



Improving Practices at Road and Street Works

TfL Lane Rental Industry Publication



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Introduction

With London's population continuing to grow, the need for housing and other mixed-use developments to support this growth is in high demand. However, before building these developments, extensive planning and assessment is required to establish what impacts these developments will have on the road network. Beyond the building itself, considerations are required for the many different aspects of development including utilities, heavy goods vehicle (HGV) traffic, pollution and public realm works.

To achieve this TfL requested Lane Rental funding for dedicated, experienced and technically astute resources who could proactively lead on strategically reducing highway congestion as a result of road works. These resources joined TfL's Development Impact Assessment Team (DIAT) to deliver effective projects.

The DIAT improves practices in the construction industry to change inherent behaviours. The team worked collaboratively with developers and other key stakeholders to demonstrate the benefits of its recommended industry practices.



The Project

The DIAT delivered a series of projects, innovations and collaborations with private developers and contractors to improve the safety and inclusivity of works, and to reduce impacts on road users. These include:

- **Cargo bike delivery trials for construction sites**

The DIAT set up and enabled 20 construction contractors to deliver materials by cargo bikes to sites across London. This was the first-time bikes had been used in a coordinated series of trials, which received excellent support from stakeholders. By utilising cargo bikes moving forward, TfL will continue to contribute to the sustainability and decarbonisation of freight in the coming years.





- Use of abandoned pipes

Information regarding abandoned pipes is now centrally stored where members of the abandoned mains working group can view. Non-disclosure agreements have been signed between asset owners and 11 telecoms companies. The data is also available on the Infrastructure Mapping Application, where the Greater London Authority include these in their frequent mapping search results when assessing works in development growth zones.



- Collaboration

Collaboration between SGN, Thames Water and the Croydon borough resurfacing team on works at Epsom Road. This led to significant time savings associated with disruption as works were undertaken at the same time, this also led to monetary savings.





- **The Blackfriars Road pipe jack**

This included the Implementation of a tunnel underneath one of the busiest sections of road in London. 12 empty ducts were put in place to supply future developments in the area, ensuring this section of road would remain resilient to power connection works for some time. This construction method saved 16 weeks excavation work on a busy TLRN corridor and demonstrated the viability of using this technique in a central London setting.

- **The Baylis Road Future Proofing Scheme**

Additional ducting capacity was installed as part of a road reconstruction scheme in a future development area. The duct capacity in Baylis Road accommodates eight visits, this saved over £2m for the projected cost of works.

- **A23 micro tunnel project at Waddon Marsh**

This work prevented two months of closures to the A23, which would have caused 400 vehicles per hour to be redirected across the local network, causing huge impacts to traffic and air quality.



- CityMark

Collaborated with the City of London to raise awareness of disability equality at construction sites. This work has been incorporated in the important [City Mark scheme](#).

- Marshal training

The development site entrance and exit are key places on the site. If staff and materials are not managed to a high standard, then this can cause significant impacts on roads. The DIAT trained over 70 marshals to improve methods and raise awareness of environmental, safety and highway authority requirements.

- Borough Strategy

Collaborated with Hackney Council and established an effective strategy for a borough-led project to aid efficient delivery, local community consideration, safe cycling, sustainable delivery and disability equality. This project was a finalist in the London Transport Awards.



Outcomes/ Lessons Learnt

The projects have gained further national recognition including the Cycling and Walking Award winner at CIHT, TfL's You Matter Innovation Award winner and the TfL and Team Partnership Award winner at the London Transport Awards (both for Highbury Corner).

Initiatives were developed with the overall focus being to improve safety around development construction and the associated work on the road network. A key aspect of this was to sustainably build back better from the pandemic, though measures that benefited the environment and contributed to the decarbonisation of London were also delivered. This is a key TfL objective and one which will continue to be a priority for TfL moving forward.

Learnings include adopting efficient processes and implementing relevant policy and legislative guidelines to deliver projects even more effectively.





Conclusion/ Recommendations

The DIAT has been hugely successful and has delivered several projects which covered a vast spectrum of areas from diversity and inclusion to innovation and HGV movement methodology. Each of the DIAT projects have worked to save time associated with disruption and improve air quality, making it easier to navigate around the growing city of London.

Through regular engagement with the construction and road works industry stakeholders, the DIAT will continue to listen, investigate and promote new and innovative ways of working to improve the safety and quality of operations that impact on those travelling on London's road network.

TfL Lane Rental Scheme

Optimising customer journeys through the delivery of safer, innovative and sustainable roadworks



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