

## HOW TO SET UP A WORKING GROUP & UNDERSTANDING THE DYNAMICS

### COLLABORATIVE WORKING



Transport for London (TfL) encourages and facilitates collaborative working approaches towards managing major developments and associated interventions. By bringing together developers and contractors and all those impacted by the works (residents, cycle groups, public transport representatives, the police and businesses) has helped to deliver a transparent balanced working process where all involved give input into mitigation methods to reduce the impacts.

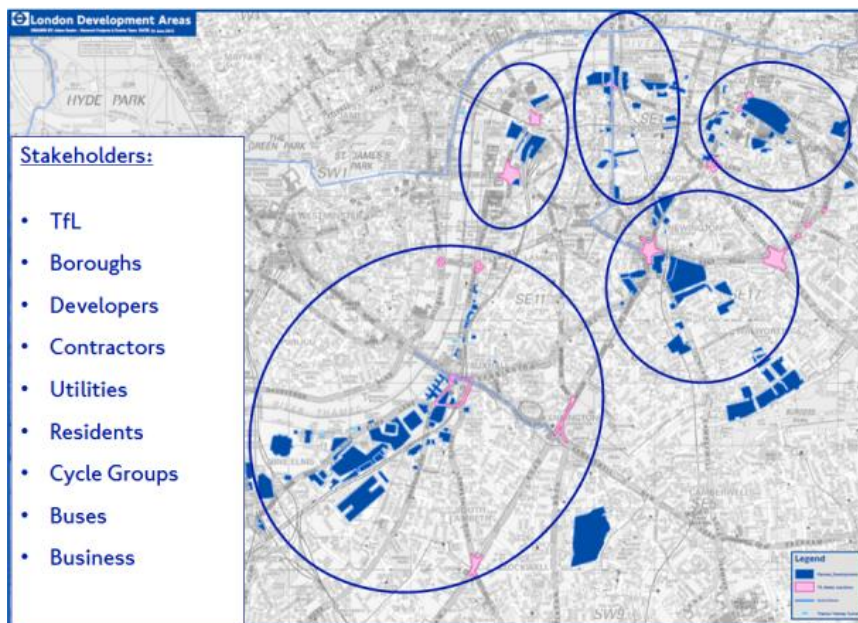
TfL along with many of London's Boroughs set up and manage numerous working groups across the capital where there are multiple developments under construction and/or going through the planning process. These groups include:

Planning teams, highway and environmental teams, bus operators, traffic signal teams, cycle and pedestrian groups, local business and residents, Police, developers, designers, contractors and consultants.

#### How and when to set up a working group

A working group should be set up with guidance from the local highway/planning authority. It is better to start a working group in advance of any planned development construction. Identifying such locations should be done via the planning authorities. In the case of London, a spatial plan to cope with growth has been formed called the London Plan. This shows where there are areas of opportunity for growth.

To be able to cope with the amount of work and expectations from cumulative construction projects, it is best to capture a manageable area or zone. Once a zone is identified the relevant stakeholders are notified.

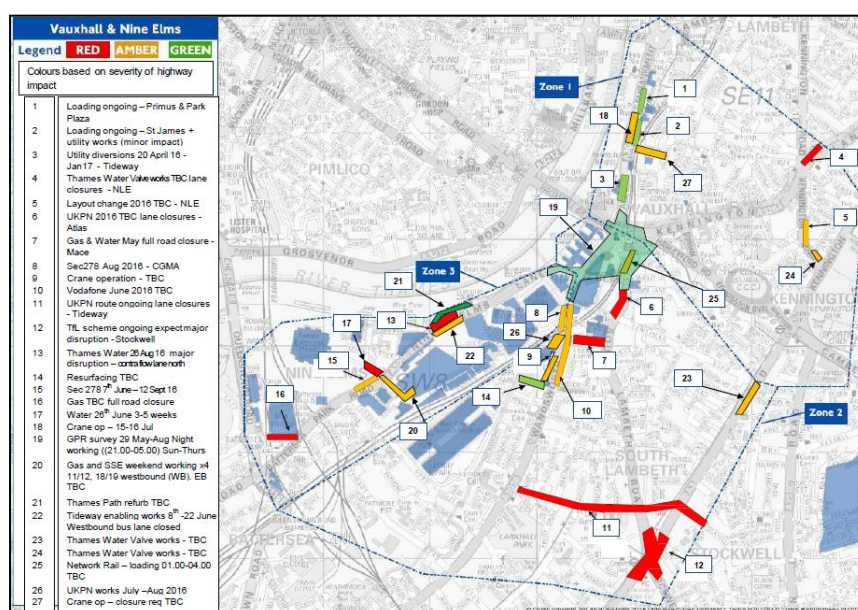


Development clusters and zones of interest

## Working Group Outputs

### WORKS PROGRAMMES

Reacting to multiple sets of programmed works is challenging. It is therefore important to have vision of all programmes in advance. The works areas can then be mapped to visualise the numbers and severity. The plan below shows an example from the Vauxhall and Nine Elms working group. The work zones are coloured (red, amber, green) to recognise what impacts to expect e.g. red = severe, amber = moderate and green = low.



Vauxhall & Nine Elms working group mapped programme



Mapping planned work sites also identifies opportunities to reduce the cumulative impacts such as collaborative working e.g. sharing traffic management, excavations or road closures. Utilising such methods can reduce the need for repetitive roadworks and the associated impacts.

#### PUBLIC TRANSPORT (BUSES)



To avoid major impacts to the bus operators, it is paramount that all works are carefully planned. These can be discussed at working groups to ensure pragmatic methods are implemented. It may also mean some works are delayed. Be aware that Highway Authorities coordinate thousands of sets of works each month. If multiple sets of works are implemented along bus routes there is potential to reduce journey time reliability and loss of confidence in services. This can lead to loss of revenue for the operators.

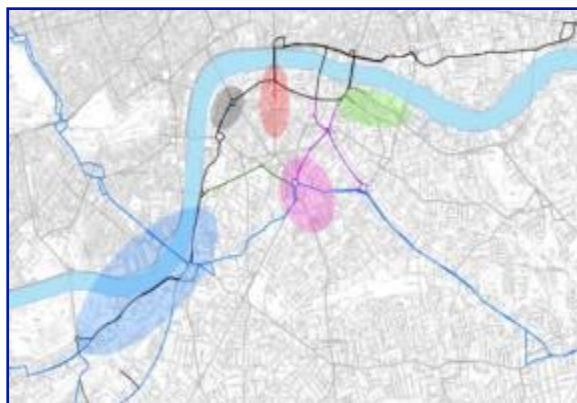
Collaborative working can minimise this disruption and reduce repetitive excavations on the road network. Bus operators welcome this approach.

#### CONSTRUCTION FREIGHT

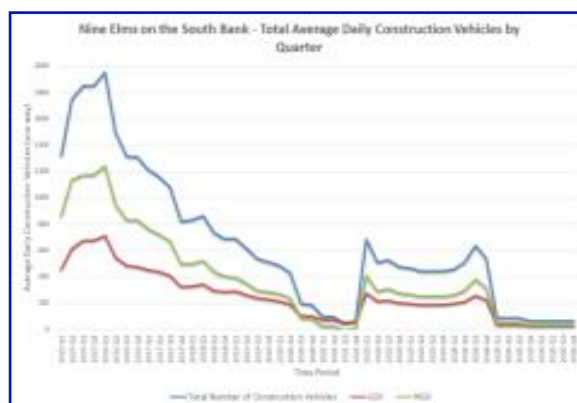


Working with developers can raise awareness of construction freight (HGVs) projected numbers and what routes they are likely to use. If there are major works on such routes we are able to inform

logistics teams of the interventions which can help developers avoid delivery delay. This data can also be used by traffic signal teams when managing the road network.



Freight routes and forecast HGV daily flows



We also discuss site efficiencies at working groups. If sites are experiencing holding loops, we can investigate methods to assist such as holding areas or improved loading sections on the road network. On occasion it is possible to share holding areas with adjacent sites. This can be done during certain times in a programme where delivery numbers are low enough to manage at the site.



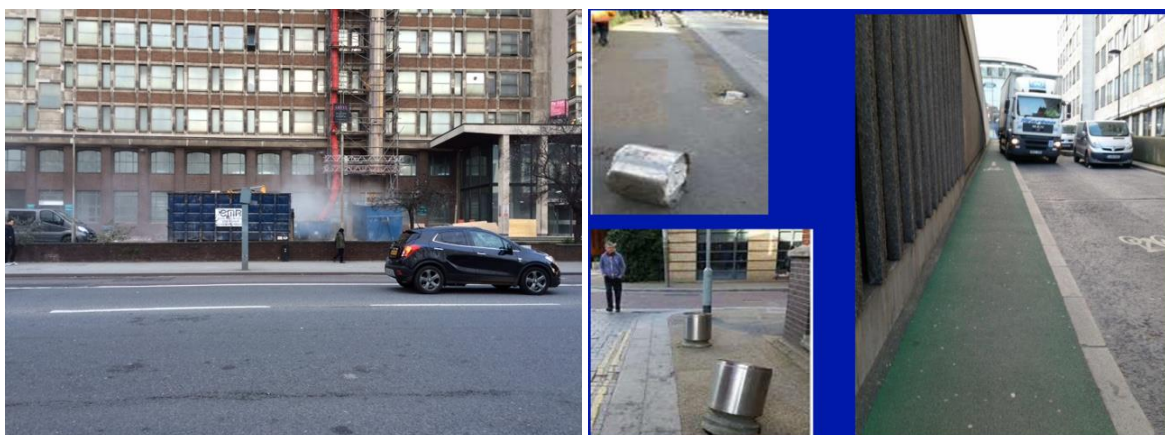
3 sites using one holding area

## LOCAL COMMUNITIES & VULNERABLE ROAD USER IMPACTS



The benefits of impacted road users (residents, pedestrian and cycling groups) attending the meetings can help identify construction method issues or concerns e.g. noise, dust (picture below), vibrations, asset damage (below), safety and security. It is important to maintain transparent approaches with local communities. We encourage resident representatives to attend working groups.





Observed unsafe working practices

Local expertise or knowledge of specified areas is of high importance especially as public authorities are not at sites 24 hours a day. Local residents can supply their knowledge and experience of such an area which can be valuable.

Working closely with local groups not only helps with mitigating issues quickly but can raise the public perception of local authorities and/or associated contractors.

## EMERGENCY SERVICES



It is important to involve the emergency services with any intervention that causes the potential for delay and extended response times on the road network.

## BENEFITS

Many positive outcomes can be realised from being part of a working group. This can include: cost savings, programme achievement, safety improvements, reduced pollution and learning from others. Please see article covering the plans to manage the major planned works for the Croydon town centre regeneration.

Link showing the methods being included in the TfL and Croydon working group

[https://ccsbestpractice.org.uk/wp-content/uploads/2018/01/2018-1\\_BPH\\_TfLCaseStudy.pdf](https://ccsbestpractice.org.uk/wp-content/uploads/2018/01/2018-1_BPH_TfLCaseStudy.pdf)