



Delivery, Servicing &
Waste Management Plan
TPP

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1 INTRODUCTION

1.1 Background and context

1.1.1 Transport Planning Practice (TPP) has been appointed to provide transport advice in relation to the proposed redevelopment at New City Court within the London Borough of Southwark (LBS).

1.2 Existing site

1.2.1 The site is located in the London Bridge area covering an area of approximately 0.36 hectares (ha). The site is bounded by St Thomas Street to the north; shops on Borough High Street (A3) to the west; King's Head Yard to the south; and Guy's Hospital buildings to the east. It is currently almost entirely occupied by:

- Georgian terraced townhouses at Nos. 4, 6, 8, 12, 14 and 16 St Thomas Street;
- New City Court office building at No. 20 St Thomas Street; and
- Keats House at Nos. 24 to 26 St Thomas Street.

1.2.2 A site location plan is included in Figure 1.

1.3 Proposed development

1.3.1 The proposals are for comprehensive redevelopment of the site to include demolition of the exiting 1980s office building and erection of a 37-storey building (the Tower) restoration and refurbishment of existing listed terrace (the Georgian Terrace), and redevelopment of Keats House to provide the following:

- 46,374m² GIA of Class B1 office floorspace;
- 1,904m² GIA of Class A1 & A3 retail floorspace;
- 615m² GIA of Class D2 gym floorspace;
- 719m² GIA Class B1/D2 HUB floorspace; and
- 825m² GIA Class D2 public garden floorspace.

1.4 Report purpose

- 1.4.1 A Draft Delivery and Service Management Plan (DSMP) is used to inform the local and regional authorities of the intent of the applicant in managing delivery and servicing trips to and from the development in order to minimise the impact of these trips on the surrounding local highway network.
- 1.4.2 This report has been prepared to set out the proposed delivery and servicing arrangements and the measures which will be in place to ensure that deliveries are undertaken safely and efficiently. This report will be further reviewed and a final version will be submitted for approval post consent.

1.5 Report Structure

- 1.5.1 This report is structured as follows:
- **Chapter 2: Policy context** – summarises planning policies and guidance regarding deliveries and servicing.
 - **Chapter 3: Aims and objectives** – sets out the objectives of this DSMP.
 - **Chapter 4: Proposed delivery and servicing arrangements** – outlines the design proposals for delivery and servicing activities within the development.
 - **Chapter 5: Delivery and servicing trips** – outlines the number of trips associated with deliveries and servicing measures activities anticipated to be generated by the proposals.
 - **Chapter 6: Impact of servicing trips** – assesses the impact of the predicted servicing movements.
 - **Chapter 7: Vehicle routes** – describes the key routes expected to be used by delivery and servicing vehicles to arrive to / depart from the site.
 - **Chapter 8: Waste strategy** – describes the waste storage arrangements at the proposed development.
 - **Chapter 9: Delivery and servicing plan measures** – describes the measures of mitigation that will be implemented to minimise the impact of deliveries and servicing.

- **Chapter 10: Monitoring and enforcement** – provides a framework for monitoring the DSMP and how this will be enforced.

2 POLICY CONTEXT

2.1 Introduction

- 2.1.1 This chapter provides a summary of the planning policies and guidance on deliveries and servicing.

2.2 Revised National Planning Policy Framework, July 2018 (NPPF)

- 2.2.1 Paragraph 110 of the NPPF states that applications for development should:

'allow for the efficient delivery of goods, and access by service and emergency vehicles.'

2.3 The London Plan, March 2016

- 2.3.1 The London Plan provides the overall strategic plan for London setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

- 2.3.2 Policy 6.14 Freight states that strategically:

'The Mayor will work with all relevant partners to improve freight distribution (including servicing and deliveries) and to promote movement of freight by rail and waterway. The Mayor supports the development of corridors to bypass London, especially for rail freight, to relieve congestion within London.'

- 2.3.3 It also states that development proposals will be encouraged which:

'Locate developments that generate high numbers of freight movements close to major transport routes.'

'Promote the uptake of the Freight Operators Recognition Scheme, construction logistics plans and delivery and servicing plans. These should be secured in line with the London Freight Plan and should be co-ordinated with travel plans and the development of approaches to consolidate freight.'

2.4 Draft London Plan, December 2018

- 2.4.1 The consultation on the new draft London Plan started on 1st December 2017 and ran until March 2018. The Mayor published the 'Draft New London Plan

showing Minor Suggested Changes' on 13th August 2018. The new London Plan will cover the period from 2019 to 2041, providing a longer-term view of London's development to inform decision making.

2.4.2 Policy T7 on Freight and Servicing states that:

'F. Development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.'

'G. Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.'

2.5 Mayor's Transport Strategy, March 2018

2.5.1 The Mayor's Transport Strategy sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. The strategy was published in March 2018.

2.5.2 The strategy recognises that London's continued success relies on safe, reliable, sustainable and efficient goods delivery and servicing. Improving the efficiency of deliveries – shifting them to alternative times of the day when the network can better accommodate them, and maximising deliveries by sustainable modes – is considered essential to address congestion.

2.5.3 Proposal 15 states that the Mayor, through TfL and the boroughs, will work with business and the freight industry to improve the efficiency and safety of freight and servicing in London by:

'a) Developing tailored and targeted approaches to address the unique challenges faced by the individual sectors such as food and construction deliveries.'

- b) Planning a strategic consolidation and distribution network, including a review of funding requirements, and protecting industrial land through the London Plan.*
- c) Encouraging London's businesses, starting with Business Improvement Districts, to work together to use their procurement power to reduce or re-time their deliveries and servicing trips to avoid traffic congestion.*
- d) Ensuring that all London is within a 30-minute drive of a construction consolidation centre and encouraging their use through Construction Logistics Plans and the planning process.*
- e) Encouraging businesses in central London to ban personal deliveries, and extending the network of collection points in order to reduce the overall number of work place personal deliveries.*
- f) Working with Business Improvement Districts to promote waste and recycling consolidation, using the waste consolidation toolkit.*
- g) Developing a 'London lorry standard' to simplify the regulatory environment for HGVs operating in London.'*

2.5.4 Furthermore, the strategy states that new developments will be expected to be designed to encourage efficient, safe and low-emission delivery and servicing trips. Planning permissions should secure delivery and servicing plans that support off-peak (including night-time) deliveries.

2.5.5 Proposal 81 states that the Mayor, through TfL and the boroughs, will seek to ensure that delivery and servicing plans facilitate off-peak deliveries using quiet technology, and the use of more sustainable modes of delivery, including cargo bikes and electric vehicles where practicable.

2.6 London Freight Plan, November 2007

2.6.1 Following the adoption of the new Mayor's Transport Strategy in 2018, a new freight action plan is expected to be published. In the meantime, TfL's 2007 London Freight Plan sets out the steps to identify and address the challenge of delivering freight sustainably in London.

2.6.2 The specific aims are to:

- Ensure that London's transport networks allow for the efficient and reliable handling and distribution of freight and the provision of servicing in order to support London's economy;
- Minimise the adverse environmental impact of freight transport and servicing in London;
- Minimise the impact of congestion on the carriage of goods and provision of servicing; and
- Foster a progressive shift of freight from road to more sustainable modes such as rail and water, where this is economical and practicable.

2.6.3 Four main projects have been identified to achieve the above objectives, these are:

- 1) Freight Operator Recognition Scheme;
- 2) Delivery and Servicing Plans;
- 3) Construction Logistics Plan; and
- 4) Freight Information Portal.

2.7 Delivery and Servicing Plans: Making freight work for you

2.7.1 The TfL Delivery and Servicing Plans document provides guidance on how to develop a DSMP, including the benefits of a DSMP, the importance of data gathering, and the range of tools and techniques which could be implemented.

2.7.2 The suggested measures to manage deliveries include:

- Inform suppliers of the delivery location.
- Implement a delivery booking system.
- Move deliveries outside of peak, or normal working, hours.
- Reduce the time spent on-site by suppliers.

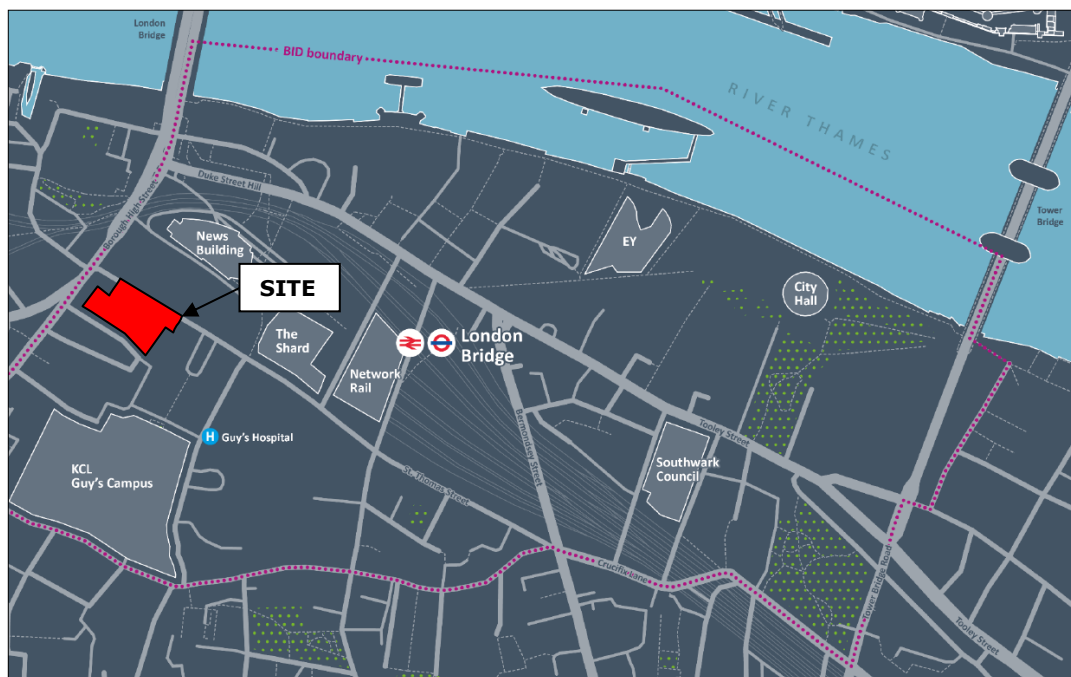
- Reduce delivery, servicing and collection frequencies.
- Establish a centralised ordering system.
- Reduce or consolidate the number of suppliers.
- Waste management.

2.8 London Bridge Delivery and Servicing Study, July 2017

2.8.1 Southwark Council (SC) and Team London Bridge (TLB) commissioned Steer Davies Gleave (SDG) to review the current delivery and servicing regime in the London Bridge Business Improvement District (BID) to reduce the negative impact of freight operations.

2.8.2 The site is located within the BID area as shown below.

Inset 1 – London Bridge Business Improvement District (BID) Area



2.8.3 The results of the area-wide freight site visits (August / September 2016) are reproduced below.

Table 2.1 – SDG area-wide freight site visit results

Location	Freight activity observed
BID-wide	<ul style="list-style-type: none"> Majority of roads are TfL Red Routes which restricts loading and unloading to certain time periods and maximum waiting time limits Several courier delivery companies, food delivery companies and maintenance vehicles noted (early morning)
Crucifix Lane, Bermondsey Street, St Thomas Street (east)	<ul style="list-style-type: none"> Very limited parking available at all times due to temporary road markings and barriers
St Thomas Street	<ul style="list-style-type: none"> Delivery vehicles parked on Red Routes (newspaper delivery, catering, cleaning / hygiene products) (06:00 – 06:30) Delivery vehicles queueing to access The Shard loading bay (lunchtime) – see Figure 3.1
London Bridge Hospital	<ul style="list-style-type: none"> Two large vans unloading off-street, including Bidvest food delivery (05:30 – 06:00) Delivery vehicles parked illegally on double yellow lines (lunchtime)
Tooley Street (adj. to St Olaf Stairs)	<ul style="list-style-type: none"> Four deliveries on short section of road causing congestion (lunchtime)
Battle Bridge Lane	<ul style="list-style-type: none"> Milk delivery (05:30 – 06:00)
More London Estate goods entrance	<ul style="list-style-type: none"> Two lorries entering goods area – waste collection and office furniture delivery (05:30 – 06:00)
Collingwood Street (KCL Guy's Campus)	<ul style="list-style-type: none"> Significant number of maintenance / tradesman delivery vans parked – likely to be undertaking refurbishment works prior to start of 2016/17 academic year (lunchtime)
Guy's Hospital	<ul style="list-style-type: none"> General recycling collection and gas delivery lorries parked off-street (06:00 – 06:30)
Newcomen Street	<ul style="list-style-type: none"> Very congested with delivery vans (lunchtime)
Borough High Street	<ul style="list-style-type: none"> High volume of goods vehicles at the junction with Southwark Street but no congestion (06:30 – 07:00) Very congested with numerous delivery vehicles parked on both sides of carriageway (lunchtime)
Weston Street	<ul style="list-style-type: none"> On-street parking is 90% full – attributed mostly to delivery vehicles occupying bays (06:00 – 06:30) – see Figure 3.2

2.8.4 A number of recommendations have been made in the report to be considered further by TLB and SC to reduce, re-time and reroute deliveries. These include the following:

- Promotion of alternative locations for personal deliveries to staff – 6 out of 7 businesses monitored allow employees to receive such parcels at the workplace, comprising up to 60% of all post room items for some businesses. Eliminating these deliveries from offices in the BID would significantly reduce number of courier trips in the London Bridge area and free up staff time.
- TLB (with support of SC) to investigate the introduction of a 'London Bridge Buyer's Club' to promote a limited number of recommended suppliers within common goods / service categories.
- TLB to establish a quarterly 'Freight Forum' as part of their Responsible Business initiative to provide the platform for BID

businesses to discuss constraints / opportunities related to sustainable delivery and servicing methods (similar format to the final stakeholder workshop).

- SC's Development Control team and TfL to set targets for new major developments brought forward in the BID as part of the planning process on mode share for freight activity by sustainable modes (e.g. 20% within first year of occupation). Ensure developments comply with SC's forthcoming Kerbside Strategy.
- SC and TfL to require new developments of a certain size brought forward in the BID to develop an efficient booking system for delivery areas as part of the planning process (likely to be part of DSMPs).
- TfL Freight team to issue data on delivery routes to avoid where possible through the BID to enable local businesses to develop appropriate strategies.

2.9 Southwark's Draft Kerbside Strategy

2.9.1 The public consultation on SC's Draft Kerbside Strategy ran from February to April 2017.

2.9.2 The proposed strategy would introduce the following new policies to address unsafe parking and parking stress on residential streets and town centres:

- KSS Policy 1: Allocate kerbside space in accordance with Southwark's street wise approach.
- KSS Policy 2: Prioritise kerbside space for walking and cycling.
- KSS Policy 3: Implement parking controls based on an-evidence led approach.
- KSS Policy 4: Review parking in town centres.
- KSS Policy 5: Require safer, robust delivery, servicing and waste management.
- KSS Policy 6: Implement more green infrastructure.

- KSS Policy 7: Expand the shared mobility network.
- KSS Policy 8: Adapt our kerbside to meet future needs.

2.9.3 On KSS Policy 5, the draft strategy requires all new developments to provide a robust delivery, servicing and waste management framework which will include:

- Details of on-site deliveries and servicing facilities and management.
- Expected off-peak deliveries and servicing hours, with built in resilience in the event of unforeseen delays, e.g. financial penalties for suppliers.
- Re-timing freight trips to out-of hours wherever practicable.
- Robust booking facilities to avoid over-spill onto the public highway.
- Maximising opportunities to consolidate trips.
- Monitoring once the development is fully operational to show a progressive reduction of the amount of trips to the site year-on-year from the initial baseline year.
- A commitment that contractors are fully signed up to the TfL Freight Operator Recognition Scheme (FORS).

2.9.4 The draft strategy would also require all new developments to provide on-site space to carry out all servicing and delivery activity. Southwark will refuse all requests for on-street servicing for major developments.

2.10 T-Charge, October 2017

2.10.1 Since October 2017, cars, vans, minibuses, buses, coaches and heavy goods vehicles (HGVs) in central London need to meet minimum exhaust emission standards, or pay a daily £10 Emissions Surcharge (also known as the Toxicity Charge, or T-Charge).

2.10.2 The T-Charge applies to the same area as the Congestion Charge. The T-Charge will be in addition to the Congestion Charge and the LEZ tariff if applicable. The minimum emissions standards are Euro 4/IV for both petrol and diesel vehicles and Euro 3 for motorised tricycles and quadricycles.

2.11 Low Emissions Zone, February 2008

- 2.11.1 The Low Emission Zone (LEZ) operates to encourage the most polluting heavy diesel vehicles driving in London to become cleaner. The LEZ covers most of Greater London and is in operation 24 hours a day, every day of the year.
- 2.11.2 The LEZ aims to improve air quality in the city by setting and enforcing new emissions standards for vehicles and deterring the use of the most polluting heavy vehicles by freight operators. Cars and motorcycles are not affected.
- 2.11.3 If measures cannot be taken to meet LEZ standards, there is a daily charge of £200 applicable for HGV's, coaches and buses; and £100 for large vans, pickups and minibuses.
- 2.11.4 The LEZ is enforced through fixed and mobile cameras which read vehicle registration number plates as vehicles are driven within the LEZ and check them against a database of vehicles. The database contains vehicles which meet the LEZ emissions standards and are therefore exempt from charges, are registered for a 100% discount or have paid the LEZ daily charge. Vehicles not within the database will need to pay by midnight the next working day or will be issued a penalty charge notice.
- 2.11.5 Even stronger standards are being introduced for the LEZ from 26th October 2020.

2.12 Ultra Low Emission Zone, April 2019

- 2.12.1 The Ultra Low Emission Zone (ULEZ) will come into force on 8th April 2019 and will operate 24 hours a day, every day of the year, within the same area as the current Congestion Charging Zone (CCZ).
- 2.12.2 The ULEZ is an area within which all cars, motorcycles, vans, minibuses, buses, coaches and heavy goods vehicles (HGVs) will need to meet exhaust emission standards (ULEZ standards) or pay a daily charge to travel.
- 2.12.3 The introduction of the ULEZ is intended to reduce exhaust emissions of NO₂ and particulate matter PM₁₀ and PM_{2.5}, making central London a more pleasant place to live, work and visit.

3 AIMS AND OBJECTIVES

3.1 Introduction

3.1.1 This chapter sets out the overarching objectives of this DSMP for the proposed development.

3.2 Objectives

3.2.1 The aim of this DSMP is to commit to support a sustainable and well managed development with regards to deliveries and servicing, with minimal disruption to the local highway network.

3.2.2 This DSMP will therefore seek to achieve the following objectives:

- Demonstrate that goods and services can be delivered, and waste removed, in a safe, efficient and environmentally-friendly way;
- Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
- Improve the reliability of deliveries to the site;
- Reduce the operating costs of building occupants and freight companies; and
- Reduce the impact of freight activity on local residents and the environment.

4 PROPOSED DELIVERY AND SERVICING ARRANGEMENTS

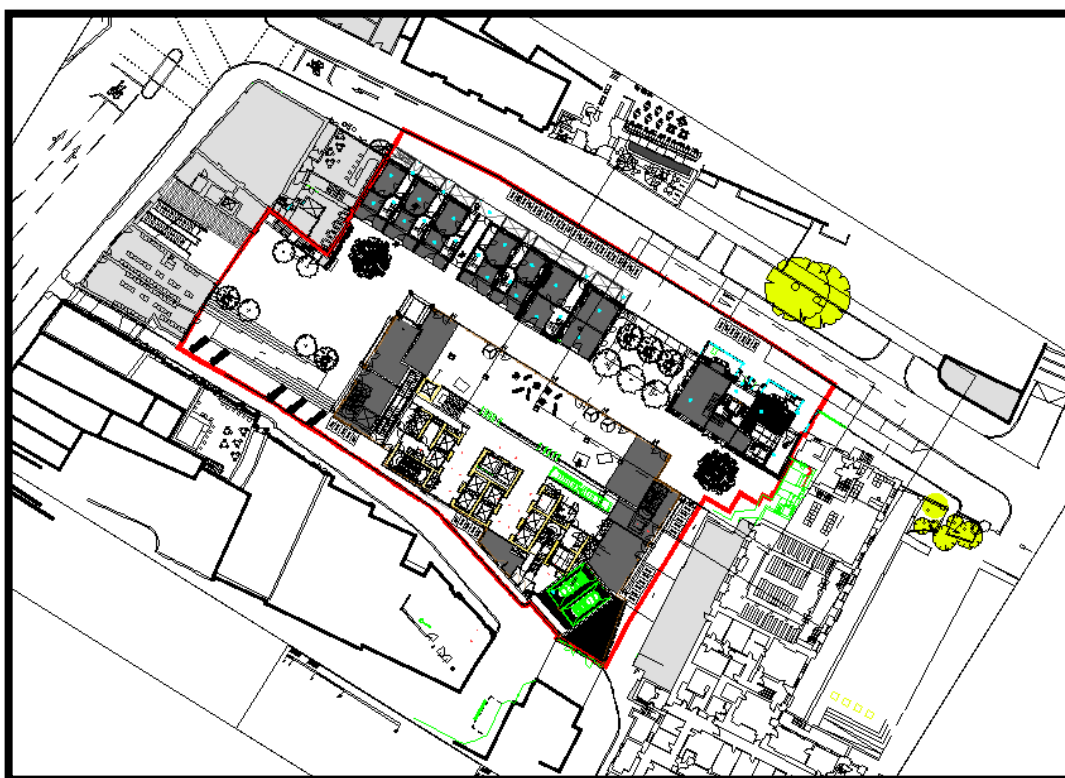
4.1 Introduction

- 4.1.1 This chapter sets out the proposed arrangements of deliveries and servicing to the proposed development, including the design of the scheme and the expected level of vehicle trip generation.

4.2 Site layout

- 4.2.1 The site is bounded by St Thomas Street to the north, Borough High Street to the west, Kings Head Yard to the south and Guy's Hospital to the east. Borough High Street and St Thomas Street are part of the Transport for London Road Network (TLRN), also known as a Red Route.

Inset 2 – Proposed Site layout



4.3 Servicing arrangements

Basement service yard

- 4.3.1 The proposed arrangement is for servicing to take place primarily from the development's service yard away from the public highway. The service yard is proposed at basement level B2 accessed via two vehicle lifts from White Hart

Yard. Two vehicle lifts will be provided, one for entering and one for exiting vehicles. Three loading bays will be provided within the basement service area.

- 4.3.2 Given the existing access constraints on White Hart Yard, the proposed arrangement applies to cars and LGVs which make up the majority of deliveries to and from the proposed development.
- 4.3.3 The following drawings have been undertaken for the proposed servicing arrangement related to the site's service yard; these are provided in Appendix A.
- Drawing 30848/AC/059: Swept path analysis of a 4.6t transit van accessing and egressing vehicle lifts;
 - Drawings 30848/AC/043 – 45: Swept path analysis of a 4.6t transit van accessing and egressing the loading bays at basement level.

St Thomas Street

- 4.3.4 Servicing in heavy goods vehicles is proposed to take place from St Thomas Street. The proposed development layout is such that the refuse store and a goods lift are located outside of the existing taxi rank on St Thomas Street and over 20m away from the existing loading bay. Therefore, as part of the proposed alterations to the public highway an alternative parking arrangement has been produced whereby the existing loading bay is moved to where the taxi rank is presently located and has been extended to circa 14m in length. This arrangement is shown in Drawing 54 in Appendix B.
- 4.3.5 A dedicated goods lift will be provided within the site on the St Thomas Street frontage to allow for transfer of goods from the loading bay. Additionally, given that office accommodation within Keats House and the Georgian Terrace is accessed from St Thomas Street only, it is proposed that any deliveries including cars and LGVs will also stop on St Thomas Street rather than within the service yard.
- 4.3.6 Motorcycle couriers will also stop on St Thomas Street to deliver/collect packages from the development.
- 4.3.7 The following drawings have been undertaken for the proposed servicing arrangement related to St Thomas Street; these are provided in Appendix B.

- Drawing 30848/AC/055: Swept path analysis of 10.5m long refuse vehicle accessing and egressing the on-street loading bay.
- Drawing 30848/AC/056: Swept path analysis of a 9m long refuse vehicle accessing and egressing the on-street loading bay.
- Drawing 30848/AC/057: Swept path analysis of a 10m long delivery vehicle accessing and egressing the on-street loading bay.
- Drawing 30848/AC/058: Swept path analysis of an 8m long delivery vehicle accessing and egressing the on-street loading bay.

5 DELIVERY AND SERVICING TRIPS

5.1.1 This Chapter sets out the proposed servicing trip generation methodology for the existing and proposed development.

5.2 Existing development

5.2.1 It is noted that the existing development provides approximately 12,763m² GIA of B1 office space and attracts servicing trips already. A servicing activity survey was undertaken at King's Head Yard, White Hart Yard, St Thomas Street and Borough High Street in the vicinity of New City Court on 7th July (Thursday), 8th July (Friday) and 9th July 2016 (Saturday). The survey also recorded traffic flows and vehicle classification on the above roads. Since the survey was undertaken there have been no major changes in the operation of the building and the results continue to be representative. A summary of the results is set out in Table 5.1 below.

Table 5.1 – Existing site servicing (no. of vehicles)

Time	LGV	HGV	M/C	Total
05:00 - 06:00	1	1	0	2
09:00 - 10:00	0	0	2	2
12:00 - 13:00	1	0	0	1
13:00 - 14:00	1	0	0	1
14:00 - 15:00	0	1	0	1
15:00 - 16:00	2	0	0	2
Total daily	5	2	2	9

5.2.2 The survey found that servicing to the existing development takes place from St Thomas Street. Of the total number of vehicles, 4 Light Goods Vehicles (LGVs) were recorded within the on-street loading bay with the remainder of the vehicles stopping within the on-street pay & display bays.

5.3 Proposed Development – servicing vehicle trip methodology

5.3.1 Upon review of the TRICS database, it was found that there is no servicing data for office developments within central London. In order to provide an appropriate assessment, the applicant has commissioned an independent survey at a comparable office site in LBS.

240 Blackfriars Road servicing survey result

- 5.3.2 For the proposed office development, servicing vehicle generation has been established based on an independent servicing survey undertaken at an existing office development in Southwark. This was done following a review of the TRICS database when it was found that there is no servicing data for office developments within central London.
- 5.3.3 The development surveyed is the 240 Blackfriars Road office development located in a highly accessible location within LBS. The site was completed in 2014 and provides 29,823m² of Gross External Area (GEA) most of which is made up of office accommodation with 620m² GEA of food and drink uses. As such, the site is expected to closely match the proposed development and therefore represent a reasonable basis for assessing the proposed servicing trip generation. Based on the survey, the daily servicing trip rate equated to on 0.192 vehicles per 100m² on average.
- 5.3.4 Whilst the Gross External Area (GEA) of the proposed development has been further refined as the scheme has developed, for the purposes of the servicing trip generation the GIAs were factored up by between an additional 5% (for the Tower including servicing and plant) and 10% (for Keats House and the Georgian Terrace) to provide GEAs. This enabled us to carry out the assessment before the final GEA figures were available, but in the knowledge that our assessment would be robust as the assessed GEAs would be higher than the actual GEAs: The development GEAs used in the assessment are 52,353m² of office and 2,774m² of retail; and the GEAs that have been measured by AHMM for the proposed development are less for both areas.
- 5.3.5 The survey at 240 Blackfriars Road was undertaken on 5th July (Tuesday), 6th July (Wednesday) and 7th July 2016 (Thursday) which recorded the number of servicing vehicles arriving at the site over each 24 hour period. A summary of the results is provided in Table 5.2.

Table 5.2 – Summary of vehicle servicing at 240 Blackfriars Road

Vehicle Type	No. of Vehicles per Day				%			
	Tue	Wed	Thu	Average	Tue	Wed	Thu	Average
Cars and LGVs	33	30	44	36	58%	63%	66%	62%
Motorcycles	13	11	11	12	23%	23%	16%	20%
HGVs	11	8	12	10	19%	15%	18%	18%
Total	57	48	67	57	100%	100%	100%	100%
<u>Servicing trip rate per 100m²</u>	<u>0.192</u>	<u>0.161</u>	<u>0.225</u>	<u>0.192</u>	-	-	-	-

5.3.6 The analysis shows that the total number of vehicles associated with the 240 Blackfriars Road site was 57 on the Tuesday, 48 on the Wednesday and 67 vehicles on the Thursday.

5.3.7 The majority of deliveries were made in LGVs and smaller vehicles, with the proportion of heavy goods vehicles (HGVs) making up between 15% - 19% of the total vehicles.

5.3.8 Based on the site comprising 29,823m² GEA, the daily servicing trip rate ranges from 0.161 to 0.225 vehicles per 100m² and 0.192 vehicles per 100m² on average. These rates are consistent with the findings of several servicing reports within third party Transport Assessments for office developments in central London including 30 St Mary Axe (The Gherkin), 20 Fenchurch Street (The Walkie Talkie tower), the Broadgate Estate near Liverpool Street, and the Fleet Building in Farringdon.

5.3.9 Notwithstanding the above, LBS have recommended that further sites be looked at to ensure that a robust servicing rate is selected as a basis for the proposed development's servicing assessment.

Additional servicing surveys

5.3.10 Further servicing surveys were undertaken at four additional office sites on Wednesday 30 August 2017. All of the sites chosen were GPE offices within central London to ensure their comparability to the proposed development. Details of the sites surveyed are provided below:

- City Place House: City of London, 16,397m²;

- Portman Mews: City of Westminster, 6,781m²;
- Livonia Street: City of Westminster, 11,796m²; and
- St James Street: City of Westminster 12,213m².

5.3.11 Table 5.3 shows a summary of the servicing survey results for the above sites.

Table 5.3 – Summary of vehicle servicing selected GPE offices

Vehicle Type	City Place House	Portman Mews	Livonia Street	St James Street
Cars and LGVs	8	6	5	17
Motorcycles	3	0	0	1
HGVs	1	1	5	8
Total	12	7	10	26
<u>Servicing trip rate per 100m²</u>	<u>0.073</u>	<u>0.103</u>	<u>0.085</u>	<u>0.213</u>

5.3.12 The results show that the vehicle servicing trips rates are generally lower compared to these recorded at 240 Blackfriars Road. The exception of this is St James Street where the servicing rate recorded is very similar to that at 240 Blackfriars.

TRAVL Servicing Surveys

5.3.13 As another check, TPP interrogated office sites within the TRAVL database before it was replaced by TRICS. TRAVL was a trip generation database focused on London, whereas TRICS is a National database for the same information. A summary of the servicing trip rates for central London sites is included in Table 5.4.

Table 5.4 – Servicing surveys selected from TRAVL database

Site Name	Location	GFA (m²)	Number of Deliveries	
			Recorded	Per 100m²
Assoc of London Government	Southwark	3,066	4	0.13
Buckingham Palace Road	Westminster	5,337	17	0.31
Eccleston Place	Westminster	6,323	10	0.16
Faith Lawson House	Westminster	4,568	10	0.21
Average	-	4,824	10	0.20

5.3.14 Table 5.4 indicates that the TRAVL office sites have similar servicing trips to these recorded at 240 Blackfriars Road.

Servicing Surveys Summary

5.3.15 Table 5.5 provides a summary of the various servicing trip rates for the different office developments discussed in this Report.

Table 5.5 – Summary of trip rates

Site	Location	No. of Vehicles per 100m²	Data Source
240 Blackfriars Road	Southwark	0.192	TPP Surveys
City Place House	City of London	0.073	TPP Surveys
Portman Mews	City of Westminster	0.103	TPP Surveys
Livonia Street	City of Westminster	0.085	TPP Surveys
St James Street	City of Westminster	0.213	TPP Surveys
Assoc of London Government	Southwark	0.130	TRAVL
Buckingham Palace Road	City of Westminster	0.310	TRAVL
Eccleston Place	City of Westminster	0.160	TRAVL
Faith Lawson	City of Westminster	0.210	TRAVL
20 Fenchurch Street	City of London	0.260	Review of Applicant's TA
St Mary's Axe	City of London	0.260	Review of Applicant's TA
Broadgate Estate	City of London	0.210	Review of Applicant's TA
Fleet Building	Islington	0.210	Review of Applicant's TA
Average	-	0.186	-
85th Percentile	-	0.260	-

5.3.16 It can be seen that the above summary corroborates the earlier findings indicating that a trip rate of 0.192 vehicles per 100m² would be an appropriate basis for the proposed development's servicing assessment. However, in order to provide a robust assessment TPP has also undertaken a sensitivity test using the 85th percentile trip rate of 0.26 vehicles per 100m². The results of the two assessments are discussed below.

5.4 Proposed development servicing assessment

5.4.1 In order to estimate the number of the daily servicing vehicles to the site, the 240 Blackfriars Road vehicle trip of 0.192 per 100m² has been used. It is noted that 240 Blackfriars' mix of office and food and drink retail use means the servicing survey would have captured deliveries to this element as well. Grossing

up the 240 Blackfriars areas to take into account the increased quantum of area for the new development results in 1,058m² of retail use already being accounted for within the grossed up 240 Blackfriars results. As there is 2,774m² GEA of retail being proposed in total at New City Court, of which 1,058m² has already been assessed, this leaves 1,716m² of retail to be assessed separately. This has been assessed using the local shop category within the TRICS database. The TRICS output provided included in Appendix C. A summary of the daily servicing per vehicle type is set out in Table 5.6.

Table 5.6 – Proposed development servicing vehicles

Land Use	Cars and LGVs	HGVs	Motorbikes
Office in Tower +1,058m ² retail	61	18	20
Office in Keats House and Georgian Terrace	2	0	1
Remaining 1,716m ² retail	15	4	5
Total	78	22	26

5.4.2 It can be seen that overall, the proposed development is expected to attract 77 deliveries a day in cars and LGVs, 22 deliveries in HGVs and 26 motorbike deliveries per day.

5.4.3 With regard to sensitivity test, if a higher rate was used, the proposed development would be expected to generate a higher number of vehicles as set out in Table 5.7.

Table 5.7 – Proposed development servicing vehicles – sensitivity test

Land Use	Cars and LGVs	HGVs	Motorbikes
Office in Tower +1,058m ² retail	82	24	27
Office in Keats House and Georgian Terrace	2	1	1
Remaining 1,716m ² retail	15	4	5
Total	99	29	33

5.5 Servicing locations

5.5.1 The proposed servicing trips would be distributed across two locations with the majority of vehicles servicing the site from the basement service yard (cars + LGVs) with the remaining stopping on St Thomas Street (HGVs).

White Hart Yard

- 5.5.2 It is proposed that all deliveries made by cars and LGVs will take place from the proposed development's basement where 3 loading bays are located. This is with the exception of deliveries to the proposed office accommodation within Keats House and the Georgian Terrace which are envisaged to stop on St Thomas Street. Therefore, the number of vehicles accessing the service yard would be 77 a day.
- 5.5.3 The site's service yard will be accessed via White Hart Yard with no vehicles permitted to use King's Head Yard. In order to minimise the impact of the additional vehicles on White Hart Yard, a management strategy will be implemented at the development requiring all regular deliveries to be pre-booked. Given that development will have management presence 24 hours a day, a proportion of deliveries will be scheduled overnight between 12am – 5am. To further minimise the impact of the servicing activity, only 2 delivery slots will be offered between 08:00 – 09:00 and 17:00 – 18:00. On this basis, the proposed number of deliveries per hour to the site's service yard is set out in Table 5.8 for the main assessment and also for the sensitivity test.

Table 5.8 - Expected servicing vehicle arrivals at the development's service yard

Time	Arrival Profile	Main Assessment	Sensitivity Test
		LGVs and Cars	LGVs and Cars
00:00 – 05:00	10.0%	8	10
05:00 – 06:00	6.2%	5	6
06:00 – 07:00	8.2%	6	9
07:00 – 08:00	4.8%	4	4
08:00 – 09:00	3.2%	2	2
09:00 – 10:00	3.2%	2	2
10:00 – 11:00	9.6%	8	10
11:00 – 12:00	10.3%	8	11
12:00 – 13:00	4.1%	2	4
13:00 – 14:00	8.9%	6	9
14:00 – 15:00	7.6%	7	8
15:00 – 16:00	11.0%	8	12
16:00 – 17:00	3.2%	3	2
17:00 – 18:00	3.2%	2	2
18:00 – 19:00	4.8%	4	4
After 18:00	1.4%	1	1
Total	100.0%	76	97

- 5.5.4 The above assessment shows that the maximum number of vehicles arriving in a single hour would be 8 vehicles (or 12 vehicles under sensitivity test). Based on an average dwell time of 10 minutes, each service bay could accommodate 6 vehicles per hour with 18 vehicles an hour collectively. With the proposed number of maximum arrivals per hour in mind, it can be seen that the proposed provision would be adequate and would also allow for some flexibility should a delivery take longer than the assumed 10 minutes.

St Thomas Street

- 5.5.5 The proposed arrangement is for servicing in HGVs to take place from St Thomas Street from a relocated on-street loading bay outside of the site. It is also envisaged that deliveries to the office accommodation within Keats House and the Georgian Terrace will also be from St Thomas Street as will the motorcycle courier deliveries. It is noted that servicing already takes place from St Thomas Street to the existing development and since it will be replaced by the proposed scheme, it is appropriate to undertake a net change assessment. The net additional servicing vehicles on St Thomas Street are set out in Table 5.9
- 5.5.6 Similar to the service yard deliveries, it is proposed to manage all regular HGV deliveries as part of this DSMP with an element of night-time servicing. The impact of deliveries during the peak periods is already managed by the loading bay restrictions which prohibit loading between 7am – 10am and 4pm – 7pm. On this basis, the proposed number of vehicles per hour is set out in Table 5.9 for the main assessment and for the sensitivity test.

Table 5.9 - Expected servicing vehicle arrivals on St Thomas Street (Net Change)

Time	Arrival Profile	Main Assessment			Sensitivity Test		
		LGVs and Cars	HGVs	M/C	LGVs and Cars	HGVs	M/C
00:00 – 05:00	10.0%	0	2	0	0	2	0
05:00 – 06:00	8.3%	-1	0	1	-1	1	2
06:00 – 07:00	11.0%	0	2	2	0	3	2
07:00 – 08:00	0.0%	0	0	2	0	0	2
08:00 – 09:00	0.0%	0	0	2	0	0	2
09:00 – 10:00	0.0%	0	0	0	0	0	1
10:00 – 11:00	12.9%	0	4	2	0	4	2
11:00 – 12:00	13.8%	1	3	2	1	4	3
12:00 – 13:00	5.5%	-1	2	1	-1	2	1

13:00 - 14:00	11.9%	-1	2	2	-1	3	2
14:00 - 15:00	10.1%	0	1	2	0	2	2
15:00 - 16:00	14.7%	-1	4	2	-1	4	3
16:00 - 17:00	0.0%	0	0	1	0	0	1
17:00 - 18:00	0.0%	0	0	3	0	0	4
18:00 - 19:00	0.0%	0	0	1	0	0	1
After 18:00	1.8%	0	0	0	0	1	0
Total	100.0%	-3	20	23	-3	27	28

- 5.5.7 The assessment in Table 5.9 shows that the proposed development would add 20 extra HGVs and 23 motorcycle across the whole day (27 and 28 under sensitivity test). Regarding LGVs, there would overall be a decrease on St Thomas Street given that all existing LGVs stop on St Thomas Street but in the proposed scenario they will be on White Hart Yard. The impact of additional servicing vehicles on the capacity of the bay is discussed later in this Report.

6 IMPACT OF SERVICING TRIPS

- 6.1.1 A servicing and traffic survey has been undertaken on White Hart Yard and St Thomas Street to understand the existing situation and how this is expected to alter following the proposed redevelopment.

6.2 White Hart Yard

- 6.2.1 The results of the traffic survey indicate that White Hart Yard currently experiences low levels of traffic. During the AM Peak (8am – 9am), there were 4 two-way vehicle movements recorded with 2 movements recorded in the PM peak (5pm – 6pm). Across the whole day, the survey recorded 26 two-way vehicle movements.
- 6.2.2 The survey also revealed that most of the LGVs and HGVs that access the yards do so for the purpose of on-street servicing. A screenshot showing the various vehicle types utilising the yards is included in Appendix D.
- 6.2.3 Due to the width of the yards, there is limited segregation between pedestrians and vehicles who share the same space. This is an acceptable arrangement given the low number of vehicles and low traffic speeds. It is acknowledged that the proposed development would increase the number of light goods vehicles on the yards. However, even with the additional traffic, the overall number of vehicles will remain relatively low.
- 6.2.4 A summary of the existing and future scenario on White Hart Yard in terms of vehicle movements is provided in Table 6.1.

Table 6.1 - Existing and proposed vehicle flows entering White Hart Yard

Time	No. of movements (Two-Way Flows)		
	White Hart Yard – Existing Scenario	White Hart Yard – Proposed Scenario	White Hart Yard – Proposed Scenario – Sensitivity Test
00:00 – 05:00	1	16	20
05:00 – 06:00	0	10	12
06:00 – 07:00	0	12	18
07:00 – 08:00	0	8	8
08:00 – 09:00	4	4	4
09:00 – 10:00	0	4	4
10:00 – 11:00	1	16	20
11:00 – 12:00	2	16	22
12:00 – 13:00	3	4	8
13:00 – 14:00	4	12	18
14:00 – 15:00	0	14	16
15:00 – 16:00	0	16	24
16:00 – 17:00	1	6	4
17:00 – 18:00	2	4	4
18:00 – 00:00	2	10	10

6.2.5 Table 6.1 demonstrates that the proposed development is expected to increase the existing light flows on White Hart Yard. Despite this increase, the maximum number of vehicles using White Hart Yard to access the site within the busiest hour in the future would be 16 vehicle movements (24 based on a sensitivity test). As a result of mitigation measures proposed, the impact during the peak hours is being minimised with the total two-way flows being 8 in the AM and 6 in the PM peak hour respectively. The resultant traffic flows would still remain within the environmental capacity thresholds for when pedestrians treat a street as a space to be occupied and not a road. As can also be seen, a proportion of servicing will be undertaken overnight (midnight - 5am) further reducing the impact on White Hart Yard during the key time periods.

6.2.6 It should also be noted that the proposed development proposes substantial public realm improvements including provision of new routes through the site and increasing permeability for pedestrians and cyclists. As part of this, King's Head Yard would be enhanced as a pedestrian route and will operate almost traffic-free. It is considered that this will encourage some pedestrians to divert onto King's Head Yard instead reducing the already low pedestrian movements on White Hart Yard. This will further mitigate the impact of the additional vehicle movements on White Hart Yard.

St Thomas Street

- 6.2.7 The traffic survey shows that St Thomas Street is already well used for servicing with vehicles loading and unloading in various locations throughout the day. A summary of the servicing activity on St Thomas Street between its junction with Borough High Street and the access to Guy's Hospital is provided in Table 6.2.

Table 6.2 - Daily service vehicle activity

Vehicle Type	St Thomas Street		
	Thu	Fri	Sat
LGV	84	55	25
HGV	40	39	8
Total	124	94	33

- 6.2.8 A separate servicing analysis has been undertaken of the existing Red Route loading bay outside the site on St Thomas Street to establish how well it is utilised at present. The loading bay is currently approximately 8m long and can accommodate one HGV or LGV at any one time. The results of the survey show that the maximum utilisation occurred on the Thursday with 13 vehicles using the bay between the permitted loading period of 10am – 4pm. The servicing activity per vehicle type is provided in Table 6.3.

Table 6.3 - Service vehicle activity of St Thomas Street loading bay

Vehicle Type	Thursday
LGV	10
HGV	3
Total vehicles	13
Total HGV units*	8

*1 LGV = 0.5 HGVs

- 6.2.9 The results show that the existing loading bay is relatively lightly used with a total of 10 LGVs and 3 HGVs stopping within the bay during the permitted 6 hour loading period. The analysis also shows that vehicles stayed in the bay for an average of 9 minutes. There was one instance recorded during the 6 hour period when a refuse collection vehicle stayed for 46 minutes, exceeding the permitted loading period of 20 minutes, which, if included, would increase the overall average vehicle dwell time to just over 10 minutes. Based on an average dwell time of 10 minutes the bay has capacity to accommodate 6 vehicles an hour and 36 vehicles over the 6 hour period between 10am and 4pm.

6.2.10 Table 6.4 below presents the existing and proposed bay utilisation taking into account the HGVs associated with the proposed development during this time period. It should be noted that of the existing vehicles recorded in the bay, 4 LGVs were associated with the existing New City Court development. It is therefore appropriate to remove these vehicles before adding the proposed development's servicing demand so as to avoid double counting as the existing New City Court site will be replaced by the proposed scheme.

Table 6.4 - Existing loading bay utilisation

Existing Bay Capacity 10am – 4pm	Existing Servicing Demand	Existing Bay Utilisation
36 vehicles	3 HGVs and 10 LGVs*	36%

**includes 4 LGVs associated with existing New City Court site*

6.2.11 It is noted that as part of the proposed alterations to the public highway, it is proposed to relocate and extend the existing loading bay to circa 14m in length. This would allow a smaller LGV to use the bay simultaneously to a larger servicing vehicle, increasing the servicing capacity. It should be noted that for the purposes of this assessment HGVs include all vehicles larger than a transit van, and so will include a number of vehicles smaller than the standard 8-10m rigid lorry. The proposed arrangement is shown in Appendix B.

6.2.12 When assessing the new loading bay capacity it has been assumed that the limiting factor will be the HGVs (as the bay cannot accommodate two at the same time) and that the much lower number of LGVs can use the bay at the same time as another LGV or HGV and so will not impact on bay availability.

Table 6.5 - Proposed loading bay utilisation

Proposed Bay Capacity 10am – 4pm	Proposed Development Servicing Demand	Proposed Utilisation
36 HGVs	23 HGVs and 7 LGVs	64%

6.2.13 As can be seen above, the existing bay is shown to be lightly used and has sufficient spare capacity to accommodate the proposed development's HGV vehicles whilst still maintaining the existing level of third party servicing. The proposed development is expected to increase the utilisation to 64% still leaving ample spare capacity. If the higher servicing trip rate was used for the proposed development (sensitivity test) the number of HGVs needing to use the bay would increase to 30 HGVs resulting in a bay utilisation of 83%.

6.2.14 This assessment is robust because it assumes that servicing on St Thomas Street is limited to the loading bay; in reality servicing is allowed to take place from pay and display bays located adjacent to the loading bay outside the site when they are not being used for parking.

6.2.15 Additionally, the assessment is based on all servicing taking place between 10am and 4pm from within the loading bay. In addition to extending the period during which loading can be undertaken as part of the proposed scheme it would already be expected that a number of HGV movements would take place prior to 7am, such as the refuse collection thereby further increasing the capacity of the bay.

Road Safety Audit

6.2.16 As part of the review into the impact of the servicing proposals on the local highway network a Stage 1 Road Safety Audit was commissioned. The finding of this audit and TPP's designer's response is included in Appendix F.

6.2.17 It should be noted that following a meeting with SC, where the findings of the audit and the response were discussed, it was also agreed that the developer would contribute to further improvements on White Hart Yard and King's Head Yard to help control / reduce vehicle speeds if required.

6.2.18 Whilst the scheme has been further refined there have been no material alterations that would affect the findings of the RSA or the designer's response.

7 VEHICLE ROUTES

- 7.1.1 Vehicles will be encouraged to use the strategic road network to access the site where to minimise the impact on more residential roads as well as minimise potential conflicts in areas with higher pedestrian and cyclist flows.

7.2 Access / Egress to / from White Hart Yard

- 7.2.1 Access from the north is feasible by travelling southbound on Borough High Street and performing a left-turn onto White Hart Yard. However, whilst this manoeuvre may be possible for motorcycles and bicycles the left-turn movement of cars and LGVs would be restricted as the vehicles would require both lanes of Borough High Street to perform the turn. This is illustrated in drawing 021 in Appendix E of this note and would be disruptive to current traffic conditions and potentially unsafe.
- 7.2.2 Cars and LGVs would therefore be expected to access White Hart Yard by approaching (northbound) along Borough High Street and performing a right-turn into the yard. This is also illustrated in drawing 021 in Appendix E, and is the basis of this assessment.

Vehicle routeing

From the north

- 7.2.3 Vehicles approaching from the north would be required to drive southbound on Borough High Street and access White Hart Yard via Southwark Street, Southwark Bridge Road, Marshalsea Road and Borough High Street (northbound).
- 7.2.4 When leaving the site, vehicles would be required to perform a left-turn from White Hart Yard onto Borough High Street (southbound) and use Marshalsea Road / Southwark Bridge Road to access Southwark Bridge northbound.

From the south

- 7.2.5 Cars and LGVs approaching the site from the south are expected to drive northbound on Borough High Street and perform a right-turn onto White Hart Yard.

- 7.2.6 When leaving the site, vehicles would perform a left-turn from White Hart Yard onto Borough High Street and drive southbound.

From the east

- 7.2.7 Cars and LGVs approaching the site from the east are expected to drive westbound from St Thomas Street before turning left onto Borough High Street. From here, vehicles would use Southwark Street, Southwark Bridge Road, Marshalsea Road in order to approach the site from the south. Vehicles can then access White Hart Yard by turning right from Borough High Street (northbound).

- 7.2.8 When leaving the site, vehicles would perform a left-turn from White Hart Yard onto Borough High Street, drive southbound and turn left (towards the east) onto Long Lane and drive eastbound.

From the west

- 7.2.9 Cars and LGVs approaching the site from the west are expected to drive via Southwark Street, Southwark Bridge Road, Marshalsea Road and Borough High Street (northbound) before accessing White Hart Yard.

- 7.2.10 When leaving the site, vehicles would turn left onto Borough High Street before using Marshalsea Road to access Southwark Street westbound.

7.3 St Thomas Street

- 7.3.1 With regard to delivery and servicing routes along St Thomas Street, two scenarios are presented:

- A scenario in which St Thomas Street is entirely a one-way road (with westbound movement); and
- A scenario in which it is predominantly one-way westbound, but with a two-way section between the junction with Borough High Street and the Shard.

7.4 Access / Egress to / from St Thomas Street, one-way system

Vehicle routeing

From the north

- 7.4.1 HGV vehicles approaching from the north would be required to drive southbound on Tower Bridge Road and access St Thomas Street via Tooley Street, Tanner Street, Druid Street and Crucifix Lane. Alternatively, vehicles can travel southbound on London Bridge, perform a left-turn onto Duke St Hill / Tooley Street and access St Thomas Street via Tanner Street, Druid Street and Crucifix Lane.
- 7.4.2 When leaving, vehicles would be required to perform a left-turn from St Thomas Street onto Borough High Street (southbound) and drive on Marshalsea Road / Southwark Bridge Road to access Southwark Bridge northbound.

From the south

- 7.4.3 HGVs approaching the site from the south are expected to drive northbound on Borough High Street and perform a right-turn onto Long Lane before accessing St Thomas Street from Bermondsey Street, Tower Bridge Road, Druid Street and Crucifix Lane.
- 7.4.4 When leaving the site, vehicles would perform a left-turn from St Thomas Street onto Borough High Street and drive southbound.

From the east

- 7.4.5 HGVs approaching the site from the east are expected to approach from Druid Street / Crucifix Lane and access St Thomas Street by driving westbound.
- 7.4.6 When leaving the site, HGVs would perform a left-turn from St Thomas Street onto Borough High Street, drive southbound and turn left (towards east) onto Long Lane and drive eastbound.

From the west

- 7.4.7 HGVs approaching the site from the west are expected to drive through Southwark Street, Southwark Bridge Road, Marshalsea Road, Long Lane,

Bermondsey Street, Tower Bridge Road, Druid Street and Crucifix Lane before accessing St Thomas Street.

- 7.4.8 When leaving the site, vehicles would perform a left-turn from St Thomas Street onto Borough High Street, access Southwark Street and drive westbound.

7.5 Access / Egress to / from St Thomas Street, two-way at western end

Vehicle routeing

From the north

- 7.5.1 HGV vehicles approaching from the north would drive southbound on London Bridge and Borough High Street and perform a left-turn onto St Thomas Street.
- 7.5.2 When leaving, HGVs would be required to perform a left-turn from St Thomas Street onto Borough High Street (southbound) and drive on Marshalsea Road / Southwark Bridge Road to access Southwark Bridge northbound.

From the south

- 7.5.3 HGVs approaching the site from the south would drive northbound on Borough High Street and perform a right-turn onto St Thomas Street.
- 7.5.4 When leaving the site, vehicles would perform a left-turn from St Thomas Street onto Borough High Street and drive southbound.

From the east

- 7.5.5 HGVs approaching the site from the east are expected to approach from Druid Street / Crucifix Lane and access St Thomas Street by driving westbound.
- 7.5.6 When leaving the site, HGVs would perform a left-turn from St Thomas Street onto Borough High Street, drive southbound and turn left (towards east) onto Long Lane and drive eastbound.

From the west

- 7.5.7 HGVs approaching the site from the west are expected to drive through Southwark Street and Borough High Street before performing a right-turn onto St Thomas Street.

- 7.5.8 When leaving the site, vehicles would perform a left-turn from St Thomas Street onto Borough High Street, access Southwark Street and drive westbound.
- 7.5.9 The proposed vehicle routes are shown in Appendix G and will be communicated to all delivery drivers and route plans will be displayed in the loading area.

8 WASTE STRATEGY

8.1 Introduction

8.1.1 This chapter sets out the waste strategy for the proposed development.

8.2 Waste storage

8.2.1 The proposed arrangement is for waste to be stored at basement level 2, under the Tower, which will contain 19 x 1,280l Eurobins. Separate containers will be provided for general and recyclable waste. Additionally, a cardboard baler will be provided in the basement refuse store given that cardboard/paper is expected to make up a large proportion of waste being generated. Waste calculations setting out the expected volume of waste per waste stream and the resultant bin requirement is provided in Appendix H.

8.2.2 A waste holding room will be provided at ground level in Keats House adjacent to the goods lift and infill corridor to the street. The waste storage room has capacity for 6 Eurobins which is the number that would be collected at any one time as general and recyclable waste will be collected separately by different vehicles.

8.2.3 The relevant set of bins will be brought to the ground level waste store from the basement via a goods lift by the site management.

8.3 Waste collection

8.3.1 It is proposed that waste will be collected from St Thomas Street from the relocated loading bay. The position of the loading bay is such that it is outside of the ground level waste store to facilitate collection. Once emptied, the bins will be transported back to the basement by the site management.

8.3.2 Waste would be collected daily for general and recyclable waste.

9 DELIVERY AND SERVICING PLAN MEASURES

9.1 Introduction

9.1.1 This chapter outlines the proposed measures and initiatives which will be implemented to achieve a sustainable and well managed development with regard to deliveries and servicing, with minimal disruption to the local highway network.

9.1.2 The measures and initiatives have been grouped into the following areas:

- Site Management;
- Design;
- Procurement Strategy; and
- Waste Management.

9.2 Site Management

9.2.1 The successful operation of the servicing area will require careful management from the facilities management team. The proposed management measures are set out below.

- **Centralised pre-booking system:** All regular deliveries will pre-book a timeslot in advance of arriving. Limited slots will be offered during the AM and PM peak periods to minimise impact on the public highway. This will also help to manage the capacity of the loading facilities available.
- **Night-time servicing:** Given that the proposed development will have management presence 24 hours, a proportion of deliveries will be scheduled to take place overnight (between 12am – 5am). This further reduces the number of deliveries during the key time periods including during the peak hours.
- **Communication of delivery procedures** - Freight operators can contact the site management prior to arriving at the site so that they can discuss access arrangements if required and any procedures they should undertake to deliver goods and services the site safely and efficiently.

- **Accommodating special deliveries** - Any special deliveries to the site, will need to be pre-arranged and discussed with the site management team. The delivery time and duration will be negotiated with the development management to minimise the impact upon the routine daily servicing requirements of the development.
- **Staff and training** - All staff who may be assisting in the loading area will receive appropriate training related to the delivery and servicing processes and procedures in operation on the site. There should be additional staff available to receive larger deliveries to minimise vehicle loading time.
- **Security measures** - Vehicles accessing, manoeuvring and egressing the site will be monitored by the site management team and to ensure that deliveries and servicing are being undertaken in a safe and secure manner.
- **Personal deliveries** - Personal deliveries to the building will not be permitted. This policy will be written into building tenants' leases and this will be communicated to all staff.

9.3 Design

Abnormal deliveries

- 9.3.1 Any abnormal deliveries would need to be specifically assessed for appropriate means of accessing the site and any essential temporary mitigation that may be required to cater for the weight or size of the vehicle / load. These would be treated as exceptional circumstances.

Risk assessment of servicing area

- 9.3.2 A risk assessment would be normally undertaken by suitably trained site management staff prior to use. This assessment will examine the following issues.

- Adequate manoeuvring space for the vehicles;
- Interaction with pedestrians;
- Adequate unloading area;

- Level route from vehicle to destination; and
- Interaction with vehicles.

Traffic Management Regulation Audit

9.3.3 An audit of the local traffic management regulations on the road network surrounding the site was undertaken in July 2018, based upon site observations and Traffic Management Regulations.

9.3.4 The main restrictions that may affect goods vehicle movements in the wider area are summarised below:

Height Restrictions

- 3.9m on Stainer Street to the north.
- 5.2m on Bermondsey Street.
- 5.4m Borough High Street.
- 4.4m through Rotherhithe Tunnel.

Weight Restrictions

- Max 18 tonnes at Tower Bridge.
- Max 17 tonnes at Rotherhithe Tunnel.

Width Restrictions

- 2.2m through Rotherhithe Tunnel.

9.3.5 Further information can be obtained across the road network, including more minor routes using the London Lorry Control network website (www.londonlorrycontrol.com) and Freight Journey Planner (<http://www.freightjourneyplanner.co.uk/>).

9.4 Procurement strategy

9.4.1 As part of procurement process for deliveries to the site, an awareness of all vehicle activity associated with the site, its impacts and appropriate measures to reduce it should be taken into account.

Consolidation of Suppliers

- 9.4.2 The opportunities to consolidate deliveries will be reviewed with suppliers by the site management team on a regular basis.

Freight Operator Recognition Scheme

- 9.4.3 The site management will be encouraged to contract suppliers registered with a best practice scheme, such as the Freight Operator Recognition Scheme (FORS). Full details of the benefits associated with FORS can be found at www.tfl.gov.uk/fors.

Low Emission / EV Goods Vehicles

- 9.4.4 Suppliers of goods to the site will be encouraged to use Low Emission / Electric Vehicles to deliver to the site.

9.5 Waste management

- 9.5.1 On refuse collection days, refuse collection will be undertaken as set out in Chapter 8 of this report.
- 9.5.2 Refuse collection will be undertaken early in the morning, outside of the peak hours.

10 MONITORING AND ENFORCEMENT

10.1 Introduction

- 10.1.1 It will be important to understand how the servicing area is being operated and any issues that may arise. This chapter sets out the surveys proposed to monitor the use and identify any possible improvements.

10.2 Monitoring surveys

- 10.2.1 It is proposed that monitoring surveys will be undertaken on a periodic basis. The first delivery survey audit will be undertaken a maximum of 6 months after the development is occupied. The site management team (or appointed consultant) will undertake delivery monitoring surveys on the third and fifth year after the initial survey.
- 10.2.2 The surveys should provide data such as the number of vehicles, dwell times, vehicle size, and where possible, the type of goods being delivered and the frequency of this delivery.

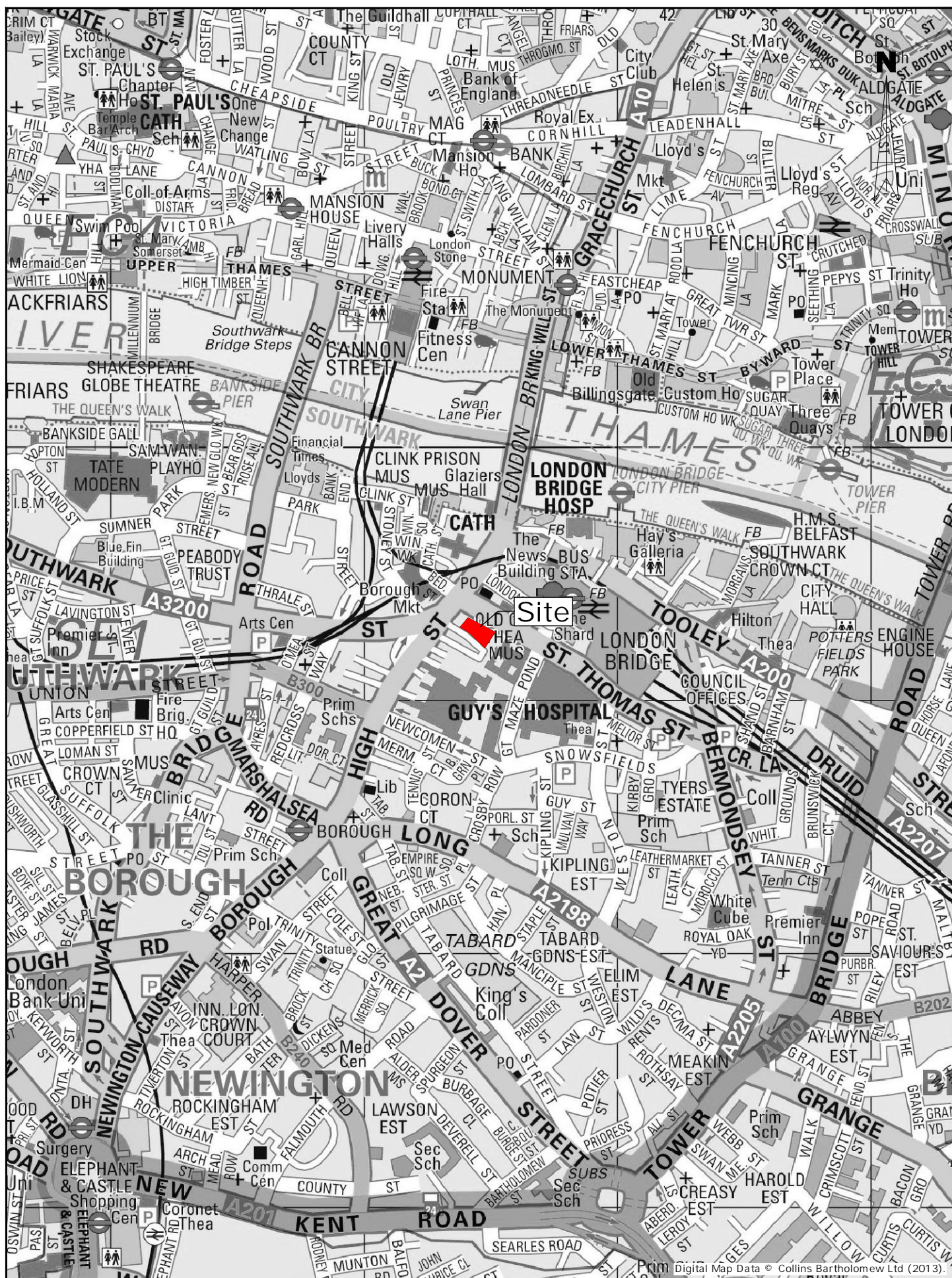
10.3 Review

- 10.3.1 The site management will use the results of the surveys to identify particular trends such as a number of different companies deliver similar products. The results will then help the development management to look for 'quick wins'.
- 10.3.2 This process will provide the opportunity for current delivery operations and procedures on the site at the time to be reviewed and new management measures to be implemented (if necessary) to achieve the objectives set out within Chapter 3.

10.4 Enforcement

- 10.4.1 The contents of this outline DSMP have been prepared in order to inform the planning authority of the developer's intent for the planning application for this site. Therefore it must be complied with unless otherwise agreed in writing with the planning authority.

Figures



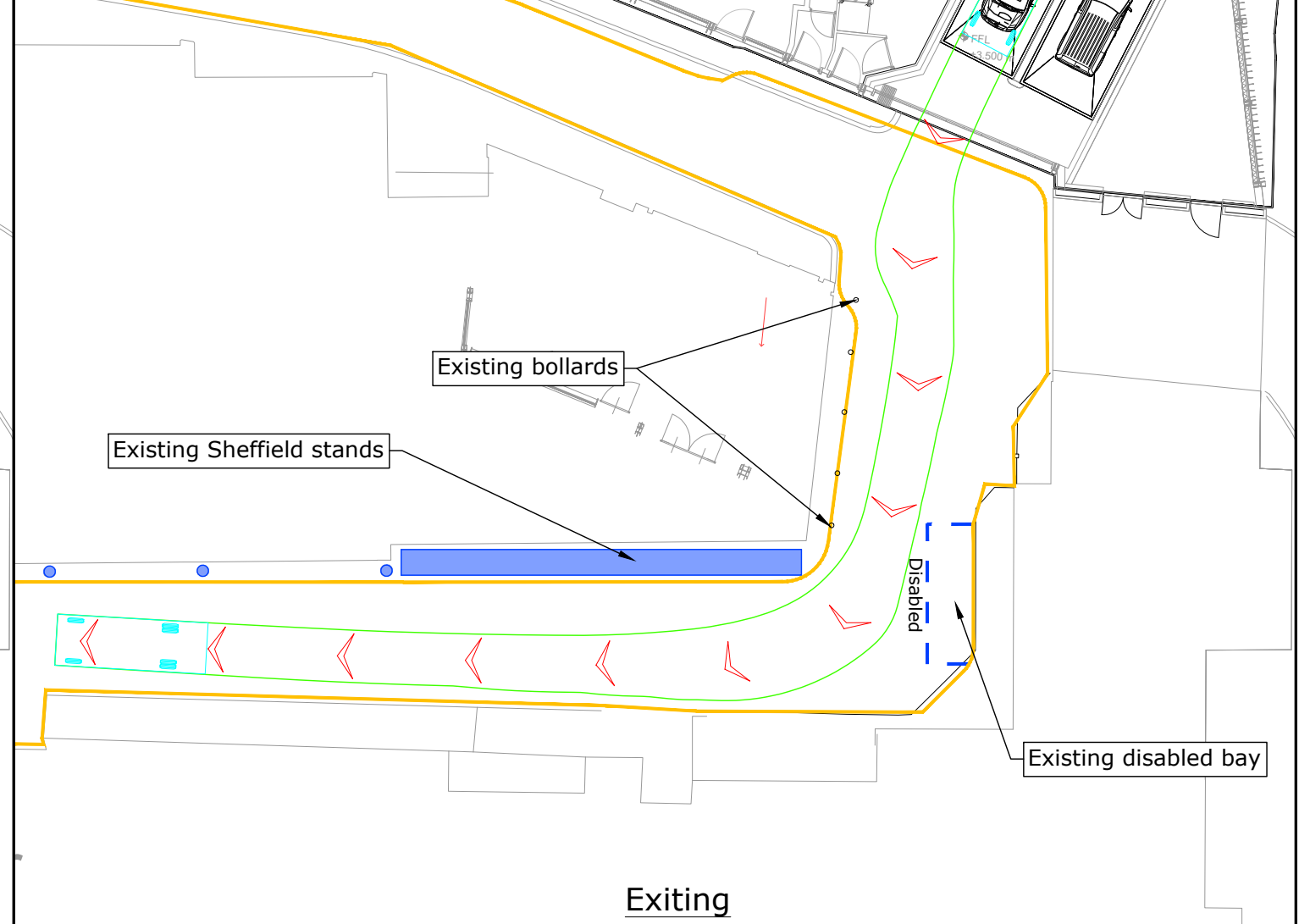
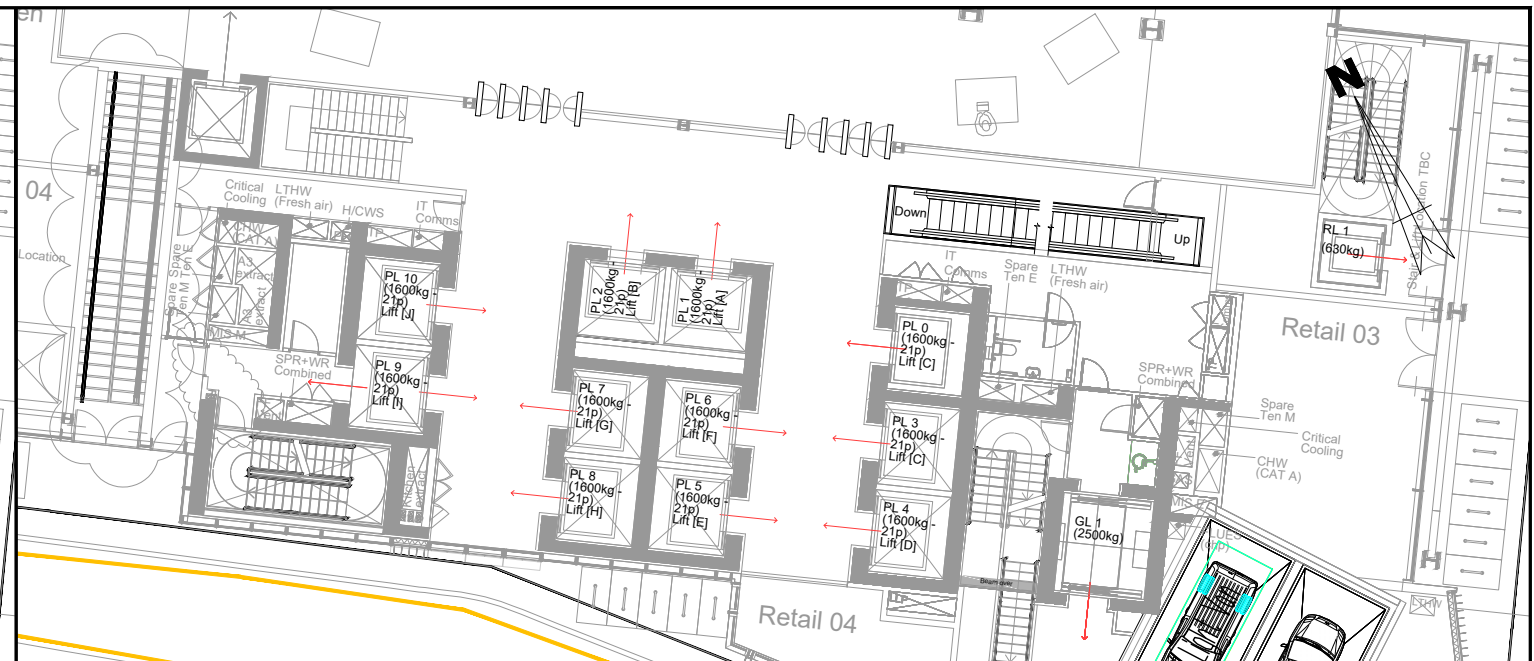
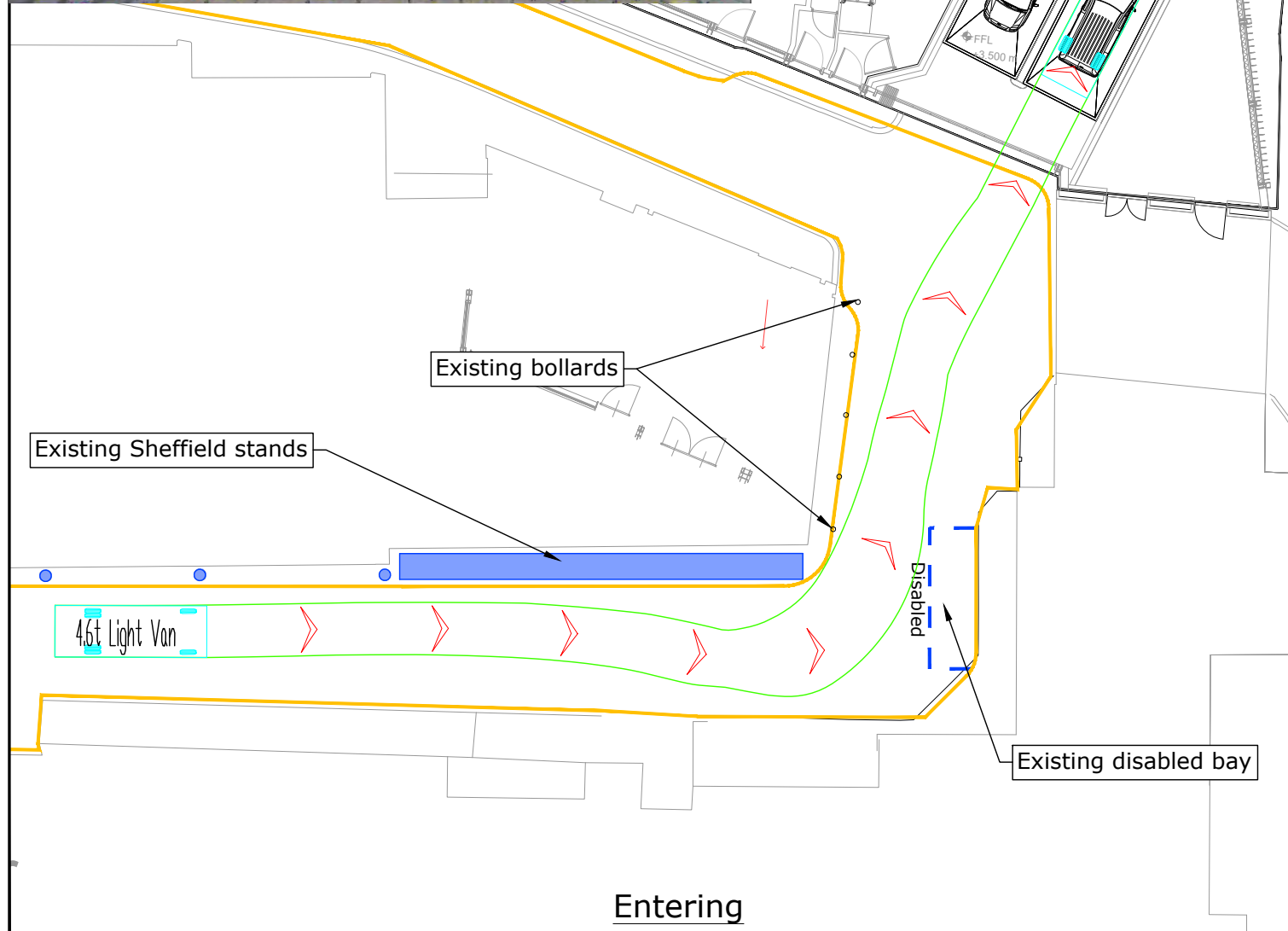
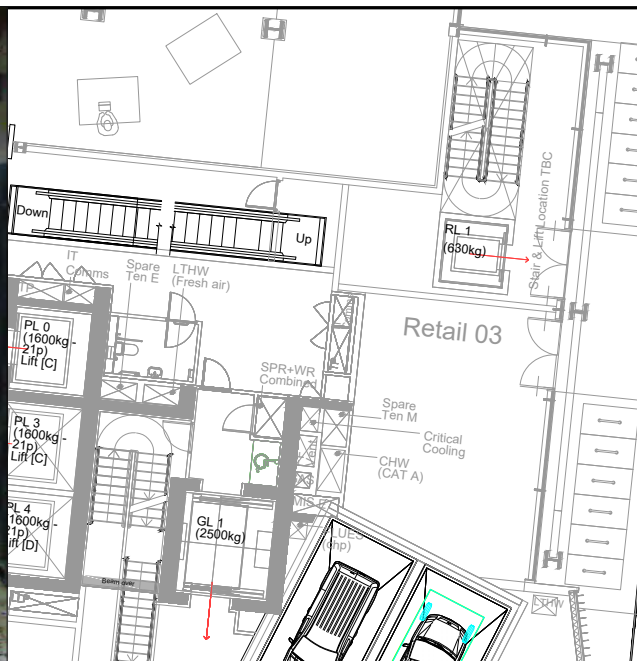
Prim Digital Map Data © Collins Bartholomew Ltd (2013).

Site location plan

Appendices

Appendix A

Swept path analysis of
basement loading area



Vehicle used

5.885

0.72 3.7

4.6t Light Van


Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

This drawing has been prepared for planning purposes and should not be used for construction.

Based on drawing number 14032_X_(00)_P120. TPP REF - IN 51.

NEW CITY COURT

Swept path analysis of 4.6t panel van entering and exiting car lift

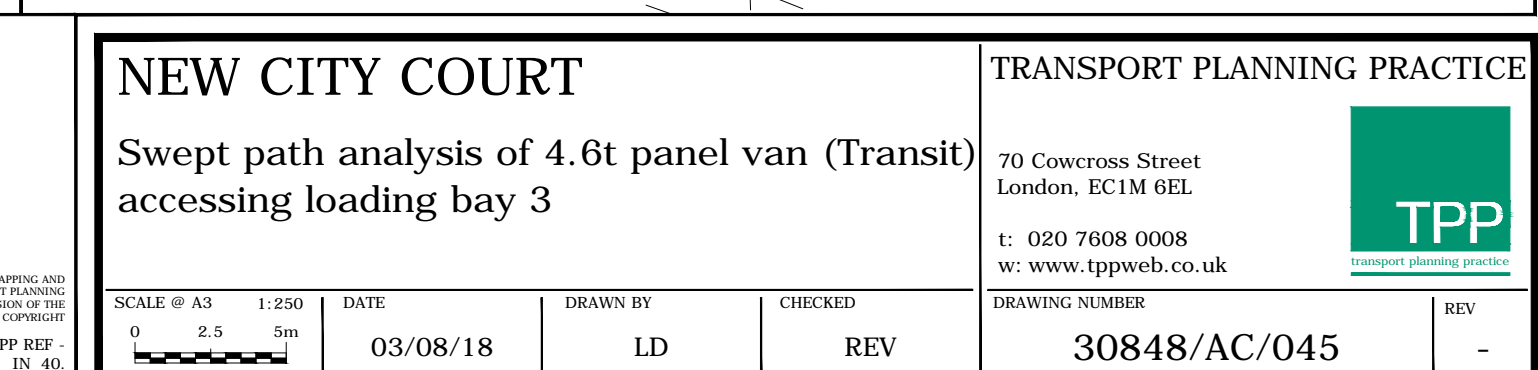
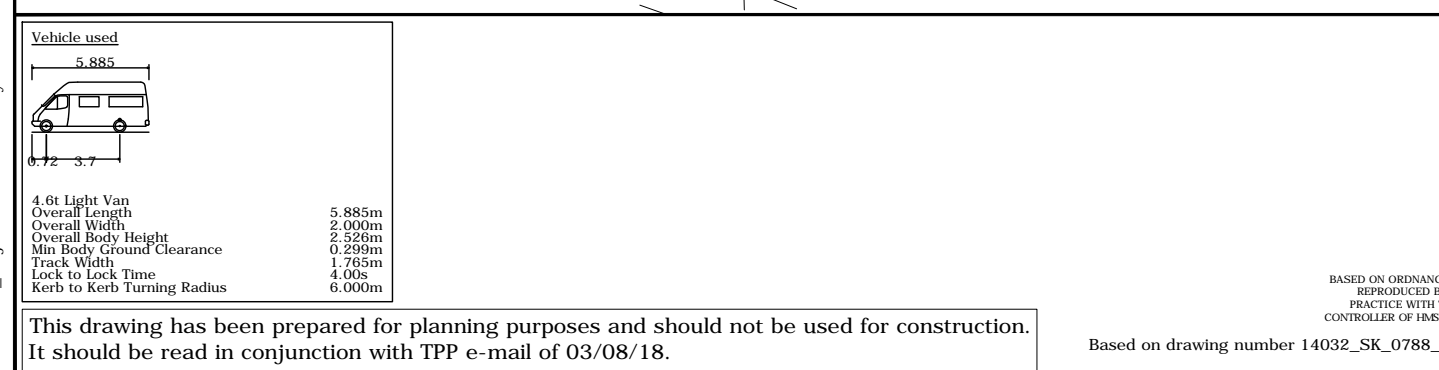
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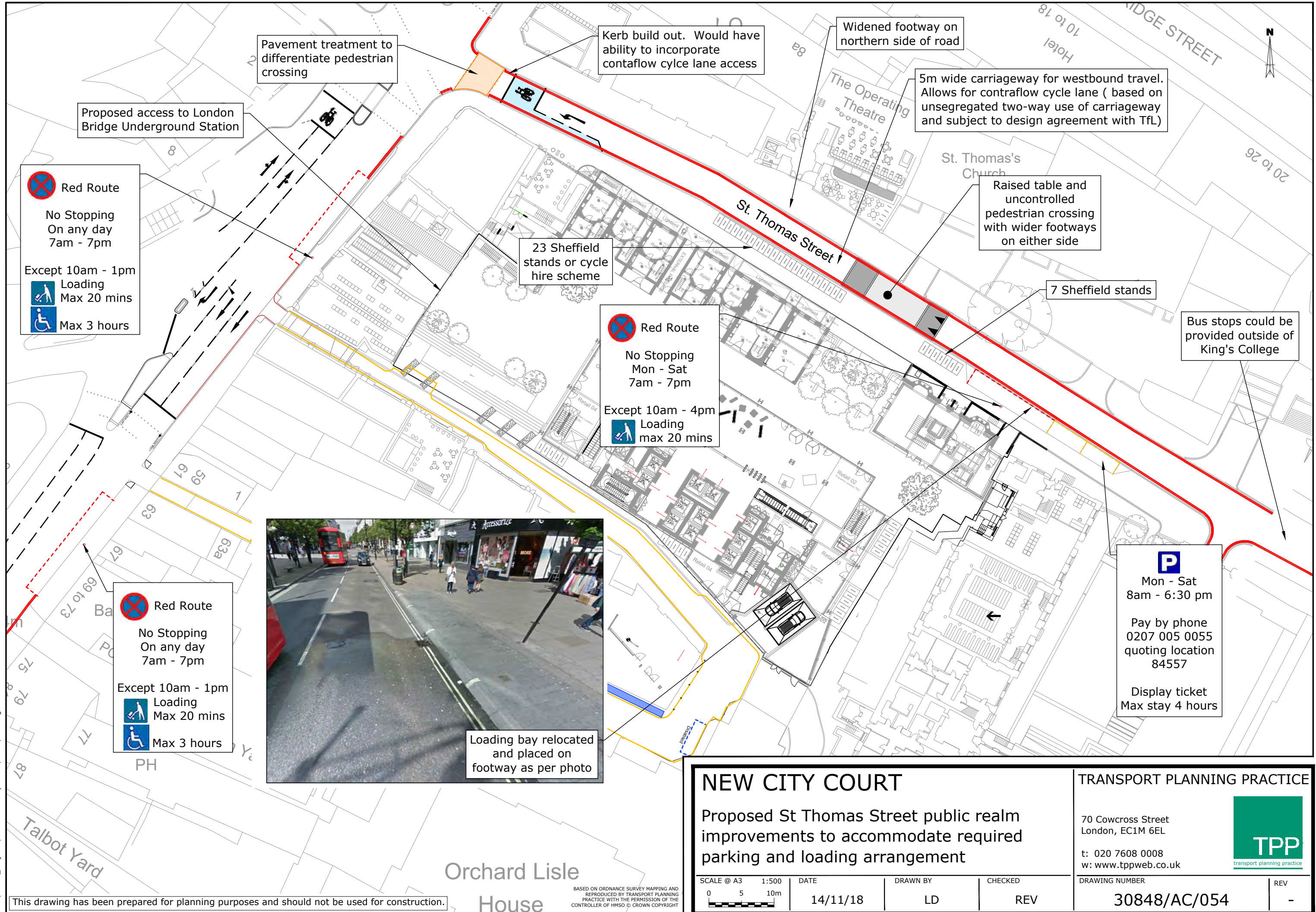
DRAWING NUMBER	REV
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Appendix B

St Thomas Street
proposals and swept
path analysis

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NEW CITY COURT

Proposed St Thomas Street public realm improvements to accommodate required parking and loading arrangement

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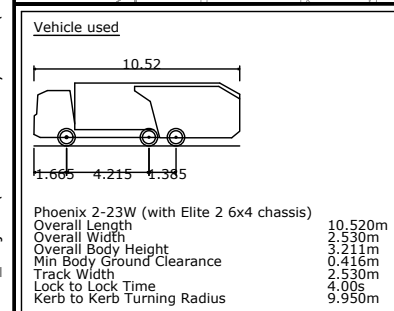
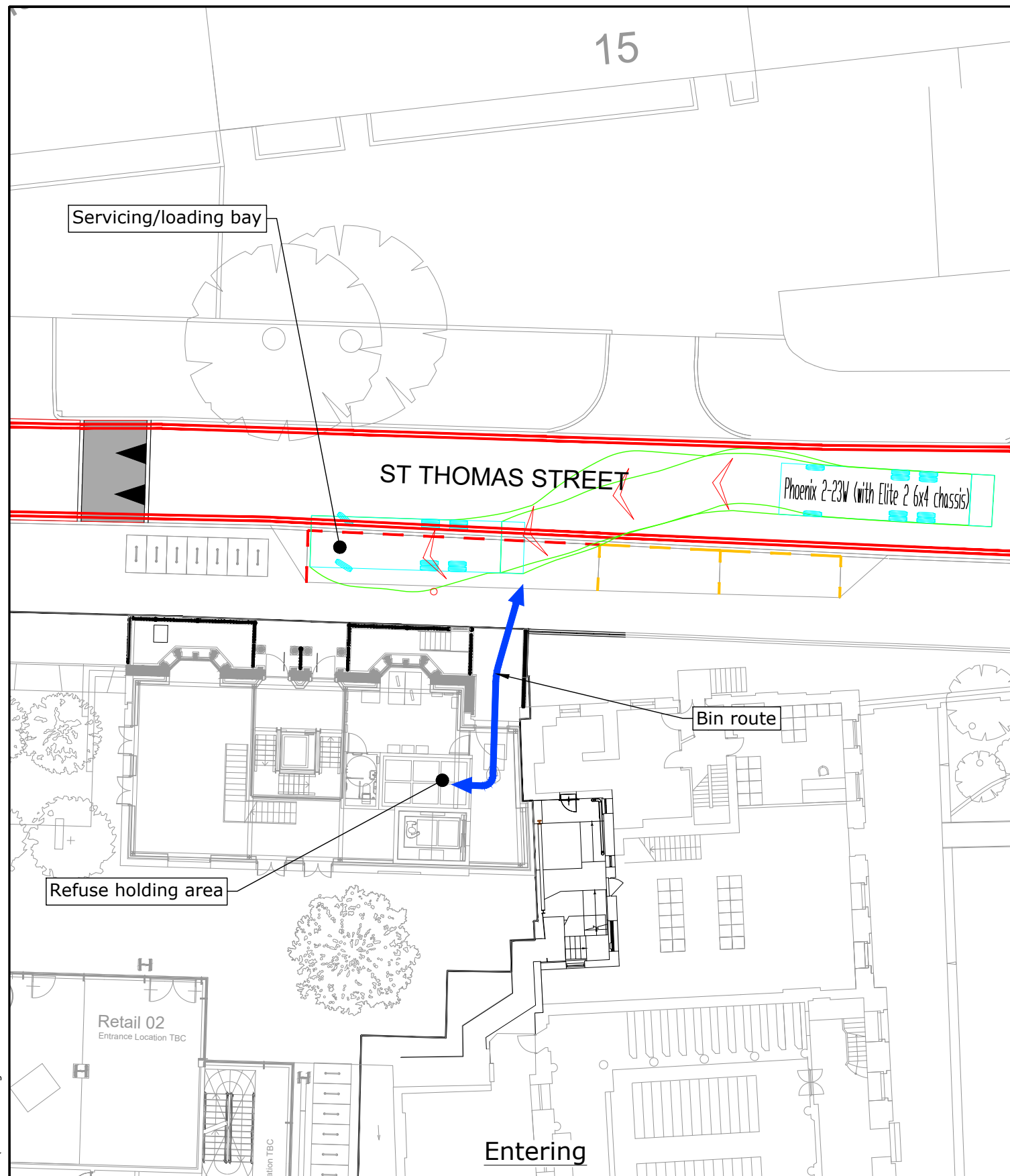


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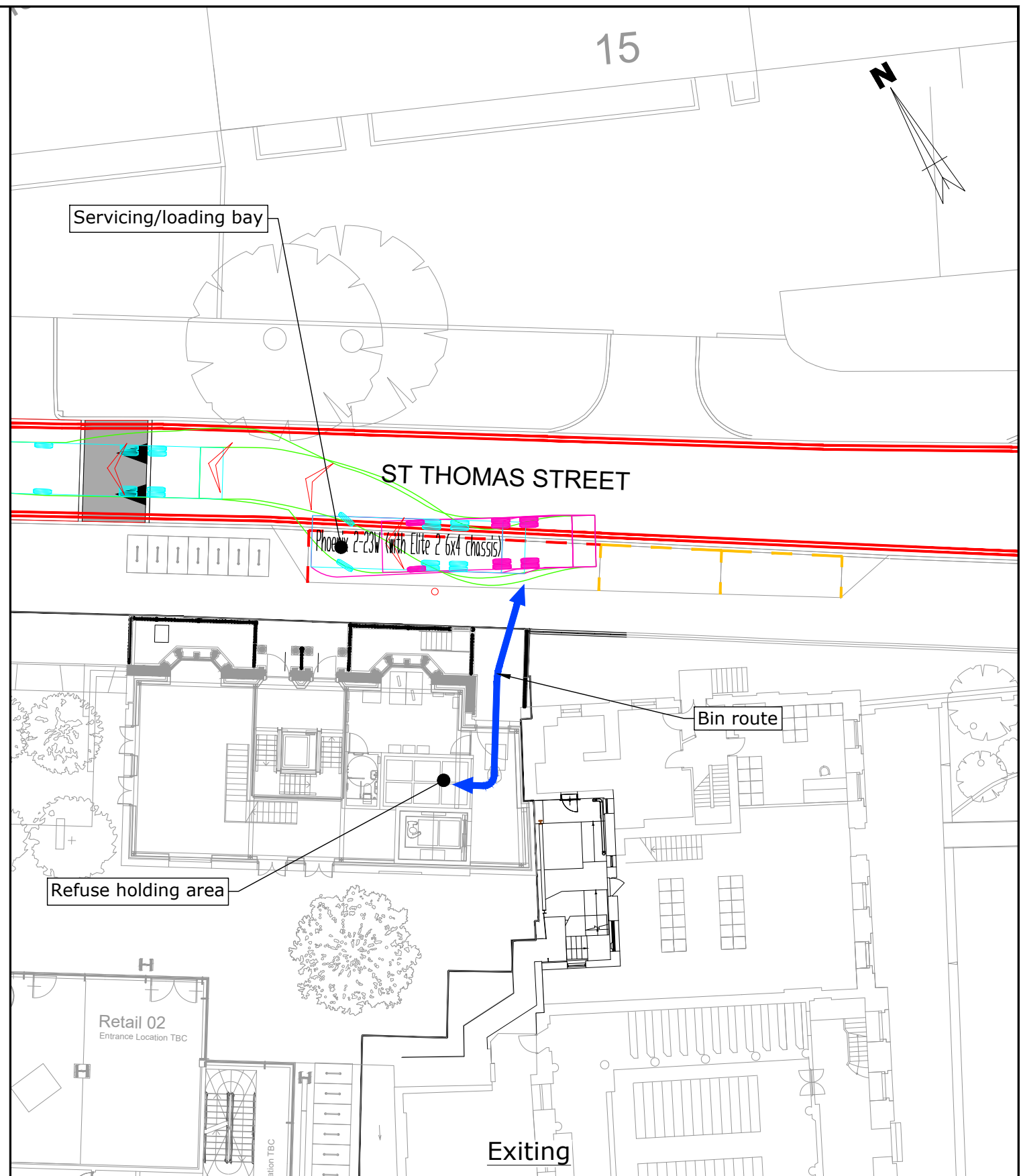
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NEW CITY COURT

Swept path analysis of 10.5m refuse vehicle

SCALE @ A3 1:250
0 2.5 5m

DATE
14/11/18

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REV/MS

TRANSPORT PLANNING PRACTICE

70 Cowcross Street
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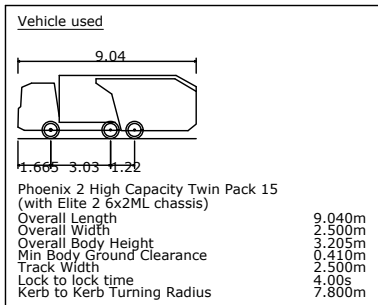
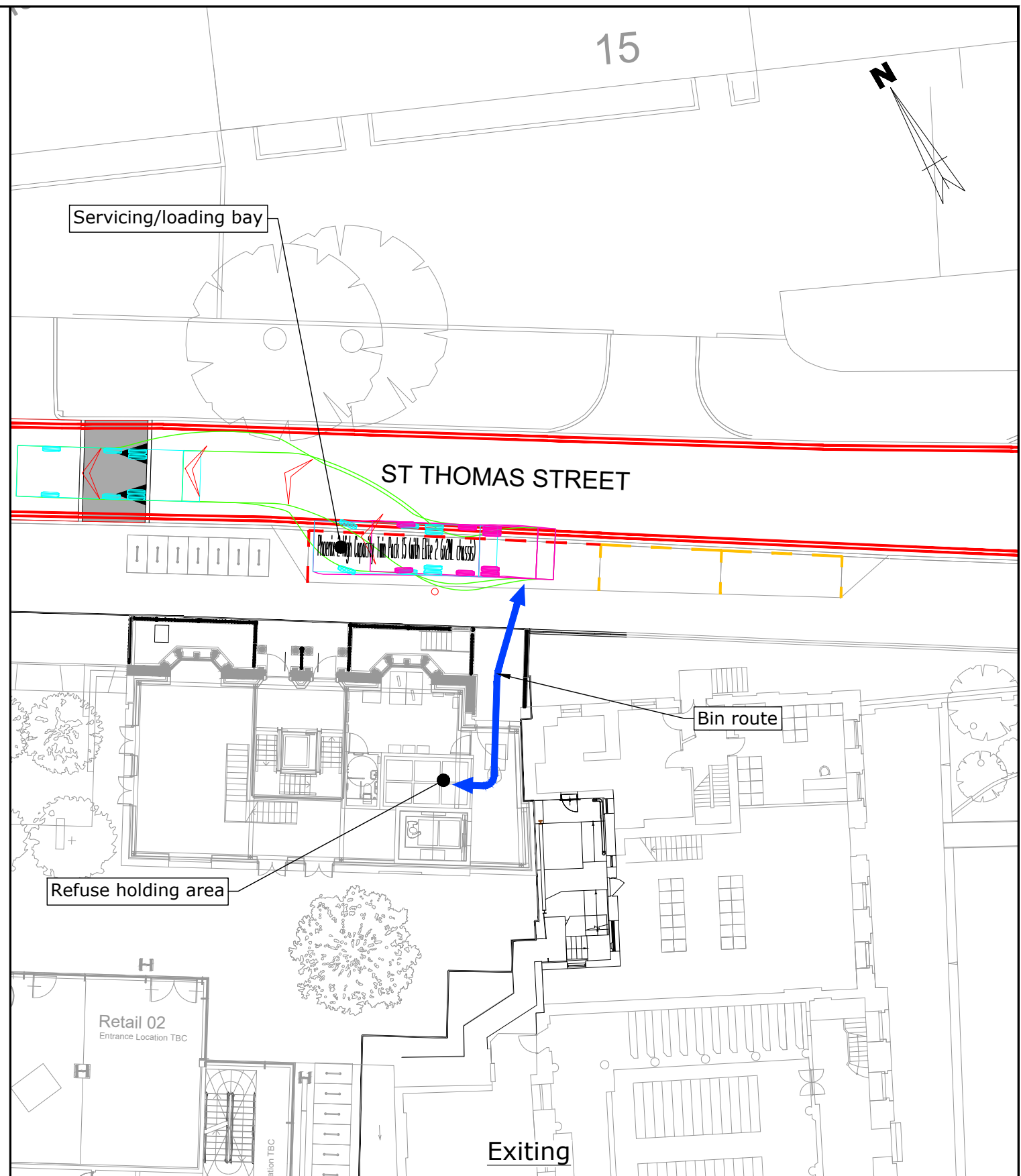
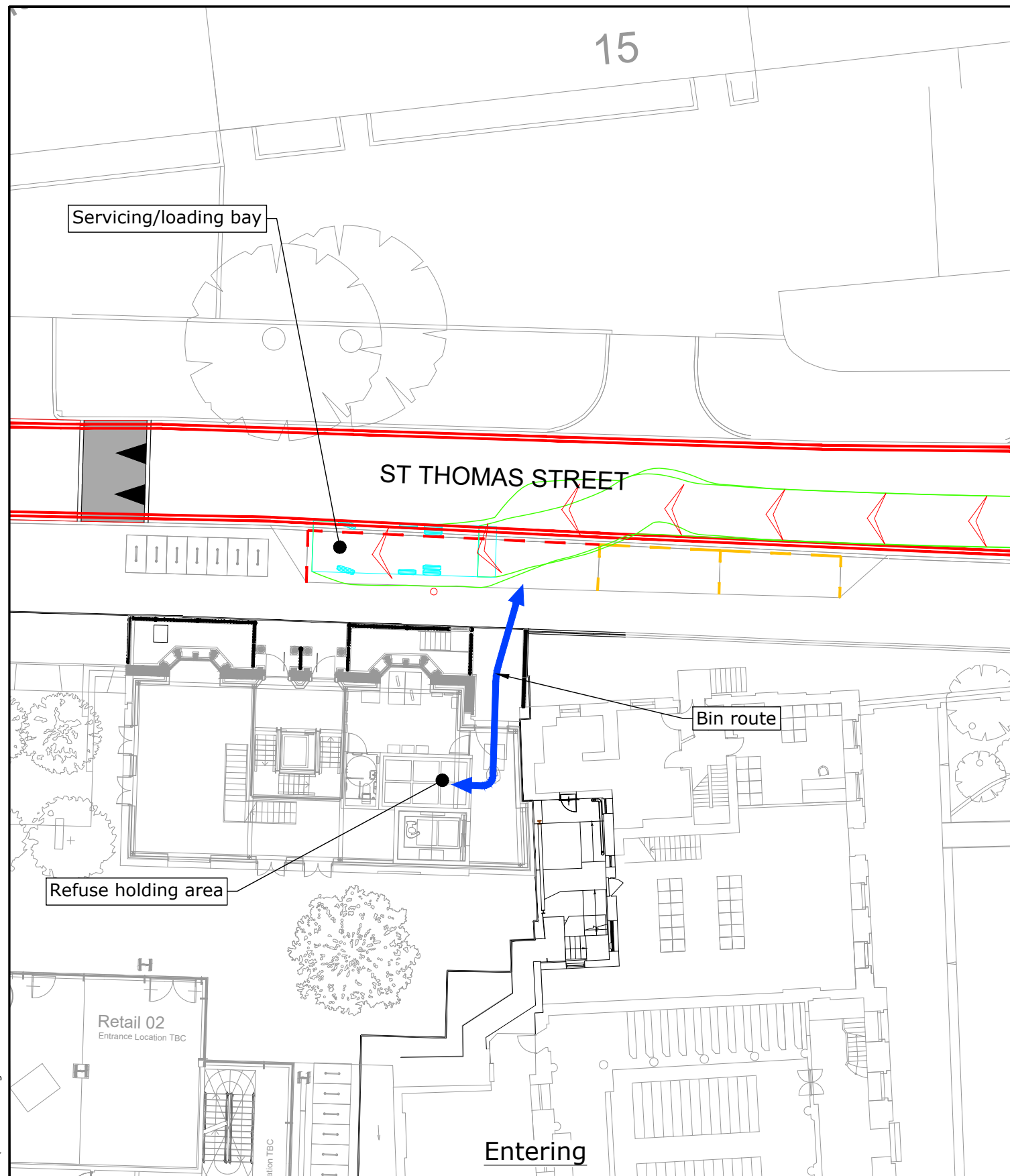
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IN_51.

NEW CITY COURT

Swept path analysis of 9.0m refuse vehicle

SCALE @ A3 1:250
0 2.5 5m

DATE
14/11/18

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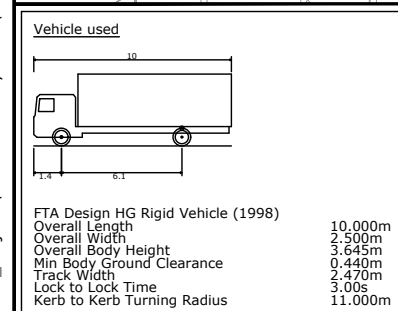
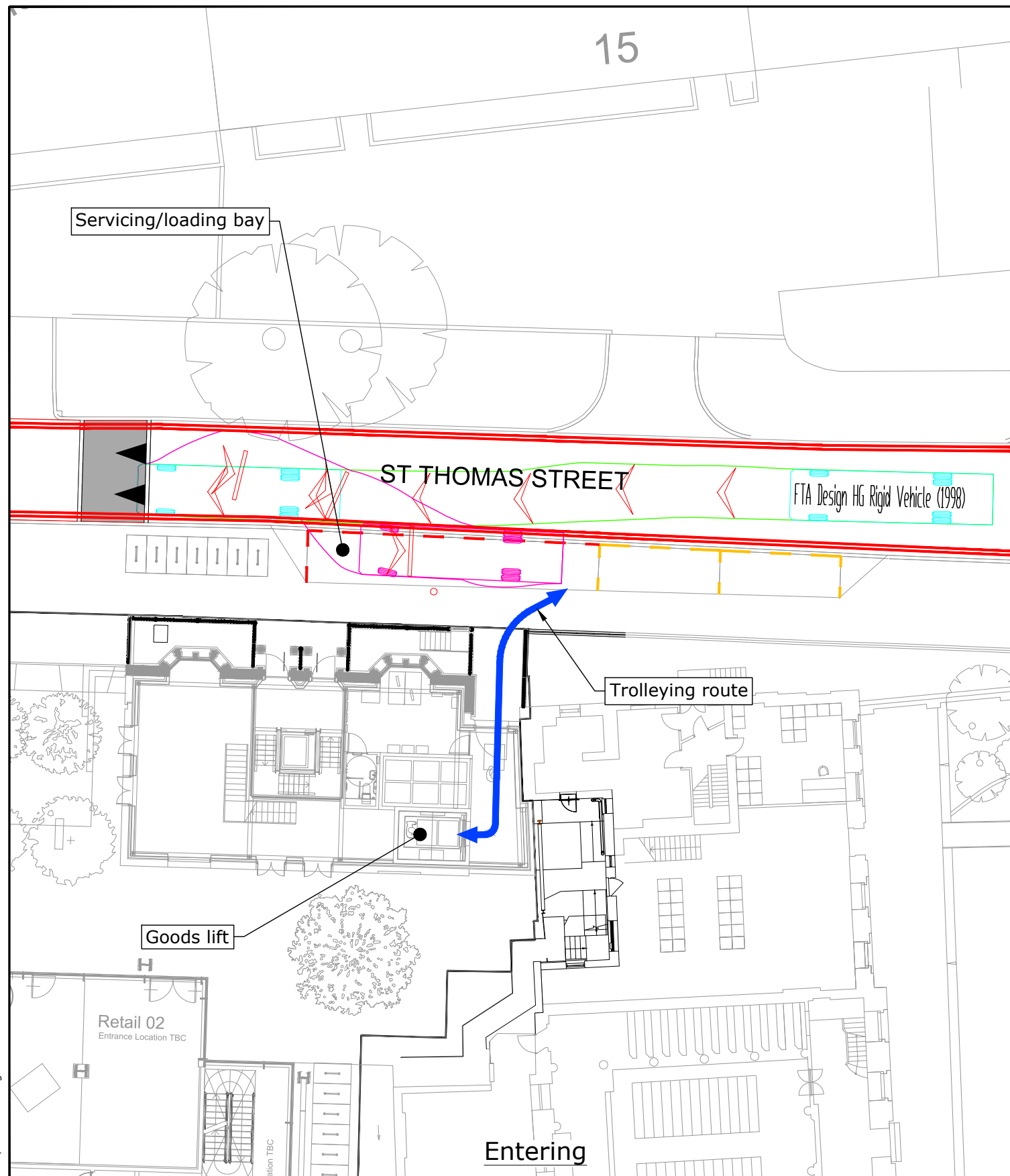


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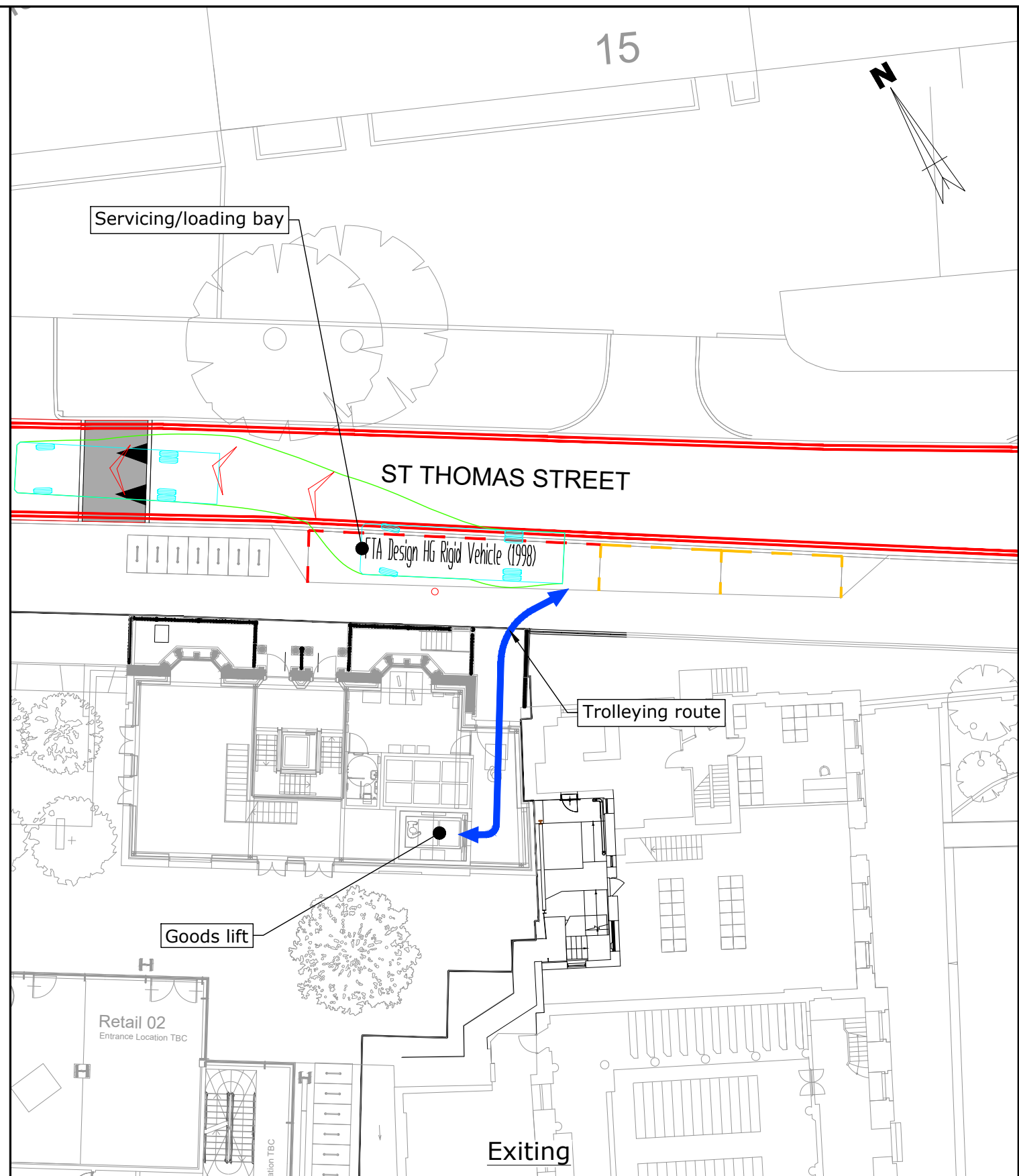
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NEW CITY COURT

Swept path analysis of 10m rigid HGV

SCALE @ A3
0 2.5 5m

DATE
14/11/18

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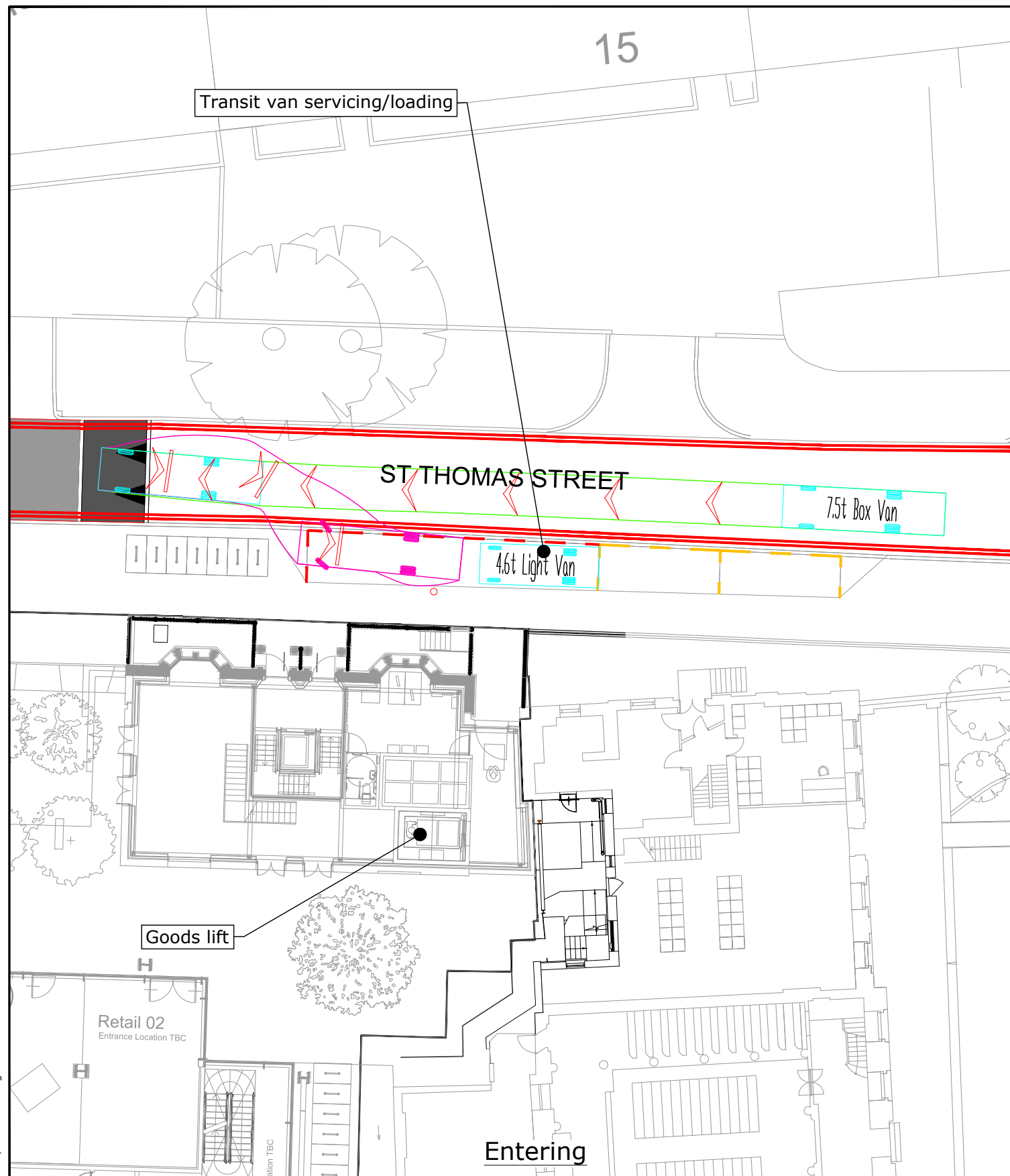
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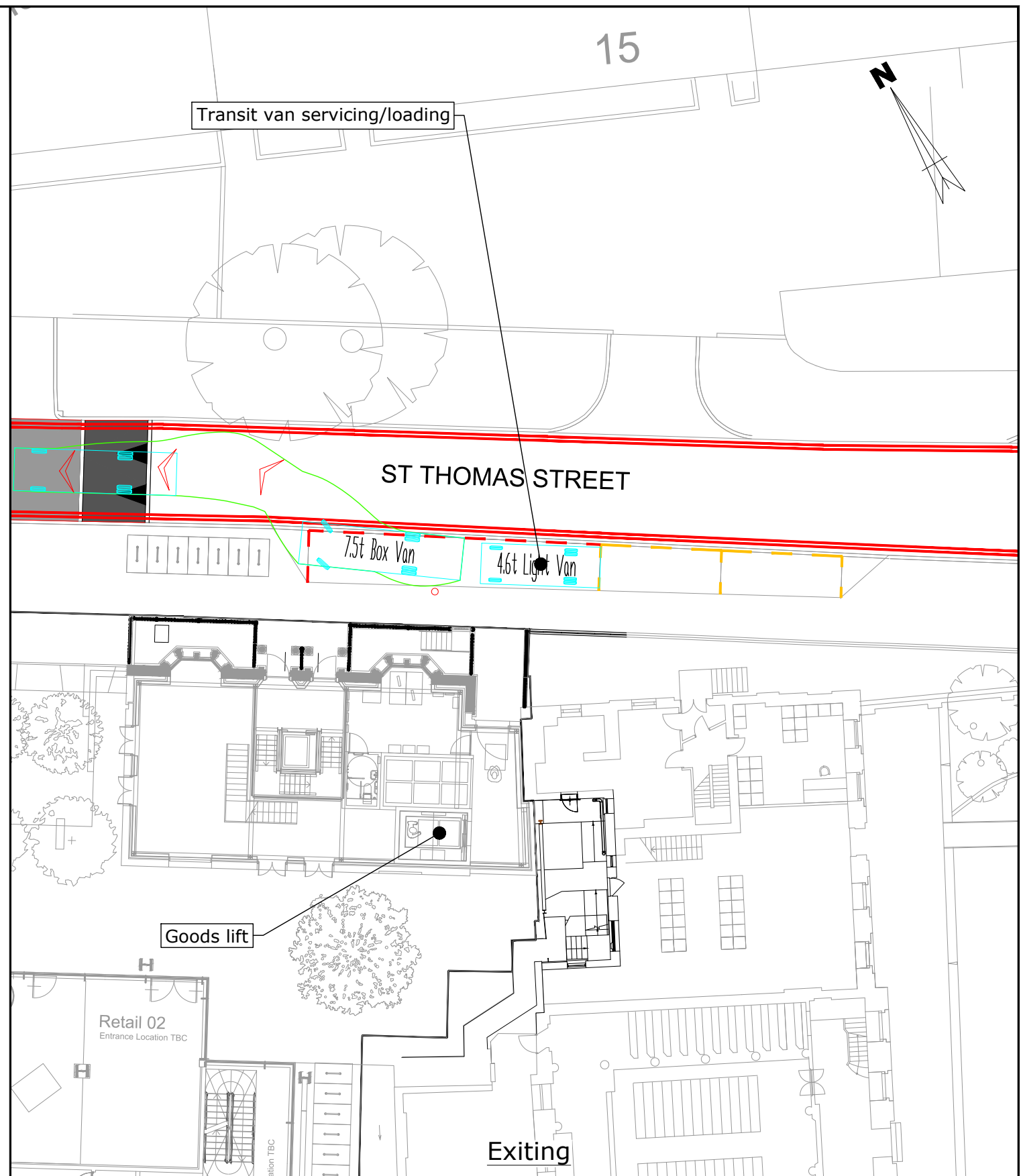


Vehicle used		
7.5t Box Van	4.6t Light Van	
Overall Length	Overall Length	5.885m
Overall Width	Overall Width	2.000m
Overall Body Height	Overall Body Height	2.526m
Min Body Ground Clearance	Min Body Ground Clearance	0.299m
Track Width	Track Width	1.765m
Lock to Lock Time	Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	Kerb to Kerb Turning Radius	6.000m

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Based on drawing number 14032_X_(00)_P120. TPP REF - IN_51.

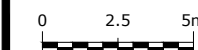
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NEW CITY COURT

Swept path analysis of 8.0m rigid accessing loading bay whilst 4.6t transit van is in situ

SCALE @ A3 1:250



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Appendix C

TRICS data

Site reference: HD-01-I-01 Survey date: 25/06/2015 Day of week: Thursday

Time	Arr 5	Dep 7	Totals 12	Accumulation
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	1	2	3	(-1)
08:00-09:00	1	2	3	(-2)
09:00-10:00	0	0	0	(-2)
10:00-11:00	1	1	2	(-2)
11:00-12:00	0	0	0	(-2)
12:00-13:00	1	1	2	(-2)
13:00-14:00	1	0	1	(-1)
14:00-15:00	0	1	1	(-2)
15:00-16:00	0	0	0	(-2)
16:00-17:00	0	0	0	(-2)
17:00-18:00	0	0	0	(-2)
18:00-19:00	0	0	0	(-2)
19:00-20:00	0	0	0	(-2)
20:00-21:00	0	0	0	(-2)
21:00-22:00	0	0	0	(-2)
22:00-23:00				
23:00-24:00				

Appendix D

Vehicle types using the
Yards

Kings Head Yard





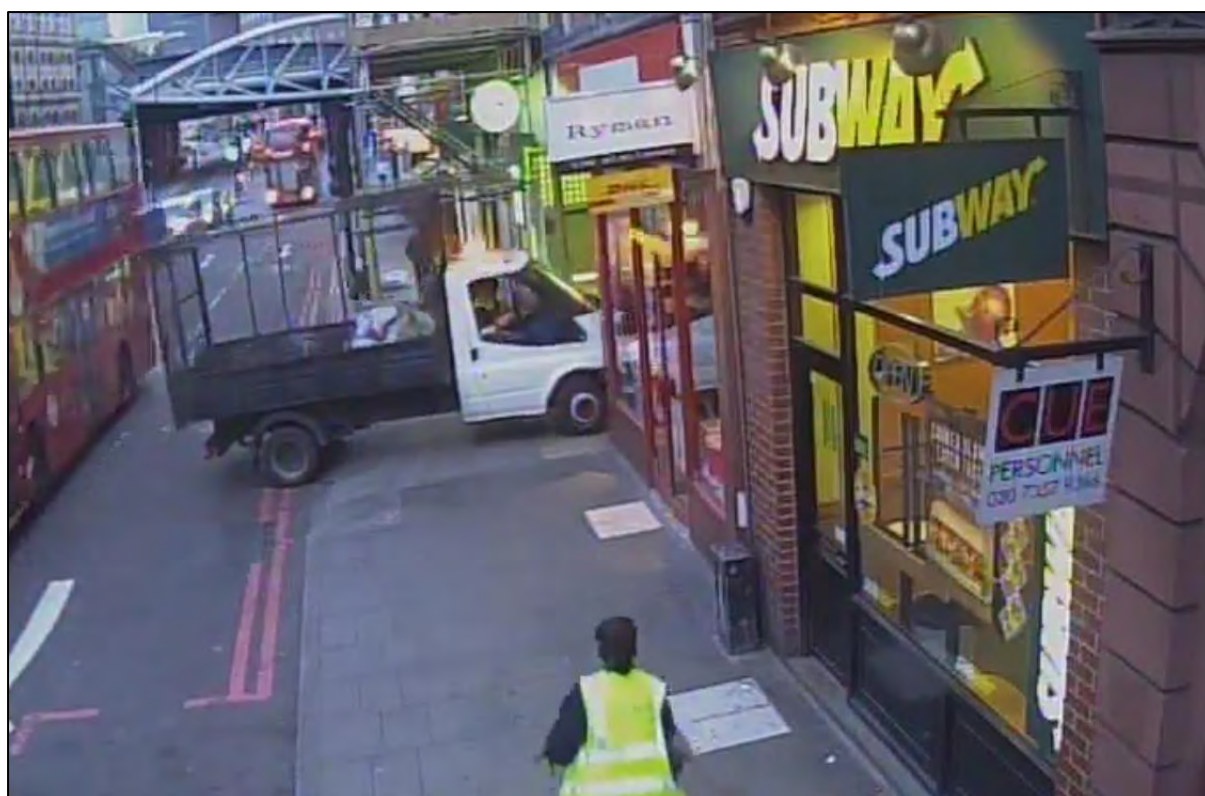




White Hart Yard







Appendix E

Swept path analysis –
Manoeuvring into White
Hart Yard



Vehicle used

4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.000m

This drawing has been prepared for planning purposes and should not be used for construction.

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NEW CITY COURT

Swept path analysis of access junction
4.6t Ford Transit van

SCALE @ A3	1:250	DATE	DRAWN BY	CHECKED
0 2.5 5m		20/11/18	LD	CR

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Appendix F

Stage 1 RSA and
designer's response



**ACORNS
PROJECTS
LIMITED**



**New City Court, St. Thomas Street, London Borough
of Southwark**

Proposed Servicing & Access Arrangements

Stage 1 Road Safety Audit

Ref: NewCityCourtSt.ThomasStreetLondonBoroughofSouthwark
Stage1RSAV3.0FINAL

Prepared for: **Transport Planning Practice Limited, 70 Cowcross
Street, London, EC1M 6EL**

**By: Acorns Projects Limited - Safety Traffic Project Management &
Highway Engineering Consultants**

Prepared by: Adriano B. Cappella, Audit Team Leader

Checked by: Paul Martin, Audit Team Member

Approved by: Adriano B. Cappella

Version	Status	Date
1.0	DRAFT	01-02-2018
2.0	DRAFT	01-03-2018
3.0	FINAL	11-05-2018



1.0 INTRODUCTION

1.1 Commission

- 1.1.1 This report results from a Stage 1 Road Safety Audit carried out on the New City Court, St. Thomas Street, London Borough of Southwark, Proposed Access and Servicing Arrangements proposals.
- 1.1.2 The Audit was undertaken by Acorns Projects Limited in accordance with the Audit Brief issued by the Design Organisation on behalf of the Client Organisation on the 29th November 2017. It took place at the Eaton Bray offices of Acorns Projects Limited on the 1st February 2018 and comprised an examination of the documents provided as listed in Appendix A, plus a visit to the site of the proposed scheme.
- 1.1.3 The visit to the site of the proposed scheme was made on the 15th December 2107. During the site visit the weather was cold, grey and overcast and the existing road surface was damp.

1.2 Terms of Reference

- 1.2.1 The Terms of Reference of this Audit are as described in TfL Procedure SQA-0170 dated May 2014. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and how it impacts on all road users and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit. An absence of comment relating to specific road users/modes in Section 3 of this report does not imply that they have not been considered; instead the Audit Team feels they are not adversely affected by the proposed changes.
- 1.2.2 This Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals; hence they will not be raised in Section 3 of this report as they fall outside the remit of Road Safety Audit in general as specified in the procedure SQA-0170 dated May 2014. Safety issues identified during the Audit and site visit that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in Section 4 of this report.
- 1.2.3 Nothing in this Audit should be regarded as a direct instruction to include or remove a measure from within the scheme. Responsibility for designing the scheme lies with the Designer and as such the Audit Team accepts no design responsibility for any changes made to the scheme as a result of this Audit.
- 1.2.4 In accordance with TfL Procedure SQA-0170 dated May 2014, this Audit has a maximum shelf life of 2 years. If the scheme does not progress to the next stage in its development within this period, then the scheme should be re-audited.
- 1.2.5 Unless general to the scheme, all comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan located in Appendix B.

- 1.2.6 It is the responsibility of the Design Organisation to complete the Designer's response section of this Audit report. Where applicable and necessary it is the responsibility of the Client Organisation to complete the Client comment section of this Audit report. Signatures from both the Design Organisation and Client Organisation must be added within Section 5 of this Audit report. A copy of which must be returned to the Audit Team.

1.3 Main Parties to the Audit

1.3.1 Client Organisation

Client contact details: James Shipton, G.P.E. (ST THOMAS STREET) LIMITED, 33 Cavendish Square, London, W1G 0PW (Contact details - 020 7647 3043 - james.shipton@gpe.co.uk.

1.3.2 Design Organisation

Design contact details: Russell Vaughan, Transport Planning Practice Limited, 70 Cowcross Street, London, EC1M 6EL (Contact details - 020 7608 0008 or 07595 206 572 - russell.vaughan@tppweb.co.uk.

1.3.3 Audit Team Approval

The Audit Team specified in 1.3.4 below were given approval to undertake this Audit by Andrew Coventry, Road Safety Audit Manager, Highways Asset Management, TfL, on the 18th December 2017.

1.3.4 Audit Team

Audit Team Leader: Adriano B. Cappella - Acorns Projects Limited

Audit Team Member: Paul Martin - Acorns Projects Limited

Audit Team Observer: None

1.3.5 Other Specialist Advisors

Specialist Advisor Details: None

1.4 Purpose of the Scheme

- 1.4.1 The purpose of the scheme is to provide vehicle access and servicing arrangements associated with the New City Court project. The existing New City Court building comprising 9,086m² Gross Floor Area of office space will be replaced with a new building comprising 53,153m² Gross External Area of office space and, 2,555m² Gross External Area of retail space. Due to the existing access constraints, the proposed servicing and delivery strategy is for cars and light goods service vehicles to access the basement service yard via the adjacent White Hart Yard, with no vehicles using King's Head Yard. Heavy goods vehicles will service the proposed development from St Thomas Street.

1.5 Special Considerations

- 1.5.1 The Audit Team has no special considerations to raise.

2.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

2.1

The Audit Team is not aware of any other Audits having been carried out on the proposals.

3.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

This section should be read in conjunction with Paragraphs 1.2.1, 1.2.2 and 1.2.3 of this report.

3.1 PEDESTRIANS

3.1.1 PROBLEM

Location: 1 - The proposed loading bay and servicing access/egress for large or heavy goods vehicles in St. Thomas Street.

Summary: Lack of access/egress to the proposed loading bay to or from the south eastern direction would appear to require large or heavy goods vehicles to have to u-turn within St. Thomas Street, which could result in an increased risk of potential vehicular collisions and vehicular/pedestrian and pedal cyclist collisions occurring.

The scheme proposals indicate that due to existing access constraints at the proposed development site, large or heavy goods vehicles can only service the site from St. Thomas Street. During the site visit, it was noted that beyond the Shard building, St. Thomas Street was effectively closed to through traffic. This situation resulted in queues of vehicles evident to the south east of the Shard building, all waiting for an opportunity to execute u-turn manoeuvres before exiting St. Thomas Street into Borough High Street.

In the future scenario, large or heavy goods vehicles seeking the proposed development site will enter St. Thomas Street from Borough High Street and, will add further traffic to the existing congestion observed during the site visit. Concern arises that this situation could result in injudicious u-turn manoeuvres being attempted by drivers of large or heavy goods vehicles, whereby there could be a potential increased risk of vehicular collisions and vehicular/pedestrian and pedal cyclist collisions occurring, whereby pedestrians or pedal cyclists may sustain personal injury.

RECOMMENDATION

It is Recommended that the potential for large or heavy goods vehicles to approach or leave the proposed development site via the south east, i.e. Bermondsey Street and/or Crucifix Lane, should be investigated and resolved prior to the development proceeding, as adding to the current issues observed during the site visit could be potentially detrimental to operational road safety.

Design Organisation Response	Accepted/Part Accepted/Rejected
<ol style="list-style-type: none">1. Since the submission of the RSA TfL have started a public consultation in relation to making St Thomas Street one-way westbound. This is likely to have come into effect by the time the building is completed (or indeed construction has started). On this basis all vehicles will approach from the east as suggested, and no vehicles will need to turn around.2. If St Thomas Street continues to operate two-way then the developer agrees to review the vehicle routeings as part of the updated Servicing Management Plan which would need to be agreed with LB Southwark.	
Client Organisation Comments	
We agree with and accept the design organisation's response.	

3.2 PEDESTRIANS

3.2.1 PROBLEM

Location: 2 - The length of White Hart Yard and the junction of White Hart Yard with Borough High Street.

Summary: Increase in service vehicle movements in White Hart Yard could result in a potential increased risk of vehicular/pedestrian collisions or vehicular/pedal cycle collisions occurring, whereby pedestrians and pedal cyclists may sustain personal injury.

Due to the existing access constraints to the proposed development site, the proposed servicing and delivery strategy is for cars and light goods service vehicles to access the basement service yard via White Hart Yard, with no vehicles using King's Head Yard. Heavy goods vehicles will service the proposed development site from St Thomas Street.

Trip generation data confirms that the proposals will result in an increase in servicing and delivery flows in White Hart Yard and, it has been calculated that the maximum number of vehicles within the busiest hour in the future scenario equates to 14 between 11 am and midday as a worst case scenario, which is based on a sensitivity test. Further data provided confirms that the two way weekday all day average number of pedestrian movements will be 215 per hour, with a lunch time peak period (13.00 to 14.00 hours), of 372 two way pedestrian movements.

The two way weekday all day average number of pedal cycle movements in White Hart Yard is anticipated to not exceed 3 movements per hour, with a maximum of 6 two way pedal cycle movements during the am and pm peak hour periods.

Concern arises that the restrictive nature and characteristics of White Hart Yard, combined with the anticipated increase in servicing and delivery vehicle movements, could result in an increased risk of vehicular/pedestrian collisions or vehicular/pedal cycle collisions occurring, whereby pedestrians and pedal cyclists may sustain personal injury.

RECOMMENDATION

It is Recommended that whilst the nature of White Hart Yard could be seen as self enforcing in potential vehicular speed terms, suitable speed reduction measures and the creation of a pedestrian and pedal cycle dominated environment should be included as part of the overall proposals for the proposed development.

In addition, it is Recommended that some form of innovative pedestrian detection system, possibly comprising both audible and visual aids, should be introduced for vehicles leaving White Hart Yard, as the existing adjacent building lines preclude exiting drivers from clearly seeing any pedestrians on the south eastern footway of Borough High Street.

Design Organisation Response	Accepted/Part Accepted/Rejected
<ol style="list-style-type: none">1. TPP would agree that the nature of White Hart Yard is to a degree self-enforcing when it comes to vehicle speeds. This is especially the case at the junction with Borough High Street, where the archway over White hart Yard acts like a width restriction keeping vehicle speeds low. The narrow width has a greater speed controlling effect for the van sized vehicles associated with deliveries to this development. Drivers using this yard will also be aware of the potentially busy footway that they will be crossing when exiting as they must have entered via the same route.2. That said, the developer would be willing to undertake a S278 agreement to incorporate additional speed control measures along White Hart Yard, such as speed cushions, if LBS believe this to be worthwhile.3. To minimise the use of the yards by motorbikes, which are less likely to have their speed affected by the narrow road width, the developer would be happy to direct all cycle and motorcycle deliveries / couriers to St Thomas Street.4. Whilst the developer is happy to review options for audible and visual aids it	

should be noted that these might well need to be attached to third party buildings and, with the exception of convex mirrors, it is unclear how these could be made to work in a reliable fashion.

5. It should also be noted that whilst there is a proposed increase in vehicles using White Hart Yard, even in the sensitivity test the maximum number of vehicles servicing the building in the peak hour is 14, which is still extremely low for a section of public highway. The lack of footways makes the yards feel more like a pedestrianised area or Homezone, where the driver is aware that there might be pedestrians in the carriageway and drives accordingly.

Client Organisation Comments

We agree with and accept the design organisation's response.

End of problems identified and recommendations offered in this Stage 1 Road Safety Audit

4.0 ISSUES IDENTIFIED DURING THE STAGE 1 ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

Safety issues identified during the audit and site inspection that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrants that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

The Audit Team has no issues to raise within this section.

5.0 SIGNATURES AND SIGN-OFF

5.1 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in Appendix A. to this Safety Audit report. The Road Safety Audit has been carried out in accordance with TfL Procedure SQA-0170 dated May 2014, with the sole purpose of identifying any feature that could be removed or modified in order to improve the safety of the measures. The problems identified have been noted in this report together with associated suggestions for safety improvements that we recommend should be studied for implementation.

No one on the Audit Team has been involved with the design of the measures.

AUDIT TEAM LEADER:

Name: Adriano B. Cappella Signed: 
IEng FIHE MCIHT MSoRSA (Certificate of Competency - Feb 2014)

Position: Director Date: 11th May 2018

Organisation: Acorns Projects Limited

Address: Redwood House, 3 Eaton Park, Eaton Bray, Bedfordshire, LU6 2SP

Contact: abc@acornsprojects.com 01525-222359 or 07860 629328

AUDIT TEAM MEMBER:

Name: Paul Martin Signed: 
BSc (Hons), CEng, MCIHT, MICE, FSoRSA, (HA Certificate of Competency - Dec 2013)

Position: Associate Consultant Date: 11th May 2018

Organisation: Acorns Projects Limited

Address: Redwood House, 3 Eaton Park, Eaton Bray, Bedfordshire, LU6 2SP

Contact: abc@acornsprojects.com 01525-222359 or 07860 629328

5.2 DESIGN TEAM STATEMENT

In accordance with SQA-0170 dated May 2014, I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Client Organisations endorsement of my proposals.

Name: Russell Vaughan

Position: Director

Organisation: Transport Planning Practice Limited, 70 Cowcross Street, London, EC1M 6EL.



Signed:

Dated: 11th May 2018

5.3 CLIENT ORGANISATION STATEMENT

I accept these proposals by the Design Organisation.

Name: James Shipton

Position: Development Manager

Organisation: Great Portland Estates plc

Signed: James Shipton

Dated: 11th May 2018

5.4 SECONDARY CLIENT ORGANISATION STATEMENT (where appropriate)

I accept these proposals by the Design Organisation.

Name:

Position:

Organisation:

Signed:

APPENDIX A

Documents Forming the Audit Brief

DRAWING NUMBER

30848/AC/015 Rev B
30848/AC/016 Rev A

DRAWING TITLE

Existing Road Markings and Signage
Proposed Parking and Loading Arrangements on St. Thomas Street

DOCUMENTS

- X Safety Audit Brief
- ☐ Site Location Plan
- ☐ Traffic signal details
- ☐ TfL signal safety checklist
- ☐ Departures from standard
- ☐ Previous Road Safety Audits
- ☐ Previous Designer Responses
- X Collision data

- X Collision plot
- X Traffic flow/modelling data
- X Traffic flow/modelling data
- ☐ Pedestrian flow/modelling data
- ☐ Speed survey data
- X Other documents

DETAILS (where appropriate)

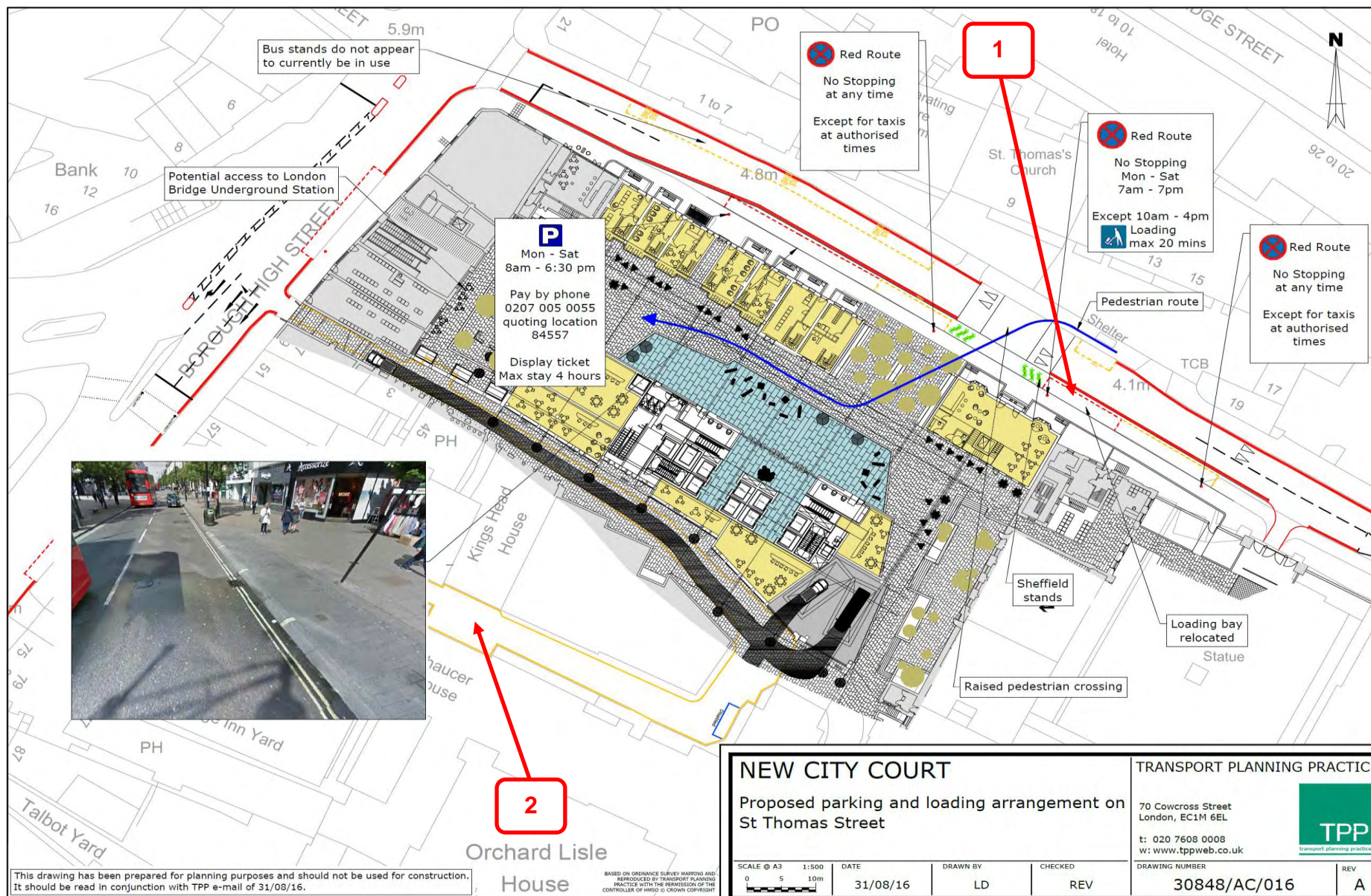
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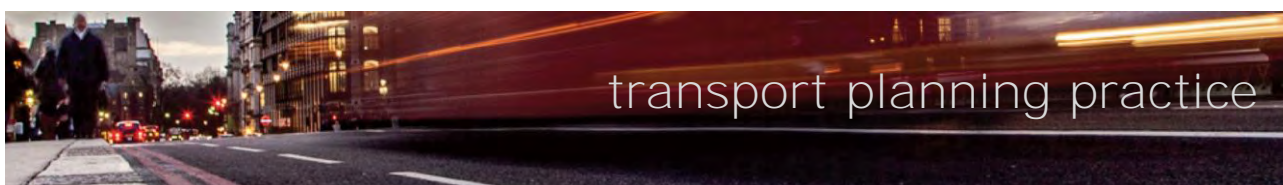
St. Thomas Street Area - Interpreted Listing, Stick Diagrams and Casualty List - 3 years to December 2016

St. Thomas Street Area - 3 years to December 2016
New City Court - Transport Note - January 2018
New City Court - Vehicle Servicing Note Transport Note - January 2018

Pedestrian Movement Patterns - Weekday - All Day Average, Morning Peak, Lunch Time Peak & Evening Peak

Cyclist Movement Patterns - Weekday - All Day Average, Morning Peak, Lunch Time Peak & Evening Peak





New City Court

Designer's response

Issue

1. *Lack of access/egress to the proposed loading bay to or from the south eastern direction would appear to require large or heavy goods vehicles to have to u-turn within St. Thomas Street, which could result in an increased risk of potential vehicular collisions and vehicular/pedestrian and pedal cyclist collisions occurring.*

Recommendation

2. *It is Recommended that the potential for large or heavy goods vehicles to approach or leave the proposed development site via the south east, i.e. Bermondsey Street and/or Crucifix Lane, should be investigated and resolved prior to the development proceeding, as adding to the current issues observed during the site visit could be potentially detrimental to operational road safety.*

Designer's response

3. Since the submission of the RSA TfL have started a public consultation in relation to making St Thomas Street one-way westbound. This is likely to have come into effect by the time the building is completed (or indeed construction has started). On this basis all vehicles will approach from the east as suggested, and no vehicles will need to turn around.
4. If St Thomas Street continues to operate two-way then the developer agrees to review the vehicle routeings as part of the updated Servicing Management Plan which would need to be agreed with LB Southwark.

Issue

5. *Increase in service vehicle movements in White Hart Yard could result in a potential increased risk of vehicular/pedestrian collisions or vehicular/pedal cycle collisions occurring, whereby pedestrians and pedal cyclists may sustain personal injury.*
6. *Concern arises that the restrictive nature and characteristics of White Hart Yard, combined with the anticipated increase in servicing and delivery vehicle movements, could result in an increased risk of vehicular/pedestrian collisions or vehicular/pedal cycle collisions occurring, whereby pedestrians and pedal cyclists may sustain personal injury.*

Recommendation

7. *It is Recommended that whilst the nature of White Hart Yard could be seen as self-enforcing in potential vehicular speed terms, suitable speed reduction measures and the*

creation of a pedestrian and pedal cycle dominated environment should be included as part of the overall proposals for the proposed development.

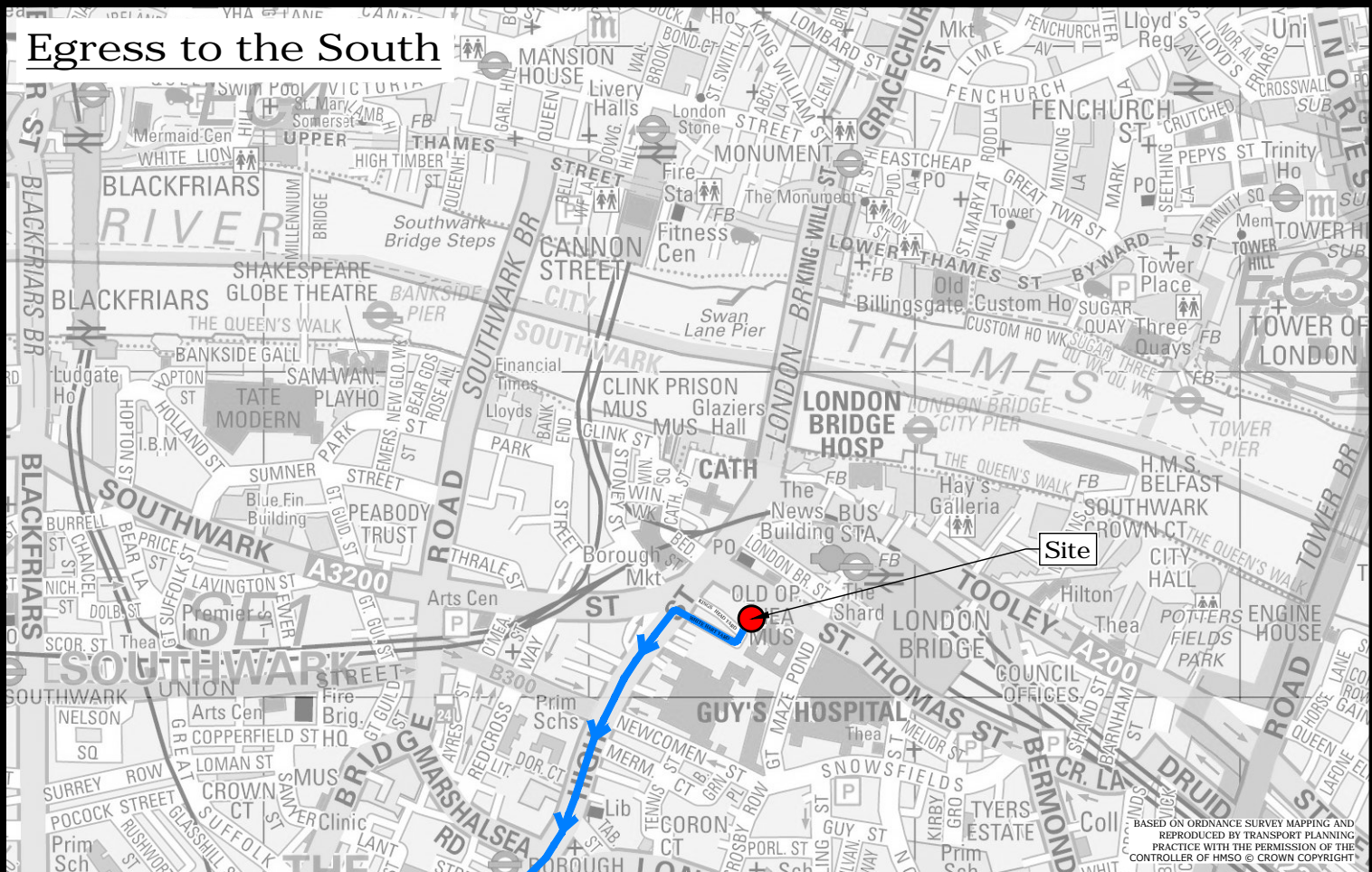
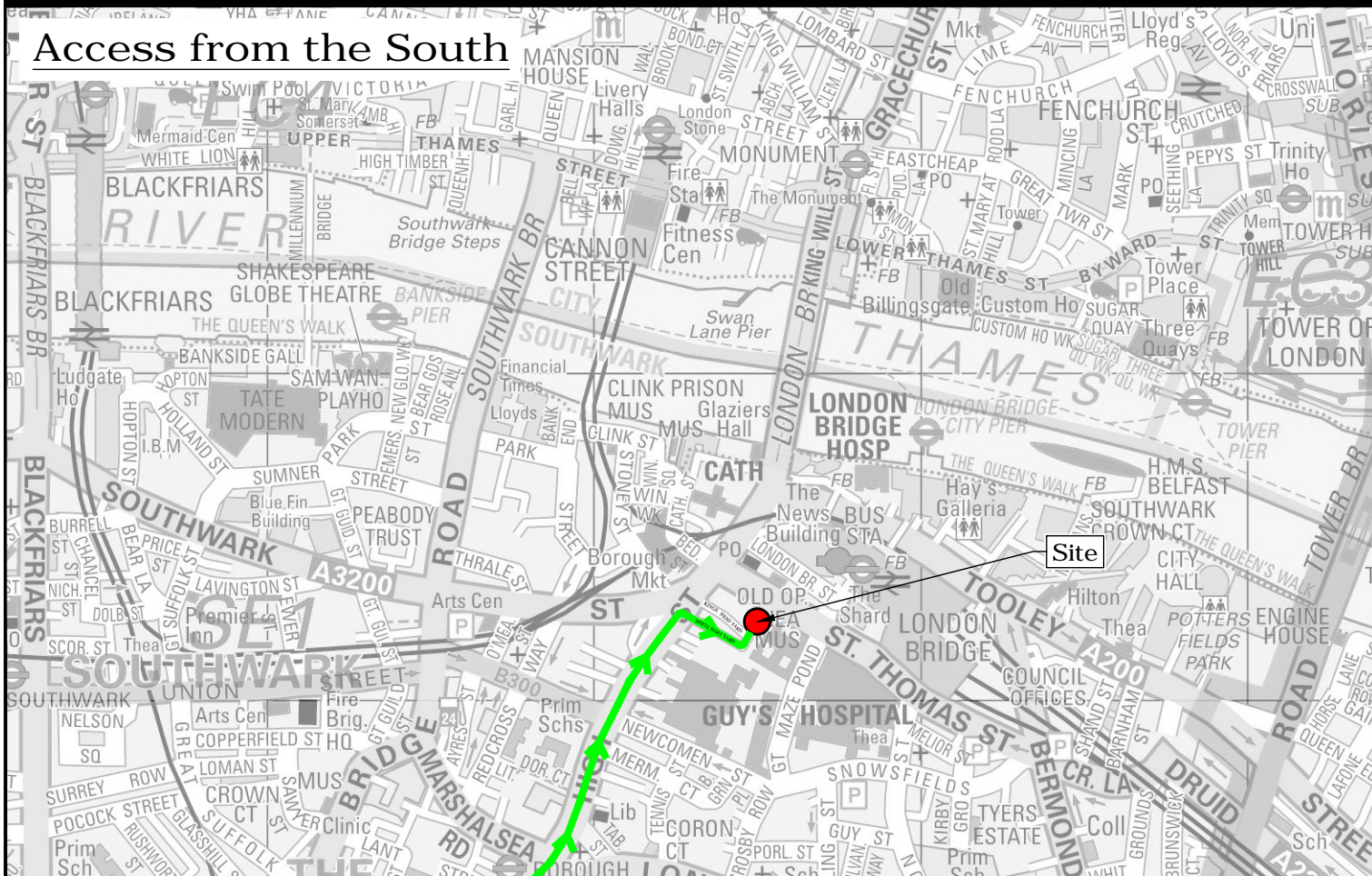
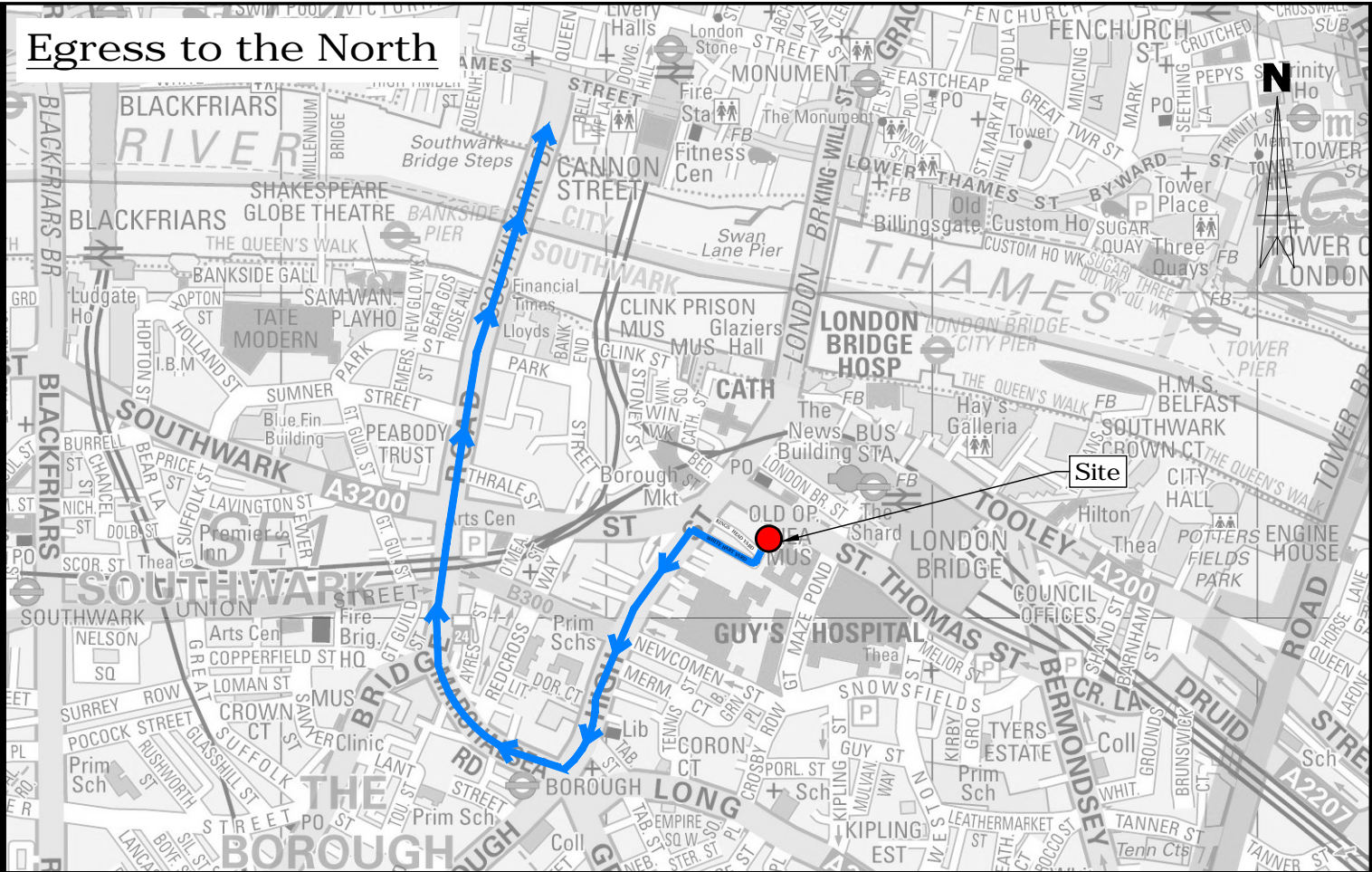
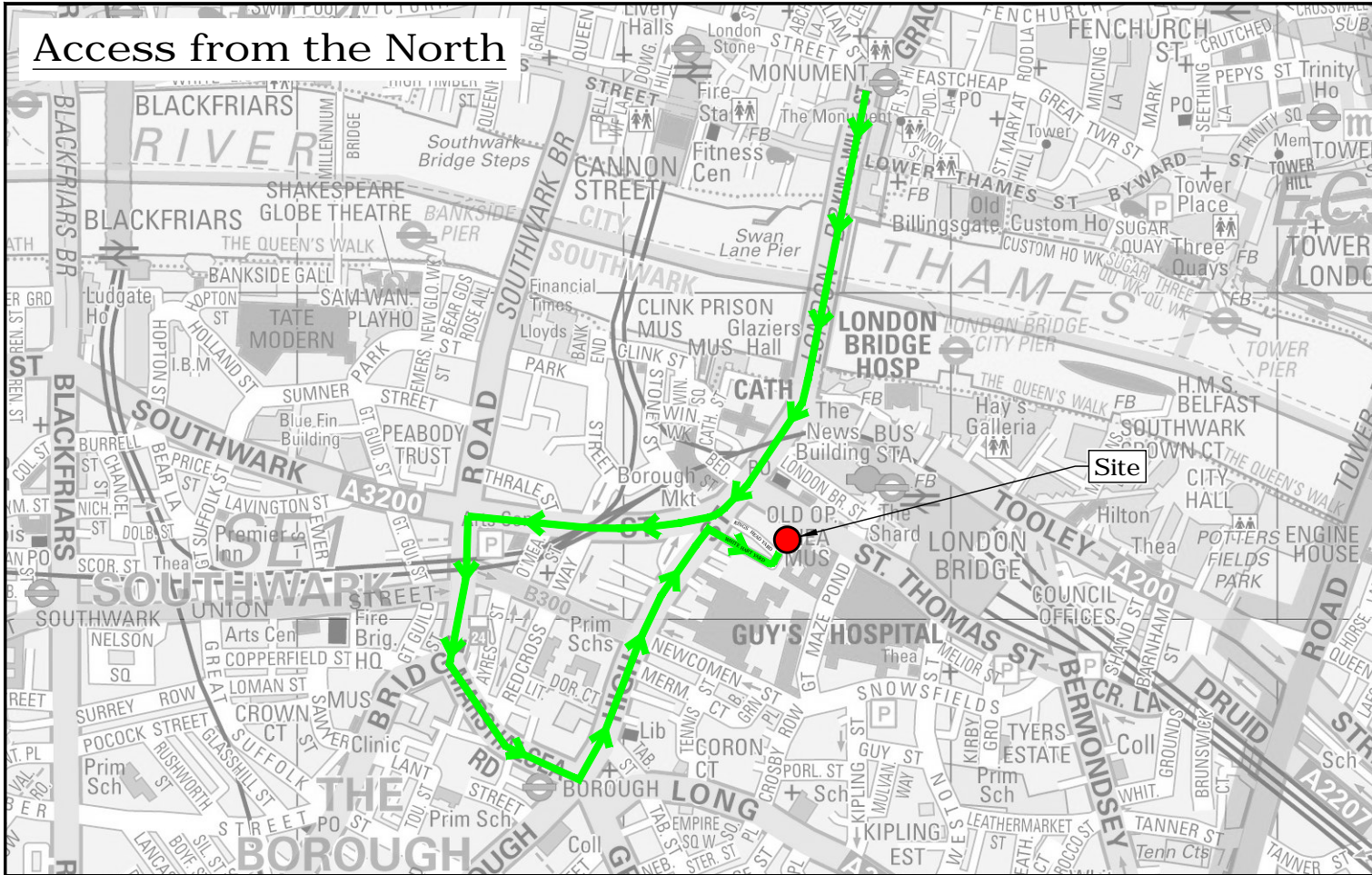
8. *In addition, it is recommended that some form of innovative pedestrian detection system, possibly comprising both audible and visual aids, should be introduced for vehicles leaving White Hart Yard, as the existing adjacent building lines preclude exiting drivers from clearly seeing any pedestrians on the south eastern footway of Borough High Street.*

Designer's response

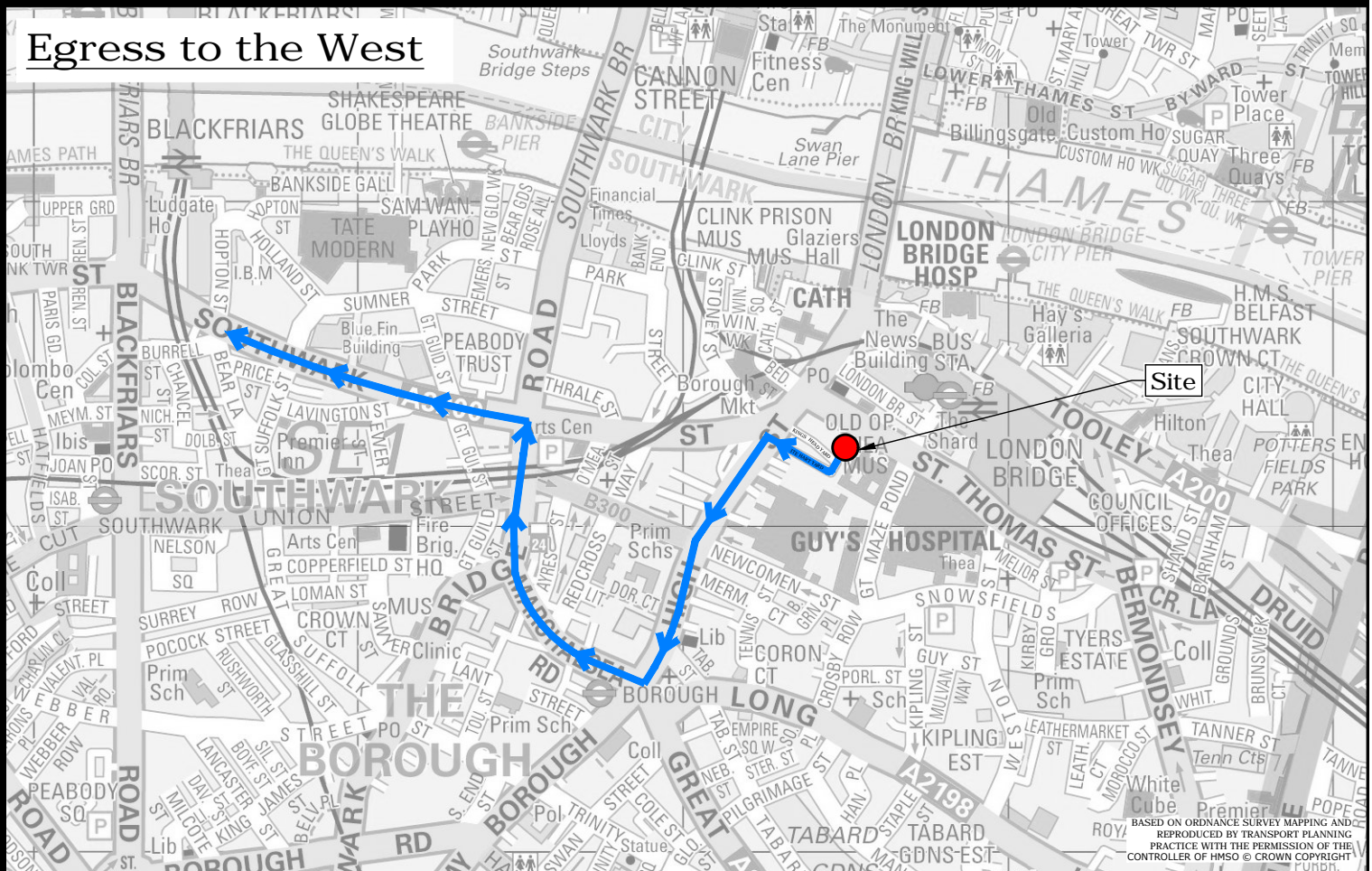
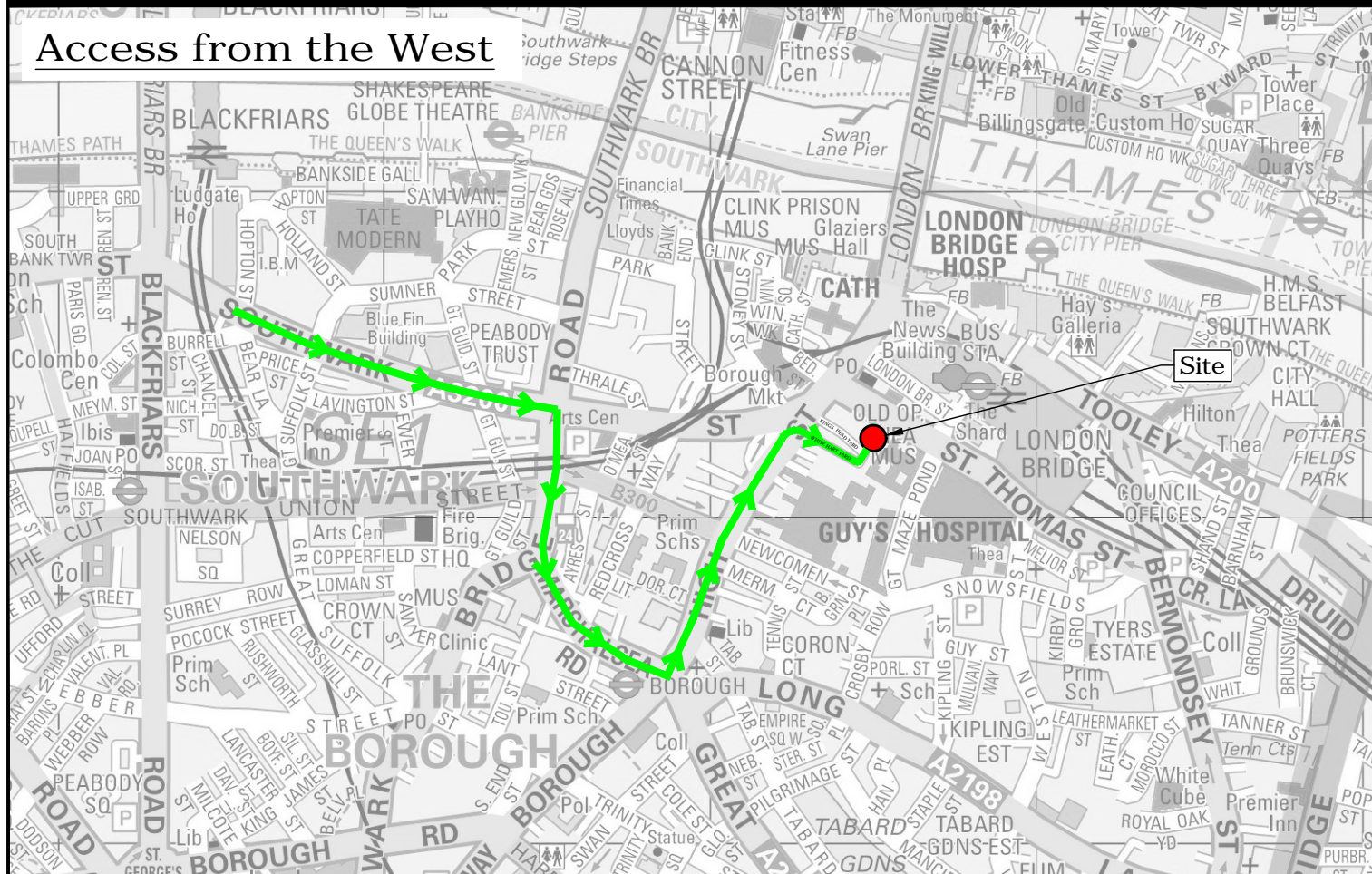
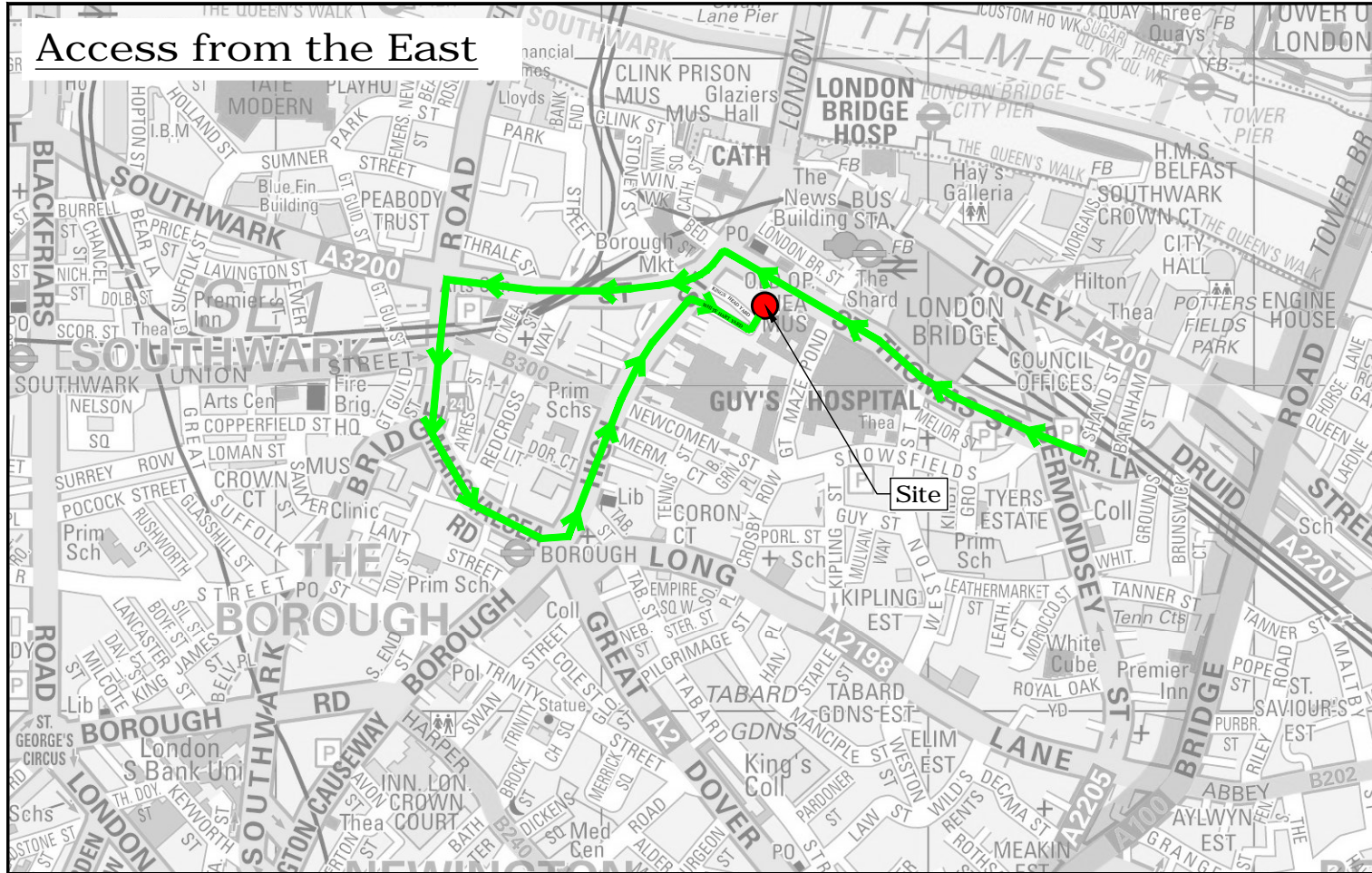
9. TPP would agree that the nature of White Hart Yard is to a degree self-enforcing when it comes to vehicle speeds. This is especially the case at the junction with Borough High Street, where the archway over White Hart Yard acts like a width restriction keeping vehicle speeds low. The narrow width has a greater speed controlling effect for the van sized vehicles associated with deliveries to this development. Drivers using this yard will also be aware of the potentially busy footway that they will be crossing when exiting as they must have entered via the same route.
10. That said, the developer would be willing to undertake a S278 agreement to incorporate additional speed control measures along White Hart Yard, such as speed cushions, if LBS believe this to be worthwhile.
11. To minimise the use of the yards by motorbikes, which are less likely to have their speed affected by the narrow road width, the developer would be happy to direct all cycle and motorcycle deliveries / couriers to St Thomas Street.
12. Whilst the developer is happy to review options for audible and visual aids it should be noted that these might well need to be attached to third party buildings and, with the exception of convex mirrors, it is unclear how these could be made to work in a reliable fashion.
13. It should also be noted that whilst there is a proposed increase in vehicles using White Hart Yard, even in the sensitivity test the maximum number of vehicles in the peak hour is 14, which is still extremely low for a section of public highway. The lack of footways makes the yards feel more like a pedestrianised area or Homezone, where the driver is aware that there might be pedestrians in the carriageway and drives accordingly.

Appendix G

Proposed vehicle routes



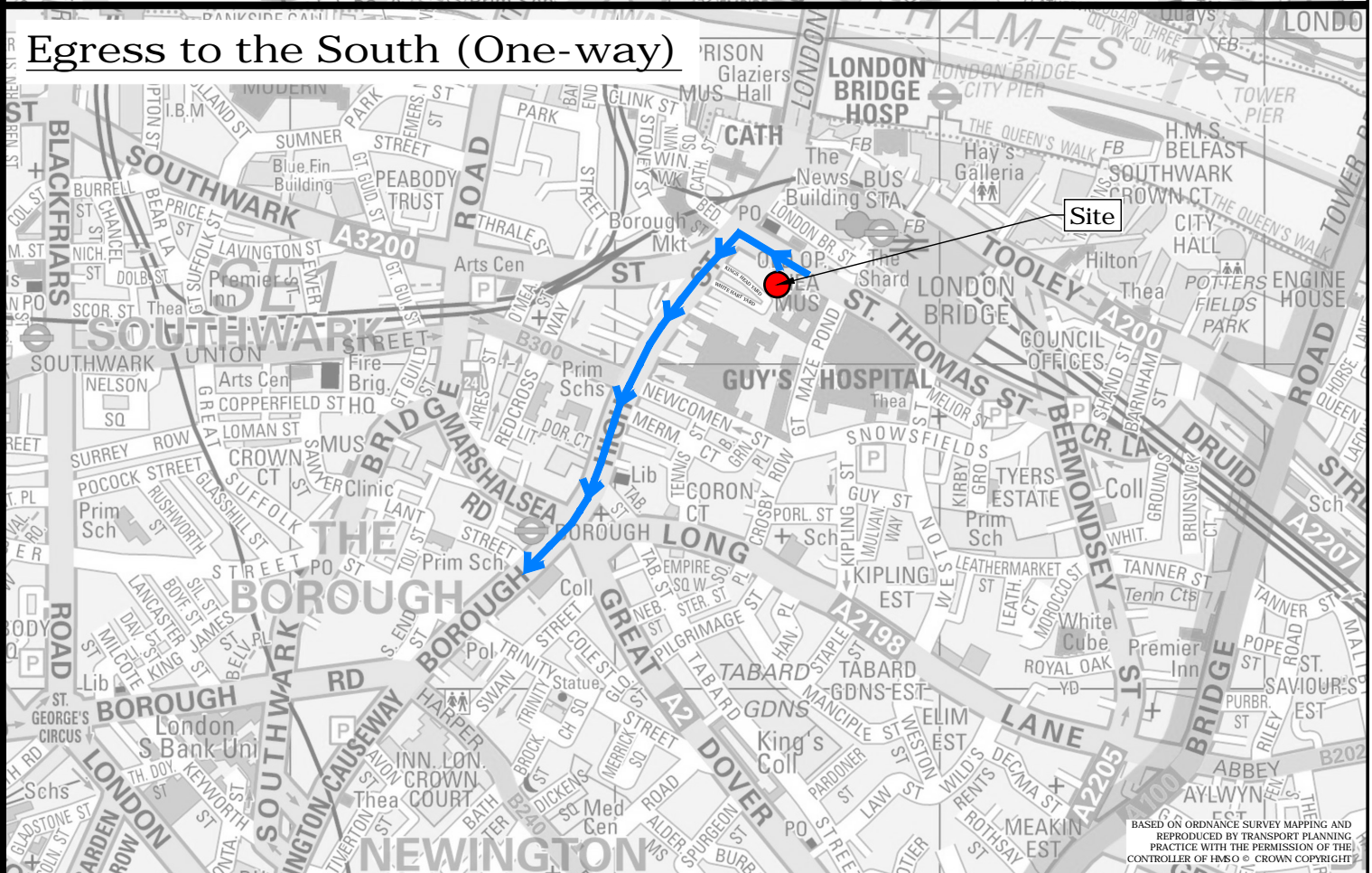
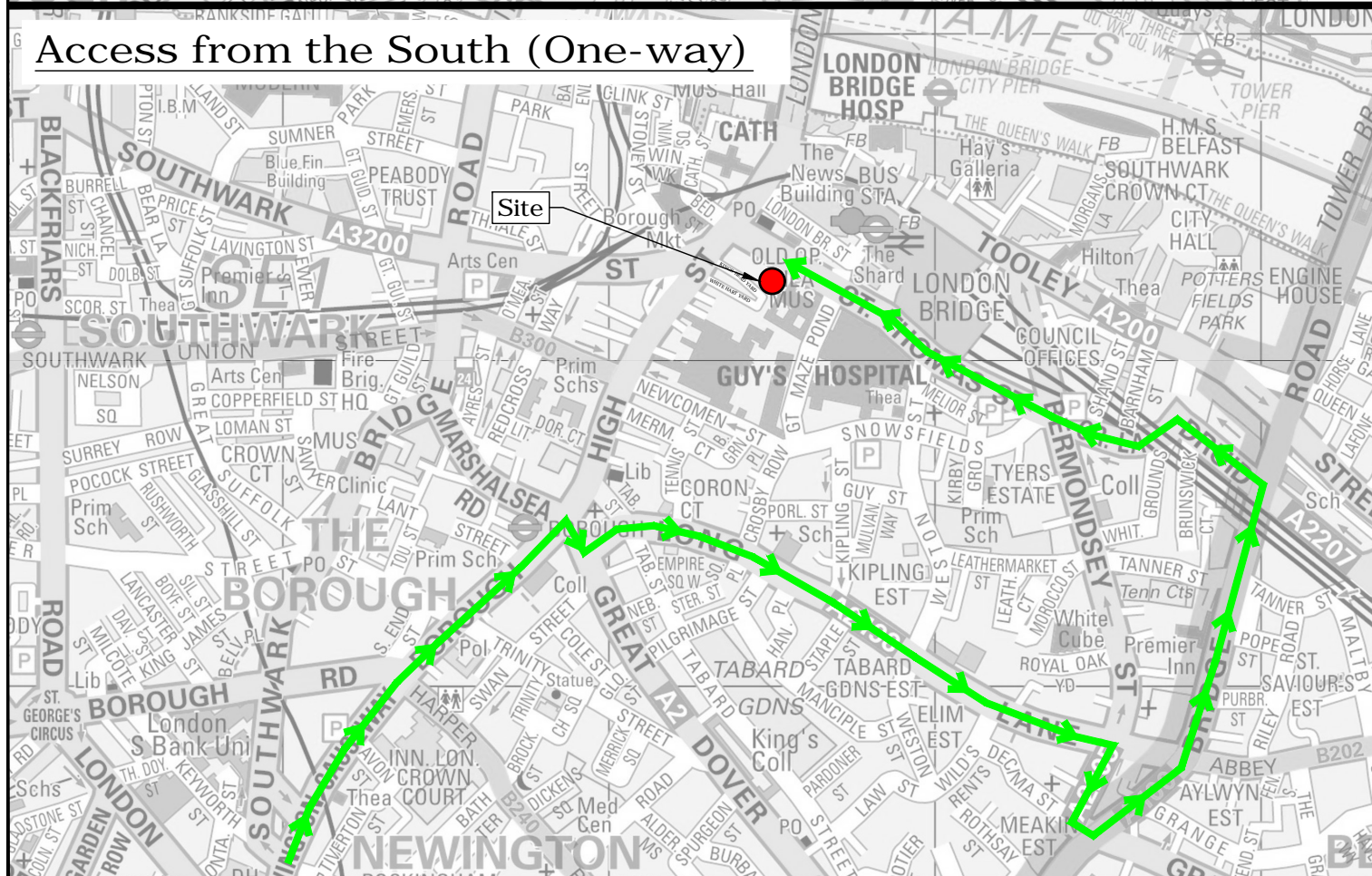
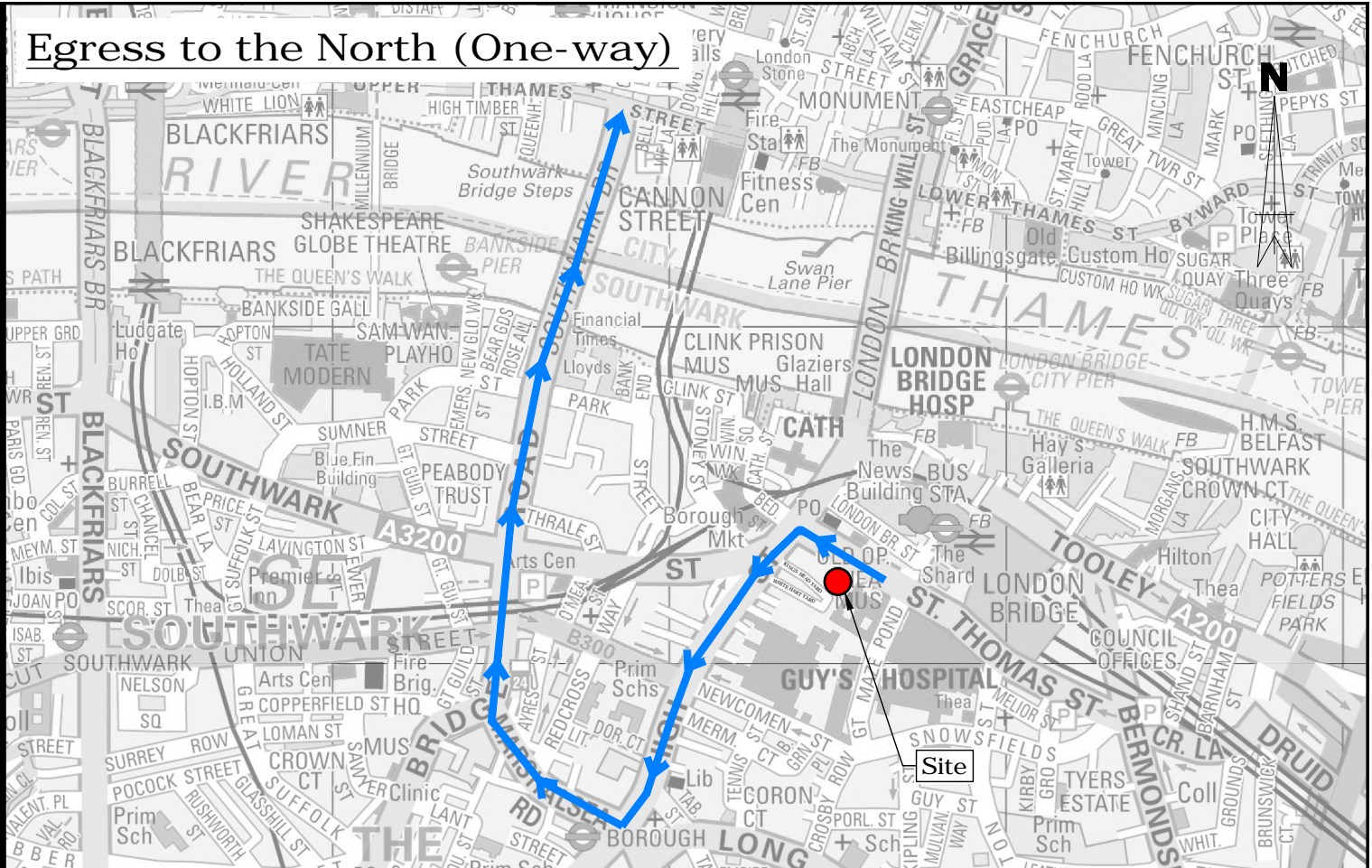
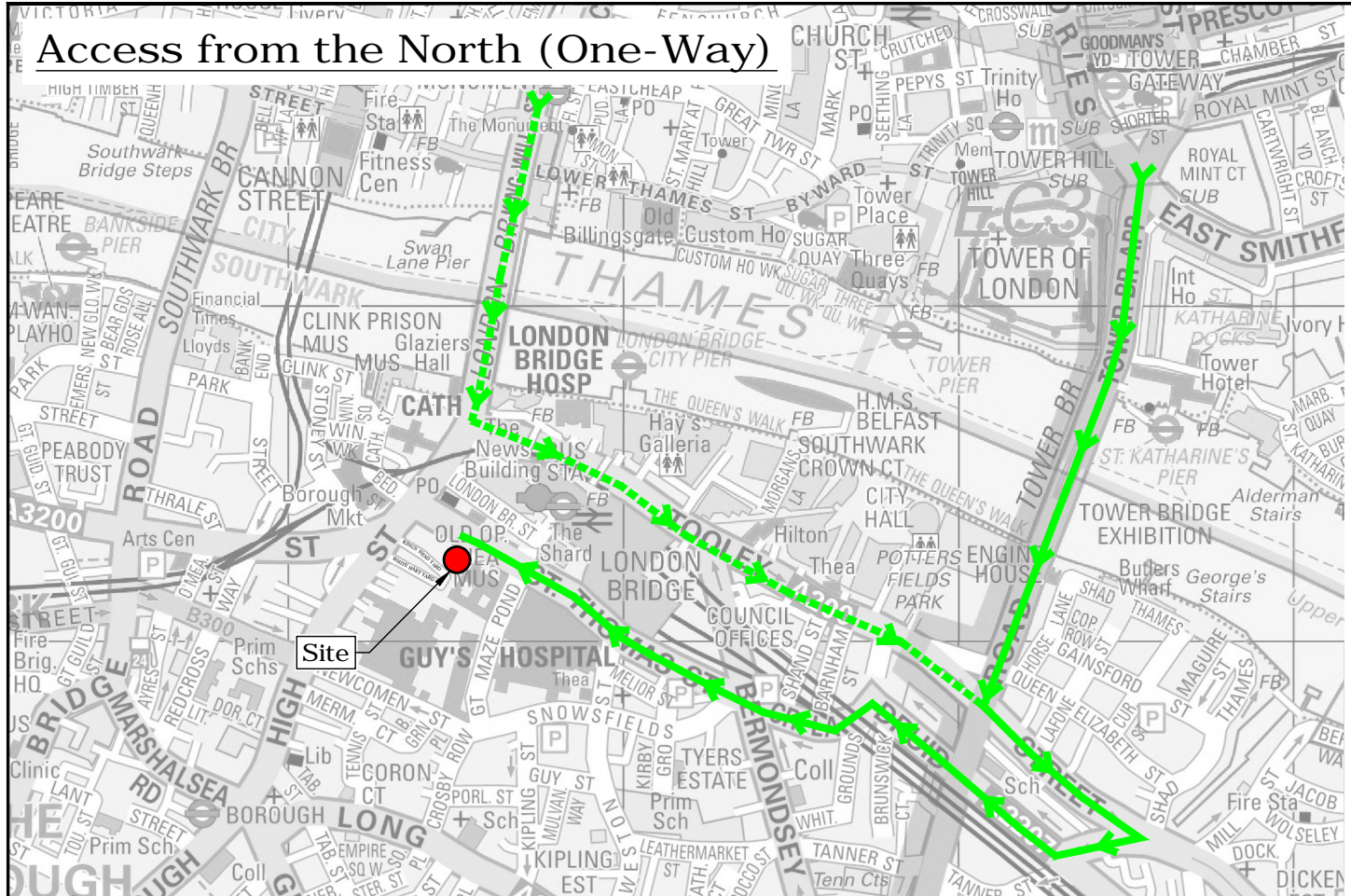
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White Hart Yard access/egress

Figure 2

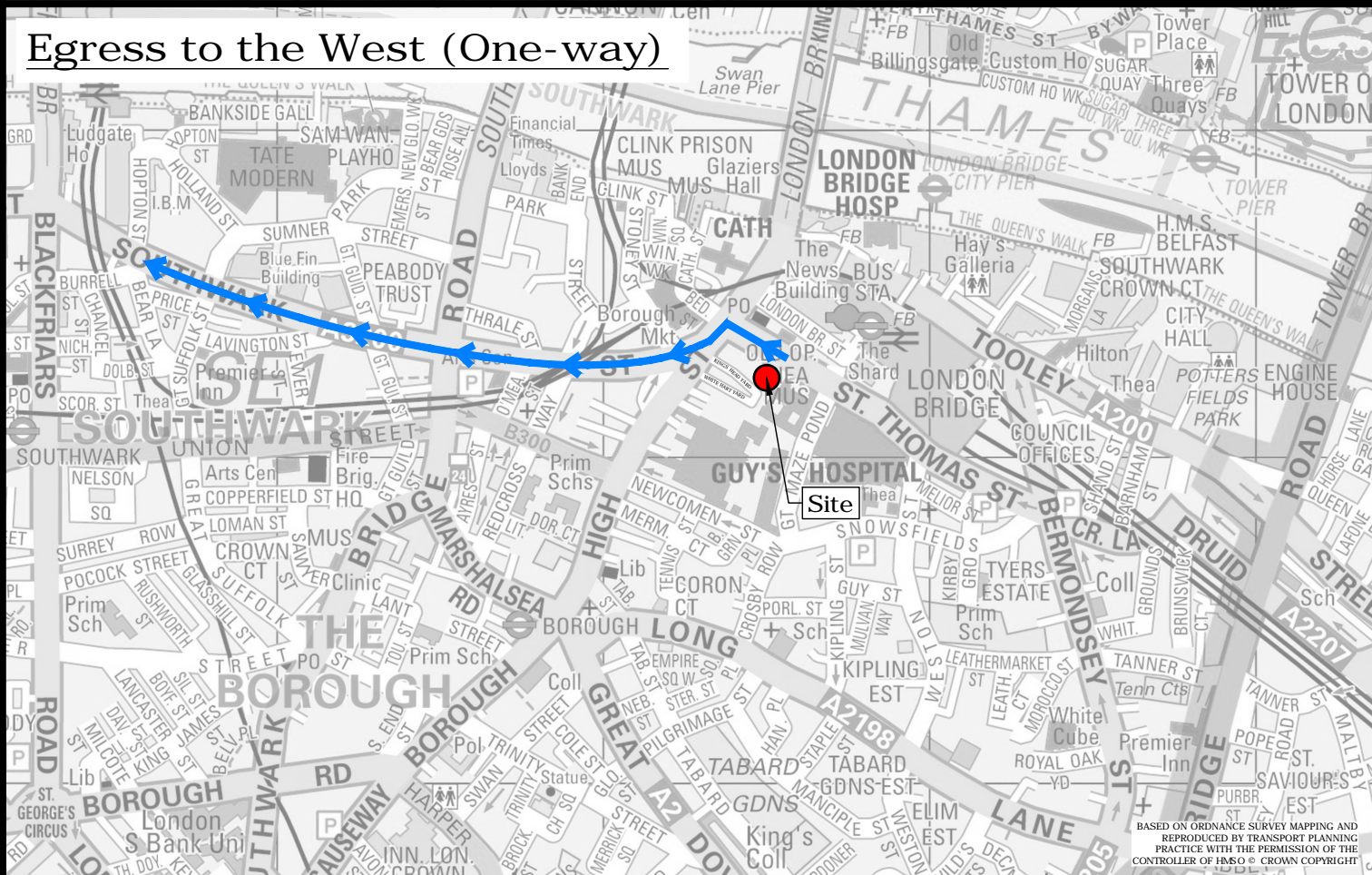
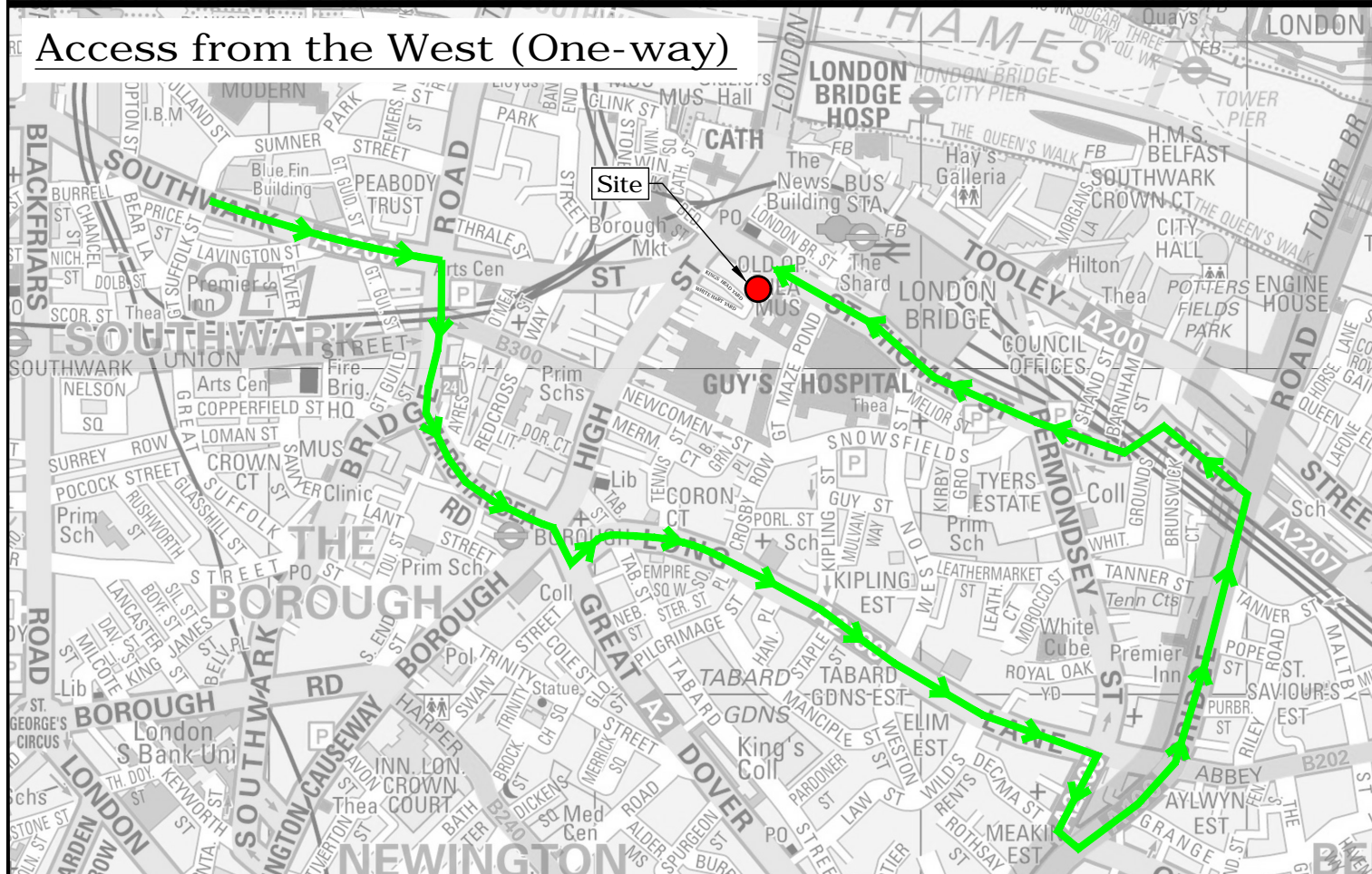
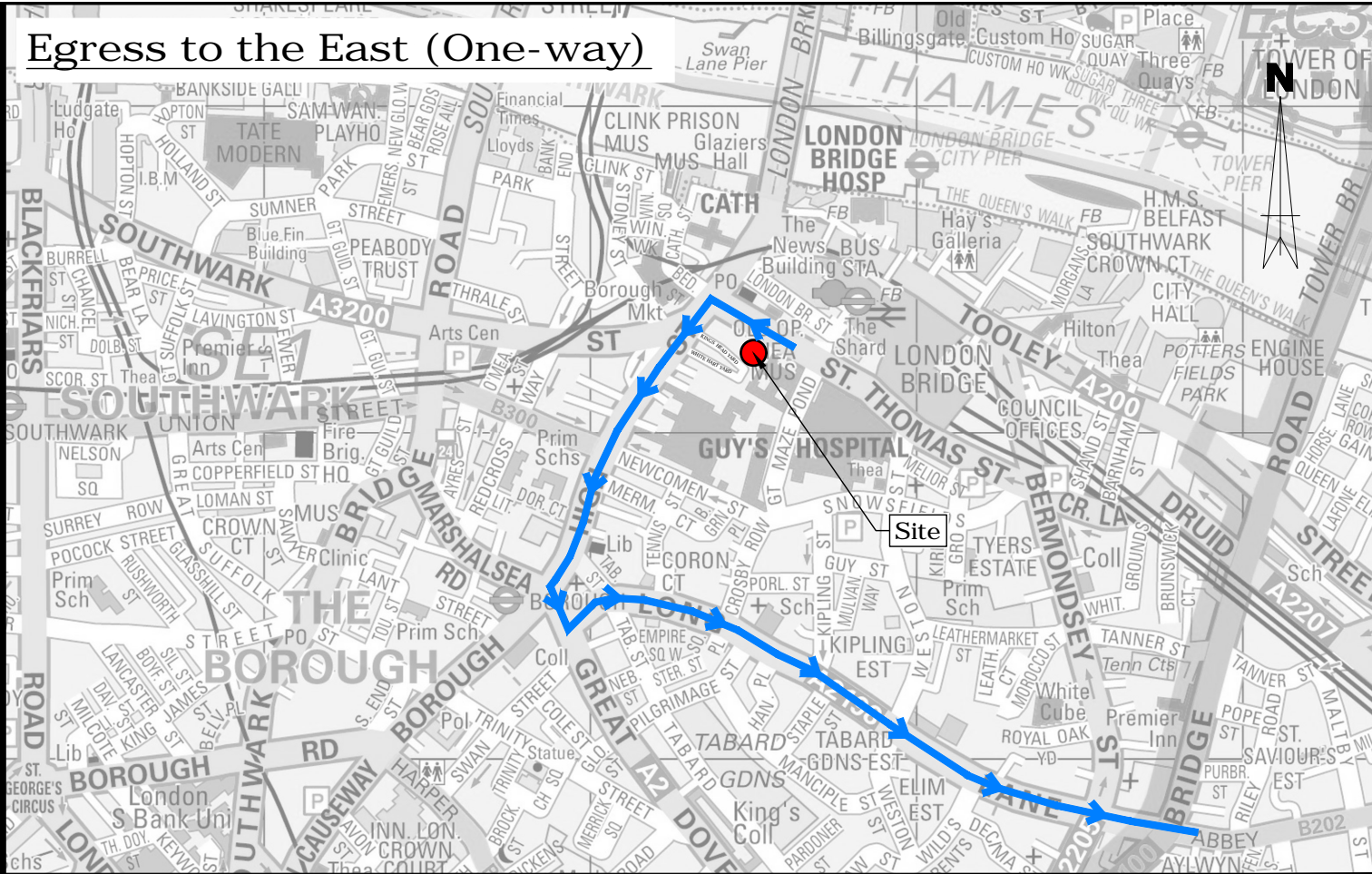
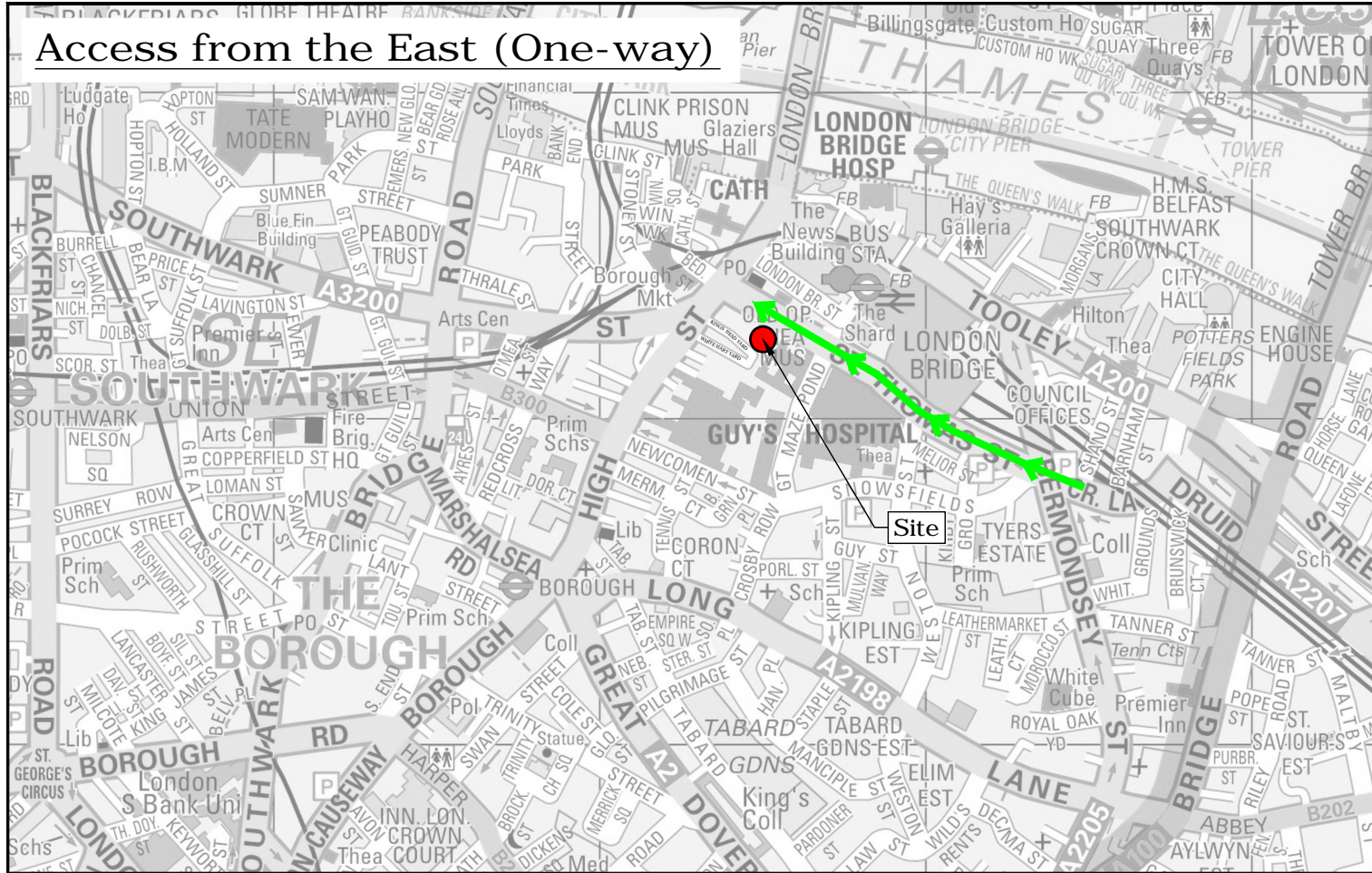


St.Thomas Street access/egress (One-way)

Figure 3

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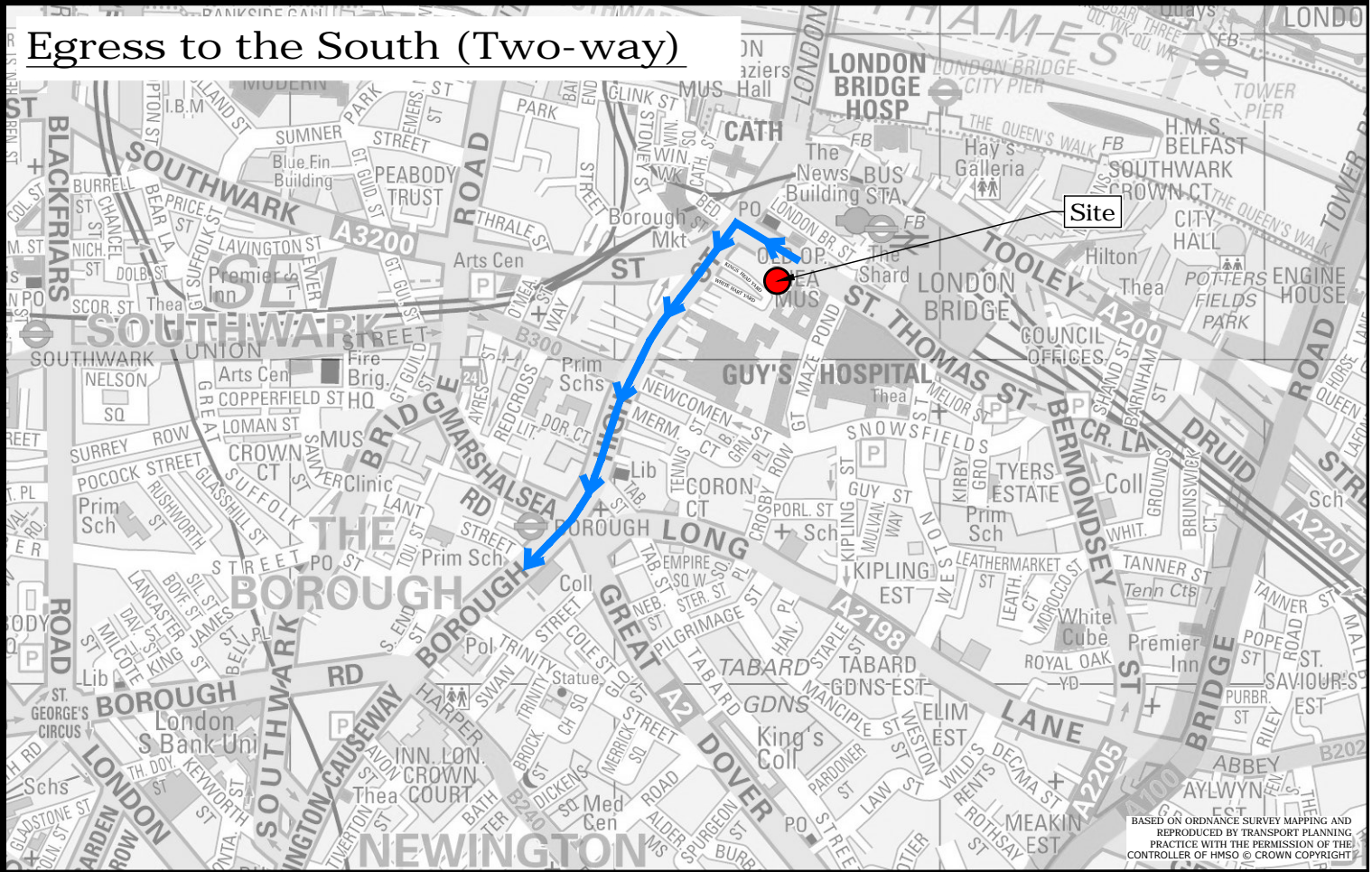
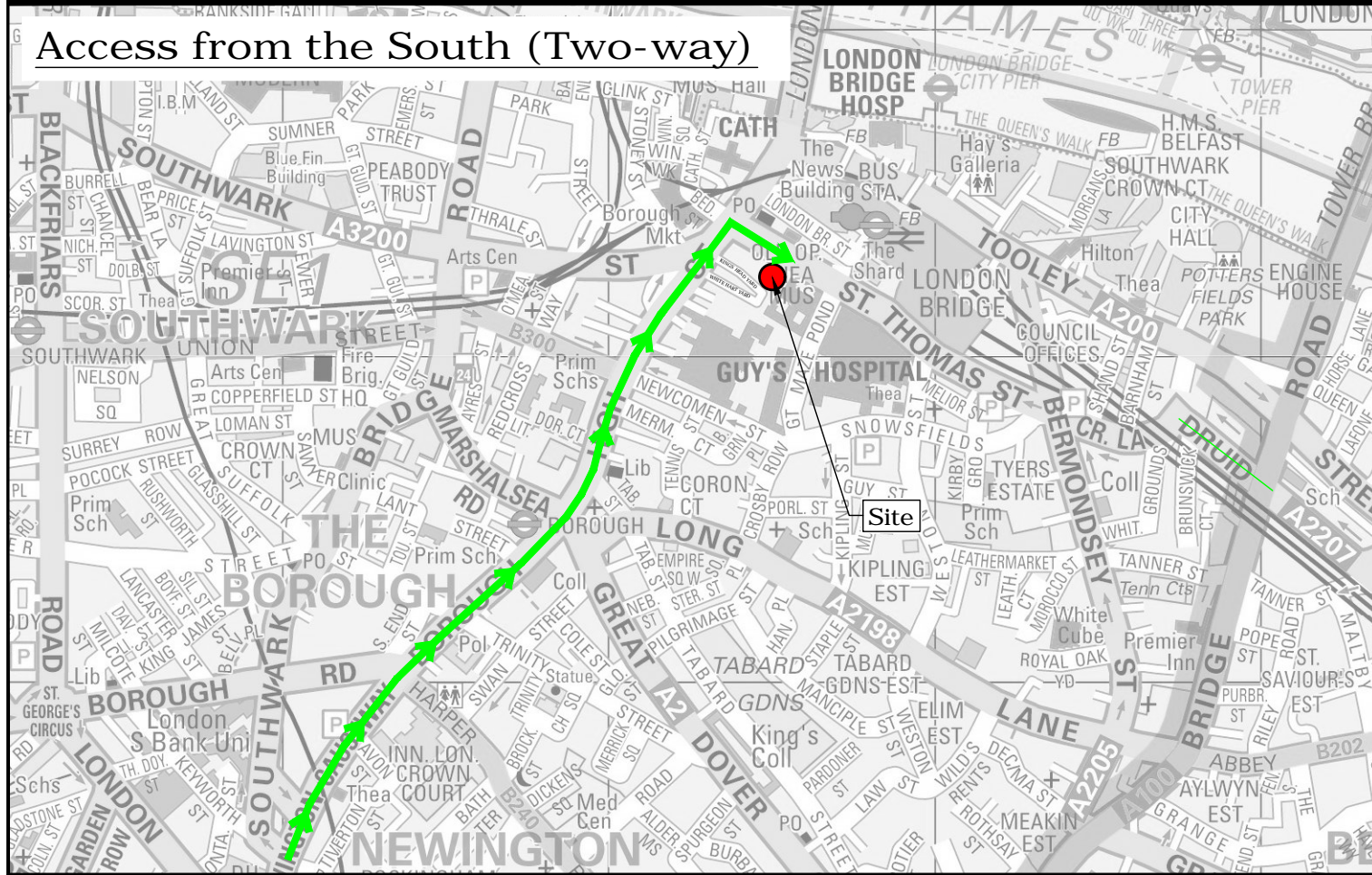
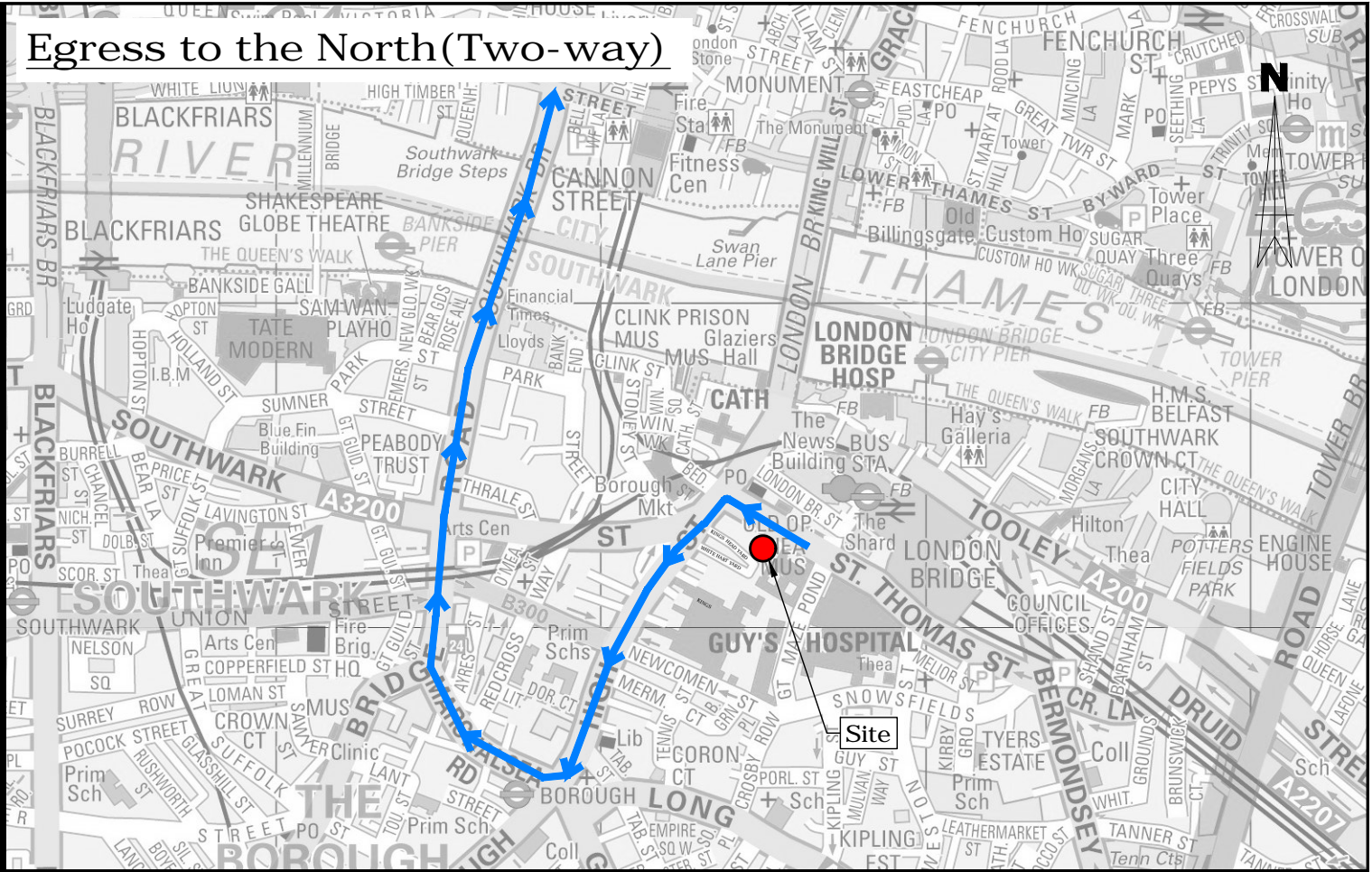
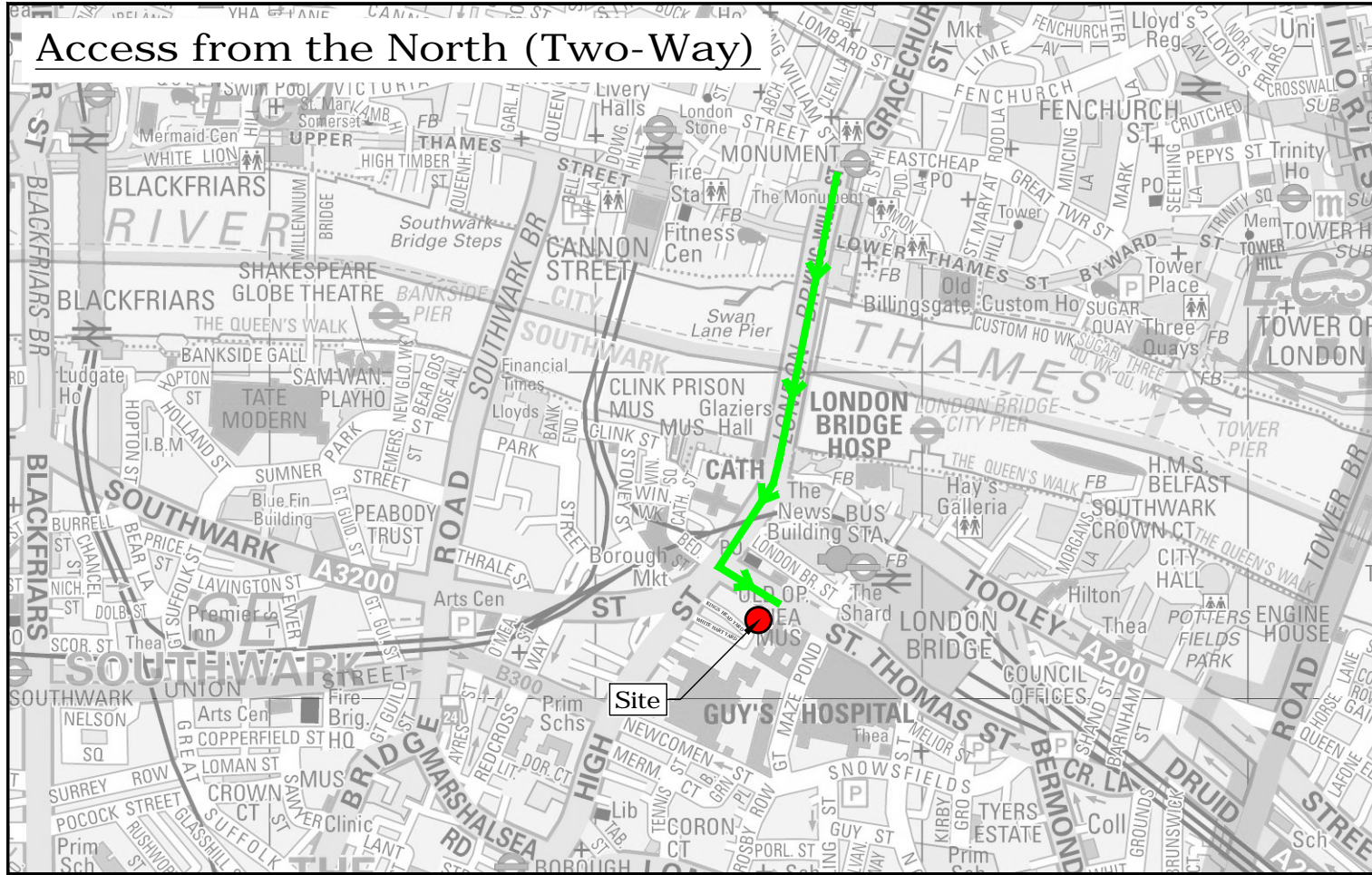
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St.Thomas Street access/egress (One-way)

Figure 4

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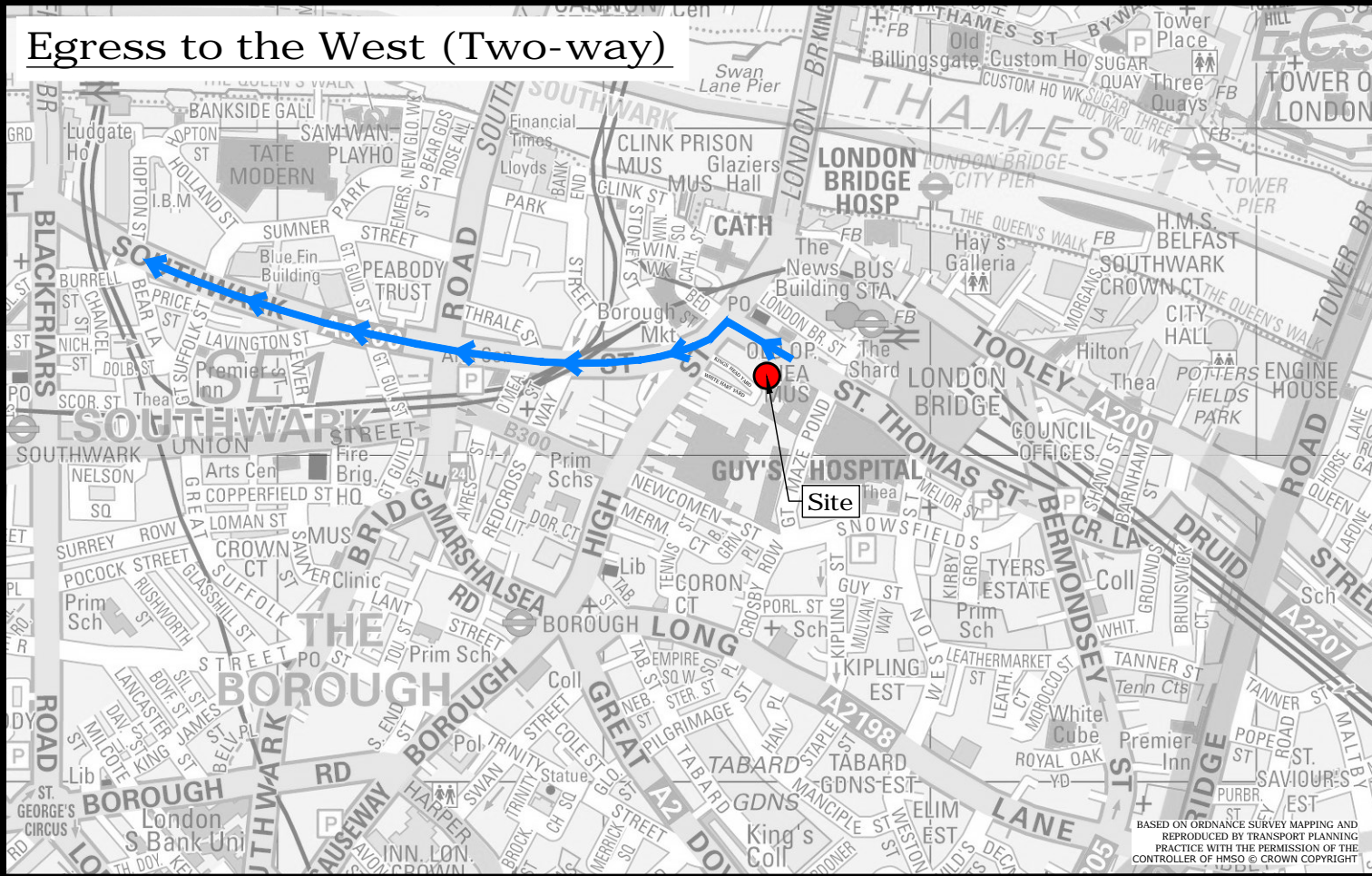
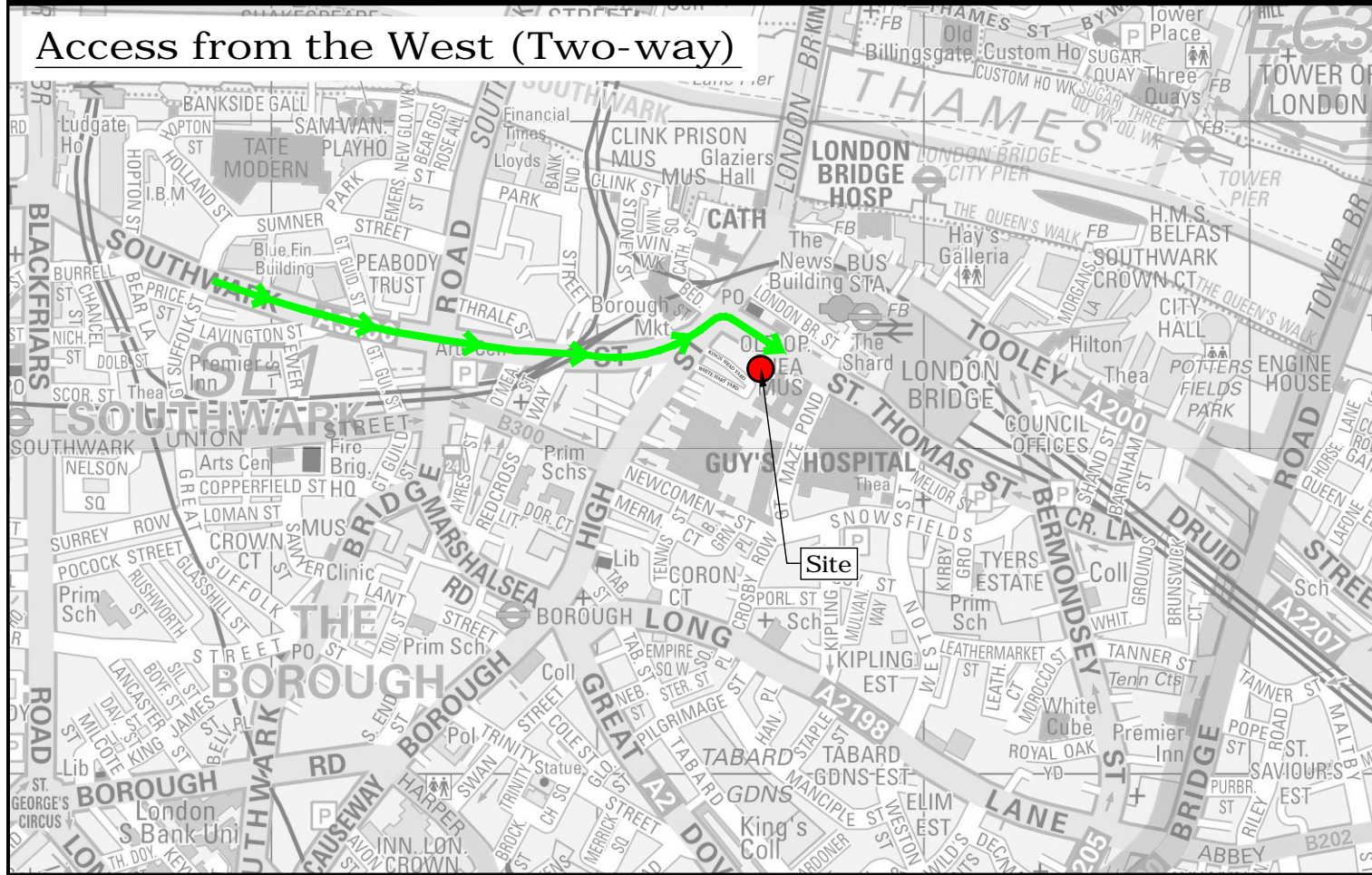
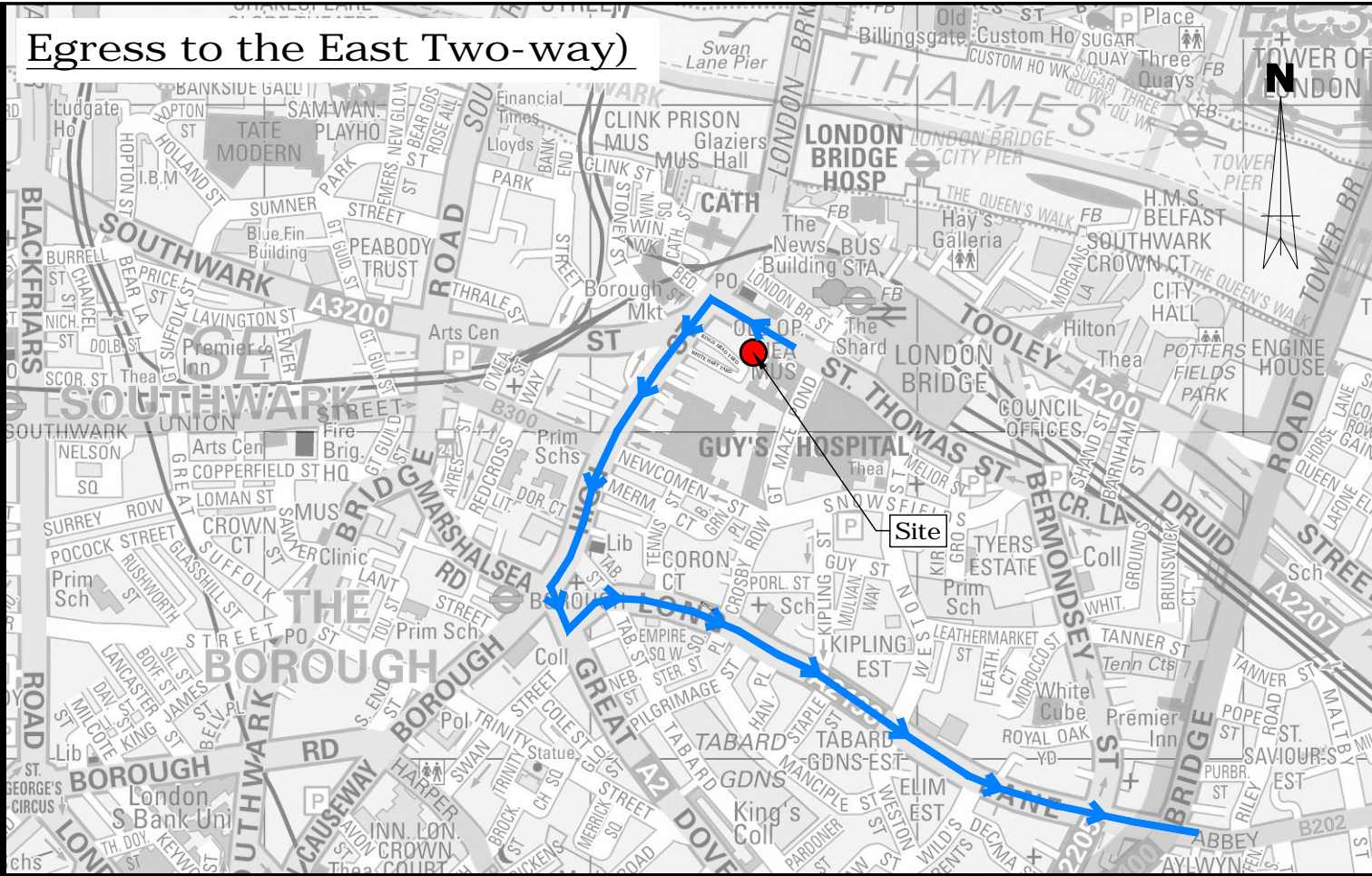
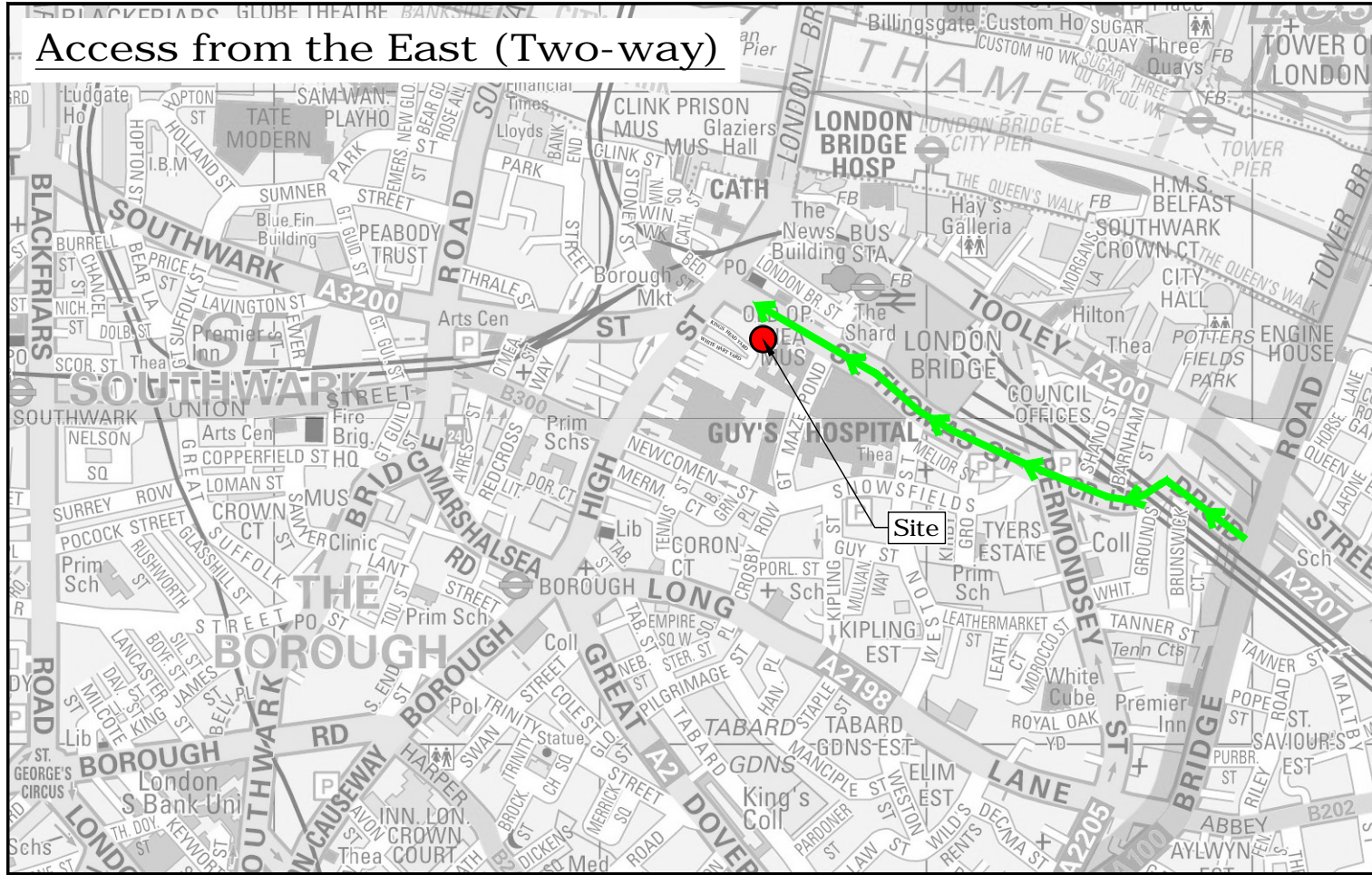


St.Thomas Street access/egress (Two-way)

Figure 5

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St.Thomas Street access/egress (Two-way)

Figure 6

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Appendix H

Waste calculations

New City Court - Waste Generation and Storage Requirements - Option 1: 1,280 litre Eurobins and 30/70 split between general and recyclable waste + compaction of cardboard for Office Use

Land Use	GEA (m2)	Total Waste storage requirements (weekly)			
B1 Office	53110	2000	litres	per	1000
A1 Food Retail	279	4000	litres	per	1000
A1 Non-Food Retail	547	4000	litres	per	1000
A3 Restaurant	1616	3500	litres	per	1000
D2	499	No waste standards			

m2 GFA

m2 GFA

m2 GFA

m2 GFA

Based on Westminster City Council 'Recycling and Waste Storage Requirements' document (2017-2018)

Land Use	Total Weekly Storage Requirement (litres)	Daily Storage Requirement (litres), based on 5 collections a week			Daily Storage Requirement (No. of 1,280 litre Eurobins), based on 5 collections a week			Cardboard to account for 50% of recyclable waste
		Total Waste Storage Requirement (litres)	General Waste Storage Requirement (litres)	Recyclable Waste Storage Requirement (litres)	Total Waste Storage Requirement (litres)	General Waste Storage Requirement (litres)	Recyclable Waste Storage Requirement (litres)	
B1 Office	106220	21244	6373	14871	11	5	6	Compacted into Bales and collected seperatley
A1 Food Retail	1116	223	67	156	Combined Provision as below			
A1 Non-Food Retail	2188	438	131	306				
A3 Restaurant	5656	1131	339	792				
Non-Office Uses	8960	1792	538	1254	2	1	1	included within Non-Office Provision as above
D2	Assessed on its own merit in the context of the small amount of floorspace and the type of use proposed							
Total					13	6	7	

Bin Type	1280	litre
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Split of total waste	
30%	general
70%	recycable

	Recycable Waste Reduction
Cardboard Baler for Office Use	50%

Assumes 50% of recyclable office waste would be cardboard which could be compacted into bales and collected seperatley. This reduces the recyclable Eurobins by half.