

A30 Chiverton to Carland Cross Environmental Statement

**Volume 6 Document Ref 6.4 ES Appendix 2.1
Traffic Management Plan
Appendix E Dynamic Roads Works Template**

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C01 | A3

22/08/18

Planning Act 2008
Infrastructure Planning (Applications: Prescribed Forms and Procedure)
Regulations 2009 (as amended)
APFP Regulation 5(2)(a)

Table of Contents

1. Dynamic Roads Works Template

MAJOR PROJECTS: DYNAMIC ROAD WORKS OVERVIEW AND TEMPLATE V2.0

Based on customer feedback the Major Projects Executive recently agreed a dynamic road works vision. The full vision can be found [here](https://haportal.net/way-we-work/pcf-zproduct/trafficmanagementplan.html) (<https://haportal.net/way-we-work/pcf-zproduct/trafficmanagementplan.html>), within the traffic management plan section of the project control framework.

The vision describes 5 key areas where we are looking to change our approach to road works.

1. Varying the speed limits so they are appropriate for the work taking place
2. Shortening the length of road works
3. Appropriate use of full road closures and associated diversions
4. Delivering road works quicker
5. Explaining clearly what activities are, or are not, taking place

Due to the content of this vision it is acknowledged that it cannot be achieved in the short-term. For this reason, each programme within Major Projects will soon begin to develop transition plans with the objective of working towards the vision in RIS1 (Road Investment Strategy) period, with a view to achieving it in RIS2

Whilst these transition plans are being developed it has been agreed that each project currently in design or construction will be benchmarked to determine how the scheme is achieving (or planning to achieve) the dynamic road works vision.

To capture this information a simple template has been developed to benchmark schemes (pages 2 and 3). The below table should be completed to record the benchmark scores allocated.

Vision	Green/Amber/Red/NA/Not yet known
1. Speeds	Amber
2. Length	Amber
3. Closures and diversions	Amber
4. Delivering quicker	N/A as offline scheme
5. Explaining activity	Amber

To support the benchmark scores, a form has been developed (pages 4 to 6) and any supporting evidence to justify the benchmark scoring should be provided as required.

	Green (aligned to vision)	Amber (just outside vision)	Red (well outside vision)
Speeds	Over 50% of the project (in distance and time) is at the permanent speed limit	Less than 50% is at the permanent speed limit, but there is clear evidence showing what alternative methods of construction were used.	Less than 50% is at the permanent speed limit, and there is no evidence showing what alternative methods of construction were used.
Length	<p>The total length of TM on any one 'journey' (i.e. on 2 arms of a roundabout that could form a realistic journey) is shorter than 6km, or 1 link if on a motorway.</p> <p>Or, the total length of TM is more than 6km (or 1 link if a motorway) but there is evidence the increased length is proportional to a reduced delivery time.</p> <p>Or, the total length of TM is more than 6km (or 1 link if a motorway) but the additional length is operating at a minimum of 60mph.</p> <p>AND the average journey time created by the road works is not more than an additional seven minutes thirty seconds.</p>	<p>The total length of TM is more than 6km (or 1 link if a motorway) and there is evidence that the reduced delivery time is halfway proportional to the increased length. e.g. a fifty percent increase in length for a 25% reduction in the time taken to deliver the additional length.</p> <p>AND the average journey time created by the road works is not more than an additional seven minutes thirty seconds.</p>	<p>The total length of TM is more than 6km (or 1 link if a motorway) and there is no evidence of reduced delivery time even halfway proportional to the increased length, nor is the additional length a minimum of 60mph.</p> <p>AND/OR the average journey time created by the road works is more than an additional seven minutes thirty seconds.</p>
Closures & diversions	<p>No more than 1 full closure every 3 months</p> <p>And / or the diversion route has a comparable journey time, and impact on communities along the diversion route are minimal</p>	No more than 1 full closure every month	More than 1 full closure every month
Delivering quicker	<p>Benefits are delivered to the customer before full opening (NA if offline scheme)</p> <p>AND construction is undertaken at least 6 days a week</p>	<p>Benefits are delivered to the customer before full opening (NA if offline scheme)</p> <p>OR construction is undertaken at least 6 days a week</p>	<p>No benefits are delivered to the customer before full opening (NA if offline scheme)</p> <p>NOR is construction undertaken at least 6 days a week</p>

	AND restrictions are lifted during embargo periods (unless full productivity is maintained)	OR restrictions are lifted during embargo periods (unless full productivity is maintained)	NOR are restrictions lifted during embargo periods (and full productivity isn't maintained)
Explaining activity	There is evidence of a comprehensive on-road/off-road communications approach, which updates customers as required of activities undertaken, works completed and progress made.	Evidence of an off-road only communications approach, which updates customers as required of activities undertaken, works completed and progress made.	No evidence of a communications approach which updates customers as required of activities undertaken, works completed and progress made.

NA – This part of the vision is not applicable to this scheme e.g. the scheme may be a new road so there is no need to report on speeds/length etc

Not yet known – The scheme cannot yet provide this information. If this option is chosen then scheme must provide supporting evidence on a) why it is not yet know and b) when the information is expected to be available.

Scheme	A30 Chiverton to Carland Cross
1) Varying the speed limits so they are appropriate for the work taking place (Green/Amber/Red/NA/Not yet known)	
<ul style="list-style-type: none"> Proposed reduction from national speed limit to 50 or 40mph along the existing A30. Options 1 and 2 are described in section 3.6. 	
2) Shortening the length of road works (Green/Amber/Red/NA/Not yet known)	
<p>Total length of restrictions between the start of the speed limit at Chiverton eastbound to end of restrictions at Carland is 9.8km. This is the worst case scenario when all four site locations are operational. As the scheme progresses new links, such as the new carriageway between Chiverton and Chybucaa will become operational, reducing the lengths of carriageway under temporary speed restrictions.</p> <p>Average additional journey time with 40mph limit through 9.8km is 2 minutes, 40 seconds.</p>	
3) Appropriate use of full road closures and associated diversions (Green/Amber/Red/NA/Not yet known)	
<p>Road closures are detailed in section 3.8 of the TMP. Closures required for Tolgroggen bridge demolition and construction. Majority of scheme is offline with minimal closure requirements.</p>	
4) Delivering road works quicker. (Green/Amber/Red/NA/Not yet known)	
<p>N/A as offline scheme</p>	
5) Explaining clearly what activities are, or are not, taking place (Green/Amber/Red/NA/Not yet known)	
<p>Proposals are identified within the PCF stage 3 traffic management plan which would classify this section as green. These proposals will need to be confirmed by the delivery contractor in the PCF stage 5 update of the traffic management plan and detailed in the communications plan.</p>	

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.