



Stockton-on-Tees
BOROUGH COUNCIL

Network Management Plan





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Section 1

Introduction

1.1 Local Setting and Transformation

Stockton-on-Tees is a diverse Borough located at the heart of the Tees Valley. The area has a thriving population of more than 189,000 people within easy reach of city shopping and leisure facilities, the coast and rural North Yorkshire. It comprises a mixture of urban centres, market towns and villages and an expanding University.

The population of the Borough is increasing (up from 175,000 in 1991), and this rise is projected to continue to over 210,000 by 2029. There is a unique social and economic mix, with areas of quite acute disadvantage situated alongside areas of affluence.

The Borough forms part of the "Tees Valley city region", home to 720,000 people living mainly around the lower Tees. It includes Stockton-on-Tees, Middlesbrough, Redcar & Cleveland, Darlington and Hartlepool. The Borough is at the forefront of partnership work to develop the Tees Valley through a new integrated city-region approach.

The highway network is based on two major trunk roads, A19(T) the main north south corridor, and A66(T) the main east west corridor. The two trunk roads cross to the south east of the Borough. There is little identified congestion in the Borough, but the majority of the congestion occurs on the approaches to the A19/A66 interchange and the approaches of the other primary route in the Borough (A689) to the A19.

Bus passenger numbers in the Tees Valley reflect the national trend and are falling. To address this, a Quality Bus Partnership is being established with a network of Super-Core and Core bus routes. Inter City rail services from the region are based on Darlington. However, rail facilities have been improved by the provision of a new direct service to London by Grand Central Railway that stops at Eaglescliffe Station and also preparation of a Tees

Valley Metro scheme to link with Darlington Station and Middlesbrough centre.

The Millennium Cycle Route passes through the Borough. Route N14 between Hartlepool and Darlington has been added and extensive routes along the River Tees have been installed.

Pedestrian facilities are being improved in major developments around Stockton town centre. The pedestrianised High Street is being linked by strong pedestrian routes to the emerging developments of North Shore, Teesdale and town centre gateways.

The Local Transport Plan for 2006 to 2011 has recognised the potential of the transport system. Five "Shared Priorities" have been agreed that are central to the development of the Borough's future transport strategy.

- Delivering accessibility;
- Tackling congestion;
- Safer roads;
- Better air quality; and
- Other "quality of life" issues (for example severance)

In the immediate future, the Borough has a strong regeneration agenda. Key sites around Stockton town centre are currently being developed to open up prime riverside locations. Further expansion of the University will take place on



the North Shore development site and include provision of a £15m iconic pedestrian bridge.

Prestigious developments at the town's "gateways" will take place with a new transport hub being established at the southern gateway. High quality sites are also approved at Wynyard Park in the north of the Borough and Durham Tees Valley Airport in the west. The provision of properly integrated transport strategies for these sites is a key requirement of the developers.

1.2 Background to the Traffic Management Act

The provisions in the Traffic Management Act (TMA) aim to provide Councils with a stronger focus on tackling congestion, and greater powers to pursue that aim.

The Act will, in time, provide Local Transport Authorities (LTA) with much greater powers to minimise unnecessary disruption caused by poorly planned works. In addition, there are many different strands of work within local authorities, which need to be co-ordinated properly if their collective impact is to be one that delivers visible benefits to the public. These strands of work include not only co-ordination of utility companies' street works and the authority's own road works, but also activities such as managing parking provision, managing provision of public transport, development control policy, activities on the network, for example refuse collection, and planned and unplanned events, all of which can contribute to unnecessary disruption and congestion. It is the planning for and dealing with the effects of all such aspects that the Network Management Duty outlined in Part 2 of the Act is aimed.

However, the Act is specific in stating that traffic is not only vehicular, but includes pedestrians and cyclists. So the duty must consider the movement of all road users. It is for the Council to develop the



duty alongside its existing strategies and policies and not for it to supersede them.

Indeed the Network Management Duty is to be applied to the Councils duties not only as LTA (s121A, Road Traffic Regulation Act) but also as

- local highway authority (s1(b), Highways Act 1980) and as
- street authority (s49(1), New Roads and Street Works Act 1991).

This plan outlines how Stockton-on-Tees Borough Council will meet that duty.

1.3 Network Management Policy

The Council's Corporate Management Team is committed to the aims of the plan. These aims are consistent with other organisational strategic documents, and will clearly state the broad Network Management Duty objectives and provide a framework in which objectives, targets and plans can be produced. This plan also includes a commitment to the continual improvement of Network Management in Stockton and a commitment to comply with relevant legislation and best practice.

This plan will drive the development of the network management systems to achieve its key aim and contribute to the key themes in "Shaping Stockton's Future" The Sustainable Community Strategy for Stockton covering the period from 2008 to 2021.

The key themes are:

- Stockton-on-Tees driving economic renaissance at the heart of a vibrant Tees Valley city-region.
- An enhanced quality of place, including renewed town centres and improved local neighbourhoods.
- Enhanced wellbeing and achievement for local people.

1.4 Objective/Purpose of this plan

The Traffic Management Act 2004 (TMA) introduces the Network Management Duty on Local Traffic Authorities (LTAs). Section 16 of the TMA sets out the requirement of the new duty as being;

“It is the duty of a local traffic authority to manage their road network with a view to achieving, so far as is reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

- securing the expeditious movement of traffic on the authority’s road network; and
- facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.”

The Department for Transport has issued guidance on the duty. Whilst this guidance implies that there is no statutory requirement to develop a specific Network Management Plan, Stockton-on-Tees Council believes that, in developing this plan, it can demonstrate our commitment to the new duty in terms of managing our road network in line with the Council’s vision as expressed in “Shaping Stockton’s Future”:

The Act requires the Council to appoint a Traffic Manager, who is responsible on behalf of the Council for delivering a co-ordinated, planned and effective response to the Network Management Duty across all the Council’s departments and functions that may have an influence on the

successful operation of the network, and to ensure that agreed actions are implemented. The role of Stockton-on-Tees Borough Council Traffic Manager is defined in greater detail in Section 3 of this plan.

The Act also provides for the Secretary of State to intervene in a LTA where that authority can be shown to be failing in the discharge of the duty and appoint its own Traffic Director. In developing this plan the Council will demonstrate how it will monitor the effectiveness of its network management and this will be reviewed annually in line with the criteria for intervention. This will be covered in more detail in Section 4 of this plan.

The Network Management Plan has been created in collaboration with the LTAs in the north east of England. The purpose of this plan is to set out the Councils approach to managing the network to the benefit of our customers. It will be used to demonstrate the policies it is actively pursuing to ensure the more expeditious movement of traffic on the network. The plan will remain under continual review to ensure that changing needs are embraced within effective network management. The principal objectives of the plan are:

- Objective 1 – To consider the needs of all road users.
- Objective 2 – To co-ordinate and plan works and known events affecting the highway network.
- Objective 3 – To gather information and provide information needs.
- Objective 4 – To develop contingency



plans for managing incidents.

- Objective 5 – To effectively monitor and manage traffic growth.
- Objective 6 – To consult and involve Stakeholders and other interested parties.
- Objective 7 – To ensure parity between the Local Highway Authority and others.

The plan will facilitate the integration of the Traffic Manager into the existing administrative structure and will assist the Council to discharge the duty through the efficient use of existing systems.

In working in partnership with the other Councils in the north of England it demonstrates that, through collaborative working, an open and frank exchange of information on best practice is key in ensuring regional consistency in the approach to network management. The North of England Traffic Managers Group (NETMG) has been established to keep the regional aspect of network management under continual review, complementing the local review that individual Councils undertake. Further information on this group is given in Section 2 of this plan.

This plan recognises that network management forms one element of the Council's transport strategy and that, whilst it is the Council's aim to see an improvement in the efficient use of the network, it will not be at the expense of those with a need to use or work on roads and footways. Our approach to network management recognises these needs and the fact that they can and will have an effect on the network capacity. A pro-active approach to co-ordination will be adopted that will allow the gathering of accurate information on planned works or events, consideration on how best to minimise their impact and agreement (or stipulation if necessary) on optimum timing.

Part 3 of the Traffic Management Act 2004 relates to "Permit Schemes". These are introduced to improve Local Traffic Authorities' ability to minimise



disruption from street and highway works. The

fundamental objective of a permit scheme is to create a common procedure that will allow authorities to better manage activities on the network that may cause disruption. Permit schemes require authorities to treat all activity promoters equally and encourage all promoters to amend any current practises that create avoidable disruption. The Network Management Plan comments on the need for a permit scheme in Stockton-on-Tees.

Penalties for Street Works offences can already be issued under provisions of the New Road and Street Works Act 1991. The Traffic Management Act 2004 introduces Fixed Penalty Notices for certain offences such as working in a highway without giving requisite notice, or outside the period stated in a notice.

Section 2

Context

2.1 Introduction

Tackling congestion is a key objective for the Government. 'Transport 2010: The 10-Year Plan' sets out policy aims for transport. The Traffic Management Act 2004 will make a vital contribution to progress against important 10-Year Plan targets, including:

- reducing congestion on inter-urban trunk road network, and in large urban areas;
- to improve air quality;
- to reduce the number of people killed or seriously injured in Great Britain in road accidents; and
- Improving accessibility.

2.2. National Context

2.2.1 Traffic Management Act 2004

The primary aim of the Traffic Management Act 2004 ('the Act') is to reduce congestion and disruption on the highway network. The Act sets out specific responsibilities to assist Traffic Authorities to achieve this aim by:

- Promoting better coordination of the various works carried out, whether these are Council roadworks, utility streetworks or miscellaneous activities such as placing skips, scaffolds or deposits on the highway;
- Coordination of other activities that may affect the highway network, for example refuse collections, deliveries, school transport and events such as carnivals, concerts, sporting events and fairs;
- Introducing in time a range of powers to allow utility works to be better controlled; and
- Allowing certain contraventions of the law, such

as parking offences, to be dealt with through civil enforcement, rather than through the criminal process.

The Act is in seven sections. Part 2 of the Act, 'Network Management by Local Authorities', imposes a Network Management Duty on Local Traffic Authorities.

2.2.2 The Network Management Duty

Part 2 of the Act, and in particular section 16, places a duty on every Local Traffic Authority to manage its road network to "...secure the expeditious movement of traffic on their road network and to facilitate traffic movement on other traffic authorities' road networks". The duty reflects the importance placed nationally on making the best use of the existing highway network, with the overriding aim that the network should operate efficiently and without unnecessary delays to all highway users.

The duty is not limited to actions as a local Traffic Authority, and there is a need to consider the duty when exercising any power that can affect the highway network. The duty, therefore, extends to the exercise of powers as a Highway Authority, a Street Authority and any other power used to regulate or coordinate the uses made of any highway.

However, it is recognised that the duty is placed alongside all other obligations, objectives and policies and does not



take precedence over them.

2.2.3 Intervention Criteria

Stockton-on-Tees Borough Council has produced a Local Transport Plan Progress Report that demonstrated, (with evidence) to the Secretary for State for Transport that it has taken appropriate actions to comply with the requirements of the Network Management Duty.

Intervention criteria have been issued by the Department for Transport (DfT) setting out the minimum criteria it expects to be met. These criteria are grouped under the following headings:

- Considering the needs of all users;
- Coordinating and planning works and known events;
- Gathering information and providing information needs;
- Incident management and contingency planning;
- Dealing with traffic growth;
- Working with all stakeholders; and
- Ensuring parity with others.

Section 4 of this Plan considers these issues in detail, and proposes actions and performance measures to assist in demonstrating compliance with the duty.

2.2.4 New Roads and Street Works Act

Existing legislation under which highway authorities attempt to control the disruption caused by utility companies' street works, the New Roads and Street Works Act (NRSWA), dates back to 1991, at which time only a handful of utilities were permitted to dig up the road. Across the region there are now over 150 utilities able to conduct street works. The need for those utilities to build and maintain networks of apparatus beneath the street has led to a significant growth in the levels of disruption caused by street

works over the last decade. The CBI has previously stated that delays on the country's road and rail network cost the economy around £20 billion a year, whilst the DfT estimates that the annual cost of delay caused by utility street works is in the order of £4.3 billion.

2.2.5 Draft Local Transport Bill

The Local Transport Bill is intended to tackle congestion and improve public transport through empowering local authorities to develop local solutions to local transport challenges.

The Bill proposes a new performance regime, extending traffic commissioners' responsibilities to hold Local Authorities as well as operators to account for the performance (punctuality and reliability) of local bus services. For Local Authorities this relates to functions which impact on the performance of bus services, such as the provision and enforcement of bus priority measures and the coordination of roadworks, streetworks and other activities on the highway network. It also gives greater powers to Local Authorities in determining Quality Partnerships with public transport providers.

2.3. Regional Context

With the advent of the Act and the introduction of the Network Management Duty, the North of England Highway Authorities have recognised the importance that a collaborative regional approach will make to the successful implementation of the duty across the north of England.

Consequently, they have developed a common Network Management Plan template, detailing the policies and procedures used by each Authority in its discharge of the duty whilst demonstrating a mutual commitment to working together and sharing best practice.

2.3.1 North East Regional Traffic Managers Group

The North of England Councils endeavour, as far as is reasonably practicable, to manage the regional highway network effectively to keep traffic moving. This is particularly important given the number of cross-boundary movements within both the Tees Valley and Tyne & Wear City Regions.

To facilitate cross-regional collaboration, the North of England Traffic Managers' Group (NETMG) was established in 2005. The purpose of the Group is to compare and benchmark performance and disseminate best practice, both amongst its members and further afield, within an environment of continual improvement.

Through representation at the national Traffic Managers Forum, the Group also disseminates its experience outside the region, in order that best practice can be shared across the country and lessons learned from other regions.

A direct link has been established between the NETMG and the North of England Highway Authorities and Utilities Committee (NEHAUC). Each forum invites representatives of the other to attend to ensure consistency in decision making. NEHAUC is covered in more detail in paragraph 2.3.4 below.

2.3.2 Arrangements with the Highways Agency

The Council recognises the important role that the Highways Agency plays in managing the road network. Whilst motorways and trunk roads represent only 3% of the road network in England, they carry a third of all traffic and two thirds of all heavy freight traffic. The network is of strategic importance and its efficient operation is fundamental to the economic wellbeing of the country.

The National Guidance Framework (NGF) is a tripartite agreement made between the Executive of the Traffic Operations Coordinating Committee (TOCC), the Agency and Traffic Information Services (TiS) Limited ('TCC Company') relating to the operation of the Agency's National Traffic Control

Centre (TCC). It sets out the guiding principles for the preparation of Detailed Local Operating Agreements (DLOAs) with each Local Highway Authority, where a mutual interest exists for strategic traffic management purposes. The Council has in place a formal agreement on this matter. The TOCC Executive comprises representatives of the County Surveyors Society (CSS), the Core Cities Group and the Technical Advisers Group (TAG), representing Local Highway Authorities.

2.3.3 Arrangements with Neighbouring Authorities

The Borough of Stockton-on-Tees sits at the heart of the Tees Valley City Region. Uniquely, Stockton shares a border with all four of its City Region



partners (the boroughs of Darlington, Hartlepool, Middlesbrough and Redcar & Cleveland) as well as

the counties of Durham and North Yorkshire, as shown in Figure 2.1.

Figure 2.1: Location of the Borough of Stockton-on-Tees

The Council's transport network is shown in Figure 2.2. As can be seen, the Borough is bisected by the A19 and A66/A174 Trunk Roads, both of which form a key part of the local as well as the strategic road network. For this reason, the



efficient operation of the Trunk Road network is crucial in ensuring that the Council is able to discharge its Network Management Duty effectively.

Figure 2.2 The Borough's Transport Network

Whilst the duty does not strictly apply to the Highways Agency, the Network Management Guidance states that it has been given a similar remit

to manage better its network and to reduce the impact of congestion and congestion related delays. This includes the Agency facilitating the movement of traffic on local road networks.

The Council recognises the important role the Highways Agency has to play and the need to maintain an ongoing dialogue with the Agency, both on a local level and regionally via the NETMG.

The Council has also developed a number of cross-border arrangements with its neighbours within the Tees Valley City Region. These arrangements include:

- Consistency of road hierarchies;
- Route Management Strategies;
- Traffic management arrangements at borough boundaries;
- Operational arrangements, for example winter gritting;
- City region developments; and
- A common approach to demand management across the highway network.

2.3.4 NEHAUC

The North of England Highway Authorities and Utilities Committee (NEHAUC) is one of ten regional Highway Authorities & Utilities Committees (HAUCs). It should, however, be noted that any reference to NEHAUC in this Plan refers only to the highways side.

The regional HAUCs were created after the introduction of the New Roads and Street Works Act 1991 (NRSWA), to provide a forum for Highway Authorities and Utility Companies (gas, electricity, water, sewerage and telecommunications) to discuss and review topics of mutual concern and interest.

The NRSWA placed a new emphasis on minimising disruption to road users by providing a framework of procedures to ensure that all works are coordinated in order to minimise their impact on the travelling public.

NEHAUC uses the dictum:

Working together to the benefit of Highway users

This describes the positive and constructive approach that has been developed between its members.

Effective communication between the members of NEHAUC is essential. Representatives meet three times a year to discuss issues and formulate agreed working practices. The committee is supported by a number of working groups that are tasked with looking at specific issues relating to streetworks operations.

Whilst it recognised that the Network Management Duty is not necessarily a function of NEHAUC, the collaborative approach taken in developing a common Network Management Plan template demonstrates the regional approach to network management.

Although not all of the factors that may have an influence on network management fall under the remit of the highways side of NEHAUC, the principal causes of unnecessary disruption and congestion – and those that the Network Management Duty is aimed at improving – do. Streetworks and roadworks can and should be carefully coordinated, and other activities – for example skips and scaffolding licensed under the Highways Act 1980 and road closures effected under the Road Traffic Regulation Act 1984 – will become registerable as the provisions of Parts 3 and 4 of the Act are brought into force. Coordination of these activities will then fall under the remit of the highways side of NEHAUC.

Other causes of congestion, for example planning/development control, school start/finish times, road traffic accidents and weather events will be dealt with through existing Council policies and contingency plans.

Monitoring of the effects of such activities and the influencing changes that may improve the use of the network will form part of the new duty. However, it is considered that the direct link between the Traffic

Manager and NEHAUC is important, as it will provide a focus in terms of the monitoring of the duty and its success.

2.4. Local Context

The Council has welcomed the aims and objectives of the Traffic Management Act and embraces the statutory responsibilities associated with Network Management. These additional powers and responsibilities present the Council with the opportunity to help improve service delivery and improved operations on the highway network for the benefit of all of the communities within the Borough.

It is recognised that the responsibilities set out in the Network Management Duty will have genuine cross-cutting implications for the whole of the Council and for its Partners with a stake in highways and transport.

The range of responsibilities and activities associated with the Network Management Function will sit with the Traffic and Road Safety Manager in the Technical Services Division. Project Groups, under the directorship of the Traffic & Road Safety Manager, will be set up to manage various aspects of the Traffic Management Duty. The principal Project Group will be the Co-ordination and Performance Group.

2.4.1 Corporate Plans

There are a number of key corporate policies – including the Community Strategy, the Local Area Agreement and the Local Development Framework – that will impact on the future development of the Borough's transport network. The following section of this Chapter examines these policy influences in more detail.

Stockton

Renaissance

Stockton Renaissance is the Local Strategic Partnership for the borough. Renaissance is a partnership of representatives from Stockton's business, community, voluntary and public sector agencies to plan for the future of the borough. There is a main partnership board which meets monthly, which is supported by a network of thematic partnerships and four area partnership boards that monitor and challenge progress.

The partnership is underpinned by the Community Empowerment Network which brings together the large number of voluntary and community groups within the borough, electing and supporting representatives on the Renaissance and area partnership boards.

Sustainable Community Strategy

All local authorities have a statutory duty to work with their partners to prepare a Sustainable Community Strategy, which demonstrates how they plan to work together to improve the economic, social and environmental well-being of the local authority area.

Stockton's Sustainable Community Strategy sets a framework for how public sector agencies within the borough will deliver their services and work with the private and voluntary sectors in improving the borough.

Stockton has had an overarching Community Strategy in place for several years, with the latest Sustainable Community Strategy being a long-term document, covering the thirteen-year period from 2008-2021. The 2008-2021 Sustainable Community Strategy was developed following detailed consultation processes involving residents, communities and key partners.

The five core improvement themes within the Sustainable Community Strategy are:

- Economic Regeneration and Transport;
- Environment and Housing;
- Safer Communities;
- Children and Young People; and
- Health and Well-being

In addition, there are three supporting themes alongside these core improvement themes:

- Stronger Communities;
- Older Adults; and
- Arts, Leisure and Culture

Local Area Agreement

The Local Area Agreement (2008-2011) forms the delivery plan for the first three years of the Sustainable Community Strategy. The Local Area Agreement contains a number of key indicators from the new national set of performance indicators where future targets have been agreed with Government Office North East to reflect the importance of the issues locally and nationally.

One of the indicators within Stockton's LAA states that there is a "commitment to contributing to reliable and efficient transport networks target in the Multi Area Agreement (MAA)", which reflects the importance of effective network management to the borough and the wider city-region as a whole.

Multi Area Agreement

The Tees Valley authorities are working together to deliver a 10-year multi area agreement that focuses on the place elements of our city region strategy. This includes transport infrastructure schemes and performance measures relating to the reliability of the road network across the Tees Valley.

Regional Spatial Strategy and Local Development Framework

The emerging **Regional Spatial Strategy (RSS)**

supports the concentration of development and redevelopment within the conurbations and main towns within the Tees Valley City Region. Furthermore, particular priority will be given to directing new development towards the 'core urban areas' comprising land between and including the town centres of Middlesbrough and Stockton together with both banks of the River Tees. The RSS therefore acknowledges that, in sustainability terms, the conurbation and core urban areas in particular will continue to be the focus and driver for the socio-economic renaissance of the Tees Valley City Region.

Many of the new developments in the Borough are highlighted within the Stockton-on-Tees Local Plan which was adopted in June 1997, and these are being reviewed within the emerging **Local Development Framework (LDF)**. Drawing its approach from the Community Strategy, the LDF



will, therefore, focus on delivering the sustainable regeneration of the Borough.

To ensure that there is a continuous supply of readily available employment land, the Council has undertaken a critical review of its existing allocations. However, the Council will continue to provide a wide portfolio of sites (as illustrated in Figure 2.4.1 in order to meet the demands of its growing economy.

Figure 2.4 Major Employment Sites within the Borough of Stockton-on-Tees

As all end uses will have travel and access implications, an integrated approach will be required to successfully deliver the sustainable regeneration of the Borough, and to provide for strong, vibrant and sustainable communities.

2.4.2 The Second Stockton-on-Tees Local Transport Plan

Published in March 2006, the **Second Stockton-on-Tees Local Transport Plan (LTP)** sets out the 'blueprint' for the development of the transport network within the Borough over the five years from April 2006 to March 2011. The LTP is underpinned by a **Long-Term Transport Strategy**, which sets out the Core Aims and Objectives upon which the development of the Borough's transport network over the next 15 to 20 years will be based.

Based on a detailed analysis of historical and predicted trends, the key issues addressed by the Long-Term Transport Strategy are:

1. The need to **improve accessibility to jobs and key services.**
2. The need to **reduce the impact of congestion.**
3. The need to **minimise the potential for an increase in the number of casualties on the Borough's roads,** particularly as travel demands increase.
4. The need to **minimise**

Shared Priority Theme	Core Aims	Objectives
To improve accessibility to jobs and key services	To improve opportunities for all to access health, education, jobs, leisure and food outlets.	Improved public transport network coverage.
		More integrated transport links.
		Better travel information.
		Increased reliability of transport systems.
		Reduced cost of travel.
To reduce the impact of congestion	To reduce the rate of traffic growth in the Borough.	Encouragement of more walking and cycling trips.
		Increased use of more sustainable alternatives to the private car.
		Promotion and awareness of more sustainable alternatives to the private car.
To minimise the potential for an increase in the number of casualties on the Borough's roads	To reduce the incidence and severity of casualties on the Borough's roads.	More efficient management and use of existing infrastructure.
		Ensure that all new and improved highways infrastructure adopts best practice in 'safe by design' principles.
		Take into account the greater incidence of casualties in priority neighbourhoods.
To minimise the impact of transport on local air quality	To reduce the risk posed to health by traffic related pollution.	Promote road safety education within the community.
		Maintain statutory air quality objectives across the Borough.
To manage the impact of transport on the quality of life of the local community	To improve transport's contribution to our community's quality of life.	Implement measures designed to reduce the fear of crime.
		Implement measures designed to enhance safety and reduce the fear of crime.
		Address noise and climate change issues.
		Enhance the landscape and biodiversity.
		Enhance the quality of the public realm.
		Improve community transport.
		Promote healthier communities.

Table 2.4. Long-Term Transport Strategy – Summary of Core Aims and Objectives

Progress made towards the Objectives is monitored using a mix of Mandatory and local performance indicators, for which challenging targets have been set.

The LTP is supported by a series of eight 'Daughter Strategies'. Each of these Strategies considers a key piece of the local transport 'jigsaw' – such as Walking, Cycling and Public Transport – and sets out a five-year Action Plan for its delivery. These Action

Plans will, therefore, be the principal means by which the LTP is implemented.

The Council has a crucial role to play in managing and mitigating the impacts of congestion, both within the Borough and across the wider Tees Valley sub-region. The Council is a signatory to the **Tees Valley Demand Management Framework**, which highlights key contributors to congestion on the local road network (for example single occupancy commuter journeys made by car) and sets out a range of measures designed to address them, including:

- Increasing long stay parking charges;
- Reducing the supply of off-street long stay parking; and
- Reallocating road space to more sustainable modes, such as buses and cycles.

In addition, the Council is working with its partner Local Authorities and the Highways Agency to identify the potential impact of planned development on the Trunk and local road networks. The **A19/A66/A174 Development Study** will, when published later in 2008, recommend a package of interventions designed to ensure that the highway network is capable of facilitating the planned regeneration of the sub-region over the next 20 years.

2.4.3 Transport Asset Management Plan (TAMP)

The Transport Asset Management Plan (TAMP) is a strategic document that is intended to develop and improve the way that the highway management and maintenance functions are carried out within the Borough. It will allow the authority to take a longer-term approach to highway management.

The Tees Valley Authorities have set up an Asset Management Working Group charged with the production of this document. The Group comprised Council officers with the assistance of an external

consultant. It is intended that the TAMP develops over a number of years, which will enable systems to be established to manage all transportation assets on a long-term basis using whole life costing within the framework of statutory requirements, customer expectations and sustainable funding.



Section 3

Arrangements for Network Management

3.1. The Council's Arrangements

Section 17 of the TMA sets out the arrangements that the Council must make to perform the Network Management Duty.

These arrangements include the appointment by the authority of the Traffic Manager (Section 17(2)), a statutory post under the Act. The role of the Traffic Manager is to perform such tasks as the authority consider will assist them to perform the Network Management Duty. This plan, as well as setting out how Stockton-on-Tees Borough Council manages its road network for the benefit of all road users, also encapsulates what the Council requires of its Traffic Manager.

The management structure of Stockton-on-Tees Borough Council encourages multi-disciplinary working. Following a recent review, a new post of Traffic Manager has been created. In line with Corporate policy, the post includes additional duties and has been given the title Traffic and Road Safety Manager. The Traffic and Road Safety Manager can form project groups comprising staff from diverse groups to fulfil the Network Management Duty.

3.2 Responsibilities

The responsibility under the Act to perform the Network Management Duty lies with the authority. In accordance with Section 17(2) of the Act, the Council has designated its Traffic Manager. The post is situated in the Technical Services Division and reports to the Built and Natural Environment Manager. Whilst the designated Traffic Manager is one of the Service Managers in the Technical Services Division, the post holder has no responsibility for implementing works on the highway but does monitor the Council's approach to promoting, planning and co-ordinating activities upon the network. This structure ensures that there is no

conflict of interest for the Traffic Manager and Asset Management operations, as the role stands separate from those who are responsible for implementing works. This gives the Council the ability to ensure probity and parity between Highway Authority road works and utility street works and other works or activity promoters.

The Traffic and Road Safety Manager is also responsible for Local Safety Schemes, Road Safety (Education, Training and publicity), traffic data collection, and for traffic comments to Planning Applications.

The Traffic Manager is now exercising the Council's obligations under the Act as described in the TMA, the Network Management Duty Guidance published in November 2004, and the Guidance on Intervention Criteria that came into force on 12th March 2007.

By adopting and agreeing this Network Management Plan, the Council is placing the responsibility on, and empowering its Traffic Manager to ensure that, the Council complies with its duties under the TMA. Where issues are identified by the Traffic Manager, and matters are outside the Traffic Manager's sphere of direct responsibility, these will be brought to the Directorate Management Team for discussion/resolution, with ultimate recourse to the Corporate Director of Development and Neighbourhood Services.

An annual report setting out the performance of the Network Management Duty by the Council will be produced by the Traffic Manager.

3.3 Organisational Structure

Following the publication of the Traffic Management Act, the Council considered how best to adapt the staffing structure to accommodate the Traffic Manager. Following a review of the operation of Technical Services Division, a revised structure was

established and the Traffic Manager duties were incorporated into a new Traffic and Safety Manager post. A "Capacity Building" review has now been carried out in Technical Services. This reinforces the resources of the Traffic and Road Safety Manager to fulfil the Traffic Management Duty.

3.4 Key Personnel Details

The Traffic Manager is part of the divisional Service Managers Group. This ensures regular contact with other Section Heads across the Technical Services Division. A Working Group was formed to produce the Network Management Plan. This included the Group Leader (Traffic Management), Group Leader (Highway Management), Environment Policy Manager, LTP Manager and Performance Manager. The management structure of the Division encourages other, similar project groups to be established by the Traffic Manager for specific tasks as part of the Network Management Duty.

3.5 Establishing Processes

3.5.1 Network Hierarchy

The hierarchy that has been developed for network management is based upon how serious the detrimental impact might be of works, an incident or an event taking place on the network if not coordinated. The network is divided into four categories (categories 3 and 4 are split into two subdivisions) as described in "Well Maintained Highways Code of Practise for Highway Maintenance Management":

Category 1 – motorways. Not relevant to Stockton-on-Tees.

Category 2 – Strategic Route. Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.

Category 3a – Main Distributor. Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety.

Category 3b – Secondary Distributor. In rural areas these link the larger villages and HGV generators to the Strategic and Main Distributor network. In built up areas these roads have 30mph speed limits and very high levels of pedestrian activity with some pedestrian facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons.

Category 4a – Link Road. In rural areas these roads link the smaller villages to the Distributor Roads. They are of varying width and not always capable of carrying two way traffic. In urban areas they are residential or industrial inter-connecting roads with 30mph speed limits, random pedestrian movements and uncontrolled parking.

Category 4b – Local Access Roads. All other roads not included above. In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban areas they are often residential loop roads, back streets or culs de sac.

From these categorisations, a plan of traffic sensitivities has been produced. In addition to the categorisation of the road, the plan has been based on the NRSWA Traffic



Sensitivity criteria, with each criterion being weighted as being of primary importance or of secondary importance to the efficiency of the road network.

The criteria of primary importance are:

- traffic flows containing more than 25% HGVs;
- more than eight buses per hour;
- a critical signalised junction within 100 metres;
- tourist traffic, or where there are international or national events taking place.

The criteria of secondary importance are:

- more than 500 vehicles per hour per lane;
- single carriageway <6.5 metres wide and more than 600 vehicles per hour;
- winter maintenance precautionary salting routes;
- a 2 way pedestrian flow of at least 1300 persons per hour;
- a traffic sensitive street within 100 metres on a side street;
- other relevant criteria.

However the 'importance' criteria may be further weighted by a 'user value' (public transport, pedestrians, freight, cars, cyclists etc) so Yarm High Street, for example, a busy shopping area with pedestrian flows greater than 1300 persons per hour is designated Category 3a, but is traffic sensitive "All day" because of its high traffic and pedestrian user values.

3.5.2 Congestion

In this plan, congestion is deemed to be caused when the normal capacity of a particular part of the road network is insufficient for the volume of traffic wishing to use it.



The Local Transport Plan Manager monitors existing congestion problem locations within the area.

Each location will be monitored, and within the context of current flows and possible future growth, a priority order is being assessed:

- to identify the causes of the congestion problems;
- to identify possible measures to alleviate that congestion; and
- to generate specific proposals for implementation.

A series of VISSIM microsimulation models have been prepared for sections of the highway network in Stockton-on-Tees. Models of the trunk road network have been developed in collaboration with the Joint Strategy Unit for the Tees Valley (JSU) and the Highways Agency. Schemes, including enhancement of the local network (Portrack Accessibility Scheme) and Highway Agency projects such as ITS, are being considered to ease congestion on the trunk road network. Other VISSIM models cover important regeneration sites in the Borough such as the Southern Gateway or the growing Ingleby Barwick settlement.

The Council is continuing to work closely with JSU and neighbouring Authorities to form a consistent set of policies. The Tees Valley Demand Management Framework was adopted by the Tees Valley Authorities in July 2000 and has been updated to

provide a common basis on which both cross-boundary and Borough specific measures can be developed. A Quality Bus Partnership and Quality Freight Partnership have been developed.

3.5.3 Disruption

In this plan, disruption is deemed to be caused when a temporary activity takes place on the road network, which disrupts normal traffic flow conditions. Disruption may be caused by planned activity (eg planned road works) or by unplanned activity (eg incidents).

3.5.3.1 Disruption due to planned activity

Normally, planned activity is carried out in the highway using statutory powers or by licence from or agreement with the Direct Services. Planned activity might include:

- street works (Statutory Undertakers);
- highway works (Council/developers);
- NRSWA licensed activities (installation of private apparatus);
- Highways Act 1980 licensed activities (skips/scaffolding, etc);
- Traffic Regulation Orders (Road Traffic Regulation Act 1984);
- road closures;
- events, street fairs, shows, sporting events etc;
- abnormal load movements;
- refuse collection;
- parking;
- development.

The Council has developed its NRSWA Street Works Register to include a maintained register of all planned activity taking place on the road network or off the road network where it might have an effect on traffic, and will make the information available

to stakeholders, both through the NRSWA noticing system and on its website. Furthermore the information will be used as a network management tool, to ensure that all planned activity is properly co-ordinated to minimise disruption to traffic. At present the activities of Direct Services are not included in the Street Works Register. To ensure parity with Statutory Undertakers, systems need to be developed to match their established procedures. The EXOR Streetworks Manager spreadsheet is being adapted to meet this requirement. Until proper procedures are in place, precedence for highway works is given to Statutory Undertakers work. This reflects the advanced notice procedure of the Statutory Authorities.

The Council has well established procedures in place to deal with annually planned events such as the Stockton International Riverside Festival, Billingham Folklore Festival, Stockton Show (Preston Park), and Remembrance Services. Events affecting the highway are co-ordinated by the Officer's Traffic Group in the Traffic Management Group. These processes and procedures are overseen by the Council's Traffic Manager.

3.5.3.2 Disruption due to unplanned activity

Unplanned activity might include:

- road traffic accidents;
- broken down vehicles;
- Trunk road off network diversions;



- debris or diesel spillages on the road;
- failure of the carriageway;
- failure of apparatus in the highway;
- weather events (including snow, ice, flooding, high winds)
- major incidents;
- security alerts;
- unauthorised activity.

The unexpected nature of such incidents often means that the immediate effects on the network are difficult to deal with. Contingency plans will be developed on an area-wide basis for each urban area, and on a route basis for traffic diverted off the strategic road network onto the local road network.

3.6 Monitoring and Review

The Council will monitor the effectiveness of its actions in the performance of the Network Management Duty and review the effectiveness of its arrangements for network management and take action as follows.

3.6.1 Monitoring

The Traffic Manager will monitor the effectiveness of the organisation and its decision-making processes and in the implementation of its decisions in delivering the requirements and objectives of the Network Management Duty. Where issues arise, the Traffic Manager will make an assessment to determine how the organisation or its decision-making processes could be more effective. The Traffic Manager will compile a report and make recommendations for change to the Directorate Management Team, and implement these as required.

The Traffic Manager will keep a record of progress on all such issues, identifying what issues have



arisen, where

recommendations for change have been made and what actions have been taken and what progress has been made in implementing the changes required.

3.6.2 Review

In his Annual Report the Traffic Manager will review the overall effectiveness of the arrangements in place for the delivery of the Network Management Duty. The report will include a summary of issues that have arisen during the course of the year, reviewing the actions that have been taken and how the delivery of the Network Management Duty has been improved as a result.

3.7 Areas for Improvement

3.7.1 Local Co-ordination

Under the Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters Second Edition (paragraph 6.2.5), it is recommended that local co-ordination groups meet on a quarterly basis to discuss a range of network related topics. This has always been done at

a local level, but it is recognised that these meetings will need to include more key stakeholders and be more formalised to ensure information exchange is clear and direct. This co-ordination in Stockton-on-Tees is undertaken by the Highway Network Manager. The TMA extends the requirement for co-ordination to cover all activities on the network. Activities of Direct Services are not currently subject to the Notice procedure. New systems have been introduced and improved software obtained to manage the additional information. Whilst the quarterly co-ordination meetings will continue, the Traffic Manager will maintain a strategic overview to ensure the principles of network management are applied.

3.7.2 Corporate Liaison

Although there is no Corporate Body for making decisions on the operation of the Highway Network, the structure of the Technical Services Department allows cross cutting project groups to be formed. The Traffic Manager will generally be represented in any project group that involves activity on the highway. Appropriate mechanisms are in place to ensure that co-ordination of activities, both planned and in response to unplanned, are managed between the utility companies, the bus operators and the Officer's Traffic Group. The Council is confident that these mechanisms will ensure that project planning and delivery of its highways and transport programmes are implemented with due consideration for streetworks programmes undertaken by external organisations and that, collectively, disruption is kept to an absolute minimum for the benefit of all road users.

In order to ensure parity between Statutory Authority responsibilities and activities of the Council, new procedures for streetworks are being prepared. At present, there is no requirement for Direct Services to advise the Traffic Manager of minor works on the highway such as filling pot holes. This must change with the full commencement of the TMA. The EXOR Streetworks

Manager programme is being adapted for use by Direct Services. Proper processes for the information to be prepared, recorded and co-ordinated will be agreed. In the interim, works by Statutory Undertakers will gain precedence over Direct Services schemes in recognition of the more stringent processes of the Undertakers.

3.7.3 Other Traffic Managers

The liaison of the Traffic Manager with others in equivalent positions is required on two levels. Firstly it is necessary for each individual Traffic Manager to liaise with all his counterparts that border his area of jurisdiction to facilitate the second aspect of the duty i.e.

“to facilitate the expeditious movement of traffic on road networks for which another authority is the traffic authority.”

Accordingly, the North East Traffic Managers have formalised a joint working group to deal with cross-boundary issues and to ensure that consistency in approach is applied across the region

The second level of liaison is required to ensure that a culture of best practice and cooperation is established regardless of geographic boundaries. This liaison, on a national basis, will ultimately deliver a culture whereby assistance and cooperation can lead to significant efficiencies.

3.7.4 The Highways Agency

Given the role of the HA, liaison between the



Traffic Manager and a nominated HA representative is essential due to the number of interfaces in responsibility and consequential impact one authority can have on the other. The Highways Agency has designated their Area Performance Managers the point of contact for network management and has provided contact details for the service providers for contact in respect to operational and co-ordination issues. Links are in place with Autolink and A-One in this regard.

The National Guidance Framework (NGF) is a tripartite agreement made between the Executive of the Traffic Operations Co-ordinating Committee (TOCC), the HA and Traffic Information Services (TiS) Limited ("TCC Company") relating to the operation of the Agency's National Traffic Control Centre (TCC). It sets out the guiding principles for the preparation of Detailed Local Operating Agreements (DLOAs) with each LHA, where a mutual interest exists for strategic traffic management purposes. The TOCC Executive comprises representatives of the County Surveyors Society (CSS), the Core Cities Group and the Technical Advisers Group (TAG), representing Local Highway Authorities.

The Traffic Manager will ensure that liaison and agreement with the HA is undertaken in accordance with the above protocols.

3.7.5 Other stakeholders

The Traffic Manager has, as part of his role, established a detailed register of contacts with third party stakeholders in his area of jurisdiction, the primary purpose of which being to coordinate activities such that fluctuations in traffic flow do not cause significant congestions. The primary definition for these stakeholders is:

“Any company, authority or organisation that’s activities could potentially result in significant fluctuations in motorised or pedestrian traffic.”



Section 4

4 Performing the Network Management Duty

4.1. Introduction

It is the duty of a local traffic authority to manage their road network with a view to achieving the following objectives:

- securing the expeditious movement of traffic on the authorities road network; and
- facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

The action which the authority may take in performing that duty any action they consider will contribute to securing:

- the more efficient use of their road network; or
- the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network

for which another authority is the traffic authority.

The road network in Stockton-on-Tees is not seriously congested, though the LTP has forecast congestion on parts of the principal road network for 2010. The links identified include A689 approaches to the A19, A1046 approaches to the A19, A174/A1044 Parkway to Ingleby Way, A67Green Lane to Cleveland Bay and Stockton Southern Gateway. The A19 and A66 are also forecast to be congested within the Borough, but the Highways Agency is the Traffic Authority for those roads.

This section of the document will set out the arrangements that the Council has in place or proposes to put in place to deliver its Network Management Duty. The subsections have been formatted to address the requirements of the

4.2. Road User Needs

Objective 1: To consider the needs of all road users.

Summary Table of Intervention Criteria

Criterion	Evidence	Section
a) How does Authority manage road space for everyone?	Stockton's arrangements for managing road space for everyone are set out within the Second Local Transport Plan and daughter documents.	4.2.1
b) Has the Authority set out a clear understanding of the problems facing the different parts of their network?	Stockton has evidenced a clear understanding of the problems facing the different parts of our network through the daughter documents of the Second Local Transport Plan, with separate strategies for walking, cycling, public transport, freight and accessibility. These strategies demonstrate a clear awareness of the needs of different road users and the balanced policies in place for addressing these needs.	4.2.1 4.2.3
c) Is the Authority aware of the needs of different road users?		
d) Are there balanced policies for addressing of the problems and needs?		

Criterion	Evidence	Section
e) Has the local Authority identified and grouped roads according to their location and activities on them?	Stockton has established a network hierarchy related to traffic sensitivity and congestion, with high risk roads identified and grouped.	3.5.1 3.5.2
f) How has the Authority shown it has balanced competing demands while continuing to manage its network effectively?	The authority has taken effective action to aid pedestrians, cyclists, public transport passengers and motorists. Advanced plans for the Stockton Southern Gateway will lead to an improved public transport interchange and reduce existing levels of congestion further.	4.2.2
g) In reaching decisions on competing demands, has the Authority taken account of their policies and the particular circumstances of the part of the network being considered?	Capital schemes emerge from the LTP, which has a balanced approach to management of the highway network. Maintenance schemes are co-ordinated by Streetworks Co-ordination to minimise disruption to the highway and Officer's Traffic Group to consider wider impact.	4.2.1 4.3.2 4.3.3 3.5.3.1
h) Is the Authority working together with local businesses, retailers and representatives of the freight and road transport industry?	Stockton Renaissance (the Local Strategic Partnership) is a partnership of representatives from Stockton's business, community, voluntary sector and public sector agencies. Local Transport Plan has a Freight Strategy as a daughter document.	2.4.1 4.2.1
i) Is the Authority developing means for ensuring economic and efficient servicing of premises and deliveries, whilst mitigating adverse problems?	Freight strategy in daughter documents of the Local Transport Plan.	4.2.1

4.2.1 Existing Situation

The Second Stockton-on-Tees Local Transport Plan (LTP), published in March 2006, sets out a clear analysis of the factors influencing the Borough's transport network, pinpoints the issues that will need to be addressed over the coming years and identifies the desired outcomes. It is supported by a series of 'Daughter Strategies', all of which are

complementary to the Plan. The full set of Daughter Strategies is as follows:

- The **Accessibility Strategy**;
- The **Public Transport Strategy**;
- The **Road Safety Strategy**;
- The **Cycling Strategy**;

- **The Walking Strategy;**
- **The Powered Two-wheelers Strategy;**
- **The School and Workplace Travel Plan Strategy;**
and
- **The Freight Strategy.**

A further supporting document to the LTP is the Transport Asset Management Plan (TAMP). The County Surveyors Society defines asset management as “a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers”. The TAMP is at a draft stage at present. However, the Council is working closely with its neighbouring unitary authorities in the Tees Valley to ensure a consistent approach to the principles of asset management.

Driving both the LTP and its suite of supporting documents is the Long-Term Transport Strategy, which considers the key influences on the local network and uses a combination of existing evidence and predicted trends to develop the Council’s vision for transport within the Borough over the next fifteen to twenty years. This vision is based on a set of key Aims and Objectives under each of the five themes of the Central/Local Government Shared Priority for Transport.

Poor management of the highway network results in congestion, delays and disruption. The Council already manages the highway network well, through co-ordination of road and street works, careful planning of events on the highway, effective traffic signal co-ordination, the effective use of traffic regulation orders and the implementation of highway improvement schemes.

4.2.2 Issues

Competing demands for network usage require that we adopt a balanced approach to ensure highway related activities are accommodated with the minimum disturbance and disruption to the general

public.

It is accepted that the key pedestrianised areas and main pedestrian access routes, particularly in the town centres and neighbourhood shopping parades, must be given specific priority in the context of the network hierarchy. Stockton Council has established a highway network hierarchy based upon the “Code of Good Practice for Network Management”. The hierarchy relates to carriageways/footways and cycleways. This hierarchy was also used to determine traffic sensitivity for routes on the network. Such attention reflects the importance of vulnerable road user groups such as pedestrians who visit such facilities.

The Council has also been active in developing the Borough’s strategic cycle network. National Cycle Network (NCN) Route 1 – the ‘Millennium Route’ – links the Borough with Middlesbrough and Newcastle upon Tyne, whilst NCN Route 14 provides connectivity with Hartlepool and Darlington. The current focus is on filling the remaining ‘gaps’ in the strategic network, particularly in the south of the Borough where the Council is working closely with Sustrans to develop a scheme linking Ingleby Barwick with Eaglescliffe, Thornaby and Yarm via new crossings of the Rivers Leven and Tees.

Since Local Government Reorganisation in April 1996, Redcar & Cleveland Borough Council has acted as Public Transport Lead Authority (PTLA) for the former Cleveland County Council area (excluding Hartlepool). It is intended to transfer this function to the Tees Valley Joint Strategy



Unit, giving a more strategic view of public transport across the sub-region as a whole and driving forward key interventions such as the Tees Valley Bus Network Improvements scheme – for which a revised Major Scheme Business Case was submitted to the Department for Transport in February 2008 – and the proposed Tees Valley Metro. This arrangement should also assist in securing improvements to the existing ‘heavy rail’ network, building on the Council’s success in revitalising Thornaby Station and working in partnership with ‘open access’ operator Grand Central to reinstate the direct rail link between the North East and London.

The strong regeneration agenda for the Borough is giving rise to improvements to the highway network. Recent examples include:

- The **South Stockton Link**, which has provided direct access to the A66 and the wider Trunk Road network from Stockton town centre;
- The **North Shore Gyratory**, designed to accommodate the increased traffic generated by the North Shore inward investment site; and
- The **A19 Portrack Interchange Improvement Scheme**, designed to facilitate access to the A19 and the wider Trunk Road Network from the North Shore inward investment site and other proposed developments along the A1046 Portrack Lane/Haverton Hill Road corridor.

A Congestion ‘Stress Map’ was produced for the Second LTP. This confirmed that, whilst there are some congestion ‘hot spots’ on the local road network – such as on the approaches to central Stockton and in Yarm – the most congested corridors within the Borough are the A19 and A66 Trunk Roads. Accordingly, the Council is currently working with its partner Local Authorities and the Highways Agency to identify the potential impact of planned development on the Trunk and local road networks. The **A19/A66/A174 Development Study**



will

recommend a package of interventions designed to ensure that the highway network is capable of facilitating the planned regeneration of the sub-region over the next 20 years.

The Council’s Traffic Manager is well placed to ensure that the various Divisions of the Council work closely with partners and stakeholders to minimise disruption and to manage demands around the highway network.

4.2.3 Opportunities

The strong regeneration agenda of the Council has led to major redevelopments across the Borough. This gives opportunities to address existing problems on the highway network and to progress with the Council’s aspirations for accessibility for vulnerable road users to key sites.

The Traffic Management Act has led to changes in the co-ordination and management of streetworks as is documented in the following section. It is also giving greater powers to enforcement activities. Following a review of the structure of Technical Services Division, the Parking Manager is responsible to the Traffic Manager. This allows the Traffic Manager to direct enforcement effort to reduce traffic disruption and assist the Network Management Duty.

It is intended to continue to raise awareness, at

Corporate level, of the impact on the network of future developments in the Borough. The current establishment permits the Traffic Manager to analyse the impact, develop strategies and ensure network considerations are included in planning stages of all regeneration proposals.

4.2.4 Risks

The Traffic & Road Safety Manager has other duties of the post to undertake in addition to the Traffic Manager duties. A “Capacity Building” review is currently being completed that will strengthen the Network Management resources of the Traffic & Road Safety Manager.

The Council encourages multi-disciplinary project groups and this approach will need to be used by the Traffic Manager to fulfil the Network Management Duty. In order to ensure the highway network does not cause congestion or disruption to all users, project groups will need to be led by officers such as the Highway Network Manager, Network Safety Manager and Sustainability Manager.

4.2.5 Network Hierarchy

It is important that Stockton-on-Tees defines its network carefully in terms of network management. It is not appropriate, or practical, to apply the same level of network management to the whole of the network and therefore a hierarchical approach has been taken. A network management hierarchy has been established that reflects a usage hierarchy in terms of all traffic, including pedestrians and cyclists.

The hierarchy that has been developed for network management divides the network into three categories – high/medium/low. The different designations are colour coded; high = **red**; medium = **amber**; low = **green**, where;

Red: roads where works/incidents/events would have a serious detrimental impact on the efficiency of the network if not coordinated

Amber: roads where works/incidents/events would have a reduced detrimental impact on the efficiency of the network if not coordinated, but are considered to be of lower priority

Green: roads where works/incidents/events would have little detrimental impact on the efficiency of the network if not coordinated.

In developing its hierarchy the authority needs to consider its priorities in respect to the duty. Issues that could determine the development of the network may include existing hierarchies (highway maintenance/winter maintenance/reinstatement category), classification, traffic sensitivity, tourist routes, abnormal load routes, public transport routes, emergency services strategic routes, cross-boundary issues, modal consideration (vehicle/pedestrian/cyclist), and diversion routes.

It is the Council's intention, in order to develop a sensible and practical approach to managing the network, to actively pursue the duty on that part of the network with a 'high' designation during the first year, with the intention of reviewing the hierarchy annually and refining the designations to meet changing aspirations and to reflect any best practice derived from the regional cooperation with the other north of England LTAs

In developing the hierarchy, consideration has been given to the Council's wider objectives and policies. It also recognises the needs of our partners and stakeholders, for example the Police and public transport operators. Liaison has also taken place with our neighbouring authorities to ensure actions taken by ourselves do not have a detrimental effect on the network of others, and vice versa. This has also ensured that, as far as is reasonably practicable, cross boundary consistency exists with the networks of adjacent authorities and users have the certainty that the standards of network management roll

4.3. Co-ordination and planning

Objective 2: To co-ordinate and plan works and known events affecting the highway network

Summary Table of Intervention Criteria

Criterion	Evidence	Section
a) To what extent has the Authority promoted pro-active co-ordination of activities on the network?	Appointment of Streetworks Manager. A series of regular co-ordination meetings to plan and manage incidents on the highway. EXOR Streetworks Manager to co-ordinate incidents	4.3.1 4.3.3
b) To what degree has the Authority adopted a planned, evidence led approach to known events?	Electronic Noticing of streetworks using EToN 4 system. Transport Asset Management Plan being published for Tees Valley Authorities. Annual Maintenance Programme and Capital Works Programme produced. Project Groups formed for events on highway.	4.3.1 4.3.2 4.3.4
c) Has the Authority developed or is it developing contingency plans for unforeseen events?	Emergency Plan and Major Incident Plan. Formal procedures for "red" traffic sensitive routes to be developed.	4.3.3 4.5.2, 4.5.3, Key Initiative for section 4.5

4.3.1 Existing Situation

The planning and co-ordination of planned events is essential in minimising the disruption to traffic on the network. Works need to be undertaken by many groups for specific purposes, local authorities need to maintain, repair and renew roads; utility organisations need access into the highway to place and maintain their apparatus to ensure they meet the statutory requirements placed on them to provide domestic and business customers with their services.

Major events impact on the use of the highway. Stockton host's the prestigious Stockton International Riverside Festival annually, which involves extensive traffic management measures. There are many other events that affect the highway

including Stockton Fireworks and Christmas celebrations, Yarm Fair, shows at Preston Park and the Stockton Middlesbrough Triathlon. These events are included in co-ordination of highway works.

Other service providers may be required to place objects on the highway; skips, scaffolding, hoardings etc. at the request of a customer. Again, these highways related activities need to be co-ordinated and managed to minimise impact and disruption to the general public.

There is a series of meetings to control roadworks in the area. Strategic matters are dealt with at NEHAUC meetings attended by representatives of Highway Authorities and utility companies.

Quarterly meetings are held between Stockton-on-

Tees Borough Council officers and all statutory undertakers. These are arranged and spreadsheets of activities prepared by the Council's Streetworks Manager. At the meetings, programmes of works are exchanged, potential conflict in works or projects identified and co-ordinated accordingly. Works and projects identified on strategic roads and routes require detailed planning and timing, these works have the potential to cause most disruption and delay by virtue of the volumes of traffic using these locations.

There are also monthly meetings to consider the co-ordination of known events taking place in the immediate future. These are attended by interested road users such as Police, Traffic Management, emergency services and representatives of public transport providers. Following from these meetings, a weekly Roadworks Report is prepared.

The Traffic Management Act 2004 gives the local authorities powers, in addition to the existing legislations, to manage all activities undertaken on the highway, especially in the timing of works on specific roads and routes, these powers are to be introduced and used equally to ensure an unbiased approach between internal (local authority) and external parties. There is also the opportunity to operate a Permit scheme for streetworks. This would require additional administration to assess applications and issue permits. However, it would give LTA's more direct control of streetworks and reduce further the risk of traffic disruption and congestion.

It is important that all authorities work in partnership with their neighbouring Councils to ensure cross-boundary arrangements are introduced to ensure the effective co-ordination of works and activities is consistent. To this end, a co-ordinated Transport Asset Management Plan (TAMP) is being published by the Tees Valley Authorities. The preparation of the TAMP is being led by a Consulting Engineer with input from the LTAs. The completed TAMP will reinforce the Local Transport Plan and its daughter documents.

4.3.2 Issues

There is extensive co-ordination and planning of events affecting the highway network. This ranges from the strategic level with NEHAUC, through quarterly co-ordination with utilities to preparation of a weekly Roadworks Report.

All known events are included on a Gazetteer with links to the national Gazetteer. The software package used to manage notices is EXOR Streetworks Manager. This has been updated to meet the requirements of the Traffic Management Act 2004.

The Council's Emergency Plan and Major Incident Plan can be used to manage unforeseen incidents on the highway. However, they are not appropriate for minor unplanned works such as emergency entries for gas leaks. There are no formal procedures for these events. Instead, reactive action is taken by Stockton's Technical Services Division in association with Cleveland Police. Suitable traffic management is agreed and put into effect by Direct Services or the utility's contractor.

The improvements arising from the Traffic Management Act 2004 build on the existing operation of NRSWA 1991 arrangements. It is possible to extend the Council's powers further by introducing a "Permit" scheme for streetworks. This would require utilities to apply for a permit before any streetworks operation. The Council could put conditions on the dates and times of operation and any other matter that could reasonably be expected to reduce the impact of the streetworks. Penalties can already be



imposed on streetworks operators if the work is poorly managed. The penalties could be imposed by Fixed Penalty Notices under TMA 2004. These would be operative for works that were not properly “noticed” or did not comply with conditions imposed.

Any Permit scheme would need to show that the Council’s Direct Services works were treated with parity. All minor streetworks would need to be issued with a permit. Similarly, arrangements similar to Fixed Penalty Notices would need to be imposed for contraventions of any conditions put on the Direct Services operations.

4.3.3 Opportunities

The requirements of Traffic Management Act 2004 have led to the EXOR Streetworks Manager software being upgraded. The upgrade will allow better co-ordination of works by the Council’s direct services, improved co-ordination of noticed works.

This leads to opportunities to improve communications between interested parties on the highway network. An early benefit would be improved cross-boundary arrangements. It is expected that neighbouring Authorities will also be seeking improved contact and there will be a common ambition to set up cross-boundary arrangements. This should include Autolink and A-one who are responsible for managing the A19 and A66 Trunk Roads respectively.

4.3.4 Risks

The new arrangements depend upon the successful operation of the upgraded EXOR Streetworks Manager software. EXOR are under great pressure to deliver the improved software to existing users such as Stockton-on-Tees. Problems with delivery or operation of the software would significantly delay the full compliance with the Traffic Management Act. At present, EXOR are using their own servers to



run Streetworks Manager. This will continue until the system is shown to be operating satisfactorily.

As the management of streetworks is considered to be satisfactory at present and is expected to improve with the introduction of EToN 4 and presently the EToN 5 systems, it is not considered necessary to move immediately to a “Permit” scheme. The additional administration needed for the “Permit” schemes would apply additional pressure on the changes currently underway. The same principles apply to Fixed Penalty Notices. The current penalty scheme is considered to be a sufficient deterrent to utilities.

Direct Services has well-established processes for identifying and repairing minor defects on the highway. New processes will be adopted by Direct Services to give notice of minor repairs in the same way that Utilities currently operate.

4.4. Information

Objective 3 – To gather information and provide information needs

Summary Table of Intervention Criteria

Criterion	Evidence	Section
a) How effective are the arrangements the authority has in place to gather accurate information about planned works and events?	Stockton has a robust system for gathering roadworks information. The Council receives and shares information every day with partners.	4.4.2 4.4.3
b) How does the authority organise planned works and events to minimise their impact and agree or stipulate their timing to best effect?	Use of updated EXOR Street Manager Process plan of consultative meetings	4.3.2 4.3.3 4.3.4 4.3.5
c) Does the authority provide access on demand to information, from the authority's systems for recording and co-ordinating utilities works and road works, to utility companies, contractors and adjoining authorities?	The spreadsheet of highway activities is available to utilities, neighbouring authorities and contractors.	4.4.2
d) Does the authority have, or aim to have, a good and timely source of information for road users?	The Council's website has a weekly Roadworks Report and links to public transport providers. A common website to show roadworks across the North East of England is being considered.	4.4.2
e) Does this allow road users to choose a different route or mode of travel or to delay or defer their proposed journey?	There is information readily available to allow travellers to make informed choices. There is little real time information to advise of delays on the network.	4.4.2
f) Does the authority work with a range of travel information providers and does it communicate through a wide range of channels?	See d) and e) above. Channels include internet, press and published timetables.	4.4.2
g) What evidence has been provided to show how well the authority is meeting existing statutory obligations such as its contribution to the national street gazetteer?	EXOR Streetworks Manager automatically updates the national street gazetteer	4.3.2 4.3.3

4.4.1 Existing Situation

Stockton-on-Tees Borough Council has developed a robust system for gathering roadworks information and co-ordinating works on the highway.

This has been built upon existing legislation for utilities to give notice of any planned roadworks to the Highway Authority.

All planned roadworks events are entered onto a spreadsheet. Direct Service's planned works and events on the highway are also entered onto the spreadsheet. Meetings of all interested parties are held quarterly to co-ordinate the works and reduce the traffic impact of the roadworks.

The spreadsheet is distributed to utilities, Direct Services, neighbouring authorities, contractors and other internal contacts via the E-mail. The roadworks spreadsheet is discussed regularly and a weekly Roadworks Report is published. This advises road users of disruption to the highway network and, if necessary, advises on alternative routes. This is available to all users of the Council website and is passed to the media for publication.

Stockton's Traffic Manager is representing North of England Traffic Managers Group in preparing a common website for roadworks across the North East and Yorkshire areas. A working group comprising Traffic Managers from NETMG, Yorkshire Traffic Managers Group National Traffic Control Centre and the Highways Agency. A Business Case and funding for the scheme will be provided by the Highways Agency. It is expected that the result will allow travellers to access roadworks information for the whole area from their local Council website.

Redcar & Cleveland Borough Council acts as Public Transport Lead Authority (PTLA) for the former Cleveland County Council area (excluding Hartlepool). It is intended to transfer this function to the Tees Valley Joint Strategy Unit.

Timetables of local bus and rail services are not maintained on the Council's website, due to the difficulties in maintaining an up-to-date database



given the frequency of service changes.

For this reason, the Council website includes links to those of the individual bus and rail operators, together with the 'Traveline' regional public transport information portal.

The Council also produces a comprehensive, printed, local travel guide – 'A to B' – which includes timetables for all local bus and rail services. A to B is widely available from outlets across the Borough and will be updated as and when required.

There is information readily available to allow travellers to make informed choices about the route and mode of any journey they wish to make. Anticipated delays are published on the Council's website along with links to public transport providers. However, there is little 'real time' information to advise on changes to the network and consequent delays. Real time bus timetable information is provided via a small number of on-street displays, and this system will be progressively rolled out across the Borough over the coming years.

To meet national reporting requirements, particularly those relating to the new national indicator relating to traffic congestion, there is a need to gather more robust and timely data on travel times on the Borough's highway network. It had been expected that data would be provided from the ITIS system. However, the coverage of the ITIS data is weak and data will now be provided from the "Traffic Master" system. The Tees Valley JSU are working on the 2007

data to provide a baseline figure for congestion monitoring.

4.4.2 Issues

Gathering and disseminating accurate information is a key element of Network Management. Effective decisions about planning and co-ordinating works/activities cannot be achieved without having the right information and systems in place.

The Council is working to share this information with the right people and organisations in order to influence the right sort of approach to network management. This will enable our partners to help us achieve the network performances that we are aiming for.

Without the right sort of information neither our transport service providers nor our travelling public will be able to make informed choices about their travel operations or travel journeys.

The Councils collect extensive data, for its own purposes. This needs to be presented in a form that will be useful information for the travelling public.

The Council receives and shares information every day with partners, both internally and externally, in an attempt to ensure that streetworks are well planned and co-ordinated. There are co-ordination groups meeting on a regular basis to share information about planned events but limited energy is focussed on preparing and agreeing actions for the unplanned events.

All of our actions and decisions can either be termed 'proactive' or 'reactive' depending upon the activity or the incident. We now have to demonstrate that we are issuing this information effectively for the benefit of travellers.

The management of the information, its dissemination and its accessibility or 'fit-for-purpose' formatting are fundamental tasks in discharging our Network Management Duty.

4.4.3 Opportunities

The implementation of parts 3 and 4 of the Traffic Management Act 2004 in April 2008 has required an upgrading of the EXOR highway manager software. New systems are required to operate the new software, which will lead to improved procedures.

Existing working groups and information management will be reviewed to ensure that they are still fit-for-purpose;

Key contacts list has been reviewed and provides additional new contacts.

The Traffic Manager has established a "Highways Activities Planning & Co-ordination" Project Group to provide, steer and act as an information 'hub' for all Council and utilities operations.

Existing schedules and website to be reviewed to ensure that streetworks activities and information is accessible to all and fit-for-purpose.

New technology to be appraised in partnership with partners across the Tees Valley to develop appropriate intelligent transport information. This could provide real time information to travellers and indicate alternative routes or modes when congestion occurs. A "Congestion Busting" scheme, using live pictures from cameras on the Strategic road network is being considered. The cameras will feed into the Council's website. Travellers could check congestion levels prior to starting a journey and change route or mode if congestion is greater than expected.



4.4.4 Risks

- Without the right information and the appropriate systems to manage and disseminate this information, the Council is at risk of failing in its Network Management Duty. EXOR Stretworks Manager has been upgraded to cater for ET0N 4 notices. This is being introduced on EXOR's own servers to minimise any risk of disruption. The ET0N 5 system that includes provisions for Fixed Penalty Notices and Permit Schemes has been developed and is being introduced during 2009.
- Without the right provisions and channels for accessing the streetwork spreadsheet and key contacts across the area, service providers and

travellers cannot make informed choices about their journeys and operations. Extensive information is being made available to travellers using the Council's website and published media.

- Without the establishment of contingency plans based on accurate information, traffic congestion will not be minimised. Contingency plans will be developed as a consequence of the Network Management Plan.
- Cross boundary agreements must be set up to deliver the Network Management Plan and appropriate intelligent transport information. A cross boundary forum has been set up and is being organised by Middlesbrough Borough Council. Initial discussions are mainly concerned with Winter Maintenance Plans.

4.5. Incident Management and Contingency Planning

Objective 4 – To develop contingency plans for managing incidents

Summary Table of Intervention Criteria

Criterion	Evidence	Section
a) Has the authority established contingency plans for dealing with situations outside the authority's control promptly and effectively, as far as reasonable practical?	Emergency Plan, Major Incident Plan and Winter maintenance Plan. Procedures for A19 trunk road network have been prepared by Autolink. The Council is in a position to act quickly to unplanned incidents. There are no formal plans or procedures to deal with unplanned incidents.	4.5.1 4.5.2 4.5.3
b) Has the authority provided evidence to demonstrate that all parties involved in making these contingency arrangements work have been, or are, fully consulted during their development?	Full consultation on Emergency Plan, Major Incident Plan and Winter Maintenance Plan.	4.5.1
c) Have these parties the information they need to put the plans in to practise quickly?	Emergency Plan, Major Incident Plan and Winter Maintenance Plan are published as public documents.	4.5.1

4.5.1 Existing Situation

Stockton-on-Tees Borough Council deals with many unplanned incidents on the highway network each year. Such incidents include:

- Emergency utility works e.g. major gas leak
- Road traffic accidents
- Flooding incidents, or other weather related incidents
- Accelerated damage to the highway network assets
- Fallen trees
- Diesel or chemical spillage
- Traffic signals failure
- Dangerous structures adjacent to the highway.

Although diverse in nature, the common feature is that incidents such as these affect traffic conditions, and invariably lead to road restrictions or closures and so need to be dealt with quickly to minimise disruption and inconvenience to highway users.

Although the Council is in a position to respond to unplanned incidents, there is no formal contingency plan documenting procedures that need to be followed in dealing with unplanned incidents on the highway network other than the Major Incident Plan.

Notification of unplanned incidents may come from a number of sources, for example through the emergency services, through utility companies, from the public etc and the timing of the notification is variable. Utility companies are required to serve notice to the Traffic Authority within 2 hours of emergency work commencing. However, the Police do not always let the Council know immediately if they have had to close a road due to an accident. When the Council receives notification it is in a position to respond quickly to unplanned incidents through referral to the appropriate officers. In normal working hours resources can be re-directed to deal with incidents. For "out-of-hours" incidents,

staff and operatives need to be called out, and the Council has formal standby arrangements in place with a supervisor and operatives on paid stand-by.

As unplanned incidents vary in nature, location and severity, the nature of the response depends on site specific circumstances. The response options will generally fall into one of the following categories: -

- Erection of warning signs
- First time repair
- Road closure
- Setting up diversion routes

The response may be a combination of the above and is likely to be progressive, depending upon the nature and timescales of the incident.

Apart from the Major Incident Plan the Council has no formal plans or procedures for dealing with unplanned incidents on the highway. This has led to incidents being dealt with in an ad-hoc way, utilising the local knowledge and experience of the highways staff and workforce. While this usually works well, there is the potential for this reactive approach to cause road safety issues for network users and delays to businesses, emergency services and residential people.

A Winter Maintenance Plan has been published that sets out the Council's response to winter conditions. For instance, highways are prioritised as 1 or 2 with priority 1 roads getting immediate response to adverse weather. Other extreme weather conditions (wind, fog, heat etc.) are not covered in the Winter Maintenance Plan. The Winter Maintenance Plan is being co-ordinated with the Plans of neighbouring authorities.

Procedures for the A19 network have been prepared by Autolink. These include agreed diversionary routes on the local road network

during closures of sections of the A19. This allows temporary signage to be erected immediately an incident requires a carriageway closure.

4.5.2 Issues

The Council's highways are constantly part of a dynamic framework. People make many thousands of journeys, service providers undertake hundreds of activities to enhance and maintain the infrastructure throughout the day.

Having such a complex and diverse network of activities and events it is inevitable that occasionally, things do not go to plan. How the Council respond to these incidents, especially, when they occur on the red and amber routes, will be critical to effective network management.

Incidents might be an emergency utility repair, traffic signals fault, road collision, footway/carriageway collapse, oil spillage on the road, etc.

It is important that the Council can quickly obtain details any unplanned incidents from those people who actually report the incident. The likely traffic impact of the incident can then be assessed.

Having effective contingency plans are critical to the successful management of the network function. The provision of such plans will be particularly important on our cross-boundary, strategic corridors.

4.5.3 Opportunities

The formulation of a comprehensive set of formal contingency plans, which are agreed by both internal and external partners, should be prepared. These would cover highway operational incidents below the Major Incident Plan level. This will ensure that key officers can respond quickly to incidents so as to minimise delays and congestion for all users of the network.

A review of the existing contingency plans, in the light of previous experiences will facilitate the



provision of accurate and accessible documented procedures, which are known and available to all key stakeholders to use.

Agreed, effective and comprehensive procedures will improve resource efficiencies within the Council. Diversion routes for the "red" network, will allow such routes to be properly signed and put into use with the minimum of delay. Cross-boundary diversions would require the agreement of neighbouring Authorities.

4.5.4 Risks

Reactive approaches to unplanned events could cause road safety issues for network users and delays to businesses, emergency services and residential people.

Without having formalised, effective contingency plans in place, the Council and its partners will not be able to properly fulfil its Network Management Duty.

There may be a reputation impact, through negative public perception of service delivery, If there are delays, increased congestion and disruption due to our inefficient responses and/or delays in dealing with unplanned incidents, especially those that occur during the peak traffic hours.

Contingency plans should be prepared to reduce the risks. Initially, the contingency plans would be for

4.6. Dealing with Traffic Growth

Objective 5 – To effectively monitor and manage traffic growth.

Summary Table of Intervention Criteria

Criterion	Evidence	Section
a) What evidence has been given to show an authority has identified trends in traffic growth on specific routes?	Congestion is not currently a major issue, with exception of certain hot spots.	4.6.1,
b) What policies have been put into place for managing incremental change?	Traffic growth across the Tees Valley Region is being tackled at a strategic level by Tees Valley JSU. Despite the success in restricting traffic growth, it is accepted that traffic will continue to grow.	4.6.1, 4.6.4

4.6.1 Existing Situation

Measures to deal with congestion are at the heart of the Government's transport strategy. The Council recognises that it will need to work closely with its partners in the Tees Valley to manage the impacts of congestion at both sub-regional and local level. Strong cross-boundary working relations have been established over the first LTP period, and these relationships will be further developed.

As far as Stockton-on-Tees is concerned, congestion is not currently a major issue with the exception of certain 'hotspots' such as the A19 and A66 Trunk Road corridors, radial routes serving Stockton town centre and the approaches to Yarm and Ingleby Barwick.

It is likely that the increase in 'background' traffic levels due to rising car ownership and the growth of the local economy will result in more widespread congestion within the Borough unless effective action is taken. This situation will be further exacerbated by increases in traffic flow due to the Council's regeneration proposals.

In addition, both the A19 and the A66 are forecast to be operating at or close to their practical capacity in the near future. This is likely to result in the


diversion of traffic onto the local road network, with corresponding adverse effects in terms of accessibility, road safety and air quality as well as congestion.

4.6.2 Issues

It should be the aim of every Local Authority to reduce road congestion, to improve accessibility and manage demands and transport networks to support the economy. This can only be done if there is a strategic approach to monitoring and managing traffic growth.

There are many other influences that will affect traffic growth, some of these being demographic and social economic influences, travel to work patterns, land use planning





(through the LDF), bus patronage, cycle and walking initiatives and demand management measures such as car parking strategies. Each Authority must have the framework in place that will enable them to identify, measure and control these influences and, ultimately, control traffic growth.

Traffic growth across the Tees Valley region is being tackled at a strategic level by the Tees Valley Joint Strategy Unit, in partnership with the Highways Agency and the five Local Authorities. The Council is actively assisting in this work, with VISSIM models prepared for much of the Trunk Road network within the Borough, together with central Stockton, the Portrack Lane corridor, the South Stockton Link and Ingleby Barwick. Traffic growth was measured across several cordons over the life of the First LTP and the results published in the Council's Annual LTP Progress reports. It was found that overall traffic growth within the Borough was restricted to 2.7% between 2000 and 2005, compared to the growth of 10.6% seen across the Tees Valley as a whole over the same period.

4.6.3 Opportunities

The Council has recognised that the increase in congestion and the demand for travel will need to be addressed by a range of interventions, as set out in the Second LTP. The modelling work already completed will, together with the traffic data being collected on an ongoing basis, provide detailed and reliable data for monitoring the level of congestion within the Borough, thereby assisting the Traffic Manager in performing the Network Management Duty.

The Council, together with its partner Local Authorities in the Tees Valley and the principal bus operators, is working to improve the local bus network, both within the Borough and across the wider sub-region. The extension and sustainability of the bus network is a key element of the Long-Term

Transport Strategy for the Borough.

The Council also works with numerous partner organisations to improve and develop the Borough's rail, pedestrian and cycle networks, thereby widening travel choices and offering attractive alternatives for journeys currently made by car.

A number of initiatives have been put in place to counter traffic growth:

- Ensuring regeneration takes place in sustainable and accessible locations;
- Implementing initiatives designed to increase bus and rail patronage;
- Investing in walking and cycling facilities, encouraging shorter journeys to be made by these modes;
- Implementing Demand Management measures, such as the reallocation of existing roadspace in favour of buses and cycles; and
- Putting in place measures designed to keep traffic flowing on main routes and discourage 'rat-running' in residential areas.

4.6.4 Risks

Despite the Council's success in restricting traffic growth, it is accepted that traffic levels across the Borough will continue to grow as a result of programmed regeneration schemes. The Traffic Manager is well placed to influence the design of regeneration projects and mitigate the effects of increasing traffic due to development.

The ambitious programme of public transport improvements depends on partnership working with the bus and rail operators. This will only happen if these operators can see the 'business case' for the proposals. A Major Transport Bid for projects to aid bus punctuality has been passed to DfT for consideration.

4.7. Working with stakeholders

Objective 6 – To Consult and Involve Stakeholders and Other Interested Parties

internal and external, and other interested parties are consulted and involved in decision making processes where required to ensure the efficient

To ensure that all relevant stakeholders, both

Criterion	Evidence	Section
a) What evidence is there to show that those responsible within the authority for exercising any power to regulate or co-ordinate the uses made of any road or part of a road in the road network are aware of, and act upon, the authorities responsibilities arising in relation to the Network Management Duty?	Processes to monitor work by Direct Services are being agreed. Monitoring of highway disruption caused by roadworks. Considering comments from stakeholders and local residents.	4.7.1, 4.7.2; 4.7.3
b) Do authorities that are in two-tier areas liaise with all relevant departments in the second-tier organisations whose work affects the road network?	Not applicable	
c) Do authorities ensure that other types of authorities (eg. Planning Authorities) are aware of the duty and their impact on the movement of traffic?	Stockton-on-Tees, as a Unitary Authority is both Highway and Planning Authority. Representatives of the Traffic Manager are present throughout the planning process.	4.7.1
d) What evidence is there to show that the authority takes actions that include consultation on initiatives, the sharing of information needed to meet the duty, processes for ensuring that policies are consistent and agreeing joint working arrangements, including the Highways Agency?	Attendance at NEHAUC meetings Quarterly meeting with stakeholders Procedure for co-ordinating roadworks	4.7.1
e) Has the authority involved the police, bus operators, the Traffic Commissioners, residents, local businesses and different road users where appropriate in decision-making processes?	See a) and d) above Officer's Traffic Group	4.7.1

4.7.1 Existing Situation

Stockton-on-Tees Borough Council has developed a number of systems to manage and monitor activity on the highway by all stakeholders. These systems have been developed in an ad hoc fashion to meet needs as they arise. However, they do allow all

stakeholders in the highway network the opportunity to become involved in decision taking processes.

Roadworks cause the most common disruption to the

highway. There is a statutory requirement on utilities and contractors to prepare notices of the intention to open a highway. These are set out in a spreadsheet along with other planned incidents on the highway such as sports, entertainment or civic events. These are discussed and co-ordinated at a quarterly meeting of all stakeholders. The spreadsheet is open to all interested stakeholders.

Planned works that are expected to cause disruption are also discussed at the Officer's Traffic Group (OTG). This Group meets every 6 weeks and comprises relevant officers of the Council, emergency services, public transport operators. The Group is largely a consultative Group and will discuss any activity on the highway plus schemes to address problems identified on the highway. Other representatives are invited to contribute to specific items on the agenda.

Members of the public are informed of activity on the highway to allow them to alter their travel arrangements or to comment on the proposed work. For major schemes, all frontage properties are informed directly of the scheme by letter drop. Prior to commencement of major schemes signage is erected to warn travellers of the possible disruption. A weekly roadworks report is published and included on the Council's website. In addition, local residents are again contacted after completion of roadworks schemes to ask for comments on the manner in which the work was carried out.

The Council is the Planning Authority for the Borough. The Urban Design Manager scrutinises all planning applications for impact on the highway. If necessary, expert comment is requested of highway engineers for adoption issues or traffic engineers to ensure there is no material harm to the traffic network. A "One Stop Shop" for planning application considers applications at pre-planning stage.

Applicants and Planning Officers can then be alerted



of

potential highway problems with applications prior to applications being accepted.

Project Groups are set up for any major development proposal or event in the borough. The Traffic & Road Safety Manager is represented at these meetings to ensure that sustainable means of transport are promoted and there is no material harm to the highway. The representative also acts for the Traffic Manager and ensures the Network Management Duty is met.

4.7.2 Issues

The scope of the Network Management Duty extends far beyond the traditional organisational boundaries of local authority highways departments. The efficient operation of the road network is therefore not necessarily under the direct control of the LTA or the Traffic Manager. It is incumbent upon the LTA to:

- establish control over the many stakeholders who undertake activities on the road network or which affect the road network;
- collaborate with adjacent traffic authorities to ensure that the efficient operation of the network is seamless across organisational boundaries;
- work with stakeholders using the road network to ensure their needs are understood and taken into account;

- work with other local authority departments – internal and external – to raise awareness of the Network Management Duty and to secure their co-operation in delivering the required outcomes.
- Monitor the highway disruption caused by works and events on the highway. Consider comments from stakeholders and local residents. Seek improved procedures to address any problems that are identified.

4.7.3 Opportunities

The implementation of the Traffic Management Act 2004 has led to the systems for co-ordinating works on the highway being refreshed. An upgrade in the EXOR Highway Manager software is required to meet the Network Management Duty and enhanced processes to monitor work by Service Stockton are being agreed.

The Traffic Manager has additional duties in traffic engineering and road safety. This has provided the opportunity for the existing systems for the co-ordination of roadworks to be examined. It is recognised that improved arrangements for cross-boundary working and liaison with Autolink and A-one would be of benefit.

It has also been recognised that more needs to be done to improve the road user interface by providing better services that clearly demonstrate co-ordination and planning of streetworks. This should be not only at local level, but also across the Tees Valley region.

Whilst good connections do exist, it is accepted that these can be improved to ensure that there is a clear focus and strong culture of performance monitoring on the operations of the highway network. Every service provider involved in works on the highway can contribute to the aim of the Network Management Plan.

Good communication and collaboration between relevant stakeholders and other interested parties

will result in the best use being made of the existing road network for the benefit of all road users.

- To raise awareness of the Network Management Duty objectives with those responsible for the exercising of any powers to regulate activities on the road, and to ensure that this is acted upon in delivering the Network Management Duty objectives
- To ensure that all opportunities for co-ordinating activities on the highway are taken – Utility works, road works, events and Highways Act licensed activity
- To develop good working relationships with planning authorities to ensure that the Network Management Duty objectives are considered in the planning process
- To work with adjacent highway authorities to ensure consistency across organisational boundaries, and specifically with the Highways Agency to develop and agree off network diversion routes
- To involve relevant stakeholders in decision making processes

4.7.4 Risks

Much of the Network Management Duty objectives rely on the co-operation of others not within the direct control of the LTA. Whilst all means may be used to encourage co-operation, there is a risk that it may not be forthcoming.

The



4.8. Ensuring parity

Objective 7: To ensure parity between the local highway authority and others.

Summary Table of Intervention Criteria

Criterion	Evidence	Section
a) Does the authority apply the same standards and approaches to their own activities as they do to those of others and do they provide evidence of this, particularly in relation to utilities street works and developer's works?	Utility Companies provide advance notice of all work (except emergencies). Direct Services provides details of planned work. However, unplanned, reactive work is not entered onto the streetworks register.	4.8.1
b) Do they use locally determined indicators and where relevant any centrally developed key performance indicators?	DfT have established a Working Group to develop a suite of KPIs for the noticing regime.	4.8.1

4.8.1 Existing Situation

The Traffic Management Act 2004 gives the local authorities additional powers, over and above existing legislation, to manage all activities undertaken on the highway, especially in the timing of works on specific roads and routes, these powers are to be introduced and used equally to ensure an unbiased approach between internal (local authority) and external parties.

Local street authorities have, for a long time, criticised utility companies on their performance when undertaking street works, both in terms of the accuracy of and compliance with information supplied on notifications. However, to date it has not been possible to undertake a comparison of the performance of highway authorities when undertaking road works as the level of information available on the street works registers, in respect to those road works, is significantly less.

Utility companies have for some time been required to provide advance notice of their works. A standard form is completed and entered electronically onto the streetworks spreadsheet. Direct Services provides details of planned work on the highway to the Streetworks Manager. However, unplanned, reactive work is not entered onto the streetworks

spreadsheet. It is programmed to meet internal priorities, which occasionally may conflict with work, by utilities. In these circumstances, the utility company is given priority, as they have been required to complete the more rigorous process.

The Department for Transport (DfT) have established a working group, chaired by Halcrow, and consisting of street authority and utility representatives to develop a suite of KPIs for the noticing regime. Northumberland County Council represents the North East Region on this group.

4.8.2 Issues

In order for the KPI's to be meaningful in creating a level playing field authorities must register the same level of information in respect to the local authority's road works as utility companies include on notices for street works.

The current level of information supplied by local authorities varies substantially and is often very sparse. Utility companies are well advanced in providing notices of their planned work. It will take considerable effort for Stockton to achieve parity with them.

4.9. Opportunities

Continue to influence national debate through representation on the DfT working group.
Developments to be fed back through the North East Traffic Managers Group.

Develop improved local systems for noticing in-house works. This may be helped by the development of the enhanced EXOR Highway Manager software

4.9.1 Risks

If it is not mandatory for local authorities to notice their works in the same way as utility companies it will be difficult to enforce notification and therefore it will be very difficult to demonstrate parity of treatment. The Highway Network Manager is working with senior management of Direct Services to agree a process of "noticing" work, particularly minor schemes.



Section 5

Performance and Review

5.1 Introduction

The Authorities in the Tees Valley Region have strong regeneration programmes at the heart of their policies.

This will be extended with initiatives such as Stockton-Middlesbrough Initiative and Tees Valley Unlimited.

As a result, it is confidently predicted that traffic growth will increase over the next 10 years. This will increase the potential for traffic congestion.

However, with a proactive approach to network management, many of the adverse effects of the congestion can be mitigated.

An Improvement Plan has been devised to provide suitable procedures to meet the Network Management Duty. The performance of the Council in meeting its Network Management Duty will be monitored using carefully selected performance criteria. The Network Management Plan itself will be regularly reviewed. The Traffic Manager will produce an annual report on the Network Management Duty that will detail the Council's performance and set out further changes necessary for the continued satisfactory discharge of the Network Management Duty.

The North of England Traffic Managers Group will monitor the effects of the duty on a regional basis and will co-operate in the interests of best practise. This will facilitate the sharing of information to benchmark their performances and ensure, as far as is reasonably practicable, that continual improvement occurs across the region.

It will also make efforts to disseminate their experience outside the region in order that best practise can be shared across the country and lessons learned from other regions can be embraced within the continual improvement culture developed in the north of England.

5.2 Improvement Plan

The current management of events on the highway have been shown to be successful in keeping disruption and congestion in check. However, the Network Management Duty requires the management of the highway to be demonstrated. To achieve this, improvements to the staffing structure, processes for managing the highway and means of informing the public are proposed in an Improvement Plan.

5.2.1 Co-ordination and Policy Group

The current arrangements for managing events on the highway have distinct processes for streetworks managed by Asset Management and for organised events by Traffic Management. Whilst there are linkages between the two processes, they largely act independently. To perform the Network Management Duty correctly, it is necessary for the Traffic Manager to be seen to manage both processes. The Traffic Manager must also monitor disruption and congestion on the highway network on a regular basis.

The Council actively encourages multi-disciplinary Project Groups. It is proposed that such a Group is established to include senior officers involved in the Network Management Duty. The Project Group would meet quarterly to assess incidents on the highway network, consider planned events on the highway and give direction to the management of Streetworks and Traffic Management activities.

Technical Services Division is currently completing a review of staff and structures as part of a "Capacity Review". This will take account of the staff needs of the Traffic Manager to perform adequately the Network Management Duty.

5.2.2 Processes

The Traffic Management Act 2004 imposed stricter

regulations for “noticing” streetworks. In order to comply with the requirements, Stockton-on-Tees has updated its management system. Notices are accepted using the EToN 4 format and managed by EXOR Streetworks Manager software. The EToN 5 system is also available, but is not yet in use by most Utilities. The system will be introduced during 2009.

The Traffic Management Act 2004 also requires parity between the way that Utilities and the Council organise their streetworks. There has never been a requirement for the Council to provide notices of its own work. This is now changing with new procedures imposed by the Highway Network Manager. As the new processes are integrated into the Direct Services’ work programme, Notices should be provided for all planned work on the highway. Utility Companies have many years experience of “noticing” streetworks and it will take a considerable effort for Direct Services to match their performance. Progress towards parity will be carefully monitored by the Traffic Manager.

There is also the possibility of introducing “Permit” schemes, enforced by Fixed Penalty Notices. However, the proposed, improved practices using EtoN 4 systems are considered to provide a good service. There is no need at present to radically change the existing systems and bear the additional administrative burden of providing the “Permit” system.

5.2.3 Network Hierarchy

The network hierarchy has been categorised in accordance with “Well Maintained Highways Code of Practice for Highway Maintenance Management”. From this, and also factors such as bus routes or the presence of a critical signalised junction, a system of traffic sensitive routes has been established. The traffic sensitive routes have since been refined by labelling them as red, amber or green according to the degree of disruption that incidents on the highway would cause.

The network of traffic sensitive streets needs

updating as conditions (particularly bus routes) have changed. The new traffic sensitive routes, including consultation with utilities, will be processed by the Highway Network Manager. The opportunity will be taken to advise utilities of the category of traffic sensitivity.

There are occasions when unplanned incidents occur on the highway. These could occur for emergency road works, road traffic accidents or extreme weather conditions. The Emergency Plan or Major Incident Plan cannot cover these incidents and they are generally dealt with in an ad-hoc way with staff basing decisions on their own experience.

In order to overcome the inconsistencies of this approach and allow swifter responses to incidents, a set of contingency plans will be prepared for the management of unplanned incidents. This will include internal and external contacts, traffic management requirements and media notification. Compliance with the contingency plans will be monitored by the Traffic Manager. To aid the monitoring, a new log of unplanned incidents will be established. The log will be reviewed regularly by the Traffic Manager to identify trends that are leading to disruption of the highway.

Autolink have a series of pre-agreed diversion routes for each section of A19. It is proposed to prepare a similar set of agreed diversions for each section of the “red” traffic sensitive routes. This will enable diversion signing to be quickly arranged and erected in the case of a road closure. The benefits will be simpler procedures for agreeing streetworks on traffic sensitive



routes and less disruption when the routes are unexpectedly obstructed.

5.3 Monitoring

In order to fully meet the Network Management Duty, the Traffic Manager will continuously monitor the effectiveness of the organisation and its decision making processes. Where issues arise, the Traffic Manager will make an assessment to determine how the organisation could be made more effective. A range of indicators and processes will be regularly considered to allow decisions to be made with confidence.

5.3.1 Processes

All meetings concerned with managing the Network Management Duty will be properly attended and minuted. These range from regional meetings to determine strategy such as North of England Traffic Managers Group and NEHAUC. Cross-boundary arrangements will be discussed at local level. Streetworks Coordination and Officer's Traffic Group meetings will discuss detailed arrangements for events on the highway and ensure that disruption is kept to a minimum. Minutes from these meetings will be passed to the Traffic Manager who will consider them at the quarterly Co-ordination and Policy Group.

All planned works on the highway will be properly "noticed". The data from these notices will be monitored by the Traffic Manager. There will be targets set for various activities such as extensions to the programmed work, overruns of programmed work, early starts of programmed work, necessary remedial works and works that would be liable to attract a Fixed Penalty Notice. Action would be taken to correct any aspect of streetworks that was shown to be causing disruption.

5.3.2 Performance Indicators

A set of performance indicators has been compiled

to help to monitor the Network Management Duty. The indicators selected are National Indicators and mandatory Local Transport Plan Indicators as published in the second LTP. Some supplementary LTP indicators have been included for completeness. All the indicators relate to aspects of the Network Management Duty and can be measured.

Most of the indicators have existed for some time and targets have been agreed for them. These targets will be retained and monitored for the Network Management Plan.

The NI 167 "Congestion" indicator supersedes the existing LTP 7 indicator. It is reliant on journey time data that is not currently available to the Council. The data should be provided by DfT from information collected by tracking information of vehicles fitted with suitable equipment. There are fears that there will be little information available for Stockton-on-Tees and the results will be influenced by the type of vehicle monitored (no buses will be tracked). The use of this indicator must be treated with caution until sufficient data is available.

5.4 Review

The Network Plan will be reviewed on an annual basis. This will be in the form of an annual report to be published in December. This will include;

- evidence of the co-ordination and planning of roadworks processes being performed adequately.
- Data required for the various performance indicators.
- Updated plans or schedules of the network hierarchy whenever changes are made.
- Comment on the results of the performance indicators.
- Recommendations for changes to the management of events on the highway to better meet the Network Management Duty.

Table of Performance Measures

Key Activity/Initiatives	Deliverables	Timescale	Lead Partner
Raise awareness of future developments in respect of impact of the network.	Cabinet Report	June 2008	Traffic Manager
Review existing structures and establish Traffic Management Plan "Co-ordination and Performance Group".	New structure for Technical Services Division	April 2009	BANE Manager/ Traffic Manager
Attend NETMG meetings. Assist in preparation of National Performance Indicators and participate in trials	Northumbria CC to represent NETMG in national Dff forum	Ongoing	Traffic Manager
Attend NETMG, Cross-Boundary and internal co-ordination meetings to determine strategies, co-ordinate and manage streetworks	Minuted meeting to demonstrate Network Management Duty	Ongoing	Traffic Manager Highway Network Manager
Develop a network hierarchy by level of use and function and keep it regularly under review. "Red" traffic sensitive route to be identified.	Highways hierarchy circulated to all Service Group	September 2008	Highway Network Manager
Update EXOR software to accommodate ETon 5 noticing system Amend processes to deal with new system.	Improved noticing system for streetworks	April 2009	Highway Network Manager
Agree processes for "noticing" Direct Service's works on the highway. Develop EXOR to manage internal notifications. Achieve parity with Utility companies.	Parity of Direct Service and Utility	April 2009	Highway Network Manager
Prepare contingency plans for events on the "red" traffic sensitive routes. Agree plans with Partners to include Direct Services, Utility Companies, and Police	Agreed set of	April 2009	Traffic Manager
Prepare log of unplanned incidents that require action by the traffic authority and monitor entries.	Log of unplanned	April 2009	Traffic Manager

Key Activity/Initiatives	Deliverables	Timescale	Lead Partner
Collect, analyse and publish data relating to Performance Indicators for Network Management Plan. Establish base levels and targets for indicators.	Tables of performance against agreed performance indicators.	April 2009	Traffic Manager
Obtain and verify Traffic Master data for calculation of NI 167 "Congestion". Update "Stress Map" annually.	Trends for congestion in the Borough	March 2009	Traffic Manager
Place Network Management Plan on Council website. Update weekly Roadworks report	Public information on Network Management Duty	September 2008 Ongoing	Traffic Manager
Prepare annual report of Traffic Management Duty to show results of; <ul style="list-style-type: none"> • Monitoring • Managing • Improving the highway network. 	Annual Network Management Plan Report	December 2008	Traffic Manager
Assist Tees Valley JSU in preparing improvement schemes for the strategic network. <ul style="list-style-type: none"> • A19/A66/A174 Development Study • ITS • "Congestion Busting" cameras • Portrack Access Study 	Bids for funding for highway improvements designed to reduce congestion.	Ongoing	Traffic Manager Tees Valley JSU

Table of Identified Risks

Risks	Mitigation
Section 4.2 Road User Needs	
Traffic & Road Safety Manager has other duties and may be unable to complete the Network Management Duty	Capacity Building Review will allocate staff to Network Management Duty Multi-disciplinary project groups will be formed to complete tasks.
Section 4.3 Co-ordination and Planning	
Upgrade of EXOR needed. Software systems to be tested.	EXOR to use their own server until Stockton systems can manage the system.
New "Permit" system to be considered.	Current system works satisfactorily. No need for permits at present.
Direct Services have well established processes, but do not issue Notices for minor work.	Highway Network Manager is working with Direct Services to agree a process of "Noticing" work, including minor works.
4.4 Information	
Without correct information and appropriate systems, Council at risk of failing Network Management Duty.	XOR Streetworks Manager has been updated to take EtoN 4 ENotices. This will help to manage streetworks activity and provide relevant information to Traffic Manager.
Need to make information available to service providers and travellers.	Extensive information is available using Council's website and published media.
Contingency Plans needed for unplanned incidents.	Contingency Plans for "red" traffic sensitive routes to be prepared.
Cross-boundary arrangements must be set up to deliver Network Management Duty.	Cross-boundary Forum has been set up, organised by Middlesbrough BC.
4.5 Incident Management and Contingency Planning	
Reactive responses to unplanned incidents could cause road safety issues, or delays to emergency services, businesses or residents.	Contingency Plans for "red" traffic sensitive routes to be prepared.
Impact on reputation through negative public perception of service delivery.	Contingency Plans.

Risks	Mitigation
4.6 Dealing with Traffic Growth	
It is accepted that traffic levels will continue to grow as a result of programmed regeneration schemes.	Traffic Manager is well placed to influence the design of regeneration schemes and reduce the effects of increasing traffic.
Programme of public transport improvements depends on partnership with bus and rail operators.	A Major Transport Bid to aid bus punctuality has been passed to DfT for consideration.
4.7 Working with Stakeholders.	
Network Management Duty objectives rely on parties outside the direct control of the LTA.	The Traffic Manager is well placed to direct resources, both internally and externally, to promote the Network Management Duty.
4.8 Ensuring Parity	
It is not mandatory for Direct Services to "Notice" their work in the same way as the utilities. It is difficult to enforce notification and demonstrate parity.	The Highway Network Manager is working with Direct Services to agree a process of "Noticing" work, particularly minor schemes.

Appendix 1

Internal Contacts

Position	Name	Location	Tel Number	E-mail
Director of Development & Neighbourhood Services	Paul Dobson	Municipal Buildings	01642 527068	Paul.Dobson@stockton.gov.uk
Head of Technical Services	Mike Robinson	Kingsway House	01642 527028	Mike.Robinson@stockton.gov.uk
Manager of Built & Natural Environment	Richard McGuckin	Gloucester House	01642 526765	Richard.McGuckin@stockton.gov.uk
Consultancy Manager	Steve Keetley	Queensway House	01642 526935	Steven.Keetley@stockton.gov.uk
Traffic & Road Safety Manager	Bill Trewick	Kingsway House	01642 526716	Bill.Trewick@stockton.gov.uk
Group Leader (Traffic Management)	David Lynch	Kingsway House	01642 526728	David.Lynch@stockton.gov.uk
Group Leader (Road Safety)	Neil Ellison	Kingsway House	01642 526736	Neil.Ellison@stockton.gov.uk
Parking Manager	Nigel Gibb	Gloucester House	01642 527347	Nigel.Gibb@stockton.gov.uk
LTP Manager	Rob Farnham	Kingsway House	01642 526729	Rob.Farnham@stockton.gov.uk
Public Transport Manager	John Kavanagh	Kingsway House	01642 526774	John.Kavanagh@stockton.gov.uk
Environment Policy	Mike Chicken	Kingsway House	01642 528148	Mike.Chicken@stockton.gov.uk
Urban Design Manager	Peter Shovlin	Kingsway House	01642 526018	Peter.Shovlin@stockton.gov.uk
Winter Services Policy	Jim Fiskin	Kingsway House	01642 526704	Jim.Fiskin@stockton.gov.uk
Highway Network Manager	Brian Buckley	Kingsway House	01642 526703	Brian.Buckley@stockton.gov.uk
Civil Engineering Manager	Jim Stancliffe	Kingsway House	01642 526743	Jim.Stancliffe@stockton.gov.uk
Architectural Manager	Gordon Mallory	Queensway House	0642 526923	Gordon.Mallory@stockton.gov.uk

Position	Name	Location	Tel Number	E-mail
Building Services Manager	Ian Hodgson	Queensway House	01642 526889	Ian.Hodgson@stockton.gov.uk
Head of Direct Services	Jamie McCann	Stirling House	01642 527071	Jamie.Mccann@stockton.gov.uk
Contracts Engineer	Neil Garriock	Cowpen Depot	01642 527737	Neil.Garriock@stockton.gov.uk
Head of Planning	Carol Straughan	Gloucester House	01642 527026	Carol.Straughan@stockton.gov.uk
Head of Regeneration	Richard Poundford	Municipal Buildings	01642 527024	Richard.Poundford@stockton.gov.uk
Head of Performance and Business Services	Sue Daniels	Municipal Buildings	01642 527296	Sue.Daniels@stockton.gov.uk
Emergency Plan Manager	Martin Webb	Stirling House	01642 524964	Martin.Webb@stockton.gov.uk
Public Relations Officer	Vince Rutland	Municipal Buildings	01642 526097	Vince.Rutland@stockton.gov.uk

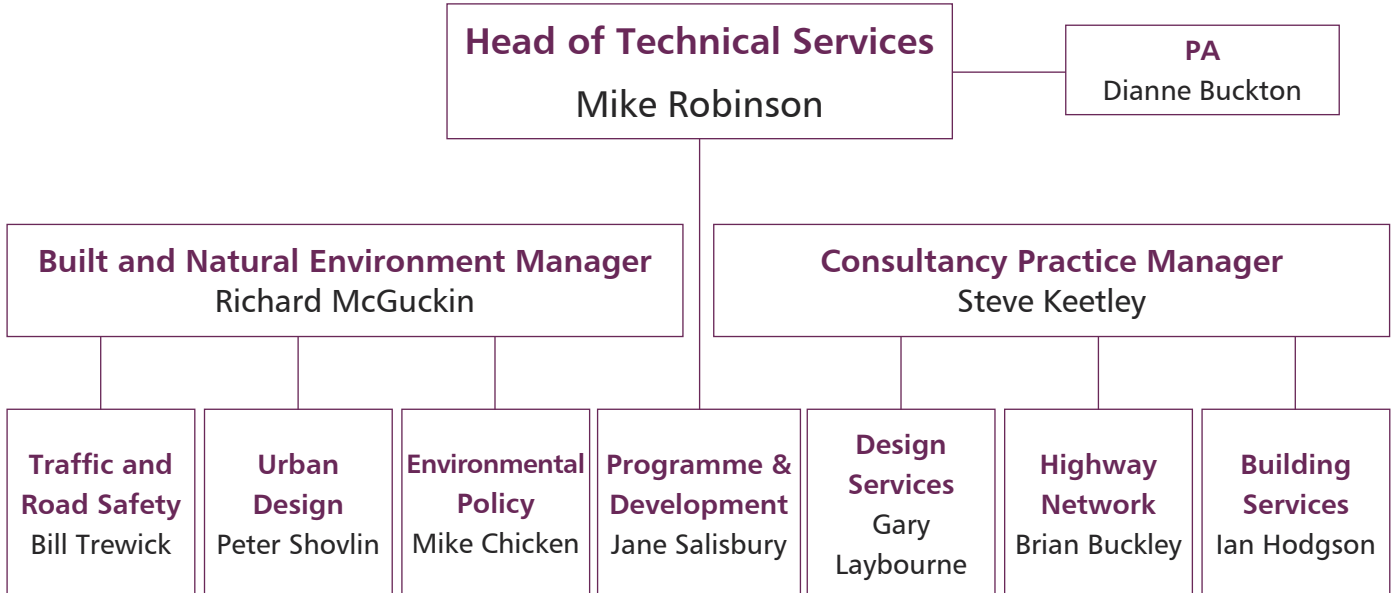
Organisation	Name	Position	Tel Number	E-mail
Joint Strategy Unit	Jonathan Spruce	Senior Assistant Director	01642 264840	Jonathan.Spruce@teesvalley-jsu.gov.uk
Middlesbrough Borough Council	Brian Glover	Traffic Manager	01642 264002	Brian_Glover@middlesbrough.gov.uk
Hartlepool Borough Council	Mike Blair	Traffic Manager	01429 523252	Mike.Blair@Hartlepool.gov.uk
Darlington Borough Council	Harry Alderton	Traffic Manager	01325 388748	Harry.Alderton@darlington.gov.uk
Redcar & Cleveland Borough Council	Dave Pownall	Traffic Manager	01287 612502	bmclean@redcar-cleveland.gov.uk
Durham County Council	Dave Pownall	Traffic Manager	0191 383 3468	Dave.Pownall@durham.gov.uk
North Yorkshire	Doug Huzzard	Traffic Manager	01609 532081	

Organisation	Name	Position	Tel Number	E-mail
Cleveland Fire Brigade			01429 872311	@clevelandfire.gov.uk
North East Ambulance Service				
Highways Agency	Kyle Maylard	H A Network Strategy North	0113 283 5474	Kyle.maylard@highways.gsi.gov.uk
HA Regional Maintenance Contractor	Louise McCann	Management Consultant	01924 224141	Louise.McCann@carillionwsp.com
Autolink	Keith Polson	Autolink Concessionaires	01642 560538	keith.polson@uk.taylorwoodrow.com
A-One	Andy Jamieson	General Manager	01325 389991	enquiries@aone.uk.com
Sustrans	Neil Mitchell	Area Manager, Tees Valley	01642 803441	neil.mitchell@sustrans.org.uk
Freight Transport Association	Jonathan James	Regional Policy Advisor	0113 258 9861	
Road Haulage Association	Malcolm Dodds	Regional Manager	01274 863100	
Network Rail	National Helpline		0845 711 4141	enquiries@networkrail.co.uk
Joint Public Transport Group	Ian Fotherby		01287 612528	ian_fotherby@redcar-cleveland.gov.uk
Stagecoach buses	Paul Livesey		01642 602112	Paul.livesey@stagecoachbus.com
Arriva buses	A Batty	Business Development Manager		battyt@arriva.co.uk
Post Office Royal Mail	Alison.P.Evans	Collection and Network Support Manager	01642 261255	alison.p.evans@royalmail.com
H A Information Line (HAIL)			08457 504030	ha_info@highways.gsi.gov.uk
RAC Travel News				racnews.co.uk
AA Roadwatch				press.office@theaa.com

Organisation	Name	Position	Tel Number	E-mail
British Telecom (Openreach) 657047	Jeff Harris jeff.rj.harris@openreach.co.uk	Jeff Harris	Streetworks Consultancy Group Manager 01904	
Cable & Wireless (c/o Atkins)	Andy Higham	National NRSWA Manager	01454 288508	andy.higham@atkinsglobal.com
CE Electric UK (NEDL)	Ian Darbyshire	NRSWA Manager	01977 605713	ian.darbyshire@ce-electric.com
Northumbrian Water	Mike Guthrie	Technical Strategy Manager Networks	0191 3016558	mike.guthrie@nwl.co.uk
Virgin Media	Mark Ostheimer	Statutory & Regulatory Issues	07776170689	mark.ostheimer @virginmedia.co.uk
National Grid			01926 653000	Nationalgrid.com/uk
THUS Plc	Chris Nesbitt	Co-ordination matters HAUC Representative	0141 5663953	chris.nesbitt@thus.net
Northern Gas Networks (United Utilities)	Samantha Mannion	Network Support manager NRSWA	0113 3970058	sam.mannion@uuplc.co.uk
Railtrack	RJ (Davy) Crockett	NRSWA Manager	01904524212	crockettr.railtrack@ems.rail.co.uk

Appendix 2

Family Tree



<p>Network Safety</p> <p>Public Transport</p> <p>Car Parking</p>	<p>Minor Environmental Projects</p> <p>Development Control advice for: Highways Landscape Urban Desig</p>	<p>Environmental Policy</p> <p>Local Transport Plan</p> <p>Sustainability, Renewable Energy and Carbon Footprinting</p> <p>Climate Change</p>	<p>Project Management</p> <p>Fee Management</p> <p>Administrative and Business Services</p>	<p>Civil and Structural Engineering</p> <p>Feasibility Studies</p> <p>Land Surveying</p> <p>Architects</p> <p>Quantity Surveyors</p>	<p>Highway Maintenance</p> <p>Bridge Maintenance</p> <p>Street Lighting</p> <p>Public Rights of Way</p> <p>Adopted Street Register</p> <p>Roadwork Management</p>	<p>Demolitions</p> <p>Building Maintenance</p> <p>Mechanical & Electrical Services</p> <p>Energy Management</p> <p>Control of dangerous buildings</p>
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Appendix 3

Performance Indicators

The National and LTP Indicators that will be influenced by the Network Management Plan. Definitions of the National Indicators and the Mandatory LTP indicators are included. Information on the Supplementary LTP indicators can be found in the Final Second LTP.

National Indicators

- NI 47 People killed or seriously injured in road traffic accidents.
- NI 48 Children killed or seriously injured in road traffic accidents.
- NI 167 Congestion – average journey time per mile during the morning peak (supersedes LTP Mandatory Indicator LTP 7).
- NI 168 Principal roads where maintenance should be considered.
- NI 169 Non-principal roads where maintenance should be considered.
- NI 175 Access to services and facilities by public transport, walking and cycling (supersedes LTP Mandatory Indicator LTP 1).
- NI 176 Working age people with access to employment by public transport (and other specified modes).
- NI 177 Local bus passenger journeys originating in the authority area.
- NI 178 Bus services running on time (supersedes LTP Mandatory Indicator LTP 5).
- NI 186 Per capita reduction in Carbon Dioxide emissions in LA area ('Road Transport' sector only).
- NI 198 Children travelling to school – mode of travel usually used (Supersedes LTP Mandatory Indicator LTP 4).

LTP Indicators

Mandatory

- LTP 2 Change in area-wide vehicle kilometres.
- LTP 3 Cycling trips.
- LTP 6 Changes in peak period traffic flows to urban centres.

Supplementary

- SUP 1 Number of Child KSI Accidents in Priority Neighbourhoods.
- SUP 4 Passenger footfall at railway stations.

SUP 5 Percentage of pedestrian crossings with facilities for disabled people.

SUP 7 Number of traffic signal junctions with bus priority.

SUP 8 Percentage of schools with an authorised School Travel Plan.

SUP 9 Number of children given pedestrian and cycle safety training.

SUP 10 Percentage of low floor bus stops.

NI 47: People killed or seriously injured in road traffic accidents.

Rationale

This contributes to the national casualty reduction target of reducing by 2010 the number of people killed or seriously injured in road traffic accidents by 40% compared with the average for 1994-1998.

Definition

This indicator measures the total number of people killed or seriously injured (KSI) in road traffic collisions. This indicator is an updated version of the former Comprehensive Performance Assessment item E12 and best value performance indicator 99a.

Include all killed and seriously injured casualties in an authority's area on public roads, including those that are not the authority's direct responsibility, such as motorways and trunk roads.

The definitions of "killed" and "seriously injured" are given in the Department for Transport (DfT) document Road Casualties Great Britain and Stats 20- Instructions for the Completion of Road Accident Reports

DfT will supply figures based on the statistical returns submitted to it by local authorities. Baseline figures (1994 to 1998), the actual number of casualties and the percentage difference between the baseline and the current year will also be published.

Data Collection

Data to be collected on an annual basis for previous complete calendar year. Information for Stockton-on-Tees will be available in April. Comparative data for other authorities will be available on publication of DfT document Road Casualties Great Britain that usually occurs in August.

NI 48: Children killed or seriously injured in road traffic accidents.

Rationale

To measure the number of children (aged under 16 years) killed or seriously injured (KSI) in road traffic collisions. This contributes to the national casualty reduction target of reducing by 2010 the number of children (under 16 years of age) killed or seriously injured in road traffic accidents by 50%, compared with the average for 1994-1998.



Definition

This indicator is an updated version of the former best value performance indicator 99b.

Include all child killed and seriously casualties in an authority's area on public roads, including those that are not the authority's direct responsibility, such as motorways and trunk roads.

The definitions of "killed" and "seriously injured" are given in the Department of Transport (DfT) document Road Casualties Great Britain and Stats 20 – Instructions for Completion of Road Traffic Accident Reports.

"Children" are defined as less than 16 years of age at date of accident.

Data Collection

Data to be collected on an annual basis for previous complete calendar year. Information for Stockton-on-Tees will be available in April. Comparative data for other authorities will be available on publication of DfT document Road Casualties Great Britain that usually occurs in August.

NI 167: Congestion – average journey time per mile during morning peak

Rationale

To monitor the level of congestion during morning peak times. Congestion is one of the four shared transport priorities. It impacts on people's quality of life, imposes significant and increasing economic costs as identified in the Eddington Report, and relates to other important priorities including air quality and climate change. The indicator contributes to the evidence about how well an authority is performing its Network Management Duties.

Congestion is a consequence of high volumes of traffic on particular roads at particular times of day, and is typically most acute going into towns during the morning peak. This means that congestion is a local phenomenon, experienced and perceived locally by a majority of people across the country.

This indicator takes advantage of recent technological developments to obtain an unprecedented level of detail about traffic conditions. It is an outcome based indicator, since it directly measures journey times. It can be tracked over time to see how an authority is managing the road network, and how well it is managing the impact of changing demand for travel, and to assess the impact of its planned improvement. Consequently, the indicator enables an evidence-based, targeted approach to tackling congestion.

Definition

This indicator measures the average journey time per mile during the morning peak on major routes in the authority.

The methodology for authorities where there is sufficient data available is as follows:

- Vehicle journey times per mile during the morning peak on major inbound routes in the larger urban centres, weighted by the relative traffic flow on those different routes.

- The urban centres for which inbound routes are chosen should be the largest commuting centres in the local authority. The indicator does not need to cover all centres, or all inbound routes into each centre, but it should capture the more important ones.
- Local authorities will identify a network of inbound routes into their major urban centres, reflecting a selection of the most important and congested urban routes managed by the authority. Sufficient routes should be selected to provide a representation of the network, whilst bearing in mind the implications of weighting the data.
- Journey time data will be provided to local authorities, calculated using anonymised data from vehicles equipped with global positioning system monitoring devices. Local authorities will be able to use these data to help manage traffic flow on their networks, and calculate and monitor the journey time indicator.
- “Inbound” means roads going into urban centres during the morning peak – that is roads used for commuting.
- Morning peak means 7:30 to 9:30 am, Monday to Friday. This is most consistent with the approach taken for the existing congestion targets underpinning the PSA, and reflects the busiest period looking at national data.
- Each route will be weighted within the indicator by relative traffic flow. It is expected that local authorities will already be conducting traffic flow surveys in order to help them manage their networks and meet the Network Management Duty. It is not necessary that all local authorities use the same traffic measurement methodology, only that the methodology is consistent over time for, and within, an authority and adequately reflects the relative traffic on each route. Traffic flow surveys need only to be conducted once for weighting the indicator, although authorities may wish to conduct further surveys in the future, for example if traffic flows are expected to change substantially on some of the routes.

Data Collection

Initial route selection and weighting to be obtained from cordons established to measure traffic growth for progress reports of LTP 1.

Traffic surveys to be conducted every two years to refresh weightings.

Journey speeds to be provided by DfT as indicated.

NI 168: Principal Roads where maintenance should be considered.

Rationale

Provides an indication of the proportion of principal roads where structural maintenance should be considered. This is a significant indicator of the state of the highway asset.





Definition

This indicator is an updated version of the former best value performance indicator (BVPI) 223 (formerly BVPI 96). The indicator measures the percentage of the local authority's A-road and M-road network where maintenance should be considered.

The performance indicator is derived from survey of the surface condition of the local authority's classified carriageway network, using survey vehicles that are accredited as conforming to the SCANNER (Surface Condition Assessment for the National Network of Roads) specification and processing software that is accredited as conforming to the UKPMS (UK Pavement management System) standards.

Results are reported for either (a) 100% of the network surveyed in one direction; or (b) 50% of the network surveyed in both directions. Roads not surveyed in the previous year must be surveyed in the current year.

All road surface types should be included (including principal motorways). Surveys should physically cover the required lengths; grossed up figures from shorter surveys are not permitted.

Data Collection

Highway condition surveys as currently collected.

NI 169: Non –principal classified roads where maintenance should be considered

Rationale

Provides an indication of the proportion of B and C class roads where structural maintenance should be considered. This is a significant indicator of the state of the highway asset.

Definition

This indicator is an updated version of the former best value performance indicator (BVPI) 224a (formerly BVPI 97a). The indicator measures the percentage of the local authority's B-road and C-road network where maintenance should be considered.

The performance indicator is derived from a survey of the surface condition of the local authority's classified carriageway network, using survey vehicles that are accredited as conforming to SCANNER (Surface Condition Assessment for the National Network of Roads) specification and processing software that is accredited as conforming to the UKPMS (UK Pavement Management System) standards.

Results are reported annually, based on surveys conducted at any point in the relevant reporting year. Results are reported for a sample of the network comprising (a) 100% of the B-class network in one direction; and (b) 50% of the C-road network surveyed in one direction. Roads not surveyed in the previous year must be surveyed in the current year.

All road surface types should be included. Surveys should physically cover the required network lengths;

grossed-up figures from shorter surveys are not permitted.

Data Collection

Highway condition surveys as currently collected.

NI 175: Access to services and facilities by public transport, walking and cycling.

Rationale

This indicator monitors fostering social inclusion through access via public transport, walking and cycling to core services and facilities. It is a key social inclusion and quality of life outcome. The indicator cuts across a number of service areas and can assist how they are planned and delivered.

Definition

This indicator measures access to core services and facilities by individuals through public transport, walking and cycling.

The indicator must follow the definition used for the indicator number LTP1 in the final second local transport plan approved by the authority.

Data Collection

NI 176: Working age people with access to employment by public transport (and other specified modes).

Rationale


Information on the accessibility of sites of employment to population of working age by public transport, walking and cycling to enable local authorities to direct interventions (transport and planning measures related to both economic and residential sites) to encourage economic growth and reduce social exclusion.

Definition

This indicator measures the percentage of people of working age (aged 16 to 74 years) living within the catchment area of a location with more than 500 jobs by public transport and/or walking.

Public Transport Mode – timetabled Bus Service.

Catchment area – calculated by DfT as part of the Core Accessibility Indicators and



is based on the sensitivity of the population to travel time for employment (ie. The further away the employment location, the less likely an individual would travel to it). Separate catchment areas are calculated for public transport/walking and cycling. The overall catchment area is then calculated by weighting the two together using National Travel Survey figures for modal split. Further details can be found in the 2005 Core Accessibility Indicators technical report.

Other specified modes (walking and cycling) – journey by timetabled bus service includes time spent walking to reach destination and wholly walking or cycling journeys where these are quicker.

Employment opportunities – locations (Lower Super Output Areas) with 500 or more jobs as defined in 2001 census.

Working Age – 16–74 age range.

Data Collection

Data produced by DfT for all county councils, unitary authorities, metropolitan districts and London Boroughs by DfT and provided to those authorities to report the indicator.

NI 177: Local bus passenger journeys originating in the authority area.

Rationale

Bus patronage is a key outcome of the partnerships between local authorities and bus operators, which together play an important role in delivering better local transport services and are supported by approximately £2.5bn of public funding per year.

Definition

This indicator measures the total number of local bus passenger journeys originating in the authority area in a given year.

This indicator is an updated version of the former best value performance indicator 102: Total local bus passenger journeys originating in the authority area in a year”.

Local Public Transport – includes all bus operators serving the general public but excludes school buses, or “Dial-a-Ride” services. However, school children travelling on a bus operating a local service available to the general public whether free or not, should be counted.

Journeys – passengers boarding buses within an authority, regardless of whether they alight in the authority or a neighbouring authority. To avoid double-counting with other authorities, bus passengers who boarded the bus outside your Stockton-on-Tees are not included.

Data Collection

Data supplied by bus companies to local authority annually.

NI 178: Bus services running on time.

Rationale

Bus punctuality is a key outcome of the partnership between local authorities and bus operators, which together play an important role in delivering better local transport services and are supported by approximately £2.5bn of public funding per year.

Bus punctuality is also a key marker of the level of congestion. Local authorities can make major contributions to improving bus punctuality by the management of their road networks and giving priority to bus passengers. Improved bus punctuality not only benefits bus passengers but also can help attract more travellers to buses and hence reduce road congestion.

Definition

Bus Punctuality – defined as keeping public service buses to their scheduled bus departure times. This indicator is measured in two different ways: the percentage of non-frequent buses on time; and the average excess waiting time for frequent services.

Scheduled Services – those services timetabled by bus companies (both commercial and those supported by local authorities).

Non-frequent services (fewer than 6 buses per hour) – measured by whether the bus departs within its “on-time” window of 1 minute early to 5 minutes late.

Frequent services (6 or more buses per hour) – measured by the excess waiting time experienced by passengers over and above what might be expected with a service that was always on time.

Stockton-on-Tees Borough Council has already been collecting and reporting this information for their Local Transport Plans (mandatory indicator LTP5). The information required for LTP5 related to non-timing points for non-frequent services should not be returned or used.


Data Collection

Annual bus punctuality surveys are co-ordinated and analysed by Tees Valley JSU.

NI 186: Per capita reduction in Carbon Dioxide emissions in the Local Authority area.

Rationale

Action by local authorities is likely to be critical to the achievement of Government’s climate change objectives. Local authorities are uniquely placed to provide vision and leadership to local communities by raising awareness and to influence behaviours. In addition, through their powers and responsibilities (housing, planning, local transport and powers to promote well-being) and by working with their Strategic partnership they can have significant influence over emissions in their local area.



In the Climate Change Programme 2006, the Government stated its commitment to ensure the local Government framework will include an appropriate focus on action on climate change, sufficient to incentivise more authorities to reach the levels of the best. The Government also committed to give greater flexibility to deliver on national priorities in the most cost effective way for that locality.

The proposed indicator will rely on centrally produced statistics to measure end user Carbon Dioxide emissions in the Local Area from:

- Domestic and Public Sector
- Domestic Housing
- Road Transport.

This data is already captured and analysed to produce area by area carbon emissions per capita. Analysis carried out by AEA Energy and Environment has confirmed that the data available for the construction of the Community Climate Change Indicator are sufficiently robust with relatively low levels of uncertainty.

The percentage reduction in Carbon Dioxide per capita in each local Authority will then be reported annually with the 2005 data used as a baseline.

UK Government statisticians currently classify the data as experimental statistics. However, Defra is obtaining classification of the data as a full National Statistic from November 2008. The National Statistics published in 2008 will comprise of the 2006 data and will be compared to the 2005 baseline year.

Definition

Percentage reduction of the per capita Carbon Dioxide emissions in the Local Authority Area: The indicator being assessed will comprise of an annual reduction in Carbon Dioxide emissions across an agreed set of sectors (housing, road transport and business) measured as a percentage reduction of the per capita Carbon Dioxide emissions from the 2005 baseline year.

End User: calculations allocate emissions from fuel producers to fuel users. The end user calculation therefore allows estimates to be made of emissions for a consumer of fuel, which also include the emissions from producing the fuel the consumer has used.

Domestic Housing: All housing in the local authority area, including Arms Length Management Organisations (ALMOs), privately owned and leased housing.

Business: Industry and commercial emissions, including public sector, but not those included in the EU Emissions trading scheme.

Road Traffic: All road traffic (but not motorways).

Data Collection

Statistics are produced annually by Defra. Data is published every autumn.

NI 198: Children travelling to school – mode of transport usually used.

Rationale

Provides information to help local authorities monitor and manage road traffic associated with the school run with a view to reducing the proportion of children travelling by car and increasing the proportion walking, cycling or using public transport. There is already evidence that children who walk or cycle to school are fitter and more ready to learn when they arrive at school and this indicator will further enable local authorities and central government to identify the extent of the correlation between the way children travel to school and levels of obesity, their health, fitness and level of academic attainment.

Definition

The indicator measures the proportion of school aged children in full time education travelling to school by the mode of travel that they usually use.

Mode of transport is defined as six modes: cars, including vans and taxis, car share, public transport, walking, cycling and other.

The Council already calculates mode share of travel to school to enable them to set a target for Local Transport Plan Mandatory Indicator number LTP4. The same methodology should be used to collect data, calculate mode share and set targets for the LAA Mode Share of Travel to School Indicator.

The only difference is that for the purpose of reporting against LAA Indicator, Local Authorities are asked to calculate mode shares separately for children aged 5-10yrs and children aged 11-16yrs. This is because the proportion of children travelling by each mode varies considerably between the two age groups and it is therefore helpful to receive separate information. However, if choose to set a target against this indicator for LAA purposes, they are only required to do so for one overall age group: age 5-16yrs.

Data Collection

Collection of mode of travel to school data via the School Census is mandatory at pupil level for all schools with an approved school travel plan.

LTP 2: Change in area-wide vehicle kilometres.

Rationale

This indicator is included as a proxy for improvements in air quality and a reduction in greenhouse gases.

Definition

This indicator measures the vehicular activity on the highway network in the Borough. A base of the average vehicular kilometres during 199.2000 has been set. There are, as yet, no targets for traffic growth in the Borough.



Data Collection

DfT annually requests classified traffic surveys on a selection of highways within the Borough. The information is collected and passed to DfT along with total length of the Borough's road network sorted by road classification.

DfT analyse the data and calculate the annual Vehicle Kilometres on the Borough's highway network.

LTP 3: Cycling trips

Rationale

The number of cycling trips is an indicator for the Accessibility and Air Quality Transport Shared Priority Themes. It is also a proxy indicator of the Congestion Theme.

Cycling trips will increase as accessibility of education, employment and services increases. An increase in cycling trips will reduce the number of vehicular journeys and, therefore, reduce the amount of Carbon Dioxide emissions.

Definition

The number of cycling trips on the Borough's highway network. A base year of 2004/05 has been set. It is suggested that the number of cycle trips can be increased by 50% from the base year by 2010/11.

Data Collection

Data is collected directly via automatic survey equipment. There were 6 permanent sites set up in 2002. An additional 12 permanent sites have now been provided. It is expected that the additional sites will be less susceptible to annual fluctuations seen with the small number of original sites.

LTP 6: Changes in peak period traffic flows to urban centres.

Rationale

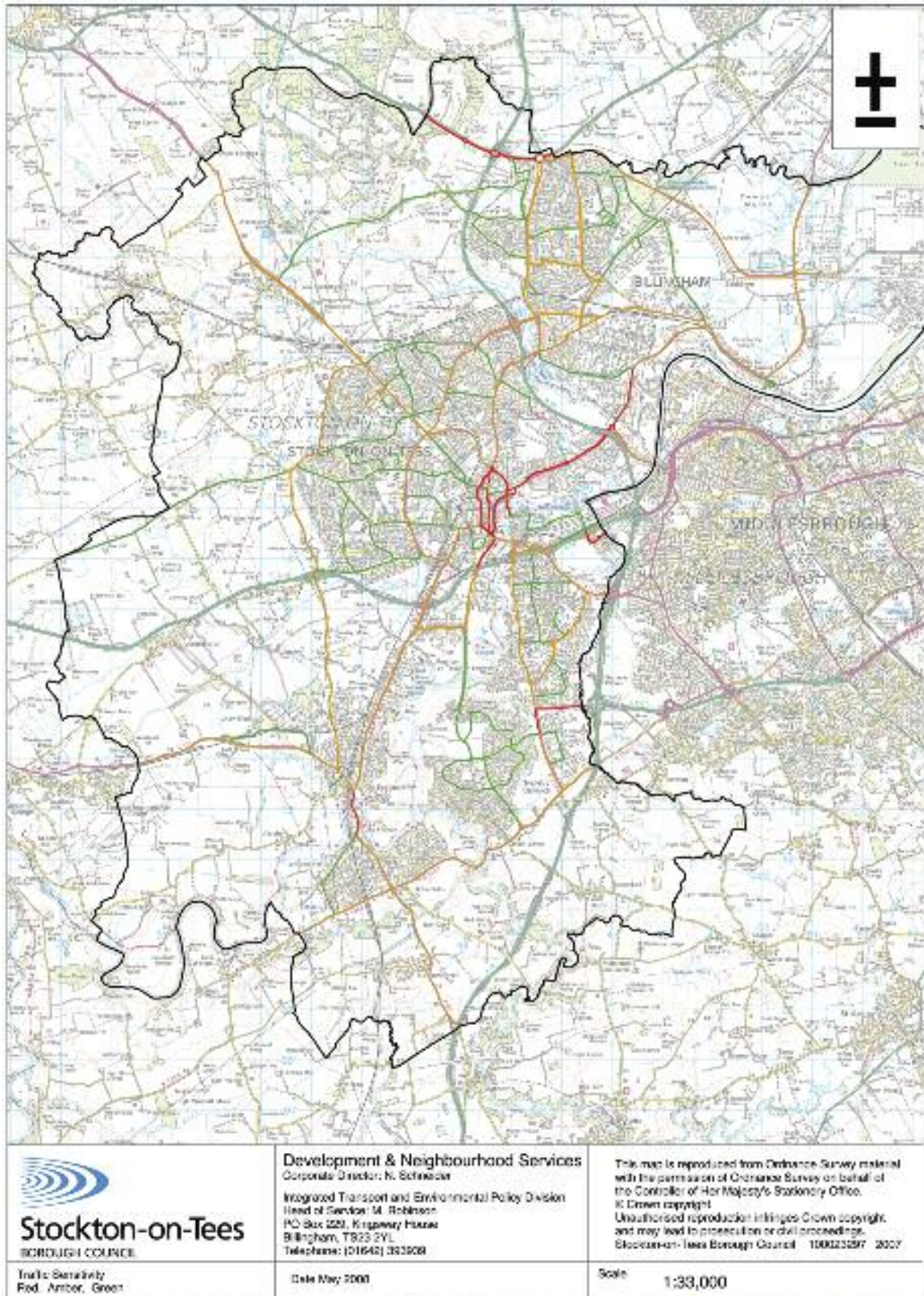
This is a complement to the NI 167 "Congestion" and LTP 2 "Change in vehicle kilometres" indicators. It will measure the amount of commuting traffic into the Borough's four main town centres. Congestion and disruption on the highway network can be considered in the light of traffic growth trends.

Definition

Traffic flows on highways as measured across cordons around Stockton, Billingham, Thornaby and Yarm centres plus two screenlines. A new baseline year of 2006/07 will be set and traffic flows monitored in relation to it. It is proposed to set a minimum target of no increase in peak hour traffic across the four town centre cordons between the baseline and 2010/11. The target would be revisited during the course of the programme as regeneration proposals come on line.

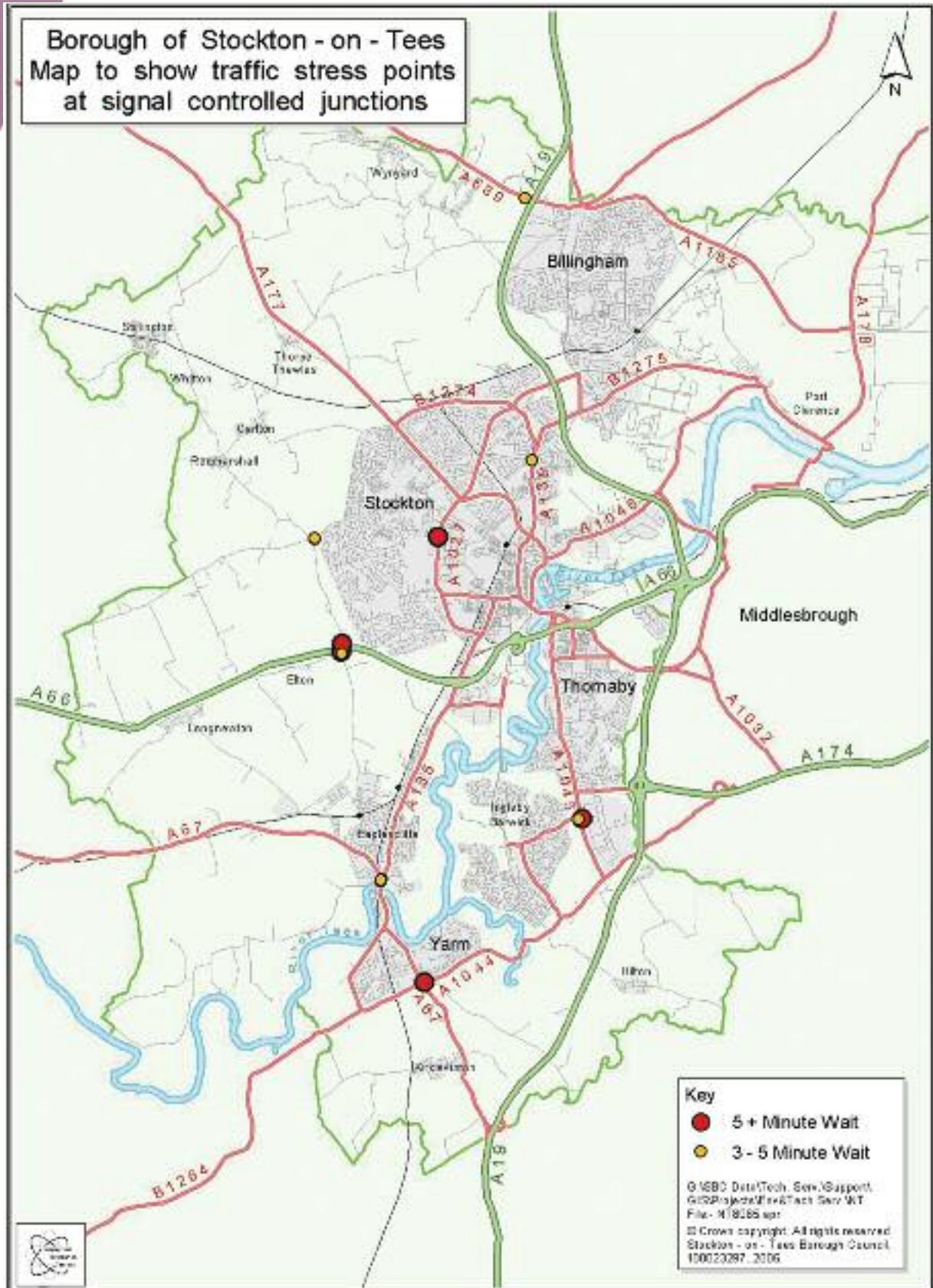
Appendix 4

Traffic Sensitivity



Appendix 5

Congestion Stress Map



Appendix 6

Glossary of Terms

CBI	Confederation of British Industry
CSS	County Surveyors Society
DfT	Department for Transport
DLOA	Detailed Local Operating Agreement (see section 2.3.2)
GONE	Government Office North East
HA	Highways Agency (responsible for trunk road network)
HAUC	Highway Authority and Utilities Committee
LTA	Local Transport Authorities
LTP	Local Transport Plan
NEHAUC	North of England Highway Authorities and Utilities Committee
NETMG	North of England Traffic Managers Group
NGF	National Guidance Framework (see section 2.3.2)
NRSA	New Roads and Street Works Act 1991
NTCC	National Traffic Control Centre
RSS	Regional Spatial Strategy
TAG	Technical Advisors Group
TMA	Traffic Management Act 2004
TOCC	Traffic Operations Co-ordinating Committee
University	University of Durham, Queens Campus, Teesdale



