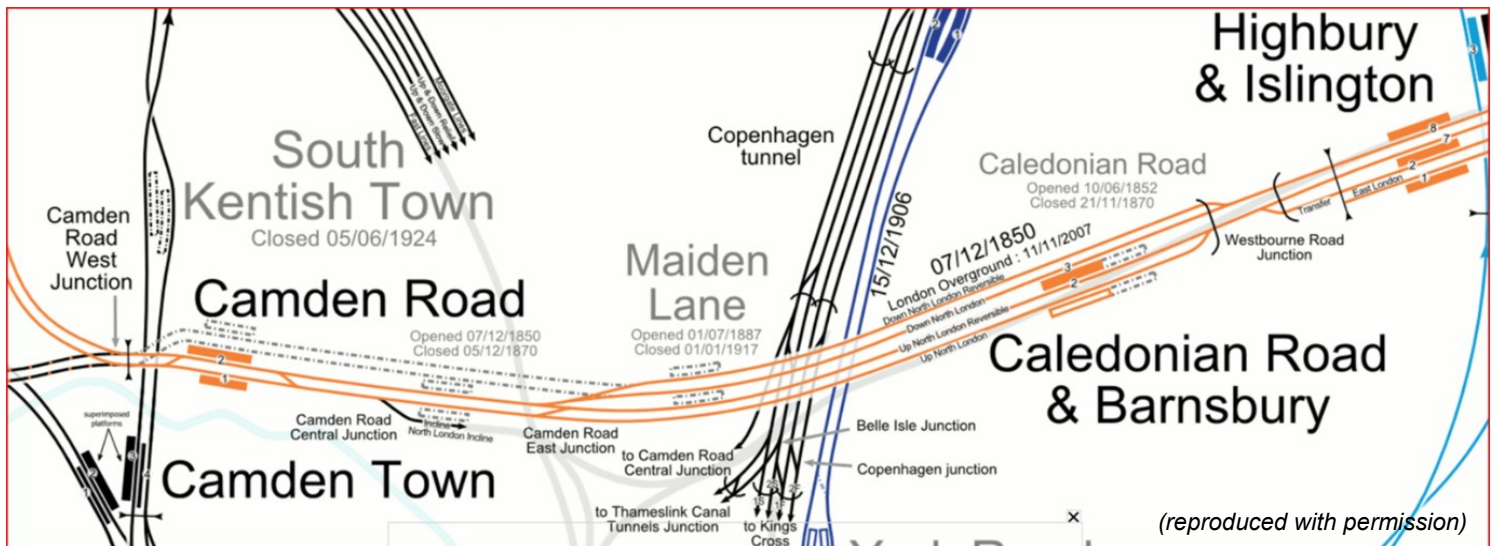


## APPLICATION 2022/2019/P:

'Future Transport London' & others oppose this loss of operational railway land and capacity in London!



Unlike every other Highline in the world, this is **not** abandoned railway infrastructure. **2022/2019/P** is contrary to national and London strategic planning policy and at odds with some Camden policies. In addition, the application must be decided on its merits, with no assumptions that there will ever be a further phase. **The Planning Authority must explain what advice it has offered over strategy.**

Instead of an outline application for the whole project, this is a full application for part of it. Permission should be refused on grounds of **prematurity**, otherwise the Authority would be acting unreasonably.

The unique selling proposition of this project - that the railway corridor involved is likely to be **unwanted** for a considerable period – is **contradicted** by published material the applicant chooses to ignore. Application documents refer to a 20-year period, perhaps extended to a 30-year period. Comments on BBC Radio 4 aspired to it being there “in perpetuity”. Which is it? **Will Officers explain to Members?**

Many will remember four or later three Camden Road tracks in use, when freight trains avoided the passenger service platforms. Freight trains and passenger trains to Watford Junction ran through Primrose Hill station, and that route is still a diversionary route for London Overground. Freight trains run from Felixstowe, Tilbury, the booming Thames Gateway and the Channel Tunnel via Dagenham. With modern trains, the two-tracks-only bridge over the A400 Kentish Town Road is no longer a bottleneck.

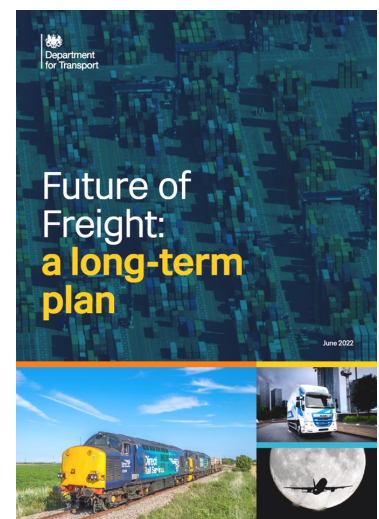
Officers cannot give any impression that the **whole** of the project's route is being considered, which goes beyond merely Network Rail's deemed planning consent (*TCPA 1990 s90*).

### How have Officers briefed Members on the following?

#### **June 2022: Department of Transport: Future of Freight**

(following the National Infrastructure Commission's 2019 report)

“**1.6 billion tonnes** worth of goods are transported in and around Britain each year. ... **The** number of freight and logistics jobs have grown by 26% since 2010. ... **[We must]** boost capacity to anticipate absorb, resist or avoid disruption and recover when disruption does occur [...] whilst supporting broader environmental objectives of air quality. ... **[We must]** support end-to-end freight journeys that are more efficient, reliable and resilient. ... **A disconnect** exists between industry, that is not equipped to properly engage with planning processes, and local planning authorities that are unable to understand the needs of a changing an innovative freight and logistics sector **[!]**”





## July 2021: The Mayor of London

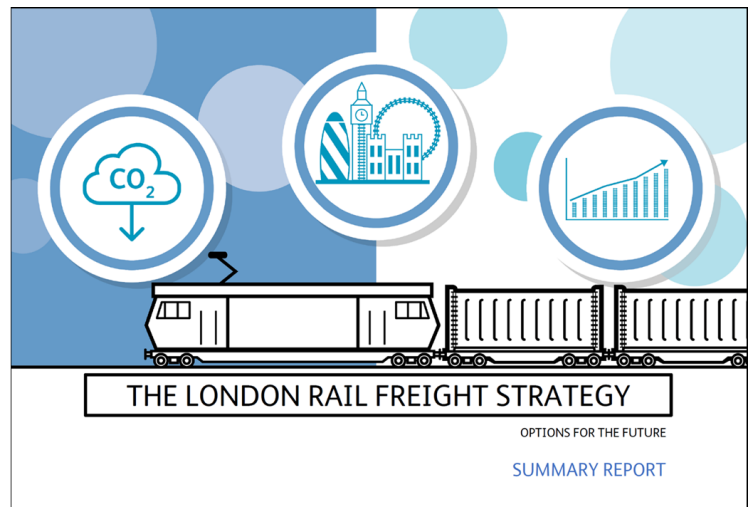
“**Transport for London** and I both recognise that rail freight plays a vital role in delivering goods for London, reducing congestion and improving air quality. Each day existing rail freight services remove an estimated 4,000 Heavy Goods Vehicle trips from London’s roads and **rail freight** produces 76% less CO<sup>2</sup> per tonne than road freight.

“**TfL** has been working with Network Rail and other [*private-sector*] stakeholders to produce the first **London Rail Freight Strategy** [*now published*]. ... This pioneering document seeks to develop and promote **rail freight** opportunities in London and meet my aspiration of [*redistributing*] goods from road to rail.

## May 2021: The London Rail Freight Strategy

“**Freight** stakeholders identified the development of a London Rail Freight Strategy as a strategic planning priority. ... **The London Assembly Transport Committee** also recommended a joint rail strategy for London with Network Rail and the wider industry in its 2018 ‘Broken Rails’ report. ... **The** strategy and the identification of **funders** has been informed by capacity analysis, focused on the London orbital routes.”

*Quoting further from the Network Rail report, the first intervention mentioned (the highest aspiration, and therefore ‘soon’, when and if funded?) is:*



## CAMDEN ROAD PLATFORM 3

“**Reinstatement of a third track and platform on the northern side of Camden Road station, utilising part of the former 4-track formation through the station.**

“The additional capacity provided would facilitate much greater flexibility in pathing options for trains on this busy central section of the North London Line, opening up new options for future service provision and bolstering performance resilience.

“Reinstatement of a third platform would enable platform 2 to be used as a central turnback, with [*the still existing, but unused*] platform 3 becoming the eastbound line for through London Overground services and the majority of freight.

“**Transport for London modelling suggests that the eastern end of the North London Line, from Canonbury to Stratford, will see some of the strongest long-term demand growth on the **Overground network**.**

“A turnback platform will allow this to be addressed with peak-capacity-boosting Stratford-Camden Road services with a further option to operate off-peak. This would provide additional TfL passenger capacity where it is most needed.



“The availability of an additional platform would also aid performance recovery during perturbation on the orbital routes.”

**Choosing to deliberately stop dead Camden’s North London Line railway scheme for 20 or 30 years, or ever, is unacceptable - an unreasonable use of statutory Planning Acts by LB Camden.**