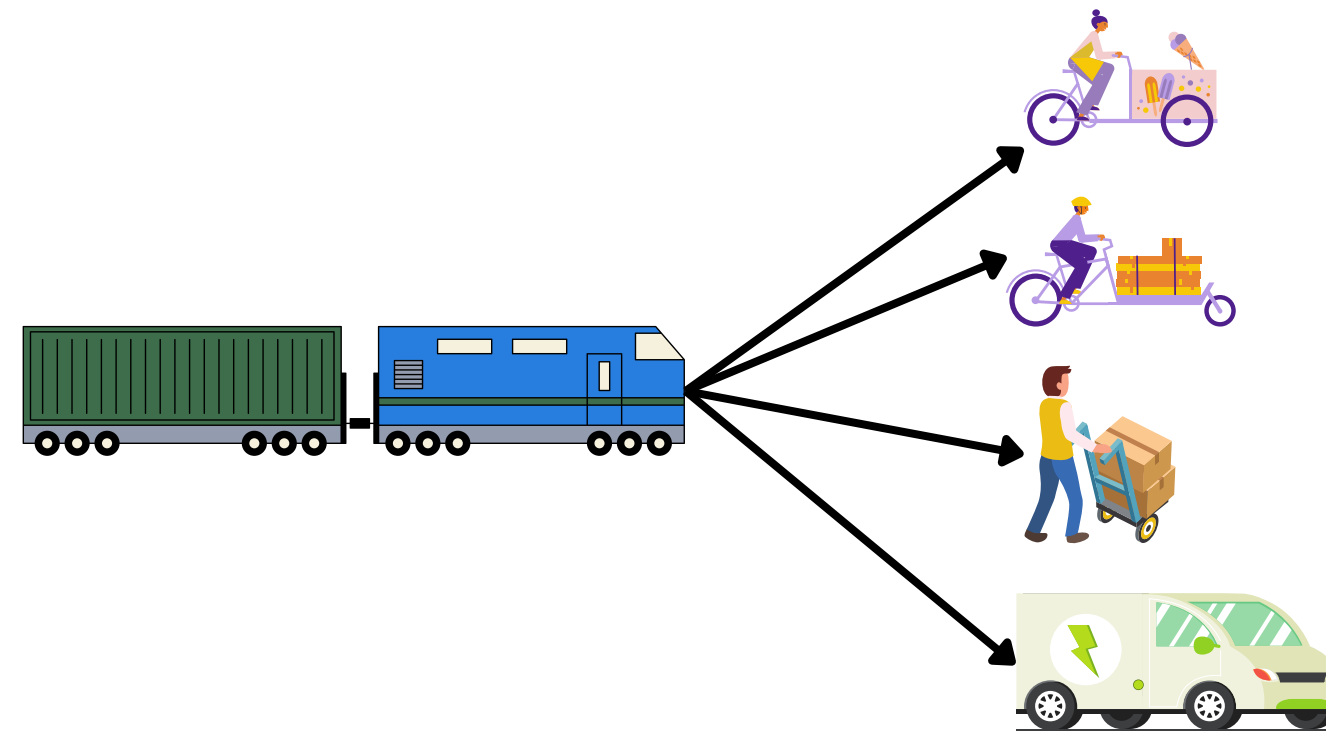
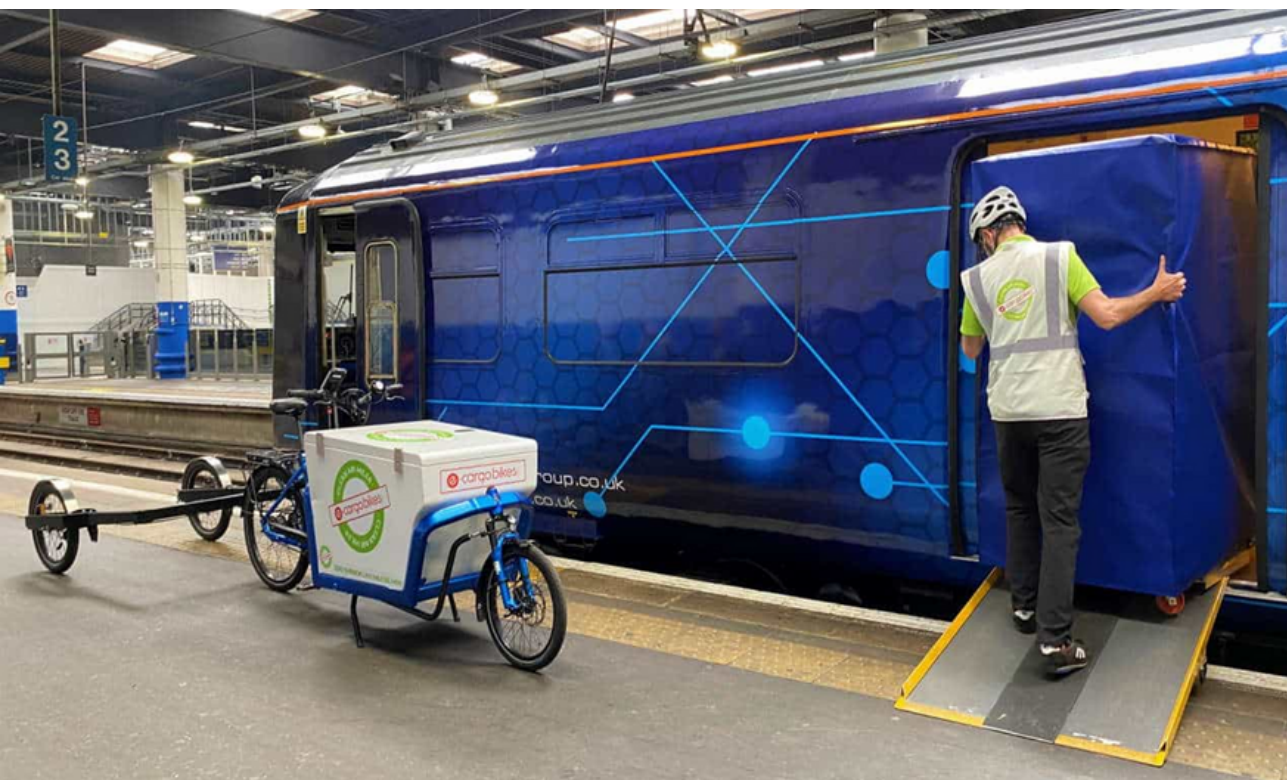


## Why?

Freight vehicles make up 15% of London's total vehicle miles but emit one quarter of London's overall transport carbon emissions

## What?

The results of CRP's commissioned research show a huge opportunity for removing freight traffic from the roads and onto rail.



# ZERO EMISSIONS FREIGHT HUB





# MARKET ENGAGEMENT

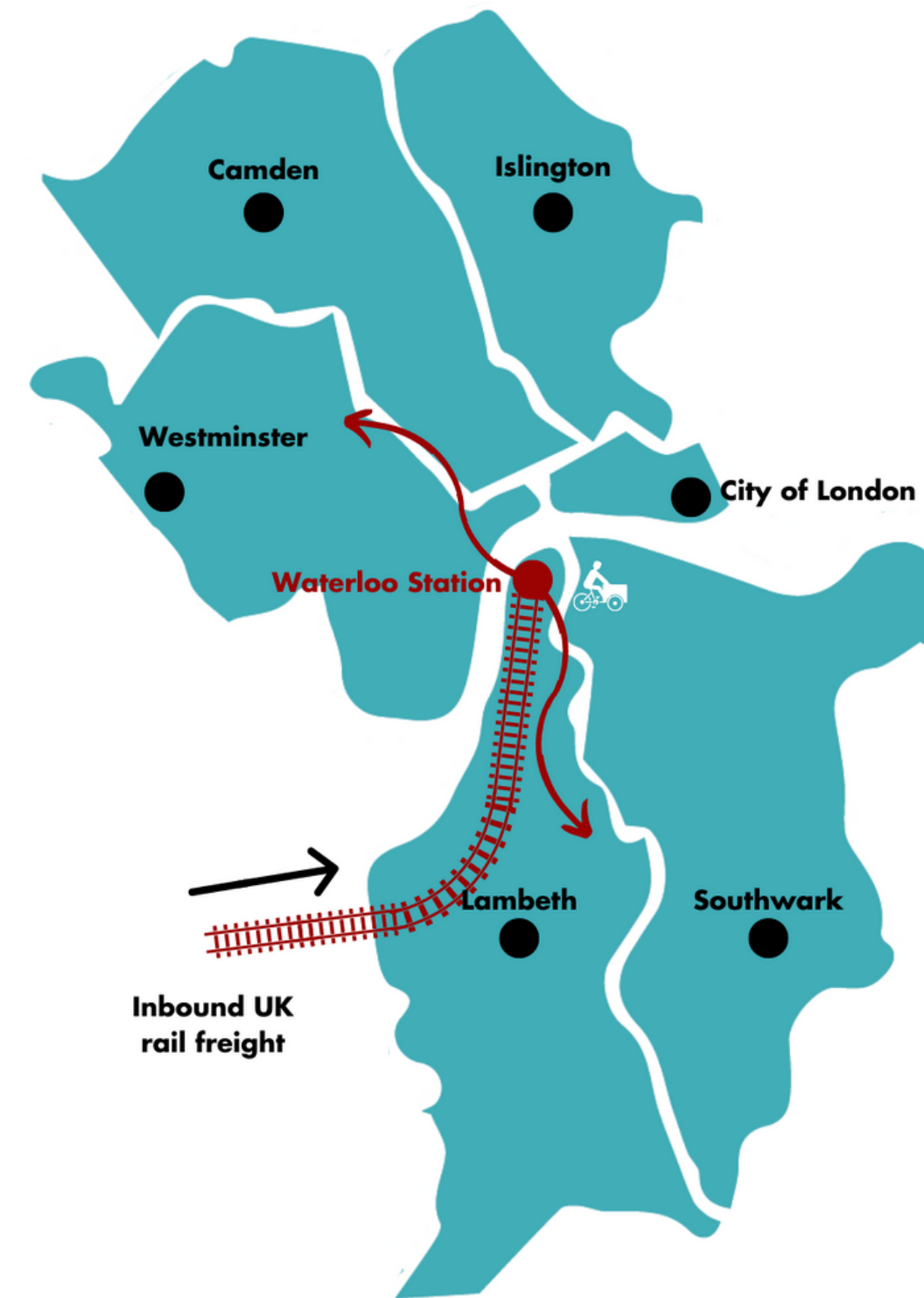
Steer engaged with stakeholders in the Freight & Railway Industry to capture a range of different views from potential service providers and end users on the feasibility of stations in London for freight activities





# WATERLOO STATION OPPORTUNITY

**CRP is also very keen to support Great British Railways Transition Team (GBRTT) and partners in unlocking the huge potential of the space underneath the existing railway lines at Waterloo Station.**



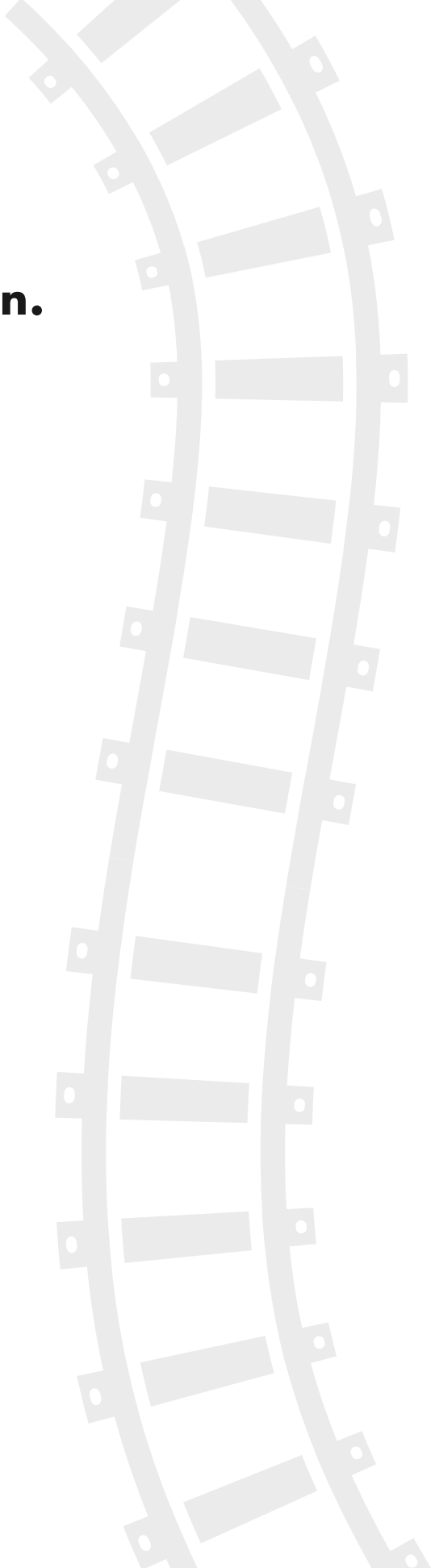
The space is estimated to be between 100,000 - 200,000 square feet (size to be confirmed).



It could be used for storage of goods (including refrigerated goods); sorting of goods; receiving rail and river goods; outward distribution of goods via Zero Emission E-Cargo Bikes at scale, across e.g. London Boroughs of Lambeth, Southwark, Westminster.







The space also has excellent inter-change possibilities and possibilities for reverse logistics that use the nearby river and pier access points for vessel trips e.g. removal of packaging materials





# WATERLOO STATION MASTER PLAN

**A passenger-first Waterloo Station Master Plan has been commissioned. There is the opportunity to incorporate future freight requirements alongside passenger requirements.**

-  The Waterloo Station Master Plan has been commissioned jointly by LB Lambeth and Network Rail.
-  A project Steering Group has been set up, which also includes TfL, South Bank BID, local businesses and other interested parties.
-  Grimshaws have been appointed, with WSP providing engineering input.
-  Work is underway and the Master Plan Vision and supporting Delivery Framework is due for completion in July 2023.

Further info / image to be added



# WATERLOO AND SOUTH BANK FUTURE NEIGHBOURHOODS 2030 STRATEGY

## Partners



## Timescale



Completed by November 2022



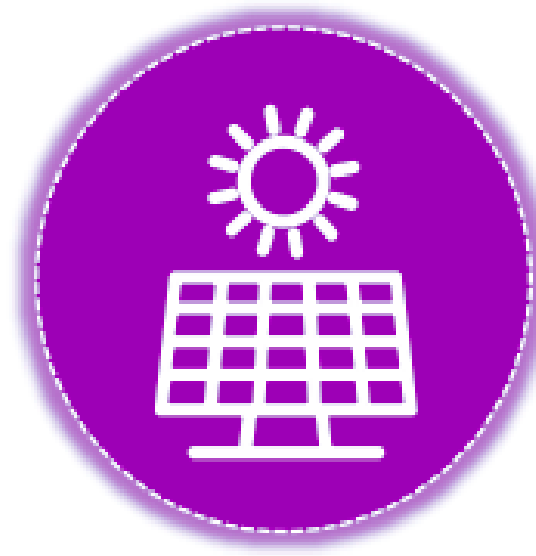
Aim: Net Zero by 2030

**A Zero Emission Freight Hub at Waterloo Station would make a huge contribution to 3 of the 5 themes of the Strategy**

Retrofitting homes, commercial  
and public buildings



Creating a decarbonised, smart  
and integrated energy system



Improving air quality and  
creating zero emission zones



Climate adapted, resilient  
and green neighbourhoods



Zero waste circular  
economy





# WHAT ARE THE DIFFERENT EXPRESS FREIGHT MODES?



Space on passenger trains

## Parcels as passengers

- Regular, in service passenger trains providing space on trains for parcels at times where passenger numbers allow
- Creates up to 25m<sup>3</sup>



Dedicated Freight Multiple Unit (FMU) into station

## Inter urban express freight moves

- Using modified former passenger trains
- Delivering parcels and logistics into the heart of cities using passenger stations as transfer point for final mile
- Unique selling point is speed of delivery to city centre
- Low / No Emission



Dedicated FMU into distro centre

## Trunk logistics moves

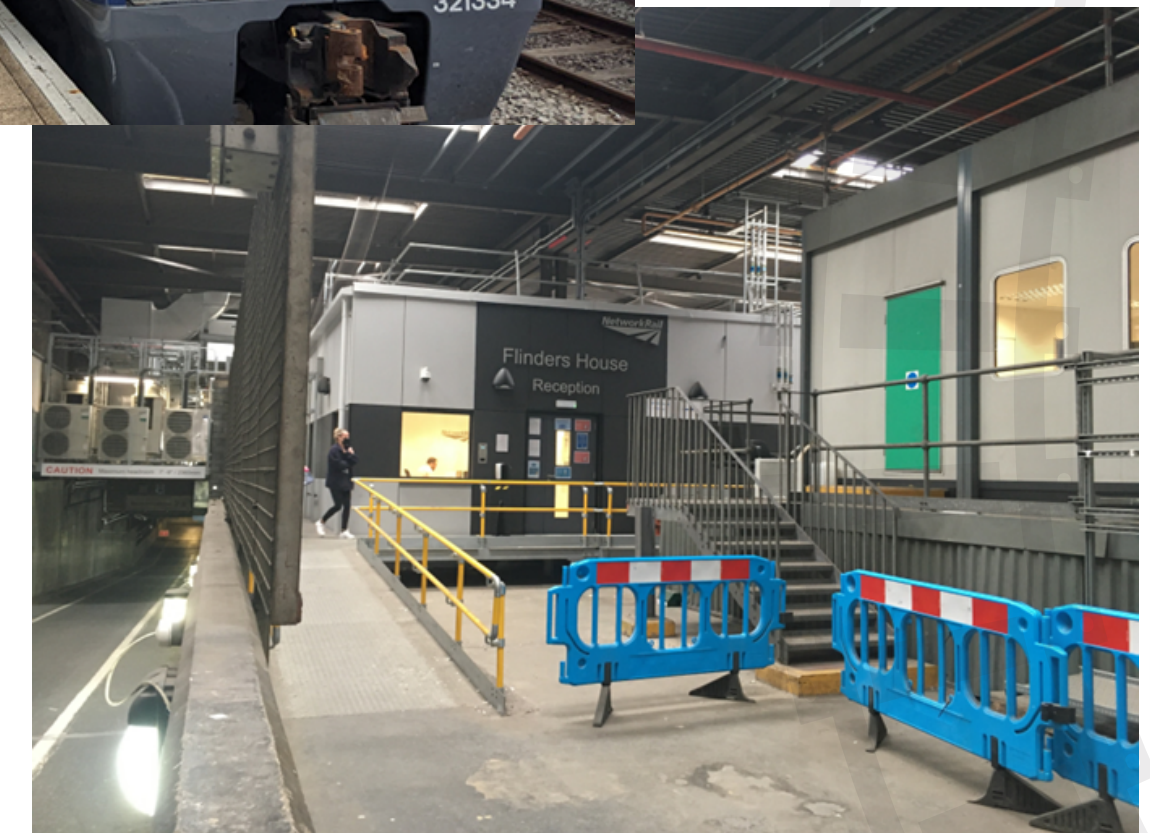
- Depot to depot logistics moves – competing with road haulage moves
- Road vehicle for the final mile
- Speed and environmental considerations



# EUSTON PARCEL DECK

## The Euston Parcel Deck has been modified and used for multiple activities in recent years

- HS2 enabling works and Station Development have removed a previously accessible exit ramp, which allowed one-way traffic to operate on the Parcel Deck
- Relocation of Maintenance Delivery Unit onto the parcel deck have taken up large area of the remaining space
- Relocation of services from basement area is affecting available space on the Parcel Deck
- Stations such as Kings Cross have been redesigned, with reduced service areas





# WATERLOO STATION OPPORTUNITY

**The opportunity at Waterloo Station presents a unique chance to create an exciting new vision of freight in London.**

This sustainable freight hub is unique as:

- ★ First one ever to be sustainable at a rail station in London post-rail privatisation
- ★ Unique role for LB Lambeth
- ★ Strategic impact
- ★ Removing polluting vehicles daily from London's roads
- ★ Contribute to Levelling Up agenda - goods into London from Birmingham major warehouses via rail
- ★ Creating local jobs





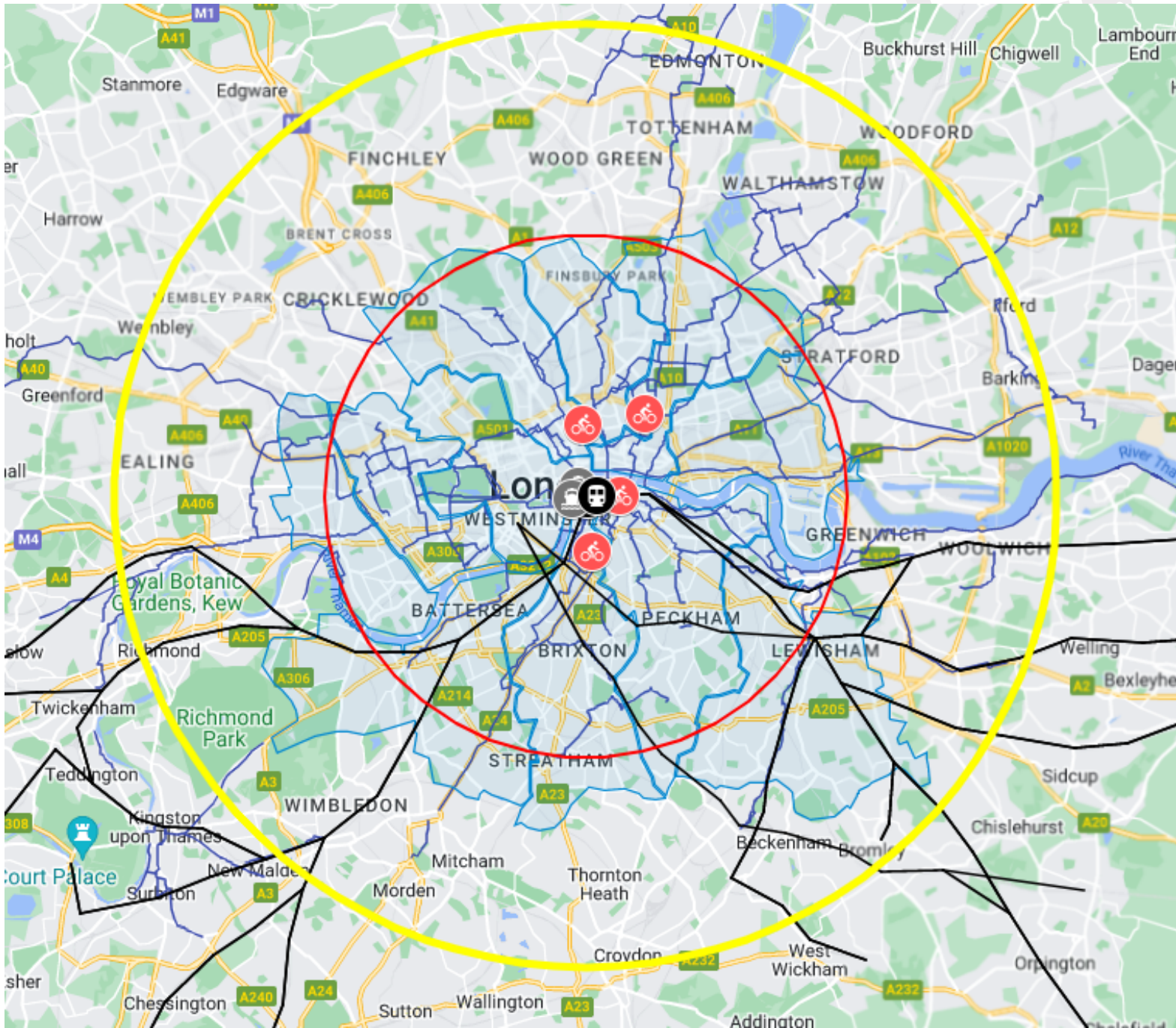
# WATERLOO STATION AS A FREIGHT HUB

## Incoming Freight

London Waterloo to...	Rail Travel Time (mins)	Road Travel Time (mins)
Southampton	80	120
Reading	90	90
Portsmouth	110	120
Exeter	205	225

## Ongoing Freight by Cargo Bike

- Access to nearby Cargo bike courier firms
- Access to 900km cycle network
- Up to 9 mile delivery radius with electrically assisted bikes
- Electrically assisted bikes deliver up to 60% quicker than vans in inner cities
- Access to 3.5 million people in inner London
- Access to 200,000 businesses in inner London





# WATERLOO STATION SPACE

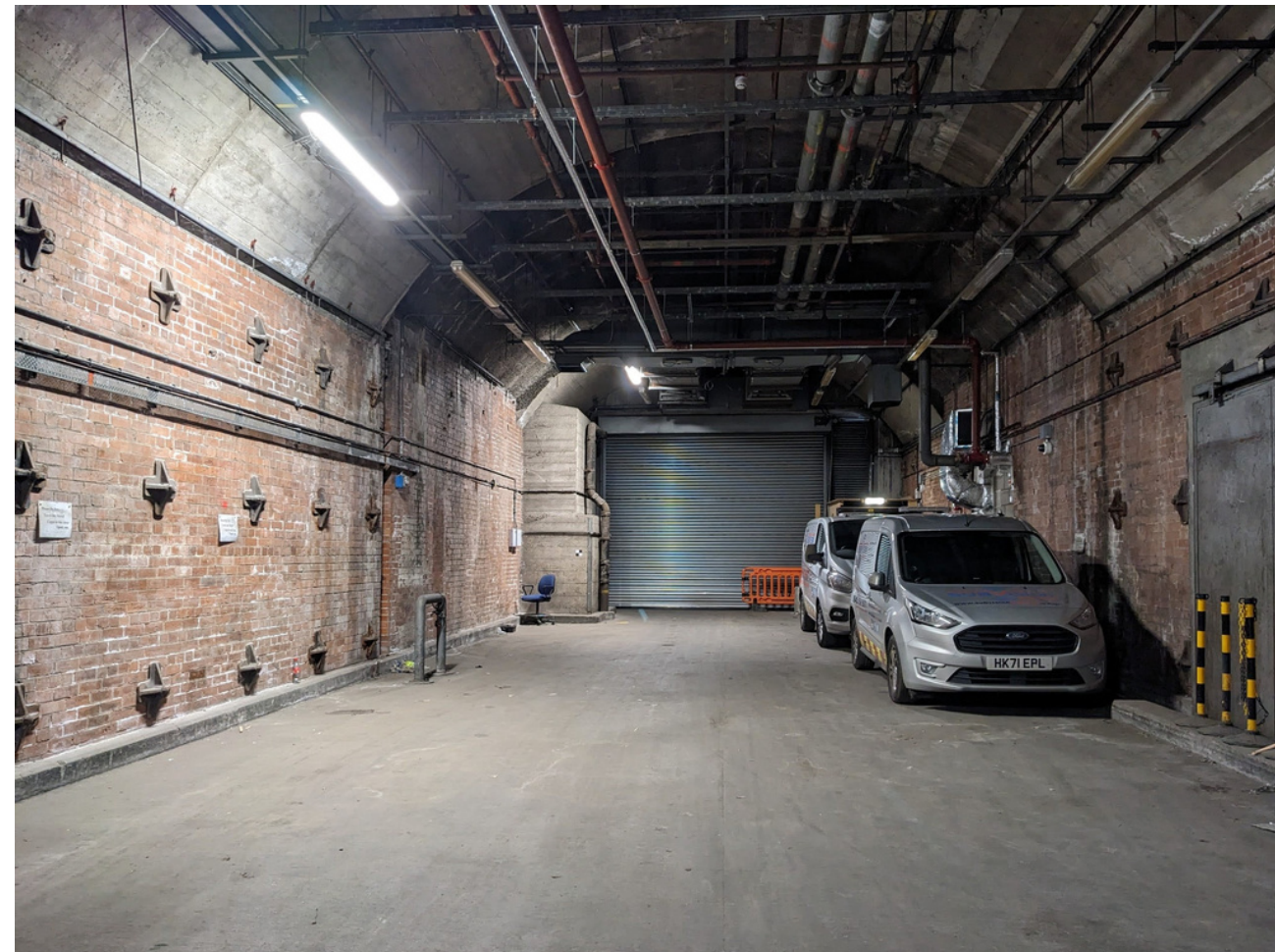
**CRP is also very keen to support Great British Railways Transition Team (GBRTT) and partners in unlocking the huge potential of the space underneath the existing railway lines at Waterloo Station.**



Directly accessible step-free access via a gentle slope between Platforms 11 & 12, as well as via a number of existing roads surrounding the site space.



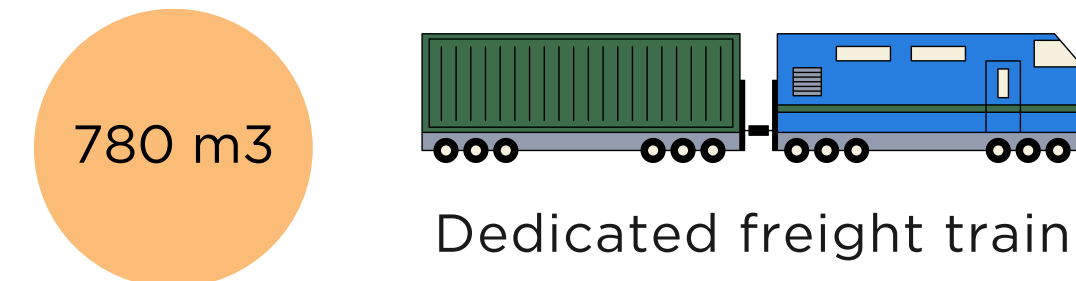
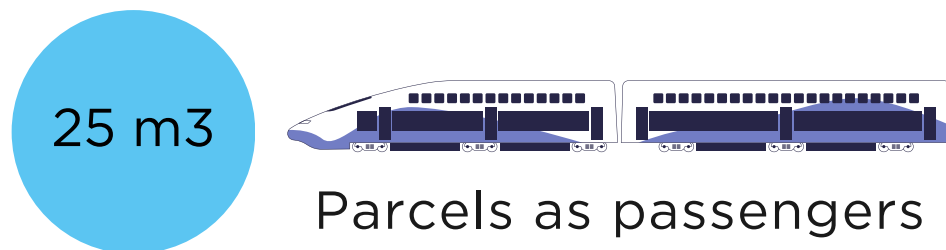
Could be sub-let to a single freight operator, or the space could be divided into a number of separate units to maximise community benefit from the space e.g. users could include retailers, sustainable freight / cargo bike operators, bike / vehicle maintenance / repair centre, rider / driver welfare and training facilities, childcare facilities (commercial) etc





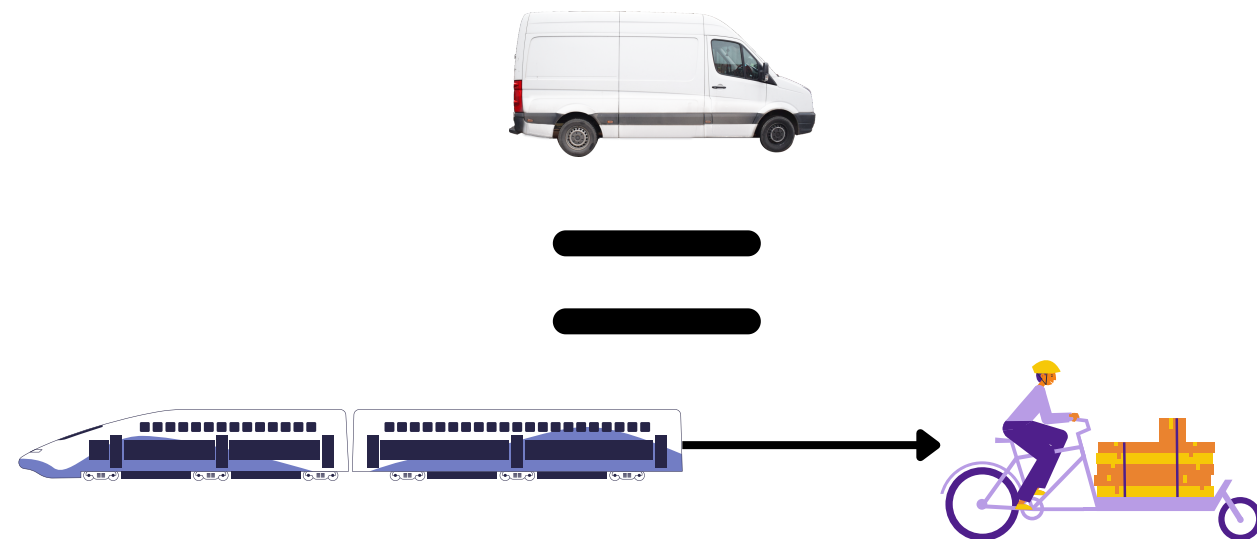
# PARCELS AS PASSENGERS VS DEDICATED FREIGHT TRAINS

CRP has estimated the minimum and maximum amounts of space required for parcels as passenger services and dedicated freight trains.



## Parcels as Passengers scenario

2-3 x Large Light Commercial Vehicle polluting journeys across London

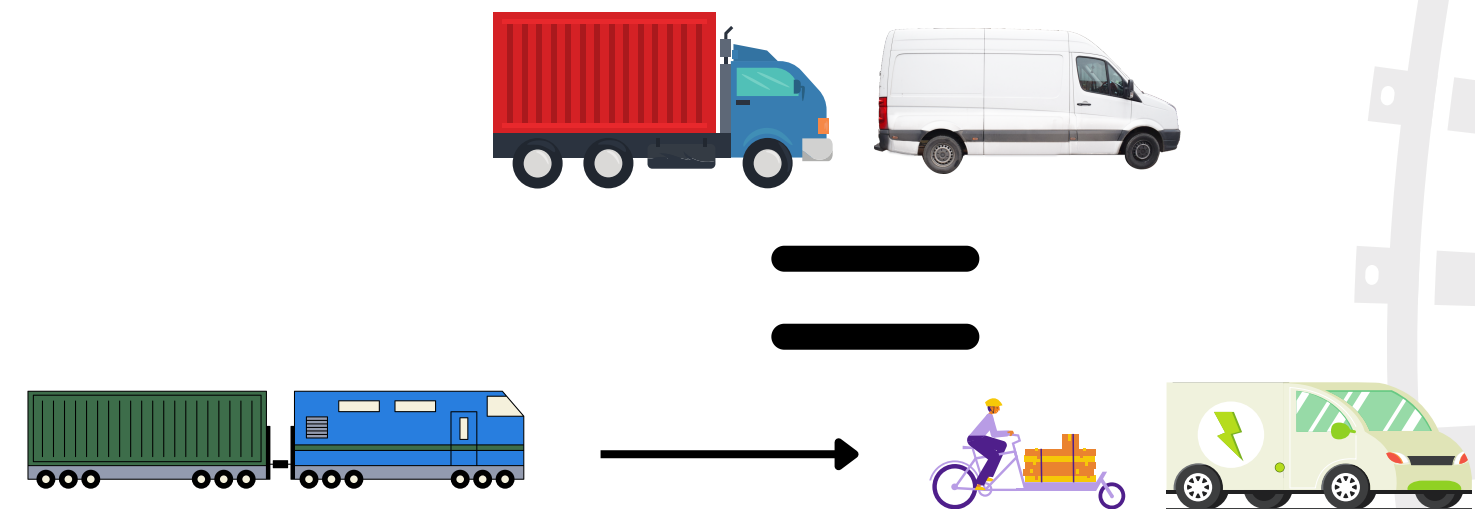


1 parcels as passengers and 13 zero emission journeys by large cargo bike

**3 Large polluting vans off the road!**

## Dedicated freight train scenario

25 x Large Light Rigid Truck polluting journeys or 75 x Large Light Commercial Vehicle polluting journeys across London



1 Dedicated Freight Train and 400 large cargo bike journeys or 75 x Large Light Commercial Vehicle zero emission journeys across London

**Up to 75 large polluting vehicles off the road!**

# SPACE REQUIREMENTS

CRP has estimated the minimum and maximum amounts of space required for parcels as passenger services and dedicated freight trains. This will include:

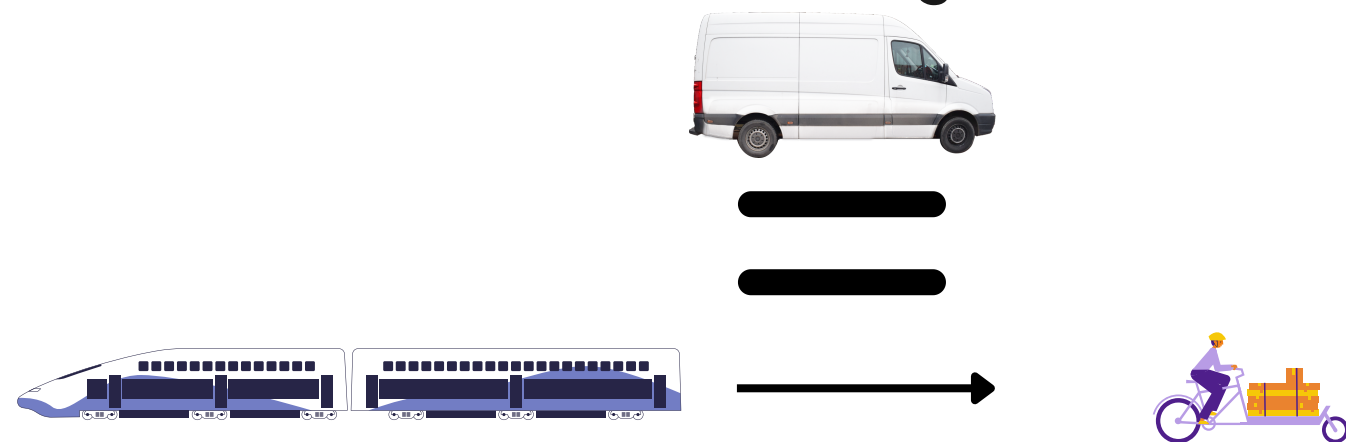


1 cargo bike takes up 110x280cm space



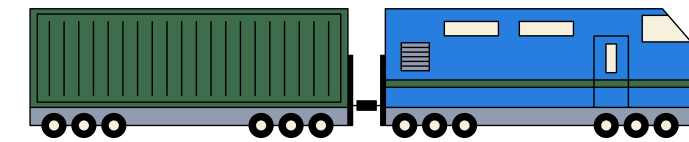
1 Large Electric Light Commercial Vehicle and infrastructure takes up 2.4 x 5.5 metre space

## Parcels as Passengers scenario



1 parcels as passengers and 13 zero emission journeys by large cargo bike

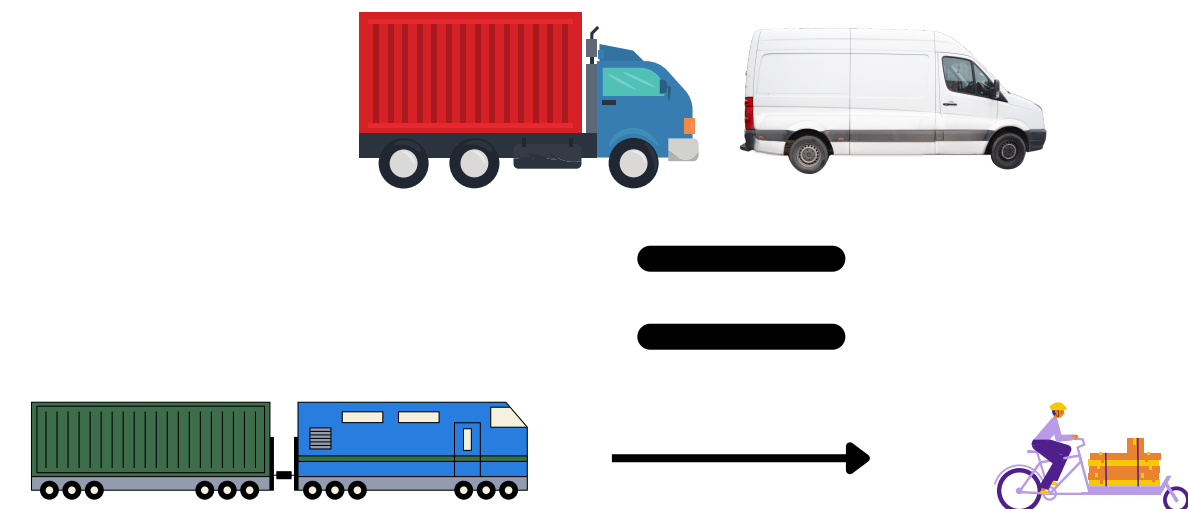
**3 Large Vans off the road!**



Dedicated freight train

## Dedicated freight train scenario

25 x Large Light Rigid Truck polluting journeys or 75 x Large Light Commercial Vehicle polluting journeys across London



1 Dedicated Freight Train and 400 large cargo bike journeys or 75 x Large Light Commercial Vehicle zero emission journeys across London

**Space requirement: 13 large cargo bikes (4,004 m<sup>2</sup>)**



# Contact Us

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