NETWORK MANAGEMENT STRATEGY & PLAN

Incorporating the
SPEED MANAGEMENT STRATEGY

Directorate of the Urban Environment

JANUARY 2012 ISSUE TWO

Executive Summary

This Network Management Plan (NMP) sets out Dudley Metropolitan Borough Council's approach to exercising the network management duty placed upon it by the Traffic Management Act 2004 (TMA). This document is made up of eight parts plus appendices and is designed around the agreed template, being used by all of the West Midlands Authorities.

The key objective of the TMA is to ensure that highway authorities implement the necessary processes and procedures to facilitate the expeditious movement of traffic. This will place a higher level of importance on the proactive co-ordination of activities on the network, with an increased emphasis on tackling the causes of congestion and disruption. It has been acknowledged that the severity of traffic related problems cannot be resolved by increasing the size of the network, hence the need for a combination of policies that will compliment each other such as; road improvements; the introduction of the TMA and improved urban traffic control & public transport systems. Dudley MBC will be working closely with the six other districts in the West Midlands region to implement the requirements of the Act.

This NMP summarises Central Government Strategy, the Black Country Sub-Regional Transport Strategy and the West Midlands Local Transport Plan (WMLTP3) particularly where it is has an impact on network management. The associated and relevant locally developed strategies from the Community Strategy, the Dudley Transport Strategy, the Dudley Council Plan, the Street Care Strategy and the Highways Asset Management Strategy will be incorporated to deliver a local Network Management Strategy for Dudley.

The Network Management Strategy will define regional context and shared initiatives at a local level, show the network management hierarchy, the responsibilities & duties of the Traffic Manager, the intervention criteria, the current and proposed position with regard to compliance and then provide a platform for developing the service to ensure future compliance.

It will define and support the development and sharing of intelligence, data, systems and programmes for delivering a compliant quality service. Operational data and systems will be clearly linked, with access defined as to where they can be sourced or referenced.

Incorporated within the network strategy is the Speed Management Strategy, this sets out the Council's approach to speed management and responds to the governments paper "The Future of Transport". The paper included a commitment to ensure the development of a speed management policy that would address environmental & social objectives as well road safety targets. This strategy highlights current policy and looks to develop future strategy on how the borough intends to; reduce the number and severity of casualties; address and reduce excess and inappropriate speed and improve the quality of life for residents, visitors and through traffic.

The NMP will be read by all key stakeholders including, elected members, senior council officers, operational managers, community groups and local partners. There are many external stakeholders to be included in this document as there are so many road users both within the borough and neighbouring the borough, along with many external service providers using the network.

Dudley MBC
Network Management Plan

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INTRODUCTION

1 INTRODUCTION

1.1 Background

The Network Management Strategy & Plan sets out how Dudley Metropolitan Borough Council will ensure compliance with the network management requirements of the TMA based on the compliance criteria as set out in Appendix 3 of this document. The network management strategy has been derived to embrace central government priorities and compliment existing local strategies for Dudley.

Dudley MBC manages approximately 980 km of highway, 6500 car parking spaces and 250 signal controlled junctions and crossings, which are managed by Wolverhampton City Council.

This plan identifies how Dudley MBC has embraced central government strategies including the "Future of Transport White Paper 2005" and the Black Country Transport Strategy and also shows the vision of the WMLTP 2 and the Dudley Transport strategy all in relation to network management. It then goes on to summarise the elements of the Dudley Community, Street Care and Highway Asset Management strategies that will have an influence on, or be influenced by, the network management strategy.

Appendix 1, documents the "Network Management Duty Statement" as detailed in Appendix E of WMLTP 2, which defines the West Midlands approach to the fulfilment of our network management duties. It includes details of where we are to date and what is planned, all under the following headings:

- The current situation
- The West Midlands Traffic Managers Group
- Integration across the Authorities
- Inter-Agency Co-operation
- Monitoring and evaluation
- Network and User Hierarchies
- Incidents and Contingency Planning
- Streetworks Co-ordination – Local, Adjacent and Regional
- Enforcement

Project Board

The network management strategy project will be overseen by the:
"Traffic Management & Transportation Group"

The group meet very six weeks, where an item on the agenda is Highways Asset Management, making key and strategic decisions and consisting of:

John Millar	- Director of Urban Environment
Matt Williams	- Assistant Director Environmental Management & Transportation
Phil Coyne	- Assistant Director Economic Regeneration
Martin Holloway	- Head of Traffic & Transportation
Garry Dean	- Head of StreetCare
Neil Lissimore	- Principal Engineer Transportation Policy
Peter VanGeersdaele	- Group Engineer Traffic & Road Safety
Mike Bosworth	- Team Manager Asset Management
James Croft	- Group Accountant Urban Environment Accountancy
Colin Hill	- Economic Regeneration Co-ordinator Economic Regeneration
Brian Roberts	- Principal Officer Policy

Project Team
The project team will have key responsibility for the development of the strategy, plan and implementation and will consist of:

Peter VanGeersdaele	- Group Engineer Traffic & Road Safety
Jill Wakeman	- Project Engineer, Traffic & Road Safety
David Bates	- Asset and Network Management
Helen Moore	- Traffic Engineer
Mike Bosworth	- Team Manager Asset Management
Neil Lissimore	- Principal Engineer Transportation Policy
Sarah Hill	- Contingency & Disaster Management
Coral Holloway	- School Crossing Patrol Supervisor (North)
Anne Titley	- School Crossing Patrol Supervisor (South)
Dean Hubbard	- Technician, Traffic & Road Safety

Key Stakeholders
In addition to the project team are the Key stakeholders that will have an in-put into the development of the strategy and who will be contacted for in-put as and when required, these include the following:

Bob Willis	- Wolverhampton U.T.C.
Bob Morris	- Senior Engineer Traffic (Mattisse)
Helen Jones	- Car Parking Manager
Helen Moore	- Engineer Traffic Management
Julie Jones	- Building Security Management

Other Groups
Another group that will feed into the network management strategy is the Network Management Operations Group (lead by Jill Wakeman).

1.2 Traffic Management Act 2004
The Act places new network management duties on local highway authorities, where the key objective is to ensure the expeditious movement of traffic, with a view to achieving this in so far as may be reasonably practicable having regard to their other obligations, policies and objectives on the authority's road network and on neighbouring road networks for which another authority is responsible.

It has been acknowledged that the severity of traffic related problems cannot be resolved by increasing the network alone, hence the need for a combination of road improvements, the introduction of this act and improved urban traffic control & public transport systems. Dudley MBC will be working closely with the six other districts in the West Midlands region to implement the requirements of the Act.

The Act requires each highway authority to appoint a Traffic Manager who is responsible for meeting this duty.

A number of criteria have been developed for assessment of the quality of Dudley's network management and they are as follows:

- Considering the needs of all road users
- Co-ordinating and planning works and known events
- Gathering and providing information needs
- Incident management and contingency planning
- Dealing with traffic growth
- Working with all stakeholders, both internal and external
- Ensuring parity with others
- Providing evidence to demonstrate network management

1.3 The Network Management Duty

The network management duty is set out in Chapter 18 Part 2 Section 16 of the TMA and this strategy and plan will show how Dudley MBC will meet the requirements by the:

- Establishment of processes for the identification of causes of congestion
- Establishment of processes for identification of events and circumstances with potential to cause congestion
- Developing plans for taking the necessary actions for network management
- Implementation of the actions, processes and procedures to meet the duty requirements
- Meeting of the requirements in practice
- Approach to setting strategies, plans, policies and actions.

It is the duty of a local authority to manage their road network with a view to achieving, so far as is reasonably practicable having regard to their obligations, policies and objectives the expeditious movement of traffic on the authorities road network and facilitating the expeditious movement of traffic on orad networks for which another authority is the traffic authority.

1.4 The Guidance

The guidance focuses on Part 2 of the Act, which covers the duty as described above, it provides an outline of the principles that apply to network management and goes on to define the consequences of non-compliance, such as the raising of intervention notices and orders and subsequent conferral.

It also provides a summary of principles that apply to network management all of which will be considered within this strategy and plan document.

1.5 Draft Intervention Criteria

Sections 20 to 31 of the Act provide for the intervention of the Department for Transport (currently the national traffic authority) where there is reason to believe that a local traffic authority may be failing to perform any of it's network management duties. .Appendix 3 of this document highlights the draft intervention criteria.

1.6 Network Management Strategy Roadmap

The "network management strategy roadmap" plots out the various stages, to be followed to deliver and implement the strategy and fulfil the obligation of the Act and is shown overleaf:

NETWORK MANAGEMENT STRATEGY - ROADMAP. This roadmap shows how the network management strategy process will take place.																				
VOLUME 1				COMPLIANCE - CURRENT POSITION ASSESSMENT AND FUTURE DEVELOPMENT											APPENDICES					
	INTRODUCTION	REGIONAL CONTEXT & SHARED INITIATIVES	AUTORITY SPECIFIC COMPLIANCE WITH THE DUTY	CONSIDERING THE NEEDS OF ALL ROAD USERS	COORDINATING AND PLANNING WORKS AND KNOWN EVENTS	GATHERING AND PROVIDING INFORMATION NEEDS	INCIDENT MANAGEMENT AND CONTINGENCY PLANNING	DEALING WITH TRAFFIC GROWTH	WORKING WITH ALL STAKEHOLDERS INTERNAL AND EXTERNAL	ENSURING PARITY WITH OTHERS	NETWORK MANAGEMENT HIERARCHY	TRAFFIC MANAGER	GLOSSARY OF TERMS	IMPROVEMENTS ACTION PLAN	APPENDIX 1 NETWORK MANAGEMENT DUTY (LTP APPENDIX E)	APPENDIX 2 - PRINCIPAL SUPPORTING DOCUMENTS	APPENDIX 3 - GUIDANCE ON INTERVENTION CRITERIA	APPENDIX 4 - EXISTING NETWORK HIERARCHIES	APPENDIX 5 - INDICATORS	APPENDIX 6 - DEFINITIONS AND ABBREVIATIONS
	BACKGROUND	VISION, REGIONAL TRANSPORT STRATEGIES AND OBJECTIVES; Policy co-ordination	INTRODUCTION	UNDERSTAND THE BEHAVIOUR OF THE LOCAL NETWORK AND THE WIDER REGIONAL NETWORK	COORDINATION OF ACTIVITIES ON THE NETWORK	DETERMINE DESIRED DATA TO SUPPORT CURRENT REGIMES; Highway classification; Highway boundarys	ESTABLISHMENT OF PROCESSES TO IDENTIFY CURRENT CAUSES OF CONGESTION AND OTHER FORMS OF DISRUPTION	IDENTIFY TRENDS IN TRAFFIC GROWTH	UTC STRATEGIC MANAGEMENT FACILITY AT QUINTON	LINKS TO NRSWA	INTRODUCTION	NOMINATED TRAFFIC MANAGERS	GLOSSARY OF TERMS	ACTIONS	CURRENT SITUATION	TRAFFIC MANAGEMENT ACT	CONSIDERING THE NEEDS OF ALL ROAD USERS			CATEGORISATION OF WORKS
	PROJECT BOARD / PROJECT TEAM	TRANSPORT ASSESSMENT LTP 2 CHAPTER 5	LIAISON WITH THE POLICE	ALSO ON ROAD NETWORKS FOR WHICH ANOTHER AUTHORITY IS THE TRAFFIC AUTHORITY	UTILITIES MANAGEMENT OF THIER APPARATUS	USE OF MODELS, PRISM ETC.	ISSUES RELEVANT TO DELIVERY OF NETWORK MANAGEMENTS	PROMOTE ALTERNATIVE TRANSPORT TO ENTERTAINMENT EVENTS	INVOLVING PASSENGER TRANSPORT EXECUTIVES		NETWORK MANAGEMENT HIERARCHY	TRAFFIC MANAGER RESPONSIBILITIES		IMPROVEMENTS ACTION PLAN	OUR TRAFFIC MANAGERS GROUP	GUIDANCE ON INTERVENTION CRITERIA	CO-ORDINATING AND PLANNING WORKS AND KNOWN EVENTS			
	TRAFFIC MANAGEMENT ACT	RED ROUTES	CHECKLIST FOR COMPLIANCE	CONSULTATION WITH STAKEHOLDERS	BEING AWARE OF ACTIVITIES ON THE NETWORK; Abnormal loads route planning; Winter maintenance, Other maintenance such as horticulture	PRACTICES KNOWN TO BE EFFECTIVE IN IMPROVING TRAFFIC FLOW	DEVELOP PROCESS TO ALLOW RISK MANAGEMENT TO INFLUENCE NETWORK MANAGEMENT PROCESS	POLICIES FOR INCREMENTAL CHANGE IN TRAFFIC	CAR PARKS MANAGEMENT			CO-ORDINATION AND LIAISON			INTEGRATION ACROSS AUTHORITIES	NEW ROADS & STREET WORKS ACT	GATHERING AND PROVIDING INFORMATION NEEDS			
	NETWORK MANAGEMENT DUTY	CIVIL PARKING ENFORCEMENT		INTELLIGENT TRANSPORT SYSTEMS, DEVELOPMENT POLICY	PLANNED ACTIVITIES / EVENTS; On network; On neighbouring networks	ESTABLISH / DEFINE SYSTEM FOR STORING AND SHARING DATA	MITIGATE EFFECTS BY EMERGENCY CALL OUT	FUTURE NETWORK PLANNING; Strategic land use; Modelling; Traffic forecasting; Improvement lines	LOCAL BUSINESSES, RETAILERS AND FREIGHT			GUIDANCE ON NETWORK MANAGEMENT DUTY			INTER AGENCY COOPERATION	CIVIL PARKING ENFORCEMENT	INCIDENT MANAGEMENT AND CONTINGENCY PLANNING			
	GUIDANCE ON NETWORK MANAGEMENT DUTY	MATTISSE		DEMAND MANAGEMENT, JOURNEY TIME RELIABILITY & ROAD SAFETY PROVISION	UNPLANNED ACTIVITIES / EVENTS; On network; On neighbouring networks	IMPLEMENT NEW REGIMES AND COLLECT DATA	INCIDENT CONTROL	HIGHWAY DEVELOPMENT; Planning apps sect 38, 106 & 278	LIAISON WITH EMERGENCY SERVICES			ACTIONS TO ACHIEVE IMPROVEMENT IN PERFORMANCE			MONITORING AND EVALUATION	WEST MIDLANDS LTP 2	DEALING WITH TRAFFIC GROWTH			
	DRAFT INTERVENTION CRITERIA	DEVELOPMENT OF TRAFFIC SIGNAL CONTROL		BALANCE COMPETING DEMANDS	BETTER MANAGEMENT OF CONFLICTS / DEMAND MANAGEMENT	PROVISION OF TIMELY TRAVEL INFORMATION	URGENT REACTIVE MAINTENANCE / UTILITY REPAIRS	DEVELOPMENTS AFFECTING NEIGHBOURING HIGHWAY NETWORKS	INTERNAL SHARING AND MANAGEMENT OF DATA			MONITORING AND EVALUATION OF EFFECTIVENESS; Traffic counts; Accident stats; Queue lengths; Congestion monitoring			NETWORK AND USER HIERARCHIES		WORKING WITH ALL STAKEHOLDERS - INTERNAL AND EXTERNAL			
	ROAD MAP	DEMAND MANAGEMENT		ESTABLISH PARALLEL PROCESSES TO IDENTIFY EVENTS AND CIRCUMSTANCES THAT HAVE POTENTIAL TO CAUSE CONGESTION AND OTHER FORMS OF DISRUPTION	TEMPORARY AND PERMANENT ROAD CLOSURES; Traffic restriction orders; Lane restrictions; Access restictions; Stopping regulations; Speed limit orders	TRAVEL INFORMATION EXCHANGE WITH NATIONAL TRAFFIC NETWORK PROVIDERS	ACCIDENT / BREAKDOWN / POLICE AND OTHER INCIDENTS ON OR ADJ TO THE HIGHWAY		OTHER JOINT WORKING ARRANGEMENTS			REPORT ON A REGULAR BASIS ON NETWORK PERFORMANCE			INCIDENTS AND CONTINGENCY PATCHING		ENSURING PARITY WITH OTHERS			
		MANAGEMENT OF BUS ROUTES		DIRECTION SIGNING; Local strategic; Tourism; Pedestrian	MANAGING WORKS IN THE STREET, NRSWA, NOTICING & PERMIT SCHEMES	CCTV; Strategy and Opportunities for expansion	DEMONSTRATIONS / CIVIL DISTURBANCES		IMPACT OF NEW DEVELEPMENT, INPUT FROM TRAFFIC MANAGER						STREETWORK COORDINATION					
		FRIEGHT QUALITY PARTNERSHIPS		ENFORCEMENT; Police traffic obstructions; Parking attendents; Safety cameras;	HIGHWAY MAINTENANCE & IMPROVEMENT SCHEMES	VARIABLE MESSAGE SIGNING; Parking; Directional	SEVERE WEATHER EVENTS		WORKING WITH THE POLICE, SIMILAR HA / DLOA						ENFORCEMENT					
				EQUALITY AND CUSTOMER CARE; Charter; Common standards, Vulnerable road users; Consultation	OFF - HIGHWAY WORKS AFFECTING THE HIGHWAY	NOTIFICATIONS; Emergency services; Road user groups			UTC; Remote signal adjustment											
					PERMITS FOR WORKS (S.50); DEPOSIT OF MATERIALS; PLACING OF SKIPS & SCAFFOLDING	HIGHWAY AGENCY; Motorway diversion routes			TRAFFIC MANAGEMENT SCHEMES; On network to impact on neighbours; On neighbouring network to impact on network											
									TRAFFIC MANAGEMENT SCHEMES; On network to impact on neighbours; On neighbouring network to impact on network											

REGIONAL CONTEXT & SHARED INITIATIVES

2. REGIONAL CONTEXT & SHARED INITIATIVES

2.1 VISION, REGIONAL TRANSPORT STRATEGIES AND OBJECTIVES

This section of the document focuses on developments in transportation that have been undertaken on a regional basis by the seven traffic authorities in joint working, particularly through the West Midlands Local Transport Plan. It goes on to detail how the West Midlands districts have delivered or are in the process of delivering a number of the elements of the network management duty.

Role of the Highway Networks
The transport needs of the Metropolitan Area are served by complex networks that interact, are managed by a range of authorities and organisations and, as far as the users are concerned, operate irrespective of authority boundaries.

The Metropolitan Authorities manage together some 7,600 km of highway including associated bridges, footpaths, pedestrian area, bus lanes, cycle tracks, etc, and are responsible for 650 traffic controlled junctions, and control the use of over 100,000 publicly available parking spaces in town centres. The utility and communication companies also make use of the highways to carry their networks of gas, electricity, water, communications and drainage.

Public transport operators provide 450 bus routes covering 135m service kilometres (8% of which are subsidised by the ITA, who also manage 12 bus stations & over 11,000 bus stops). The network also provides access to a total of 6,091 rail based parking spaces at 37 rail stations for park and ride.

Users
It is estimated that over 2bn person journeys (in addition to the transportation of freight by road) are made within the West Midlands metropolitan area each year., Most use more than one means of travel for their journey, these will inevitably increase as a result of our economic recovery, urban regeneration etc, although predicting the rate of increase is currently particularly difficult.

Managing the Networks
Managing the transport networks, in a way that continues to serve the needs of the community, requires a high degree of understanding and collaboration between the metropolitan and adjacent h/way and planning authorities, Highways Agency, emergency services, utilities, users & stakeholders.

Effective management of the highway network will contribute to achieve the wider objectives of our area. By improving travel to work and facilitating freight operations in the region it will encourage job opportunities, promote economic growth and encourage regeneration. It will also underpin metropolitan policies of improving the environment and general quality of life by reducing congestion and conflicting priorities, improving air quality, transport accessibility and road safety. In addition it will promote continuing improvement in social inclusion by increasing access to travel through a range of measures including improved and affordable public transport, greater safety in personal travel, and arrangements for inclusion of those with mobility and other difficulties.

Transportation Strategy
This section focuses on those developments in transport provision that have been undertaken by Dudley MBC working in partnership with others. It highlights central government strategy in relation to network management, it shows the work in partnership via the Black Country Sub-Regional Transport Strategy and the West Midlands LTP. It also highlights strategies local to Dudley that have been developed as a result of the higher level strategies, including the Community Strategy, the Dudley Transport Strategy, the Street Care Strategy and the Highway Asset Management Strategy, which have enabled policy co-ordination.

It also includes the transportation policies and measures that have been developed from consideration of the transport challenges facing the Borough that will increase Dudley's specific compliance with the duty.

Central Government Strategy

The government set out it's transport strategy and basis for long term planning in "The Future of Transport White Paper, 2005", in terms of network management it looks to a future transport system where:

- The road network provides a reliable, free-flowing service for both personal travel and freight, with people able to make informed choices about travel
- Bus services are reliable, flexible, convenient and tailored to local needs;
- Walking and cycling is a real alternative for local trips

It acknowledges the need to manage the growing demand for transport but recognises that providing ever more capacity on our roads and railways is not the answer in the long term. The damage to our environment, landscape, towns and cities and our quality of life would be unacceptable.

It recognises that demand for travel will increase and contains a strategy built around three central themes: sustained investment, improvements in traffic management and planning ahead. In relation to this document the key themes are:

- Improvements in Transport Management to ease congestion on our road network.
- Where capacity is added to the road network, where possible steps will be taken to ensure that the benefits are locked in, using measures such as tolling on new roads, access controls and High Occupancy Vehicle lanes.
- Local authorities are also encouraged to procure bus services through Quality Contracts, where this is linked to a wider strategy including bold measures to reduce congestion, or modification of rail services.
- Planning Ahead: Government to lead the debate on road pricing and to ensure that regional and local planning is based on a shared view of priorities, deliverability and affordability.

The Government and Local Government Association (LGA) agreed, in July 2002, a set of shared priorities for local government, which included meeting local transport needs more effectively and a shared priority for transport and network management including:

- Improving accessibility and public transport;
- Reducing the problems of congestion;
- Reducing the problems of pollution; and
- Reducing the problems of safety.

Key Messages from Government

- More efficient use of existing transport networks – through focus and management
- Influencing demand for transport
- Reducing car dependency by accessibility to alternative modes i.e. public transport
- Reducing problems of congestion, air pollution and safety
- Delivering sustainable patterns of development to reduce environmental impacts of transport

Other central / regional strategies and legislation include the:

Black Country Sub-Regional Transport Strategy

The core objective of this Strategy is to unlock economic growth by prioritising investments that support the growth of centres and land use transformation to create new accessible housing and business locations. As well as public transport investments (particularly the Metro network), the transport strategy includes highway and junction improvements to the existing road network and motorway junctions and provision for new roads and junctions that will unlock growth.

The strategy has four strands and they are as follows:

- First, it focuses on developing a culture in communities and businesses that choose smart transport choices to travel.
- Secondly it focuses on a new, more integrated public transport system (the 'Black Country Express'), which will revolutionise the way people view public transport, knitting together Metro, heavy rail and bus networks to provide a seamless transport system.
- Thirdly, it identifies the priority transport interventions, including highway/junction improvements and makes best use of highway networks by red routing and enhanced traffic control.
- Fourthly, it highlights the investments needed to improve external connectivity, some of which have already been identified in WMLTP2, and others need to be given early commitment.

West Midlands Local Transport Plan (WMLTP 3)

The seven authorities of the West Midlands Metropolitan Area have a shared vision:

"To make the West Midlands Metropolitan Area more prosperous, healthier and safer, offering a high quality and attractive environment where people will choose to live, work and visit and where businesses thrive and attract inward investment"

The Shared Vision builds on the five goals for Delivering a Sustainable Transport System (DaSTS) and applies them to the particular circumstances of the West Midlands Metropolitan Area:

- Supporting economic growth, reflecting the Area's major contribution to the regional and national economies
- Reduce transport's emissions with the desired outcome of tackling climate change
- Contribute to better safety security and health, by promoting travel modes that are beneficial to health
- Promote greater equality of opportunity to all, in an area of wide cultural and ethnic diversity
- Enhancing our quality of life and promote a healthy natural environment

Key Outcomes

These two key outcomes are the principal deliverables that LTP3 seeks to achieve, are based on both national policy and the findings of the Vision and Issues consultation. They provide the fundamental basis for this LTP3 strategy.

Where these two key outcomes are:

- Economic recovery and closing the output gap (Key Outcome 1)
- Creation of a clean, green low-carbon future (Key Outcome 2)

Strategic Principles
Three principles are used to determine the basis of the strategy, which are wholly consistent with the Key Outcomes and the Key Objectives, which are:

- Making the best use of the transport assets and capacity we already have **(Smarter Management)**

- Encouraging people to move away from car use through providing attractive, effective and efficient alternatives, which reduce our carbon footprint **(Smarter Choices)**

- Targeting our scarce resources at programmes, initiatives and schemes that support either or both of the first two Strategic Principles **(Smarter Investment)**

LOCAL STRATEGIES FOR DUDLEY

The local strategies for Dudley, which embrace central government strategy will influence the network management strategy and include the "Dudley Transport Strategy", the "Interim Highway Asset Management Strategy", the "Street Care Strategy" and the Dudley "Community Strategy, a summary of the elements that affect the network management strategy are as follows:

Community Strategy

The Community Strategy is a vision for Dudley looking ahead to 2020 and has been developed by the ***Dudley Community Partnership***, which includes the major public bodies, the private sector and the voluntary and community partnerships in the Borough. The overall vision is the promotion of a strong community where people are proud to live in a clean, safe, attractive and vibrant environment.

There are particular concerns highlighted in the "where are we now" section of the strategy, which relate to network management and they are:

- An acknowledgment that there is increased road congestion throughout the borough that is a major concern and inhibits Dudley Council's ability to attract investment
- There remains serious pressure upon the road network and levels of congestion, pollution and C02 emissions will continue to rise as does road usage

There is also an acknowledgment of plans already in the pipeline to:

- Improving Dudley's transport and road systems to increase it's attractiveness as a centre of commerce
- An integrated transport system investing in local public transport including bus showcase routes as well as the metro line to reduce traffic congestion and pollution levels
- Reduce pollution levels and develop an air quality action plan and improve health through traffic management measures
- Develop a Rights Of Way Improvements Plan to improve walking and cycling routes between where people live and leisure uses, employment sites and bus and train stations.

The objectives the Community Strategy will deliver by undertaking actions regarding the key issues relating to network management that have been highlighted above, will be responded to in the following specific areas:

- An integrated transport system that promotes public transport, walking and cycling.
- Develop innovative initiatives such as car sharing schemes to help relieve congestion, reduce C02 emissions.

Dudley Transport Strategy

This strategy has now been fully approved and adopted by the Council (Cabinet report 13th February, 2008) and it is based on strategies within the West Midlands Local Transport Plan (WMLTP2), which has also been formally adopted by the Council. The draft Dudley Transport Strategy, together with the new LTP3 will provide the steer for all Transportation issues.

It consists of an integrated package of policies and measures which reinforce one another to deliver the vision and achieve objectives. The development of a Transport Strategy for Dudley is set in the context of the Council's vision for the Borough, the outcome of the Black Country Sub-regional Study and the new West Midlands LTP3. The strategy has also taken into consideration the existing and forecast transport demands and network performance, and a number of challenges facing transport in Dudley today and in the future. In response to these challenges and the policy context, a number of objectives have been identified for the transport strategy.

Network Management Challenges in Dudley

Travel and transport challenges in Dudley have been analysed as part of regional and sub regional studies, particularly the West Midlands Area Multi-Modal Study (WMAMMS), and more recently through the Black Country Study, together with the WMLTP2 and information from local studies. This analysis indicates that the key transport challenges in relation to network management for Dudley are as follows:

- Congestion within the Borough and on the motorway network;
- Unreliable, expensive and often overcrowded public transport;
- Lack of a high standard urban public transport system;
- Lack of good public transport travel information;
- Severe congestion on the motorway system;
- Future congestion and safety problems arising from car dependency;
- Inefficient use of existing road space;
- High costs of freight transport due to road congestion;
- Inadequate facilities for cycling and walking;
- Poor transport network in the west of the conurbation;
- Pressure on resources to maintain and renew transport services and infrastructure;
- Inadequate capital resources to deliver and sustain a modern transport system for Dudley as proposed in the Black Country Study.

All of the above challenges if left untouched will hinder Dudley MBC in being able to facilitate the expeditious movement of traffic throughout the borough, hence key to success in fulfilling the duties of the Traffic Manager will be the improvements being implemented through the local transport strategy. The following objectives are a pre-requisite for success in network management and are as follows:

Transport Objectives

The Transport Objectives for the Dudley Transport Strategy which have been developed from a review of the policy context and transport challenges for the Borough again relating to network management are set out below;

1. To reduce traffic growth, and ultimately achieve an absolute reduction in traffic;
2. To increase the number of trips in the area carried out by public transport, cycling and walking;
3. To reduce future levels of traffic congestion on the Principal Road Network and other key routes;
4. To raise awareness of the impacts of travel choices and opportunities for sustainable travel choices;
5. To increase the speed and reliability of public transport on key routes;
6. To increase accessibility to jobs, main centres and hospitals;
7. To improve connectivity between key employment areas and the national motorway network;
8. To reduce the contribution that transport makes to climate change emissions and poor air quality;
9. To improve the quality and security of pedestrian and cycling routes and public car parks;
10. To reduce vehicular trips arising from new development through application of robust Travel Plans;
11. To ensure that new development contributes to mitigating the adverse impact that it may have on the transport system and supports the Council's Transport Strategy;
12. To adopt best practice in the provision of transport services and delivery of the transport strategy, including on-going communication with partners and stakeholders, and appropriate monitoring and review processes.

The Transport Strategy

The Transport Strategy has been developed to deliver the objectives set out above and is focused on the Transport Shared Priority four themes, as defined by Government for the purpose of preparing LTP3 in particular looks to:

- manage demand for travel effectively;
- maximise use of existing transport infrastructure;
- support economic development and regeneration by improving access to the strategic centre of Brierley Hill and other key employment areas, and connectivity to regional and international gateways.

The integrated policies and measures that make up the Dudley Transport Strategy responding to key policy themes affecting network management strategy are set out below:

- Managing Traffic Demand
- Managing and developing the Highway Network
- Public Transport Networks
- Accessibility
- Climate Change and Air Pollution
- Road Safety
- Cycling, Walking and Health
- Freight and Business Needs
- New Development
- Parking
- Performance Framework

All of the above policies and measures will serve to enhance the delivery of the network management strategy.

Street Care Strategy and Service Plan

The following extract details specific objectives from the Street Care Service Plan that have not been highlighted in the previous strategies and plans and that will influence the network management strategy:

- An holistic approach to coordinating and improving street services
- Demonstrate efficiency and effectiveness
- Replacement programme of sign network, including eliminate all dangerous and illegible signs

Highway Asset Management Strategy

The Dudley highway asset management strategy lists the strategic aims, set against the Councils six priorities, involved in the management of it's highways assets to achieve the goals set out in the Community Strategy 2005 – 2020 and the Council Plan 2010. The priorities arising from the Council Plan have provided a clear direction and this strategy has been designed to reflect those priorities to ensure that highway services contribute towards stronger communities throughout the borough.

The strategy consists of an integrated package of, challenges & objectives and policies & measures needed to deliver on the Council's vision and respond to the challenges currently being faced. It also reflects the Department for Urban Environment's Street Care Strategy, the West Midlands Local Transport Plan (WMLTP2) and the impact of Dudley's local transport strategy.

Highway Challenges and Objectives

This section sets out the challenges and objectives relating to transportation and highways services, which have been assessed as part of the strategy development, set against the Council's themes and priorities and they are as follows:

Community Safety

The implementation of responsive and proactive policies will ensure that the highway network can adapt to suit a changing environment, where it will be maintained in a safe and serviceable condition and responding to improvements in safety.

Environment and Housing

In the process of urban renewal and to help attract new businesses to industrial and commercial areas the highway network will play an increasingly important role. It is important to improve the strength of the network infrastructure and implement maintenance designs appropriate to the style of an area and which will help tourism by the enhancement of the street scene.

Integration and co-ordination of, road safety & highway structures schemes and public transport initiatives with maintenance schemes in both design and implementation will deliver the optimum use of the highway network. At the same time ensuring that the goals of local communities are met and positive links formed.

Encouragement will be given on the adoption of principles on materials procurement to encourage products which incorporate recycled materials and making use of in-situ and ex-situ recycling processes in appropriate circumstances. The net effect will be to increase recycling and minimise the use of road transport of construction materials.

Individual and Community Learning

Improve accessibility for vulnerable people by promoting better maintenance of footways, cycle ways and public lighting in, planning, specification and maintenance work.

Promote the introduction of life cycle modelling to identify the best whole life option for an asset, whilst giving explicit consideration of customer expectations.

Highway Asset Management Policies and Measures

The following policies and measures highlighted in the Highway Asset Management Strategy will have particular relevance to network management and are listed below, under the Councils Priorities;

Jobs and Prosperity

- Enable more users to become fully engaged in shaping the planning, design and delivery of services.
- Be accountable for performance and provide excellent value for money.
- Maintain the Councils transport assets to a standard comparable to high performing authorities.

Community Safety;

- Eliminating all weight-restricted bridges unless designated for traffic management/environmental reasons

Environment and Housing;

- Monitor the condition of the network and carry out maintenance to arrest deterioration and to ensure, where applicable, that the network will continue to be able to carry increasingly heavy traffic flows
- Develop long term signal refurbishment strategy and programme, including assessing effectiveness

Environment and Housing (continued);

- Completing the bridge strengthening / re-construction programme to allow full use of network by standard 40t vehicles
- Develop an holistic approach to co-ordinating and improving street services.
- Integrating highways structures / bridge works with other planned road works wherever possible implement maintenance designs appropriate to the area. Identifying the effects of climate change on the services provided to the public and taking action to address the impact on resources.

Health and Wellbeing

- Improve the quality and safety of pedestrian and cycle routes.
- Provision of hardstandings at bus stops.

Individual and Community Learning

- Greater use of asset performance information to inform decision-making
- Allocation of resources based on assessed needs

2.2 Transport Assessment Ltp 2 Chapter 5

This section focuses on those developments in transport provision that will support Dudley's compliance with the network management duty and that have been undertaken on a regional basis by the seven districts working in partnership.

Transportation Policies and Measures
To continue to improve safety of the borough's transport networks by:

- Working with the West Midlands Road Safety Partnership to introduce traffic enforcement and West Midlands wide education, training and publicity.

To increase the emphasis on promoting sustainable transport by:

- Investing more heavily in developing Smarter Choices Initiatives.
- Accessibility planning activities.
- Continuing to implement improvements to walking and cycling networks, routes and facilities.

To continue to work closely with West Midland partners, particularly Centro and Westfield, to promote and deliver Metro between Wednesbury and Brierley Hill, or the implementation of improvements to public transport of equal quality and attractiveness to the proposed Metro extension;

To work more closely with Centro (and bus/train operators) on developing and delivering bus and rail infrastructure and service enhancements, including:

- Bus Showcase improvements, both route based and targeted investment.
- Development of Punctuality Improvement Partnerships.
- Improved public transport interchange facilities.

The following integrated package of policies and measures will help to contribute to the achievement of the targets in complying with the criteria for network management and they are as follows

- To maximise opportunities to bring in new sources of funding for transport including planning obligations, working in partnership with major developers in the area, and continuing to engage with the evolving West Midlands Joint Initiatives;
- To improve the transport evidence base and improve the assessment of transport investment choices through a programme of corridor transport studies/area studies focusing on the Brierley Hill Strategic Centre and key Priority Investment Corridors;
- To undertake an initial scoping study to investigate the feasibility and mechanism for bringing forward the improvements proposed in the Black Country Study and in accordance with the Regional Spatial Strategy and Regional Transport Strategy;
- To work with West Midland partners and across the Council to maximise opportunities offered by new technology in managing the highway network, delivering transport services and communicating with transport users.

Through the Dudley Transport Strategy it is aimed to increase the emphasis on maximising the efficient use of existing infrastructure by developing and implementing improvements, including:

- Priority Investment Corridors with improved parking control and enforcement.
- Targeted physical junction improvements at congestion hotspots.
- Quick wins. (Quick wins are directed at providing rapid, mainly small scale and cost effective highway initiatives to increase network capacity at congestion hotspots across the borough.

Also to continue to improve the safety of the Borough's transport networks by:

- Continuing to investigate and analyse the causes of road traffic collisions.
- Continuing to implement programmes of Local Safety Schemes.
- Continuing to implement programmes of Safer Routes to School Initiatives.
- Education, training and road safety awareness programmes.

2.2 Transport Assessment Ltp 2 Chapter 5 (Cont)

Use of Models

The LTP gives details of the extensive use made of advanced and up to date models for confirmation of our strategies and priorities. It outlines the scope and nature of the technical tools used in the analysis of problems and opportunities and how we strive to avoid assumptions that may not be supported by evidence in developing our Strategy.

Databases

The Metropolitan Authorities have long co-operated in monitoring and analysis of key statistics. This enables problems and trends to be identified, and schemes and policy interventions to be effectively targeted at both strategic and local levels.

A sophisticated web-based system (www.strat-e-gis.co.uk/spectrum) enables traffic surveys, road accident records and Census information for the West Midlands to be linked and analysed. These data sources are supplemented by specific surveys. We have also piloted the analysis of ITIS vehicle tracking data to improve the monitoring of congestion. We have a GIS planning system which identifies and monitors development sites. It analyses information both at a regional level, and across the Metropolitan Area in greater detail.

Centro maintains a database of public transport information, including surveys of patronage, service reliability and punctuality, and use of Park & Ride facilities.

Predicting Future Issues

We have developed methodologies to enable future problems to be identified and to assess options for amelioration. These include:

a. **transportation models**
b. **accessibility studies**
c. **other methodologies**

These are described below:

(a) Transportation Models

Our principal analytical tool, the PRISM model, has been developed in partnership with the Highways Agency, it is a sophisticated model involving a £4 million investment over four years, commencing with extensive traffic surveys that were carried out in 2001. The model has been used to evaluate alternative transport assessments for the period up to 2031. PRISM produces much more than just link based traffic flows; it produces outputs of projected noise levels, environmental pollutants, air quality, accessibility as well as all of the inputs required for scheme evaluation and economic assessment.

It has also provided a framework for establishing local models, which enable local assessment of the implications of area-wide programmes and individual schemes, taking account of future growth proposals, other policies and network changes. PRISM has also helped us prioritise our Major Schemes programme.

ITIS is used to measure speeds along highway links, which in turn provides profiles of congestion.

(b) Accessibility Studies

The strategic assessment has been completed and detailed in the Accessibility Strategy and we are now focussing on more detailed examination of local issues. In parallel with the accession work, we initiated pilot studies on improving accessibility, these studies have identified potential opportunities that have been reflected in the Accessibility strategy.

Smart Routes
Improving the efficiency and appropriateness of the network through the 'Smart Routes' programme. Much of the individual networks overlap enabling a 'Smart Routes' network of key routes to be developed and a process to be employed that co-ordinates the design and implementation of the most effective solutions to identified problems.

During the strategy period a programme applying the 'Smart Route' process to the Key network. Initially this will be related to committed programmes such as 'Red Routes' and 'Bus Showcase' Beyond this the programme will reflect the wider objectives such as the phasing of IIL development proposals, tackling variability of journey times, etc. The 'Smart Route' process involves:

- Prioritising the routes to be tackled
- Single assessment of problems
- Consultation
- Prioritisation of uses
- Co-ordination of implementation treatments, eg Red Route, Showcase, Congestion Plan programmes etc

Adopting a 'Smart Routes' approach to assessing needs and co-ordinating policies and proposals on these routes will be the most effective way of supporting the LTP's wider objectives.

Smart Routes Network
"Centro and Local Authority Partners will identify and develop a core network of key routes across the metropolitan area on which initiatives from a number of individual programmes are proposed."

Smart Routes Programme
Centro and Local Authority Partners will co-ordinate the development and implementation of programmes on the Smart Routes Network, including a common assessment of problems, joint consultation, common design and procurement activities.

2.3 Red Routes

Red routes are being introduced in 6 out of 7 of the West Midlands Authorities, with Dudley having no plans for red routes, however there is still a full commitment to improving public transport.

The Dudley Transport Strategy consists of an integrated package of policies and measures to deliver the vision and achieve objectives relating to improving public transport systems and they are detailed in Section 2.2 of this document.

2.4 Civil Parking Enforcement

On July 7th 2008 Dudley Council took over on-street parking enforcement from the police and through this aims to tackle the congestion caused by illegal and inconsiderate parking, which causes problems whether people are driving, cycling, on public transport or on foot. All enforcement is dealt with "in-house", with the exception of obstructions and moving traffic, which are dealt with by the police.

We want to encourage sensible and safe parking, thus making the borough safer for drivers and pedestrians and keeping traffic flowing, which will also improve; access for public transport and emergency services; pollution and air quality. This will include having the ability, to support through enforcement, any prohibitions or restrictions introduced in conjunction with new developments within the borough.

Information is held on parking availability and use.

Related documents to be found on the Councils website include:

- Be a smart parker… and help to keep the borough moving
- Which?... Guide to parking
- Details of Parking Orders Type 1 and 3 – 7

Useful pages on the website include:

- Parking fines – Information on parking enforcement in the Borough and how the Penalty Charge Notice is operated.
- Parking management – Key facts on all aspects of parking management.
- Parking on footways – This section explains "Why pavement parking is a problem" and what action Dudley MBC is taking, with regard to contravention of traffic orders, it also helps explain where the police may get involved with obstructing the highway. Effective management of both areas will contribute to reduced congestion levels within the Borough.
- Parking orders – Dudley MBC (Off Street Parking Places) (Consolidation) (Number 2 Type) Order 2008.
- Parking Dispensations – Parking dispensations are permits that are issued to allow vehicles to park within enforced areas. Detailing how they are closely monitored to ensure their proper use and education in their use to avoid any contribution to congestion or causing of obstructions.

Parking Zones on-street

Controlled parking zones where priority in the use of available space at designated times is given to residents through a permit system can be of most benefit in residential areas where homes do not have the benefit of off-street parking facilities. Although this service is not yet available within the borough a process for residents requests is in place at this stage, so that the council can review the possibility of the service in future years.

Off Street Parking

There are 75 car parks with a total of 6,485 spaces within the borough and detailed car park maps and information boards can be found on the Councils website.

2.5 Mattisse (Midlands Advanced Transport Telematics System and Services Europe)

MATTISSE is a 'real time' communications network for traffic and travel information. It provides multi modal information and posting notices of planned and unplanned events giving advance notice of planned street works.

The Mattisse system allows instantaneous sharing of dynamic traffic and travel information between highway authorities, urban traffic control centres, police control rooms, public transport operators, the media and the travelling public.

Data is taken in from a number of sources, and out put in the following formats:

- Web based public travel information "help2travel.co.uk"
- Data repository of traffic and travel information for analysis, network monitoring and decision support

Mattisse is particularly positioned to address specific sections of the network management duty such as:

- Provision of information about travel
- Control of parking and car park management
- Provision of information about incidents and potential delays to travellers
- Continuous improvement of the monitoring of the road network
- Identification of congestion hotspots
- Dealing with planned events and works on the streets
- Speedy communications with stakeholders including to adjacent authorities

It is intended that MATTISSE has a far ranging application in addressing Traffic Authority obligations under the Act. Long experience with the system confirms that the appeal, acceptance and proliferation of the system is dependent on confirmation that it improves efficiency, has trouble free operation and has output layouts that are appropriate to a variety of audiences e.g. the general public, technical analysts, the police and bus operators. Some of the high level objectives are for:

- Data entry and system management containing user interfaces that are tailored specifically to the needs of individual specialist users e.g. staff that are required to enter details of an incident as soon as possible, technical analysts who require list of standard reports for analysis.
- Seamless management and presentation of different data types e.g. real time streamed input, CCTV images, can be input and displayed in an acceptable way.
- A dictionary identifying the data that is stored in the system that can be made available to those users to whom it would be most useful for analysing and planning.
- Underlying technology with 24/7 resilience that promotes openness, information exchange with approved parties and systems and acceptable response times.
  The system is maintained and operated using resources obtained through the LTP bid process.

IMPROVEMENTS ACTION PLAN:

Mattisse System:
The Mattisse system is due a major review and enhancement as part of the UTMC major scheme, including communication with adjoining authorities and management of planned events and incidents. The major scheme is currently in year 3 of 5 and a review of progress is to be carried out in October 2011.

2.6 Development of Traffic Signal Control

Work for a major enhancement of the West Midlands traffic control system has been approved to build upon the existing investment in Urban Traffic Control (UTC) technologies and Intelligent Transport systems. This section shows the content included within the major scheme project and the network management benefits it will bring. The scheme is in progress and will be delivered in a piece meal fashion up to the project completion data of October 2013.

The proposal to co-locate a UTC strategic management facility within the new Highways Agency West Midlands Regional Control Centre at Quinton, will lead to improved management of planned and unplanned events across the traditional organisational boundaries.

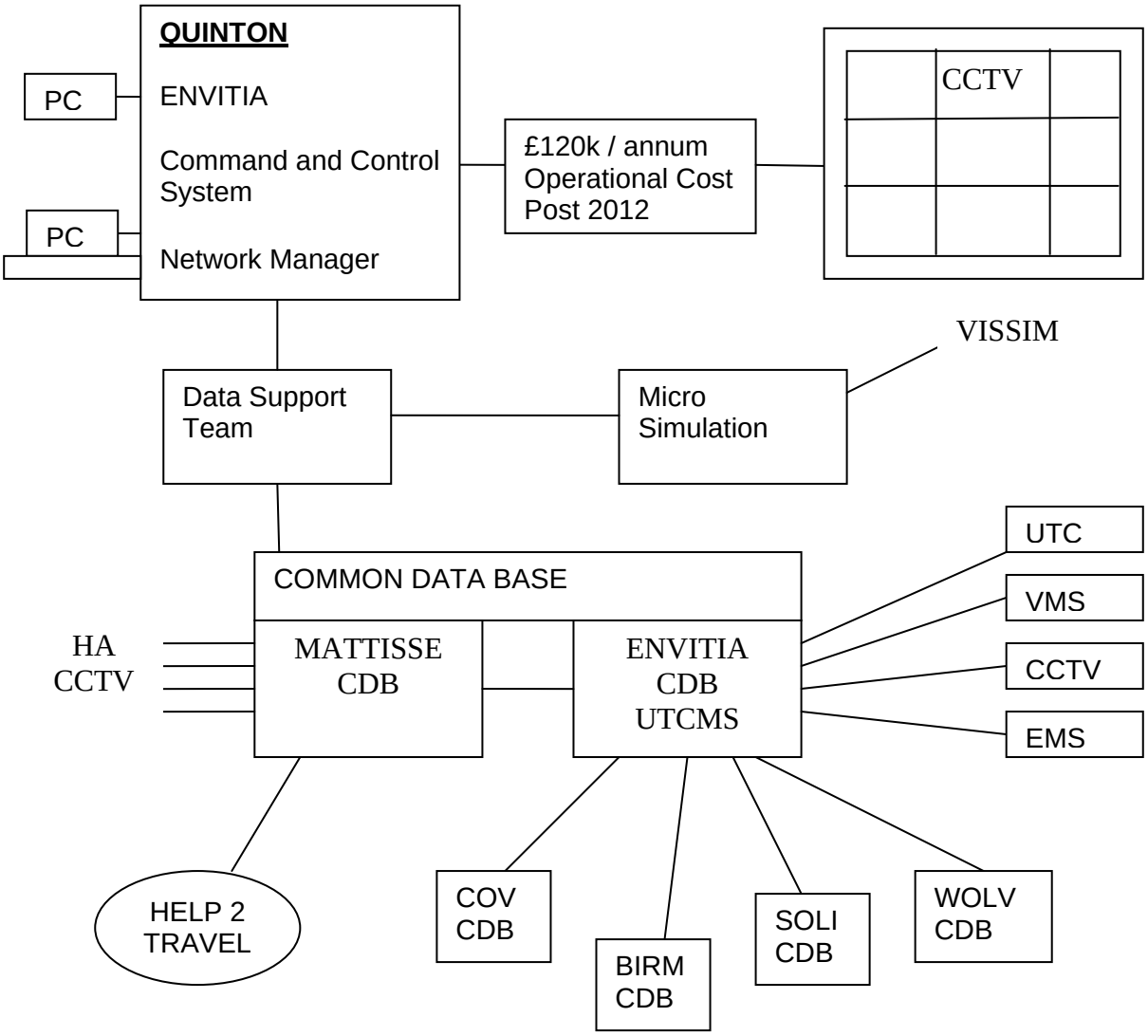
This £26.6m major scheme is being implemented over 5 years and is currently the biggest single investment of this kind in the UK. A UTC operational "Centre of Excellence" has already been established at the Highways Agency Regional Control Centre.

The scheme is designed to improve road transport efficiency by the implementation of a UTMC compliant system across a defined road network. It will deploy up to 40 variable message signs (VMS), use the MATTISSE concept developed into a common 'Command & Control' system' and pioneer innovative use of control strategies at peak demand periods (utilising SCOOT and MOVA).

The UTMC system will be used, as appropriate for:

- Smoothing the flow based upon the provision of journey time reliability and the efficient use of adaptive signal control methods and strategy deployment
- Prioritisation of the use of road space aimed at appropriate allocation to all users in accordance with SMART Route principles.
- Proactive management of planned and unplanned events across the network and with HA to assist in the efficient completion of the event and to minimise disruption to the rest of the travelling public.
- Developing contingency plans, operational strategies and diversion routes

2.6.1 The facility will include a new Command and Control System with access to all data from across the West Midlands, including UTC, VMS, CCTV, EMS, this will link into a data support team and a common data base, which will enable sharing of data and intelligence across the West Midlands. A graphical representation of the likely set up is as follows:



2.6.2 Network Management Improvements for Dudley MBC

A number of signal improvement schemes and controller replacements are planned for 5 key routes across the Borough, these will be funded by the major scheme and will contribute to reducing congestion on the key routes.

Dudley will have access to the Common Data Base, which will enable the viewing of activities on the network from sources such as UTC, VMS, CCTV, road works and utility workings. This will not only cover the Borough as a whole but also the surrounding districts within the West Midlands.

There are 5 Variable Message Signs being installed as part of the major projects scheme one of which is being funded by the Borough, where the locations are as follows:

Other congestion reduction measures are being introduced through the UTMC Major Scheme Project, such as:

- Improved communications between systems, interfaces and staff
- Above ground vehicle detection
- Environmental monitoring systems
- Selective vehicle priority
- Traffic signal controller upgrades

IMPROVEMENTS ACTION PLAN:

UTC Major Scheme:
Review long term strategy for network management in conjunction with UTC major scheme developments. Major scheme is currently in year 3 of 5, review of progress to be carried out in October 2011.

2.7 Demand Management

2.7.1 Sections 7 and 8 of LTP2

This relates to our commitment to investigate different approaches to demand management including improvements to attractiveness of public transport and road pricing as avenues towards control of congestion. The West Midlands TIF bid proposes an in-depth feasibility study to; identify current and predicted levels of congestion; examine comprehensive options for tackling congestion; explore the potential for undertaking pilot projects to examine the longer term option of flexible road pricing and to investigate complementary transport measures including traffic signal control and dynamic route signing.

2.7.2 Managing demand – promoting 'Smarter Choices', park & ride, public transport, bus priority, parking restriction, privilege access e.g. freight access, setting appropriate road hierarchies.

- Park and Ride is not seen as a viable option economically or practically for the Borough as there are many small town centres, with plenty of parking and no real town centre congestion problems.

2.7.3 Centro and Partner authorities will consider a range of measures to influence the demand for travel where it will assist achieve LTP's wider objectives, these include:

- **Parking Policies**

Parking policies regarding the availability and pricing of spaces related to duration and different times of day, including provision for secure overnight parking of freight vehicles and rest period parking will be kept under review and co-ordinated by the metropolitan authorities.

- **Prioritising Use of the Highway Network**

Authorities will review the performance of the local highway network and in consultation with frontagers, bus operators, police etc consider giving priority to buses as a high capacity mode; modifying traffic orders to give exemption for eco friendly freight vehicles at particular times of day to improve the local environment; cyclists having contra flow use of one way streets to encourage active modes; etc.

- **Encouraging Smarter choices**

One of the principal aims of promoting Smarter Choices is to discourage the use of the car for unnecessary journeys. This would reduce congestion, improve reliability of journey times, reduce air pollution, enable spare capacity to be used for more active modes eg cycle lanes, pedestrian crossings.

2.7.4 Dudley MBC Achievements to Date

More attractive Public Transport

Through LTP 2 there is a commitment to public transport through a number of ways as detailed in section 2.2 of t his document. In relation to demand management achievements to date include the introduction of real time information, ring and ride bus services, improvements to public transport interchanges such as the renewal of the Halesowen Bus Station.

Signals and Signs

Improvements to the Urban Traffic Control Management system across the West Midlands have been detailed in Section 2.6 and include the installation of 5 variable message signs within the Borough.

Travel Wise
A programme of school travel plans have been implemented, which give bespoke journey planning, with printable maps and timetables for walking, bus road and rail routes, with information on how to travel in a more sustainable, healthy and environmentally friendly way. Support is given to local schools and businesses to help the development of bespoke travel plans.

Walking and Cycling
Dudley MBC has published it's Rights of Way Improvement Plan, which sets out to assess the current & future needs of users and to identify proposals to improve them thus encouraging more pedestrian, cyclist and equestrian use. It will offer people an opportunity to improve their local health and well-being, local air quality and help reduce local congestion by encouraging less use of cars.

The road safety and travel awareness team have provided training and advice and information to cyclists, producing route maps and promoting cycling. Other initiatives have included the cycle forum, developing an active travel strategy to promote walking and cycling across the borough and working with local businesses to encourage cycling.

Manor Way / Grange Road Improvements
Work on this scheme was finished in November 2009, which was designed to improve safety and traffic flow through this very busy roundabout. The works included improvement of pedestrian crossing points, lighting and signage, together with revised speed limits on Manor Way.

Road Hierarchy
Links of the network are differentiated to enable the various roles of the highway to be carried out. These functional networks include national classifications such as motorways, primary routes, etc which are principally related to longer distance travel; gritting priority routes which include local characteristics such as steep hills; restricted access links such as pedestrianised areas, bus lanes, cycle paths; advisory freight delivery routes etc.

In addition, to assist in focussing the LTP on the wider objectives, recognition has been made of the extensive work done in defining the Regional Strategy (RS), particularly with reference to new housing sites and 'Investment Impact Locations' (IILs), together with work by our metropolitan authorities in developing their LDPs and Economic Assessments. This has enabled a hierarchy of routes to be defined which reflects the local needs and characteristics of our area.
SN2 Functional networks

IMPROVEMENTS ACTION PLAN:

Multi – modal transport:
Review, document and improve the following areas:
- Review potential for multi modal facilities such as vehicle detection at signal installations
- Review effectiveness of signing of multi-modal transport interchanges

2.8 Management of Bus Routes

Making public transport attractive and supporting modal shift, through promoting 'West Midlands Travel' branding, fares, information, route availability; supporting socially necessary services

The key to this is the Bus Strategy 2005 – 2011 formulated by the West Midlands Passenger Transport Authority in association with Centro and the West Midlands authorities. The strategy has three key objectives that in turn fully support the delivery of the objectives of LTP2 and they are:

- To encourage transfer of car use to public transport
- To enable people without access to a car to easily reach a wide range of education, training and employment opportunities
- To enable people without access to a car to easily reach a wide range of health facility, leisure and entertainment opportunities

The key user requirements for preferential usage of buses as a form of transport are:

- Service reliability
- Frequency
- Up to the minute passenger information

Bus Showcase is seen as key to encouraging more people to travel by bus, it is a partnership that brings together the very best elements of bus travel taking into account what people want. The benefits of bus showcase are:

- Low floor, modern buses
- High quality glass shelters with lighting
- Special kerbing to enable easier boarding and alighting
- Highway priority measures such as dedicated bus lanes and junction improvements

Bus Quality Partnerships

2.9 Freight Quality Partnerships

The freight quality partnership has been formed between Local Authorities, Transport Authorities, Commercial Freight Operators and other interested organisations to promote efficient and effective distribution of freight movement in the West Midlands.

The general aims of the partnership are as follows:

- To agree a strategic transport network for the region for distribution purposes
- To identify and start to address key capacity constraints on the network to improve reliability for freight distribution
- To agree a route signing and information strategy and to progress a programme of action for agreed priorities
- To promote sustainable distribution in the West Midlands, including exploring opportunities for greater use of environmentally friendly modes other than road based.
- To pursue traffic management techniques to provide for efficient delivery and servicing of commercial and other relevant areas
- To promote industry best practice initiatives
- To share information and encourage research on the movement of freight for the region.

As part of this partnership a Commercial Vehicle Drivers Road Atlas was provided in 2005. While identifying routes that are best suited for use by commercial vehicles this includes important details such as weight and height restrictions along the agreed network. It continues to be used as the major source of detailed information, particularly for foreign drivers.

The FQP Forum is raising awareness of the need for parking and facilities for HGV vehicles and drivers and encouraging the development of purpose built safe and secure facilities. It has helped secure the introduction of speed limit repeater signs in the immediate vicinity of safety camera sites and continues to identify with the industry congestion hotspots and potential improvements. A major canal freight study has also been completed. It continues improving HGV signing to main industrial areas from the Strategic Highway Network, promoting best practice, encouraging the development and use of rail freight, investigating and bringing forward proposals for more aout of hours deliveries and innovative city centre delivery. It also acts as a forum for disseminating best practice and information.

A list of agreed action points has been prepared by the partnership and is being worked on by the various members within the partnership.

IMPROVEMENTS ACTION PLAN:

Review progress to date

AUTHORITY SPECIFIC COMPLIANCE WITH THE DUTY

3. Authority Specific Compliance with the Duty

3.1 Introduction

This section details how Dudley MBC are complying with the Act, it shows the current position and areas for future development.

Dudley MBC is actively pursuing best practice in network management through:

- Formulation of Appropriate Policies
- Practical Network Management that Deploys Appropriate Systems for Efficiency in Network Usage
- Continuous monitoring in order to ensure that the aims of the Act are being achieved.

This section goes into the detail of how this will be achieved, highlighting any areas of proposed improvements in processes and procedures required to achieve this. It is split into two parts, the first being liaison with the police and the second being the elements which make up the criteria for compliance with the Act, which is further split into seven discreet sub-sections.

3.2 Liaison with the Police

The West Midlands group are currently developing a protocol for dealing with the notification and liaison of non-traffic related emergencies, which will affect traffic flow for any length of time. This is as a result of amendments to recent legislation, which has granted enhanced powers to the emergency services in relation to road closures in the event of an incident that is not related to events on the highway.

Longer term solution being looked at is the formation of an agreement between the police and each authority to establish a coherent mechanism for imparting information to the authority including:

- The nature of the event in broad detail
- The roads that have been closed
- The length of time for which closures are likely to be in place
- Other details as seen fit to enable the authority to maintain traffic flow across its network

The details of this liaison mechanism will include a single point of contact notified to the police, who will then be responsible for distribution of information, where the facilities available to this contact point would include:

- Means of identification of the authority / authorities whose network (s) are most affected
- Agreed contact for and authority to provide information to the media
- Access to MATTISSE and other online information mechanisms for public notification
- Incident support unit callout authority (with police agreement)

We are also developing our response mechanism to enable alerts of potential build up of traffic and undue delay and provide information on diversion routes that may be available to drivers particularly on our more strategic routes.

Through the use of modelling tools, data on traffic flow from MATTISSE, expanding use of UTC we propose to be able to identify disruption at an early stage. We are also looking to expand our network of driver information signs, updating tactical diversion routes proposed by the HA, procedures on the use of such routes and introducing measures for facilitating traffic flow across these routes.

Regular meetings are held with the police to discuss communication and other liaison and data sharing activities.

The West Midlands Police have streamlined their activities and have one point of contact based at Halesowen Police Station.

3.3 Checklist – Compliance with Requirements of Network Management Duty

The following seven sub-sections represent the key aspects of the network management duty that have been specifically identified both in the guidance and the draft consultation. They will set out our current processes, procedures and performance as well as showing how we intend to strengthen our operations through review, consultation, intelligence, raising awareness and making changes in working practices.

The Traffic Manager will develop and review policies and processes that will allow the effective co-ordination of works on the highway to prevent unnecessary disruption and congestion and the following section of this document show how those criteria will be met.

3.3.1 Considering the Needs of all Road Users

Authority Specific Compliance with the Duty

Managing the Road Space
The road space is managed by achieving the most from our transportation strategy and capital programme, which was set out in LTP2 and further developed with LTP3. The **Local Transport Plan Capital Programme** as described in Sections 2.1 & 2.2 of this document, have identified how we consider the needs of all road users in conjunction with both the regional and local transportation strategies. A series of measures have been developed into a programme of works that reflect the needs of all users in respect of managing the network.

Works are currently being carried out under the budget heads of:
- Minor Junction Improvements
- Travel Plan Co-ordination
- Measures to Assist Public Transport
- Measures to Assist Vulnerable Users
- Measures to Assist Highways Efficiency
- Support to Healthy Towns Projects
- Network Improvements

Understanding the Behaviour of the Local Network and the Wider Regional Network
Traffic sensitive roads in Dudley have been identified, as have the road hierarchies and the primary routes, where all sensitive routes are treated as “highly” sensitive.

Understanding the Behaviour of the Road Networks for which other Authorities are the Traffic Authority
In order to determine adjacent travel patterns and well used roads and corridors Dudley network management staff are constantly in touch with the neighbouring authorities, particularly before any key network management decisions are made. Appendix 1 of this document lists all of the neighbouring authorities, with contact points for network management.

Demand Management
Whilst this is being addressed at regional level through the LTP strategy a number of schemes have been developed locally to support demand management and generally they include include:
- School and workplace travel plans
- Safer Routes to Schools
- Improved cycling and walking
- Bus priority

Park and Ride
Russells Hall Hospital just outside Dudley town centre has worked with the council to develop a staff park and ride facility.

Town Centre Management
Dudley borough has four principal town centres, Brierley Hill, Dudley, Halesowen and Stourbridge. Town centre management is a partnership between public and private sectors involving input from local traders police, transport providers and local authority teams. Where they play a key role in contributing to consultations to help improve, transport, parking and accessibility and to help develop a re-generation strategy.

This has been instrumental in reviewing the potential for reducing congestion in and around main retail shopping centres, taking into account demand management, pro-active traffic management and effective signalling, signage and road markings, which has resulted in the development of the following schemes:

Halesowen Town Centre – Centro (WMPTA), Dudley Council and owners of the Cornbrow Centre, Vale Retail have worked in partnership to regenerate Halesowen Town Centre. There have been many benefits associated with this major development, particularly in relation to traffic movements and reducing congestion. These have included:

- A brand new state of the art bus station
- Improvements to the road layout in Halesowen town centre

Keeping Brierley Hill moving – This scheme included a newly constructed parallel route in Brierley Hill, which will bring many benefits including reduced congestion in and around Brierley Hill High Street, which will make the town a safer place for everyone to use and improved air quality. A number of additional improvements have been made at Bryce Road / Pensnett Road, Hickman Road / Pensnett Road and Bank St / Brockmoor High Street junctions.

Stourbridge Town – Modus Property Developers have planning permission for a state of the art development including hotel and retail outlets and a major food store in the town centre. It has been agreed that the store will provide a number of charging points for electric cars.

Managing and Improving the Local Network:
Assessment and review of general aspects of understanding the network are constantly being undertaken, with a view to making pro-active improvements to improving the local network. This has included carrying out congestion assessment at junctions & roundabouts, including signing and road markings and implementing improvement solutions. Where possible this will include improving the effectiveness of travel throughout key corridor lengths. The latest major scheme to benefit from this approach is the Burnt Tree Improvements, details as follows:

Burnt Tree Island – A multi multi-million pound scheme to improve traffic flow around the island and two significant corridors on the edge of Dudley Town Centre is currently under way.

The joint project between Dudley and Sandwell councils will see the island transformed from a five-arm roundabout into a new four-arm traffic signal controlled crossroads with the diversion of Tividale Road into a further new signal controlled junction on the A4123(T). Burnt Tree island lies at the junction of two primary routes, the A461 Dudley to Walsall Road and the A4123(T) Birmingham to Wolverhampton Road.

The aim of the scheme is to reduce delays and congestion, improve safety for all users, improve links to the regional and national highway networks, improve bus services and provide dedicated pedestrian and cycle facilities at each approach.

3.3.1 Considering the Needs of all Road Users (cont)

Authority Specific Compliance with the Duty

Planning Policy

Planning policy plays an important part in managing traffic demand, particularly in relation to future demand and the ability to influence and create modal shift. Transport assessments are undertaken for developments in order to provide the information to ensure that journey time reliability is not compromised, accessibility assessments are also undertaken for new projects. The adequacy of local signing is assessed in relation to any proposed new developments whereby any changes that are required to the network are made as part of any new development. Steps are also taken where the opportunity arises along a new development to implement schemes that direct "through traffic" along suitable, less congested routes.

The following section headed local development framework details how planning policy is linked with transportation policy and network management to manage demand:

Local Development Framework

The local development framework is the name for the collection of planning documents used by Dudley MBC to guide development within the borough, where a number of the documents within this framework relate to demand management on the highway network.

There are two types of Local Development Document, namely Development Plan Documents and Supplementary Planning Documents. It also contains three other statutory documents, the Statement of Community Involvement; the Annual Monitoring Report and the Local Development Scheme.

Annual Monitoring Report

The annual monitoring report will do three main things:

- Set out the background information on the characteristics of the borough to show the wider context that Dudley's planning policies operate in.
- Assess whether Dudley is meeting it's targets in the production of the local development documents
- Assess whether the Councils planning policies are being successfully implemented.

In relation to network management the report includes a number of local output indicators including:

- L8 Number of road improvements / emergency works undertaken
- L9 Inbound and Outbound trips made to Dudley and Brierley Hill town centres by bus
- L10 To protect the route of the Midland Metro line 3
- L11 Amount of new and unused lines bought into service
- L12 Number of interchanges completed / improved
- L13 To protect existing cycle ways and improve accessibility through further provision
- L14 Number of new rights of way
- L15 Percentage of new residential development complying with the Council's car parking standards
- L17 Number of employees in organisations with travel plans

It also provides a transport profile for Dudley along with regional and national trends, making recommendations on needs. Highlighting access and movement objectives such as to "*Establish a balanced transportation network which is not dependant on any one mode or energy source, in particular through the development of an efficient and effective public transport system; through the development of an effective highway network and by securing the convenient and safe movement of pedestrians, cyclists and the disabled.*

3.3.1 Considering the Needs of all Road Users (cont)

Authority Specific Compliance with the Duty

Parking Standards and Travel Plans Supplementary Planning Document
This supplementary planning document was adopted by Dudley MBC on 21st March 2007, it's purpose is to set out detailed guidance on the way the Council expect parking and travel plan policy to be applied.

The overall purpose of the "Parking Standards and Travel Plans" SPD is to maximise the efficient use of land in the borough by encouraging high levels of utilisation of car parking and to promote sustainable transport.

To achieve this aim the SPD has built upon policies within the plan which seek to reduce the level of car use in the borough, encourage sustainable transport choices and improve highway safety – the key objectives of the SPD are therefore:

- To establish maximum parking standards for the borough
- To provide guidance on the application of parking standards
- To provide additional advice on the application of Travel Plans
- To outline the methodology which underlines parking policies and standards

The SPD is part of the Council's overall approach to addressing the needs of motorists, other road and public transport users and business by contributing towards a reduction of congestion and pollution and better access to development and facilities.

The effect of development on the network is assessed and where it is envisaged that any development possesses limited parking that will result in the displacement of vehicles to the highway, contributions are negotiated with developers to implement preventative action.

The prevention of obstructive parking adjacent to new developments is assessed as part of the planning process in order to maintain or improve traffic flows and where the opportunity arises, developers are required to fund the implementation of any such Traffic Regulation Orders to ensure this.

All of the above and associated documents can be found on the Dudley Council website, under environment, planning, local development framework.

Road Safety provision
Road safety is a fundamental part of our transportation strategy and compliments the network management strategy, the areas being addressed are summarised in section 2, the West Midlands LTP 2 and section 2.2 Transportation policies and measures.

3.3.1 Considering the Needs of all Road Users (cont)

Authority Specific Compliance with the Duty

Balance Competing Demands, whilst continuing to manage the network efficiently
There are many competing demands for road and footway space, with the primary aim being to keep traffic moving and to be able to manage events efficiently, where noticing and consultation are critical to establish the needs of the various stakeholders. Section 3.3.2.defines the noticing protocol for works and planned events, which will keep key stakeholders informed of schemes in the pipeline and their ongoing progress.

Changes in the network are managed by using the Spectrum database, traffic counts and transport assessments to assess network usage and demand in relation to buses, freight, pedestrians and cars in order to balance the demand.

Establish Processes to Identify Events and Circumstances that have Potential to cause Congestion and other forms of Disruption
Main routine areas of congestion in the borough occur around the main retail shopping centres obviously this becomes more concentrated at the festive period. Initiatives such as planned works embargo's being applied on the network surrounding these retail areas are implemented.

Organisers of events / marches are dissuaded from arranging them on the major / primary routes.

Direction Signing; Local Strategic; Tourism; Pedestrian
A number of congestion reduction schemes, which involve revising direction signing have taken place including: Brierley Hill Parallel Route and the Waterfront Way Link Scheme. Other schemes in the pipeline include the A458 de-priming and Dudley Town Centre Signing Strategy.

Traffic Regulation Orders (TRO's)
Traffic regulation orders are put in place to create a local traffic rule, which requires road users to obey certain conditions usually to improve road safety or to reduce congestion. As a result of enquiries from members of the public or in response to traffic problems and congestion occurrences a list of potential TRO's is drawn up and these are assessed for priority against a score sheet of criteria. The criteria include; physical; parking; environmental and community, where accidents, access and obstruction activities are the high scorers. They will also be used to assess signing issues raised by members of the public. A number of schemes, such as signing and road marking schemes are then implemented during the course of the financial year subject to budgetary constraints.

Asset Management Approach
The Transport Asset Management Plan (TAMP) defines how Dudley Metropolitan Borough Council will manage its transportation and highway assets along well disciplined principles, which are essential for high quality service delivery, including how the requirements of the network management strategy will be taken on board. Asset management is a tactical approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highways infrastructure to meet the needs of current and future customers. It is designed to enhance the decision making processes and long term planning of maintaining and improving the highway network.

The TAMP contains lifecycle plans for each asset group, which include; maintaining and updating inventory and condition data; service level options; needs based budgeting; long term programming and a vehicle for reviewing policies and operations to reflect the requirements of various strategies and the future need from the service. The plan has built in a consultation protocol to involve both members of the public and local businesses in the development of the service and to respond to local needs.

The asset groups within the plan, relevant to network management are as follows:

- Regulatory and direction signage
- Road marking
- Traffic Signals

3.3.1 Considering the Needs of all Road Users (cont)

Authority Specific Compliance with the Duty

EQUALITY, CUSTOMER CARE AND CONSULTATION

The Dudley Council Plan 2010 (because local people matter) is produced on an annual basis and is focussed on the views, aspirations and needs of residents as expressed through the consultation process known as the Dudley Borough Challenge. The plan sets out how we aim to achieve the long term challenges and aspirations of the community and its overall vision of stronger communities and links the various transportation strategies that will deliver our obligations under the network management duty.

Dudley Council Plus, the councils call section are key in that they collate and distribute public enquiries relating to highway matters to officers for action, hence public feedback is used to improve congestion at an operational level as issues are responded to by site visits and internal liaison. There is a statutory obligation to consult on certain matters relating to temporary and permanent traffic regulation orders, although input from the public can be limited in relation to this area as it is controlled by regulation and there are certain budget and resources restraints.

A new consultation protocol has been introduced as part of the Transport Asset Management Plan, which will include a section on congestion to enable us to capture feedback on public perception of traffic queues, incident management, modal shift and passage around road works. This will prove essential to improving our congestion strategy and further consultation is proposed to explore the detail of responses with particular groups such as vulnerable users.

IMPROVEMENTS ACTION PLAN:

Tourism:
Assess the impact tourism has on congestion and review policy & funding opportunities to address / improve the following around tourist areas:

- Traffic capacity
- Signage and road marking
- Traffic signalling

Traffic Signal Management:
Review potential for reducing congestion at traffic signal junctions by:

- Pro-active review of synchronisation and timing of traffic signals and use of filters
- Review SCOOT development at signal junctions for the longer term and develop programmes
- Assess effectiveness of pedestrian phases at signal junctions

3.3.2 Co-ordinating and Planning Works and Known Events

Authority Specific Compliance with the Duty

The following headings have been used to set out our current performance and achievement of the duty for this section. The work in progress and future issues box identify the areas where we have plans for further strengthening in certain areas requiring; identification of options; consultation; further data collection and development to achieve the requirements of the duty.

Co-ordination of Works and Activities on the Network
Active co-ordination of works and activities on the network is carried out by the NRSWA team at Lister Road Depot, Richard Milburn (NRSWA) in the traffic office and by Jill Wakeman (Temporary traffic orders) in the traffic office.

The Symology "Enterprise" system is used to co-ordinate utility and internal departments works to comply with the NRSWA Act, it utilises a street works register and holds all of the works notices submitted in accordance with the Act. This is interrogated by relevant sections at Lister Road and the traffic section at Mary Stevens Park to support ongoing co-ordination.

Works to be noticed.
Utility Works, Planned Highway Improvement Schemes & Planned Highway Maintenance Schemes are all subject to noticing in line with the NRSWA Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters (NRSWA COP). The works required to be registered are all works as defined in Section 7.5 of the (NRSWA COP), an extract can be found in Appendix 6, Section 6.1 of this document.

Compliance by all internal departments with this noticing protocol is essential to enable liaison, co-ordination and pre-planning, in order to comply with the network management duty and ensure that congestion is kept to a minimum. Senior departmental managers will be responsible for ensuring that noticing takes place, also Key Performance Indicators are to be introduced to monitor noticing compliance.

All works are managed by the NRSWA team and Section 56 directions can be used to specify working times to reduce congestion and Section 66 notices to remove obstructions that are causing disruption due to over running of utility works. The experience of the NRSWA inspectors is used to determine whether utilities are working as efficiently as they can.

NRSWA Co-ordination meetings are held on a regular basis (quarterly) by the NRSWA section and are to share long term programming of works, also to agree timing, scheduling and co-ordination of all works. There is currently a pilot in progress in the West Midlands where utilities are producing 5 year programmes of works and being encouraged to use the forward planning information notice.

Scaffolding applications are managed by the Highway Inspectors, where a licence is issued following a site meeting with the applicant. Authority for any carriageway obstruction through this route is limited to 1.0 metre width (subject to adequate road width) and the expertise and knowledge of the inspector, with the brief being not to create any congestion. Where greater occupancy of the carriageway is required the application will be referred for formal lane closure.

Skip licences follow a similar system although they have to give a 3 day notice, permission will generally be given if the skip is causing no additional problems to that of parked cars. Again expertise and knowledge of the inspector is used, with the brief being not to create any congestion on the highway.

Authority Specific
Compliance with the Duty

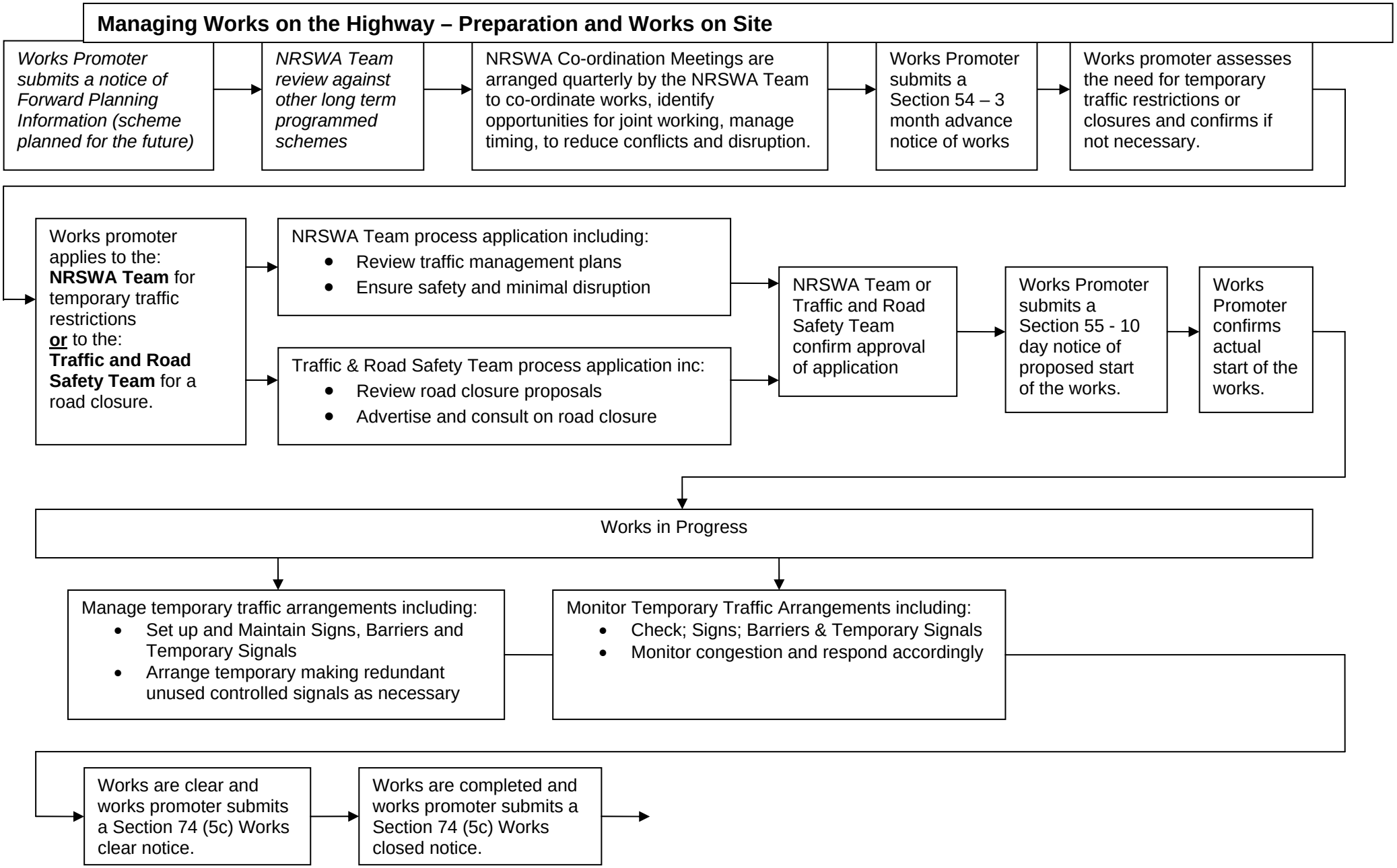
Managing Conflicts

The Symology "Insight" system is used by the NRSWA co-ordinator to assess and manage conflicts when new street works notices are submitted and these are as follows:

- "Same Street", here the system will highlight subsisting or proposed openings already on the system with overlapping dates of and being in the same street as, a new application.
- "Close Proximity", here the system will highlight subsisting or proposed openings already on the system with overlapping dates of and being within 100 metres of, a new application.
- "Major Parades", here the parade route is entered into the system as a "temporary area of interest" and the system will highlight any new applications that conflict with the parade route in terms of street name and overlapping dates.

The NRSWA co-ordinator will then make an assessment as to the severity of the level of potential disruption as to whether or not the latest "conflicting" application can proceed at the requested dates.

The following flow chart, lines of responsibility and guidance notes show how works on the highway are co-ordinated and planned.


Managing Works on the Highway – Preparation and Works on Site
Works Promoter submits a notice of Forward Planning Information (scheme planned for the future)
NRSWA Team review against other long term programmed schemes
NRSWA Co-ordination Meetings are arranged quarterly by the NRSWA Team to co-ordinate works, identify opportunities for joint working, manage timing, to reduce conflicts and disruption.
Works Promoter submits a Section 54 – 3 month advance notice of works
Works promoter assesses the need for temporary traffic restrictions or closures and confirms if not necessary.
Works promoter applies to the: NRSWA Team for temporary traffic restrictions or to the: Traffic and Road Safety Team for a road closure.
NRSWA Team process application including:
Review traffic management plans
Ensure safety and minimal disruption
Traffic & Road Safety Team process application inc:
Review road closure proposals
Advertise and consult on road closure
NRSWA Team or Traffic and Road Safety Team confirm approval of application
Works Promoter submits a Section 55 - 10 day notice of proposed start of the works.
Works Promoter confirms actual start of the works.
Works in Progress
Manage temporary traffic arrangements including:
Set up and Maintain Signs, Barriers and Temporary Signals
Arrange temporary making redundant unused controlled signals as necessary
Monitor Temporary Traffic Arrangements including:
Check; Signs; Barriers & Temporary Signals
Monitor congestion and respond accordingly
Works are clear and works promoter submits a Section 74 (5c) Works clear notice.
Works are completed and works promoter submits a Section 74 (5c) Works closed notice.

3.3.2 Co-ordinating and Planning Works and Known Events

Authority Specific Compliance with the Duty

Managing Works on the Highway – Preparation and Works on Site

NRSWA Co-ordination Meeting
The NRSWA Network manager will review and discuss all advance programmes from Utility companies and Council Departments to facilitate joint programming and co-ordination at the monthly "NRSWA Co-ordination Meeting". The NRSWA team will then assess the implications of the works and pro-actively co-ordinate the works identifying opportunities for joint working, timing, reducing conflicts and disruption.

Section 54 Advance notice of works, three months.
Works promoter then submits a Section 54 notice 3 months in advance of the job starting on site (Not all works promoters currently submit a forward planning notice).

Assessment of the Need for Temporary Traffic Restrictions or Closures.
As soon as is practical the Works Promoter will make an assessment of the traffic implications the job may present and propose the traffic management solution.

Confirm Temporary Traffic Restrictions or Closures Not Needed.
If, resulting from the assessment the decision is made that traffic restrictions or closures are not required, the works promoter will confirm with the NRSWA team that temporary traffic measures are not required. Alternatively the works promoter will apply for the appropriate traffic measures as follows.

1) Apply for Temporary Traffic Restrictions:
On the assumption that minimum traffic width requirements can be maintained the works will be managed by temporary traffic restrictions involving signals or other recognised methods of control. The Works Promoter will fill in the appropriate form to apply for the temporary traffic restrictions to ensure the safe and expeditious passage of traffic and submit it to the NRSWA team.

Process the Application for Temporary Traffic Restrictions:
NRSWA Inspector will administer the application for the temporary traffic restrictions.

Approve Temporary Traffic Restrictions:
The NRSWA inspector will assess the proposals submitted by the Works Promoter taking into account safety requirement in conjunction with Chapter 8, traffic flow, proximity of other works and duration of the job. Then approve the proposals or advise as to the inadequacy of the proposals requesting further information or revisions as necessary. Following the satisfactory re-submission the NRSWA inspector will approve the proposals.

Or, if minimum traffic width requirements cannot be maintained then:
2) Apply for Temporary Road Closure:
The Works Promoter will apply in writing submitting the appropriate form, including the justification for the road closure, the required duration, a plan showing the activity and extent of the closure and a proposed diversion route. Traffic & Road Safety will consider the proposal and respond to the applicant with a request for any revisions.

Authority Specific Compliance with the Duty

3.3.2 Co-ordinating and Planning Works and Known Events (Cont)

Managing Works on the Highway – Preparation and Works on Site (Cont)

Process the Application for the Temporary Road Closure:
Traffic & Road Safety administer the application for the temporary road closure.

Approve Temporary Road Closure:
Traffic & Road Safety will assess the proposals submitted by the Works Promoter taking into account safety requirements, traffic flow, proximity of other works and duration of the job. Then approve the proposals or advise as to the inadequacy of the proposals requesting further information or revisions as necessary. Following the satisfactory submission the traffic section will notify the applicant of approval of the closure.

Notice of Proposed Start (S55)
The Works Promoter will submit a Section 55, 3 or 10 day notice depending on scheme category, which will include the phasing of the works to ensure that they are carried out as quickly as possible with the minimum disruption to other street users. (Where ever possible they should be completed in a single occupation of the street to permanent reinstatement. If this cannot be done then the works to complete the reinstatement from interim to permanent are regarded as two separate phases. Under the provisions of NRSWA this will mean separate works notices and durations for the purposes of section 74). It must also include an estimated end date and a cross reference to any associated project.

NRSWA team will review the application to ensure that phasing and timing is reasonable and take any steps necessary.

Confirm Actual Start on Site
Once the works have physically started on site, the Works Promoter will confirm the actual start of the works by updating the Section 55 notice.

Works in Progress
The Works Promoter will progress the works with due diligence ensuring that road safety and traffic flows are maintained in accordance with the requirements of the NRSWA and the TM Acts.

Manage Temporary Traffic Arrangements
The Works Promoter will set up and maintain Signs, Barriers and Temporary Traffic Signals in line with agreed traffic management arrangements and Chapter 8, including arranging for the making redundant of any conflicting controlled crossings or signals. Also ensuring that any congestion caused as a result of the works is addressed and rectified, with the NRSWA inspector being copied in to any resulting emails or changes on site.

Monitor Temporary Traffic Arrangements
The NRSWA inspector shall monitor the temporary traffic arrangements including checking signs, barriers and temporary traffic signals for compliance with Chapter 8, and monitor congestion caused as a result of works and respond to any issues accordingly.

Notice of Works Clear S 74(5c) (Interim Reinstatement)
The Works Promoter submits a notice following the completion of works, clearance of the site and removal of all signing and guarding. The NRSWA inspector will then carry out an inspection of the site to ensure that it has been cleared of all materials and plant.

Notice of Works Closed S74(5c) (Permanent Reinstatement)
The Works Promoter submits a notice following the completion of permanent reinstatement of the works and clearance of the site. The NRSWA inspector will then carry out an inspection of the site to ensure that the permanent reinstatement has been carried out correctly.

Notice of Completion of Reinstatement (S70)
The Works Promoter submits a notice within 10 days of completing a reinstatement, where the notice must state whether the reinstatement is interim or permanent.

Managing Planned Events on the Highway

Planning discussions are held to ensure that events take place at a time and in a manner that has the minimum effect on network operations. There is a procedure in place whereby, following contact from the organiser, an application form is completed, a diversion route agreed, then the application is assessed by the Safety Advisory Group. The safety advisory group (SAG) liaises with representatives from many different agencies, chaired by the head of contingency and disaster management and the group meets up on a monthly basis.

The events that are co-ordinated by this group typically include, parades, carnivals, sporting or media events or any event of a nature that has the potential to disrupt the smooth running of the highway in some way.

Winter Maintenance
In order to ensure that winter maintenance operations are not disrupted by activities or congestion on the network all gritting routes are made “traffic sensitive” for the duration of the winter service operation from 1 Nov to 31 March.

During gritting operations the Duty Officer takes on board any issues affecting the highway, using local knowledge and access to the street works system, the Duty Officer will ensure that diversion routes are gritted if the normal route is subject to a road closure.

Pre planning is also carried out by the duty officer to ensure that winter maintenance operations do not compromise traffic flow or cause disruption. The majority of times gritting will be done outside of peak hours, however it is obviously weather dependant and hence cannot always be avoided. The main aim is obviously to keep roads clear of ice to keep traffic flowing.

The gritting operation is subject to an approved policy document, which is reviewed at regular times.

Other Maintenance such as Horticulture

Internal departments are trained up on the NRSWA noticing process and any maintenance operations that need to occupy lane space will be subject to noticing. In addition to that risk and operational assessment is carried out to minimize congestion also improvements are introduced to speed up operations, such as drop kerbs on central reserves to allow mowers to drive on and off without causing congestion or the need for lane closures. Street cleansing and gulley emptying for
example will work on non sensitive roads at peak traffic times and revert to sensitive routes at other times.

Reviews usually take place as part of other service reviews, although there are cost implications associated with removing all activities from sensitive roads at peak times.

Temporary and Permanent Road Closures:
- Traffic Restriction Orders
- Lane Restrictions
- Access Restrictions
- Stopping Regulations
- Speed Limit Orders

Authority Specific
Compliance with the Duty

IMPROVEMENTS ACTION PLAN:

Managing Planned Events on the Highway:
Review times where traffic volume is likely to exceed capacity and review policy for the following:

- Additional permanent or temporary signing and road marking to ease congestion
- Assess effectiveness of events management, including parking arrangements where appropriate
- Review notification of incidents and associated information to neighbouring network stakeholders.

Managing Street and Road Works on the Highway:
Review compliance with traffic management duty including:

- Introduction of forward planning information notices for all works
- Introduction of plans and electronic noticing for temporary traffic restrictions and road closures
- Making assessment of disruption using traffic flow and road width data
- Ensure parity between all stakeholders
- Introduction of performance indicators, monitoring and penalty measures of all aspects of street works management, where appropriate

Co-ordinated Activities with Neighbouring Networks and Authorities:

- Update liaison agreement with National Traffic Control Centre
- Develop existing partnerships and create new ones.

Authority Specific Compliance with the Duty

3.3.3 Gathering and Providing Information Needs

The following headings have been used to set out our current performance and achievement of the duty for this section. The work in progress and future issues box identify the areas where we have plans for further strengthening in certain areas requiring; identification of options; consultation; further data collection and development to achieve the requirements of the duty.

Street works register
The street works register is used for the co-ordination of utilities and planned works on the highway, it stores details about start and finish times of works and can be accessed by all interested parties including the public via the council's website.

The full operational details of how the authority gathers the necessary accurate information about planned works and events jobs and how they are noticed and co-ordinated is contained in section 3.3.2 of this document.

Highway Classification Data to Support Current Regimes:
Road hierarchies have been set in line with the Well Maintained Highways Code of Good Practice, with footway hierarchies due to follow on as part of the Transport Asset Management Planned approach to highway service provision.

Public Rights of Way can play an important part in network management strategy and there is currently an initiative in place supporting the improvement of PROW, which is the Transport Asset Management Plan (TAMP). In conjunction with the TAMP all PROW are being assessed for hierarchy level and local importance in relation to usage and access to amenities, schools and work places and re-classified. This should result in the more strategic and busy PROW within the network being brought into a regular inspection and maintenance regime, which in turn should lead to greater usage and accessibility.

Practices / Plans Known to be Effective in Improving Traffic Flow
Rights of Way Improvement Plan (ROWIP)
Recent government legislation has lead Councils to map PROW and produce improvement plans designed to improve access and encourage pedestrian, cycle and equestrian use for all abilities. Implementation of the proposals in these plans will help increase the use of PROW for access to shops, schools, colleges and the work place and hence reduce local congestion. This will be particularly useful for network management where this can be linked to congestion hotspots.

Use of Models, PRISM, etc
Traffic modelling is used within the borough to support investment decisions.

The Strat-e-gis module of MOTT McDonald is an internet GIS system that enables access to geographic information via a standard web browser, with the added benefit of powerful analysis tools. The system is used to provide journey time data.

CCTV
There are currently in the region of 30 cameras trained on the network in various places, including town centres and traffic junctions. Recent work on facilitating the sharing of images across the network via the website has meant that key network staff at the two transport and highways depots in Lister Road and Mary Stevens Park have access to the images. Via PC staff can request 4 images from the total at locations to suit their particular interest and use those images to assist in the network management duties.

VMS
In conjunction with the UTC major scheme 4 variable message signs are being installed with a fifth being funded directly by Dudley MBC. They will be monitored and operated by network management staff in fulfilling the network management duty and are due to become live within the next 12 to 18 months.

Authority Specific Compliance with the Duty

3.3.3 Gathering and Providing Information Needs

IMPROVEMENTS ACTION PLAN:

Journey Time Reliability:
Document current procedures and methods and look for areas of improvement in:

- Journey time reliability measurement and use of data, including review IT IS Traffic Master data available via the congestion module on the Motts Spectrum Database.

CCTV and VMS:
Review future policy for identifying areas of congestion and developing solutions.
Review introduction of VMS to support town centre parking arrangements.
Review management of variable message signs.

Data Sharing:

- Review provision of access on demand to information with all stakeholders

Authority Specific Compliance with the Duty

3.3.4 Incident Management and Contingency Planning

Incident Management on the Highway
An incident occurring on the highway network could have been caused by any one of the following; road traffic accident, vehicle breakdown; debris or diesel spillage; carriageway subsidence; failure of utility apparatus or adverse weather conditions. Resulting in a temporary reduction in capacity, congestion and motorist reaction can be made worse when incidents or unpredictable in occurrence or duration, also where there may be a risk of serious delays.

Incident management is carried out by the Asset Management Team at Lister Road Highways Depot, lead by the asset manager and supported by the street maintenance team. The majority of incidents are led by the police and backed up by the street maintenance team at the request of the police, for which there is a 24 hour call-out facility. Good relationships have been developed with the police, whereby the street maintenance team are called out immediately after the police have assessed any incident or situation. Support in terms of provision of barriers, temporary road closures or clearing up services are all provided as part of the incident management process.

The traffic and road safety section also provide communication support for traffic incidents occurring during office hours, such as notifying media of incidents.

Urgent Reactive Maintenance / Utility Repairs
Classed as **Immediate Works**, these require a notice of starting date as soon as is reasonably practicable and in any event no later than two hours of the works starting, with the exception of those starting out of hours when it must be within two hours of the start of the next working day. Notices must provide a full explanation of why the works fall within the “immediate” definition.

In conjunction with the above works, if needed emergency road closures can be arranged at short notice through the traffic management section. The procedures to be followed are similar to those for normal temporary closures with the exception of the normal lead-in times to process the applications.

Network Monitoring and Management
The network management team within the traffic section carry out general monitoring of the network for congestion during office hours, using the CCTV images within the traffic office. The team are able to adjust the images viewed to respond to calls from members of the public or other occurring incidents.

3.3.4 Incident Management and Contingency Planning

Authority Specific Compliance with the Duty

Incident management

Incident occurs – severity and response:
The procedure for dealing with the incident will depend upon a number of complex factors such as, immediate danger, extent of injury, ongoing health and safety risk, level of disruption and time of incident in relation to normal working hours.

Incident: Any incident will fall into two general categories namely that the "Emergency Services" are required or not and whether the incident occurred during normal working hours or that it occurred outside of normal office hours.

Emergency Call / Call Out: Where the severity of an incident dictates, the emergency services will be first on the scene via a 999 call or similar. Other incident reports will be taken by the Council via the Dudley Council Plus call distribution service or in the case of out of hours calls, via the councils dedicated number 01384 818182, which will then be re-directed to the duty supervisor on call.

Assessment: Where the emergency services are in control, they will asses the situation and call for the Councils support as necessary and at the earliest convenience. This will mean the duty supervisor if outside of working hours, or the relevant council support team during working hours.

Carriageway Restrictions: An assessment will be made as to the incident and the need to restrict traffic flow and the options will be, to temporarily close the road, or a lane, or a combination of both. It may be that the road requires closing at first but that as the incident progresses it can be opened with lane restrictions.

Authority to close a road on a temporary basis rests with specific people due to the legality surrounding the action. The only people permitted to close a road are the police, the fire service or the Councils Duty Manager presiding over the supervisors.

Incident Management: The emergency services will make the site safe, instruct the duty supervisor on any support or assistance they require from the Council, including install any temporary traffic management, clearing up the site and managing any ongoing occurrences. Where the emergency services have not been required the Council supervisor will manage the incident along similar lines.

Feedback: The duty supervisor will fill out an incident sheet, which will then be used to update the symology network management system.

Follow on Procedure: Where a road or lane closure has been put in place to deal with a particular incident it will remain in place until such time as the incident is resolved. If this is likely to follow on to the next day, then the traffic section will be notified for consolidation. I.e. to ensure that signing is suitably robust and that all notifications have taken place.

Media Notification: The police will log the incident onto the Mattisse system for access by the media, where an incident occurs during office hours and the emergency services are not involved the Councils supervisor will notify the traffic section for forwarding to the media.

The following flow chart shows how different incidents are addressed as part of the incident management process.

Incident Management

Incident occurs on the network such as:

- Road Traffic Collision
- Vehicle Breakdown
- Debris or Diesel Spillage
- Carriageway Subsidence
- Failure of Utility Apparatus
- Adverse Weather Conditions

Severity / Type of Response:
The severity of the incident, determined on a number of factors, will set the level of response initially required, either:

- Response requiring emergency services attendance
- Response **not** requiring emergency services attendance

(Note that this may change as the incident progresses)

It will also be established if the incident has occurred within normal working time or "out of office hours".

Incident: Normal Working Hours No Emergency Services Input	**Incident: Out of Office Hours No Emergency Services Input**	**Incident: All Hours Emergency Services Led**
Call Out: Call will be received by Dudley Council Plus and re-directed to the relevant council services section	**Call Out:** Call will be received on the Councils emergency number 01384 818182 and re-directed to the duty supervisor	**Emergency Call:** Emergency services will be called out via 999 call or similar.
Assessment: The relevant Council services section will assume the role of incident supervisor and assess situation	**Assessment:** Duty Supervisor will assess the situation	**Assessment:** Emergency Services will assess the situation and call out duty supervisor at the earliest convenience
Carriageway Restrictions: Incident supervisor will refer to the duty manager for assessment of the need for emergency road or lane closures	**Carriageway Restrictions:** Duty Supervisor will refer to the duty manager for assessment of need for emergency road / lane closures	**Carriageway Restrictions:** Police will assess the need for emergency road or lane closures
Incident Management: The incident supervisor will make the site safe, install temporary traffic management as agreed with the duty manager, clear up the site and manage the incident	**Incident Management:** The duty supervisor will make the site safe, install temporary traffic management as agreed with the duty manager, clear up the site with back up from the relevant Council services section and manage the incident	**Incident Management:** The emergency services will make the site safe, instruct the duty supervisor on any Council assistance required, including install temporary traffic management, clear up the site and manage the incident
Media Notification: Incident supervisor to notify traffic sect by telephone for forwarding to media	**Media Notification:**	**Media Notification:** Police log incident on Mattisse for access by media
Feedback: Duty supervisor produces incident sheet for updating symology	**Feedback:** Duty supervisor produces incident sheet for updating symology	**Feedback:** Duty supervisor produces incident sheet for updating symology
Follow on: Incident supervisor will refer to traffic section for consolidation of traffic management if closure cannot be removed	**Follow on:** Duty supervisor will refer to traffic section for consolidation of traffic management if closure cannot be removed	**Follow on:** Duty supervisor will refer to traffic section for consolidation of traffic management if closure cannot be removed

3.3.4 Incident Management and Contingency Planning

Authority Specific Compliance with the Duty

Contingency Planning

Dudley Major Emergency Plan 2008

The Major Emergency Plan is in place to enable a quick and comprehensive response by the Council in the event of a major incident or security alert affecting the borough. The plan provides summaries of the responses and responsibilities of each of the emergency services at a major incident as well as an outline of the support role offered by the Council.

A major incident is any emergency that requires the implementation of special arrangements by one or all of the emergency services and will generally include the involvement, either directly or indirectly of large numbers of people for example:

- Rescue and transportation of a large number of casualties
- Large scale combined resources of police, fire & rescue and ambulance services
- Mobilisation and organisation of emergency services and local authority to cater for the threat of death, injury or homelessness to a large number of people
- The handling of a large number of enquiries likely to be generated from the public and media made to the police

The Council's assistance will include:

- Providing support for the emergency services
- Providing support and care for the local and wider community
- The use of the necessary resources to mitigate the effects of an emergency
- Co-ordinating the response by organisations other than the emergency services
- Arrange traffic engineering and emergency signing services together with advice on traffic flow

The full detail of the plan is available on the Council's website and a list of all staff available for the various services is also listed within the plan.

Strategic Risk Register

The strategic risk register is a corporate wide tool for the review, monitoring and reporting on risks, where risks have been identified through service planning. Identified risks have assigned to risk owners and improvement plans are developed for those risks requiring intervention.

IMPROVEMENTS ACTION PLAN:

Media Communication:

Look for areas of improvement, particularly with new media options in the following areas:

- incident communication to the public, through the police, traffic management and street care
- emergency road closure information and circulation
- provision of local pre-journey information, including office notice board
- provision of "in-car" local information.

Review "congestion buster" role and residual congestion management.

Review notification of incidents and associated information to neighbouring network stakeholders.

3. 3.5 Dealing with Traffic Growth

Authority Specific Compliance with the Duty

Identification of Trends in Traffic Growth

Traffic growth trends have been identified through the Black Country Study and addressed in the subsequent Black Country Sub-Regional Transport Strategy, which has been summarised in section 2.1 of this document (full document is available from the transportation strategy section). The strategy has since been developed into a transport strategy for Dudley, with the out put being a series of policies and measures that will deliver the objectives through the LTP and other improvement and maintenance works.

A summary of the policies and measures related to network management that will form part of the capital improvements programme can be found in section 2.2 of this document.

3. 3.6 Working with all stakeholders – internal and external

Authority Specific Compliance with the Duty

Stakeholders
The following groups have been identified as stakeholders over and above those mentioned as key stakeholders in the introduction and are as follows:

Stakeholders	Address	Contact Telephone Numbers
National Traffic Control Centre	Quinton	
Regional Control Centre	Quinton	
Centro (Integrated Transport Authority)	Centro House, Birmingham	0121 2147266
Retailers Organisation	Dudley Business Group	
Freight Transport Association	Hermes House, Hall St, Dudley	01384 237321
Police	Halesowen Police Station	0845 1135000 Ext 7903 6310
Fire	Dudley Fire Station	01384 253611
Ambulance	Waterfront Business Park	01384 451697

Passenger Transport Executives
There is considerable network improvement in progress as a result of our involvement with passenger transport executives and Centro and these include:

- Bus Showcase
- Quick wins
- Metro
- Voluntary Partnership Agreement

Bus Showcase
The 2008/09 bus showcase programme was designed to deliver comprehensive infrastructure improvements on selected routes.

- Dudley – Sedgley – Wolverhampton No 35
  Investigation and possible delivery (in part) of bus showcase spurs, highway improvements / bus priority measures and targeted investment schemes.
- Stourbridge – Halesowen – Birmingham
  Traffic Management Study / Targeted investment schemes
- Dudley – Capehill – Birmingham No 22

Bus stop upgrades to bus showcase standards and investigation of potential highway improvements and bus priority measures / targeted investment schemes.

Quick Wins
As previously described in section 2.2 but designed to support bus showcase improvements.

Metro
Ongoing work with West Midland partners, particularly Centro and Westfield, to promote and deliver Metro between Wednesbury and Brierley Hill further detailed in section 2.

Voluntary Partnership Agreement
There is an existing voluntary partnership agreement with Centro & National Express West Midlands for the development of punctuality improvement partnerships with bus operators.

Authority Specific Compliance with the Duty

3. 3.6 Working with all stakeholders – internal and external

Other Partnerships

The delivery of transport services in the Dudley area is the responsibility of both the Council and the West Midlands Passenger Transport Authority and Centro. The development of transport networks and public transport services in Dudley is part of a wider process involving other WM Metropolitan District Councils and the Regional Assembly which decides on major scheme priorities at a regional level.

Other agencies such as the Highways Agency and Network Rail have significant roles as do the large number of transport providers in the area, including bus operators, train operators, the public and voluntary sectors and taxi operators.

The Council is already involved with these partners in delivering transport services and developing the transport network. The Council will look to review and improve these partnerships in responding to the complex challenge of improving transport in the Borough. Given the emphasis in the transport strategy on public transport and information provision, it will particularly look to strengthen and extend it partnership working with Centro. Similarly, in maximising the efficiency of existing transport infrastructure, it will look to work even more closely with other West Midlands met Districts.

Local Businesses

Transport strategy work together with local businesses and retailers to improve the network in relation to efficient servicing of premises and mitigating adverse traffic management problems, by implementing a series of “quick win” schemes, which consist of small improvement schemes (see section 2.2) to respond to the needs of congestion issues in the locality of local business areas.

An extensive consultation process is undertaken when developing improvement schemes to ensure that the needs of local businesses are incorporated into any scheme.

This collaboration has been extended to major schemes, where two examples are working with Tesco to bring about congestion improvements at Burnt Tree island and ongoing work with regard to Stourbridge town centre.

Also new housing developments such as Trefoil Gardens, where improvements for access and egress to Sims Metals in the opposite Old Wharf Road have been improved as part of the development.

IMPROVEMENTS ACTION PLAN:

Local Freight Organisations:

Review, document and improve the following areas:

- Levels of freight on the network and the impact on congestion
- Review elements of joint working such as; consultation on initiatives; sharing of information and joint working arrangements

Climate Change:

- Identify where climate change related issues can reduce carbon emissions or respond to climate change issues.
- Air Quality

Public Transport:

- Work with stakeholders to identify areas of congestion

Authority Specific Compliance with the Duty

3.3.7 Ensuring Parity with Others

The network management co-ordinating function is internally separated from the sections involved in implementing planned works and activities to ensure an independent monitoring approach.

IMPROVEMENTS ACTION PLAN:

Standards and Approaches:
Review, document and improve the following areas:

- Applying the same standards and approaches to our own activities as we do to those of others and provision of evidence of this, particularly in relation to utilities street works, developers and maintenance works
- Use of locally determined indicators and where relevant any centrally developed key performance indicators and monitor success or otherwise of parity issues.

NETWORK MANAGEMENT HIERARCHY

Network Management Hierarchy

Network Management Hierarchy

4.1 Introduction

The network management hierarchy defines the traffic status and overall importance of different roads within the network.

The different hierarchies reflect the strategic importance of a road, in relation to location, use, construction, route and other statutory requirements placed upon a road. It should also reflect usage in terms of all traffic it may carry including pedestrians and cycles.

Network Management Hierarchy

Network Management Hierarchy

4.2 Network Management Hierarchy

The network management hierarchy classifies roads which reflect the importance of the road in terms of traffic flow, access to key industrial, residential or retail areas. The carriageway hierarchy has been defined using the guidance and criteria laid out in the "Well Maintained Highways – Code of Good Practice". This classifies roads under the headings of main distributors, secondary distributors, link roads and local access roads. Footway hierarchy is also defined, however this is defined separate to the carriageway.

Another key hierarchical status for a road particularly in relation to traffic management is it's sensitivity under the guidelines of the New Roads and Street Works Act 1991. The traffic sensitivity identifies where a road would be significantly compromised by any restrictions placed upon it during peak hours or at other times of the day. It also identifies a road as sensitive if it carries certain types of traffic such as buses or gritting routes, whereby restrictions could have an adverse effect on the smooth running of the network as a whole.

IMPROVEMENTS ACTION PLAN:

Network Management Hierarchy:

- Districts will identify and review functional classifications of the highway network to assist in the effective focussing of resources and co-ordination across district boundaries.

Network Review Standards and Approaches:

Review, document and improve the following areas:

- Identify roads according to their location and activities.

SPEED MANAGEMENT STRATEGY

Speed Management Strategy

5.1 Background

The Speed Management Strategy sets out how Dudley Metropolitan Borough Council will ensure compliance with government requirements to address excessive and inappropriate speed on roads within the borough. It has been derived to embrace central government priorities and complement existing local strategies for Dudley.

Dudley MBC is mainly urban and bordered by Wolverhampton, Sandwell, South Staffs and Worcester and is main up of six centres namely; Sedgley, Kingswinford, Dudley, Brierley Hill, Halesowen and Stourbridge and the network consists of 94.4 km of A roads, 45.7 km of B roads, 26.5 km of C roads and 814 km unclassified roads. The resident population is approximately 315,000 with an estimated visitor population of 1.5 million per annum.

This plan identifies how current transportation strategies and objectives that relate to speed management are being implemented through the local transport plan and how the strategy can be developed further to meet government requirements. The purpose of the strategy, through speed management is to reduce accidents and casualties, create a safer environment and improve the quality of life for people who live in, work in, visit or travel through the borough.

There are a number of key stakeholders that will have a direct in-put into the delivery of the strategy and they include:

Peter Vangeersdaele - Group Engineer Traffic and Road Safety
Neil Lissimore - Principal Engineer Transportation Policy
John Hindley - Engineer Traffic and Road Safety
Helen Moore - Engineer Traffic and Road Safety
Wendy Howard - Senior Road Safety Officer

In addition to the above listed Council officers there are a number of external stakeholders also and they are as follows:

Mark Silvester - West Midlands Police (Dudley Local Police Unit)
Colin Newton - West Midlands Fire Service

5.1.1 Review of Dudley MBC Accident Statistics

Casualty figures for Dudley per annum are as follows:

Year	Casualty Numbers
2005	1273
2006	1136
2007	1083
2008	1109

In terms of vulnerable users of the number of casualties for 2008, of the following analysis is shown:

Transport Mode	**Casualty Numbers**
Pedestrian	189
Bicycle	47
Age Group	**Casualty Numbers**
0 - 15	153
60+	91
Child Transport Mode	**Child Casualty Numbers**
Pedestrian	75
Bicycle	17

Child casualty numbers 2008 by class.

Class	Child Casualty Numbers
Pedestrian	75
Bicycle	17
Motorcycle	1
Car	45
PSV	13
Other	2

5.1.2 The Need for a Strategy

There are many government and local strategies in place aimed at, casualty reduction, road safety, road user education, cycling & walking, public transport and congestion. The speed management strategy will give direction to these initiatives, focusing on those where excess speed is a contributory factor. It will describe our future objectives and set out what needs to be achieved, it will also provide the guiding principles that give context and coherence to our actions.

In determining the detail of the strategy the following issues will need to be borne in mind to help embrace the full scope of the requirements of this strategy:

- Many drivers have difficulty in accepting that excess and inappropriate speed can be dangerous and rarely see their speed or behaviour as a potential contributor to an accident
- Issues associated with speed are considered one of the most severe road safety problems and a contributory factor in a third of all road accidents.
- There is a disproportionate increase in the severity of injuries to both pedestrians and vehicle occupants, when caused by vehicles travelling at higher speeds.
- The majority of drivers have not suffered the experience of a road traffic collision
- Modern vehicle design reduces the perception of speed for drivers
- The percentage of all types of vehicles speeding on any category of road is very high.
- People driving at excess or inappropriate speed need to recognise that it is a major contributor to accidents that will consequently have a great effect on; causing injury; the quality of life of families and friends of those injured or killed and having an actual and perceived threat to vulnerable road users.
- The effect on the quality of life of people living where speed is identified as a problem, can be affected and result in an increased perception of a road safety problem, further resulting in fear of an accident happening and leading to a reluctance to walk or cycle.
- The potential for driver misjudgement in terms of stopping distances and estimating the speeds of others increases when travelling at higher speeds

5.1.3 Key Objectives of the Strategy

The key objectives are to address issues relating to speeding traffic where the description of speeding is deemed to be:
Excess speed: - Driving at speeds higher than those specified by the posted speed limits.
Inappropriate speed: - Driving too fast for the prevailing conditions

It will provide direction to existing initiatives, focussing on those where excess or inappropriate speed are contributing factors. It will set out what needs to be achieved and provide guiding principles that give context and coherence to our actions.

The following objectives will need to be addressed as part of this strategy:

- Reduce inappropriate and excessive speed.
- Reduce the number and severity of accidents and casualties caused by excessive speed.
- Resolve speed associated road safety problems.
- Create a safer environment and improve the quality of life for people who live in, work in, visit or travel through the borough.
- Improve driver behaviour and raise awareness of the adverse impact speeding drivers have on the community.
- Develop a transparent enforcement policy.
- Carry out and implement consultation, evaluation and measurement.

5.1.4 DfT Circular 01/2006 Setting Local Speed Limits

All traffic authorities are obliged to review the speed limits on all A and B roads and implement any necessary changes by 2011, all in accordance with the circular 01/2006, Setting Local Speed Limits.

There are three national speed limits; 30 m.p.h on street lit roads, 60 m.p.h. on single carriageway roads and 70 m.p.h. on dual carriageways and motorways. The circular provides guidance on where traffic authorities can or should set “local speed limits” in situations where local needs and considerations deem it desirable for drivers to adopt a speed which is different from the national speed limit.

It should be used as the basis for future assessments of local speed limits, for developing route management strategies and for developing the speed management strategies required as part of the Local Transport Plan process.

The contents of the circular are as follows:

- The underlying principles of local speed limits
- The legislative framework
- Urban speed management
- Rural speed management
- Quiet lanes and Home zones

5.1.5 New Directions in Speed Management

What speeds are appropriate?

Most injuries occur in urban areas, with exception of deaths. In free flowing traffic the road safety evidence points to the need for slower driven speeds on most urban roads, particularly main roads. These account for half the casualties because of their mixed use by traffic and pedestrians. It is also here that there are the greatest air quality and noise problems. The options to achieve slower driven speeds are:

- To change the speed limit on these roads
- To ensure people observe the existing speed limits

The 30 mph speed limit is universally acknowledged and supported, although there is some support for lowering this limit. It is acknowledge that this would be at odds with the speeds of the majority of drivers. There is a strong road safety case for vehicle speeds to be closer to 20 mph where the vulnerable are most likely to be at risk, such as; residential roads and roads around schools and hospitals.

5.1.6 National Strategies and Policies

The Strategy needs to show how it is contributing to the national transportation strategies such as:

- Government Speed Policy
- Casualty Reduction Target 2010
- National Road Policing Strategy
- Dft Child Road Safety Strategy 2007
- Audit Commission – Changing Lanes – Evolving Roles in Road Safety
- Home Secretary's Key Priorities
- Dft Circular 01/2006 – Setting Local Speed Limits
- Dft-The Future of Transport – A network for 2030
- The Human Rights Act 1998
- Local Government Act (Best Value) 1998
- Primary responsibility for education of all road users falls upon the Local Authorities as prescribed in the Road Traffic Act 1988 Section 39 (2) (3).

5.1.7 Local Transportation Strategies and Policies

It also needs to incorporate associated local transportation strategies and policies such as:

- Local Transport Plans
- Cycling and Walking Strategies
- Lower speeds, reduction in perception of danger
- Crime and Disorder Strategies
- Road Policing Strategy
- Dudley Casualty Reduction Strategy, where the speed management strategy needs to be intelligence led in relation to:
- Speed
- Vulnerable users
- Excessive speed
- Young drivers
- Speed related accidents
- Social deprivation
- Dudley Corporate Plan
- Dudley Community Safety Strategy
- Slower traffic, health and quality of life
- Traffic creating barriers
- Increased inequality and social exclusion
- Walking and cycling safely and health benefits
- Dudley Policy on the Introduction of 20mph zones

5.2 EDUCATION

The Road Safety and Travel Awareness Team carry out a statutory responsibility under the 1988 Road Traffic Act to deliver a program of road safety education, training and publicity and the aims of the team are to:

- help reduce the number and severity of road traffic casualties
- raise awareness of the way people travel.

The team's role is to support schools on providing this through the whole range of curriculum subjects. Key themes relating to speed are as follows:

Year Four: *Green Cross Code, safer places to cross, crossing where there are no "safer places", hazards, where suggested activities include; Traffic Survey / speed check and crash car testing.*

Year Five: *Safer Cycling, seat belts, speed, Arrive Alive (Highway code for young road users), where suggested activities include urban trails, survey and practical training.*

Year Six: *Accident procedure (999), which involves making roads safer and making safer routes to secondary schools, where suggested activities include; urban trails, survey and practical training.*

Year Seven: *Safer Routes to School, Cycle Training Plus and "travelwise", where suggested activities include; urban trails, design safer routes, write rules for appropriate use of public transport and practical cycle training.*

Year Eight: *Risks, traffic and the environment, where suggested activities include; timeline of personal road safety achievements (pre school to present day), traffic survey, role play unsafe situations and riskometer.*

Year Nine: *Road crashes & consequences, vehicle safety, where suggested activities include; Speed gun survey, investigate contributory factors of crashes (drugs, fatigue etc) and design crash test cars.*

Year Ten: *Traffic environment, road user behaviour and post accident procedure, where suggested activities include; Highway code quiz, analyse accident stats, investigate contributory factors of crashes (drugs, fatigue, distractions etc.) and first aid training.*

Year Eleven: *Road collisions, causes and remedies and pre-driver education, where suggested activities include; consider different forms of transport, redesign local roads to incorporate safety features, seat belt survey and highway code quiz.*

5.2.2 ENGINEERING

Road Safety Benefits of Speed Humps

Road humps and / or speed cushions have been extensively used throughout the Borough as a measure to reduce the high level of personal injury accidents at identified hotspots. When considering the introduction of traffic calming measures the Council investigates very carefully the cause of road traffic accidents and the factors which may have affected driver behaviour. Once these factors have been identified a balanced engineering judgement is made as to how an accident has occurred and how we may be able to design out these accidents using the various traffic calming tools available. Any solution is not exclusively to look at introducing road humps, other alternative solutions such as mini roundabouts, surface treatments, improved signs and markings and chicanes are also considered.

DETAIL:
Projects carried out so far:

- Local Safety Schemes
- Safer Routes to Schools
- Wrens Nest Housing Estate

5.2.3 ENFORCEMENT

Findings suggest that collisions could be reduced by 20% if all vehicles kept within present speed limits.

DETAIL:
Projects carried out so far:

- Vehicle Activated Signs
- Camera Signs
- Hard standings for police cars
- Respond to enquiries

5.2.3 EVALUATION

Work needs to be done to establish the range of vehicle speeds across the whole urban network, including identifying where excessive and inappropriate vehicle speeds are a road safety problem.

DETAIL:
Projects carried out so far:

- Complaints led
- Review statistics led

5.3 DELIVERING ON THE KEY OBJECTIVES

5.3 Reduction of Inappropriate and Excessive Speed

5.3.1 Areas where speed has been highlighted as a problem are identified and targeted to introduce measures to reduce risks.

Speeding enquiries when associated with serious accidents are considered, particularly when they are associated with consistently high speeds. PAC meetings held between the police, Dudley Council and the public also look to address speeding relating issues raised by members of the public.

The Dudley Road Safety Partnership Group, which is led by the West Midlands Fire Service and includes the Council's road safety team and the Police, meet on a regular basis to discuss road safety issues including speeding.

Community speed watch is another technique used in conjunction with the police, where residents are trained on the use of speed gun, which can be used at sites identified based on complaints from the PAC meeting. The community speed watch programme involves training up residents on the use of speed guns and deploying them in their local area where complaints have been received about speeding.

Government have a high profile on drink driving and speed, whereas LA's respond more to collisions. This strategy will explore the options of moving to a higher profile against the impact of speeding drivers.

5.3.2 Innovative engineering measures are considered where appropriate.

Traffic Calming Schemes are introduced to address inappropriate and excessive speed where there is an associated accident problem. Measures introduced include the following:

- New signage from basic signs to the more sophisticated Traffic Speed Advisory "flashing" and variable message signs, these also double up as data collection of numbers of vehicles and their speeds.
- Installation of coloured / anti-skid surfacing
- Junction improvements

5.3.4 Locations where existing speed limits do not give adequate protection to vulnerable road users and nearby residents are identified and targeted.

Speed limits may be changed as part of a local safety scheme, where problems that are accident led exist and it has been established that speed is having an effect on the cause or severity of those accidents.

5.3.5 Reduce the number and severity of accidents & casualties caused by excessive speed

Accident data is collected by the police who categorise it and feed it to the Joint Data Team, it is then added onto the spectrum system, which is a West Midlands wide database used to store all accident data. Data can then be interrogated and various reports generated by engineers to support analysis and evaluation of accident data. Reviews of sites are carried out on a ward by ward basis where there have been 3 accidents in one year or 7 accidents in 3 years. Reviews of specific locations are also carried out although these are request led, where before and after surveys will be carried out.

Monitoring of the speed of vehicles at specific locations.

There are a number of police speed camera sites and there are 70 sites set up for traffic speed advisory signs (SpeedVisor), with 10 speed visors available, which are moved around to support investigations into speeding issues and public requests.

5.3.6 Creating e a safer environment and improving the quality of life for people who live, work in, visit or travel through the borough

Reduction in the perception of safety problems to ensure a modal shift to more environmentally friendly modes of transport.

The Road Safety Team have carried out training to the public using a variety of transport modes namely cycle, pedestrian and driver training to show how risks associated with these modes of travel can be reduced through proper training.

For the future there are plans to continue with child / pedestrian / cycle and driver training schemes.

Reduction in the risk to vulnerable Users
There have been a series of publicity campaigns aimed at drivers with education and training of child pedestrians. Initiatives are also in place to reduce child pedestrian and cycle casualties.

There are initiatives in place through the local transport plan, including the Safer Routes to School, which aims to reduce the impact of the "school run", the Pedestrian Crossing Programme and the Vulnerable User Programme all of which look into reducing risk to vulnerable users.

5.3.7 Improving driver behaviour and raising awareness of the adverse impact speeding drivers have on the community
The aim of the Council is to promote initiatives and campaigns to help drivers understand the impact of speed on themselves, their neighbours and their communities with the aim of achieving safer driving by consensus rather than enforcement.

Encourage acceptance of reduced speed by all road users through publicity and education.
Initiatives carried out to date and currently on-going, include the pre-driver education programme, the driver improvement scheme and publicity campaigns.

Publicity campaigns have been used to raise public awareness of the problems of speeding traffic at a local and regional level. Initiatives include supporting the DfT and West Midlands Partnership publicity campaigns and the Bike Save Campaign. Also currently being worked on is the reduction of speeding in Urban areas.

Promote and attempt to change the attitudes of drivers to look upon speeding as being socially unacceptable. Driver and pre-driver training courses have been carried out and are on-going, also the section supports national, regional and local campaigns.

Schemes to educate young people at pre-driving age are carried out such as the pre driver education programme and encouraging responsible road usage.

Schemes to encourage drivers to reduce their speed such as; advertising; targeting and other training schemes are implemented. In conjunction with this temporary speed signs, supporting publicity and enforcement campaigns are on-going.

Encouragement to drivers to see their behaviour as key to accident prevention and to make them aware of the severity and trauma caused by road traffic collisions is promoted with an ongoing West Midlands Driver improvement scheme.

5.4 Development of a transparent enforcement policy
Collaboration with the police

Criteria for speed limit review

5.5 Consultation, evaluation and measurement

5.5.1 The introduction of performance indicators to evaluate success, such as the analysis of the number of speed related casualties and collisions is carried out. Reports from mini visors and the Joint Data Team annual casualty review are used in support.

5.5.2 Traffic and speed flow is monitored as part of an improvement scheme to assess the success of an improvement scheme.

5.6 Resolve speed associated safety problems

3.7.1 20 mph speed limits around schools and in other urban areas to safeguard child pedestrians and cyclists are implemented, where the correct criteria are met. 20 mph limits need to be both appropriate and effective, hence are considered where the 85% speed profile is already low, say 22 to 24 mph or that there are measures in place to ensure compliance such as traffic calming or a high level of enforcement action.

The Council policy is not to implement a blanket reduction of all unclassified roads to 20 mph but to consider individual sites on their merits having regard to the broad principles above. Any sites meeting the above criteria particularly in the vicinity of schools, where child pedestrian and pedal cyclist movement would be higher are considered.

3.7.2 Managing driver ability to act as safely at higher speeds as at lower speeds, is in progress via the Driver Improvement Scheme. Speed awareness courses are currently under consideration.

5.7 IMPROVEMENTS ACTION PLAN

IMPROVEMENTS ACTION PLAN

WORK IN PROGRESS:

1) Identify and target areas where speed is a problem and introduce measures to reduce risks, as per the following:
   - Review areas that could need attention for only speed related issues. Areas that would benefit from attention include; high level of non-serious collisions; low numbers of very excessive speeding.
   - Review willingness from the police to do more community speed watch, subject to joint working/funding with the LA and other partners.
   - Review potential for additional publicity to initiatives using the police publicity channels.
   - Review more partnership working to address enforcement.

2) Consider the use of innovative engineering measures where appropriate:
   - Review use of innovative measures for speed only related issues.
   - Review early use of the police in the process to address speed related and safety schemes, who can bring benefits such as experience in operations and traffic and potential for additional police statistics to be taken into account.
   - Review the wider use of speed visors due to their being very effective in providing a deterrent and collecting data.

3) Use of publicity campaigns to raise public awareness of the problems of speeding traffic at a local and regional level.
   - Review possibility of producing speeding packs based on the speed kills theme, similar to the drink driving packs produced by Traffic Safety.
   - Explore wider solutions relating to creating the message and perception of speeding through joint marketing and multi agency approach

4) Driver education as an alternative to prosecution.
   - Explore greater coordination between partners, for e.g. look at setting up a programme of events.

5) Set up a speed related complaints procedure.
   - Review setting up a central data collection point for enquiries from public, link to police, fire service and others.
   - Review rapid response / presence in response to enquiries rather than delayed report or written response that doesn't promise much.

TRAFFIC MANAGER

Traffic Manager

5.1 Introduction

All local authorities are required to appoint a Traffic Manager as part of the arrangements for delivering the new duty, where the Traffic Manager is the focal point within the Authority for drawing together all of the strands of activity that effect movement on the road network. The appointed Traffic Manager for Dudley is Peter Van Geersdaele, Traffic & Road Safety at Mary Stevens Park Depot.

The responsibilities of the Traffic Manager are to identify and take actions in response to occurrences, which are, or have the potential to, cause road congestion or other disruption to the movement of traffic on the road network. The Traffic Manager will also ensure that the key criteria as listed above are performed and applied impartially in discharging the network management duty.

Each of the West Midlands Metropolitan Authorities has appointed a Traffic Manager to oversee the progressive implementation of network management within individual authorities and through inter-authority working, across authority boundaries. They continue to work in partnership, strengthening the extent of the co-operation and collaboration between them as well as the links with the community and other stakeholders including the WM Police, emergency services, Highways Agency, bus operators, utility companies etc. Each Authority will maintain a 'Traffic Management Plan' that sets out how their responsibilities under the TMA are being performed.

5.2 Nominated Traffic Managers

5.3 Responsibilities

The traffic managers role will be responsible for developing and reviewing policies and processes to allow the effective co-ordination of works on the network on order to prevent as far is reasonably practicable unnecessary or avoidable disruption and congestion.

In turn the role will then also ensure successful co-ordination of works activities, robust enforcement of policies

Specifically the responsibilities as stated in the Act include:

That the arrangements must include provision for establishing processes for ensuring (so far as may be reasonably practicable) that the Authority:

- Identify things (including future occurrences) which are causing, or which have the potential to cause, road congestion or other disruption to the movement of traffic on their road network.
- Consider any possible action that could be taken in response to (or in anticipation of) anything so identified.
- Determine specific policies or objectives in relation to different roads or classes of road in their road network.
- Monitor the effectiveness of:
  - The authorities organisation and decision making processes; and
  - The implementation of their decisions
- Asses their performance in managing their road network.

In practice to discharge the duty, the role of the Traffic Manager is to oversee various activities that can potentially result in congestion if poorly co-ordinated during their execution or that could result in longer term problems if insufficient provision is included during their inception.

IMPROVEMENTS ACTION PLAN:

Monitoring:
Review arrangements for compliance with the TMA such as:

- How are we meeting the requirements of the duty In practice
- Monitoring And Evaluation Of Effectiveness; Traffic Counts; Accident Stats; Queue Lengths; Congestion Monitoring
- Report On A Regular Basis On Network Performance

5.4 Co-ordination & Liaison

5.4.1 Local Co-ordination

5.4.2 Other Traffic Managers

The Traffic Manager is actively involved in liaison with other traffic managers both in the West Midlands and nationally to facilitate cross boundary cooperation and coordination.

5.4.3 West Midlands and National Traffic Managers Group

The West Midlands Traffic Managers Group meet regularly and work together in developing the management of the regions network. Whilst each Council has its own issues and priorities, the culture of collaboration that exists between the West Midlands highway authorities means that the sharing of best practice enables the councils to learn from each others experience, benchmark their performances and ensure, as far as is reasonably practicable, that continual improvement occurs across the region. The meetings are also attended by representatives of the Passenger Transport Authority (Centro), the Highways Agency, the emergency services and the main operator of bus services in the West Midlands (National Express).

The Group will also make efforts to disseminate their experience outside the region in order that best practice can be shared across the country and lessons learned from other regions can be embraced within the continual improvement culture developed in the West Midlands.

West Midlands Traffic Managers Group Key personnel:

Birmingham	Kevin Hicks (Acting)
Sandwell	Nigel Wilkins
Wolverhampton	Dave Orton
Dudley	Peter Van Geersdale
Coventry	Paul Bolton
Walsall	Paul Leighton
Soilihull	Amnik Manku

5.4.4 The Highways Agency

Key to cross boundary continuity especially where trunk roads or motorways are affected is the liaison with the Highways Agency. There is a national framework to ensure close cooperation for strategic traffic management purposes, particularly in relation to links with the National Traffic Control Centre.

Traffic Manager

Co-ordination & Liaison

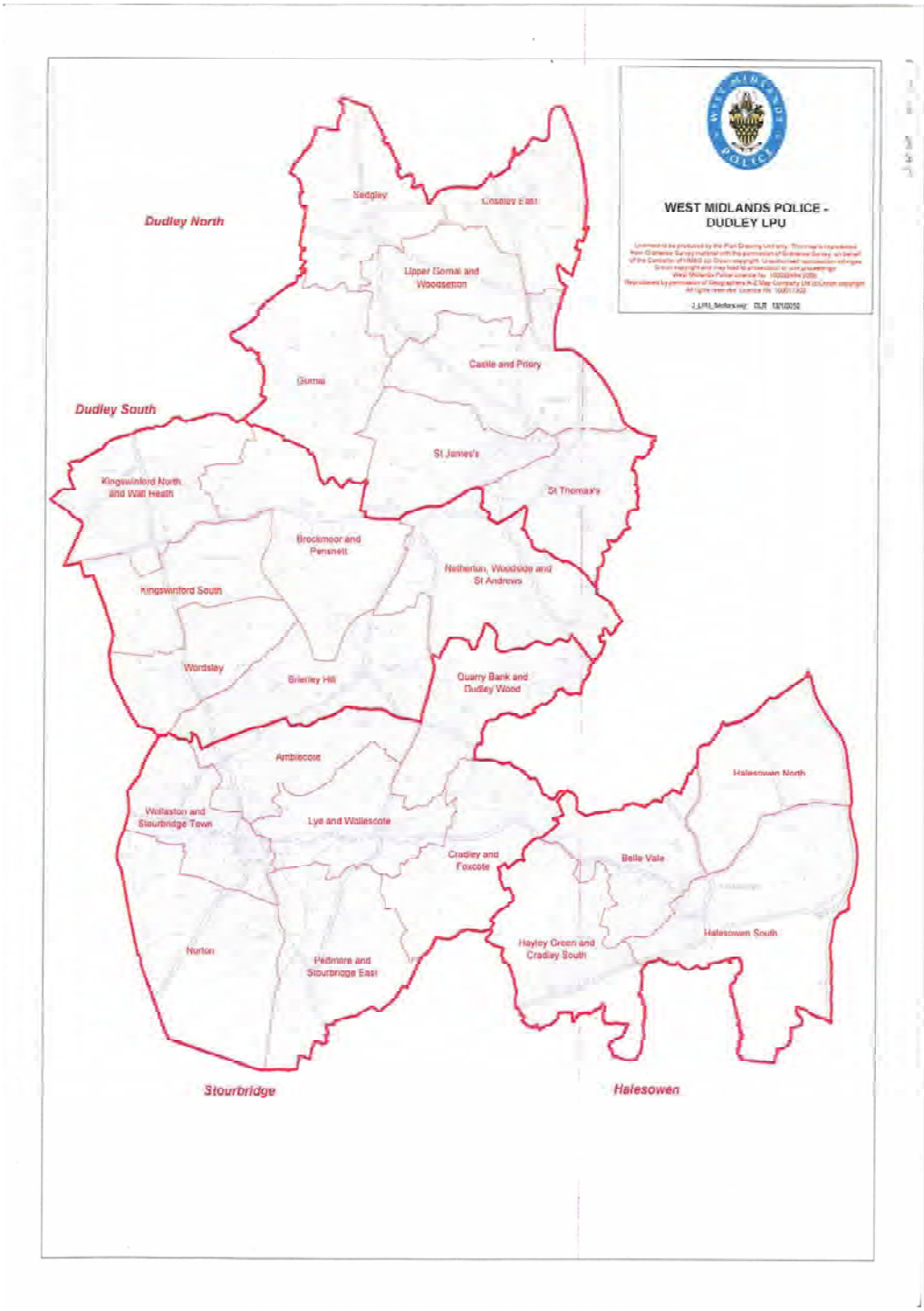
5.4.5 Other Stakeholders

The following is a list of contacts of other stakeholders that has been set up by the Traffic Manager and who are the main point of contact for network management related issues. They are all key consultees and contributors to many of the aspects of network management and their input to the various processes is described throughout this plan.

NAME	TELEPHONE NUMBER	EMAIL ADDRESS
POLICE		
Halesowen Police Station: Civilian Mark Silvester	0845 1135000 Ext 7903 6310	m.silvester@west-midlands.pnn.police.uk
NEIGHBOURING AUTHORITIES		
Birmingham CC		
Chris Haynes	0121 303 7421	Chris_haynes@birmingham.gov.uk
Sandwell MBC		
Nigel Wilkins	0121 569 4148	nigel_wilkins@sandwell.gov.uk
Wolverhampton CC		
Bob Willis	01902 555 790	bob.willis@wolverhampton.gov.uk
Walsall MBC		
Jaag Raan	01902 623 234	raanj@walsall.gov.uk
Staffordshire CC		
Zoe Simmonds	01785 276780	zoe.simmonds@staffordshire.gov.uk
Marcus Barley		marcus.barley@staffordshire.gov.uk
Worcestershire CC		
J. Fraser	01905 763763	j.fraser@worcestershire.gov.uk
EMERGENCY PLANNING		
Contingency and Disaster Management. (Emergency Plan)	01384 811552 Himley Hall 01384 814736 Council House	disaster.mgt@dudley.gov.uk website: www.dudley.gov.uk/emergencies
PUBLIC TRANSPORT		
Centro		
Babs Coombes	0121 214 7266	
Pete Bond (Bus Stops)	0121 214 7388	petebond@centro.org.uk
Dawn Harris (Shelters and practical incidents)	0121 214 7325	dawnharrisroper@centro.org.uk
Julie Smithers (Shelters and practical incidents)	0121 214 7123	juliesmithers@centro.org.uk
National Express		
Raj Chandra	01384 555 529	rajchandra@travelwm.co.uk
Balvinder Singh	07920 781 632	balvindersingh@nationalexpress.com
Phil Hall (Quality Bus Management)	0121 254 7535	philhall@nationalexpress.com

West Midlands Police Map

Traffic Manager



5.4.6 Contact List (continued)

NAME	TELEPHONE NUMBER	EMAIL ADDRESS
FREIGHT TRANSPORT ASSOCIATION		
Hermes House, Hall St, Dudley DY2 7BQ	01384 237 3212	
FIRE SERVICE		
Colin Newton (Commander)	01384 777 78	steve.vincent@wmfs.net
Phil Towers		Phil.towers@wmfs.net
Julie Winpenny (LG Rep)	07973 231 174	Julie.winpenny@wmfs.net
AMBULANCE SERVICE		
Jeremy Ashman (Chief)	01384 215 555	
Lisa Caswell (District Operations Commander)	01384 215 590	lisa.caswell@wmas.nhs.uk
JOINT DATA TEAM		
Jacqui Bates (Mott Macdonald)	0121 237 4019	jacqui.bates@mottmac.com
LIVING STREETS (PEDESTRIANS)		
Bron Thornton (Consultancy Services Manager)	020 7820 1010	bron.thornton@livingstreets.org.uk
HIGHWAYS AGENCY		
North		
Amjid Raza	0121 678 8723	amjid.raza@highways.gsi.gov.uk
South		
Alan Rowley	0121 678 5974	alan.rowley@highways.gsi.gov.uk
Quinton		
Lesley Twells-Smith (Partnership Engagement)	0121 335 8322	lesley.twells.smith@highways.gsi.gov.uk
WOLVERHAMPTON CCTV		
Dave Bill	01902 555 792	dave.bill@wolverhampton.gov.uk
WOLVERHAMPTON UTC		
Bob Willis	01902 555 790 mob: 07771836 961	bob.willis@wolverhampton.gov.uk
ICT & CAMERAS		
Adrian Turner	01384 814920	Adrian.turner@dudley.gov.uk
DUDLEY MBC Town Centre Management		
Rupert Dugdale	01384 815538	Rupert.dugdale@dudley.gov.uk

5.4.6 Other Key Personnel

Telent UTMC Major Scheme:
Richard Berry: richardwberry@btopenworld.com
David Ryan Variable Message Signs: david.ryan@telent.com

IMPROVEMENTS / RISK ANALYSIS

Improvements / Risk Analysis

The following spreadsheet analyses congestion, measures in place, potential requirements for the future and potential impact of taking action.

Improvements Action	Identify Congestion / Measure Congestion	Consequences of Congestion	Reduce Congestion / Congestion Remedial Measures	Measures in Place	Measures Needed in Future	Group Area / Contact	NM Priority	Risk	Fulfil Duty	Total
Mattisse System Enhancements.	Communicatio n tool for planned events and incidents.	Risk of serious delays.	Better; collation of data; “in-car” information & pre-journey information. Improved network management.	System in place but lack of up to date data, and limited sharing of data.	Mattisse enhancement is planned as part of the UTMC major works scheme. This will mean improved communication, more up to date traffic data and improved network management.	Telent / PVG	2	1	2	**5**
Multi – modal transport	Review vehicle detection at signal installations.	Delays at junctions for bus journeys.	Increased efficiency of movement for buses at signalised junctions.	Not currently used within the borough.	Four sites are being introduced as part of UTMC major scheme. Review potential for increasing the number of sites in future.	Tellent / UTC / PVG	2	1	2	**5**
	Review effectiveness of signing multi modal interchanges.	Increased traffic means more congestion.	Encourage users to seek alternative means of transport to the car.	Limited signage in place with the exception of new multi modal installations.	Review all sites for potential improvements in signing to encourage multi modal transport.	PVG	2	1	2	**5**
West Midlands Freight Quality Partnerships	Congestion can be caused by inefficient and ineffective freight movement.	Increased journey times.	Develop freight quality partnerships to promote more efficient distribution of freight movement in the West Midlands.	Partnership in place with an agreed list of action points prepared, which is currently being worked on.	Review progress and further develop freight quality partnerships.	WM Traffic Group	2	2	2	**6**
Liaison with the Police.	Incidents can cause congestion and disruption to the travelling public.	Risk of serious delays	An improved protocol for dealing with notification and liaison over police incidents will help to reduce delays.	Protocol currently being developed.	Protocol to be developed, meeting to be arranged with WM Police.	PVG	2	2	2	**6**
Address / improve congestion around tourist areas.	Traffic capacity issues.	Deter tourists from visiting areas within the borough.	Improve traffic capacity around tourist areas.	A limited number of congestion reduction schemes have been introduced.	Assess the impact tourism has on congestion and review opportunities to improve traffic capacity around tourist areas.	PVG	2	2	2	**6**
	Signage, road marking and signalling.	Missed opportunities of increasing numbers of tourists.	Encourage greater numbers to tourism through better accessibility.	Revised direction signing has taken place in conjunction with the above schemes.	Assess where tourism can benefit from pro-active traffic asset management.	PVG	1	1	1	**3**

Improvements Action	Identify Congestion / Measure Congestion	Consequences of Congestion	Reduce Congestion / Congestion Remedial Measures	Measures in Place	Measures Needed in Future	Group Area / Contact	NM Priority	Risk	Fulfil Duty	Total
Traffic Signal Management	Inefficient or ineffective traffic signals and equipment can cause congestion.	Increased journey times.	Improve effectiveness of traffic signal junctions and equipment.	Signal refurbishments are taking place as part of the UTMC major scheme.	Develop signal refurbishment strategy, synchronisation and timing, SCOOT and effectiveness of pedestrian phases at signal junctions.	UTC	2	2	2	**6**
Managing street and road works on the highway.	Non-compliance with the network management duty will increase congestion around road works.	Increased journey times and driver frustration with delays caused by road works.	Introduction of forward planning information notices	Limited take up of FPI notices.	Spread uptake of FPI notices across all areas.	MB	3	1	3	**7**
			Introduction of plans & e-noticing for temp traffic restrictions and road closures.	Currently requests for restrictions made by Fax or Phone.	Develop method of electronic submissions onto NRSWA system across all areas.	MB	2	3	2	**7**
			Monitor arrangements in place to ensure congestion is kept to a minimum.	General co-ordination meeting and arrangements in place.	Introduce performance indicators, monitoring, penalties and performance reporting.	MB	3	1	3	**7**
Co-ordinate activities with neighbouring networks and authorities.	Reduce potential for cross boundary congestion issues.	Increased congestion and journey time at boundary areas.	Have liaison agreements with the HA and the NTCC.	Agreements were in place, may be out of date now.	Update liaison agreements with NTCC and HA.	MB	2	1	1	**4**
			Develop existing partnerships to encourage greater co-ordination.	Some stakeholder co-ordination in place.	Develop existing partnerships and create new ones where possible.	MB	2	1	1	**4**
Journey time reliability.	Measure levels of congestion via journey time measurements	Increased journey time.	Respond to journey time trends.	Limited journey time data available.	Increase amount of collection and use of journey time data.	PVG	2	2	2	**6**
General congestion management.	React to all areas relating to congestion and network management duty.	Pro-actively respond to congestion and network management issues.	Have officer on call to respond to congestion issues and enquiries.	Some elements are picked up by certain staff as part of their “day Job”.	Create a dedicated “congestion buster” role to respond to all congestion issues.	PVG/MB	2	2	2	**6**

Improvements Action	Identify Congestion / Measure Congestion	Consequences of Congestion	Reduce Congestion / Congestion Remedial Measures	Measures in Place	Measures Needed in Future	Group Area / Contact	NM Priority	Risk	Fulfil Duty	Total
Working with local freight organisations.	Levels of freight can have an impact on congestion.	Increased journey times and driver frustration with hold-ups caused by large vehicles.	Introduce measures to manage freight activities.	Ad-hoc discussions usually take place.	Review elements of joint working and other partnering agreements.	PVG	2	2	2	**6**
Working with local businesses.	Congestion around shops / businesses can dissuade people from using certain facilities.	Increased congestion can cause people to take their custom elsewhere.	Introduce measures to manage congestion around shops and businesses.	Ad-hoc issues are addressed. Christmas street works embargos in town centres. Work place travel plans.	Review elements of joint working and other partnering agreements. VMS incorporated into car parking policy.	PVG	2	2	2	**6**
Ensure parity with others on street works.	Congestion can be caused when not everyone abides by the network management rules.	Increased journey times and driver frustration with delays caused by road works.	Ensure that all organisations are complying with the noticing and works management requirements.	Varying degrees of compliance currently in place.	Introduce measures to spread compliance across all areas of street works.	MB	3	1	3	**7**
				Monitor compliance performance	Introduce measures such as local performance indicators and achievement tables to encourage compliance.	MB	3	1	3	**7**

GLOSSARY OF TERMS

Glossary of Terms

Centro	The corporate name for the West Midlands Passenger Transport Executive and Integrated Transport Authority.
DfT	Department for Transport, responsible for strategic transport and associated finance.
Highways Agency	Executive Agency of the DfT responsible for the management of the trunk road network in England.
Metropolitan Area	The combined area of the 7 metropolitan district authorities in the West Midlands, including; Birmingham, Coventry, Dudley, Sandwell, Walsall and Wolverhampton.
MOVA	Component of UTC system to allow dynamic alteration of traffic signal timings to facilitate bus priority movements.
SCOOT	Component of UTC system to allow dynamic alteration of traffic signal timings.
Street Care	Section within the Dudley MBC, Dept of Urban Environment responsible for highway asset management.
Street Works	Excavations and road works on the highway network, by Utility Companies and other contractors.
Transport Infrastructure	The roads network within the West Midlands and associated highway assets, such as traffic signals, street lights, signs etc.
Urban Traffic Control Systems (UTC)	Enable the dynamic co-ordination and management of traffic signal timings and equipment.
Variable Message Signs	Electronic signs, controlled by a central data-base that can respond to varying traffic conditions and incidents.
West Midlands Traffic Managers Group	Forum for West Midlands Traffic Managers to meet and discuss related network management issues.
Local Police Unit	Dudley MBC Borough wide policing unit.

9 APPENDICES

APPENDIX 9.1
NETWORK MANAGEMENT DUTY
(LTP Appendix E)

Appendix 9.1 – Network Management Duty (LTP Appendix E)

The following is taken directly from Appendix E of LTP2 – Network Management Duty Statement, it is included in this document as a reference as to level of network management duty achievement and future plans in the West Midlands as a region at the time of the publication of LTP 2.

Network Management Duty Statement

Introduction

Addressing traffic congestion in our Area is one of the main policy themes highlighted in strategic reports such as the Regional Transport Strategy, the West Midlands Area Multi-Modal Study and our 2003 LTP. Independently, the West Midlands Chamber of Commerce has commented that transport, movement and accessibility are amongst the principal issues concerning local businesses. Reassurances that these issues are being addressed form an integral part of business and investment commitments in the region.

The Traffic Management Act, 2004 (TMA) places new network management duties on local highway authorities. The main duty is to secure the expeditious movement of traffic, inclusive of cyclists and pedestrians, on the authority's road network and on adjacent road networks for which another authority is the traffic authority. The TMA requires each highway authority to appoint a Traffic Manager who is responsible for meeting this duty.

The new powers that the TMA gives to local highway authorities will be important in delivering LTP2 objectives. They will contribute to and aid economic regeneration and will contribute towards the Transport Shared Priority themes of reducing congestion and improving air quality. The powers may, in certain circumstances, improve accessibility and road safety as well as contributing to improvements in the quality of life.

The Current Situation

We have invested in Urban Traffic Control (UTC) and in technology-led traffic management solutions. There is now a need and desire to build on this early investment across the Area. Before the introduction of the TMA, we had taken significant steps to improve network management, tackle congestion and build on existing investment. Two Major Scheme ('Annex E') bids have been submitted - Red Routes and the Urban Traffic Control. They both seek to make best use of the network and manage congestion, using existing infrastructure. Phase 1 of the Red Routes network received approval in December 2004, while the UTC Scheme has been re-submitted for approval following further work.

In light of the above, we propose to incrementally develop a regional traffic management concept. It will move forward on three fronts - institutional, operational and infrastructure - in a way that addresses staffing and operational needs as well as the capital infrastructure. UTC centres in our Area will be called upon to improve their level of service.

In direct response to the new network management duties and the greater level of service delivery, the role and responsibility of each authority's Traffic Manager is under development. In order to achieve effective network management and cross boundary operations, a Traffic Management Group has been formed to ensure a shared approach. This Group is coordinating the introduction of the Traffic Management Act across the Area's highways, share good practice, provide support and advice, and enable neighbouring authorities to liaise over cross boundary matters.

The current Situation (cont)

It is recognised that effective traffic management cannot be achieved in isolation. Our Area sits at the heart of the country's strategic road network. It is the largest conurbation and has some of the worst traffic congestion outside London. The proximity to the urban network of the M5, M6 and M42 motorways, known as the Midland Motorway Box, requires coordinated traffic management strategies. This can only be achieved by the Authorities working in partnership with the Highways Agency in several areas, namely:

- development of the Midlands Motorway Box Route Management Strategy
- network management information exchange with the National Traffic Control Centre
- shared operational facilities with the Western Midlands Regional Control Centre
- strategic links with the Highways Agency's managing agents
- the Highways Agency Information Point (HAIP) pilot project
- participation in the Road Information Framework (RIF) West Midlands Pilot Project

Intelligent Transport Systems (ITS) will play a major role in meeting the network management duty. The Metropolitan Authorities have a history of involvement with ITS, initially through the POLIS network. The Authorities have continued to implement ITS solutions to manage traffic growth. More recently, they have played an important part in the European Research & Technological Development framework programmes and the Urban Traffic Management and Control (UTMC) research programme.

Since 1996, we have invested in and developed the MATTISSE traffic and travel information system that forms a common ITS platform across the Authorities, West Midlands Police, the Highways Agency, Media and other transport operators. The system employs state-of-the-art technology built upon UTMC, RTIG and Travel Information Highway (TIH) standards and principles. Whilst the primary focus of MATTISSE has been to provide travel information, with further development the system is ideally placed to provide a technology platform in support of TMA duties and the delivery of E-Government Priority Outcomes for transportation.

Meeting the new requirements requires a significant change in development of the system. This is reflected in the strategy for 2005-2010, which will see MATTISSE effectively split into two operational levels. The first will be to continue to provide real time travel information to the public via the "Help2Travel" service. The second will be to provide a Network Information and Management System to support the new network management duties and the Traffic Managers Group whilst MATTISSE will continue to be publicly promoted as "Help2Travel".

MATTISSE will be developed in line with the following principles:

- To understand the network, and provide a dynamic (real time) network description
- To monitor the network
- To forecast the network
- To develop existing and new operational partnerships

Appendix 9.1 – Network Management Duty (LTP Appendix E)

West Midlands Traffic Managers Group

In February 2005, we established a Traffic Managers Group that meets on a regular basis. Their Terms of Reference require the Group to address the following principal aims:

- seek to maximise the traffic management benefits, and to achieving contributions to congestion, accessibility, air quality and safety targets, in line with LTP objectives, which the Traffic Management Act 2004 aims to deliver across the Metropolitan Area.
- establish consistent procedures and policies in so far as these are possible across authorities
- monitor the effects of the Act
- share good practice between members
- provide support and advice to all participating bodies, and others as appropriate
- establish mechanisms and policies for cross boundary working
- carry out any other duties as may be found necessary and relevant, where these are not already the responsibility of any other group which reports to the Chief Engineers and Planning Officers Group (CEPOG)

Appendix 9.1 – Network Management Duty (LTP Appendix E)

Integration Across the Authorities

We are actively engaged in the process of integrating the requirements of the Network Management Duty to other service areas within their organisations. The level of integration is variable and reflects the size and structure of the individual Authority. Integration can reflect the development and strengthening of existing measures or, as in the case of Birmingham, participation in a Scrutiny Committee review on traffic management. In all cases the Traffic Manager is a core member of the Authority with the ability to engage with heads of services and representatives from other departments such as education and social services. Table 2 'Individual authorities approach to integration' provides a brief description of each authorities approach to integration.

Table 2 Individual authorities approach to integration

Authority	Integration Level
Birmingham	Undertaking a full Scrutiny Committee Review on traffic management. The review will make firm recommendations on a coordinated approach to traffic management linked to development and planning activities. The Traffic Manager is a core member of the City Council's Development Group that assists with providing a coordinated approach for the authority
Coventry	A Traffic Management Action Plan is in the process of being developed with close liaison with other departments within the Council, external bodies and with neighbouring local authorities. The Traffic Manager has been nominated and the local authority is currently being re-structured; this role and its associated functions including integration with other departments is a key consideration within this review.
Dudley	Permanent Traffic Management and Transportation Group established consisting of the Traffic Manager, Assistant Directors, Heads of Services and invited representatives of other departments when necessary
Sandwell	A Network Management Group chaired by the Traffic Manager is established to lead and monitor the effectiveness of arrangements and actions to meet our network management duty. This Group will raise awareness of the need for all activities of the council to consider the implications of their actions against the authority's strategy for meeting the network management duty.
Solihull	A major restructure has taken place in the Transport Highways & the Environment with the formation of a Network Management Group. This group has been formed to include the responsibilities of the Traffic Management Act and an action plan is being developed which will encompass integration across the authority and with other adjoining authorities. The Traffic Manager is the Service Director for the Transport Highways & the Environment Group, a position which oversees departments that affect major elements of the Traffic Management Act and has power to strongly influence a coordinated approach.
Walsall	Permanent Traffic Manager to be appointed shortly tasked with the development of the whole authority approach
Wolverhampton	The Transportation Network manager is the Traffic Manager and is supported by the Traffic Management Coordinator. (post yet to be filled but fully funded). All Directorates are aware of the Council's lead role in discharging this responsibility and contribute to its effective execution as is the wider community through regular (structured and add-hoc) dialogue and discussion. Further developments will occur when appointment and restructure occur.

Appendix 9.1 – Network Management Duty (LTP Appendix E)

Inter-Agency Co-operation

We have a successful history of working in partnership, recognising the need to work together with local businesses, retailers and representatives of the freight and road haulage industry to develop means of ensuring economic and efficient servicing of premises and deliveries, whilst mitigating problems.

The Local Highway Authority National Guidance Framework 2005 indicates the basis of the operational partnership required between the Highways Agency and Local Highway Authorities (LHAs). It reflects the principles that the Traffic Operations Coordination Committee (TOCC) Executive recommends for adoption by LHAs in their Detailed Local Operating Agreements (DLOAs) and covers issues of national significance and policy related to the operation of the Highways Agency National Traffic Control Centre and Regional Control Centres. DLOA documents have been in place since 2002 and a close operational partnership has been developed with the Highways Agency. We actively participate in the Western Midlands Traffic Operations Regional Group (TORG) that is established under the terms of reference provided in the National Guidance Framework. Working arrangements are already in place and the adoption of a Network Management Plan template will strengthen this and other joint working arrangements and provide further evidence of cross boundary working.

The MATTISSE system provides a common information exchange platform that extends to stakeholders beyond Authority boundaries. In addition to the operational relationships established under the HA DLOA process, further agreements have been reached that formalise information exchange principals and establish development procedures. The following documents are in place:

- MATTISSE Memorandum of Understanding with the Highways Agency. This document is wider ranging than the DLOA and is designed to investigate and explore new ways of providing more efficient ways of exchanging event information in respect of the strategic road network and the local road network. This may include devising new strategies or techniques to exchange information, producing more efficient ways of integrating systems, that will provide benefits to both parties
- MATTISSE Memorandum of Understanding with Trafficlink. This document is designed to investigate and explore new ways of providing more efficient ways of exchanging event information in respect of the strategic road network and the local road network. This may include devising new strategies or techniques to exchange information , producing more efficient ways of integrating systems, that will provide benefits to both parties
- MATTISSE Detailed Local Operating Agreement with West Midlands Police. This agreement follows the principle of the HA DLOA by establishing agreement on working arrangements, liaison and contact details between the MATTISSE Consortium and West Midlands Police

MATTISSE will be developed to manage or display:

- the identification and signing of routes which are suitable for lorries (as per the Drivers Atlas)
- good practice guidance on freight transport
- the results of joint work with the HA and other parties through the Freight Quality Partnership to establish appropriate routes for different types and sizes of abnormal loads

Coordination of the development and implementation of the Red Route network across our Area is being managed through a Red Route Steering Group comprising officers from all seven Highway Authorities working together with representatives from Centro, the Metropolitan Police and Travel West Midlands (the principal bus operator). This helps to ensure close co-operation with other major initiatives, such as UTC and Bus Showcase, thereby maximising the joint benefits.

Appendix 9.1 – Network Management Duty (LTP Appendix E)

Monitoring & Evaluation

We have led the development of the ITIS monitoring system, this, Astrid databases and the developing MATTISSE system will be used to monitor progress in network operations. DfT agreed congestion monitoring routes and ITIS historical data will be used to provide baseline comparison on these and other strategic routes, such as the Red Route network and Freight routes, agreed by the Traffic Managers Group.

MATTISSE will be developed as a TMA tool and a new five year strategy has been formed to support the Network Management duty. MATTISSE will be used to capture congestion, incident and event information, utilising UTC, RTPI and other data sources. Initial study work will identify the most effective way to utilise the available data sources followed by implementation of most effective solution. Evidence gathering will be key requirement of the system. Initially the system will provide 5 standard reports created for the use of each member authority or stakeholder. Reports will collect data in standard format on planned, unplanned roadworks and events. The reporting mechanism will be used to establish local performance indicators based on the evidence gathered. Historical information in MATTISSE will be used to analyse the following traffic local performance indicators:

- Flow / Speed Statistics and Analysis, comparison with ITIS profile data
- Journey Time Statistics and Analysis
- Environmental Statistics and Analysis
- Congestion analysis & reporting Comparison of time periods (month on month)
- Trends – Congestion Increases & Reductions
- Comparison with congestion profile data (ITIS data)
- Consolidated monitoring of key road / corridor segments – alerting on breach of thresholds

Performance management will be key to successful network management and a number of LTP2 targets have been set that contribute to network performance. The mandatory target indicators are described in the Performance Management chapter of this document and are summarised as follows:

- Mandatory Indicator Target LTP2 - no more than a 7% increase in road traffic mileage between 2004 and 2010
- Mandatory Indicator Target LTP6 - no increase in morning peak traffic flows into the nine LTP centres between 2005/06 and 2010/11
- Mandatory Indicator Target LTP6 - additional target at authorities' discretion: increase the morning peak proportion of trips by public transport into the nine LTP centres as a whole to 33.8% by 2009/10 from the 2005/06 forecast baseline of 32.7%
- Mandatory Indicator Target LTP7 - target to be determined in accordance with DfT PSA Guidance based upon average journey times over the network

Best Value Performance indicators related to casualty reduction will also be effective namely; BVP199(x), BVP199(y) and BVP199(z).

Consideration will also be given to the use of other data sources captured within planning and modelling processes that effect the network model or land use. Additionally external data sources such as the ITIS CJAMS data based on Cellular Floating Vehicle Data (CFVD©) will be considered to develop and provide accurate journey time information. Data sources such as CJAMS can be processed through the open and interoperable system architecture provided by the MATTISSE system.

In addition to the general monitoring of the road network, an extensive programme of 'before and after' surveys has been commissioned to monitor the impact of the Red Route network. This will provide sufficient information to enable an assessment to be made of the effectiveness of Red Routes in tackling congestion and delays. It will also assist in the development of future phases of the Red Route network to ensure that the primary objectives continue to be achieved, that of tackling congestion and delays.

Appendix 9.1 – Network Management Duty (LTP Appendix E)

Network and User Hierarchies

The use of road hierarchies will assist us to balance competing demands whilst continuing to manage the network efficiently. The network hierarchy will define the uses of different sections of road or categories of road in the network. The hierarchy will be based upon route function and classification.. It is important that neighbouring authorities work together to ensure that they use similar road categories, especially on sections of roads on either side of a boundary.

We published the revised Primary Route Network as part of the Regional Transport Strategy. A road classification review is intended to follow. We have recently published and distributed 'The West Midlands Commercial Vehicle Drivers' Road Atlas 2005'. It indicates advisory routes to main freight destinations along with access restrictions such as structural weight limits and height restrictions.

The Traffic Managers Group are also considering the adoption of a Regional Network Management Template that has already been used to good effect by other English highway authorities. The template will enable the capture of new network hierarchies, for example Red Routes, alongside the many existing hierarchies that are in place such as; road classification, asset management plans, winter maintenance, abnormal road routes, NRSWA special designation, NRSWA reinstatement category and Bus Showcase routes.

As a common platform across the Authorities, MATTISSE will be developed to link to the Network Management Template and identify the road types and hierarchies that are established e.g. by the Red Route network, freight and existing network hierarchies. This will allow easy identification of the different networks by the Traffic Managers and wide range of operators and stakeholders. MATTISSE will also form part of the evidence gathering procedure for the network by providing a data capture and reporting facility for planned and unplanned incidents and events on the network.

User Classification on the network will also be driven through the Regional Network Management plan template that enables the establishment and agreement of user hierarchies across the network. This will take into account the needs of all road users including pedestrians and cyclists.

In establishing the User and Network hierarchies we will take into account the work and outputs of our Freight Quality Partnerships (FQPs). Their principal aims are to:

- agree and review a strategic transport network for the region for distribution purposes that addresses key constraints on the network
- address route signing and information
- promote sustainable distribution
- pursue traffic management techniques
- promote industry best practice
- share information and research on the movement of freight in the Area

The West Midlands Commercial Drivers Road Atlas clearly provides an initial input to the network and user hierarchy. This will initially be exploited through the MATTISSE development strategy by capturing the atlas in electronic format and distributing the information contained therein over a wider delivery platform. Freight routes stored within the MATTISSE system can then be mapped against measured congestion hot spots, events and incidents to develop more effective traffic management techniques that contribute to the Regional Network Management plan template.

Incidents and Contingency Planning

The DfT assessment of LTP Network Management Duty statements refers to the Network Management Plan template developed by the North of England Highway Authorities as a model of good practice in evidencing regional co-operation. Our Traffic Managers Group is in contact with the North of England Local Traffic Authorities and is to consider this regional template approach. If agreed, this template can set the regional framework arrangements that we can develop to meet local needs in terms of incident management and contingency planning.

Supporting this approach, multi agency groups already exist to consider and respond to planned events in accordance with the 'safety first' policy adopted by ACPO and recognised by the West Midlands Joint Committee. These groups meet on a regular basis as Safety Advisory Groups and include emergency service representatives.

Additionally the West Midlands authorities have in place, or are developing, detailed contingency plans that encompass emergency planning, highway maintenance, winter maintenance and asset management plans.

Streetwork Co-ordination: Local, Adjacent and Regional

The principles that the we use to manage utilities' street works will be applied to the management of our own works to ensure the impartiality of the Traffic Manager and parity of local highway authority and utilities' works. The systems and processes will be reviewed regularly, with the utilities, to ensure they minimise disruption and advise members of the public of activities. Activities supporting this approach can be demonstrated already, for example Walsall have operated a parity policy since 1998 and can demonstrate that all statutory and non statutory works on the public highway are managed fairly and with parity.

Systems to record and co-ordinate both planned utilities works and planned road works will be established. Ideally this will be within a map based system, that has the capability to display events such as street works, and provides a valuable aid to both the operators of the network and to the public. MATTISSE currently provides a common map based platform and will be developed to manage and display:

- Streetworks
- UTC / Traffic Signals fault / status data
- Strategy Integrator - impact analysis & response

Congestion and disruption can be caused by planned events such as sporting events, demonstrations, carnivals, parades and street markets. Dedicated plans are already in use for effective event planning and management processes, that involve specific traffic signal strategies and take into account known road works.

MATTISSE will be developed to manage or display:

- The impact of planned events
- Other Events (for example demonstrations, parades, concerts, etc.)
- Data Feeds from Streetwork Systems (such as Mayrise and EXOR)

The process of utilising the Western Midlands TORG will provide improved network coordination and develop the DLOA process.

Appendix 9.1 – Network Management Duty (LTP Appendix E)

Enforcement

The Traffic Management Act 2004 adds to the range of powers and duties under which authorities maintain and improve the network. We are increasing our powers of enforcement based upon decriminalised parking enforcement. This is seen as a key element and commitment to providing enforcement measures for the Bus Showcase, Red Route network and other powers assumed under and the Traffic Management Act. Currently Birmingham, Coventry and Sandwell currently operate decriminalised parking enforcement and there is commitment from the remaining authorities to follow suit by April 2007. The existing Notice Processing contract has been designed for adoption by other authorities to fast track change.

APPENDIX 9.2
PRINCIPAL SUPPORTING DOCUMENTS

Appendix 9.2 – Principal Supporting Documents

Appendix 9.2 – Principal Supporting Documents

1. Traffic Management Act 2004 "Network Management Duty Guidance"
2. The Traffic Management Act 2004 – Guidance on Intervention Criteria (England) order 2006 – DRAFT FOR CONSULTATION (closed September 2006)
3. New Roads and Street Works Act 1991, The Stationary Office
4. New Roads and Street Works Act 1991, Code of Practice for the co-ordination of Street Works and Works for Road Purposes and Related Matters
5. Department for Transport, Traffic Management Act 2004, "Statutory Guidance to Local Authorities on the Civil Enforcement of Parking Contraventions
6. West Midlands Local Transport Plan 2006 (LTP2), March 2006, CEPOG Support Team, Centro House, 16 Summer Lane, Birmingham B19 3SD
7. West Midlands Freight Quality Partnership
8. Congestion Target Delivery Plan 2007
9. DfT Circular 01/2006 Setting Local Speed Limits
10. New Directions in Speed Management

Appendix 9.2 – Principal Supporting Documents

APPENDIX 9.3
THE TRAFFIC MANAGEMENT ORDER 2006 (GUIDANCE ON INTERVENTION CRITERIA)

APPENDIX 9.3 The Traffic Management Order 2006 (Guidance On Intervention Criteria)

APPENDIX 9.3 The Traffic Management Order 2006 (Guidance On Intervention Criteria)

1. Considering the needs of all Road Users (NMD Guidance paragraphs 26, 51, 87-90 and 128)

i. managing the road space
ii. demonstrating clear understanding of the problems facing the different parts of network
iii. awareness of the needs of different road users
iv. balanced policies for addressing these problems and needs
v. identification and grouping of roads according to their location and the activities on them
vi. balancing competing demands while continuing to manage its network efficiently
vii. taking account of policies and the particular circumstances of the part of the network being considered
viii. working together with local businesses, retailers and representatives of the freight and road haulage industry including bus, coach and taxi operators.
ix. developing means for ensuring economic and efficient servicing of premises and deliveries, whilst mitigating adverse problems.

2. Co-ordinating and Planning Works and Known Events (See NMD Guidance paragraph 27)

i. promoting pro-active coordination of activities on the network
ii. degree to which a planned, evidence-led approach to known events is in place
iii. development of contingency plans for unforeseen events
iv. promotion of public transport alternatives for instance for access to events at entertainment venues.

3. Gathering and Providing Information Needs (See NMDG paragraphs 28, 100, 101, 137 & 138)

i. Effectiveness of arrangements the authority has in place to gather accurate information about planned works and events
ii. How planned works and events are organised to minimise their impact and agree or stipulate their timing to best effect
iii. provision of access on demand to information, from the authority's systems for recording and coordinating utilities works and road works, to utility companies, contractors and adjoining authorities
iv. provision of a good and timely source of travel information for road users and the community
v. flexibility for road users to choose a different route or mode of travel or to delay or defer their proposed journey
vi. working with a variety of travel information providers and communication through a wide range of channels
vii. evidence provided to show how well the authority is meeting existing statutory obligations such as its contribution to the National Street Gazetteer
viii. modelling and understanding of delay from works in the street

APPENDIX 9.3 The Traffic Management Order 2006 (Guidance On Intervention Criteria)

4. Incident Management and Contingency Planning (NMDG paragraphs 29 and 50)

i. Provision of means to mitigate effects such as emergency callout
ii. Good liaison with police to assist with police – led incident control

5. Dealing with Traffic Growth (See NMDG paragraph 30)

i. Evidence of proper identification of trends in traffic growth on specific routes
ii. Policies in place for managing incremental change

6. Working with all Stakeholders – Internal and External (See the Act and NMDG paragraphs 31-33 and 57- 63)

i. evidence of awareness of relevant staff of responsibilities arising in relation to the network management duty
ii. in two-tier areas, proper liaison with all the relevant departments in the second-tier organisations whose work affects the road network
iii. ensuring that other types of authorities (e.g. planning authorities) are aware of the duty and their impact on the movement of traffic
iv. evidence of actions taken that include consultation on initiatives, the sharing of information needed to meet the duty, processes for ensuring that policies are consistent and agreeing joint working arrangements, including particularly with the Highways Agency
v. involving the Police, PTEs, bus operators, coach and taxi operators, the Traffic Commissioners
vi. residents and local businesses and different road users where appropriate in decision making processes.

7. Ensuring Parity with Others (See NMDG paragraphs 68 and 99)

i. applying the same standards and approaches to our own activities as we do to those of others and provision of evidence of this, particularly in relation to utilities' street works and developers' works
ii. use of locally determined indicators and where relevant any centrally developed key performance indicators

APPENDIX 9.4
EXISTING NETWORK HIERARCHIES

APPENDIX 9.4 Existing Network Hierarchies

APPENDIX 9.5
INDICATORS

APPENDIX 9.5 Indicators

Best Value Performance Indicators
There is a national framework of traffic and transportation related best value indicators to monitor performance and trends on issues such as safety, congestion, bus services, accessibility and sustainability.

Local Transport Plan Mandatory Indicators

Operational Measures

Soft Measures

APPENDIX 9.5 Indicators

APPENDIX 9.6
DEFINITIONS AND ABBREVIATIONS

6.1 Categorisation of Works

Works are categorised by duration, except for immediate works, which are not time specific.

Definitions

Major works

Major works are classed as:

- having been identified in an undertaker's annual operating programme or, are normally planned or known about at leas t six months in advance of the proposed start date
- require a temporary traffic order (not a temporary traffic notice) under the Road Traffic Regulation Act 1984 for any works other than immediate works. See section 12.1
- have a planned duration of 11 days or more, other than immediate works.

Under Regulations undertakers are required to give three months notice of major works (Section 54) and a 10-day notice of starting date (Section 55).

Standard works

Standard works are works, other than immediate or major works, with a planned duration of between four and ten days inclusive.

Standard works require a 10-day notice of starting date (section 55).

Minor works

Minor works are works, other than immediate or major works, with a planned duration of three days or less.

The notice requirement for minor works is a three-day notice of starting date (section 55).

Immediate works

Immediate works are either:

- emergency works, which are defined in section 52 of NRSWA, are works required to end, or prevent, circumstances , either existing or imminent, that might cause damage to people or property. The term includes works that do not fall within that definition but which cannot be severed from those that do. An example is street works away from an emergency site that are necessary to shut off or divert a supply. Remedial works to dangerous, defective reinstatements are classed as emergency works
- urgent works as defined in the Regulations as street works:
  - (a) (not being emergency works) whose execution is required (or which the person responsible for the works believes, on reasonable grounds, to be required):
    - (i) to prevent, or put an end to, an unplanned interruption of any supply or service provided by the undertaker
    - (ii) o avoid substantial loss to the undertaker in relation to an existing service
    - (iii) to reconnect supplies or services where the undertaker would be under a civil or criminal liability, if the reconnection is delayed until after the appropriate notice period
  - (b) includes works that cannot reasonably be severed from such works.

The notice requirement

Immediate notices must be given as soon as reasonably practicable and, in any event, within two hours of the works starting. Where immediate works are identified and undertaken outside the normal working day the notice should be given within two hours of the start of the next working day, ie by 10:00. Some authorities may be able to respond to notices outside the normal working hours and would expect immediate notices to be given. These hours should be set out in the authority's operational district data (ODD).

Urgent works require a section 55 notice; emergency works require a section 57 notice. Notices of Immediate Works must explain why they fall within the definition.

Burden of proof
If a street authority disputes whether works, or part of works, is immediate, the undertaker must demonstrate conclusively that it is. Elements of work, which could be subject to the normal notice period, cannot be included in the 'immediate' category.

Severable works
The definition of emergency works in section 52 of NRSWA provides that items of work which "cannot be reasonably severed" from the emergency works are regarded as part of them. The same test applies to urgent works. Works which can be "reasonably severed" from the immediate works must therefore be regarded as separate works and classified as appropriate. Typically, immediate works consist only of a repair to end the emergency, or restore the service, and complete the necessary reinstatement. Subsequent works to provide a permanent solution are "severed" and subject to a separate notice. If the undertaker leaves site after dealing with the immediate problem, including carrying out an interim reinstatement and closing down the site, and returns later for further works - it is clear that these are "severed". However, even where works are continuous, the later stages are not necessarily part of the immediate works. See 2.9.1 for notices and phasing where immediate works are followed by subsequent works.