

Traffic Management Act 2004

A highway authority view

Roger Williams

Traffic Manager

East Sussex County Council



TOPICS COVERED

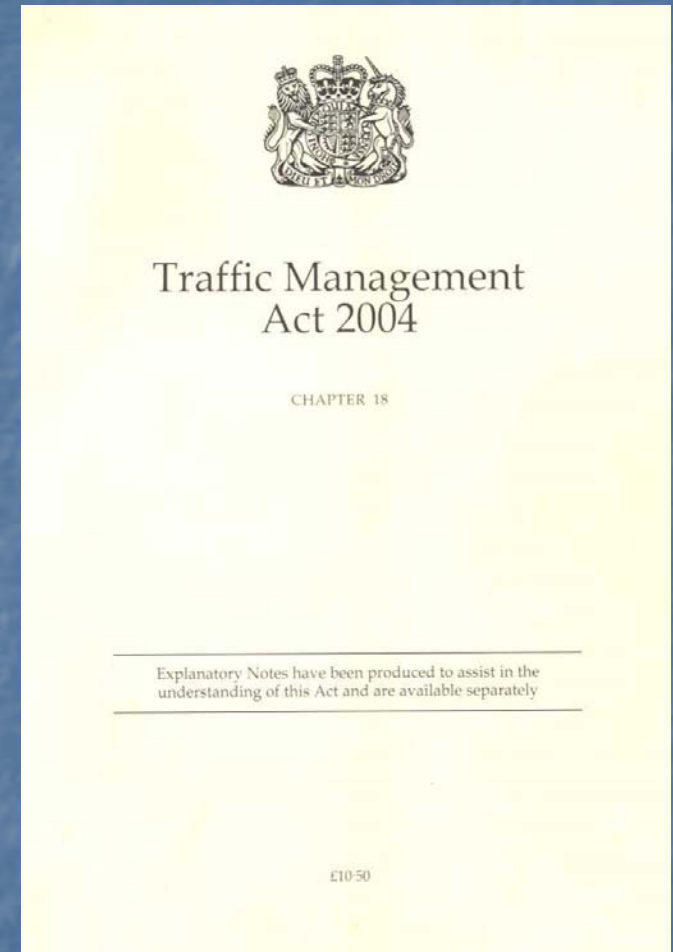
- **What is the Network Management duty?**
- **Where are we now**
- **The traditional approach**
- **Another approach**
- **What's going on in East Sussex**

What is the network management duty?

The Traffic Management Act states that a highway authority has a duty to;

- a) Secure 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

Enacted on 4th January 2005



Guidance on Intervention Criteria

- Guidance on Intervention Criteria
 - 8 topics for consideration common to all
 - considering the needs of all road users
 - co-ordinating and planning works and known events
 - gathering information and providing information needs
 - incident management and contingency planning
 - dealing with traffic growth
 - working with all stakeholders –internal and external
 - ensuring parity with others
 - providing evidence to demonstrate network management
 - 33 questions

Intervention Process

- Intervention –a staged process
 - Information gathering by DfT
 - Intervention Notice
 - Intervention Order (may be accompanied by the appointment of a Traffic Director)
 - Evidence of performance of duty provided to DfT through LTP Delivery Report (first due July 2008)
 - No timescales set out in Order
 - Costs of intervention recoverable from LHA
 - Intervention affects a council's Comprehensive Performance Assessment (CPA) score



**How are you going to assist
Highway authorities in
delivering their network
management duty?**

Current Situation

- **Currently around 80% of works notified on daily whereabouts**
- **Inability to correctly co-ordinate all works**
- **Difficulties in informing highway users of works**
- **Current level of noticing errors do not allow delivery of duty**

TMA gives an opportunity to either



OR



The traditional approach

- Fixed Penalty Notices
- Revisions to Section 74
- Increase level of fines for court action
- Section 56 and 56a directions
- Section 58 and 58a restrictions
- Permit Schemes



Another Way?

- A groundbreaking partnerships with EDF Energy and Southern Water
- A better understanding of pressures and constraints
- Shared coring programmes
- Demonstrating parity
- Considerate contractor schemes



Partnership Mechanics

EDF Energy and Southern Water are treated exactly the same as any other Utility

- Section 74 charges are still levied
- FPN's will be charged
- Sample and Defect inspections are still carried out to the same standards

Partnership Mechanics

- HOWEVER the focus is always on performance rather than failure
- Understanding the challenge and finding a solution together
- Using legislation as a backstop
- Celebrating success

Deliverables to date

- Agreed common objectives
- Increased understanding at all levels
- Increased commitment at all levels
- Communication significantly increased
- Trust and openness has been developed
- Performance has improved

Governance

- Partnership board reviews the balanced scorecard and progress on a quarterly basis
- Partnership steering group meetings held every two months focuses on performance issues and solutions
- Joint workshops have been held on Chapter 8, noticing and specification compliance increasing joint understanding
- A partnership reviews are carried regularly to ensure that the approach still delivers

Deliverables to date

- Increased notice compliance by 18%
- Increased Category A inspection compliance by 18%
- Shorter durations on A and B roads
- Increased use of sustainable material
- Joint Training to increase understanding

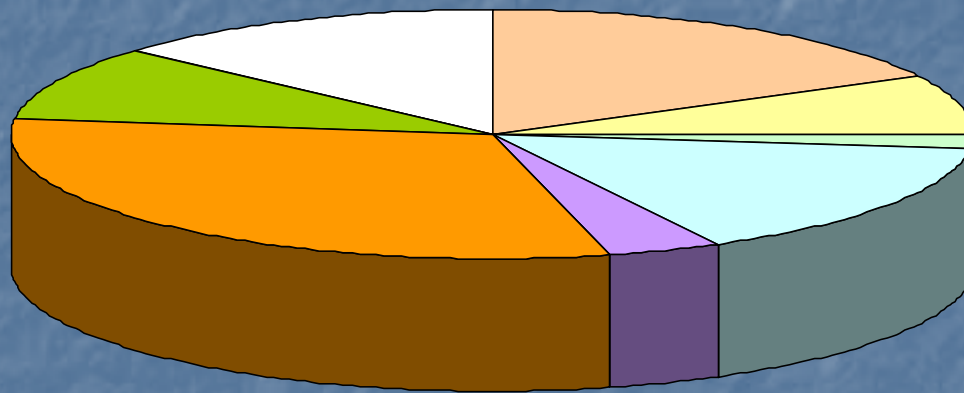
What's going on in East Sussex

- Term highway contractor carrying out full ETON noticing
 - Written into contract documents
 - Requirement to send full appendix E compliant notices
 - Requirement to send all notices through ETON with return path facility.
 - All works with excavation or traffic control require notification
 - Full notice set not just registration

What's going on in East Sussex

- Term highway contractor subject to financial fixed penalty notices
 - Written into contract documents
 - All notices received checked for compliance
 - Errors identified and returned on a weekly sheet
 - Monthly meetings to determine error type and corrective measures

May Gurney Error sheet 17th to 21st December 2007



- Appendix E Failure
- Late Notification of notice/s
- Insufficient details of location/description of works
- Incorrect NSG,quoted
- Registration notice- only one site and/or incorrect dimensions declared
- Incorrect inspection units declared
- M/Without with dimensions declared
- D/W raised to include/ weekend works
- Incorrect Originator Reference used
- S74 charge
- other

What's going on in East Sussex

- Term highway contract subject to financial section 74 overrun charges

- Written into contract documents

- Applied on all types of streets and footways

- Both physical and notice information used

- Ensuring that reasonable durations are requested

What have been the Challenges?

- To work with a contractor with no previous experience of noticing
- To understand the process and practice
- To ensure that ESCC staff understand the requirements of the TMA
- Ensure the systems were compatible
- Working closely with joint training to increase compliance

What's going on in East Sussex

- Audit of Network Management duty intervention criteria
- Local performance indicators developed
- Process developed for maintaining bus punctuality through works
- Performance led approach with all utilities
- A number of prosecutions of utilities

What's going on in East Sussex

- Bus partnerships and Real time bus information introduced
- Extension of decriminalised parking in the county
- Largest local authority car share club
- Local area agreements focusing on local transport issues
- Incident management with police and HA

Traffic Management Act

- A real opportunity to embrace the ethos
- Foster more positive ways of working
- Serious implications for failure
- A mechanism to deliver a better highway network to our customers

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