



Department
for Transport

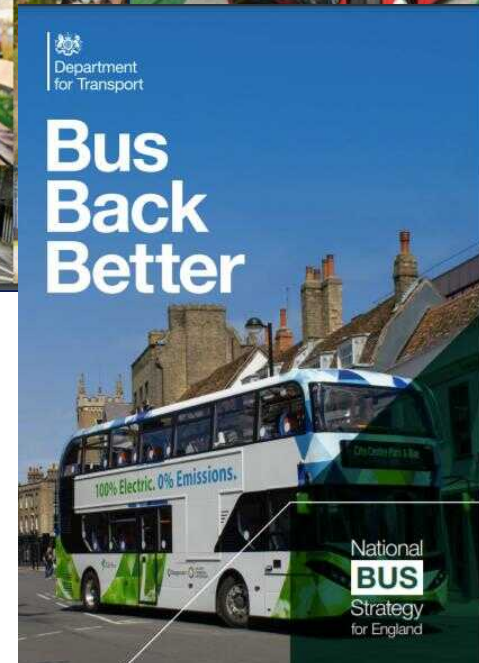
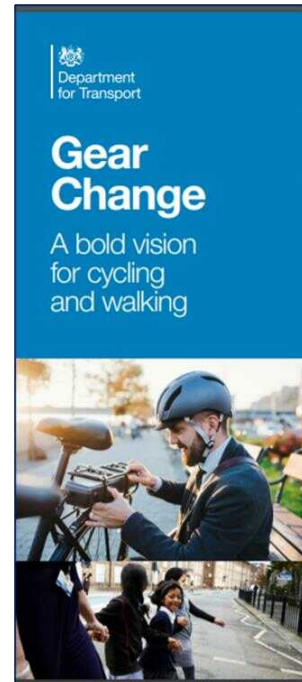
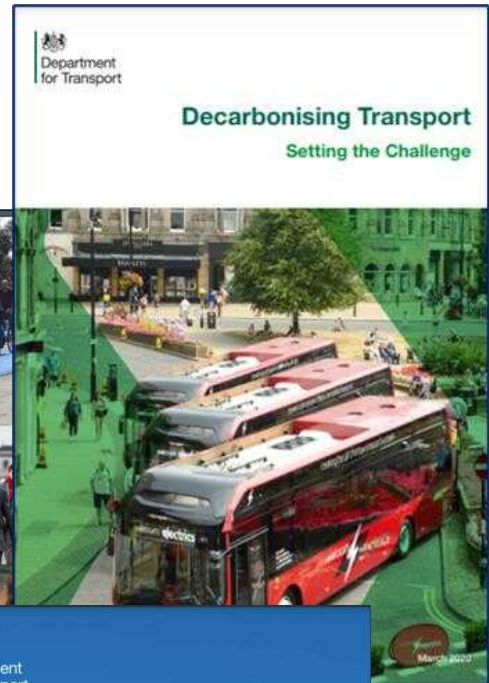
National Traffic Managers' Conference: DfT Update

Sally Gibbons

13 October 2021

A busy year:

- **Transport Decarbonisation Plan**
- **Gear Change**
- **Bus Back Better**
- **Emergency Active Travel Fund**
- **Consultation on pavement parking**
- **Part 6 TMA commitments**
- **Street Manager went live**
- **E-scooter trials**



Part 6 Traffic Management Act 2004

- **Commitment in Gear Change and Bus Back Better**
- **Drafting underway**
- **Advice note issued July 2021**
- **Aim to make powers available February 2022**
- **Designation of first wave of authorities a few months later**



We will commence the remaining elements of Part 6 of the Traffic Management Act 2004, allowing local authorities, rather than the police, to enforce against moving traffic offences



Pavement Parking

- Consultation summer 2021
- Two options:
 - Creating a civil ‘obstruction’ offence
 - Implementing a national ban
- 15,000 responses
- Analysis complete
- Awaiting Ministerial decision



Active Travel Fund 2020

- £225M for local authorities to implement changes to roads to give more space to walking and cycling
- To enable more active travel while public transport was constrained
- To capitalise on increases in walking and cycling.
- To enable social distancing
- Network Management Duty
Guidance published to support LAs

Statutory guidance

Reallocating road space in response to COVID-19: statutory guidance for local authorities

Guidance for local authorities on managing their road networks in response to the coronavirus (COVID-19) outbreak.



Update to Network Management Duty Guidance

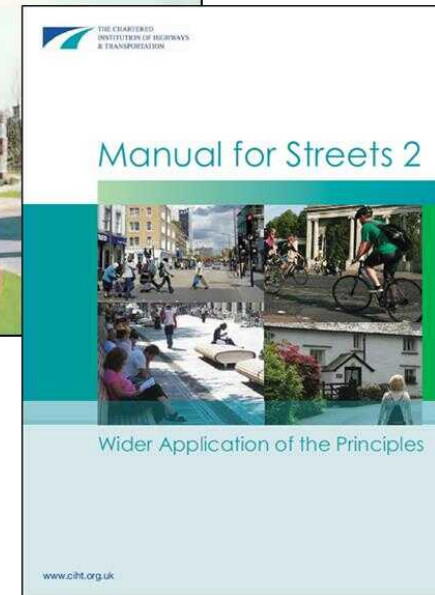
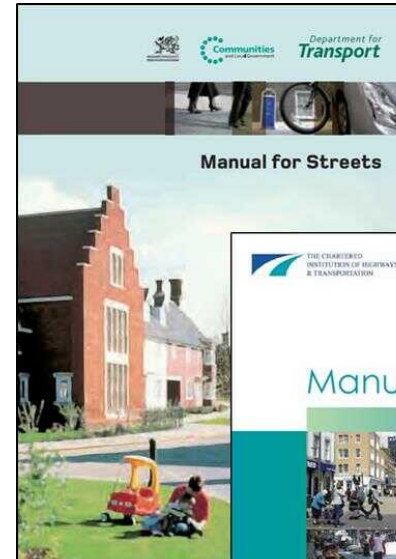
- Gear Change:

“We want to ... look afresh at the statutory guidance about the duty that is now over a decade old. We want it to reflect much more clearly the current imperatives of decarbonisation, encouraging healthier forms for transport and emphasis on technology. “



Updating Manual for Streets

- National design guidance, primarily for residential development
- Evidence-based
- For local authorities/consultants/practitioners/developers etc to use in designing local streets
- Co-published by DfT and MHCLG
- MfS2 extends principles to busier streets



Why are we updating it?

- Passage of time
- The planning framework has changed
- Uptake is not as high as we'd like
- Poor development is still happening
- MfS can help deliver other policies



How are we updating it?

- **CIHT grant-funded to run project**
 - Voice of the profession
 - Long history of involvement in streets and street design
 - Publishers of MfS2
- **WSP appointed as contractors**
- **Stakeholder engagement underway**
- **Aim to publish 2022**

