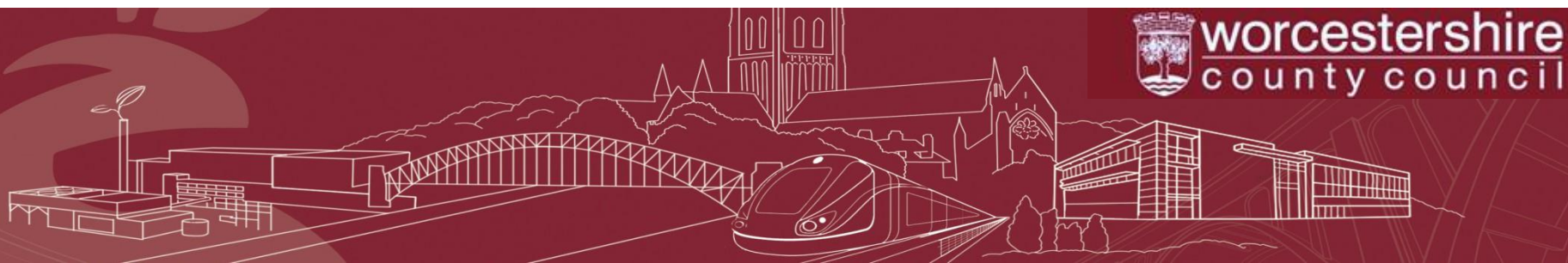


# Street Works



worcestershire  
county council

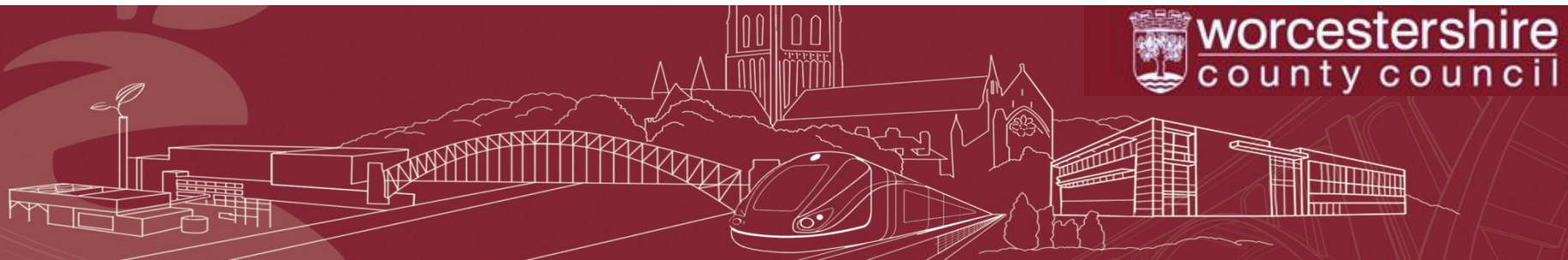
# Introduction

Highway Authorities have a '*Network Management Duty*' under the Traffic Management Act 2004

All Utility Companies have a statutory right to excavate the Public Highway to place and maintain their apparatus.

We cannot stop them from exercising their right, but we can:

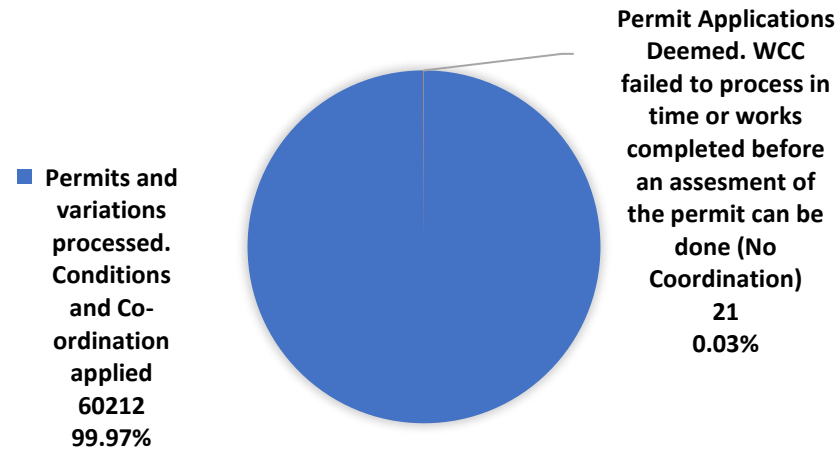
- Protect our highways
- Coordinate, apply conditions, inspect and issue fines - **PERMIT SCHEME**



# IN 2022

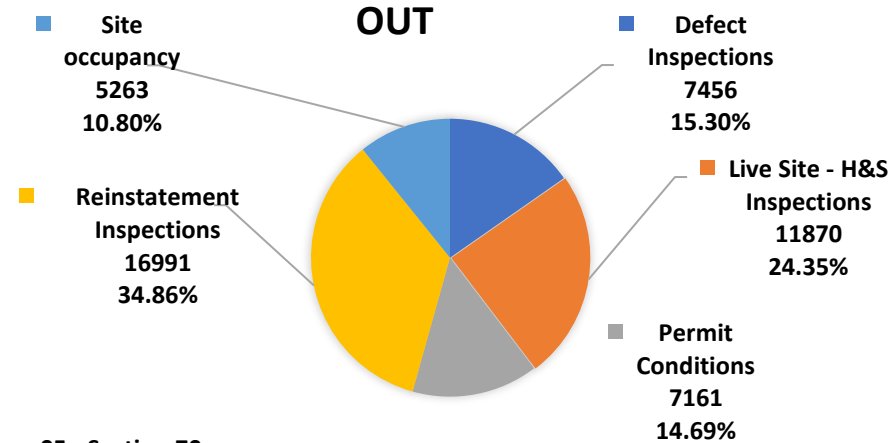
## CO-ORDINATION

60,212 APPLICATIONS PROCESSED



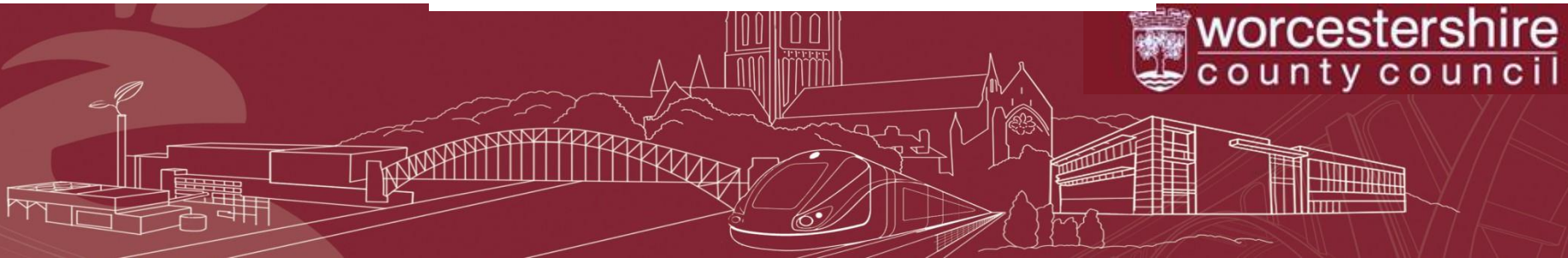
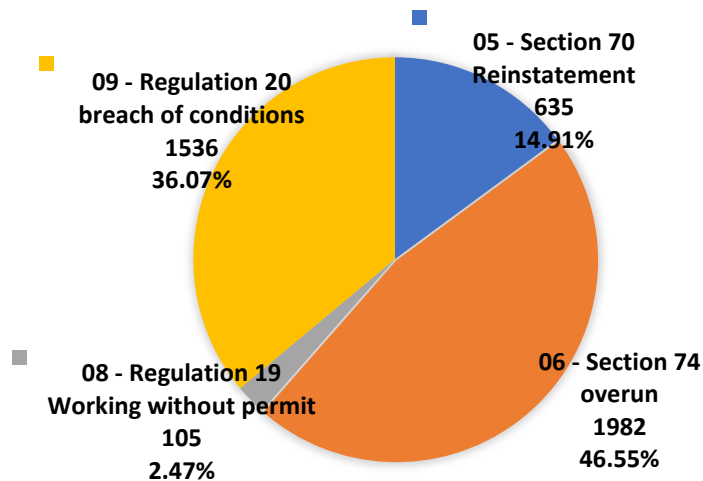
## COMPLIANCE

48,741 INSPECTION CHECKS CARRIED OUT



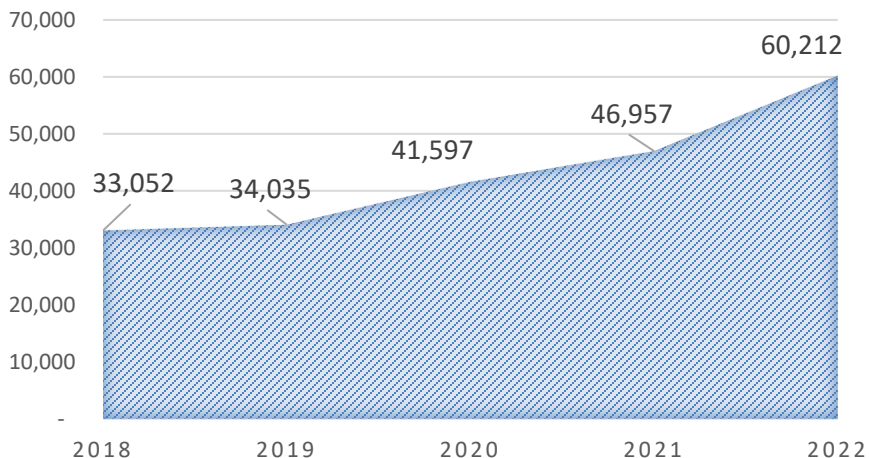
## CONTROL

4258 FIXED PENALTY NOTICES ISSUED

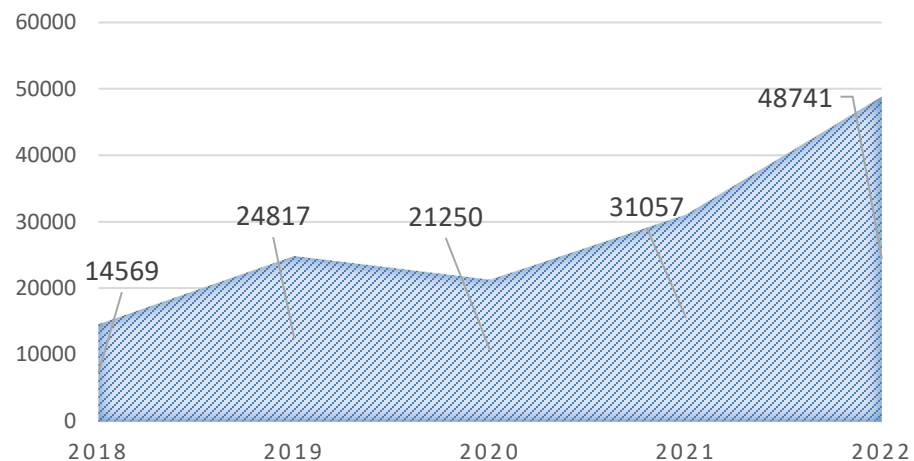


# TRENDS 2018-2022

## PERMITS CONSIDERED OVER A FIVE YEAR PERIOD



## INSPECTIONS CARRIED OUT OVER A FIVE YEAR PERIOD

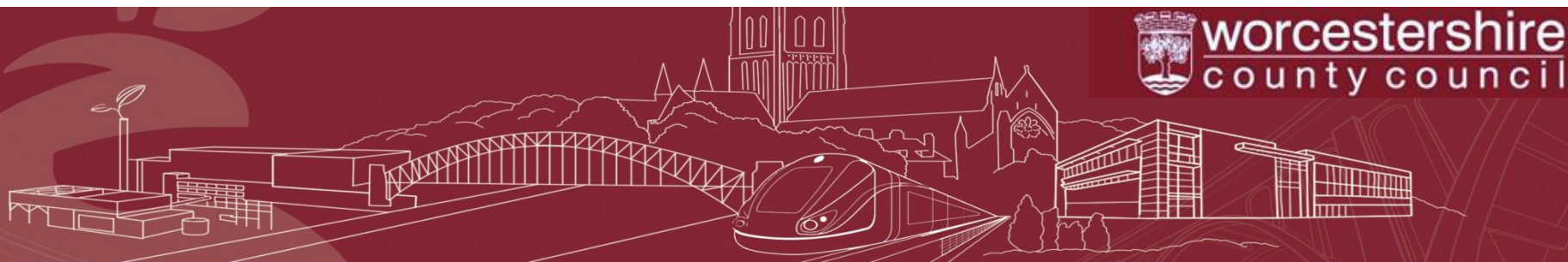


This winter huge increase in emergency and urgent utility works following prolonged freeze and quick thaw events

1 Nov 2022 – 31 Jan 2023 (3 months) we received 1552 immediate permits (IP's) 907 of these were STW

1 Nov 2021 – 28 Feb 2022 (4 months) we received 91 IP's 47 of these for STW

£1,014,605 - Total fines for overruns (Section 74 notices) in 2022/23.



# AGILE DEVELOPMENT

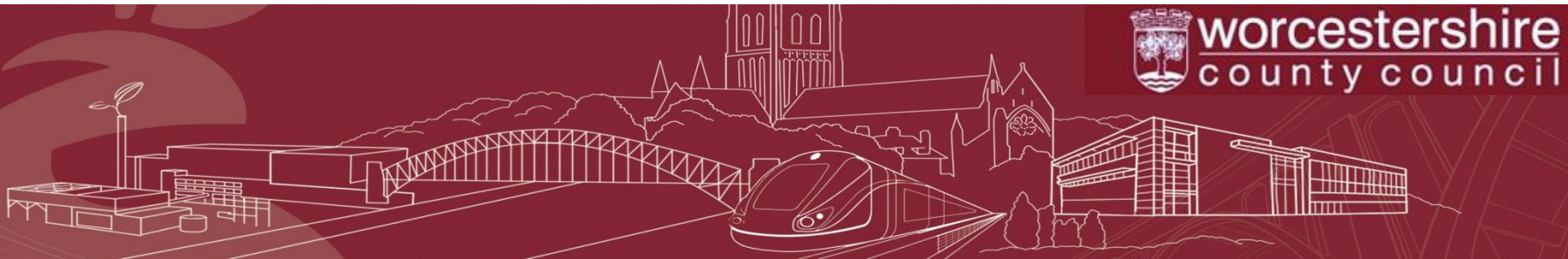
**1<sup>st</sup> Class Permit Scheme = Co-ordination + Conditions + Compliance Control**

## **Eyes on the ground**

- **Street Works is staff resource intensive, self funding, Permit scheme fees net zero**
- **2021 - 3 additional inspection posts to boost compliance control.**
- **2022 - move to Out of Hours cover for Street Works live site monitoring**
- **2023 - 1 new post and restructure in response to new legislation**

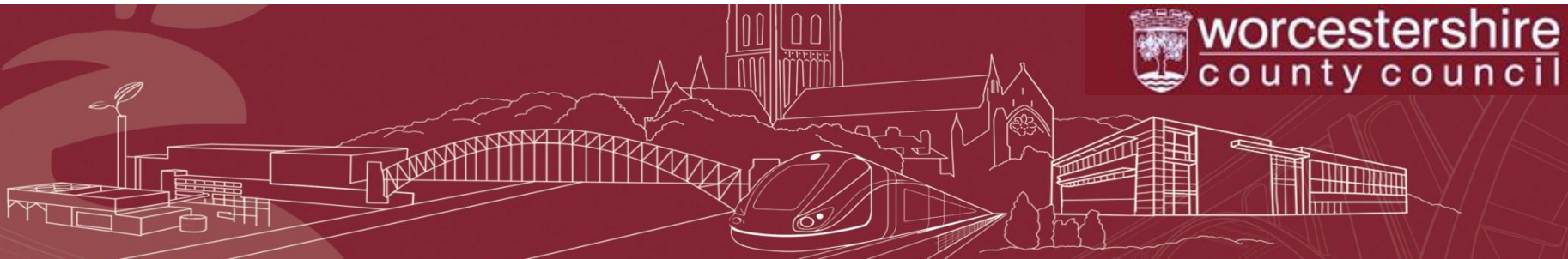
## **Agile Systems Development**

- **DfT £10m investment in Street Manager funded by income from trial Lane Rental Schemes**
- **Street Manager introduced in 2020 paving the way for live permit scheme applications and ‘connected’ sites.**
- **2023 new legislation to support continued development of Street Manager**
- **Live information from site to Street Manager**
- **Digital vision for public information ‘first cone down to last cone up’**



## Lane Rental – Key Principles

- Parity
- Collaboration
- Reasonable
- Innovation and good practice
- Deliver National Infrastructure
- Governance

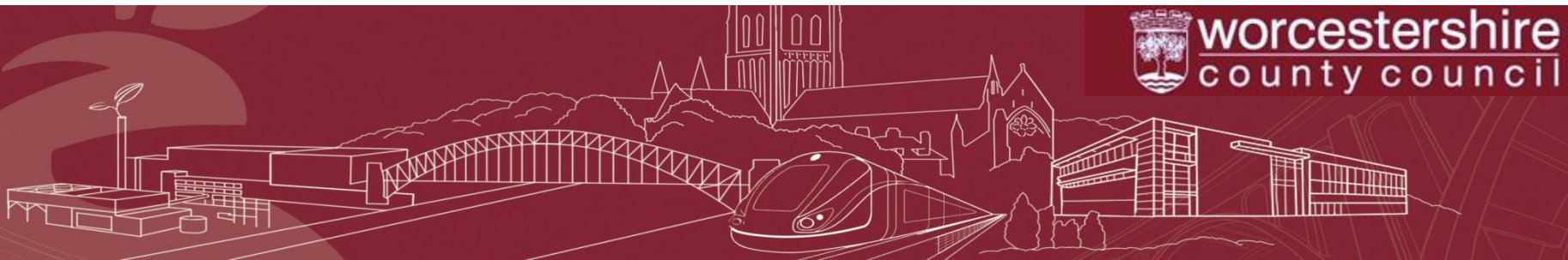


# Impact of a LRS

Based on the monitoring of the pioneer LRS for TfL and Kent CC:-

- majority of utility works avoided a charge (84% TfL);
- Joint site works increased significantly;
- Overnight works (28% TfL)

The aim of a LRS is to achieve all works on these roads to be undertaken outside of traffic sensitive times. However, the practicalities of works means this is not always possible and so Lane Rental charges must be incorporated into the costs



# Mitigation measures for introduction of LRS

- WCC major highways works costs.
  - TfL - £2million p.a of charges major scheme. 2015-2018 £16.4m i
  - Surrey estimate cost to their works £800,000-£1.3m p.a.
- Move towards out-of-hours working as a result of the charges - noise and health and safety considerations
- Planned works reduce, emergency works increase
- Costs integrated to Utilities budgets and passed on to customers
- Increased costs to construction in Worcestershire – disincentive to development

