

Safe roads, Reliable journeys, Informed travellers



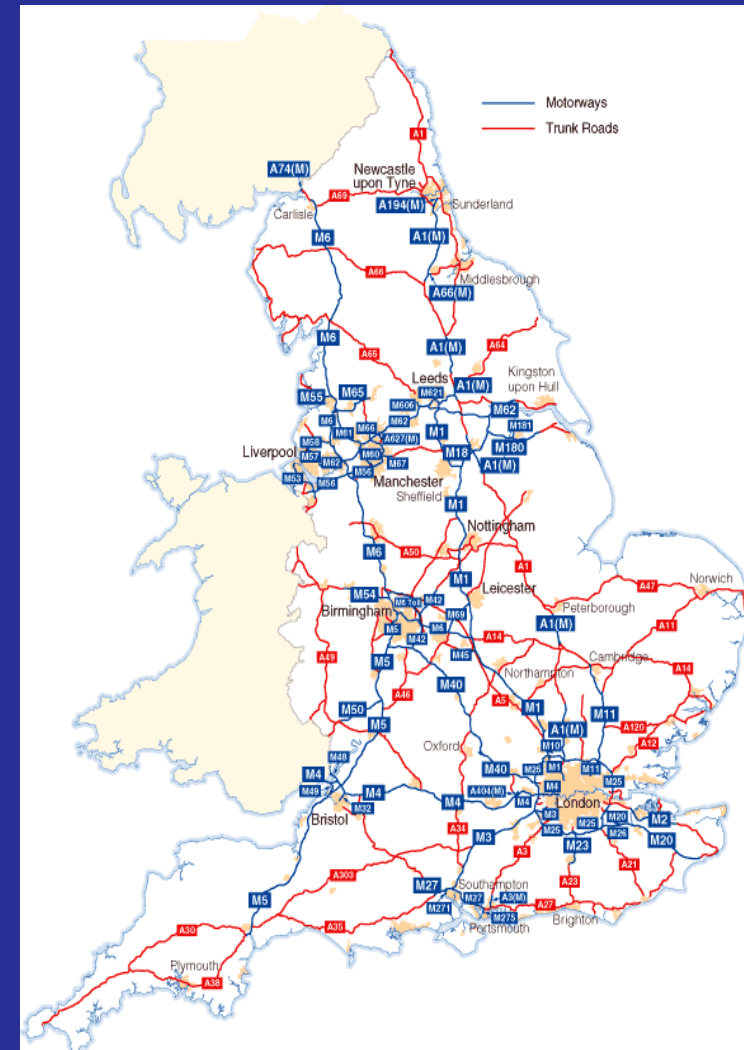
UTMC

Network Management & Monitoring

Derek Turner
National Traffic Director

The Strategic Roads Network

- 2,900 km of Motorway
- 4,300 km of All-Purpose Trunk Road
- Only 2.5% of England's Road Network...
- But carries 1/3 all traffic & 2/3 all freight traffic

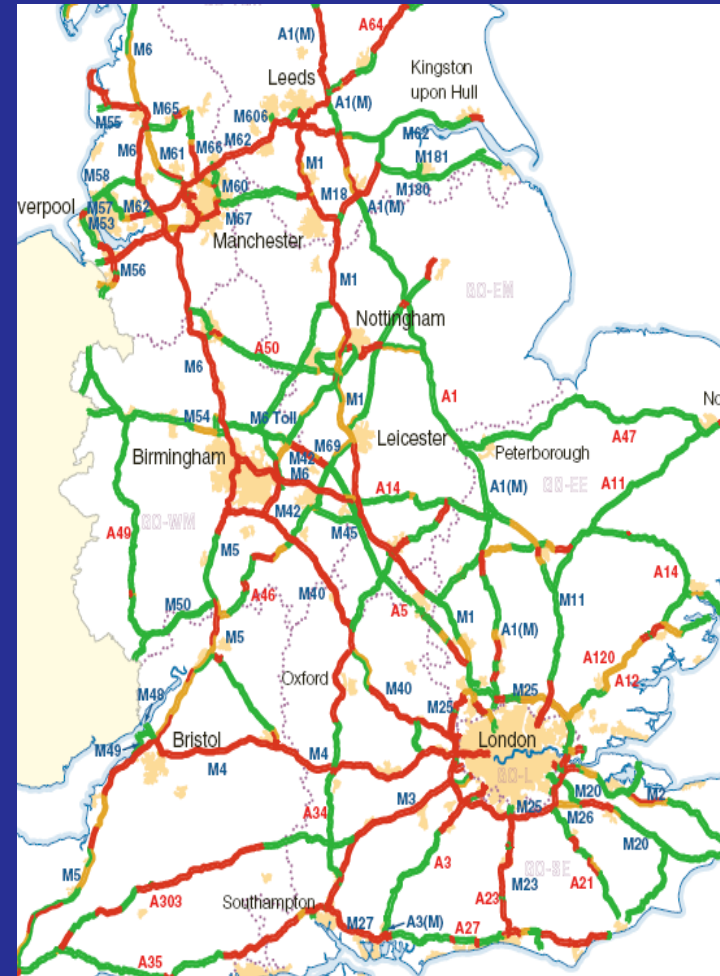
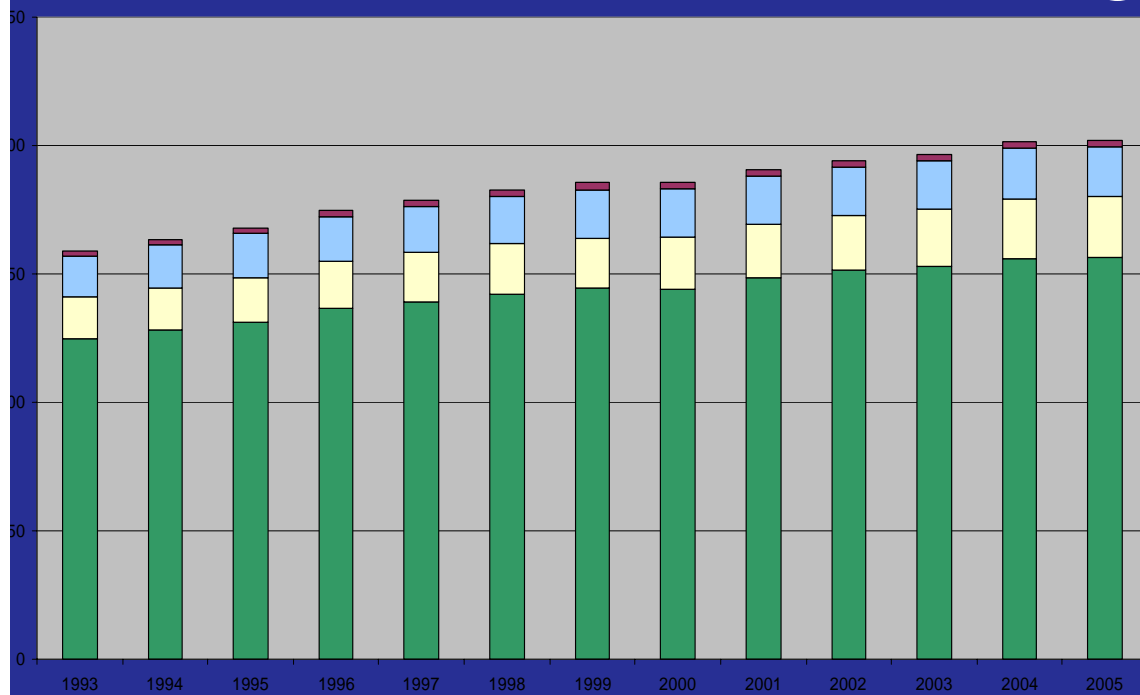


Towards a Sustainable Transport System

- Government set out new approach to strategic transport planning in October 2007 with the following broad goals:
 - Maximise competitiveness and productivity
 - Address climate change
 - Protect safety, security and health
 - Improve quality of life
 - Promote greater equality of opportunity

Sustainability

Traffic Growth and
Network Stress increasing



The Policy Context for UTMC

- Journey Time Reliability PSAs – urban & inter-urban
- New functions transferred to HA from the Police
- Agency as Network Operator, not just builder
- 1200 on-road Traffic Officers with 7 Regional Control Centres (RCCs)
- Information Strategy
- ATM



Inter-urban PSA Target

- **Public Service Agreement target set by Government: “By 2007-08, make journeys more reliable on the strategic road network”**
- **Measured by improving average vehicle delay on the slowest 10% of journeys on the strategic road network during 2007/08 financial year, compared to baseline period (August 2004 – July 2005)**

The Agency Framework for 2008 & Beyond

- **Customer's First & Customer Promise**
- **Integration & UTMC**
- **Single-Point Regions**

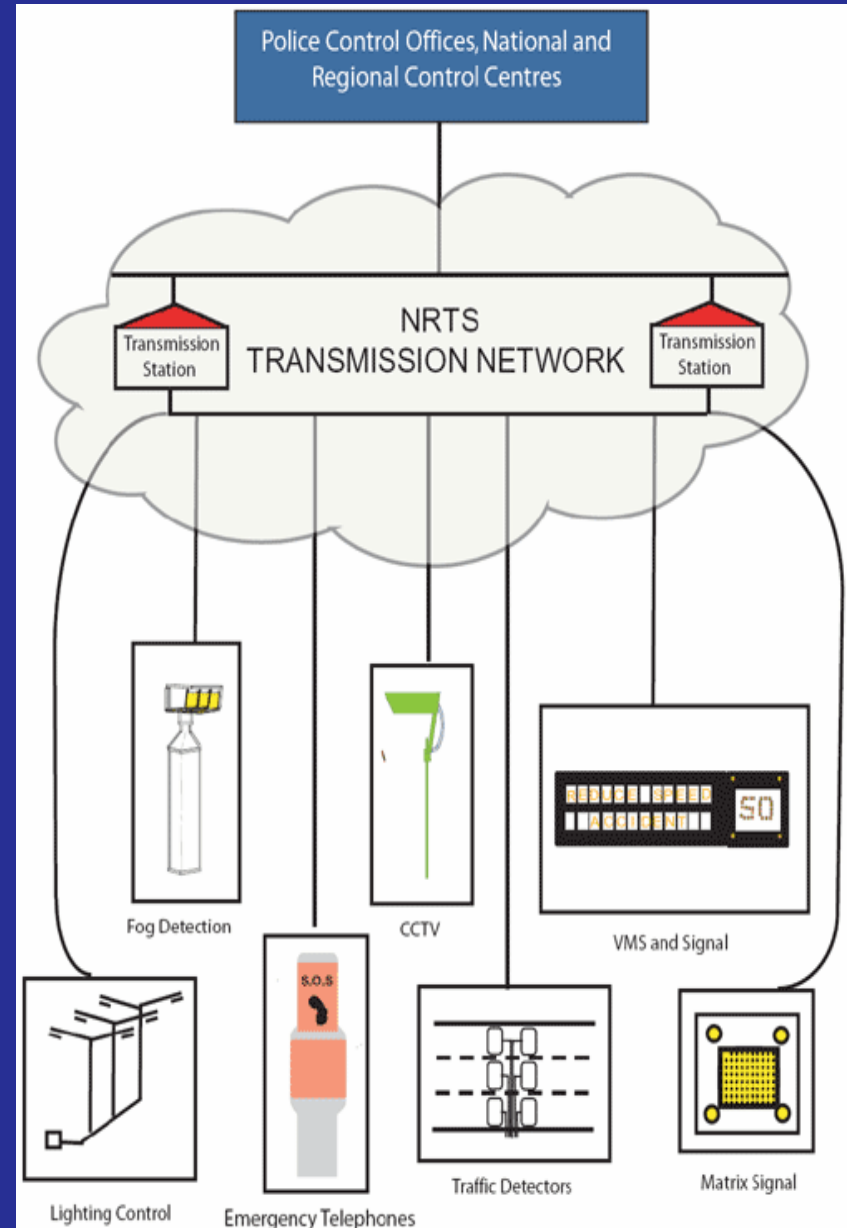
Technology Tools to Improve Reliability

- Delivery of MIDAS, CCTV and variable speed limits including lightweight gantries and lightweight signs
- ATM roll-out
- Electronic speed enforcement
- Basic infrastructure for access management systems (Ramp Metering)

Resilient Communications Network vital

NRTS

- Gaps in fibre-optic network filled
- Better, more reliable transmission equipment
- 2nd-generation CCTV for RCCs
- Single Network with capacity to deliver all HA requirements for next 10 years
- Facilitates roll-out of controlled Motorway and ATM

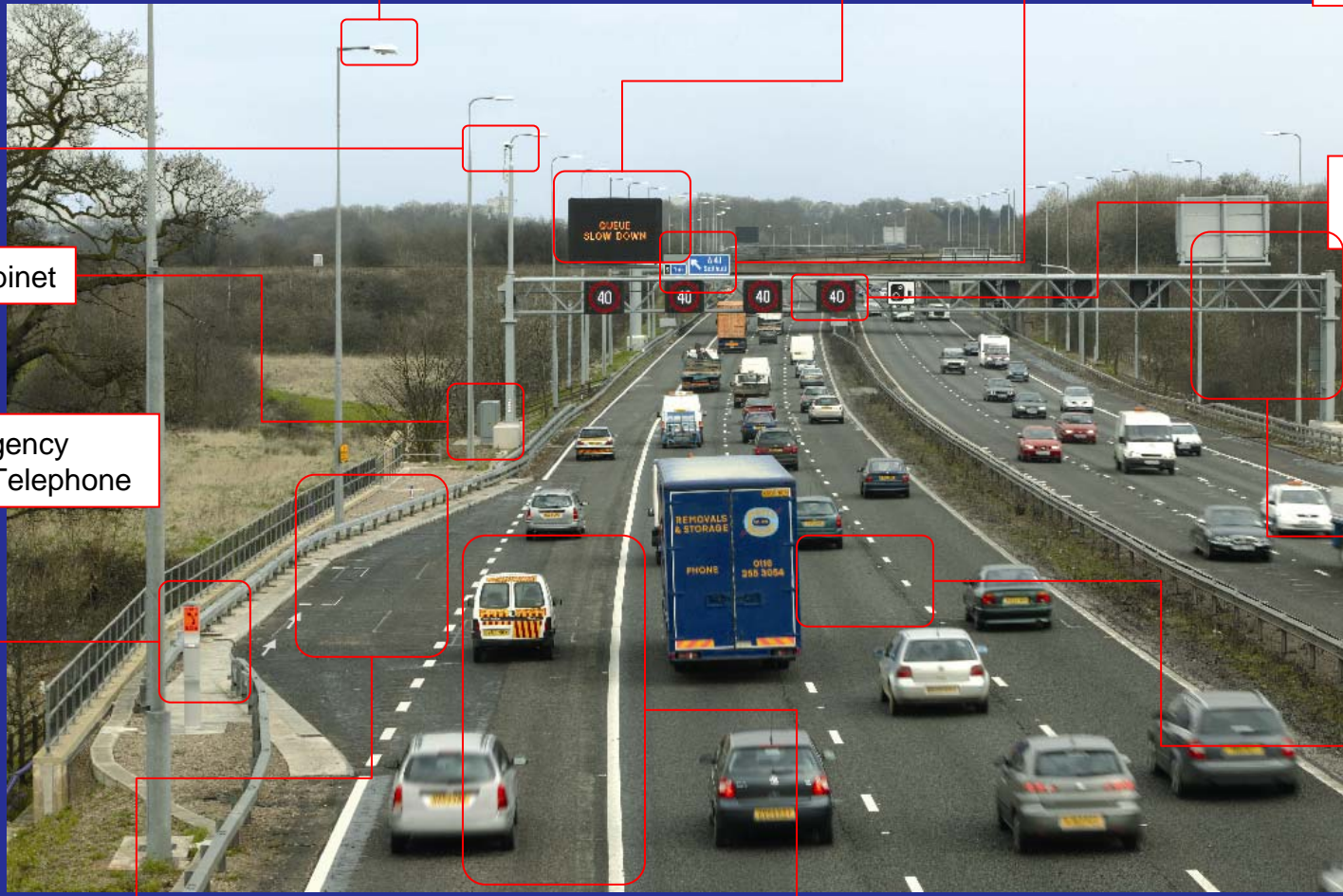


CCTV camera

Lighting Columns

MS4 driver
Information panel

Fixed direction
signing



Lane specific
signals

CEC cabinet

Emergency
Roadside Telephone

Lightweight
Gantries

MIDAS

Emergency Refuge

Continue

Hard Shoulder
running

M42 Active Traffic Management - Results

- Average Journey Times reduced by up to 26% in worst pm peak
- Peak Throughput increased by up to 13%
- >95% compliance with speed limits
- Personal Injuries down to 1.5 per month from 5.2
- Vehicle Emissions down 10%
- 84% of users confident of using hard shoulder & 93% say instructions are clear
- Significantly cheaper than widening

ATM Roll-out - Issues

- Design
- Location
- Procurement



Ramp Metering

- Key part of PSA Delivery Plan
- Progress with implementation
- New sites in Areas 3, 5, 7, 9, 10 & 12
- Ramp Metering +



UTMC

- More than Technology
- More than Traffic Management

Integration of Networks

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Thank You

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