

Greater Manchester Transport Committee

Date: 08 November 2019

Subject: Highways and Congestion Update

Report of: Bob Morris, Chief Operating Officer, TfGM

PURPOSE OF REPORT

This report provides an overview of progress on the implementation of the Greater Manchester Congestion Deal since it was launched in March 2018.

RECOMMENDATIONS:

Members are asked to note the contents of the report.

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Risk Management – not applicable

Legal Considerations – not applicable

Financial Consequences – Revenue – not applicable

Financial Consequences – Capital – not applicable

Number of attachments included in the report: One

Appendix 1: Congestion Deal 2018/19: Measures Delivered

BACKGROUND PAPERS: Nil

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		None
GMTC	Overview & Scrutiny Committee	
Not applicable	Not applicable	

1 OVERVIEW

- 1.1 This report provides an overview of progress on Greater Manchester's Congestion Deal since it was launched following GMCA approval on 29 March 2018.
- 1.2 Greater Manchester is growing. In the last decade alone, the population has increased by more than 200,000 to almost 2.8 million people, with a 6.8% increase in our economy. Greater Manchester has one of the largest student populations in Europe (100,000), and 1.38 million international visitors are now attracted each year.
- 1.3 Further growth will increase demand for transport and infrastructure. It is anticipated that we will need 227,500 new homes, with up to 200,000 new jobs created across Greater Manchester by 2035. This could mean an additional 600,000 trips on our transport network every day, so if our success is to continue we need a world class transport system that supports sustainable economic growth and provides access to opportunity for all.
- 1.4 The three main themes of the Deal are to:
- Improve the management of the transport network to make it work more efficiently;
 - Provide people with more information about their travel choices – particularly how and when they travel; and
 - Increase the capacity of our transport network to facilitate more reliable journeys.
- 1.5 Following GMCA funding approval on 26 October 2018, a range of physical interventions on the highway network, network monitoring / management solutions and policy interventions have been developed and delivered to achieve these aims.

2 CONTEXT

- 2.1 In April 2018 TfGM's Control Centre transitioned to 24 / 7 operation to increase the round the clock capability to monitor and respond to events and incidents impacting the transport network. Regardless of the time of day, we're now better able to identify issues and in most cases, reduce the impact on the travelling public by altering traffic signal timings to improve vehicle flows.

- 2.2 The Control Centre also facilitates an integrated, multi-partner approach to better coordinate network management. This allows for faster, wider ranging customer messaging to inform journeys that may be affected by disruption.
- 2.3 Alongside this, a new approach to network management was adopted with a focus on the 14 most congested corridors across Greater Manchester where efforts to monitor, manage and improve would be directed.
- 2.4 To support this new corridor management approach, TfGM appointed a dedicated team of Corridor Managers that commenced in September 2018. Since appointment, Corridor Managers have established a partnership approach with network management teams across the 10 local authorities to carry out corridor monitoring and identify where improvements can be made.
- 2.5 At the launch of the Congestion Deal, TfGM and the GMCA committed to an £80 million investment in new trams, providing 4,800 extra spaces and increasing capacity on the busiest lines, and allocated £160 million of funding to the Mayor's Cycling & Walking Challenge Fund, giving thousands of people the potential to move around without reliance on private car use.

3 KEY PROGRESS

- 3.1 Since funding approval, TfGM has delivered a programme of enabling infrastructure across the highway network to better monitor and manage highway network conditions across Greater Manchester and implement interventions in response to disruption, where appropriate in conjunction with relevant highway authorities.
- 3.2 To enhance TfGM's ability to monitor and manage the highways network, as a part of the Congestion Deal, TfGM have installed 5 new permanent CCTV installations at key junctions across Manchester and Tameside; 15 Rapid Deployable Cameras (RDCs) deployed at key junctions across GM local authorities; and 6 permanent Variable Message Signs (VMS) installed across 6 different GM local authorities;
- 3.3 Through the corridor management approach, TfGM has worked closely with local authorities to develop and deliver a programme of minor highway improvement works along key congestion corridors. These improvements have ranged from relining and marking works (lane markings and 97 yellow box junctions have been remarked) on the approach to and at busy junctions, to the introduction of new Traffic Regulation Orders (TROs) to introduce peak time parking and loading restrictions.
- 3.4 The relining of faded road markings will help raise awareness of hazards, make enforcement easier and help to keep vehicles moving along and across some of our busiest corridors. The presence of faded yellow box markings and the

difficulties this causes for enforcement is one of the biggest causes of delay, outside of roadworks, particularly for Metrolink and bus passengers. Having well marked junctions that can be enforced supports Greater Manchester's case to central Government for putting powers to enforce moving traffic offences into local control.

- 3.5 TfGM has also invested in a real-time data solution that provides live highways journey time data to the Control Centre, helping to improve network management. The Elgin software enables TfGM to better respond to issues on the network providing the ability to supply up to date road closures and reopening information to satellite navigation systems. Local highway authorities have also been provided access to this software to improve coordination of efforts.
- 3.6 TfGM has successfully piloted a bus priority traffic signals scheme at 26 junctions along the A6 – Hazel Grove to Manchester corridor. The SCOOT (Split Cycle Offset Optimisation Technique) adaptive traffic signal control system was used to provide additional green time to late running buses where the system detected spare capacity based on real-time traffic flows, without any adverse impact to general traffic. The pilot is now planned to be rolled out across several other corridors across Greater Manchester including A635 Ashton Old Road and A5103 Princess Road.
- 3.7 Appendix 1 represents the geographic spread of the physical interventions / measures implemented thus far across Greater Manchester.
- 3.8 There are over 2,400 signalised junctions across Greater Manchester with 47% operated by smart traffic signal technology that responds in real-time to changes in traffic volumes and dynamically changes signal timings to optimise the flow of vehicles. To provide this benefit across GM, TfGM is delivering a programme of smart traffic signal installation and commissioning at 97 junctions with 46 junctions currently commissioned ahead of schedule. An additional 12 existing smart signal junctions have also been connected to the signal network, where due to their isolated locations, they previously could not be connected.
- 3.9 To also ensure maximum capacity is provided to arms of junctions where traffic volumes are significantly high at peak times, TfGM has also reviewed over 200 standalone (i.e. not adaptive) signalised junctions and have made timing adjustments where necessary to improve traffic flows. This programme of signal timing reviews will continue to ensure our junctions are operating as efficiently and effectively as possible.
- 3.10 In line with the aim of providing the travelling public with more information on the travel choices available to them both as part of routine journeys and during times of disruption, TfGM has greatly enhanced a travel demand management (TDM) approach. Following the principle of the 4 R's: re-mode, re-time, re-route

and reduce; customers are provided with enhanced messaging, making use of digital media channels such as LinkedIn, Twitter, Facebook and Instagram to allow people to plan for key events and avoid travel disruption.

- 3.11 To enhance this offer, a number of improvements have been made to TfGM's web pages including provision of real-time live traffic status for 36 routes throughout GM alongside a rollout of real-time camera feeds across the highway network to help motorists better plan their journeys.

4 NEXT STEPS

- 4.1 The Congestion Deal is a three-year initiative to reduce congestion through behavioural change and improvements to Our Network. Therefore, in the second year of the Deal (2019/20) TfGM is developing and delivering a range of measures to achieve this, including:

- Identifying potential Red Route pilots with Local Authority partners for delivery;
- Developing proposals and securing funding for the enhancement of P&R capacity across modes;
- Business Engagement to promote flexible working;
- Enhancing TfGM.com and social media channels to provide targeted and clear communications regarding network performance and disruption;
- Building on the Early Bird ticketing pilot to bring forwards innovative ticketing solutions to promote re-timing of journeys;
- Coordinating multi-agency actions to manage the disruption caused by the capital investment programme; and
- Building on the momentum of the Deal to developing proposals for the third year of the Congestion Deal.

5 RECOMMENDATIONS

- 5.1 Recommendations are set out at the front of this report.

BOB MORRIS

CHIEF OPERATING OFFICER

Appendix 1

CONGESTION DEAL 2018/19 MEASURES DELIVERED

