

Mayor's Code of Conduct for Roadworks (year 2 ~ 2010-11)

Permitting

The London Permit Scheme is the first to be implemented nationally, and is therefore in the vanguard of developing the working relationships and processes between authorities and works promoters which will make the regulations efficient and effective.

Utilities and authorities will collaborate in the development of simple processes that focus first on the key aspects of the permitting system and the effective and efficient flow of information between utility and authority. Workshops will be held to exchange experiences, identify problems and develop mutually appropriate solutions.

Sharing long term plans

Local Authorities and utility companies will continue to share their long term plans for upgrade, maintenance and new connections across London. An increased number of early notices received as forward planning EToNs would increase efficiency of works coordination. Additionally works promoters will target sharing plans for works on the Olympic Route Network and collaborate with the Clearway 2012 project.

Plating

All works promoters will consider the use of plating at sites where its use is safe and can reduce network occupancy at sensitive times, and will report the number of such sites by using the term 'plating use' in their notice/permit documentation. This will temporarily and rapidly return the carriageways and footways to use by road users and pedestrians.

Working outside peak hours

Works promoters will endeavour to work at the times of the day which minimise disruption to keep London moving and reduce excessive traffic delays. In planning works, and with due regard for the safety of operatives and the public, consideration will be given to 24 hour working, 7 days a week at locations

where environmental concerns can be overcome and disturbance to residents kept to a minimum.

Standard information signs

Works promoters will agree a standardised form of enhanced public information provision, and TfL will modify its inspection procedures, to monitor its presence on major and standard works, against a target of 80% presence. The public register will be actively publicised.

Inspections

Damaged or failed apparatus such as manhole covers and control boxes can present a public safety hazard. Works promoters and authorities will assist the Highway Authorities and Utilities Committee (UK) to finalise, by April 2011, a process where the apparatus owner acknowledges receipt of the defect information, implements standard response times for repairs and provides regular progress reports until the defect is remedied.

First time reinstatements

Works promoters will reduce the delay to traffic by implementing speedy reinstatements. The target is that by October 2010 at least 85% of works in a month will have permanent reinstatements.

Improved reinstatement

To ensure the road is reinstated to a good standard after roadworks take place, all authorities and utilities will share their coring data, to determine the reasons for failures and develop a prioritised action plan for improvement.

Responding to roadway surface defect notices

Authorities and works promoters will together review examples of past practice for identifying and reporting surface defects caused by roadworks and by October 2010 agree a schedule of defect types and the timeframe and type of response appropriate to each type.

Good practice

Authorities and works promoters will encourage their contractors to adopt good practice, and will volunteer examples of good practice for peer review to their industry associations and will contribute to the wider sharing of good practice through LondonStreetWorks.net

Appendix to Mayor's code of Conduct for Roadworks 2010-11

Sharing long term plans

All works promoters only carry out necessary works, and the location is fixed by the existing equipment. There can be flexibility in timing, and if plans are shared with sufficient notice to allow for adjustment to better coordinate the works, then less disruption may be caused. If this early information is shared in a way that makes it easier for works coordinators to use and other promoters to take into account, the potential gains are greater.

Plating

Demand for movement varies throughout the day and across a typical week, so it is possible to reduce the disruption from longer duration works in especially sensitive locations by temporarily covering over the excavations with bridging plates. This is not technically possible without careful planning of the use of plating into the working method, and is more suitable for longer duration works as installation and removal of plates takes time away from works activity.

Standard information signs

Enhanced public information about the purpose, duration, owner and authorisation of the works is needed to address the public's concern over unoccupied sites and help explain the necessity for works. The information needs to be correct; a standardised format will facilitate this operationally but needs to meet the requirements of all promoters.

Inspections

The public space of London's roads are important channels for the supply of services as well as for movement, and these services require surface equipment such as manhole covers and control boxes. Such equipment can fail or be damaged, and may thus present a public safety hazard. Authorities have a duty of care to the public to maintain a safe highway, and there needs to be an efficient mechanism for any defect to be notified to the owner, and for the authority to know what action is being taken.

First time reinstatements

Works by utilities typically have three phases, opening the road for access, undertaking the specialist repair, and then reinstating the road surface to the appropriate standard. Road works usually comprise only the first and third phases. The final phase may be delayed, and a temporary reinstatement may be made. Temporary reinstatements return the road to transport use, but require a second set of works for the final, permanent reinstatement. With good scheduling, temporary reinstatements can be avoided, and permanent ones completed rapidly.

Improved reinstatement

From a durability point of view, the ideal is to lay the roadway in an uninterrupted sheet. Any perforation to reach underground equipment has the potential to weaken the structure and precipitate early remedial highway works. The likelihood of failure is increased if reinstatement of excavations is inadequately compacted or carried out with unsuitable materials, problems which are revealed by inspecting sample cores. Failure rates are currently high, and the reasons for this need to be better understood.

Responding to roadway surface defect notices

If works penetrate the road and a point of weakness is created, it is possible that a failure for which the works promoter is liable will occur. Authorities inspect their roads to identify such cases, and notify the promoter of the observed defects, which can create hazards for road users. In the absence of any prompt response, the authority will need to repeat the inspection and report which is not efficient.

Good practice

Each of the signatory organisations has a team of specialists in the management of road and street works, all of whom share, to some extent, the common goal of finding methods which reduce congestion and meet the needs of Londoners. An example of such good practice is the development of minimum dig techniques. The impacts of activities on the roads are often delivered through contractors.

GREATER LONDON AUTHORITY

Signed

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