

London First's 'Roadworks Count' initiative Proposed Statement of Principles

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1) **Incentivise both highway authorities and utility companies through comparable charging regimes**

As both highway authorities' and utility companies' works significantly contribute to congestion, both should be subject to similar principles in a charging regime.

2) **A "carrot and stick" approach** – provide incentives to improve operational efficiencies and penalties to discourage inefficient operations.

3) **Only "lane rent" where it really matters**

Charges under any new scheme should only be applied at congested locations, i.e. major roads at busy times.

4) **Proportional charges** - charges should reflect the costs of congestion.

5) **Minimise bureaucracy**

Any scheme should be designed to minimise administrative costs.

6) **Change regulations to recognise the economic impact of disruptive roadworks**

A proportion of the costs of delivering an efficient service will need to be passed on to the consumer. This will require some change to the regulatory regime for utility companies.

7) **Publish performance tables to incentivise highway authorities**

Necessary incentives could be created through an internal market, with the potential to use performance league tables against agreed measures.

8) **Create a marginally income-positive scheme, using surplus for supportive measures**

The objective of any scheme should be to minimise any monies raised through charging (as this would indicate maximum compliance). However, an element of any surplus created should be spent on developing mitigation measures (eg plating), on innovative equipment, training and sharing of best practice, and other techniques and projects which help to minimise congestion.

9) **Incentivise long term maintenance at strategic locations through higher charges**

Apply a premium charge for emergency works at a limited number of key strategic locations (e.g. Blackwall Tunnel approaches) to incentivise good long-term maintenance at these key locations.

10) **Measure the external impact**

The success of any new scheme should be measured, e.g. journey time reliability and/ or hours of disruption on the network should be measured against an indication of what these would have been without a charging scheme.