



Case Study I - Shard Place, London Bridge

Situation faced

If deliveries are not timed correctly vehicles often queue outside work sites, or are sent on repeated loops causing congestion, delay, fuel waste, increased emissions, driver stress and safety issues. Surveys have shown, some sites experience looping between 10 and 20 times per day. Holding vehicles on route to site can reduce these impacts but sourcing such facilities can be challenging.



Actions taken and timescales

- Assessing TfL's existing parking facilities (survey usage) and road capacity (available width) can identify potential locations to implement holding areas.
- Road network investigation and surveys can take between 3 and 4 weeks
- A facility assessment (including a safety audit) can take up to 30 days to approve.
- Traffic Regulation Order (TRO) to suspend red route controls - 8 weeks approx.

Task undertaken

In order to implement a facility, TfL liaise with developers and any impacted stakeholders to address construction outputs and implications to the road user. This includes a

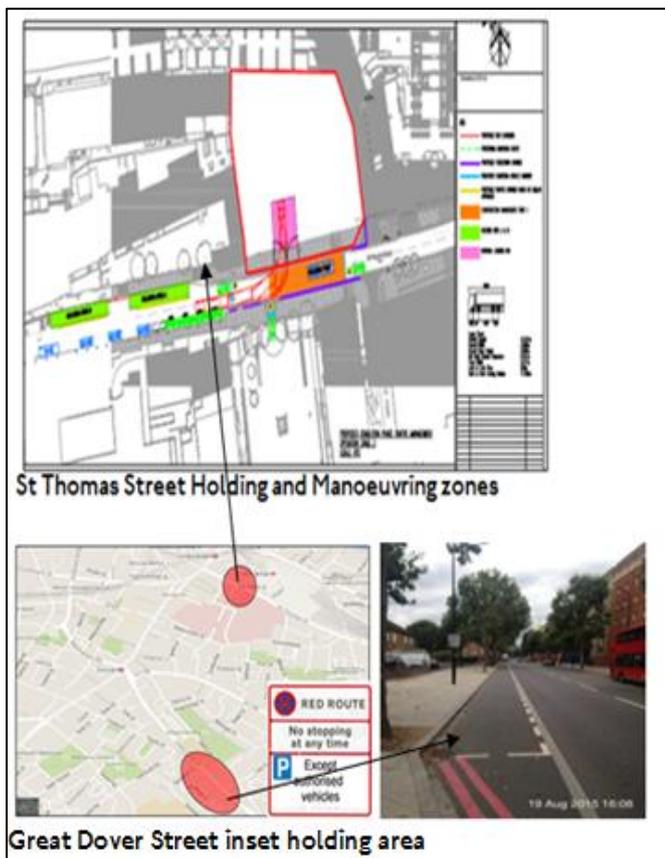
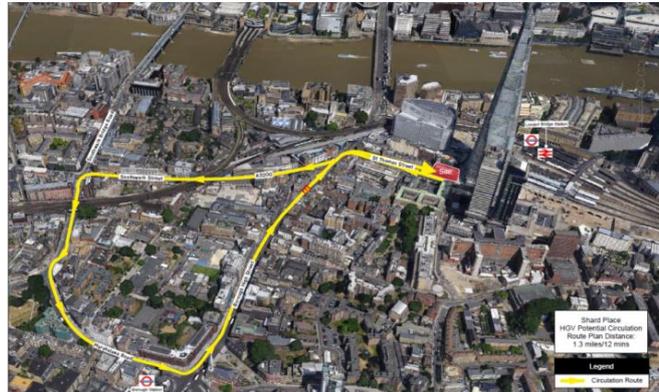
Memorandum of Understanding (MoU) for how the facilities are to be managed e.g. smooth and regimented operations, no noise, no loitering and no idling.

Issues

- Developer experiencing delivery issues due to limited road capacity and vehicles were being sent away (2km loop shown in yellow).

Mitigation

- Create two holding facilities by relocating a taxi rank and parking spaces in St Thomas Street.



- Consultation with taxi union.
- Survey on usage before suspending an inset parking bay on Great Dover Street.
 - Consult local residents regarding change of use.
 - Authorised vehicles only protocol and a TRO to enforce.
 - No idling signage set up
 - MoU to agree to maintain a strict method

Results

- Primary and secondary facilities which helped regimentally manage vehicles. Secondary holding area used if primary was at capacity.
 - No circulation loops experienced.
 - Driver stress reduced and vehicles kept off road network.
 - Maintained site efficiency and reduced running costs

Savings based on:

10 vehicles per day experiencing holding loops using a 2km loop
 2 year programme (50 weeks per year)

10,000km
4140 trips
26,800kg CO₂ (Exeter AC CO₂ Calculator)
£3167 in fuel and maintenance