

Memorandum of Understanding

Between

Transport for London (TfL), London Borough of Southwark (LBS)

and

Mace, Sir Robert McAlpine, Structuretone & Wates

Purpose

This Memorandum of Understanding (MOU) sets out the terms and understanding between **TfL, LBS, Mace Logistics, Sir Robert McAlpine, Structuretone and Wates**, for the management of construction vehicles utilising the holding area on **Great Dover Street**. The purpose of the agreement is to ensure that all road users' safety is considered whilst construction vehicles access/egress and park on Great Dover Street. This is a safety measure designed to reduce the risk of an associated site vehicle/cycle/pedestrian/motorcycle/all other road users collision. The collaborative approach is to ensure strategic thinking is required by all associated parties for the coordination of said vehicle holding area.

Vision Zero

In July 2018, the Mayor of London, Transport for London (TfL) and the Metropolitan Police launched a bold 'Vision Zero Action Plan' to end the toll of deaths and serious injuries on London's streets. Each year around 4,000 people are killed or seriously injured on London's roads. People walking, cycling or riding motorcycles make up 80% of deaths and serious injuries on London's roads.

Research shows that HGVs are involved in 63% of fatal collisions with cyclists, and 25% of fatal collisions with pedestrians despite HGVs only making up 4% of the overall miles driven on London's roads.

20% of road collisions are caused from stress and tiredness. Case studies have shown some sites experience vehicles either being sent on loops or to wait by the site gate due to logistic issues. By sourcing a rest point for drivers, the aim is to facilitate the efficient management of a site. The benefits of a holding point will reduce the negative outputs while operations take place eg driver stress, fuel waste, tachograph implications, vulnerable road user conflict etc.

Background

TfL, LBS, Mace Logistics, Sir Robert McAlpine, Structuretone and Wates have worked closely to coordinate a joint approach for the management of construction vehicles access/egress to and from the development clusters by **Sumner St, Southwark Bridge Road and Borough Yards** via the Great Dover Street holding bay. The arrangement described in this MOU seeks to provide this form of management in a safe and robust manner.