Open Consultation

National Infrastructure Commission call for evidence

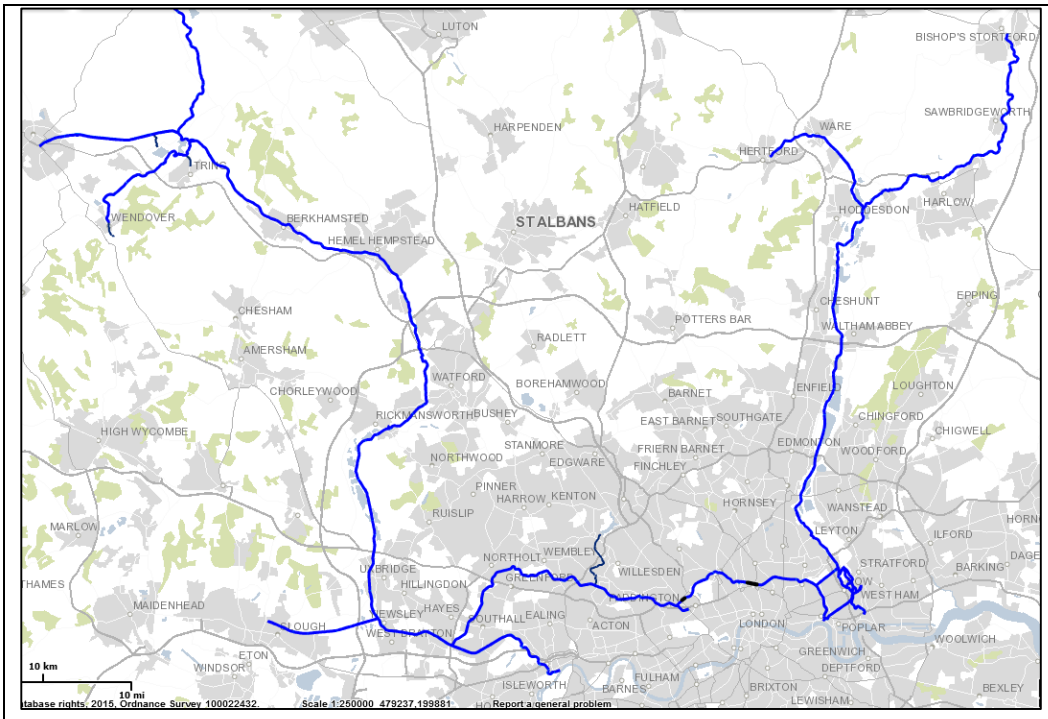
London's transport infrastructure

The National Infrastructure Commission is a new, independent body which will look at long term infrastructure needs and provide impartial advice to ministers and Parliament. Before next year's budget they will publish a report on *large scale transport infrastructure improvements in London.*

You are strongly encouraged to provide details of the evidence and data to support your arguments to enable the Commission to understand more fully the basis on which conclusions have been reached.

Please note, the Commission will not be considering questions relating to airport capacity. The Airports Commission has already examined this issue in detail.

1. What are the major economic and social challenges facing London and its commuter hinterland over the next two to three decades?
<u>Reduce journey numbers</u> What further measures can be taken to better integrate land uses (residential, employment, education, health etc) to reduce the need to travel, including use of technology and flexible working. <u>Cycle-friendly public transport</u> Consider further how trains and buses can better accommodate carriage of bikes as a means of continuing journeys with a view to relieving peak pressures on rail and road. <u>Sustainable Travel</u> Canal and river towpaths offer attractive traffic-free routes for people to travel to work, school and for leisure. Canal & River Trust's has around 100 miles of waterways and towpaths in the Capital and surrounding areas, including around 65 miles within the fifteen London boroughs north of the Thames. These waterways connect the Lee Valley, Central London and the West (see map below)



The Trust's Waterways in the London Area

Waterways support London's growth, connecting people to key employment, opportunity and visitor destinations such as:

- London Docklands
- Meridian Water Enfield
- Tottenham Hale
- Stratford and the Queen Elizabeth Olympic Park
- Kings Cross
- Paddington Basin / Little Venice
- Old Oak Common & Park Royal MDC
- Southall Gas Works
- Crossrail western extension – Hanwell, Southall, Hayes, West Drayton, Iver, Langley, Slough

<u>Cleaner Air for London</u>

Along with other measures, towpaths contribute to reducing vehicular congestion and air pollution within London. For example, the Environmental Audit Committee's Action on Air Quality Report mentions a broader role for LEPs and Regional Growth Funds to achieve cleaner air quality alongside their jobs and growth targets.

<u>Value for Money</u>

The past 15 years has seen significant growth in popularity and use of London towpaths, in particular on the Regents Canal which serves Central London and the City. Some London towpaths are expected to receive investment from the Mayor of London's Cycling Vision as Quietways. However, the Regents Canal (expected to remain the most heavily used) and the River Lee Navigation are excluded – both could be improved significantly for commuter and local journeys on foot and bike.

2. What are the strategic options for future investment in large-scale transport infrastructure improvements in London – on road, rail and underground – including, but not limited to Crossrail 2?

Adequate cycle storage for peak time travel on public transport.

Consider interchange facilities at public transport hubs for connections to nearby canal towpath routes for walking and cycling, including provision of appropriate cycle parking, cycle maintenance services, lockers, toilets and showers to encourage onward bicycle journeys.

Information on links to walking & cycling routes for leisure passengers should be made more easily available on public transport – for example for journeys made one way by train and return by foot or bicycle along towpaths.

2a. How should they be prioritised, taking account of their response to London's strategic transport challenges, including their impact on capacity, reliability, journey times and connectivity to jobs?

No comments

2b. What might their potential impact be on employment, productivity and housing supply in London and the southeast?

No comments

3. What opportunities are there to increase the benefits and reduce the costs of the proposed Crossrail 2 scheme?

<u>Freight Transport by Water</u>

The Trust believes that the environmental impact of the construction phase of Crossrail 2 and be reduced by taking advantage of the River Lee Navigation (a Commercial Waterway).

The Trust has engaged in preliminary conversations with the Crossrail 2 team regarding the opportunity of using the River Lee Navigation as a freight transport corridor to move materials (both construction materials and waste) from the tunnel portal in the Tottenham area out onto the River Thames, via a transfer facility that could be constructed in the Bow area of East London. We would very much like to continue this dialogue and would suggest that the NIC/Crossrail 2 team commission a feasibility study to look at this (and other) options in more detail. Our experience of projects of this nature in the past has led us to conclude that this feasibility study work needs to be undertaken several years ahead of the proposed start of construction.

<u>Safe and sustainable routes to work</u>

We believe that part of a sustainable transport policy during the construction phase of Crossrail 2 should include the provision safe and sustainable routes to work – providing opportunities for the workforce to move away from cars and trains and over to walking and cycling to work. The towpaths running along waterways of London could be part of an integrated Crossrail 2 workforce

transport network and we would like to work with the NIC/Crossrail 2 to develop this concept further.

Utility Corridors

Beneath many of the Trust's London towpaths there are buried utilities such as fibre optic and high voltage electricity cables. These take advantage of direct and straightforward routes around and through the Capital. The Trust believes that further development of these utility corridors could be undertaken to allow improved communications and/or asset resilience.

Energy Production

The water flowing through the Trust's 3200 kilometres of waterways (of which around 100km which pass through and around London) contains enough thermal energy to produce approximately 640 MW of energy. This has attracted a number of businesses which now utilise this low carbon source to heat and cool their buildings. DECC to have acknowledged this potential in their Heat Map which includes a specific canal layer http://tools.decc.gov.uk/nationalheatmap/. The energy is extracted using water sourced heat pumps which are very efficient compared to conventional forms of heating and cooling. These efficiency improvements will help reduce the electricity demand and assist in balancing electricity supply. In order to realise this benefit the Trust would urge the NIC to recommend that the renewable heat incentive (RHI) is retained so that this nascent technology can be deployed more widely and possibly assist with the energy requirements of Crossrail 2.

4. What are the options for the funding, financing and delivery of large-scale transport infrastructure improvements in London, including Crossrail 2?

No comments

4a. What is an appropriate local and regional contribution – given the potential distribution of benefits to business, residents, transport users and the wider economy – and how could this be achieved?

No comments

4b. What innovative funding mechanisms could be considered to support delivery of key schemes?

No comments

5. How have major metropolitan areas in other countries responded to similar challenges and priorities? Are there any lessons to be learned and applied in London?

No comments