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# Driving healthy communities:

Alleviating congestion and minimising disruption caused by street and road works

Sam Guiver, Head of Network Assurance



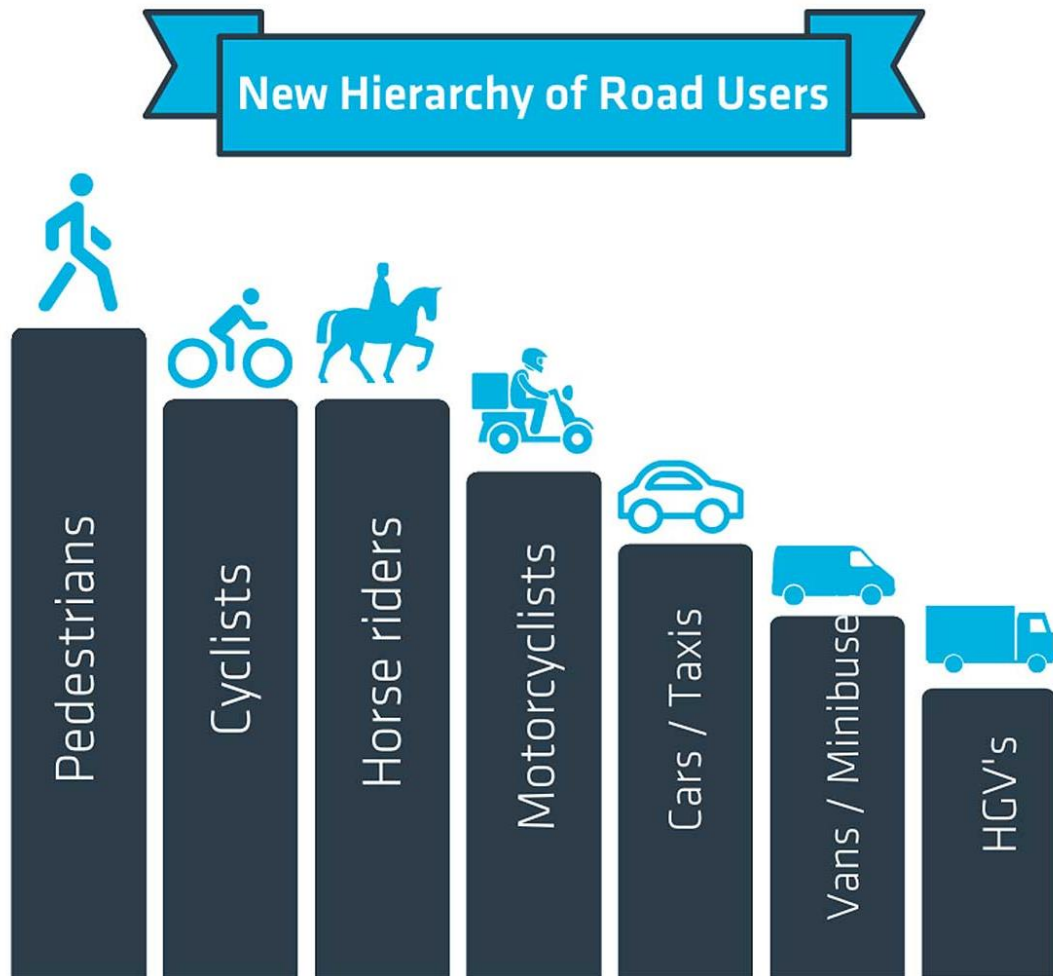
As part of local authorities' duty to Coordinate is to consider the overall highway network to ensure that, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following

- securing the expeditious movement of traffic on the authority's road network; and
- facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

**Coordination in the sense of the highway network, is very complex and can be multiphasic in its meaning. In short it is,**

- Ensuring works do not clash and/or heavily impact each other within a given date range (overlapping); whilst also endeavouring to minimise disruption, where reasonably practical to do so.
- Taking a holistic view of an area and assessing the impact of all planned/unplanned works within that area to minimise the impact, clashes and disruption.
- Maximising windows of opportunity for road space occupation by utilising collaboration, where reasonably practical to do so, while minimising congestion.

# Hierarchy of Road Users - Considerations



In 2022 the Highway Code introduced new regulations, one of those was called 'The Hierarchy of Road Users'.

The objective of this change is to encourage those who can do the greatest harm to others to reduce the danger or threat they pose.

It is intended to alter motorists' behaviour behind the wheel, so they are more aware of the disparity in risk, and potential to suffer injury, between different road users in the event of a collision.

# When things go **very** wrong



## What isn't present in this headline...

- It was within a utility's temporary works site.
- There was a set of 3-way PTS in situ.
- The authority had issued a 4hr SLG defect to the Utility (Supply Chain) who were onsite, 4 hours prior to the fatality.
- I myself have had a 3hr interview with the HSE, among other interviews with authorities.
- The case is ongoing... But could have easily been any member of our families.



# Happier thoughts....



Some rationale as why some congestion, when stepping away from the 'car centric viewpoint', is necessary and provides a positive impact on the wider society.

- Closing a road or implementing traffic lights to provide a walkway for pedestrians who would otherwise not be able to safely access the highway network.
- Or,

# For the greater good...

10mins of inconvenience for a driver following a diversion route, or 5mins waiting for a set of PTS to change?

Our children, or our loved ones, being able to safely walk to the shops, a bus stop, or playing fields





# **NRSWA & TMA**

## **Noticing, Permits & Lane Rental**

- **Noticing** (Start, Stops & Registrations)
  - Informs the Street Authority of when works start, stop and what has happened within the highway asset.
- **Permits** (Occupation of the Highway)
  - This provides additional checks over the old 'Noticing System' which means work promoters need to seek approval to occupy the highway for which the Street Authority may apply conditions on how the works are undertaken on-site and leading up to the works (i.e., advanced public notification).
- **Lane Rental Schemes** (Occupation of the busiest/strategic parts of the network)
  - *“A lane rental scheme allows a local highway authority to charge works promoters for the time that street and road works occupy the highway. Charges are focused on the very busiest streets at the busiest times. Charges apply to works promoted by both utility companies and local highway authorities on the local road network.”*

# Is congestion a true villain, or an Opportunity?

**Question** – In this setting here today in the conference hall, how would you feel if an unknown person next to you took out a cigarette and proceeded to smoke?

1. Not comfortable with it (Outraged)
2. Neutral
3. Fine with it

# Step back to 2004

## The first notion of country wide smoking ban in pubs, public spaces, etc.

- This was a very controversial and emotive subject at the time.
- Framed as 'PR Nightmare' due to the unpopularity and perceived impacts on local businesses.
- This did come into force through 2007 and 2008.
- Society over the preceding years has adjusted, how?

*A step change to a new societal norm*



We as a species are naturally lazy, we always want the quickest way to get somewhere...

If we take the learnings from the smoking ban and apply them to modal shift, could we make the car journey less desirable and change that societal norm?

- **Option A** – Car journey between 1hr to 1hr 40mins duration
  - Traffic congestion unpredictable
  - Not a reliable journey
  - Slower Option
- **Option B** – Bus Journey between 20mins to 30mins duration
  - Frequent and reliable bus journeys
  - Affordable return/capped fares
  - Faster Option



- Could more congestion be used as a tool to aid the modal shift to a selection of more sustainable modes of transport?
- Could more congestion, on those short journeys, be used to reduce demand on our highway network in the future, thus reducing our congestion in the future?
- Could this create a new societal norm of leave the car behind and walk, cycle, bus, or train your journey instead?

***This is another concept which could for, all intents and purposes, be framed as 'PR nightmare' due to the likely unpopularity, and the perceived impacts on businesses.***

***Conference, I leave you with that, as food for thought?***



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