Making it work in practice

4.1 We know that legislation is only one part of the solution. We also need to consider enforcement, and how the legislation would work in practice. We are also seeking some more information about the works carried out. We would be very grateful if you could consider and respond to the questions set out below.

4.2 Question 20 asks whether the proposals should also apply to public holidays.in answering the questions below, it will be helpful if works' promoters and local authorities could provide information in relation to public holidays and specify what difference it would make if they were within the scope of the proposals.

4.3 We have developed these ideas so that all those using local 'A' roads have better journeys, whether they are travelling for leisure, business, or commuting especially at weekends. So first, we have some questions for road users, before moving onto questions aimed at local authorities and those carrying out works on the road.

Question 1: As a road user, do you support the aims of these proposals
Comments: Nottingham City Council has a system permits for road works already in place which serves to minimise disruption to the travelling public. The system operates on all roads within the city administrative boundary. Utility companies and other organisations including the City Council must apply for permits before working on the road network. The permits system seeks to organise and prioritise road works throughout the City to ensure minimum delays to motorists. Failure to comply with the permits system by utilities companies will result in fines for the offending organisation. Nottingham City Council as a highway authority is best placed to administer roadworks through the existing permits system and further legislation on this issue is not necessary. Since the permits systems has been operational there has been a substantial reduction in the number of roadworks over running and working at weekends. In addition Nottingham City Council – in its role as a works promoter – is likely to incur additional costs as a result of the proposals and larger scale works to improve the city would be delayed. It is our view that the proposals are not suitable for an urban network as works may need to take place throughout the week and weekend in order to reduce programme times and thus reduce disruption.

Question 2: Do you have any suggestions about how those carrying out the works could communicate better with road users to minimise delays and frustration? Please give examples

Comments:

Currently Nottingham City Council uses its permits system to programme roadworks to minimise disruption to the traveling public. A variety of methods of communication is provided to road users regarding works:

- Daily Bulletins which are circulated widely through the local press, websites and social media.
- Matrix signs place at strategic points on the network.
- Letter/ Leaflet drops to residents/businesses affected in advance of works.
- Publication on Roadworks.org

Weekend Work

4.4 We would like to know the proportion of works that would be affected by the proposed weekend working measures. Our analysis suggests there is a big difference in outcome depending on whether the works' promoter chooses to clear the site or to continue working through the weekend. To help us assess the impact of proposed measures, please provide the following information.

Question 3 For works' promoters (authorities and utilities), please specify the annual number of works in each category carried out by or for your organisation below. The total of your answers to e,f and g should match your answer to c

Please note that these estimates are based on 2015 data, as contained within the Confirm database system that the authority has. We have only provided figures for works being undertaken as scheme promoter, and not utilities.

Note that there has seen substantial construction activity taking place within Nottingham – such as NET phase 2 (Tram extensions) and the Ring Road Major Scheme. These figures may therefore not be representative due to the extent of works undertaken, including levels of temporary traffic signals. Figures also include Street lighting PFI works which may not necessarily be within the carriageway.

	Major	Standard	Minor	Immediate - emergency	Immediate -urgent	Total
a. How many works in total do you carry out on local roads?	544	525	492	763	186	2510
b. From your answer to a) How many works are in the	131	102	66	7	140	446

carriageway of the local 'A' roads?						
c.From your answer to b) How many works span one or more weekends?	126	89	40	2	8	265
d.From your answer to c). How many deploy temporary traffic lights (portable traffic signals)?* ***ESTIMATES ONLY**	79	37	17	2	4	139
e. From your answer to c). How many sites do you estimate you would clear at weekends?	47	47	13	0	1	108
f. From your answer to c), at how many sites do you estimate you would continue working at weekend?	79	39	21	2	7	148
g. From your answer to c), at how many works could you re-schedule to avoid weekends?	0	3	6	0	0	9

4.5 We would like to understand more about the costs that would be incurred by works' promoters if they have to work at the weekend.

Question 4 : Please tell us the average daily cost for a work gang at minor standard and

major works (we recognise that larger scale works may require more manpower)

Comments:

Works would typically cost a minimum of £1,000 per day*.*

Question 5: Please tell us what the percentage uplift on labour costs might be for working a) Saturday and b) Sunday?

Comments:

The uplift cost for a Saturday would be in the region of 25% and 40% on a Sunday.

Question 6: What other costs would be incurred by working at weekends? Please give values if you can. Please also tell us if there may be ways of reducing or avoiding these costs.

Comments:

There would be implications on the sourcing of materials in relation to working at weekends. For example, the sourcing of Tarmac would involve a cost of £5,000 per day on a Sunday in which to open the plant for these works.

- An additional site supervision fee of £600.00 per day.
- An additional site inspection fee of £600.00 per day.

There is also the cost of colleagues time associated with investigating and answering complaints in relation to environmental health issues from citizens in the region of £20,000.00 per year from weekend working. Complaints would result from additional working overnight in order to complete works prior to the weekend moratorium on working on roads.

Question 7: How long would it typically take to return a site to traffic on a Friday, and re-install it on a Monday for each of major, standard and minor works? Please provide costs if you can.

Major works on A roads vary widely in there scope and need for traffic management. In the event that the proposals are implemented additional works may also be required to make good the road surface on a Friday prior to allowing traffic to return. Extra time will also be required to return the site to working condition on a Monday. This in turn would have a knock on effect on the time taken to deliver a scheme within the limited time during the working week, with an additional set-down/setup time before works can continue. In some cases it may not be practical to infill an excavation over a weekend dependent on the type of works.

Setting out TM for Standard works i.e. resurfacing including temporary traffic lights could take up to 1.5 hours to complete. Minor works would take 30 minutes maximum.

Question 8: Is there anything preventing all minor works being started and finished during Monday- Friday?

Comments:

There are several elements that can prevent works during the weekday. One of the common issues relate to traffic sensitive streets, where there is pressure not to conduct work during peak periods (both AM and PM) which can lead to a limited window which to conduct works. In some instances therefore, weekend working may be required when there is less traffic on these roads. Similarly, these issues can also extend to locations which are in close proximity to businesses, including the city centre, but also to locations close to hospitals or other key services where access requirements are essential during weekdays.

Finally, it should also be recognised that events during the week can also impact on such works e.g. Tour of Britain. Although it is acknowledged that the majority of events take place at weekends, some events can also impact or operate during the week.

Question 9: Do you agree that works promoters could be required to self-report that they have complied with the weekend requirements by providing timed photographic evidence?

Comments:

It is doubtful that sufficient photographic evidence could be supplied to give the full picture. Nottingham City council's permits system requires works promotors to report when they are off the network and the city council's inspectors then verify that they have left site and that the site has been left in safe condition**.** Any additional photographic evidence is therefore not required.

Question 10: Please tell us how you would deal with any costs that might be incurred from these proposals. Please provide any estimates of costs and impacts.

Comments:

It is likely that the proposals will result in additional costs for Nottingham City Council in its role as works promoter. The removal of TM and reinstatement of the road surface may need to take place several times during the course of delivery of a large scheme. This in turn would lead to longer programme times and in some cases may actually increase disruption to motorists.

It should also be noted that as works promoter, there can be instances where there are pressures to complete works within a specified timescale (for example, a grant funded scheme), which could lead to a direct impact in terms of delivery of a scheme as well as overall cost.

The estimate for removing and installing traffic management would be in the region of £1,500 to

£2,000.00 per site.

Question 11: Do you think we should set charges on the same basis as over run charges that are intended to reflect the cost of congestion caused, or is there another basis that would be more effective?

Comments:

Nottingham City Council currently exercises powers to fine work promoters who are not off the network in the agreed time frame. The proposals set out in this document do not propose a set figure for the over-run charges. However, it is suggested that these charges should align with the fines levied locally through the permit system, which are proportionate to the type of road works are being undertaken – for a traffic sensitive street, this can be as much as £2,500 a day. As a different over-run charge could lead to confusion between the proposals contained here and the established fines currently operating.

Question 12: For local authorities, if you have it please provide data on the cost of congestion for the 'A' Roads in your area, by day of the week if possible.

Comments:

These figures were calculated through QUADRO to evaluate road user costs (not congestion) and delays as part of an evaluation of the Nottingham Permit Scheme. The estimated delay costs per annum due to roadworks on A roads for Nottingham are:

Monday to Friday £30.9 million

Saturday £4.8 million

Sunday £6.4 million

Question 13 Do you think that Local authorities should be able to remove the new requirements in relation to works carried out on specific roads if they think that local considerations make them unnecessary? Please provide examples where this may be justified.

Comments:

Yes, as previously stated Nottingham City Council is the Highway Authority within its administrative boundary and is therefore best placed to take decisions which affect the interests of the travelling public. There is a duty already on the City as highway authority to ensure traffic is running smoothly and with minimum delay.

It should be noted that works at weekends may include night working. It is recommended that discretion to allow these works continue, as these works take place during times when there would be minimum disruption to traffic on any traffic sensitive street or on streets within the city centre.

In addition, there is a need to balance the times of working in relation to the impact on local residents that may live alongside “A” roads within the built up area – weekday working may result in impacts on access arrangements and noise dust impacts on residents. This can also happen in areas where there is a large concentration of businesses, which is busy during weekdays, but relatively quiet during weekends An example of this locally is the NG2 business park, which has access off Queens Drive (A453). In this case, works adjacent to the business park may require weekend or overnight working instead of weekday working.

Question 14: If legislation were to set maximum charges, please specify in what circumstances you would use discretion to charge a lower amount.

Comments:

Lower charges should be considered if there is an emergency incident and/or for safety reasons (for example, a failing/failed retaining wall, or gas leak). Area sensitivity and other on-site practical considerations may also need to be considered.

Temporary traffic signals

4.3 We are proposing that a charge be applied to works’ promoters who fail to remove temporary traffic lights from a works site on ‘A’ roads promptly when works have been completed. We recognise that where hot lay material or concrete have been used, time will need to be allowed for materials to set.

Question 15: For highway authorities, do you agree that the works’ promoters should be required to self-report the time that works have been completed and that the lights have been removed by providing timed photographic evidence.

Comments:

Yes, this will be of benefit and will give the highway authority reassurance that the traffic flow has reverted to the original flow patterns at a specific time when dealing with complaints and noise issues from road users. It should be noted that the permit system has already had an impact in terms of temporary traffic signals, and there is already a requirement to provide an end date through the permit system.

Question 16: For works promoters, when deploying temporary traffic lights at work sites, are they installed/ removed by the team that carries out the reinstatement or by a separate team or organisation? If the latter, how does it work.

Comments:

When installing/removing temporary traffic lights at work sites this activity is usually undertaken by a sub-contractor for standard and major works.

Question 17: For works' promoters, what is the average time taken to remove traffic lights from works once completed on 'A' roads?

Comments:

The traffic management company takes half an hour to one hour to remove traffic lights.

Question 18: For works' promoters, would you need to change how you operate to satisfy the new requirements for temporary traffic lights from works on 'A' roads? Please provide examples and details of any one-off or ongoing costs.

Comments:

As previously stated the proposals would significantly affect the way Nottingham City Council operates in its role as scheme promotor. In addition the increased costs of around £1,500.00 to £2,000.00 to remove the temporary traffic lights and reinstate traffic lights over each weekend this would would have significant cost implications and would adversely affect the authority's ability to deliver schemes.

Questions 19: Do you think that a daily charge should be set for this failure to comply, or a shorter period? If a shorter period, to what period do you think the charges should apply (e.g. 2,4,8 Hours).

Comments:

Currently Nottingham City Council's permits system applies a daily charge (fine). An hourly charge could be open to debate / argument between the scheme promotor and the Highway Authority. In addition with an hourly based fine system highway inspectors would be required to verify if a particular set of works is on site every hour in order to ensure fines are correctly administered. A daily charge would align with the existing permits system, and would only have to ensure the works are on site once in that day to administer the fine.

Question 20: As well as Saturday and Sunday, should the proposals also apply to public holidays (other than Easter Sunday and Christmas Day)?

Comments:

It is of benefit to work on public holidays, however, during public holidays special events are often held in the city centre and therefore works are rescheduled to minimise disruption on the network. In addition the local authority a six weeks' period from late November to early January (Christmas moratorium) on traffic sensitive streets and all roads in the city centre where works are stopped and rescheduled until after the moratorium due to the potential impact on retail

during this period. Discretion by the local authority would be suitable to determine which dates these proposals apply.

As already stated, night working should be considered exempt in the majority of cases as this would lead to minimum disruption.

Question 21: It may be necessary to update the Electronic Transfer of Notices (EToN) to take account of these changes. If changes were to be made, how much would it cost your organisation to implement? (This could include licence fees, management fees, and training).

Comment:

No comment.

Question 22. Please tell us any other thoughts or suggestions you have on these proposals.

Comment:

The proposals in the consultation are more applicable to inter- urban roads and rural roads. The highway network in the city is complex and Nottingham City Council already has procedures in place to minimise the traffic disruption caused by road works through the permit system. Major works are already carried out at weekends and operate on a 7 day a week basis. For the reasons outlined in the answers to questions above, it is not always practical to work at weekends when works are planned by Nottingham City Council as there is a need to consider road users, businesses and residents in terms of disruption and noise that can occur.