

Network Management Local Authority Pro-formas 6

6.1 Introduction

This section of the technical document shows the measures the Greater Manchester authorities have taken in responding to the Traffic Management Act. There are individual responses for all 10 authorities.

These authorities work in co-ordination with each other and with other agencies and organisations. Manchester City Council chairs the Greater Manchester Traffic Management Group. This includes:

- The ten Greater Manchester districts,
- The Greater Passenger Transport Executive,
- Greater Manchester Police,
- Highways Agency,
- Greater Manchester Transportation Unit,
- Greater Manchester Urban Traffic Control,
- North-west Joint Utilities Group.

The terms of reference for the group are:

1. To oversee the implementation of the Traffic Management Act 2004 within Greater Manchester.
2. To coordinate arrangements to effectively manage the local highway network to keep traffic by all modes of transport moving safely.
3. To coordinate arrangements which enforce driving and parking offences, either through civil or Police powers and to assist in the effective management of the local highway network.
4. To coordinate arrangements which control the occupation of road space by Street and Road Works in a manner which assists all modes of transport to move safely whilst utility and highway networks and developments adjacent to the highway are maintained and upgraded.
5. To liaise with Authorities and other organisations whose actions could enhance the effective management of the Greater Manchester highway network.

6.2 Bolton

Overall progress in meeting requirements of implementing the Traffic Act.

In 2004, Bolton invited JMP Consulting to undertake a transport study aimed at:

- Providing an overview of current transport provision in Bolton
- Considering the future transport needs of the people of Bolton evaluating options for future proposals for improvement
- To provide a vision for taking the transport system forward, with particular reference to the developing Greater Manchester Local Transport Plan (LTP 2).

The study, which is now complete is helping to inform local decisions on the future of transport in Bolton and has helped in the formulation of Bolton's contribution to the sub-regional LTP 2.

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Among the issues identified within the Study is that of increasing congestion, particularly in and around Bolton Town Centre and:

- Poor pedestrian and cycle linkages in the Borough
- Poor public transport interchange facilities

Outcomes from the Transport Study that are assisting Bolton to make progress in tackling congestion include:

- The establishment of a Bolton Transport Partnership with membership drawn from the private sector the Greater Manchester Passenger Transport Executive, local bus operators, the voluntary sector, organisations representing user groups, and the public.
- Production and approval of a Bolton Town Centre Transport Strategy
- Creation of a new rail/bus interchange in Bolton Town Centre, a scheme that is currently being promoted as a major project under LTP2.

The basics of Bolton's current highway network were established in the 19th century and although there has been investment in a number of new roads over the last forty years this has mainly been aimed at directing traffic away from town centres. The scope for increasing the capacity of the existing highway network is constrained by the built environment and therefore Bolton recognises that its approach to addressing the challenge of increasing congestion as well as ensuring compliance with the requirements of the Traffic Management Act, requires it to implement a number of discrete as well as inter-related actions that include:

- Encouraging greater use of public transport, walking and cycling by putting in place the appropriate infrastructure.
- Engaging with partners to maximise the potential of joint funding of transport projects.
- Working with schools and helping them to develop and implement travel plans that encourage walking and cycling.
- Using existing and future legislative powers to ensure that optimum use is obtained from the existing highway network.
- Using the planning framework to minimise the impact of new development on the existing highway network, requiring business travel plans, together with highway improvements, that assist in reducing traffic congestion.
- Using technology to improve the efficiency of the use by traffic of the highway network.
- Ensuring the effective planning and coordination of all road and street works.
- Taking prompt actions to deal with events and incidents that cause delays and disruption.

Specific actions that have been taken within the Authority to ensure compliance with the Traffic Management Act include:

- Appointment of Traffic Manager.
- Developing and obtaining political approval to a short, medium and long term action plan that identifies the actions that the Authority will be required to take to comply with its duties under the Traffic Management Act. Actions relate to the future implementation of civil parking enforcement, street works policy development and the management of events.

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- Producing a draft highway network hierarchy plan
- Contributing to cross authority working through membership of the Greater Manchester Traffic Managers Group.
- Identifying resource requirements to assist in delivering the network management duties.
- Reviewing the street works coordination function and implementing internal restructuring so as to improve its efficiency and effectiveness.
- Reviewing the decriminalised parking enforcement policy regarding arterial roads.
- Reviewing the Bolton Town Centre traffic regulation orders to make more effective use of the highways..
- Development of an action plan to review traffic regulation orders along all strategic routes with the intention of improving the use off-road space and reducing delays and congestion.

Other actions that are being implemented that will assist in reducing congestion include:

- Commissioning a car parking study aimed at establishing a new Bolton Town Centre Car Parking Policy that will reduce the volume of traffic that enters the town centre.
- Reviewing the Council's own policy and procedures for providing transport to vulnerable people.
- Supporting the development of the Smartcard for use on public transport.
- Working with the GMPTE on a major project to introduce the Street Car (a high quality articulated 'bus') between Bolton and Salford, thus improving public transport links to and from the sub-regional centre.
- The introduction of Intelligent Transport Systems, including real time information for car park guidance systems, to reduce congestion in Bolton Town Centre

Co-ordination with other departments, authorities and agencies

External

- Bolton is a member of the Greater Manchester Traffic Managers Group.
- Bolton Traffic Management Unit, a partnership between Bolton Highways and Engineering staff, the Bus operators, Greater Manchester Police and other emergency services aimed at discussing and agreeing highway works.
- Bolton Street Works Coordination Group.
- Other Greater Manchester Authorities via various Greater Manchester District Engineers Sub Groups such as the Traffic Management and Public Transport, the Transportation and Urban Traffic Control and the Highway Maintenance sub-groups.
- Informal liaison with Lancashire County Council and Blackburn with Darwen Traffic Managers

Internal

Liaison arrangements exist with the Council's:

- Waste Management Division to ensure that operations such as refuse collection and street cleaning are carried out in a manner that ensures that peak time traffic is not affected.

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- Highway Services Division, to ensure that highway maintenance activities do not interfere with traffic flows at peak times.
- Children's Services Department to discuss whether there is further scope to encourage schools within the Borough to adopt School Travel Plans that aim to reduce the reliance by pupils of car travel to and from school.

Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future

The Council has taken the following actions to secure the more efficient use of the local highway network:

- Implemented new framework contracts for the delivery of all its highway works (August 2005). The contract allow for greater flexibility in the manner in which highway works are planned and implemented.

Examples of new ways of new partnership working include:

- Undertaking major resurfacing in the Bolton Town Centre at night
- Carrying out major resurfacing on principal roads by limiting working to periods outside peak travelling times.
- Re-signalling of major junctions to improve their efficiency and introduce dedicated facilities for pedestrians
- Decision to introduce MOVA / SCOOT at all major highway junctions.
- Investment of TIF budget in measures that encourage greater use of public transport, including
- Provision of new/upgrading of existing car parks at railway stations
- Enhancements to bus stops to provide for use by disabled people.
- Commenced work on a major junction improvement on the periphery of Bolton Town Centre aimed at improving the movement of vehicles into and out of Bolton Town Centre.
- Contributed towards the construction of the new Bolton Station Bus/Rail Interchange.
- Introduced the first Quality Bus Corridor in Greater Manchester, between Bolton and Leigh.
- Completed the work in Bolton on the Northern Orbital Quality Bus Corridor.
- Liaise with bus operators to identify access problems and overcome these by the promotion of Traffic Regulation Orders / minor improvement works.

The challenges faced locally in addressing the needs of all the different modes of transport using the roads in the area.

- Elected member/public acceptance of the principles of modal shift
- The need for significant capital investment to improve the existing highway network and address bottlenecks/hotspots.
- Conflict between the needs of property owners who live and work on major arterial roads and the requirement to reserve road space for the movement of traffic.

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- The need to ensure that road safety continues to be the highest priority
- Joining up the on highway cycle network, particularly where this impacts on highway capacity
- Off road cycling network
- Capacity of car parks at stations
- Promotion of bus lanes, particularly where these impact on general highway capacity
- Giving priority to pedestrians crossing main roads where highway capacity is adversely affected.

Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation

New framework contracts now in place that gives greater flexibility in the planning and implementation of road works.

Change in the structure of the Council so that all works undertaken by the Highway Authority are now the responsibility of one Executive Member and one Department

Works now being planned to minimise impact on travelling public by:

- Carrying out works at night
- Restricting works to non peak periods

Town Centre Strategy included in sub-regional and regional bids.

Strengthening co-ordination of works undertaken on the highway by subjecting Highway Authority promoted works to the same controls as utilities are under the New Roads and Streetworks Act

Examining the possibility of submitting an application for a permit scheme to help control activities on the highway when guidance is available

Regular meetings with Utilities to identify and co-ordinate their future works programmes.

Traffic Manager's role in ensuring that LTP Objectives and Targets are met

The Traffic Manager is also the Chief Officer responsible for the management of the Council's highway function. In this capacity he is responsible for implementing the Council's highway and transportation strategies, ensuring that investment is directed towards achieving the LTP objectives, for target setting and performance management.

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6.3 Bury

Overall progress in meeting the requirements of implementing the Traffic Management Act.

The Council has formally committed itself to implement the requirements of the Traffic Management Act and develop a Strategic Traffic Management Plan for the Borough. Bury MBC's Borough Engineer has been appointed as the Traffic Manager and its Executive Member for Environment & Transport acts as a "Champion".

In accordance with the Traffic Management Procedures (Provisional Guidance Oct 2005) the Council is reviewing national and local policies, auditing current practice and preparing a gap analysis and action plan. It is also working with all the Greater Manchester Authorities, Police and Statutory Undertakers representatives and other key stakeholders (at the GMTMA Group) to co-ordinate policy and processes and deal with cross boundary issues. The Council's core officer team continue to meet and develop a route hierarchy for the Borough.

The Local Strategic Partnership and the Council's ambitions and corporate priorities support the objectives of the Traffic Management Act. Consultation on the Strategic Traffic Management Plan with stakeholders will be undertaken later this year, starting with the Council's six Area Boards, each of which centre on the Borough's main townships. The Area Local Community Plans already identify accessibility, congestion and road safety as core features for action.

All Council Departments and Directorates have been made aware of the implications of the TMA and the requirement to consider how their policies, practices and operations impact on the highway network and to consider what action they can take to minimise any adverse effects.

The draft TAMP reflects the Council's TMA responsibilities.

The Council is currently developing its LDF, of which Transport is one of the five Core Strategies.

Co-ordination with other departments, authorities and agencies

Bury MBC's Traffic Manager is the Council's representative on the Greater Manchester Traffic Management Act Group whose aim is to co-ordinate & prioritise actions across the conurbation and with external Traffic Authorities and other Agencies (eg adjacent highway authorities and the Highways Agency).

The Council's Executive has recognised and endorsed the council wide role of the Traffic Manager and agreed the preparation of a Strategic Traffic Management Plan for the Authority. Reports to the Executive are beginning to be scrutinised for their impact on relieving congestion and improving accessibility.

At the operational level, Traffic Management & Road Safety Services have dedicated traffic network officers to deal with day to day incidents on the highway network. They work closely with Highway Network Services to co-ordinate planned & reactive maintenance schemes, activities of Statutory Undertakers and projects undertaken by the Engineering Consultancy and external developers/contractors.

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At the more strategic level, Traffic Management & Road Safety Services works closely with Planning Services to assess the impact of development & regeneration proposals on congestion and to introduce mitigation measures. Transport Assessments are a pre-requisite requirement for major development sites.

Improved co-ordination with other Council Services that impact on the highway network (eg. Refuse Collection, Grounds Maintenance, Street Cleansing, Winter Maintenance, Fleet Transport) is underway.

Travel Plan initiatives (walking, cycling, public transport) for Bury MBC staff, schools, colleges, hospitals and external employers are developing. For example, of Bury's 85 schools, 46 will have signed up to implementing School Travel Plans by December 2006.

Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future

The Traffic Manager is reviewing the highway network to prioritise routes and identify congestion hot-spots. Improvement schemes already feature in the Council's capital programme to address a limited number of sites over the next two years (these tend to concentrate on Quality Bus Corridor routes and town centre regeneration schemes) in line with LTP objectives.

Bury MBC Services have joined with the GM Police to create an Events Advisory Group group. Organisers of events (eg. carnivals, processions, etc) can access the Council's website to view the Events Guidance Document which contains information on how to fully engage with the appropriate agencies to gain approval to putting on an event.

We undertake regular monitoring and active management of the Council's Planned Maintenance programme, eg. deferred major refurbishment scheme on principal road due to statutory undertakers delays on alternative routes to avoid delay and congestion.

The Council's Traffic Management Unit (TMU) is made up of representatives from the Police, Ambulance and Fire Services as well as the Passenger Transport Executive, Traffic Management, Legal and Planning Services. Its role is to consider all proposed permanent traffic regulation orders, major planned temporary diversions and other key events on the highway and make recommendations based on road safety, congestion and accessibility.

At present, all highway authority works, statutory undertakers works, private development works, the siting of skips, scaffolding, etc are plotted on a GIS mapping layer to co-ordinate access and minimise conflict and delays and congestion on the network.

In addition, the Council has adopted Cycling and Walking Strategies to encourage modal shift.

The introduction of Intelligent Transport Systems, including real time information for car park guidance systems and variable message signing to improve route choice and to reduce congestion is currently being implemented in Bury Town Centre.

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The challenges faced locally in addressing the needs of all the different modes of transport used the roads in the area.

As part of the Council's development of its Strategic Traffic Management Plan, its six Area Boards (covering the Borough's townships) will be consulted on the hierarchy of routes. Currently, Local Community Plans reflect the general priorities of residents in the locality of these Area Boards. There will inevitably be tensions between the needs of residents in 'urban villages' and those of through traffic on main commuter routes to and from Manchester City Centre (eg. Prestwich Village and the A56 Bury- Manchester commuter route). The challenge here will be to find an accommodation that balances these directly competing needs for highway time and space whilst supporting regeneration of the areas involved, as well as delivering in other key policy areas, such as Air Quality.

The other main challenge is to encourage the Utility Companies to better plan and programme their annual infrastructure refurbishment and development schemes. Whilst there are regular liaison meetings with Statutory Undertakers, they appear not to have the appropriate planning staff available to properly engage with the Highway & Traffic Authority and give firm commitments so that we may minimise the effect on the network.

Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation

Through Highway Network Services, the Council has introduced a new computer package (SBS Confirm) to enable better co-ordination and management of activities on the highway network. The intention is that this service is linked into an integrated, web-based system across the Greater Manchester conurbation which includes access for the emergency services.

The Utility companies and adjacent traffic authorities are continually updated and informed of any major Council promoted planned maintenance works and other projects on the network.

Traffic Manager's role in ensuring that LTP Objectives and Targets are met

The Traffic Manager is the Borough Engineer. The Engineering Division spans Transportation & Car Parking Services, Traffic Management & Road Safety Services, Highway Network Services and Engineering Consultancy Services. The Division's functions are fully integrated which assists effective and efficient management and co-ordination of activities on the network and supports LTP objectives and targets.

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6.4 Manchester

Overall progress in meeting the requirements of the Traffic Management Act.

We have updated the Strategic Route Network for Manchester City Council. The new SRN has been developed as two separate route networks.

The first is for vehicles and currently includes:

- All classified routes and those unclassified routes where there is an average annual daily traffic flow of more than 10,000 vehicles.
- All bus routes that have a frequency of more than 6 buses per hour at any one time during the working day.
- Routes to key traffic generators such as industrial estates, hospitals and sporting arenas.

The second is for pedestrians and includes those routes to key destinations such as district centres, schools and local health / leisure centres. A greater emphasis is placed on crossing points and how pedestrians can be encouraged to cross busy routes safely to areas of intense pedestrian activity.

As a consequence of Greater Manchester Police reviewing their involvement in event management (as a consequence in the legal shift of responsibility, as interpreted within the Traffic Management Act) Manchester City Council is developing traffic management plans with the Police to safely manage the congestion / safety of all traffic both before and after major entertainment events at key locations across the city, particularly Sportcity and the Manchester Evening News Arena. These plans will be formulated in such a way that they will take advantage of new technologies and powers when they become available. It is anticipated that in the short-term a more resource intensive structure may be required to manage the events, but this should be replaced, in the longer term, with Intelligent Transport Systems.

It would appear that it is of greater importance to motorists to have a regular and reliable journey time than it is to have a reduced but inconsistent journey time. As a result we have undertaken 'moving observer journey' times on a number of key routes into the city centre. These journey times give us a reliability factor and allow us to measure the effect of any improvements we may undertake.

We have initially focused on the Quality Bus Corridor routes, where there has been substantial investment in bus journey quality. It is however obvious that greater improvement could still be found through better parking control and enforcement. As a result four QBC routes have been identified through the district centres of Rusholme, Levenshulme, Longsight and Cheetham Hill for initial attention. These four areas have benefited from a number of public transport improvements such as new bus lanes, shelters and improved bus services.

Despite these improvements, illegal parking is still a problem leading to increased traffic congestion and a reduction in the quality of bus service provision. Given that an aim of the QBC programme is to increase bus patronage and consequently reduce traffic flows we are looking

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to address the problem of illegal parking in the four district centres. Part of this work has been the commissioning of a study to examine the characteristics of and reasons for illegal parking to help inform a long term strategy to address the problem.

As part of the 2006/07 Highways Capital programme we are prioritising a number of schemes that will have an impact on reducing congestion and improving journey times. These are generally centred along the key bus corridors and those routes identified by the Department for Transport. We aim to deliver significant benefits to transport users and pedestrians accessing the city centre. They will be monitored using the new average journey time per person per kilometre - one of the new DfT targets. These principles will also be applied to the six congestion-monitoring routes across the city of Manchester as indicated below:

A62	Mersey Road, Hollinwood to M&S IRR
A5103	A6010 Wilbraham Road to M&S IRR
A6	B5169, School Lane, Heaton Chapel, to A6010, Intermediate Ring Road
A5145	Parrs Wood Road, Didsbury to A6010 Wilbraham Road, Stretford
B5117	A6010 Wilbraham Road to A34 Grosvenor St, Manchester city centre
A665	A635 Mancunian Way to A664 Shude Hill

Intelligent Transport Systems including the introduction of SCOOT and MOVA will increasingly play a crucial role in the implementation and delivery of traffic management improvements – including public transport thereby promoting greater modal split. Their introduction will be a significant feature in the delivery of the Network Management Duty over the next 5 to 10 years. They will also play a significant role in the development and delivery of the Corridor partnerships.

Co-ordination with other departments, authorities and agencies

Manchester City Council chairs the Greater Manchester Traffic Management Group. On a local level we have developed a Traffic Management Steering Group which includes officers with a responsibility for:

- Street Works
- Parking Enforcement
- Development of Transport Policy
- Traffic management

This group, managed by the Traffic Manager consults and liaises with other organisations over proposed Network Management, Street Works and Enforcement Actions. These groups include:

- GMP
- GMPTE & Bus Operator
- Utilities Coordinators
- GMUTC

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- GMTU
- Manchester Planning
- Manchester City Centre Management Company
- North Manchester Regeneration
- East Manchester Regeneration
- Regeneration South
- Manchester Cycling Forum
- Local Access Forum and / or Greater Manchester Pedestrian Association

Engineering Services are undertaking a fundamental review of the way that they provide services, part of which is considering how to re-structure the service to align ourselves with the responsibilities set out in the Traffic Management Act. The Network Management Duty will be at the core of the service and all other functions could feed into and out of this section.

Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future

Manchester City Council has recently approved the introduction of Bus Lane Enforcement.

When this comes into force (late 2006) this should achieve improved and more consistent journey times through currently congested areas.

Bus lane enforcement can reduce congestion and allow the free flow of traffic as well as significantly contributing to improved journey times and reliability for bus users. These are important factors in attracting new passengers to public transport.

Bus lane enforcement will contribute to a number of local targets, namely:

- The LPSA2 target for 31 March 2009 is a 3.6% increase in the proportion of trips to the regional centre which are made by means other than the private car;
- Improved and reliable bus flows; and
- Improved air quality

Other road users, such as car and van drivers not travelling in bus lanes, may also benefit from improved journey times, as overall traffic flow is improved.

There is evidence from elsewhere in the country that the number of pedal cyclists on the roads increases significantly following commencement of bus lane enforcement. This may be attributed to both improved road safety, and better air quality.

We are currently undertaking a review of all of the traffic regulation orders along key routes through district centres. This is an ongoing piece of work but will offer real benefits in terms of reduced journey times for all modes of transport.

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The development of minor and major incident plans is being undertaken. This will result in off the shelf traffic management plans and information sheets being available when any event occurs, at a major junction that has an impact on traffic flows across the highway network.

The challenges faced locally in addressing the needs of all the different modes of transport used the roads in the area.

To tackle transport problems at a local level Manchester will continue to make best use of its legacy of a relatively well-developed transport network, using existing and new powers to their greatest effect e.g. decriminalised parking and the Traffic Management Act to maintain the integrity of the network.

Our continued investment to maintain ongoing challenges includes:

- Quality Bus Corridors - investment to promote the use of sustainable modes of travel including public transport, cycling and walking;
- The continuing promotion of Travel Plans including business and school travel plans;
- Better and improved walking measures to address issues such as accessibility and links to local centres and areas of employment;
- New and improved road crossings to introduce schemes such as controlled pedestrian crossings;
- To promote greater and safer cycle use;
- Local Safety Schemes to reduce the number of those killed and seriously injured; and
- Traffic Management schemes to ensure the free flow of traffic in a safe manner that is environmentally sustainable.

Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation

Strategic decision making on traffic management matters is informed by the following structure:

- The Greater Manchester Association of District Engineers (GMADE) – A forum for Traffic Managers to promote consistent standards and good practise in transport related matters;
- Strategic transport networks identified for all users within and across boundaries;
- The introduction of a road user hierarchy across the city;
- The council's policy to promote greater use of sustainable transport including improved bus patronage, more cycle use and the encouragement of pedestrian activity;
- Consultation with other authorities with regard to the introduction of a 'Permit System';
- The local ward coordination system to engage local stakeholders; and
- Ensuring that scheme identification matrices recognise and contribute to achieving LTP shared priorities.

The effectiveness of work planning is exemplified in a number of ways including consultation and coordination of work programmes through internal and external forums such as the Local Transport Plan process across Manchester and Greater Manchester, programme leaders, street work coordination meetings throughout Manchester and Greater Manchester, close liaison with local regeneration teams and most importantly with the local and wider community. Other areas

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of highlighted planning include the 'Road Works Online', to share data with other groups including emergency services and the travelling public and the use of the Street Works Register as a common database for holding information regarding utilities works, highway authority works, events and emergencies

The effective implementation is undertaken in a number of ways including:

- Consultation with emergency services and transport operators during planning stages; and
- The planning of the works to ensure a minimum of disruption to the network particularly public transport. Examples include the imposition of off peak working conditions, school holiday only working and night time limitations.

Our outcomes will be measured by existing and new performance indicators and our achievements reported through regular progress reports.

Traffic Manager's role in ensuring that LTP Objectives and Targets are met

The Traffic Manager is to be the focal point within the Council who will draw together the strands of activity from the whole organisation that affect traffic movement on the road network, ensuring that the obligations under the Act are met. The position of Traffic Manager has currently been accommodated within the existing structure rather than create a new post.

A Traffic Manager Board led by the Traffic Manager has been formed that will report to and have input from the Executive Member and other Members as required. The Board will comprise officers with functional responsibility for services that impact on the Act and will have representation from other Departments of the Council as appropriate. This arrangement will allow the current operational arrangements to be retained, managed and strengthened to meet the requirements of the Act.

The Traffic Manager brings together all the parties with an interest in the highway network. He works with partners and stakeholders to ensure the safe and efficient use of the network, taking both a day-to-day and a longer-term view. Partners include:

- The ten Greater Manchester districts;
- The Greater Manchester Passenger Transport Executive;
- The Greater Manchester Police;
- The Highways Agency;
- Greater Manchester Transportation Unit;
- Greater Manchester Urban Traffic Control and
- Northwest Joint Utilities Group.

The Stakeholders include all those with a right to use the highway, travellers using all modes of transport as well as Statutory Undertakers. The Traffic Manager draws up and reviews strategies to allocate road space equitably between modes and deals with obstructions and incidents on the highway, drawing on the elements already established to manage the network;

Key functions of the traffic manager:

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- Identifying and managing different road types;
- Monitoring the road network
- Identifying locations where regular congestion occurs;
- Co-ordination and direction of works;

- Dealing with planned events;
- Management of incidents;
- Making the best use of technology;
- Managing parking and other traffic regulations;
- Enforcing road traffic regulations;
- Accommodating essential servicing traffic;
- Regular reviews of the network;
- Consultation and engagement with stakeholders; and
- Provision of travel Information to road users and the community.

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6.5 Oldham

Overall progress in meeting the requirements of the Traffic Management Act.

The Traffic Manager has appointed a Traffic Management Team with Personnel involved in Traffic and Transportation, Highways Maintenance and Street Works Co-ordination. This core team has been tasked to develop a Network Hierarchy and Policies and Procedures to pro-actively manage the duties placed upon the Council by the Traffic Management Act. It is envisaged that the core team will expand with personnel from other Council Departments as progress is made with the Policies and Procedures.

The role of a Network Manager is to be developed to co-ordinate activities affecting the highway in line with procedures operated by the Statutory Undertakers. It is envisaged that performance will be monitored to ensure a level playing field is attained across the Authority. The role will also develop cross-boundary co-ordination to ensure expeditious movement of traffic between Authorities. The existing quarterly meetings held with the Statutory Undertakers will be developed to include matters relating to the Act.

Co-ordination with other departments, authorities and agencies

The Traffic Manager is represented on the Greater Manchester Traffic Management Act Group where co-ordination of Policies and Procedures, particularly affecting cross-boundary operations, are developed and discussed. Representatives from the Statutory Undertakers, the Highways Agency, Greater Manchester Passenger Transport and all the Greater Manchester Authorities attend.

Oldham's Traffic Management Team is developing policies and procedures to co-ordinate works across all the Authorities Departments.

Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future

The Authority has, along with the other district Authorities of Greater Manchester, developed a Maintenance Strategy, which will secure more efficient use of the network.

The challenges faced locally in addressing the needs of all the different modes of transport using the roads in the area.

The challenges will be identified as part of the development of the network hierarchy and the Traffic Management Team will address these in due course.

Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation

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The Network Management Team are developing policies to co-ordinate the operation of Council and Utility works on the network. As this team has no involvement in the planned maintenance / improvement works of the Authority it can provide a subjective view on allocation of the network. Performance indicators will be developed to ensure equality in the decision making process is adhered to.

Traffic Manager's role in ensuring that LTP Objectives and Targets are met

The Traffic Manager will oversee the operations of the Network Management Team and the Traffic Management Team to ensure the policies and procedures developed are compatible with the various strategies developed through the LTP of the Greater Manchester Authorities.

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6.6 Rochdale

Overall progress in meeting the requirements of the Traffic Management Act

The Council recognised the need to have a post holder capable of operating strategically and technically at the top of the Council's management structure and with adjacent authorities at a sub-regional level across the County.

Following this the aim is to work with other Greater Manchester authorities to produce a consistent traffic strategy and action plan linked to the LTP and the Council's transport asset management plan.

The process will be part of the Executive Leadership review and monitoring requirements

Co-ordination with other departments, authorities and agencies

Externally - work with Highways Agency to address access issues related to motorway use. Continue to develop existing coordination with utilities, emergency services and public transport operators.

Internally – Consolidating existing arrangements for street works inspections and enforcement and decriminalised parking enforcement with a view to developing permit systems and seeking further decriminalised powers

Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future

Main congestion blackspots identified within UDP and through air quality modelling. LTP programme being used to tackle junctions providing additional improvements for sustainable modes whilst reducing general delays.

The challenges faced locally in addressing the needs of all the different modes of transport using the roads in the area.

The hill and valley nature of the area has led to a tightly constrained network with residential property, often terraced built right up to the highway and with no parking provision. Shops, businesses, and residences all seek access and parking creating conflicting demands on highway space. Community severance and the need to provide safe convenient crossings for pedestrians and opportunities for safer cycling conditions conflict with the need to reduce delay to vehicles. The existence of a marginal political situation tends to make the consultation and implementation process more difficult and prolonged.

Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation

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A range of consultation processes at Township and Council level have been developed to provide the opportunity for programmes to be implemented after scrutiny both locally and at a strategic level. Working with partners and seeking funding through a range of sources takes place. Traffic management for both permanent and temporary arrangements is undertaken in conjunction with emergency services, the police and public transport operators along with the PTE. Designs are reviewed to meet utility needs and are adjusted to minimise disruption whilst retaining their functionality and purpose. The development of the Oldham Road /Kingsway junction improvement is the most current of these initiatives these has undergone those processes, involves QBC, Developer and LTP funding, and is currently being implemented.

Traffic Manager's role in ensuring that LTP Objectives and Targets are met

Control of the development and implementation of the LTP is held by the Traffic Manager and his staff

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6.7 Salford

Local Authority: Salford City Council

Overall progress in meeting the requirements of the Traffic Management Act.

There is a named Traffic Manager on our list of “proper persons”.

The Traffic Management Act has been raised at a number of internal meetings and the relevant senior staff are now aware of our obligations.

Staff have attended a number of seminars to determine the implications of the TMA. This information is currently being disseminated to other relevant departments via a series of presentations.

We have liaised with Southbank Systems in order to ascertain what updates are available to our software management system in order to ensure that we minimise disruption on the highway network.

Co-ordination with other departments, authorities and agencies

The TMA and its implications have been discussed at regular Greater Manchester Association of District Engineer meetings, and information has been exchanged with NW HAUC during the consultation period.

All Highway Schemes are discussed with the operators and emergency services at the feasibility stage.

Internal discussions with other departments have also taken place.

Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future

Discussions with Environmental Services have secured an agreement that the effects of refuse collection and road cleansing will be minimised during peak periods on principal roads.

Discussions are on-going with local operators so that a data sharing agreement can be reached in order to identify those sites on the network that are most affected by congestion.

The challenges faced locally in addressing the needs of all the different modes of transport using the roads in the area.

Given its geographical position on the outskirts of the Regional Centre Salford is particularly prone to the effects of congestion.

However, the potential effects of this congestion are being minimised by:

- An expansion in the number of quality bus corridors.

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- An expansion in the number, and quality, of cycle lanes and the introduction of a cycle strategy, monitored by the cycle forum.
- An expansion of the safe routes to school strategy.
- The introduction of a number of travel plans both in schools and businesses across the City.

The City Council are also developing their own sustainable transport strategy, which draws together all the various modal strategies, and we are founder members of the Salford Travel Partnership.

In terms of highway works, as well as the statutory quarterly co-ordination meetings held with the utilities, constant daily contact is also maintained with them.

Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation

Internal co-ordination meetings ensure that all works carried out by the City are co-ordinated both with each other and with those being carried out by the Utilities.

The need to minimise network occupancy (thus adding value to both the efficiency of the network and the economics of the highway improvement / maintenance programme) has been agreed at political level.

Traffic Manager's role in ensuring that LTP Objectives and Targets are met

The Traffic Manager's staff are responsible for ensuring that LTP Objectives and Targets are met in full

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6.8 Stockport

Overall progress in meeting the requirements of the Traffic Management Act.

The Council's ambitions and priorities support the objectives of the Traffic Management Act.

Organisational

The appointment of a Traffic Manager

Organisation set up to so that strategic & community traffic management, enforcement of on and off street parking, parking provision and management, and project management are directly controlled by the traffic manager.

Staff have attended seminars on Network Management and have disseminated information across the directorate

Demand Management Targets

Data collected to enable progress to be measured as part of GMLTP

Congestion monitoring is carried out on Integrated Transport Corridors, in particular modal split entering the town centre.

Co-ordination with other departments, authorities and agencies

Maintenance manager is part of same management team as the traffic manager and regular meetings with other departments take place; Traffic Management Unit set up to liaise with emergency services; meetings with ten adjacent Greater Manchester authorities is established, meetings with Highways Agency.

Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future

Parking management project implemented which culminated in DPE: refurbishment of Town and District Centre car parks, review of all parking orders, car park guidance system implemented.

Network of Integrated Transport Corridors which promote sustainable transport e.g bus, cycle, pedestrian and safety improvements being implemented across the area.

An established Road Hierarchy reflecting traffic needs and sensitivity.

Utilities works on strategic routes limited to off-peak of school holidays where traffic control is required, as applied to the recent NWGA routes.

A weekly road works bulletin plus direct web access to roadwork information

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The challenges faced locally in addressing the needs for all the different modes of transport used the roads in the area.

Densely trafficked road network with limited space – high car ownership and demand levels.

Encouraging the utilities to improve their programming their infrastructure improvements.

Conflicting needs between those of property owners who live/work on Strategic Routes and the requirements to reserve road space for the movement of all modes of traffic

Historic and limited road network

Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation

The Traffic Manager in Traffic Services is at the hub of Stockport's highway network and is tasked with knowing all that is happening on the highway network in terms of improvements, utility work, orders and associated issues.

Leading three teams of both internal and consultancy staff they deliver:

- The design and implementation of traffic and highway related schemes in the Capital Programme, on strategic routes, funded by the LTP process.
- The design and implementation of traffic management schemes on the local highway network and the management of local roads via the Area Committee process, and
- The co-ordination of Street Works, under the New Roads and Street Works Act, in the interests of safety, to minimise inconvenience to the public and to protect the integrity of the highway.

This overview by the Traffic Manager of the detailed planning and implementation of all traffic and highway related works in the borough, carried out by both the Council and Public Utilities, provides an effective mechanism for delivery whilst addressing the important traffic congestion issues highlighted in the Traffic Management Act.

BVPI 100 returns show that targets for highway occupancy are consistently achieved. Co-ordination of all utilities work by prior reference to programmes allowing a structural approach to be formed. Reference to both NWGA and Stockport councils own capital programme has allowed for early identification of conflicting areas and the effective re-allocation of resources preventing issues with regard to SS8 of NRSWA.

Traffic Manager's role in ensuring that LTP Objectives and Targets are met

The Traffic Manager will oversee the operations to ensure the policies and procedures developed are in line with those of the 2nd Greater Manchester Local Transport Plan.

The Traffic Manager is also in Stockport's transport capital programme team and LTP targets are part of the overall business plan.

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Stockport's Traffic Manager On sub group of LTP demand management to represent Greater Manchester Traffic Managers.

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6.9 Tameside

Overall progress in meeting the requirements of the Traffic Management Act.

Actions taken to date:

- Traffic Manager appointed by the Council
- Traffic Manager and other relevant staff provided with training to understand the requirements of the Traffic Management Act
- Political approval obtained to the support objectives of Traffic Management Act
- Revised highways network hierarchy has been developed aimed at focusing investment at the most critical routes.
- GIS systems developed and implemented to help plan and minimise disruption due to road works and or events on the highway.
- Draft TAMP produced with links to Traffic Management Act objectives
- Restructure of Engineering Service undertaken to align duties and responsibilities
- Decriminalised parking to be introduced in 2006 to minimise potential on street disruption
- Car parking study being undertaken in line with major redevelopment to ensure appropriate distribution and co-ordination of parking facilities.
- Weekly roadworks bulletin produced and published
- Cycling Officer appointed
- Cycling forum established to assist with the introduction of the Council's Cycling Strategy
- Strategies either prepared or under preparation for main town centres

Co-ordination with other departments, authorities and agencies

Actions taken to date:-

- Internal Network Management co-ordination group established
- Close working links with in-house highway maintenance, development and design services to help plan works in detail on the highway.
- Inter-departmental approach to the development of the Unitary Development Plan to ensure co-ordination of land uses with existing and proposed transport provision.
- Refuse Collection service is a sister activity within the Engineering Senior Management Team, which enables co-ordinated activities to help minimise congestion at peak travel times on strategic routes.
- Member of Greater Manchester Traffic Managers Group
- Effective local links with GMPTE and bus operators
- Consultation with external agencies over highways improvement/traffic management schemes
- Regular liaison with all GM Authorities regarding traffic management issues.
- Discussions with GMPTE and Private Sector organisations to increase rail use by improving facilities at stations with the borough.

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Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future

Actions taken to date

- Improved management and co-ordination with Utility companies
- SCOOT being introduced on key routes
- Programme of Quality Bus Corridors
- Improved risk management of highways
- Restricted working on key routes for highway maintenance contractors
- Physical enhancements to bus stops
- Introduction of 'safe routes to schools' initiative
- Data sharing agreement with major public transport operator being put in place
- TRO review completed
- Major Highways improvements being developed to address major problems of congestion in Longdendale and Ashton-under-Lyne
- The availability of SEMMMS for part of the Borough has enabled increased investment over approximately 1/3 of the Borough.
- Programme of improving pedestrian access into the town centres from adjacent residential areas on-going.
- Improved signing within the borough to provide clear direction.
- The introduction of Metrolink to the Borough remains the highest of priorities.

The challenges faced locally in addressing the needs of all the different modes of transport used the roads in the area.

The geographical nature of the Borough's highways network and the surrounding built development which was largely laid out in the early part of the twentieth century or before, is often a constraint on improvement. Much of the borough is densely populated with congestion occurring in the town centres at peak times and in some places during the off peak.

The railway stations in the borough require investment; furthermore, their location in many instances is such that it will be difficult to provide park and ride facilities in a cost-effective manner. Nevertheless, investment has been secured recently for several of the larger rail stations, which it is hoped will be rolled out across the borough.

Many of the highways in the borough are single carriageway with properties built immediately to the boundary this often makes the introduction of bus lanes difficult due to lack of road space. Nevertheless, where a cost-effective opportunity presents itself, bus lanes are being provided on key routes together with improvements at signal controlled junctions.

The provision of comprehensive cycling facilities of many on the major routes will be a challenge due to their constrained nature. Nevertheless, the nature of the Borough's highways network is such that many of the major routes have parallel alternatives which pass through residential areas, and which will be used to maximum effect

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A comprehensive network of pedestrian routes exists with the Borough. This should provide a good opportunity to increase the number of walking trips into the Borough's centres. This is being assisted by programmes of street lighting improvements, footway improvements including dropped crossing provision and pedestrian crossing facilities. In addition, an extensive programme of introducing "school travel plans" is on going.

Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation

Actions taken include:-

- Co-ordination of utility works through regular Utilities co-ordination / planned works meetings
- Single Executive Cabinet Member responsible for policy/strategy development and scheme implementation. The Cabinet Deputy responsible for Transportation is also responsible for Land Use Development and has the Public Transport brief with the GMPTA.
- Co-ordination across the Greater Manchester conurbation through AGMA, GMADE
- Framework contract to aid service delivery will commence in 2006/07
- The Strategic Partnership is directly engaged in transportation policy and highway improvement matters.

Traffic Manager's role in ensuring that LTP Objectives and Targets are met

The Traffic Manager is a second tier manager responsible for transportation policy/strategy development, traffic management, road safety and highways related land use and development, funding procurement and programme monitoring. This enables a co-ordinated approach to investment to achieve the Council's LTP2 objectives and targets

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6.10 Trafford

Overall progress in meeting the requirements of the Traffic Management Act.

- A report on the Traffic Management Act was considered by the Council and this resulted in the appointment of a Traffic Manager in addition to the Council committing support for the objectives of the TMA.
- Training on the requirements of the TMA has been provided for key staff involved in a wide range of responsibilities that could impact on the operation of the highway network.
- Internal TMA liaison group established.
- Roadworks information grid referenced and installed onto GIS system to minimise potential disruption.
- Frequent roadworks bulletin produced and publicised.
- Impact of major events on the operation of the highway network reviewed.
- Parking Services targeted at key routes during peak and other busy traffic periods.
- Traffic modelling underway for Altrincham town centre to enable improved traffic management/control systems to be introduced and linked to major development proposals.
- Traffic Management Act group established for Traffic Managers of Greater Manchester Districts.

Co-ordination with other departments, authorities and agencies

- Improved communication linkages have been established between key service areas that could have an impact on the operation of the highway network but are split because of organisational and/or geographical separation.
- Highway maintenance, street cleansing and refuse collection services co-ordinated to reduce potential impact on the network operation.
- Highway maintenance, improvement and traffic calming schemes co-ordinated to minimise impact.
- Traffic Management Act working group established as part of the Greater Manchester District Engineers group.
- Regular meetings with all Greater Manchester Districts on a number of levels regarding traffic management issues.
- Co-ordination meetings with bus operators to consider network congestion impact on service reliability and identify potential improvements.
- Programme of Quality Bus Corridors developed in association with the GMPTE.
- Strategic Plan being developed for future traffic management at major events at Manchester United FC in conjunction with the Police and the Club. This will facilitate changes brought about by a major review of the Policing operations at the stadium to be fully implemented.
- Regular meetings with other agencies and organisations such as the Police, the HA and the Trafford Centre Ltd to discuss the management of traffic conditions in the vicinity of the Trafford Centre.

Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future

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- Co-ordination and control of utilities works improved on strategic routes.
- Improved co-ordination and control of highway maintenance and improvement works on strategic routes.
- Improved co-ordination between highway maintenance/improvement works and utilities works on strategic routes.
- Programme of Quality Bus Corridors developed in association with the GMPTE.
- Bus stop enhancement programme underway to improve access to buses and reduce delays at stops.
- Traffic signals improved in some locations including the introduction of SCOOT to increase efficiency and capacity on some strategic routes.
- Review underway of all waiting restriction orders/markings/signs to enable improved enforcement and improve capacity and safety.
- 'Safer Routes to School' initiative introduced in vicinity of many schools.
- Improved measures for the traffic management at major events underway, starting with MUFC.
- Special plans operated to improve traffic movements at seasonally busy shopping periods at the Trafford Centre.

The challenges faced locally in addressing the needs for all the different modes of transport used the roads in the area.

- Major strategic radial route to Manchester passes through the entire length of the borough.
- Very heavily trafficked road network with restricted road space within densely populated area.
- High car ownership and usage in many parts of the borough.
- Conflicting needs on a limited road space between road users and road frontagers.
- Conflicting demands of road users and those organisations requiring repairs/improvements to their infrastructure whether this be the Highway Authority or the Utilities.
- The demands on the network placed by major events at MUFC & LCCC.
- The demands on the network placed by seasonal shopping periods at the Trafford Centre.
- The demands on the network placed by businesses within Trafford Park.

Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation

- Improved co-ordination of utilities works through regular meetings
- Executive Member for Technical Services solely responsible for highway policy, highway strategy, highway maintenance, highway improvements, traffic calming, road safety, quality bus corridors and also sits on the GMPTA.
- Co-ordination between Greater Manchester District Authorities through AGMA and GMADE.
- The Strategic Partnership is directly involved in issues relating to transportation policy and highway improvement.

Traffic Manager's role in ensuring that LTP Objectives and Targets are met

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Traffic Manager is a Head of Service responsible for transportation highway policy and strategy, highway structural maintenance, highway improvements, traffic management, road safety and LHA consultations on major planning applications/land use planning, and LTP funding allocation and priorities, in addition to monitoring of the network. This enables a co-ordinated approach to investment to enable the Council's LTP2 objectives and targets to be met.

Contact Details of Traffic Manager

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6.11 Wigan

Overall progress in meeting the requirements of the Traffic Management Act.

The implementation of the Traffic Management Act has been primarily focused on part 2, Network Management Duty. Progress is being made in developing policy and strategy relating to traffic management for all forms of traffic both vehicular and pedestrian.

Wigan borough is divided into ten individual Townships and these townships meet to discuss problems and improvement opportunities. The traffic management team currently operates on a Township format with five Area Engineers looking after all the traffic management issues in specific areas (two townships each). This close relationship within the communities gives a clearer understanding of the problems on different parts of the network and the needs of different road users.

Congestion hot spots have been identified through consultation with local communities, Townships and through the local knowledge of the Area Traffic Engineers. Opportunities of how to overcome the problems at the hot spots have been recommended through the Development Control process where developers fund improvements and proposals through section 278 and 106 agreements. Funding opportunities have also been identified through the Capital programme specifically aimed at targeting reduction in congestion on the network.

The Traffic Group will soon take over the responsibility of issuing permission and permits for the placement of building skips on the public highway. This will allow for greater control of where skips can be placed and greater powers of enforcement for non-compliance.

Co-ordination with other departments, authorities and agencies

There are good links with all departments within the council. Some links are stronger due to the close working relationships some departments have developed.

The links with the Townships and the community groups has already been covered above. Internally there are strong links between the Traffic Group and Parking Services within the Department of Legal and Property Services. Parking Services are responsible for all on and off street parking enforcement under the decriminalised parking regime. They are also responsible for developing a parking and enforcement strategy linked closely with the requirements of the Act. Discussions are also underway on how further enforcement can be carried out by Parking Services including bus lane enforcement.

There are also close links to all emergency services through the Traffic Management Unit (TMU) which meets on a six weekly cycle to discuss the introduction of Traffic Regulation Orders and other issues affecting the network. TMU is also attended by Greater Manchester Passenger Transport Executive (GMPTE). There are strong links with GMPTE through work being undertaken on existing and proposed bus corridors by the Local Transport Plan Delivery Group.

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All traffic signals are managed and maintained by Greater Manchester Urban Traffic Control Unit (GMUTC). Wigan understands the long term aspirations of GMUTC for implementation of SCOOT and MOVA at existing signal installations and has developed a programme of installations around these aspirations when financial opportunities arise.

Wigan currently has strong links with its Greater Manchester (GM) neighbouring districts but is also bounded by non GM districts such as St Helens, Warrington, West Lancashire and Chorley. Relationships are being developed within these districts to generate a joined up approach to how local services are developed and delivered.

There is now greater contact with the Highway Agency and progress is being made into putting in place a more formal programme of meetings. This will give a greater understanding of proposals on the trunk road network.

Actions taken that secure more efficient use of the network, reducing/minimising congestion and identifying and taking actions to address the causes of congestion and disruption both now and in the future

The development of effective traffic management and streetwork plans is very important, along with consultation to ensure the public are aware of what is happening. Co-ordination of road and streetworks is of vital importance, with such works been avoided during peak periods and on sensitive streets at sensitive times.

Identification of congestion is of great priority and the Area Engineers along with Highway Inspectors have a duty to notice and take action to keep the network moving.

The impact of proposed developments are considered on grounds of road safety and the effect on the surrounding network.

Traffic signals are monitored with timings adjusted if problems of throughput are affected.

Currently looking at electronic car park guidance and linking CCTV to monitor traffic problems on the network.

The challenges faced locally in addressing the needs of all the different modes of transport using the roads in the area.

There are significant challenges in addressing local needs for all transport user groups. The modes considered are, car / motorcycle, bus, pedestrian, cyclists.

Each mode of transport is considered separately and the road space is allocated to accommodate the individual needs.

Where space is available bus and cycle lanes are used to provide segregation from all other traffic and priority over other vehicles. However, the geometry of Wigan's highways does not often allow the use of road space in this way. Therefore, technology is used at traffic signal junctions and other significant locations to give advantage to buses, cycles and pedestrians along congested routes.

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It is also important to balance the needs of individual groups i.e. pedestrian dominance within town centres and bus priority where space is available. It is also important to link with the overall objectives of the Local Transport Plan.

The use and promotion of such measures must relate to adopted policies and the developing traffic strategy for Wigan Council.

Demonstrations of effectiveness of decision making, planning of works (both council and utilities led) and implementation

The Traffic Section maintains a street works register where all notices served by Statutory Undertakers are checked on a daily basis. The Street Works Co-ordination Team takes into account the descriptions written in notices and makes assessments of the likely disruption that the work will cause. To keep disruption to a minimum the Authority may use the powers under Section 56 (Powers to give directions as to timings of street works) or Section 74 (Charge for occupation of the highway where works are unreasonably prolonged) of the New Roads and Street Works Act 1991.

Notices must be served to the Street Works Co-ordination Team for major works carried out by the Authorities Departments. Assessments are made of the likely disruption that will be caused by the work and co-ordination with other works will be considered in relation to the timing of the work. Engineers for the works also make the team aware what temporary traffic management is required (e.g. temporary traffic regulation order, temporary traffic signals, lane closures, etc.)

The Street Works Co-ordination Team processes all temporary traffic regulation orders and selects the alternative route for traffic. The team also processes the Authorities application forms for temporary traffic signals. Approval for traffic signals is required in writing as per The Traffic Signs and General Directions 2002 Both applications are co-ordinated with all works on the highway.

A road works bulletin is published every week. The Street Works Co-ordination team carries out a proactive approach in gathering the information from the Authorities, Statutory Undertakers and private works on major roads. The bulletin is e-mailed to various interested parties including emergency services, transport executives, bus companies, local press, radio and TV.

The traffic section also attends site visits with promoters who propose to carry out activities on the highway. They can determine what steps are required to carry out the works safely and assess the chances of disruption that may be caused.

The Street Works Team also make judgements on the impact works may cause to adjoining boundaries and notify personal working for these Authorities (information to personnel working for other Authorities can be found in the "North West Highways & Utilities Committee - Contact Handbook")

The Authority organises and chairs a Co-ordination meeting every three months to discuss programmed works. The invitees include all sections within the Authority that carry out work within the highway, all statutory undertakers, GMP and GMPTE.

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The Authority takes the view that all works on the Highway potentially causes disruption. Works on traffic Sensitive Streets are not allowed during sensitive times except in exceptional circumstances. This includes the Authorities own work, which is reflected through our BVPI 100 figures. Therefore, this Authority runs a "level playing field" to all promoters who carry out work on our highway.

Traffic Manager's role in ensuring that LTP Objectives and Targets are met

The Traffic Manager's role is through partnership working to ensure that the following LTP objectives are achieved:

- To manage all traffic so as to reduce congestion, improve reliability, and reduce the overall proportion of trips by car without detriment to the regeneration of centres
- To maintain, improve and make best use of the existing transportation infrastructure and ensure all schemes offer long-term value for money.

These objectives and the relevant targets will be worked towards by revisiting the coordination of traffic movements and associated traffic management activities across the sub-region. This is being led through the Traffic Management Co-ordinating Group. Through the work of this group congestion will be monitored together with disruption caused by road and street works, both planned and unplanned. The Traffic Manager will work closely with the LTP Group to monitor and deliver solutions to congestion hot spots. This will ensure close alignment of the TMA and LTP objectives specifically with respect to the road user hierarchy and the effects of predicted traffic growth.

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