

[REDACTED]

From: [REDACTED]
Sent: 06 March 2024 15:34
To: [REDACTED]
Subject: RE: PoW Bridge Scheme - Travel Time / Demand Balancing VMS

Hi all,

[REDACTED] is now taking on my previous responsibilities to 'check-and-challenge' and advocate for customers and communities impacted by this scheme. I will retain responsibility for supporting with comms to our stakeholders and customers.

We have separate working groups for operational delivery and "customer" which could get confusing. Under the circs, please can I propose:

- The operational group takes responsibility for matters and decision-making relating to the customer impact mitigations such as travel time VMS. [REDACTED] should attend this group to advocate for road users; I don't need to be on it. [REDACTED] or [REDACTED] from Roadspace and [REDACTED] should probably also be included.
- The customer group assumes responsibility for shaping and delivering our communications with customers and stakeholders. [REDACTED] should also attend this group with the project team, me press and comms.

Not my call but I think this would make the division of tasks/responsibilities a bit clearer?

Kind regards,

[REDACTED]

Route Manager - Gloucestershire & The Severn Crossings

National Highways | Brunel House | 930 Aztec West | Bristol | BS32 4SR

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Sent: Wednesday, February 28, 2024 3:40 PM
To: [REDACTED]@nationalhighways.co.uk>; [REDACTED]@nationalhighways.co.uk>;
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[REDACTED]@nationalhighways.co.uk>; [REDACTED]@nationalhighways.co.uk>; [REDACTED]
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Subject: RE: PoW Bridge Scheme - Travel Time / Demand Balancing VMS

We already have one PVMS on St. Catherines Hill J20-21 westbound. The bridges team who have not long completed purchasing 4 x PVMS will shortly be deploying one between junctions 21 & 22 westbound.

We have signal & VMS plans on DYNAC that will cover the switching of traffic between both crossings due to congestion, similar messaging can be easily loaded in to our PVMS software where we also have access to the SBIM PVMS.

Given the requirement to purchase or hire, can I suggest that we use Kelly Bros. They are a local company who have already supplied us with our mobile fleet and they also offer journey time solutions. I have a contact and am happy to start the ball rolling if needed.

<https://www.kelly-bros.com/vms-signs/#journey-time-solutions>

Regards

[REDACTED]
[REDACTED]
[REDACTED] **South West Regional Operations Manager**
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Subject: PoW Bridge Scheme - Travel Time / Demand Balancing VMS

Hi all,

The latest update from the VMS requests team suggests that we will not be able to use the permanent VMS on the M4 to support "demand balancing" messages for drivers approaching the PoW scheme from the English side.

Under the circumstances we need to progress using temporary VMS for this purpose. Initial thoughts:

- Need two each side – M4 J20-21 and M4 J24-23A or J23A-J23.
- The system will need to measure and display travel times along the two routes
 - E.g. Westbound TO J23
VIA M4 10 MINS
VIA M48 8 MINS
 - E.g. Eastbound TO J20
VIA M4 10 MINS

VIA M48 8 MINS

- [REDACTED] at SWTRA can help facilitate siting the signs on the welsh side.
- The Welsh side signs will somehow need to display messages in Welsh then English. [REDACTED] can potentially advise on suitable wording for this.
- The ROC will need to be able to blank/over-ride the travel time and have some pre-approved messages ready to go, either on the permanent or temporary VMS
 - E.g. M4 J21-J23 DELAYS
FOR S WALES
USE M48
- We'll need to make sure NILO won't set unhelpful/conflicting strategic messaging on the permanent VMS
- If we need help with a supplier, Major Projects were using these guys on their scheme nearby - <https://www.mobilevms.co.uk/>

Assume [REDACTED] will be responsible for making it happen. [REDACTED] can support with the NILO/strategic stuff [REDACTED] can contribute for the ROC and [REDACTED] can oversee to ensure sufficient customer focus – how does that sound?

Kind regards,

[REDACTED]
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