

Highways Subgroup #8 – 22nd July 2015

Code of Construction Practice (3rd Draft)

Traffic and Transport Chapter

CoCP : HS2-led changes

Old Structure

- 14.1 Traffic management – general provisions
- 14.2 Measures to reduce potential transport impacts during construction
 - Traffic management - generic measures
 - Traffic management - site specific measures
 - Road cleanliness
- 14.3 Monitoring

CoCP : HS2-led changes

New Structure

- 14.1 Traffic management – general provisions
- 14.2 Measures to reduce potential transport impacts during construction
 - Traffic and transport management – route-wide measures
 - Traffic and transport management – local area measures
 - Traffic and transport management - site specific measures
 - Road cleanliness
- 14.3 Workforce travel plans
- 14.4 Monitoring

CoCP : HS2-led changes

New Structure

14.1 Traffic management – general provisions

14.2 Measures to reduce potential transport impacts during construction

- **Traffic and transport management – route-wide measures**

- Traffic and transport management – local area measures

- Traffic and transport management - site specific measures

- Road cleanliness

14.3 Workforce travel plans

14.4 Monitoring

Route-wide TMP

CoCP : HS2-led changes

New Structure

- 14.1 Traffic management – general provisions
- 14.2 Measures to reduce potential transport impacts during construction

Local TMPs

- Traffic and transport management – route-wide measures
- **Traffic and transport management – local area measures**
- Traffic and transport management - site specific measures
- Road cleanliness

14.3 Workforce travel plans

14.4 Monitoring

CoCP : HS2-led changes

New Structure

- 14.1 Traffic management – general provisions
- 14.2 Measures to reduce potential transport impacts during construction
 - Traffic and transport management – route-wide measures
 - Traffic and transport management – local area measures
 - **Traffic and transport management - site specific measures**
 - Road cleanliness
- 14.3 Workforce travel plans
- 14.4 Monitoring

Consultation, notification and approvals



CoCP : HS2-led changes

Revised wording to account for U&As:

OLD:

introduction of a GPS vehicle location and tracking system for tipper lorries within the lead contractors' control to be used for the movement of materials and waste in bulk;

NEW:

introduction of a GPS vehicle location and tracking system for tipper lorries within the lead contractors' control to be used for the movement of materials and waste in bulk **and/or appropriate tracking solutions for the measurement of HS2 related traffic flows;**

CoCP Consultation responses

Accepted

Additional bullet points under “Traffic Management – Generic Measures”

Measures to minimise movement of waste....including use of rail and water

Meeting current EU emission standards

Regular operation of Traffic Liaison Groups

CoCP Consultation responses

Accepted

Specific bullet points related to lorry management

Specifying the process for informing, agreeing and applying site specific traffic management measures

Clarification that roads includes all other types of path etc

Including air ambulances and protecting corridors for emergency vehicles

A list of roads to which construction vehicles will be limited (including Undertakings and Assurances)

CoCP Consultation responses

Accepted

Highway condition surveys

Winter gritting plans (revised wording)

Ensuring no deposits on the highway and specifically not to affect drainage interceptors.

Measures to avoid water run off and ponding

CoCP Consultation responses

Partially accepted

Traffic Management general provisions – “where appropriate” and “where reasonably practicable”

Better definition of requirements of workforce travel plans to consider transport capacity and availability as well as walking and cycle routes.

Hauliers to achieve FORS - requirements in RTMP

Drivers/vehicles to be CLOCS - requirements in RTMP

CoCP Consultation responses

Partially accepted

TLGs to co-ordinate – to assist highway authorities meet their network management duties

Routes for construction traffic will be discussed (and agreed) prior to submission

Details of lorry holding areas

CoCP Consultation responses

Partially accepted

Example LTMP to be provided – consultation on LTMP areas and typical contents

Timing of traffic management operations to be included as a bullet point

Daily clearing arising from the highway - depends on the type of traffic management deployed and site security.

CoCP Consultation responses

Partially accepted - TfL

Cycle engagement strategy – engagement with all modes to promote safe use of the road around construction vehicles etc to be noted in the RTMP

CoCP Consultation responses

Not accepted - generally

Matters are already dealt with within other CoCP chapters

Matters are already dealt with through protective provisions or other legal remedies

Various different types of documents to be prepared

Requests that documents are to be for agreement or approval (e.g. workforce travel plans, local TMPs)

CoCP Consultation responses

Not accepted - generally

Managing oversize vehicles - will be through normal Abload procedures

Establish active traffic management systems at junctions – local matter

CoCP Consultation responses

Not accepted - specifically

Major incident planning arrangements

No site parking for workforce or visitors – but may set minimum provision and seek to reduce for others

Targets for mode share for workforce and penalties for not achieving them

Extend GPS to all construction traffic

CoCP Consultation responses

Not accepted - TfL

Targets for use of rail and water

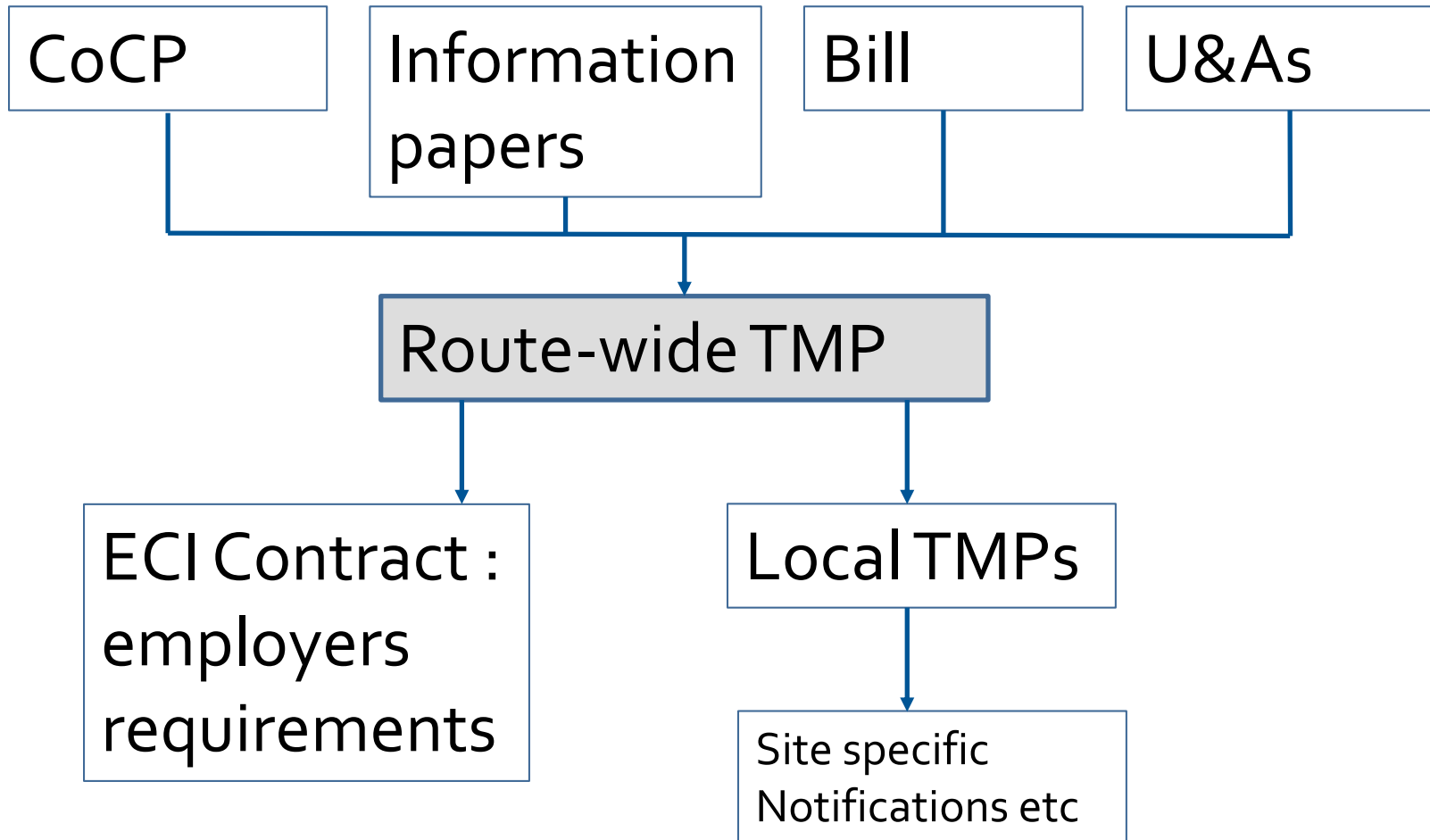
Pedestrians and cyclists safety improvements – will be considered as a part of Schedule 4 approvals for lorry routes

“No worse conditions” on diversion routes



Route-wide TMP

Route-wide TMP



Route-wide TMP : development

- Discussions with Road Haulage Association and Freight Transport Association
- Consultation with emergency services and DfT on worksite numbering, access protocols and direction signing to worksites
- Presentations to-date to Highways Sub Group :
e.g. RTMP contents, Local TMPs, implementation of provisions of the Bill, highway condition surveys, streetworks disapplication and protective provisions etc

Route-wide TMP : key contents

Chapter 3: Contractor deliverables

- Local Traffic Management Plans
- Workforce Travel Plans and Monitoring Reports
- Highway Works Programme and Submissions for consultation, necessary approvals and notification
- Route Management, Improvement and Safety Plans

Other plans:

- Highway management plan
- Logistics, safety management plan

Route-wide TMP : key contents

Chapter 3: Local traffic management plans

- Proposed areas
- Generic contents

Route-wide TMP : key contents

Chapter 3: Proposed arrangements for liaison

- Highways Sub Group to the Planning Forum
- Local Traffic Liaison Group meetings
- Possible travel plan sub group meetings
- Possible Construction safety liaison meetings
–HSE, DVSA etc
- Emergency services liaison

Route-wide TMP : key contents

Chapter 4: Traffic flow management

Regulation of LGV flow through

- booking system
- technology to provide assurance, where required

Sets out project requirements, including employing
Duty Access Managers

Route-wide TMP : key contents

Chapter 5: Safety and environmental management

Contractors to provide auditable quality plan – e.g. ISO39001, FORS or another auditable standard, such as the emerging DVSA standard;

Managing Work Related Road Risk, adopting main features of the CLOCs standard, but:

- (a) Some requirements proposed to be tighter
- (b) Suitable for rural areas
- (c) Issues associated with training to resolved

Route-wide TMP : key contents

Chapter 6: Workforce travel management

Repeats the substantial travel plan arrangements in the ES;

Provides additional details of the requirements to prepare travel plans, such as monitoring;

Travel plans for construction workforce are necessarily different from traditional plans;

Minimum parking standards could be adopted.

Route-wide TMP : key contents

Chapter 7: Traffic management

Sets out the proposed arrangements for consultation, submission and notifications under the HS2 Bill:

- Major schemes
- Standard schemes
- Minor works

Route-wide TMP : key contents

Chapter 7: Traffic management

- Proposed standard conditions for highway works;
- Responsibilities of the contractor, nominated undertaker and the highway authority;
- Additional requirements which the contractors are required to follow, such as maintaining appropriate access for emergency vehicles;
- Procedures for road safety audits for temporary schemes or traffic management;
- Standards for advanced warning signing for traffic; and,
- Standards for direction signing to worksites

Route-wide TMP : key contents

Chapter 8: Highway management

- A proposed HS2 Code of Practice for Streetworks;
- Signing of worksites on the highway;
- Safety requirements for working on the highway for both operatives and equipment;
- The requirement for signals works agreements;
- Competency standards for the design and installation of highway works;
- Bridge weight assessments and other asset protection requirements;
- Highway condition monitoring;
- Standards for road cleanliness.

Route-wide TMP : consultation plan

- Highway and Traffic Authorities along the HS2 Phase 1 route
- TfL Freight (CLOCS and FORS)
- Emergency services (lead authorities)

Route-wide TMP : consultation plan

Key Stakeholders	Cyclists Touring Club*
	London Cycle Campaign
	British Cycling
	Living Streets
	Noise Abatement Society
	British Horse Society
	British Motorcyclists Federation
	Motorcycle Action Group
	Ramblers Association*
	Canal and Rivers Trust*

Route-wide TMP : consultation plan

Freight industry	Freight Transport Association
	Road Haulage Association
Contractors	UK Contractors Group
	Construction Industry Council
	Civil Engineering Contractors Association
Regulators	Driver and Vehicle Standards Agency
	Health and Safety Executive
	Traffic Commissioners

Route-wide TMP : timetable

Highways Sub Group

Issued for consultation

– Jul

Presentations

– Sept

- Vehicle flow management
- Vehicle and driver safety
- Direction signing for emergency services

Comments

– end Sept

Feedback

– Oct

Finalise

– Nov

Other Consultations

- Jul-Sept



Highway Maintenance Funding - Update

Progress so far

- HS2 Ltd and DfT have been conducting an initial provisional data analysis exercise to understand the scope of the issue
- We are liaising with representatives from DfT highways funding, DCLG Revenue Support Grant and DCLG new burdens teams
- Data collected from 3 LHA's – Warwickshire, Buckinghamshire and Camden
- We met with DCLG at the beginning of July – we presented initial findings and DCLG asked us to discuss the data with LHA's

Indicative net change in highway assets

	Net change in road length	Net change in no. of bridges	Net change in PRow length
Warwickshire County Council	+1.15km (+0.03%)	+2 (+0.17%)	+3km (+0.09%)
Buckinghamshire County Council	+5.26km (+0.18%)	0	+5.18km (+0.17%)
London Borough of Camden	+0.26km (+0.1%)	0	0

Costs and benefits for maintenance of additional highway and assets

Costs	Benefits
The capital highway maintenance liability will potentially increase with any net increase in highways or highway structures	Local authorities will receive annual capital funding to maintain additional highway lengths from up to three years after the 12 month maintenance period
The revenue highway maintenance liability will potentially increase with any net increase in highways or highway structures	Capital maintenance is not expected to be required for new highways for 10 years – maintenance savings here
	Local authorities will likely continue to receive capital funding for highways that will be the responsibility of HS2 during construction
	<p>Local authorities will save maintenance costs on highways that are the responsibility of HS2 during construction as:</p> <ul style="list-style-type: none"> a) LA's will not need to maintain these highways during this period and b) the highways will likely be returned in better condition so future capital and revenue maintenance (especially reactive and third party claims) costs will also be reduced

Indicative highway maintenance costs based on data provided by LHA's

	Capital maintenance costs for additional highway per year	Revenue maintenance costs for additional highway per year
Warwickshire County Council	£6,500	£4,200
Buckinghamshire County Council	£43,600	£10,278
London Borough of Camden	£6,500	£2,700

Indicative financial benefits – DfT block grant funding and saved maintenance costs

	Annual capital funding to be received for new highway	New roads will not need capital maintenance spend for 10 years	Capital funding received for existing highways under responsibility of HS2	Estimated saved revenue maintenance costs whilst existing highways the responsibility of HS2	Estimated saved capital maintenance costs whilst existing highways the responsibility of HS2
Warwickshire County Council	£8,485	£65,000	£72,787	£91,817	£62,993.69
Buckinghamshire County Council	£13,893	£436,000	£40,080	£124,258	£42,256.57
London Borough of Camden	£695	£65,000	£4,569	£43,085	£17,675.35

Indicative total net cost/saving

	Average annual net cost/saving for first 10 years	Average annual net cost/saving for first 15 years
Warwickshire County Council	-£27,044.54	-£17,291.29
Buckinghamshire County Council	-£24,273.54	-£2,853.73
London Borough of Camden	-£4,605.62	-£261.32

To note

These figures take the assumption that 10-15 years is a reasonable length of time over which to measure future highway maintenance costs.

Please note that as this is an initial analysis, these figures do not currently take into account the following:

- a) Proposed new highway assets such as pumping stations and balancing ponds – at this point it is too early to know if or how many of these will be required. These will be included in the final analysis
- b) The following financial benefits:
 - The above figures show the capital funding received and maintenance costs saved for existing highways under work by HS2 for a period of one year only (in order to show a worst case scenario). In reality, these highways will be under the responsibility of HS2 for more than one year but we do not yet have the figures to show these time periods – these will be available for the final analysis
 - LA's receive PROW funding from Defra – we will explore the implications of this
 - Lower than average capital and revenue maintenance costs for existing highways that have been under maintenance by HS2 – these highways will be handed back in good condition and thus, will have reduced maintenance costs. This benefit is difficult to quantify and thus, has not been included at this point
- c) Any potential future changes to the highway funding formulas

Next Steps

- We will circulate the data collection tables and our methodology after this meeting
- All welcome to send us comments by 28th August
- We propose a meeting with Warwickshire, Buckinghamshire and Camden at the end of August to feed back comments and discuss assumptions
- We will update DCLG with figures and agree our initial position
- We will send a paper to the Select Committee to outline our initial findings and progress so far
- Final full cost/benefit analysis and new burden assessment to be undertaken once the construction programme is clearer (likely to be 2017/18)




Forward Plan

Planning Forum Document Route Map - July 2015

Title	Engagement	1 st Draft	2 nd Draft	3 rd Draft	4 th Draft	Final
<u>Environmental Minimum Requirements</u>						
General principles	NEF, Planning Forum	Autumn 2013	Nov 2013	May 2015	End of HoC	Royal Assent
Environmental Memorandum	NEF, Planning Forum	Autumn 2013	Nov 2013	May 2015	End of HoC	Royal Assent
Planning Memorandum	Planning Forum	Sept 2013	Nov 2013	April 2015	End of HoC	End of HoL Select Committee
Heritage Memorandum	EH and Planning Forum	Autumn 2013	Nov 2013	April 2015	End of HoC	Royal Assent
CoCP	NEF, Planning Forum	Autumn 2012/ May 2013	Bill deposit	July 2015	End of HoC	Royal Assent
U&As register	TBC	During parliamentary process				Royal Assent
<u>Other</u>						
Planning Regime (Principles)	Planning Forum	April 2013	Sch 16 of the Bill subject to petitions and Select Committee. Discussion on common issues – Planning Forum			Royal Assent
Statutory Guidance	Planning Forum	April 2013	July 2015		End of HoC	Post Royal Assent
Construction arrangements class approval	Planning Forum	July 2014	July 2015		End of HoC	Post Royal Assent
Pre-submission funding	Planning Forum	Agreement in principle -April 2014	Discussion on funding and mechanisms - Planning Forum			End of HoL Select Committee
Fee Regulation	TBC	TBC				Post Royal Assent*


*This does not preclude earlier discussion on additional funding, eg during the Bill process


 Action with LPAs

 Action with HS2/DfT

Highways Subgroup Route Map - July 2015

Title	July	Sept	Oct	Dec	Q1 2016	Future
Permanent Works						
Highways Maintenance Agreement		Feedback on proposed draft agreement				For implementation post royal assent
Technical Standards		Presentation and issue of draft	Feedback from authorities			Finalised by royal assent
New Burdens Assessment – Highways Maintenance	Presentation on Initial findings	Feedback on discussion with sample authorities				Detailed work after royal assent when programme available
Consents and Approvals			Draft approach			Finalised by royal assent
Temporary Works						
Route-wide Traffic Management Plan	Presentation and first draft Issue	Presentation on Vehicle flow management and vehicle / driver safety management	Feedback from authorities	Final draft		
Local Traffic Management Plan				Agenda item		Consult summer next year. Implemented post royal assent (ECI Contactor input)
Signals Works Agreements	Feedback on progress					Final agreement before royal assent
Methodology for Conditions Surveys			Likely agenda item			Agreement sought and implemented pre-construction

Action with Highways Authorities 

Action with HS2/DfT 

Forward Programme – July 2015

2015	HS2 Phase One Planning Forum
	3rd/4th
June	<ul style="list-style-type: none"> • HS2/DfT - General Principles – 3rd Draft Environmental Memorandum – 3rd Draft
	15th/16th
July	<ul style="list-style-type: none"> • HS2/DfT - Code of Construction Practice – 3rd Draft • HS2/DfT – Environmental Memorandum – Key Environmental Worksites
	16th / 17th
Sept	<ul style="list-style-type: none"> • HS2/DfT feedback on LPA response on Planning Memorandum 3rd Draft • HS2/DfT Schedule 16 Statutory Guidance 2nd Draft • LPA feedback on General Principles 3rd Draft and Environmental Memorandum 3rd Draft
	28th
Oct	<p>One meeting in London to introduce:</p> <ul style="list-style-type: none"> • Design Panel Chair • Residents Commissioner • Construction Director • HS2/DfT feedback on LPA response to General Principles 3rd Draft and Environmental Memorandum 3rd Draft
Nov	
	Date TBC
Dec	<ul style="list-style-type: none"> • LPA feedback on Schedule 16 Statutory Guidance 2nd Draft

Forward Programme – July 2015

2015	Subgroup: Environmental Health	Subgroup: Highways	Subgroup: Heritage	Subgroup: Flood Risk and Drainage
June		<p>12th</p> <ul style="list-style-type: none"> • Permanent Works • Signal Works Agreements • Highways Maintenance 		<p>25th</p> <ul style="list-style-type: none"> • Forward plan and agenda to be confirmed
July	<p>2nd</p> <ul style="list-style-type: none"> • HS2/DfT feedback on CoCP 	<p>22nd</p> <ul style="list-style-type: none"> • Route Wide Transport Management Plan • HS2/DfT feedback on CoCP 		
Sept	<p>Date TBC (22nd – 24th)</p>	<p>8th</p> <ul style="list-style-type: none"> • Technical Standards • Green Bridges • Vehicle flow management and vehicle / driver safety management 	<p>9th</p> <ul style="list-style-type: none"> • HS2/DfT feedback on CoCP • Heritage Memorandum • Sch 17 Heritage Agreements 	<p>Date TBC (Mid-Sept)</p> <ul style="list-style-type: none"> • Technical Standards
Oct		<p>21st</p> <ul style="list-style-type: none"> • Early works (pre-Royal Assent) Works outside Act limits • Route Wide Transport Management Plan feedback • Technical Standards feedback 		
Nov				