

# CONSTRUCTION LOGISTICS PLANNING GUIDE

## Supplement 3 - Lorry Holding Areas

This guidance has been written to provide supplementary support when developing Construction Logistics Plans (CLP) and is complementary to the CLP Guidance document. The CLP Guidance is designed to provide information and help for those who are looking to develop and deliver consistent and effective CLPs.

Included in Supplement No.3 – Lorry Holding Areas, are the various steps you should consider in advance of developing a CLP in relation to vehicles delivering or collecting from a construction site in order to minimise disruption. It also offers a range of options for consideration and includes an alternative to the current method of attempting to locate scant physical space and gaining local authority approval.

### Site delivery congestion

With construction projects occurring in many local authorities across London and space at an all-time premium; the associated HGV movements for site deliveries continue to cause significant disruption in terms of congestion, air quality and road safety.

Without appropriate logistics planning, vehicles delivering to construction sites can end up either having to queue at the site access point or circling the roads in the local area. This can result in delays, congestion, increased fuel usage, running costs, air pollution, road risk, driver fatigue and costs due to Penalty Charge Notices (PCNs). Much of this will also impact on local communities.

### Lorry holding areas – how can they help?

Lorry holding areas alleviate many of these pressures, by enabling vehicles to wait and/or queue at an approved location near a construction site. The vehicles can then be called to site at short notice. Lorry holding areas differ in size and function, but their main purpose is to regulate the flow of traffic to and from a site.

Currently many of the major construction projects in central London use areas within neighbouring boroughs as holding areas. These are generally negotiated and specified as part of the projects' Construction Logistics Plans (CLP) and approved by the local authority.

Despite the fact that lorry holding areas are a CLP planned measure, the borough hosting the location of the lorry holding area may experience its negative impacts if not managed well. Additionally, it is becoming increasingly difficult to find lorry holding areas due to a physical lack of space. Frequently these issues will mean that some London boroughs will simply refuse a request for a lorry holding area.

This brings the problem full circle and with vehicles having to:

- stop illegally, picking up PCNs
- wait with engines idling unnecessarily
- travel more miles

All of which creates more congestion, road risk and emissions.

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### Lorry holding areas – good practice checklist

These recommendations and steps have been taken from a live project. You can use these as examples in writing your CLP:

- ✓ Appoint a dedicated Construction Logistics Manager who is CLP Practitioner trained. They will be responsible for the early planning of lorry holding area requirements and exploring opportunities. Regular community liaison meetings should be held to update local businesses and residents of the area on the activities and to respond quickly to any concerns raised
- ✓ Explain the need for lorry holding areas. Consider the different needs for the different construction phases, designated routes and the lorry capacity required. Note that an excess need for lorry holding area capacity can reflect poor logistics planning
- ✓ Appreciate local authority priorities and know the local area. Acknowledge that lorry holding areas should be identified and proposed at least six months before they are needed to allow for timely negotiation, approval and implementation
- ✓ Identify the owners of any under-utilised land capacity on designated routes that could be used for lorry holding areas. Be aware that commercial land owners may be risk averse when co-operation is sought
- ✓ Identify and establish a relationship with neighbouring sites to determine whether lorry holding areas are used and could be shared or whether site areas could be utilised at different project phases and explore opportunities for collaboration
- ✓ Demonstrate initiative – finding an area often comes down to innovative thinking. Audit local roads to identify times at restricted kerb space where roadside dispensations could be implemented
- ✓ Propose emerging technology such as an intelligent kerbside management system to create and control virtual lorry holding areas. Speak to neighbouring local authorities, who may already be using intelligent kerbside management for roadside deliveries
- ✓ In central London lorry holding areas should be half a mile from site, but close to the major road network. In opportunity area planning frameworks, an organised network of lorry holding areas serving the area should be controlled and co-ordinated by the local authority
- ✓ Monitor the impact of congestion at the site access point to determine the effectiveness of logistics planning and the use of lorry holding areas

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### The next steps

Whilst in theory the use of lorry holding areas provide an ideal solution to the problem of vehicles waiting, circling or parking illegally near construction sites; the issue of space to create them will forever be a problem in densely populated urban centres. This is compounded by the need for local authority approval and multiple departments within the authority need to play a part in the process.

The requirement for suitable lorry holding areas, or a viable solution in London is becoming increasingly acute. In order to find a resolution to this problem, the key is to identify spare capacity. Local authorities, land owners and the construction industry need to be flexible and work together. There are a number of potential options to adopt lorry holding areas as part of a CLP - forward (and sometimes creative) thinking is essential:

- **Finding viable space**

Utilising pockets of land or re-allocating road space is key and being observant in the vicinity of the site may offer up opportunities of viable space which could be utilised. Using The Shard development as an example, lorry holding areas were created near to the development by relocating a taxi rank and parking spaces. Although this involved a lengthy process in terms of the borough's investigations and approvals process, it resulted in no circling vehicles (previously had been 2km circuits when vehicles were sent away). Vehicles were kept off the road network, site efficiency was maintained and costs were reduced

- **Collaboration with neighbouring sites**

By establishing relationships with other local sites, there may be opportunities for working together to share space, existing lorry holding areas or to work collaboratively to achieve a joint solution

- **Exploring innovative technology solutions**

Technology is providing innovative solutions to help with a range of construction issues. A technology-based option for establishing and operating lorry holding areas explores restricted space at the roadside and negotiates a regulatory dispensation with the local authorities. The council dispensation requires the use of an intelligent kerbside management system and creates a virtual lorry holding areas. This provides win-win benefits for:

- 1. Developers and contractors**

- Offers a speedier solution than applying to boroughs for creation of specific holding areas
- Solution can be built in as part of a CLP without approvals required so long as local borough is also using the solution
- Reduces negative impacts on the road network such as emissions, congestion and road risk

- 2. Lorry operators**

- Provides efficiency, saving time and money
- Reduces fuel usage, running costs and driver stress
- Reduces PCNs and the associated administration time and cost

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### 3. Local authorities

- Reduces time and cost in investigating and approving specific holding areas
- Reduces cost and time of administering challenged PCNs
- Minimises impact on local communities and supports Local Plan objectives
- Can create a viable revenue stream enabling positive traffic management outcomes

#### Construction Logistics Plans

A Construction Logistics Plan (CLP) is an important management tool for planners, developers and construction contractors. It focuses on construction supply chains and how their impact on the road network can be reduced.

A CLP provides the framework for understanding and managing construction vehicle activity into and out of a proposed development. A full assessment of all the phases of construction should be included and detail:

- The volume and frequency of lorry trips to site
- How site traffic will be controlled and regulated
- The proposed location of lorry holding areas
- How lorry holding areas will be managed

The development of a CLP for any construction development or infrastructure project should be complemented by the inclusion of a robust Work-Related Road Risk (WRRR) strategy.

Find out more at: [constructionlogistics.org.uk](http://constructionlogistics.org.uk)