

ACTION NOTES / KEY MINUTES

Meeting Title: **NATIONAL TRAFFIC MANAGERS FORUM**

Date of Meeting: Wednesday 10 June 2020

Present: Mark Corbin (MC), Hannah Bartram (HB), Peter Goode (PGo), Liz Burr (LB), Brian Foxton (BF), Anthony Ferguson (AF), Andrew Sherry (AS), Matthew Jezzard (MJ), Paul Garrod (PG), Neil Edwards (NE), Graham Hanson (GH), James Kelly (JK), Kevin Hargreaves (KH), Claire Melvin (CM)

Apologies: Matthew Wilson

Ref	Item	Action by / when
	<ul style="list-style-type: none"> • MC welcomed and thanked everyone for joining the call. 	
AF	<ul style="list-style-type: none"> • AF provided an update from the DfT: guidance had been updated for the change to traffic orders which would create temporary arrangements for those that were Covid-related and would have a 3-month review built in. • The focus was now on the restart and recovery, as well as working with active travel. • There was a question about the tranche 1 bids; these had been received the previous week and would be out soon, with tranche 2 later this year. Tranche 1 was seen as short-term and immediate, whereas tranche 2 was longer term and more considered. • MC asked about the sunset clause due in April 2021; AF said that there would be changes to TROs – the way they were made and processed. • A consultation document on TRO reform would be produced and whilst he was hopeful it would be ready for the spring, it may not be. 	
HB	<ul style="list-style-type: none"> • The spring conference had taken place on-line on 21 May, considering the climate emergency and Covid. A summary write-up was available on the website. • There was a new president; Nigel Riglar. • An Economic Recovery and Renewal Task Force had been set up, which would provide support to members, and would work with EY to provide an evidence-based approach. This would be shared with the LAs. 	



	<ul style="list-style-type: none"> • MC asked about the Live Labs; HB said that whilst the deadline had been May 2021, this had now been extended to November 2021. • A Live Lab Expo would take place in December, which would be an interactive, energetic event. • HB confirmed that the Conference would still take place; the preference was to be in-person, but if not, it would be virtual. • The morning would cover 3-4 distinct issues, with the afternoon focussing on decarbonising transport. • Possible topics included road safety (it was Road Safety week in November), Streetmanager and pavement parking. • MC said that neither Brexit nor Streetmanager should be on the agenda and we should be looking forward, not back. • MJ said there could be a discussion on lane rental and added that Surrey were pushing ahead with this; cabinet approval was scheduled for the end of the month, followed by a consultation over the summer before a submission to DfT in the autumn. • HB said that with the conference in early October, we needed to start promoting it now and asked for any suggestions/ comments/ speaker recommendations to be sent to her. <p>GH</p> <ul style="list-style-type: none"> • GH shared a presentation: Sharing Data Between DfT, HE and LAs. • EY had been appointed in 2019 to undertake a discovery piece on digitising the network. This had been completed, with the draft report having been written. • There were four pillars: Communication, Collaboration, Data and Systems and Coordination. • The main recommendations were: better communication for managing 'one road network'; more collaboration to unlock better services; design data frameworks for integration and coordinate initiatives for the digitisation of the highway. • GH said that this would be shared once ministers had seen it. • MC suggested using KPIs around monitoring and data. • LB asked about the potential cost to LAs; GH said that affordability was a must 	
	<p>Regional Updates</p> <p>MJ</p> <ul style="list-style-type: none"> • MJ said that he had stepped down and that Neil Edwards was now the SE Chair and would attend these meetings going forward. • The region's focus was on Covid and Active Travel. • Whilst good governance arrangements were in place, there were challenges over prioritisation. • Lane rentals: Kent operated this and Surrey were looking at this, with a submission to DfT in October. 	



	<p>LB</p> <ul style="list-style-type: none">• The next regional meeting would be the following day, with recovery on the agenda.• Whilst there was money for new schemes, there was little for existing maintenance.• LB said that they were working with ENDORs as well as the police and a safe driving campaign had been launched. <p>KH</p> <ul style="list-style-type: none">• A regional bid had been submitted the previous week, with a heavy focus on cycling, including pop-up and segregated cycling lanes.• Town centre pedestrianisation was being extended, which would impact on deliveries. <p>JK</p> <ul style="list-style-type: none">• Whilst there was little further to add, there were some difficulties in obtaining barriers and TM.• Traffic levels were running at 65% of 'normal' capacity.	
	<p>AOB</p> <p>Future Meetings:</p> <ul style="list-style-type: none">• MC said that the next meeting would be on 7 September, unless it was felt that there should be one sooner and he also wanted to discuss the format of the meetings.• It was felt that the format was right, but there should be an intervening meeting before September.	