

ANNEXURE 13

Programmed Works Protocol

Traffic Sensitivity

Details of each street's traffic sensitive periods are shown on the Authority's Street Gazetteer. Works would only be considered during Traffic Sensitive times in exceptional circumstances and specific approval would be required.

Special Engineering Difficulties

The Service Provider is required to consult and satisfy conditions considered necessary by the apparatus owner to protect the asset.

Christmas Moratorium

All streets affected by the annual Christmas Moratorium, which, for 2011/12, runs from 27th November to 8th January inclusive, are shown on the Authority's Street Gazetteer, but will be subject to change during the Term.

Use of Temporary Traffic Signals

The Service Provider must apply to use Temporary Traffic Signals on the Highway Network.

Temporary Traffic Regulation Orders and Traffic Regulation Notices

The Service Provider must allow six (6) weeks for each Temporary Traffic Regulation Order or Traffic Regulation Notice to be processed in order to give the Authority sufficient time to assess the need for and timing of any closure.

The charge for a Temporary Traffic Regulation Order for 2011 is £1995 and £695 for a Traffic Regulation Notice, but will be subject to change during the Term.

Working Hours Restrictions

All schemes are individually assessed but the following are typical restrictions:

- **Out of peak** – no working on Traffic Sensitive Roads and/or Clearways during morning peak generally 7.30 to 9.30 (but see Authority's Street Gazetteer for specific details) or evening peak generally 16.00 to 18.30 (but see Authority's Street Gazetteer for specific details)
- **Standard working hours** - Where residential occupiers are likely to be affected by noise, it is likely that work will only be permitted to be undertaken between 07:30 hours and 18:00 hours on

Business Days, 08:00 hours and 13:00 hours on Saturdays and not at any time on Sundays and public holidays.

- **Work outside standard working hours** -There is a presumption that work will only take place during standard working hours but where it is necessary for work to be carried out outside these hours, it is likely that any works likely to cause excessive noise will be required to be completed by 22:00 hours on Business Days and by 15:00 hours on days that are not Business Days.
- **Work between 22:00 hours and prior to 07:30 hours** -In exceptional circumstances, it may be permitted for work to be carried out after 22:00 and before 07:30 on Mondays to Fridays and after 15:00 and before 07:30 on Saturdays, Sundays and public holidays. Exceptional circumstances include: working on some areas of the Supertram network and general unexpected/emergency work on roads where unacceptable traffic congestion would be caused if the works were carried out during the daytime.
- **Hours of working near to sensitive buildings** - When works are taking place in close proximity to particularly sensitive buildings such as schools and hospitals, the Service Provider may only be permitted to work within altered standard working hours to minimise the disturbance to the users.
- **“Twinning” Principal Roads** - The Authority requires that works are not carried out on roads which are used as diversion routes for each other simultaneously– the “Twinning Roads” principle which is described in the "Best Practice in Street Works and Highways Works" document. So, for example, works would not be allowed on Chesterfield Road at the same time as any works are in progress on Abbeydale Road; similarly with Attercliffe Road and Carlisle St, Ecclesall Road and Abbeydale Road, Meadowhall Road and Sheffield Road etc. .
- **Special events** – (eg Sheffield Half Marathon) - these have their own specific restrictions which will be notified to the Service Provider pursuant to clause 24 of the Contract.

Road Closures

Closure of any road would always be the last option the Authority would consider. Generally it would have to be physically impossible to complete the works by other traffic management methods before closure was allowed, and even then the closure periods would be significantly restricted. The Service Provider would have to demonstrate that all other options had been considered eg the use of Temporary Traffic Signals, using Temporary Traffic Signals outside of Traffic Sensitive hours, working on Sundays etc.

The Coordination Process

The co ordination process starts before a programme is submitted. Potential closures have to be identified, and the reason they were required agreed before they could be included in a programme.

This may mean that initial discussions would have to take place a year in advance and include potential traffic management measures before works would be included in a programme. This is essential in order for the "Twinning" principle to work. It is important to remember that the TMA requires that this "Twinning" principle to extend beyond Sheffield's boundaries into Rotherham, Barnsley and Derbyshire.

The Service Provider may be required to adjust his programme (bring forward or delay) to take account of works by other authorities, Statutory Undertakers and developers.

The co ordination process looks at all works on or affecting the Highway, such as those proposed by Statutory Undertakers, developers, stadia and events etc including those taking place beyond Sheffield's boundaries.

It is difficult to specify how many work sites could be practically accommodated on the Primary Routes, at the same time as there are many factors to consider. However, as a guide, it is unlikely that there will be many occasions when more than 3 sites could be in operation at the same time where the works at such sites operate so as to reduce the Carriageway lane capacity. For more than 3 sites to be worked at any one time it would have to be demonstrated that the effect of traffic interaction between them is limited.