Coventry City Council

11

Public report

Report to **17 October 2006**
Cabinet

Report of
Director of City Services, Director of City Development & Director of Finance & ICT

Title
Network Management

1 Purpose of the Report

1.1 The purpose of the report is to detail the requirements of the Traffic Management Act 2004and the Urban Traffic Management Control (UTMC) project. A separate private report seeks approval for awarding 5 contracts required to implement the project.

2 Recommendations

The Cabinet is asked to:

2.1 Note the requirements of the Traffic Management Act 2004;

2.2 Approve the implementation of the Urban Traffic Management Control (UTMC) project at an estimated cost of £6.6M to ensure that the Council can fulfil the requirements of the Traffic Management Act 2004;

2.3 Note that the designated Traffic Manager is the Head of Highway Services, within City Services Directorate;

2.4 Endorse the concept of providing an integrated Traffic Management Centre at Jackson Road;

2.5 Agree that the Penalty Charge Notice for driving in and along a bus lane is fixed at £60 with the Cabinet Member (City Services) as the representative on the Joint Council for the independent adjudication of bus lane enforcement;

2.6 Agree that regular progress reports will be provided to the Cabinet Member (City Services) and Cabinet Member (Urban Regeneration and Regional Planning);

2.7 Request officers to circulate information on the Traffic Management Act to all Council Directorates to ensure that they are aware of the impact that the Act will have on their areas of responsibility.

3 Information/Background

3.1 The Traffic Management Act 2004 received Royal Assent in July 2004, it is divided into 5 parts and will become law in 3 waves from 2004 to 2008. The Act places statutory duties on the City Council and will have an impact on all directorates.

3.2 The Traffic Management Act aims to ensure that the Highways Agency and local authorities are properly equipped with the powers that will enable them to tackle congestion. More details of the Act are included in appendix A but its contents can be broadly divided into the following:

- The Act enables the Highways Agency to develop its role as a network manager, empowering the Agency to recruit Traffic Officers to manage planned and unplanned incidents on the trunk road network;
- To ensure a co-ordinated approach the Act requires local authorities to have someone (the 'Traffic Manager') responsible for ensuring they meet the statutory duty to keep traffic flowing on their road network;
- The Act provides a new regulatory regime for utilities companies' street works, amending existing legislation to give highway authorities effective controls over these works;
- The Act allows for increased civil enforcement of parking and moving traffic offences.

3.3 Part 2 of the Act is the Network Management Duty and states:
"It is the duty of a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, polices and objectives, the following objectives:

(a) securing the expeditious movement of traffic on the authority's road network; and
(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

The Act specifically details that the term 'Traffic' includes pedestrians in addition to motorised traffic and cyclists – whether they are engaged in the transport of people or goods.

3.4 The overall aim of the 'expeditious movement of traffic ' implies a network that is working efficiently without necessary delay to those travelling on it. It doesn't mean that vehicles should be allowed to drive faster. The Duty is also qualified in terms of practicability and other responsibilities on the local authority. This means that the Duty is placed alongside all the other things that an authority has to consider and it does not take precedence. So, for example, securing the expeditious movement of vehicles should not be at the expense of an authority's road safety objectives. But, the statutory Duty reflects the importance placed on making best use of existing roads for the benefit of all road users.

3.5 The proposed Network Management Duty is divided into 3 parts:

1. An enhanced network management duty for the movement of traffic;
2. The appointment of a Traffic Manager (or naming of an existing employee) in each local authority to have a key role in delivering the duty;
3. Reserve powers for the Secretary of State to intervene if necessary.

3.6 The Act states that all local authorities need to appoint a Traffic Manager. This can be an existing employee who has existing responsibilities in addition to this new Duty. The main objective of the Traffic Manager is to establish processes to identify and, where reasonably

practicable, deal with things that could cause congestion and disruption. The Traffic Manager also has to determine specific policies and objectives for the different roads in their network, and monitor the effectiveness of their arrangements and actions. The Traffic Manager has to take account of the needs of all road users, take action to minimise, prevent or deal with problems, and consider the implications of decisions for both their network and those of others. Choices will have to be made and priorities set, both within the network management and within the Council's wider activities. But the Duty, and the objective embedded in it, provide a framework within which these decisions are taken, ensuring the Traffic Manager has overall responsibility.

3.7 The aim of the Traffic Manager is for that person to be a focal point within the Council, drawing together all activities that affect movement on the road network, ensuring co-ordination of the Council's own activities with those of others such as utilities. This role was incorporated into the Head of Planning & Transportation in City Development but following the restructuring this responsibility has been transferred to the Head of Highways in the new Highway Services Division, City Services Directorate.

3.8 There is a range of activities that the Department for Transport (DfT) are expecting the Council to carry out in terms of Network Management, including:

- The co-ordination and management of utility works and the local authority's own street works;
- The co-ordination and management of other planned activities that can temporarily take out capacity of the road network. This can include skips and scaffolding associated with redevelopment, etc.
- Allocating road space between classes of road users within the context of different roads serving different functions across the network;
- Utilising technology, such as Urban Traffic Management and Control systems, to co-ordinate traffic signals and using other information systems to help people to use the network efficiently and safely;
- Making sure that the network is kept up to scratch - signals checked and adjusted regularly, road markings changed to reflect changes in traffic patterns etc;
- Monitoring the road network and taking action to deal with, and to clear away quickly, incidents that disrupt the network, often in conjunction with the Police.

3.9 To allow these activities to be undertaken, detailed protocols need to be determined in the Council, with CV1 and other partners, to ensure that there is clarity with regard to roles and responsibilities and Officers in all directorates must be made aware, who to inform about activities that affect the highway.

3.10 If the Council fails to exercise its Network Management Duty properly, the proposed measures will enable the Secretary of State to intervene in order to improve performance. One aim of the Act is to ensure that all local authorities are performing consistently throughout the country. These intervention levels are currently being consulted upon.

3.11 Should the Council perform poorly then the Secretary of State will appoint a Traffic Director operating outside the authority and reporting directly to him.

It is proposed that the Traffic Director would operate in 2 ways:

1. In monitor and intervention mode: whereby the Traffic Director will watch what the Council is doing and have the power to intervene and overrule, if that was necessary to achieve the proper discharge of the network management duties;

2. In direct mode: where the Traffic Director would take over functions from the Council and operate them directly to fulfil the duties.

3.12 The Traffic Director can take over operations in any department of the Council which may not necessarily be those specifically related to its traffic management function. It is understood that this will be a last resort and the DfT are keen to work closely with local authorities in a mentoring role. If intervention is required then the DfT will hope to reverse the situation and give ownership back to the local authority as soon as possible.

3.13 It should be noted that the Secretary of State has the option to recharge all costs from the introduction of a Traffic Director to the poor performing local authority.

3.14 It should also be noted that if a Traffic Director is appointed to a local authority that it will affect their CPA score.

3.15 When the Traffic Management Act was introduced in 2004 the responsibility for traffic management within the Council was divided between CDD and CSD. Following the recent restructuring and the creation of the Highway Services Division the lead responsibility for the Traffic Management Act sits solely with CSD, whilst acknowledging that the requirements of the Act is a corporate issue. The operation of UTMC is therefore the responsibility of CSD. Acknowledging that Primelines is driving these improvements with associated funding for this upgrade it is proposed that CSD and CDD work collaboratively on the project management and implementation.

3.16 CSD Highways Division already carries out elements of the service provisions expected by the DfT such as

The co-ordination and management of utility works and the local authority's own street works;

The co-ordination and management of other planned activities that can temporarily take out capacity of the road network. This can include skips and scaffolding associated with redevelopment, etc

Allocating road space between classes of road users within the context of different roads serving different functions across the network;

Monitoring the road network and taking action to deal with, and to clear away quickly, incidents that disrupt the network, often in conjunction with the Police.

3.17 The Network Management Duty details that a key function is to ensure the free flow of traffic and highlights the need to minimise the occurrence of the Urban Traffic Control (UTC) system and/or on site equipment experiencing faults or breaking down. On occasions this does happen in the City it causes major delays not only on strategic routes and at busy junctions but often can have an impact on other significant areas of the City's road network.

3.18 Coventry's UTC system is over 10 years old with some equipment over 20 years old; it has a current revenue budget of £517K and a small capital budget of £60K from the Local Transport Plan (LTP) for the introduction of pedestrian facilities at signalised junctions. For many years there has been no significant financial investment for the replacement of UTC equipment. This lack of financial investment has resulted in the UTC system being very vulnerable which often experiences problems and signals breaking down. Replacing capital equipment is becoming difficult as parts become obsolete and systems outdated. Excluding the equipment that is proposed to be replaced using PrimeLines funding there are 95 sites in the City which are over 15 years old, replacement costs estimated at approximately £6.8M. There are currently 29 sites between 5-10 years old and 31 sites that are 0-5 years old.

3.19 The traffic monitoring cameras were taken out of use several years ago which has resulted in the Traffic & Network Management team and the UTC team within Jacobs Babtie (who currently manage the UTC operation on behalf of the City Council) not being able to monitor congestion and identify problem areas. The current control room has the ability to monitor traffic on the Highway Agency's trunk roads and motorways but not in the City. CV1 has extensive CCTV coverage of the City Centre, while ESU's coverage generally relates to non-traffic sites in the City.

3.20 As part of the PrimeLines Project for the provision of Bus Lane Enforcement, Passenger Real Time Information and Selective Vehicle Detection have always been an integral part of the bid upon which Government provided the funding. This was confirmed by the City Council as detailed in the Cabinet report of 30 March 2004. Selective Vehicle Detection (SVD) equipment will be provided at traffic signals and Pelican/Puffin/Toucan crossings. This system allows approaching buses to be identified through the GPS equipment on the buses such that traffic lights can be altered to give additional priority. This can be achieved by extending the current green phase or starting the next green phase as soon as possible. At pedestrian controlled lights the SVD system will ensure that buses maintain their priority through the lights and pedestrians will need to wait for the bus to clear. As some traffic lights will be in the middle of stretches of bus lanes which could also be legally used by other vehicles including hackney carriages & private hire vehicles, a double detection system will be installed with the SVD providing advance notification of an approaching bus but other vehicles will also be detected as they approach the signals and a phase of the lights will be called at that point.

3.21 The SVD system will also provide information of where every vehicle is at any time and hence real time information will be able to be provided on when the next bus is predicted to arise at the bus stop. It is planned to provide real time information displays at as many bus stops as can be justified, which will notify passengers of when the next bus on each route is predicted to arrive. This information will be provided at the major bus stops where passengers wait to board vehicles but can only be provided where electrical connections are available. At the City Centre bus hubs and at other key terminals a multi-line display would be provided that identified all buses operating within that locality. It is also proposed that similar multi-line display units would be provided within major public buildings such as the Hospital and District shopping centres. Some of these screens will be financed through Section 106 agreements that have already been signed with a number of developments.

3.22 A system is available whereby real time information will be provided through SMS text messaging on mobile phones and through the web. This latter data would therefore also be available through palm held computers. Passengers will therefore be able to check on the next vehicle to arrive at any bus stop within the city. By pre-registering your normal journey the system will be able to notify you of any major delays that are currently occurring. This system will also be linked to the train arrival patterns at Coventry Station.

It is also proposed to construct a real time information database of bus and rail information that will be able to be accessed through companies intranet systems. As with the SMS system the intranet will be able to notify the user of potential delays to their usual journey.

3.23 It is also proposed to utilise camera enforcement to protect the bus lanes from use by non-priority vehicles. Legislation now allows a Decriminalised Parking Authority to utilise cameras to enforce bus lanes. It is proposed that a network of approximately 30 cameras will be introduced to allow traffic congestion monitoring and bus lane enforcement.

3.24 The Traffic Management Act will also allow the use of camera enforcement for certain moving traffic offences, however this is currently not available and the revised timetable from the DfT indicates that it won't be operational until at least 2008.

3.25 There is a further major strand of work relating to the provision of Variable Message Signing (VMS) for car parks. Whilst this is not part of PrimeLines it has a direct interface with the upgrading of the UTMC system and there are strong benefits for developing the whole system as one package. There is a requirement to provide a much more comprehensive VMS signing strategy to be implemented in advance of the opening of the IKEA store in the autumn of 2007 and the Section 106 agreement with IKEA will provide part of that funding. The current system was provided as part of the CV1 car park management arrangement and has never been fully implemented and the signs are not clearly visible. The proposal would be for a comprehensive City Centre approach involving all of the short term spaces within the core of the City. Having established the core system there will be opportunities to grow the system as other car parks and uses come on stream.

3.26 The VMS system will also be used for Incident Management. Should an incident occur on the Ring Road a message will be displayed on the signs which will advise motorists of the diversion. This will bring significant benefits to the public as increased congestion will be reduced as motorists will be able to avoid affected junctions. This will demonstrate the Council's commitment and understanding of the aims and objectives of the Traffic Management Act.

4 Proposal and Other Option(s) to be Considered

4.1 As detailed above there is an obvious need for the replacement of the existing UTC system with a more sophisticated traffic management control system which will allow the Council to fulfil the requirements of the Traffic Management Act, meet the objectives of the Primelines project and make the City more attractive to businesses and visitors.

The benefits of providing a UTMC system are:

- Control over traffic congestion by making better use of existing infrastructure and investment thereby enhancing the economic vibrancy of the City.
- Ability to disseminate information from different sources to enable road users to make informed decisions.
- Provide essential support to Primelines so that it may develop as part of an integrated transport network.
- Rationalisation of existing facilities.
- Robust monitoring will enable demonstration of compliance with Traffic Management Act.
- Improved customer satisfaction will meet Government requirements and lead to increased funding.
- Recognition as a progressive location which will lead to an increase in private investment.

The impact of not developing UTMC are :

- Inability to achieve the potential benefits previously outlined – increasing congestion will reduce the attractiveness of the City.
- Failure to deliver the key outputs targets of the PrimeLines project
- Continuation of existing inefficiency and duplication.
- Failure to comply with the Traffic Management Act, the potential appointment of DfT intervention and possible impact on the Council's CPA score.

4.2 Below are explanations of each function:

Urban Traffic Control (UTC)
A system consisting of communications links between traffic signal controllers and a central computer that enables signals to be synchronised to assist in the flow of traffic. The system establishes traffic plans and signal sequences and optimises them.

UTMC
The 'glue' that joins systems together to enable data to be exchanged between them and to be made more widely available to users of the transport network. UTMC standardises communications thereby enabling integration of systems made by different manufacturers. It retains information in a Common Database facilitating retrieval of current and historic data. UTMC will enhance the economic vibrancy of the City by establishing it as the centre of excellence for the provision and operation of integrated bus and traffic management.

Links with PrimeLines
There is a need to develop optimum communication links between:

- Buses and traffic signals to provide appropriate and flexible levels of priority;
- Buses and Real Time Passenger Information signs to ensure that accurate and timely information is provided to passengers;
- CCTV cameras and the Traffic Management Centre to facilitate traffic control and bus lane enforcement.

Communication Network
Communications between the existing UTC centre and on street equipment are provided by analogue lines leased from BT which are costing in excess of £80k per year. This technology is obsolete and BT is investing in digital networks and is encouraging its users to do the same by applying a price regime to reflect the higher costs of serving the associated equipment. There is no guarantee with regard to this technology's long term use. The promotion of open protocols for traffic systems in the UTMC programme enables the use of a wide range of digital communications. Subject to availability of band width, systems need no longer depend on dedicated BT circuits. New communications technology and UTMC standardisation in readiness for the withdrawal of analogue services by BT will give opportunities for revenue reduction.

Traffic Management Operations
UTMC unlocks the potential of Traffic Management by developing an efficient operational capability which incorporates the latest facilities and standards allowing expansion to meet the needs of, and to promote, new development in the City and the region as a whole.

- The control room presents a more pro-active view of Network Management
- There will be a move away from concentrating mainly on fault monitoring and systems maintenance
- More emphasis will be placed on providing useful travel information through radio, web based systems and VMS and to stakeholders through Common database viewers
- Automated, clear, concise reports for monitoring traffic management will be produced
- There will be a system for Incident Management and system logging
- There will be Strategy Management tools to allow automatic or manual intervention enabling special operation of traffic signals, VMS signs, bus priority functions etc to address particular events that occur or are planned on the highway eg. concerts at the Ricoh Arena
- Congestion monitoring will be undertaken with links to the Midlands Advanced Transportation & Telematics Information System (MATTISSE), the City Council's website and Elgin
    - Integration with Warwickshire will be essential for local and regional traffic management

- There will be 2 way exchange of information with MATTISSE, such as real time information and planned events
- There will be local and regional links with the Highways Agency to facilitate overall traffic management.

Regional Interfaces

UTMC will be able to link with external systems and organisations, such as the West Midlands Regional Traffic Control Centre (RTCC), the National Traffic Control Centre (NTCC), MATTISSE, where information on traffic flows and incidents on the Motorway network are collated and managed. There would also be links to Elgin which is a traffic management software package which co ordinates Road and Streetworks and allows it be displayed to the public using a GIS web based system. MATTISSE currently provides travel information through its Help2Travel website. The system is being developed as a Common Database which will automatically gather information from systems installed in each of the West Midlands local authorities.

Driver Information

A Variable Message Sign (VMS) Strategy has been developed to ensure that drivers are directed to a car park which has spaces and is in the part of the City Centre where they want to visit. This will reduce the number of unnecessary trips around the Ring Road and reduce congestion ensuring effective car park management. VMS signs will be provided on each approach road to the City to allow drivers to make informed decisions, additional static signs will also be installed. VMS will also be used for Incident Management, if an accident should occur then drivers will be diverted the other way around the Ring Road and therefore reduce congestion, allowing drivers to divert around the hazard. VMS will be introduced in phases with Phase 1 being in place for the opening of the Ikea store before December 2007.

CCTV

CCTV will allow operators in the Network Management team to have access to existing and new CCTV coverage throughout the network which will improve responsiveness and real time management. CCTV will also be used for bus lane enforcement. A shared control room will allow ESU and Traffic Management cameras to be utilised together and ensure coverage of the City. There would also be opportunities to link to the CV1 camera system

4.3 After considering the benefits that a UTMC system will bring to the City it is proposed to award 5 contracts to enable the project to be introduced compromising of the following:

(a) A new UTC system
(b) A Common Database (which will allow the systems to be integrated)
(c) CCTV for congestion monitoring & enforcement
(d) Variable Message Signs (VMS) to enable Car Park & Incident Management
(e) Traffic Signal Maintenance

Tenders were invited for 5 separate contracts; several tenders have been received and evaluated and details are included in a private report, later on this meeting's agenda.

4.4 Automatic Number Plate Recognition (ANPR) systems will also be available which will allow operators to monitor point to point journey times and congestion to assist with providing information. The Common Database will also be able to support initiatives such as congestion management which may be considered in the future.

4.5 Running in parallel to this work there is the West Midlands UTMC Project bid that has been submitted to the DfT and has received provisional approval. The bid is for £26M and will enable similar projects such as Coventry's to be introduced in all 7 Metropolitan Councils in the West Midlands and will allow the Coventry project to expand. Work is currently on-going by West Midlands Chief Officers group to pursue the detailed funding approval which

is anticipated for later this year. Whilst PrimeLines funding gives Coventry a great opportunity to accelerate the implementation of the Project, additional resources are required to enable a full UTMC system to be introduced Citywide. Therefore, Officers are represented on the West Midlands UTMC Project Team and it is anticipated that funding will be provided in the region of approximately £4M to complete this project and allow the expansion of UTMC Citywide, subject to the bid being successful. The award of the West Midland project would ensure that the West Midlands will have a consistent UTMC system that will be reliable and be able to provide information to the West Midlands Traffic Managers Group. It is acknowledged that Coventry is very much in advance of the other Metropolitan Councils in the West Midlands with only a few other local authorities in the UK more advanced, such as Glasgow, Portsmouth and Reading. It is anticipated that it will be known if the bid is successful by December 2006 and funding available in April 2007.

4.6 As part of this project, discussions have been held with the Head of Customer & Business Services regarding the Communications Infrastructure Programme which aims to manage the further development of the corporate local and wide area network infrastructures to enable the wider connectivity of services for Coventry.

The objectives of the programme include:

- one technology infrastructure strategy for the authority supportive to the targets, objectives and needs of the City Council, citizens, education & learning establishments, commercial organisations, and private & public sector partners (this will include looking at how we will work in partnership)
- one technology infrastructure platform, which we consider will be future proof, for the delivery and maintenance of services through a range of existing and new infrastructure services, technologies, and solutions.

4.7 Tenders have already been invited for this project and it is anticipated that a contract will be awarded in December 2006. A financial contribution from PrimeLines will be provided for this project and it is understood that the fibre network on corridors where there are PrimeLines bus routes will be considered a priority. There will be cost savings for the UTMC Project from using fibre network rather than using the current BT analogue lines. Until such time as the tenders have been evaluated for this work it is not possible to say how much of the network would be able to be covered by a 'fibre network system or how much might need to continue to utilise the existing BT circuitry until a transfer of technology could be afforded.

4.8 The preferred option (if the supporting infrastructure is available) is to link into the proposed Wide Area Network (WAN), with Primelines funding being used for relevant sections of fibre network. This is being procured through the city programme managed by Coventry Direct of which the outcome of the current tendering process will not be known until December 2006. Further Primelines resourcing is available to meet any extra cost over and above the current estimate of £1.3M included for this option in Appendix A. If the WAN cannot be delivered in time to meet the time restricted PrimeLines funding arrangements, then alternative solutions built into the 5 tenders outlined will be adopted and reported as part of the ongoing progress reports (see para 2.6).

4.9 The current UTC control room is located in New Union Street and is operated by Jacobs Babtie. As part of the restructuring of CDD and CSD, the Traffic Management & Accident Investigation team (now named the Traffic & Network Management Team) was transferred from CDD into CSD along with the Engineering Client & Contracts team and the Road Safety team (now named the Commissioning, Resources & Assets team). These functions have been joined with the Highways & Lighting Operations team to form the new Highway

Services Division. As part of the detailed restructuring the Traffic & Network Management team will consist of the following:

- Engineering Technical Support - Traffic Management Act Policy, Road Safety Engineering and Parking Policy;
- Parking Services – Enforcement of on and off Parking;
- Network Management (UTMC, New Roads & Street Works Act (NRSWA), Traffic Management, and Highway Monitoring & Inspections).

It is proposed that the Network Management team is located within Jackson Road to provide an integrated Traffic Management Control Centre.

4.10 It has been identified that the existing control room at Jackson Road could be expanded and upgraded to incorporate all of the requirements in order to manage the new UTMC system and take on the new functions such as camera enforcement. Several options have been considered and the conclusion of these investigations have identified that Jackson Road is the most appropriate location due to its security and that it is operational 24/7, which will give significant flexibility in terms of traffic monitoring, and covering events such as football matches and concerts at the Ricoh Arena. The existing control room at Jackson Road was under review and it seem beneficial to combine these functions and utilise ESU staff to undertake CCTV monitoring and camera enforcement in order to make most efficient use of CSD resources.

4.11 Jacobs Ltd have been commissioned to carry out a study of the existing building and have identified a proposal for altering the existing layout of the control room and providing office space for the new Network Management team. There is also a need for space to be provided for a server farm to be located at Jackson Road to ensure that the Council's ICT equipment isn't stored in 1 location and therefore reduce the risks of the Network being disrupted should the servers in the Council House be subject to damage. The consultants have been asked to take this need into account and provide an integrated solution that should meet all requirements.

4.12 To achieve all of the requirements as detailed above there is a need to relocate some of the existing staff, potentially the ESU Admin team from Jackson Road. There are HR implications and consultation will be undertaken with the trade unions and employees, to resolve any issues/concerns and ensure a smooth relocation. Assurances will be made to ensure that alternative accommodation for this team will be of a similar quality and any refurbishing work necessary, will be undertaken before relocation. In order to meet the time requirements of the UTMC upgrading project the suppliers and fitting out work will need to start in November 2006.

4.13 It is proposed that when bus lane camera enforcement commences the Penalty Charge Notice (PCN) fee should be £60 subject to a 50% discount for prompt payment. This is consistent with parking PCNs and DfT guidance. Publicity will be carried out before camera enforcement is used. It is likely that this system could be operational by the Spring of 2007. Moving traffic offence camera enforcement is not available at the present time and it is anticipated that the Council will apply for these powers when they do become available which is not likely to be before 2008. In a exactly parallel approach to that adopted for decriminalised parking there is a requirement that the City Council should be part of a joint independent adjudication service which would hear appeals regarding the appropriateness of the penalty charges that are levied.

5 Other specific implications

5.1

	Implications (See below)	No Implications
Best Value		✓
Children and Young People		✓
Comparable Benchmark Data		✓
Corporate Parenting		✓
Coventry Community Plan	✓	
Crime and Disorder	✓	
Equal Opportunities		✓
Finance	✓	
Health and Safety	✓	
Human Resources	✓	
Human Rights Act		✓
Impact on Partner Organisations	✓	
Information and Communications Technology	✓	
Legal Implications	✓	
Neighbourhood Management		✓
Property Implications	✓	
Race Equality Scheme		✓
Risk Management		✓
Sustainable Development		✓
Trade Union Consultation	✓	
Voluntary Sector – The Coventry Compact		

6 Coventry Community Plan

6.1 Network Management & UTMC will make a major contribution to improving public transport and improving transportation in the City.

7 Crime & Disorder

7.1 Camera enforcement for bus lane enforcement and moving traffic offences will contribute to reducing offences.

8 Finance

8.1 The estimated capital costs for this project are £6.6M. Detailed costings are provided in the private report that is elsewhere on your agenda. Capital resources are shown is the table below:

Table 1 Capital Resources		
Funding Source	Total £000	Status
PrimeLines	3,800	Grant secured
Local Transport Plan (LTP)	805	Proposed to be programmed over next 5 years
Bus Showcase	300	Grant secured
West Midlands Annex E (see para 4.5)	1,380	
Section 106	320	
Total	6,605	

9 Health & Safety

9.1 An improved UTMC system will reduce the occurrence of faults at traffic signals and therefore increase road safety for all road users.

10 Human Resources

10.1 To ensure that Network Management is introduced effectively and the requirements of the Traffic Management Act are fulfilled then a Network Management team will be developed with the creation of 4 new posts, this is dependant on the restructuring which is yet to finalised.

10.2 To ensure that the control room can function efficiently then there is a need for some existing staff to be relocated. Consultation with staff and the Trade Unions will be carried out.

11 Impact on Partner Organisations

11.1 Jacobs Babtie currently manage the UTC function on behalf of the City Council. It is proposed that this team will be relocated to Jackson Road and will become part of the Network Management team. This arrangement will be reviewed in the near future, an option for consideration could be that this function is taken back in house.

12 Information and Communication Technology

12.1 As previously detailed in this report and the associated public report on Network Management (elsewhere on the agenda) there is a need to invest in an improved UTMC system.

12.2 The delivery of this project depends on the current Wide Area Network Project that is currently being developed. Discussions with Officer are on-going to ensure that timescales are realistic and can be met.

13 Legal Implications

13.1 The Network Management Duty is a legal obligation on the Council. Any failure to implement it could result in central government intervention, as outlined in the report.

13.2 Bus lane enforcement is governed by a set of detailed regulations and by DfT guidance, which will need to be closely followed to avoid successful appeals to the national adjudicator.

14 Property Implications

14.1 There are implications for Jackson Road as detailed in this report.

15 Trade Union Consultation

15.1 Discussions have been held at monthly Trade Union liaison meetings about the creation of new posts as part of the CSD restructuring. Detailed consultation will be carried out with the Trade Unions to discuss relocation of existing employees.

16 Monitoring

16.1 The management of the contracts and the performance of the contractors will be monitored by Officers in CSD. The UTMC system will allow traffic management reports to be produced which will allow Officers to produce National and Local Performance Indicators required by the Traffic Management Act. This information will be included in the Local Transport Plan APR report that is produced for the Department for Transport.

17 Timescale and expected outcomes

17.1 The UTMC project needs to be operational by April 2008 which is when Primelines funding is required to be committed.

	Yes	**No**
Key Decision	√	
Scrutiny Consideration (if yes, which Scrutiny meeting and date)		✓ **Although a briefing note was considered by Scrutiny Board (3) at their meeting on 4th October 2006**
Council Consideration (if yes, date of Council meeting)		√

List of background papers

Proper officer: Director of City Services

Author: Jacqueline Dooley, Telephone 76832030
Traffic & Network Manager
(Any enquiries should be directed to the above)

Other contributors:
Martin Dickens, CSD
Mick Green, CSD
Gary Marshall, CSD
James Russell, CDD
Colin Eastman, CDD
Allan French, Finance & ICT
Nigel Clews, CDD
Mark Smith, LDS
Valda Holmes, LDS
Marion O'Brien, HR
Geoff Smith, Finance & ICT
Kristian Smith, Finance & ICT
Ewan Dewar, Finance & ICT

Papers open to Public Inspection

Description of paper	**Location**

Appendix A – The Traffic Management Act 2004

Traffic Management on Trunk Roads

- Allows the HA to carry out some of the traffic management functions on motorways & trunks roads. This provides a greater focus on keeping traffic flowing and frees up Police time to focus on detection & prevention.
- Allows Traffic Officers to patrol the road network dealing with incidents such as clearance of obstruction etc. They will have the authority to stop and direct traffic and operate traffic signs.
- To monitor and manage the traffic flow new Regional Centres will be provided operated by the Police & HA.

2. LAs will have a network management duty to keep traffic flowing.
   - All LAs will appoint a Traffic Manager.
   - The LA should manage all functions which have an impact on traffic flows in a more holistic way.
   - If a LA fails to manage its network effectively then a Traffic Director will be appointed and either operate a 'hands off' monitoring role, intervening when necessary or more 'hands on' by taking responsibility for some of the LA's functions.

3. Street Works
   - Gives more powers to LAs within the regulatory framework which utility companies are permitted to dig up local roads. To ensure that works are co-ordinated effectively.
   - Creation of a permit scheme – which the utilities have to apply to the LA to dig up particular roads.
   - Gives more powers to LA to not permit utilities to work in certain roads on particular days and to instruct them that their works should follow a particular route.
   - Allow LA to apply embargoes on roads after major utility roads works have taken place. This can be extended to 3 years.
   - Allow LA to resurface entire lanes or width of the road instead of the parts that that they have dug up.
   - Allow LA to increase the fines that are issued to utilities that have failed to reinstate the road or that have not taken heed to the LA's instructions. Fines can now be increased to a maximum of £5K. LA can also issue lower fines under a fixed penalty notice.
   - Allows for lane rental charging powers covering skips, scaffolding and other building material left in the road.

4. London
   - The Act includes specific measures to improve traffic management in London such as providing a single permit scheme.
   - The Act allows powers for Transport for London to play an important co-ordinating role.

5 .Civil Enforcement of driving and parking offences
   - Extends the scope for LAs to take over traffic enforcement from the Police.
   - Enables the consolidation of civil traffic enforcement legislation covering bus lanes, & some moving traffic offences such as ignoring box junctions & banned turns.
   - Penalty charge notices will be able to be issued on the basis of camera recordings or the statement of a civil enforcement officer employed by a LA.

- LAs will have the ability to issues penalty charge notices by post, use of cameras to detect parking contraventions and for parking within areas of a pedestrian crossing.
- It will also create a specific offence to deal with double parking.
- The Act includes a reserve power to enable the Government to direct LA to apply for civil parking enforcement powers.
- Surpluses made for DPE can be spent on local environment improvements.
- High performing LAs will be given freedom to spend any surpluses on any of their functions.