

**GPE (St Thomas Street) Ltd**

New City Court  
Consolidation of deliveries  
Independent review undertaken by Davies & Robson

3 0 8 4 8 / D 2 6 c  
January 2020



## **New City Court - Independent review of delivery consolidation**

- **Delivery Consolidation**

The proposals are for deliveries to the proposed New City Court to be consolidated at an off site location. This allows the majority of deliveries (excludes fresh food and post) to be delivered to a separate building outside of London, sorted, recorded and grouped together into a single delivery vehicle. At a predetermined time the electric delivery vehicle can then drive to the site and deliver all the non-urgent deliveries in one go, minimising vehicle movements, congestion and pollution around the site.

- **Davies & Robson undertook a comprehensive study**

GPE commissioned a detailed and comprehensive assessment of the expected office and retail deliveries and the degree to which these will be consolidated. This work built on the initial research into consolidation by TPP, and the strategy has been developed in consultation with a specialist logistics company, Davies & Robson, who have developed bespoke consolidation strategies for other sites already, including Guy's and St Thomas' Hospital adjacent to New City Court.

- **Strategy based on empirical data underpinned by a comprehensive servicing survey.**

D&R's methodology for assessing the expected level of office deliveries is based on a week-long survey of a similar GPE office development in London factored to take into account the future employee numbers. The baseline survey results have been increased on a pro-rata basis to account for the employee numbers at New City Court, and the resultant servicing rates have been checked against, and relate strongly with, assessments reported by Team London Bridge and London Borough Southwark.

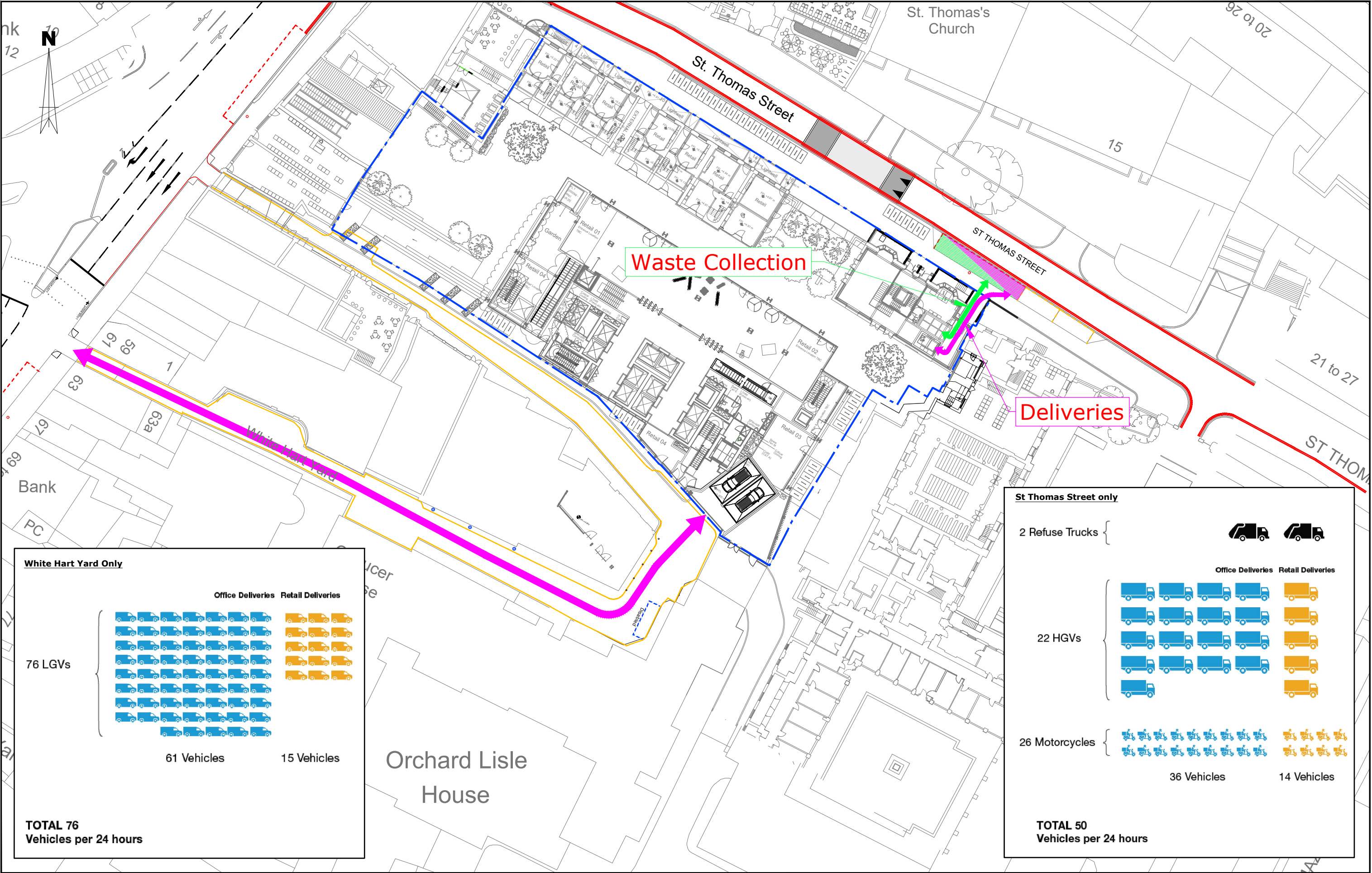
- **Retail trips and consolidation based on large database of existing examples.**

The consolidation of the retail trips is based on a comparison of each individual unit's potential use against a large quantum of likely retail elements from Davies & Robson's previously surveyed retail database. This ensures that the level of consolidation is reasonable and achievable.

- **Delivery trips to the proposed development can be substantially reduced—**

Davies & Robson's expert opinion concludes that the number of deliveries expected to the proposed New City Court development will be reduced by 70% with no deliveries taking place during the peak pedestrian times.

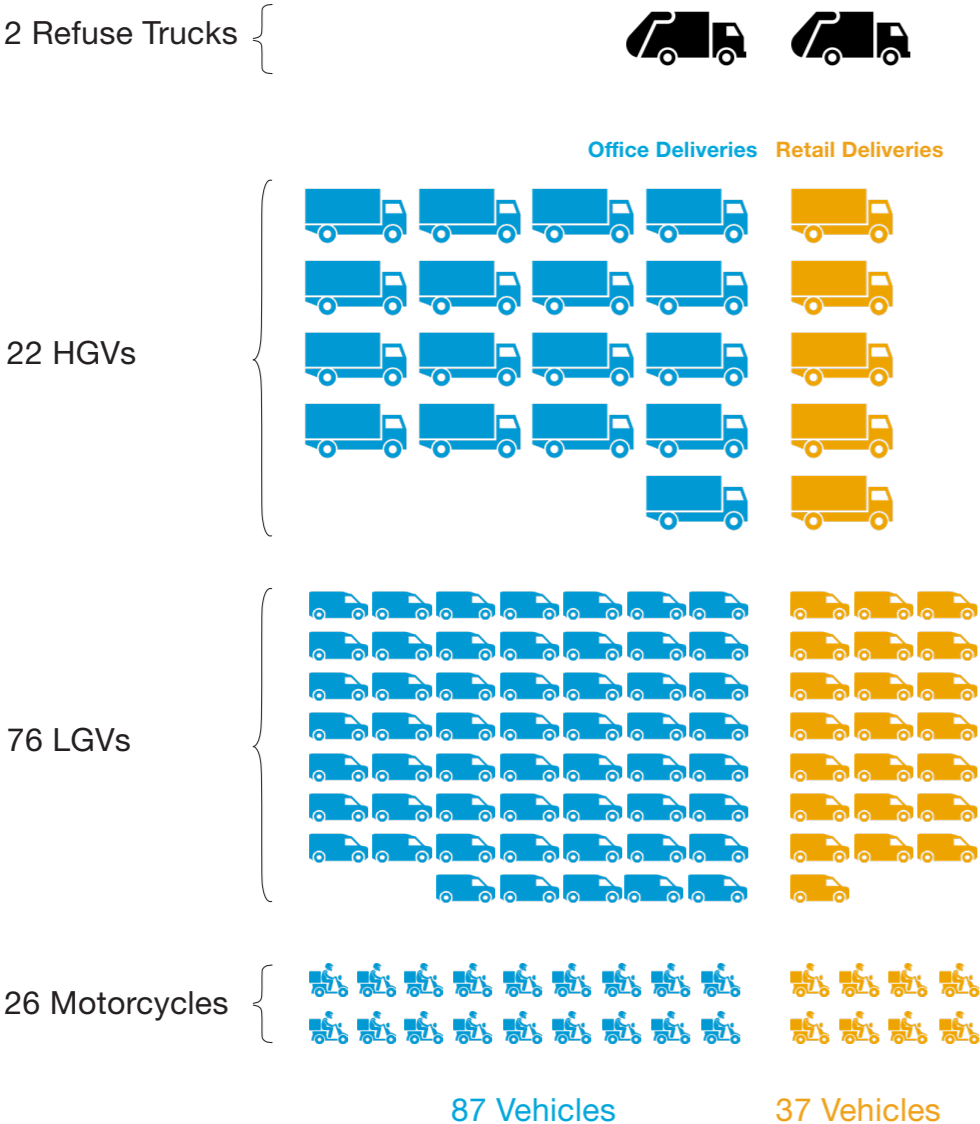
Submitted servicing strategy for proposed New City Court development



# Delivery Consolidation Studies - St Thomas Street & White Hart Yard Combined

## Previous position

**Planning Submission - December 2018**  
(No consolidation):  
Office + Retail vehicles per day



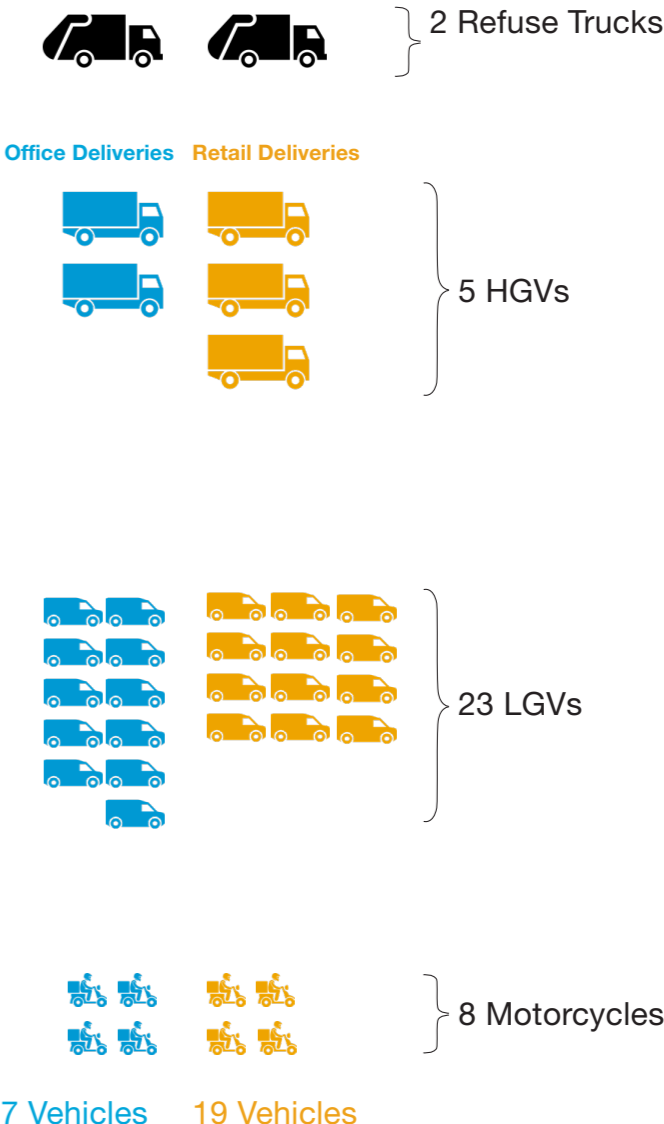
**TOTAL 126**  
Vehicles per 24 hours

## 70% vehicle reduction (88 vehicles removed)

in service vehicles servicing the site per day  
(in comparison to the planning submission).

## Current Position

**August 2019**  
Davies & Robson Consolidation assessment  
Office + Retail vehicles per day



**TOTAL 38**  
Vehicles per 24 hours

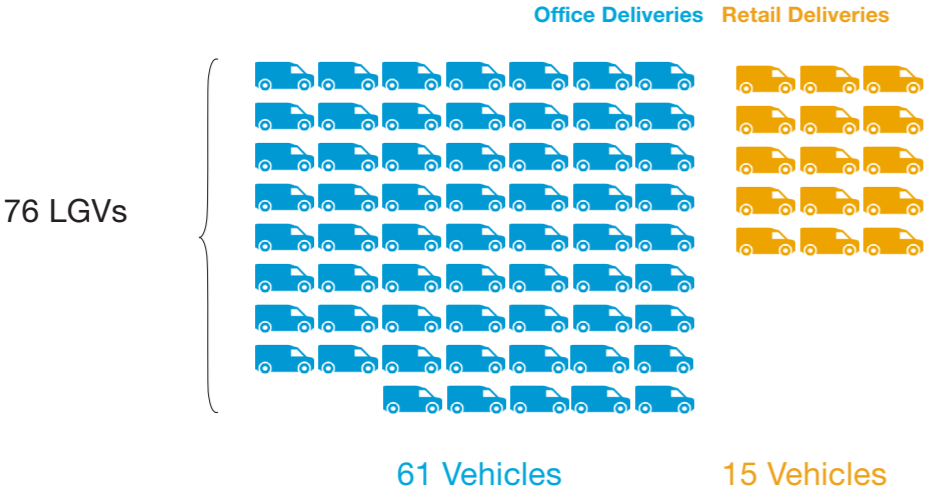
*Outcome of a delivery consolidation  
study carried out by Davies & Robson*

Delivery Consolidation Studies - White Hart Yard Only

Previous position

Planning Submission - December 2018

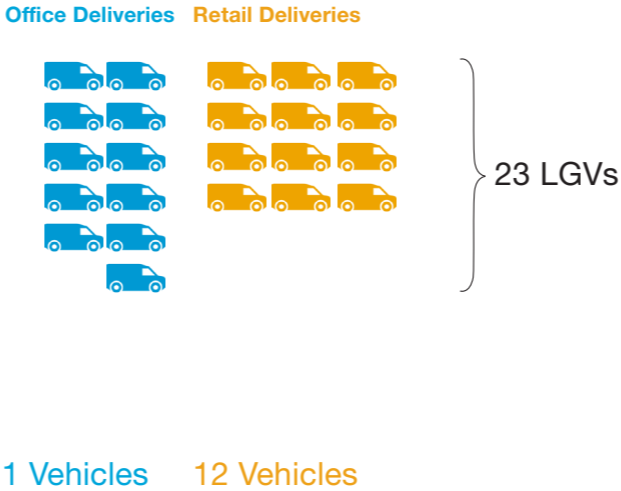
(No consolidation):  
Office + Retail vehicles per day



**TOTAL 76**  
Vehicles per 24 hours

Current Position

**August 2019**  
Davies & Robson Consolidation  
assessment Office + Retail  
vehicles per day



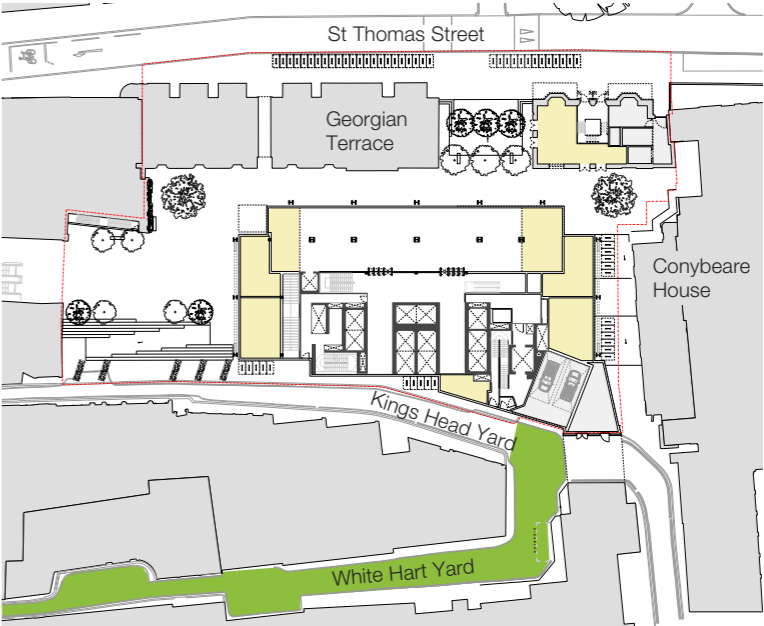
**TOTAL 23**  
Vehicles per 24 hours

*Outcome of a delivery consolidation  
study carried out by Davies & Robson*



**Zero vehicles**

accessing the site at peak pedestrian hours.



Level 00 Floor Plan - Submitted planning proposal

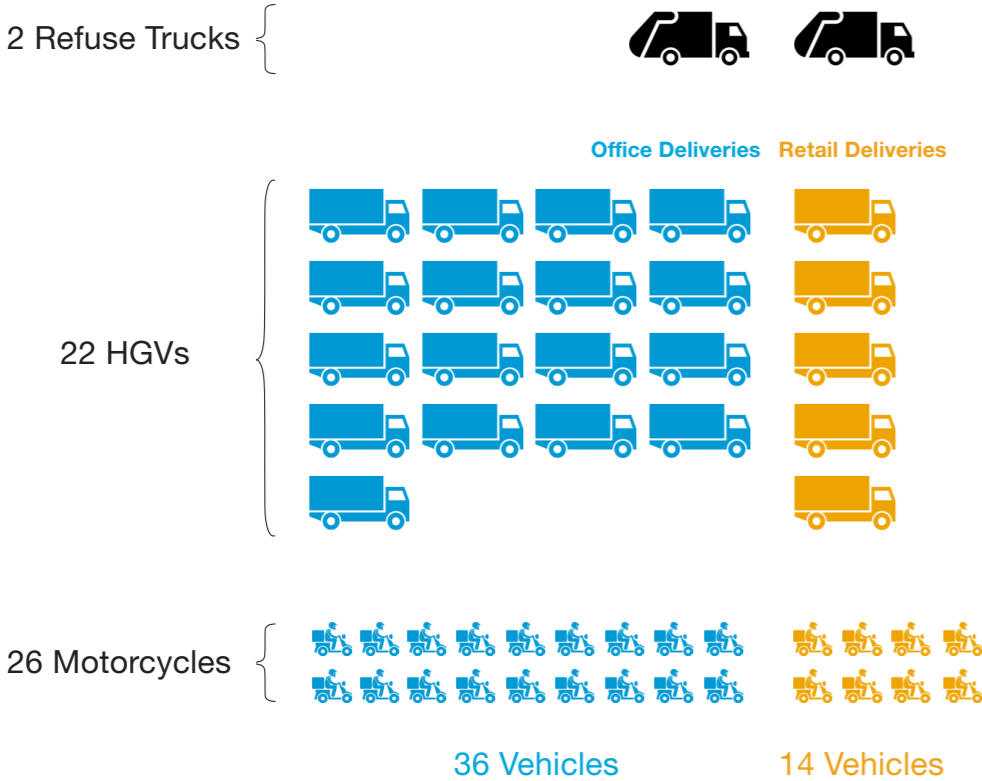
**70% vehicle reduction  
(53 vehicles removed per day)**

in service vehicles servicing the site using White Hart Yard  
(in comparison to the planning submission).

Delivery Consolidation Studies - St Thomas Street Only

Previous position

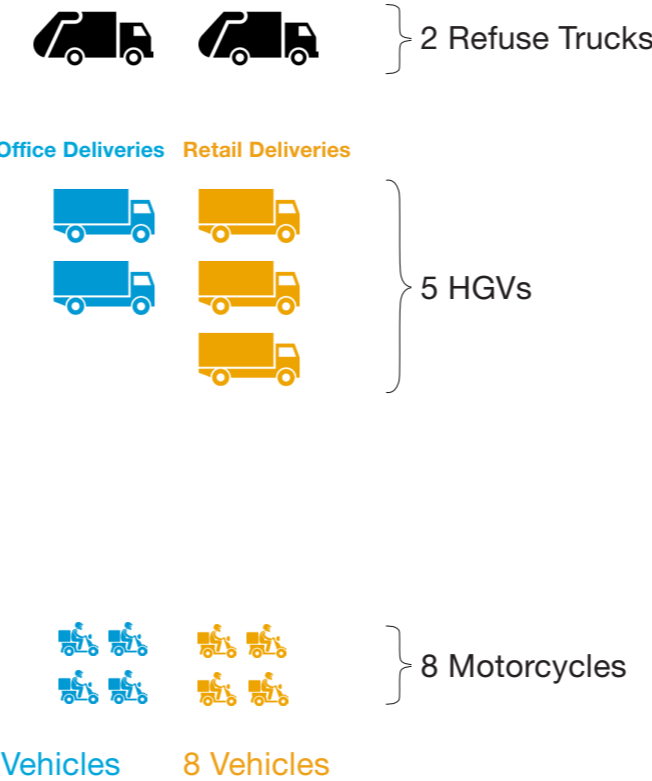
Planning Submission - December 2018  
(No consolidation):  
Office + Retail vehicles per day



TOTAL 50  
Vehicles per 24 hours

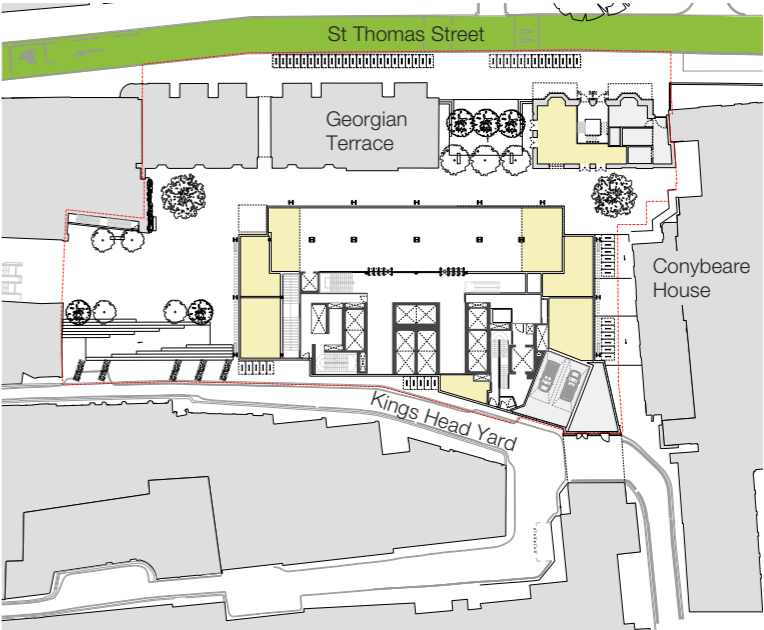
Current Position

August 2019  
Davies & Robson Consolidation  
assessment Office + Retail  
vehicles per day



TOTAL 15  
Vehicles per 24 hours

Outcome of a delivery consolidation  
study carried out by Davies & Robson



Level 00 Floor Plan - Submitted planning proposal

77% HGV reduction  
(17 vehicles removed each day)

servicing the site using St Thomas Street (in comparison to the  
planning submission).

70% total vehicle reduction  
(35 vehicles removed each day)

in service vehicles servicing the site using St Thomas Street (in  
comparison to the planning submission).

## Existing Loading Bay Use - St Thomas Street

- Additional survey of the loading bay has been undertaken to ensure that there would be adequate capacity.
- There are currently 6-10 vehicles servicing the existing New City Court development utilising the loading bay during the peak hours (10am-4pm) of each working day.
- There are currently a further 11-23 vehicles servicing the surrounding sites, and/or parking, utilising the loading bay during the peak hours (10am-4pm) of each working day.
- Following the removal of the vehicles associated with the existing New City Court development there is always a minimum of 2.5 hours during the peak 6 hours when the bay is free. On the basis of the ten minute delivery period assessed in the submitted Transport Assessment (and confirmed by the recent survey data), the bay could therefore accommodate up to 15 new HGVs during this period.
- Following extensive consultation with third parties and the implementation of the proposed consolidation arrangements, GPE are currently proposing only seven HGVs, two of which will be refuse vehicles, using the loading bay across the whole day, with only two vehicles during the peak 6 hours, so there is ample spare capacity within the existing provision.

## St Thomas Street loading bay - Looking west



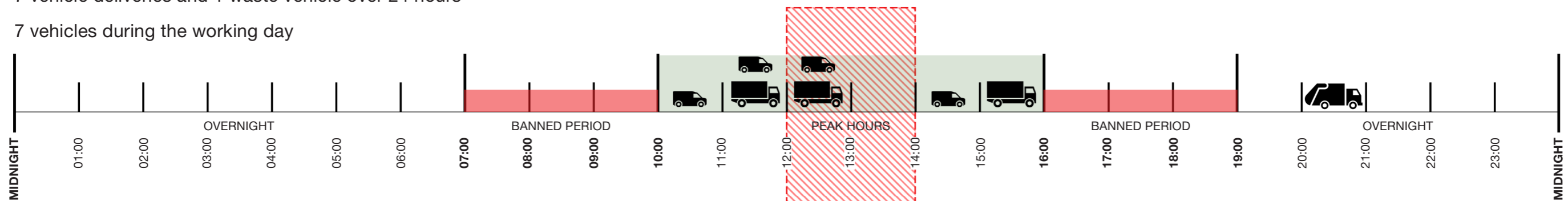
# Comparison of Existing Daily Deliveries vs Proposed consolidated Daily Deliveries to St Thomas Street

## Existing

### Current daily deliveries on St Thomas Street to existing New City Court development

7 vehicle deliveries and 1 waste vehicle over 24 hours

7 vehicles during the working day

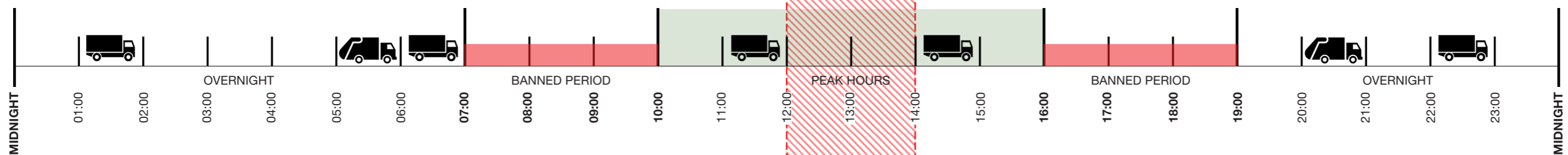


## Proposed

### Consolidated daily deliveries on St Thomas Street to proposed New City Court development

5 vehicle deliveries and 2 waste vehicle over 24 hours

2 vehicles during the working day, with others spread overnight



**28% reduction** in vehicles servicing the site from St Thomas Street compared to the existing servicing. Following consolidation the number of vehicles delivering via the on-street loading bay during a 24 hour period will be **reduced** from an average of 7 vehicles in the existing situation to **5 vehicles** in the proposed development.

**71% reduction** in vehicles using the loading bay **during the working day**.



**Zero vehicles** delivering to the site during the peak pedestrian periods.

Summary Of The Key Consolidation Benefits


**70% reduction** in delivery vehicles via the consolidation compared to the planning submission

**53 less** delivery vehicles accessing King's Head and White Hart Yard daily

**35 less** delivery vehicles servicing from St Thomas Street daily

**7 total** The low number of vehicles (including refuse collection) using the St Thomas Street loading bay. This is the same as in the existing situation, but with the benefit of shorter trollying distances

**70% reduction** in vehicles servicing the development using the on-street loading bay during the working day compared to the existing situation

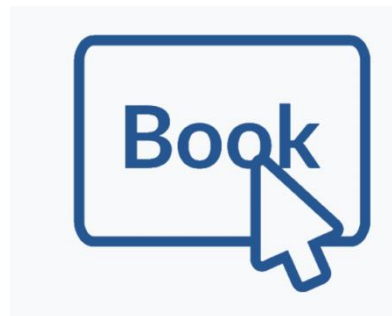


**Zero vehicles** using St Thomas Street or White Hart Yard during the pedestrian peaks times

## Further benefits of consolidating deliveries



In addition to the significant reduction in vehicle numbers and the associated emissions reduction, the proposed strategy has a number of other benefits. The vehicles used for transporting consolidated loads are expected to be driven by a small specially trained group of drivers. These individuals will be highly familiar with the central London driving environment and specific access arrangements and controls at New City Court.



Another advantage of the consolidation proposals is that all deliveries will be booked through the off-site hub allowing for allocation of individual booking slots. A specialist booking system will be implemented to manage deliveries ensuring smooth running activities and also provide a wealth of management information and statistics enabling monitoring.



The proposed system has been developed based on a quantitative approach by highly experience logistics experts providing a high level of confidence in the proposed consolidation opportunities at New City Court. The strategy will significantly reduce vehicle movements, ease congestion and minimise vehicle emissions.

## Summary

- **Bespoke proposals**

This Consolidation Strategy outlines the bespoke proposals for New City Court addressing comments from London Borough Southwark and TfL.

- **Using a specialist logistics company**

Building on the initial research into consolidation by TPP, the evolving strategy has been developed in consultation with a specialist logistics company, Davies & Robson who have developed bespoke consolidation strategies for other sites already, including the Guy's and St Thomas' Hospital adjacent to New City Court.

- **Based on Empirical data**

As part of the investigation, and the empirical data collection that informed the consolidation strategy, TPP have also reviewed the submitted planning application, and provided consistent sense-checking of outputs against other developments.

- **Reduction in deliveries by 70%.**

It has been shown that there is considerable opportunity to consolidate office deliveries as the majority of items are non-perishable and non-urgent items. These can be combined with further consolidation for the retail trips, maximising the efficiency of the building. Overall, it has been demonstrated that the proposed New City Court development will be able to reduce delivery vehicles by 70%.

- **Deliveries consolidated and tracked**

The items identified for consolidation will be delivered to an off-site consolidation hub, where they will be stored, consolidated, transported and tracked to the site in one 7.5 tonne vehicle, opposed to the several vehicles that would have needed to visit the development in an unconsolidated scenario. Fully electric vehicles can also be used.

- **Minimal impact on the highway network**

The residual deliveries will be distributed across White Hart Yard and St Thomas Street having a negligible impact on those roads given their low numbers and improved delivery periods. No deliveries to the development will be scheduled for peak hours or lunchtime peaks.

- **Overall reduction of 88 vehicles**

Overall, compared to the figures provided as part of the submission, the current proposals represent a significant reduction of 88 vehicles.

- **A deliverable strategy**

In summary, the strategy has been developed based on a quantitative approach in consultation with highly experienced logistics experts providing a high level of confidence in the proposed consolidation opportunities at NCC and represents a tangible and deliverable strategy for New City Court.