

# North Tyneside Council Report to Cabinet Date: 10<sup>th</sup> September 2012

**ITEM 7(d)**  
Title: North Tyneside  
Council Network  
Management Plan 2012 to  
2017

Portfolio(s): **Transport and the  
Environment**

Cabinet Member(s): **Cllr E Hodson**

Report from Directorate: **Chief Executive's Office**

Report Author: **Ken Wilson, Head of Regeneration,  
Development and Regulatory Services** (Tel: 643 6091)

Wards affected: **All**

## **PART 1**

### **1.1 Purpose**

The purpose of this report is to recommend Cabinet adopt the North Tyneside Network Management Plan 2012 to 2017 (final draft attached as Appendix 1), and note the responses received (as detailed in Appendices 2 and 3) to the consultation exercise.

### **1.2 Recommendation**

1. It is recommended that Cabinet note the responses received to the consultation exercise, as detailed in Appendix 2 and 3,
2. It is recommended Cabinet approve and adopt the North Tyneside Network Management Plan 2012 to 2017 (final draft attached as Appendix 1).

### **1.3 Forward plan**

This item is listed on the Forward Plan for the period 1 July to 31 October 2012.

### **1.4 Council plan, policy framework**

This report is not directly related to any of the priorities in the Council Strategic Plan 2012 - 2015.

### **1.5 Information**

The Traffic Management Act 2004 requires all local authorities, to assume a 'Network Management Duty' and to appoint a Traffic or Network Manager to ensure the duty is carried out in accordance with the Act. Each authority is required to produce a Network

Management Plan which provides evidence of the policies that the Council is actively pursuing to ensure the 'most expeditious movement of traffic' on its network.

The Council's first Highway Network Management Plan was approved by Cabinet in December 2009 following a six month consultation. The draft Network Management Plan 2012 to 2017 is essentially an updated version of the previous plan reflecting new management procedures and systems as well as confirming future priorities for dealing with traffic growth and congestion.

The Network Management Plan (NMP) will operate alongside the Council's recently adopted Highway Asset Management Plan 2012 to 2017 (HAMP). Whereas the NMP deals with the management of activities on the network the HAMP deals with the maintenance of the infrastructure.

The key aims of the draft plan are: "To effectively manage the highway network in North Tyneside for the benefit of all road users, by addressing congestion problems, reducing accidents, responding to incidents and co-ordinating activities, events and works to minimise disruption."

The main activities involved are:

- i. Manage and monitor traffic growth
- ii. Monitor road accidents and carry out remedial measures
- iii. Manage on-street and off-street parking provision
- iv. Liaise with public transport providers (bus, Metro and taxi operators)
- v. Managing utility companies' and Council street works to avoid congestion and disruption and to maintain the integrity of the highway
- vi. Consult and involve stakeholders and other interested parties
- vii. Manage events – planned and unplanned; develop contingency plans for managing incidents
- viii. Manage the highway network for the benefit of all users including pedestrians, cyclists and horse riders

A number of new sections and recent innovations which were either not in the original plan or have been amended are listed below

- i. Road Network Hierarchy: this has been further developed for the purpose of network management to restrict road works on the busiest parts of the network.
- ii. Congestion: the Council has prepared a hierarchy of junction improvements to indicate how key junctions which experience substantial levels of congestion will be improved, when resources allow

- iii. Speed Management Plan: a full network review of existing speed limits has been carried out and a new speed management plan created as part of the Council's Road Safety Strategy
- iv. Accident remedial schemes: Continual analysis of accident locations and implementation of accident reduction schemes using new computer software and liaising closely with Northumbria Police.
- v. Urban traffic management control: North Tyneside is now one of the lead partners in the new Tyne and Wear intelligent transport system project. This will provide driver and passenger information across the network and allow for upstream interventions into signal systems.
- vi. Managing travel demand : The council will continue throughout the plan period to promote business travel plans which encourage flexible working and seek to spread travel demand similarly we will support out of school provision which reduce peak time travel demand.

## **1.6 Decision options**

Cabinet may:

1. Approve the recommendations in section 1.2 and adopt the draft North Tyneside Network Plan Strategy 2012 to 2017.
2. Not approve the recommendations in section 1.2.

Option 1 is the recommended option.

## **1.7 Reasons for recommended option**

Option 1 is recommended as by adopting a revised and updated Network Management Plan the Council will have in place a clear strategy for the management of activities on the highway network and a plan for dealing with future traffic growth.

## **1.8 Appendices**

Appendix 1: Draft North Tyneside Council Network Management Plan 2012 to 2017

Appendix 2: Details of public consultees

Appendix 3: Details of public consultation

## **1.9 Contact officers**

Derek Smith, Senior Manager, 0191 643 6106

Kevin Ridpath, Network and Transportation Manager, 0191 643 6089

Alison Campbell, Financial Business Manager, 0191 643 7038

## **1.10 Background information**

Tyne and Wear Local Transport Plan (LTP3) Strategy 2011 to 2021

Tyne and Wear Rights of Way Improvement Plan (ROWIP)

Tyne and Wear Bus Strategy  
North Tyneside Parking Strategy 2012 to 2016  
North Tyneside Cycling Strategy 2010 to 2014 (Vision 2030)  
North Tyneside Road Safety Strategy 2010 to 2013

## **PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING**

### **2.1 Finance and other resources**

The document will be published on the Council's website. Any financial implications arising from implementing the Strategy that require additional resources will be reported back to Cabinet.

### **2.2 Legal**

The Traffic Management Act 2004 imposes a duty on local authorities to manage their highway network efficiently so as to manage congestion and disruption by securing the expeditious movement of traffic, and to appoint a traffic/network manager.

### **2.3 Consultation/community engagement**

A full public consultation was carried out (a summary of responses is attached as Appendix 2 and 3).

### **2.4 Human rights**

There are no human rights implications directly arising from this report.

### **2.5 Equalities and diversity**

There will be positive outcomes for equality and diversity primarily through improved accessibility.

### **2.6 Risk management**

There are no risk management implications directly arising from this report.

### **2.7 Crime and disorder**

There are no crime and disorder implications arising directly from this report.

### **2.8 Environment and sustainability**

Aspects of the Network Management Plan will have a positive environmental impact, e.g. through measures to reduce disruption to public transport services from street and road works.

**PART 3 - SIGN OFF**

- Chief Executive

- Mayor/Cabinet Member(s)

- Chief Finance Officer

- Monitoring Officer

- Strategic Manager for Policy and Partnerships

# Network Management Plan

## 2012 - 2017



**North Tyneside Council**



**North Tyneside Council**

## **NETWORK MANAGEMENT POLICY STATEMENT**

The North Tyneside Council Network Management Plan has been developed to support North Tyneside Council's and our partners' policies on tackling congestion and disruption on the highway network and to meet the Council's statutory obligations as set out in the Traffic Management Act 2004. North Tyneside Council has developed this plan in partnership with the Tyne and Wear Local Transport Plan partners and the North of England Traffic Managers' Group.

The aim of this plan is:

"To effectively manage the highway network in North Tyneside for the benefit of all road users, by addressing congestion problems, responding to incidents and co-ordinating activities, events and works to minimise disruption."

Should you have any comments on network management in North Tyneside, please send them to:

The Network and Transportation Manager  
Regeneration, Development and Regulatory Services

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## Revision schedule

North Tyneside Council  
Network Management Plan

Rev	Date	Details	Prepared by	Reviewed by	Approved by
1	Nov 09	Final	John Cram Project Engineer Transportation	Kevin Ridpath Network and Transportation Manager	Derek Smith Senior Manager Engineering, Design and Partnering
2	Jun 10	Updated staff contact details	John Cram Project Engineer Transportation	Kevin Ridpath Network and Transportation Manager	Derek Smith Senior Manager
3	Oct 11	Updated staff contact details	John Cram Project Engineer Transportation	Kevin Ridpath Network and Transportation Manager	Derek Smith Senior Manager
4	May 12	Revised throughout including new sections – consultation draft	Paul Fleming Team Leader Traffic and Network	Kevin Ridpath Network and Transportation Manager	Derek Smith Senior Manager
5	June 12	Minor revisions	Paul Fleming Team Leader Traffic and Network	Kevin Ridpath Network and Transportation Manager	Derek Smith Senior Manager



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North Eastern Region Highway Authorities

# 1 Introduction

## 1.1. Background

The provisions in the Traffic Management Act 2004 (TMA) aim to provide Local Traffic Authorities (LTA) with a stronger focus on tackling congestion, and greater powers to pursue that aim.

The TMA provides LTAs 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. Planning for and dealing with the effects of all such aspects is the focus of the network management duty.

However, the TMA 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 our existing strategies and policies and not for it to supersede them. Indeed the network management duty is to be applied to the Council's 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 details how North Tyneside Council will do this.

## 1.2. Network Management Policy

The North Tyneside Network Management Plan has been developed to support the Council's and our partners' policies on tackling congestion and disruption on the highway network and to meet the Council's statutory obligations as laid out in the Traffic Management Act 2004. North Tyneside Council has developed this Plan in partnership with the Tyne and Wear Local Transport Plan partners and the North of England Traffic Managers' Group.

## 1.3. Objective/Purpose of this Network Management Plan

The Traffic Management Act 2004 (TMA) introduced a Network Management Duty (NMD) 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 –**

- (a) securing the expeditious movement of traffic on the authority's road network; and**
- (b) 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 fulfilment of the

duty. Whilst this guidance implies that there is no requirement on LTAs to develop a specific Network Management Plan, the Council considers that, by developing such a Plan, we can better demonstrate our commitment to fulfilling the Network Management Duty.

The TMA requires the Council to appoint a Traffic Manager, who will be responsible 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 North Tyneside Council's Network and Transportation Manager, which incorporates the statutory function of Traffic Manager, is defined in greater detail in Section 3 of this plan.

The following objectives have been adopted across the region and were derived from the TMA:

- Objective 1 – to consider the needs of all road users
- Objective 2 – to co-ordinate and plan works and known events
- 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

This document demonstrates how North Tyneside Council fulfils the objectives and how it is improving its systems to further fulfil them.

The framework will facilitate the integration of the Traffic Manager into the Council's existing administrative structure and assist the Council to discharge the duty through the efficient use of existing systems. It can be demonstrated through partnership working with the other LTA's in the north of England that an open and frank exchange of information on best practice is key to ensuring regional consistency in the approach to network management.

This Plan recognises that network management should form only 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 should not be at the expense of those with a need to use or work on roads and footways. It is important that 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.

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

## 2 Context

### 2.1. Introduction

Managing congestion is a key aim shared by central government and the Tyne and Wear Local Transport Plan partners. The TMA will make a vital contribution towards achieving nationwide aims, for example:

- to minimise congestion on the 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
- to improve accessibility to key services

### 2.2. National Context

#### 2.2.1 TMA

The primary aim of the TMA is to minimise congestion and disruption on the highway network. The TMA sets out certain responsibilities to assist local traffic authorities to achieve this aim by:

- Promoting better coordination, by the highway authority, of the various works carried out, whether these are authority road works, 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 a range of powers to allow utility works to be better controlled
- Allowing certain contraventions of the law, such as parking offences, to be dealt with through Civil Parking Enforcement (CPE), rather than through the criminal process.

The TMA is in seven sections, namely:

- Part 1 – Traffic Officers
- Part 2 – Network Management
- Part 3 – Permit Schemes
- Part 4 – Street Works
- Part 5 – Highways and Roads
- Part 6 – Civil Enforcement of Traffic Contraventions
- Part 7 – Miscellaneous and General

Part 2 of the Act, 'Network Management by Local Authorities' imposes a network management duty on local traffic authorities and this is covered in detail in the following section.

#### 2.2.2 Network Management Duty

Part 2 of the TMA, 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 its 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, without unnecessary delays, for all highway users, including pedestrians and cyclists, as well as motorists.

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. It 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

North Tyneside Council will need to demonstrate and provide evidence to the Secretary of 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 setting out the minimum criteria it expects to be met, which come under the following headings:

- Considering the needs of all users
- Coordinating and planning works and known events
- Gathering information and providing for information needs
- Incident management and contingency planning
- Dealing with traffic growth

- Working with all stakeholders
- Ensuring parity with others

### 2.2.4 New Roads and Street Works Act (NRSWA)

The existing legislation under which highway authorities seek 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 utility companies were permitted to dig up the road. There are now however over 150 utility companies able to conduct street works. The need for these companies to build and maintain networks of infrastructure beneath the street has led to a significant growth in the levels of disruption caused by street works over the last decade. The Halcrow report<sup>1</sup> on street works, for the Department for Transport, estimated the cost of delay caused by utility street works to be £4.3 billion.

### 2.2.5 Local Transport Act 2008

A central purpose of the Local Transport Act 2008 is to tackle congestion and improve public transport through empowering local authorities to develop local solutions to local transport challenges.

The Act brings in a new performance regime which extends the responsibilities of the Traffic Commissioners, allowing them 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

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1 Halcrow/DfT – Assessing the Extent of Street Works and Monitoring the Effectiveness of Section 74 on Reducing Disruption: Volume 3 – Estimation of the Cost of the Delay from Utilities Street Works – July 2004

services such as the provision and enforcement of bus priority measures and coordination of road works, streetworks and other activities on the highway network.

### 2.3. Regional Context

#### 2.3.1 North East Regional Traffic Managers' Group

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

The north of England local traffic authorities will endeavour, as far as is reasonably practicable, to manage the regional highway network effectively to keep traffic (by all modes) moving.

NETMG consists of the Traffic Manager (or representative) from each of the authorities and monitors the effects of the duty on a regional basis. The group cooperates in the interests of disseminating best practice with a view to establishing a culture of continual improvement.

A direct link between the Traffic Managers and the North of England Highway Authorities and Utilities Committee (NEHAUC) has been established. Each forum has representatives of the other in attendance to ensure a consistency in decision making.

This group will work together in developing the management of the region's network. Whilst all councils have their own priorities, the culture of collaboration that exists between the north of England highway authorities means that the sharing of best practice

will enable councils to learn from each other's experience, benchmark their performances and ensure, as far as is reasonably practicable, that continual improvement occurs across the region.

Through representation at the national Traffic Managers' Forum the group will also make efforts to disseminate their experience outside the region in order that best practice 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.

#### 2.3.2 Arrangements with the Highways Agency

North Tyneside Council recognises the important role that the Highways Agency has in the success of network management. Whilst the Highways Agency (HA) network of motorways and trunk roads represents only 3% of the road network in England it carries a third of all motorised traffic and two thirds of all heavy freight road traffic. The network is of strategic importance and its efficient operation is fundamental to the economic wellbeing of the country.

The A19 passes through North Tyneside, providing an important inter-regional link of national importance. Activities affecting the local road network can have a detrimental affect on the motorways and trunk roads, and the reverse is also true. Whilst the network management duty does not strictly apply to the HA, 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 HA facilitating the movement of traffic on local road networks.

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 Network 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. North Tyneside Council has a Detailed Local Operating Agreement (DLOA) with the HA. This agreement sets out the working arrangements for sharing information between the two organisations so that traffic can be managed effectively across both the local and national road network.

### 2.3.3 Arrangements with Neighbouring Authorities

North Tyneside Council recognises the important role the HA has to play and will maintain an ongoing dialogue with its nominated network management representative both on a local level and regionally via the North of England Traffic Managers' Group. New arrangements will also be consolidated with the Concessionaire for the New Tyne Crossing. This plan will also set out details of cross-boundary arrangements that exist with the neighbouring authorities of Northumberland and Newcastle, as well as the Highways Agency and the New Tyne Crossing Concessionaire and will focus on:

- Consistency of road hierarchies
- Route Management Strategies
- Traffic management arrangements at boundaries
- Operational arrangements, say

for highway maintenance treatments

- City region developments
- Tyne and Wear Congestion Reduction Plan.

### 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 framework refers only to the highways side.

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 which ensures that all works are 'coordinated' to minimise their effects on the travelling public.

Representatives of NEHAUC meet three times a year to discuss issues and formulate agreed working practices. The committee is supported by a number of working groups which are tasked with examining specific issues.

Street works and roadworks can and should be carefully co-ordinated 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 4

and 5 of the TMA are commenced. Co-ordination 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 other 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.

### 2.4. Local Context

#### 2.4.1 Corporate Plans

The North of England LTAs have agreed to work together in the discharge of the new duty. It is recognised that the network management duty is only one element of our transport activities and should complement other policies and actions. This framework has been developed in such a way that it will complement North Tyneside Council's Highway Asset Management Plan (HAMP). Together, the Network Management Plan and Highway Asset Management Plan will assist the Council in meeting our objectives to improve the operation of our transport networks.

#### 2.4.2 Local Transport Plan for Tyne and Wear (LTP3)

In Tyne and Wear, LTP3 consists of a ten-year strategy (April 2011–April 2021) together with three-year delivery plans for each district.

Under the Transport Act 2000, as amended by the Local Transport Act 2008, the Local Transport Plan in metropolitan areas such as Tyne and Wear is adopted by the Integrated Transport Authority (ITA), with involvement from the LTAs. Following

public consultation and detailed input from the five LTAs, the submission of Tyne and Wear's third Local Transport Plan (LTP3) was approved by Tyne and Wear ITA in March 2011.

The long-term vision of LTP3, as set out in the strategy document, is that:

“Tyne and Wear will have a fully integrated and sustainable transport network, allowing everyone the opportunity to achieve their full potential and have a high quality of life. Our strategic networks will support the efficient movement of people and goods within and beyond Tyne and Wear, and a comprehensive network of pedestrian, cycle and passenger transport links will ensure that everyone has access to employment, training, community services and facilities.”

To progress towards this aim, LTP3 is organised into three key areas:

- Supporting economic development and regeneration
- Addressing climate change
- Supporting safe and sustainable communities

Actions in the plan are grouped under three intervention types:

- i. managing the demand for travel;
- ii. managing and further integrating existing networks; and
- iii. targeting new investment at top priority challenges.

The aim of this approach is first to reduce cost and demand on the transport system; secondly, to make maximum use of existing networks; and finally to concentrate the limited

resources for new investment on key schemes that promote sustainable regeneration.

Policies in LTP3 of particular relevance to network management include the following:

**Policy 17** – We will manage our networks to provide for the safe and efficient flow of travel by all modes

**Policy 20** – We will support the use of priority measures on key road corridors to encourage the use of sustainable modes.

**Policy 21** – We will give priority to and invest in walking and cycling (see also the North Tyneside Cycling Strategy, available on the Council's Website).

**Policy 37** – We will manage our networks to provide for the safe and efficient flow of freight, by road and rail, river and sea.

This network management plan builds upon these aims with a view to ensuring the expeditious movement of traffic on the network. Performance measures used to monitor the Council's progress with LTP3 will contribute to the development of measurement of the implementation of network management.

### 2.4.3 Highway Asset Management Plan (HAMP)

North Tyneside's first Highway Asset Management Plan (HAMP) was adopted, following public consultation, in December 2011.

It 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.

Historically, owing to a lack of data about the highway asset, maintenance

work has largely been undertaken on a reactive basis from year to year. The robust data gathered for the HAMP project means that the Council can now develop a forward works programme for highway carriageway maintenance over several years. The Council's existing forward works programme for bridge works will be integrated into the HAMP so that all highways and infrastructure planned work is contained in one management system.

## 3 Arrangements for Network Management

### 3.1. Introduction

Section 17 of the TMA sets out the arrangements which an authority 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. This Network Management Plan, as well as setting out how North Tyneside Council manages its road network for the benefit of all road users, also encapsulates what the council requires of its Traffic Manager.

### 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, North Tyneside Council has appointed a Network and Transportation Manager who carries out all the statutory duties of Traffic Manager as set out in the Act, reporting to the Head of Development Strategy and Planning.

The Network and Transportation Manager is one of three Service Managers in the Regeneration, Development and Regulatory Services Department of North Tyneside Council. This ensures that the Network and Transportation Manager is in a position of suitable seniority to influence the various functions of an authority, yet gives the Council the ability to ensure probity and parity between, on one hand, road works carried out by the Council as local traffic authority, and on the other hand utility streetworks and other works or activities carried out on

the public highway.

To support the Network and Transportation Manager in his role, North Tyneside Council has also designated the Traffic and Network Management Team Leader as Deputy Network Manager. The Deputy Network Manager assists in ensuring compliance with the Council's Duties under the Act, carries out other Traffic Manager roles when delegated and attends relevant meetings on behalf of the Network and Transportation Manager when necessary.

The Network and Transportation Manager and Deputy Network Manager's positions within the Council's organisational structure are shown in Appendix 1.

The responsibilities within the Council for the various elements that provide delivery of the Network Management Duty are shown in Table 3.1 on page 15. Table 3.2 outlines the programme of key meetings that help ensure the responsibilities are understood and feed back information on delivery to the Network and Transportation Manager.

The details of key staff involved in network management in North Tyneside are stated in Appendix 2.

### 3.3. Understanding of the Duty

The Network and Transportation Manager is responsible for discharging the Council's obligations under the Act as described in the Act, the Network Management Duty Guidance published in November 2004, and the Guidance on Intervention Criteria which came into force on 12 March 2007.

In approving and agreeing this Network Management Plan, the Council places a responsibility on, and empowers, its Network and Transportation Manager to ensure that the authority complies with its duties under the TMA. Where

issues are identified by the Network and Transportation Manager, and the matters are outside the Network and Transportation Manager's sphere of direct responsibility, these will be brought to the Head of Regeneration, Development and Regulatory Services for discussion/resolution.

The key personnel associated with the delivery of the Duty are outlined in Appendix 2.

### 3.4. Establishing Processes

#### 3.4.1 Road Network Hierarchy

A road hierarchy has been developed for the purpose of network management. A map showing the designated network hierarchy, is included in Figure 3.1 on page 17. This generally indicates the degree of traffic sensitivity of the road, which helps to determine whether requests from utilities to carry out road works will be granted or whether additional conditions to reduce traffic disruption will be negotiated.

#### 3.4.2 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. This generally occurs at roundabouts and junctions and as such the Authority has had plans in place to deal with the most congested locations. The current North Tyneside junction improvement hierarchy is outlined in Appendix 5, Table 3.3.

The Network and Transportation Manager is responsible for maintaining a register of existing congestion problem locations within North Tyneside and the junction improvement hierarchy for the borough. The junction improvement hierarchy also includes accident statistics. The locations are

ranked according to their place within the overall network hierarchy, and the extent of the congestion problem. In priority order each location will be monitored, and within the context of current flows and possible future growth, assessed:

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

The network hierarchy designation may be used in the Highway Development Control Team's responses to the Local Planning Authority consultations on planning applications. A junction or corridor improvement scheme programme (Appendix 5) may be accelerated if developer funding is made available. The Planning Teams have been made aware of the designation and its significance to the operation of the road network.

#### 3.4.3 Speed Management Plan

As part of the Council's Road Safety Strategy a full network review of existing speed limits has been carried out and a new speed management plan created. The aims of the plan are to make all estate roads 20mph by 2012 and review speed limits on all A and B Class roads by 2015. The use of buffer zones of 40mph and 50mph sections when motorists approach urban areas from rural areas being a key part of the strategy. A copy of the Network Speed Limit Plan is shown in Appendix 3.

#### 3.4.4 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 (e.g. planned road works) or by unplanned activity (e.g. incidents).

### 3.4.4.1 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 Highway Authority. 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

North Tyneside Council will develop 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.

The Council has well established procedures in place to deal with annually planned events such as the

10K Road Race, Victorian Christmas Market, Town and Village Fêtes and Remembrance Services. These events are co-ordinated by the Streetworks Co-ordinator. These processes and procedures are overseen by the Council's Network and Transportation Manager.

### 3.4.4.2 Disruption due to unplanned activity

Unplanned activity might include:

- road traffic accidents
- broken down vehicles
- motorway and 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 on a route basis for traffic diverted off the strategic road network onto the local road network.

## 3.5. Monitoring and Review

North Tyneside 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.

### 3.5.1 Monitoring

The Network and Transportation 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 Network and Transportation Manager will make an assessment to determine how the organisation or its decision-making processes could be more effective. The Network and Transportation Manager will compile a report and make recommendations for change to the Head of Regeneration, Development and Regulatory Services, and implement these as required.

The Network and Transportation 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. Communication

### 3.6.1 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. The Network and Transportation Manager has an integral role to play

within this co-ordination group.

### 3.6.2 Corporate Liaison

The matrix of responsibilities for delivery of the various attributes of the NMD, as shown in Table 3.1, coupled with regular feedback to the Network and Transportation Manager, will help ensure good liaison between the various Service Managers in the organisation whose activities have a direct impact upon the highway network.

### 3.6.3 Other Traffic Managers

Liaison by the Network and Transportation Manager with Traffic Managers in the wider region is required on two levels. First, it is 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 Tyne & Wear 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 conurbation.

Secondly, 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.

### 3.6.4 The Highways Agency

A representative from the Highways Agency attends the quarterly Tyne and Wear Traffic Managers' Group meetings. A representative from the Highways Agency also attends the North of England Highway Authorities

and Utilities Committee (NEHAUC) meetings. Additionally, the Highways Agency has designated their Area Performance Managers the point of contact for network management issues and the Council's Network and Transportation Manager is in contact with the HA through this channel.

### 3.6.5 Other stakeholders

The Network and Transportation Manager will, as part of the role, establish a detailed register of contacts with third party stakeholders in the areas 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.”*



Table 3.1 – NMD Delivery in North Tyneside

Officers	Responsibilities								
	NMD Delivery Systems	Network Hierarchy	Events & Works	Contingency & Incidents	Demand & Growth	Performance Monitoring	Communications	Whole Authority	Action Plan & Improvement
Network and Transportation Manager	●	●	●	●	●	●	●	●	●
Traffic and Network Team Leader (Deputy Network Manager)	●	●	●	●			●	●	●
New Developments Manager					●	●	●		●
Highways and Infrastructure Manager		●	●	●					
Highway Maintenance Team Leader		●	●	●					
Street Works Officer	●	●	●	●		●	●	●	●
Emergency Planning and Response Co-ordinator				●					
Senior Events Officer (Cultural Services)			●						
Logistics Manager (Winter Maintenance)	●			●				●	

## Appendix 1 Network Management Plan 2012 - 2017

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Table 3.2 – Programme of Key Meetings

<b>Meeting</b>	<b>Frequency</b>	<b>Attendees</b>	<b>Coverage</b>
North of England Traffic Managers' Group (NETMG)	Quarterly	<ul style="list-style-type: none"> <li>North Tyneside Council Network and Transportation Manager</li> <li>Regional Traffic Managers</li> </ul>	Network Management good practice and cross-boundary issues
Tyne & Wear LTP Steering Group	Monthly	<ul style="list-style-type: none"> <li>Senior Officers from Councils, Nexus and ITA</li> </ul>	All aspects of Tyne & Wear Local Transport Plan
North Tyneside Network Management Group	Quarterly	<ul style="list-style-type: none"> <li>Network and Transportation Manager</li> <li>Service Managers and Team Leaders</li> <li>Key external stakeholders, e.g. emergency services and Nexus</li> </ul>	All aspects of Network Management
Street Works Coordination Group	Quarterly	<ul style="list-style-type: none"> <li>Works and Events promoters</li> <li>Street Works Officer</li> </ul>	Works and Events, Contingency and Incidents
YTMC Steering Group	Bimonthly	<ul style="list-style-type: none"> <li>Traffic Managers Tyne &amp; Wear</li> </ul>	All Works and Events

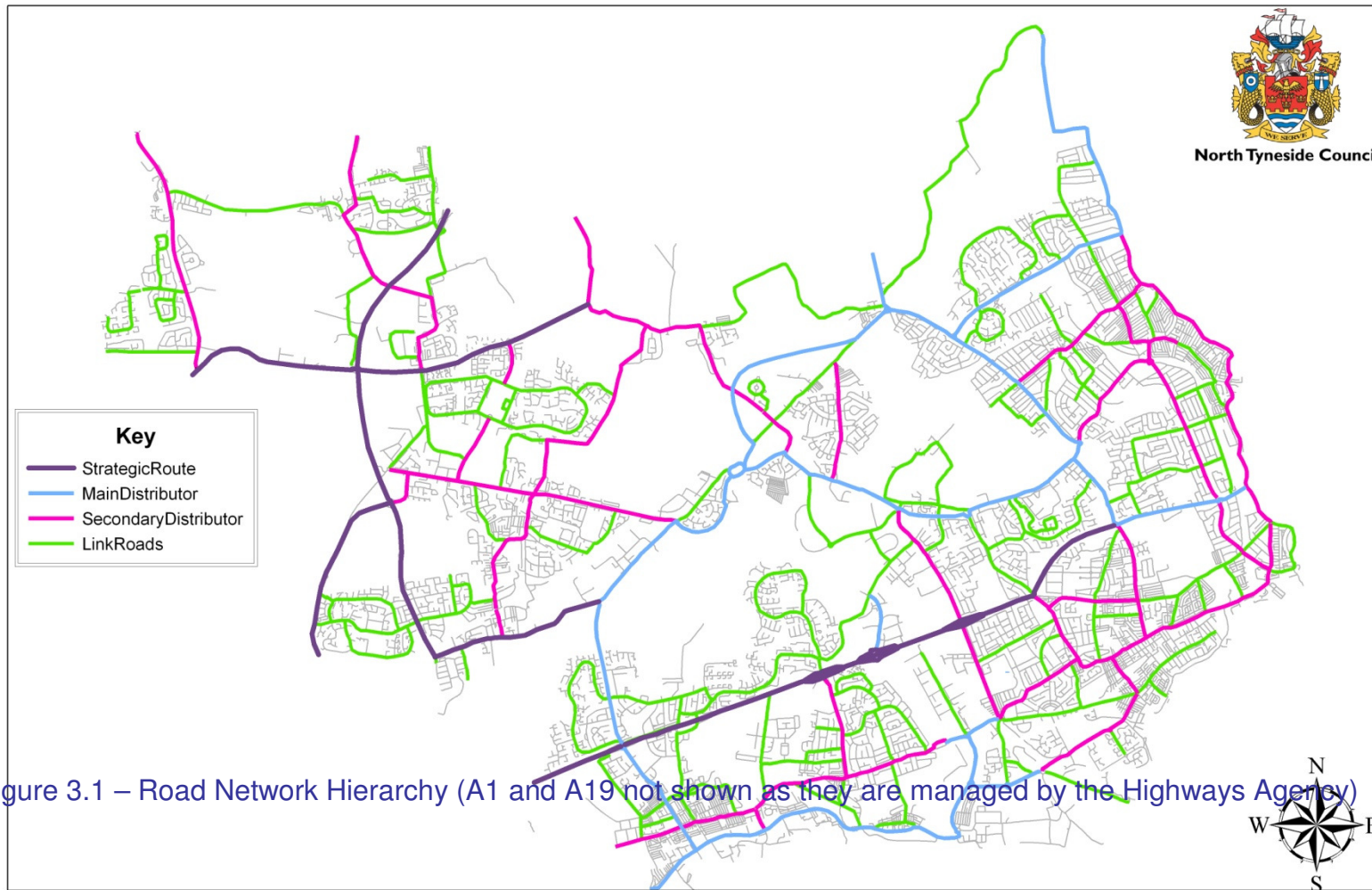


Figure 3.1 – Road Network Hierarchy (A1 and A19 not shown as they are managed by the Highways Agency)

Engineering Services  
Highway Maintenance Team

**Carriageway Hierachy**

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widening  
**horizons**

*"To maintain and continue to improve North Tyneside's roads and pavements in a timely and environmentally sustainable way"*

## 4 Performing the Network Management Duty

### 4.1. Introduction

*This section sets out details of how the Council will perform the network management duty (NMD) through an analysis of the existing situation, issues, opportunities and risks for each of the plan objectives set out in section 1.3. This is used to develop key actions and initiatives that will be considered and introduced, if appropriate, to assist in performing the network management duty.*

### 4.2. All Road Users

Objective – To consider the needs of all road users.

#### 4.2.1 Existing Situation

North Tyneside Council has developed, or been a partner in developing, a number of specific strategies to consider the needs of various road users. These are:

- North Tyneside Cycling Strategy 2010-2014, working towards delivering North Tyneside's Cycling Vision 2030
- North Tyneside Parking Strategy 2012-2016
- North Tyneside Road Safety Strategy 2010-2013
- Tyne and Wear Bus Strategy
- Tyne and Wear Rights of Way Improvement Plan (ROWIP)

Each of these strategies looks at the issues, opportunities and risks for the

various road users.

### 4.3. Coordination and planning

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

#### 4.3.1 Existing Situation

The Council recognises that the planning and co-ordination of planned events is essential in minimising the disruption to traffic on the network. Works are undertaken by many groups for specific purposes.

Coordination of works is carried out by the Council's Street Works Team, which falls under the remit of the Network and Transportation Manager. The team's Street Works Officer plays a key role in balancing the conflicting demands that are made on the network and works with the Network and Transportation Manager to provide a balanced approach for all parties.

The Street Works Officer chairs a quarterly Street Works Co-ordination Meeting which is attended by the Street Works Team and utility companies. Notifications of major schemes that will affect the highway network are received by the Street Works team prior to the quarterly meetings. At the meetings programmes of works are exchanged and potential conflicts identified.

In addition to this the North of England Traffic Managers' Group works with other regional groups and stakeholders such as NEHAUC to facilitate their cross-service coordination and joint working. Officers of the Council also attend the North East Highway Maintenance Networking Group, which meets regularly to discuss all aspects of maintenance of the highway network

including best practice.

Various mitigation methods are considered to minimise disruption to traffic flow, such as carrying out works during off-peak hours, alternative working methods, and carrying out works in conjunction with other works.

Notification of works are received by the Street Works Team to appropriate timescales, either through electronic notification, or through specific applications for skip permits, scaffold licences, temporary traffic regulation orders, temporary traffic controls and other private licence applications.

North Tyneside Council currently provides relevant stakeholders with a weekly Street Works Bulletin, highlighting planned works, and encourages neighbouring authorities to reciprocate.

The Council has developed a skip permit system, which is enforced by Civil Enforcement Officers and linked directly to the Council's Symology street works management system

The approach to coordination of planned events is very much evidenced and arrangements are in place to gather information at an early stage, to facilitate effective coordination of all such events. All Traffic Regulation Orders (TROs), including Temporary Traffic Regulation Orders (TTROs), now fall under the remit of the Network and Transportation Manager.

Annual events are identified through liaison between the Street Works Officer and the Council's Senior Events Officer and one-off events are notified by the organisers or coordinators of the event.

Safety Advisory Group meetings are held in relation to major events, such

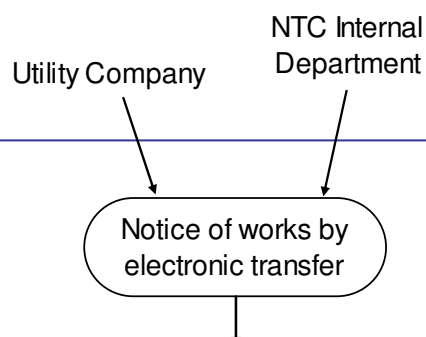
as concerts, sporting events, fun runs and road races, amongst others. Although the primary aim of these meetings is to ensure that all events are planned and managed with safety as a priority, the Council's Parking Manager attends these meetings so that the impact of events on the highway network is also taken into account.

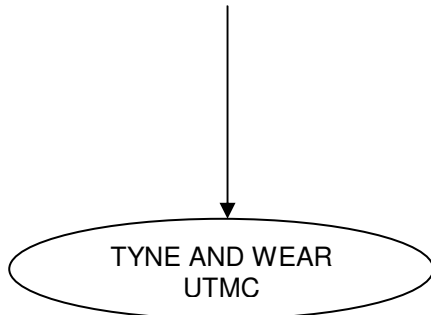
All information relating to street works and events is held on the Council's 'Symology' street works coordination system. The system provides the Street Works Team with a comprehensive overview of ongoing and proposed works.

The Symology system ensures that both utility companies and Council departments must follow a set procedure of filling in a standard form to request access to the highway for works, as shown in Figure 4.1

The contingency arrangements that the authority adopts for dealing with unforeseen events is covered in detail under Objective 4 of this plan.

Figure 4.1 – Notice of Street Works Procedure





NTC = North Tyneside Council,  
UTMC = Urban Traffic Management & Control

### 4.3.2 Issues

One of the key issues relating to coordination of highway activities is the volume and extent of works that are carried out by an increasing number of organisations, contractors and individuals. For this reason, it is essential that coordination is targeted at locations where failure to do so may result in the greatest disruption and delays for highway users. The network management hierarchy has been developed to assist in addressing this issue, by focussing the need for effective coordination on the most appropriate routes. The other aspect of the increase in parties notifying street works and events is to ensure a consistent approach to recording and dealing with the planned works and events. North Tyneside Council therefore seeks to ensure that both internal and external bodies use the appropriate forms that are entered into the Symology system for notifying

works and events.

Since the introduction of the Traffic Management Act 2004, arrangements have been put in place to ensure that the schemes included in the Council's capital highways programme are notified correctly, to enable them to be coordinated with other works and activities. With the introduction of further legislation under the Act, it is likely that the requirement for notification will extend to all highway works and so consideration must be given as to how this will be achieved, as and when this is confirmed as a requirement.

Over the past six years, the Council and its regional partners have worked together under the auspices of NETMG and NEHAUC to develop and disseminate positive arrangements for network management and performance.

In parallel with this, the Tyne & Wear Local Transport Plan joint working arrangements have facilitated a close and stronger networking arrangement with key stakeholders across the conurbation. Strong links have been established with the Regional Traffic Signals Group, the Tyne and Wear Freight Partnership, the Local Access Forum and local Business Forums (e.g. Chambers of Commerce).

It is considered that links should be reinforced with the groups representing older and disabled people and cyclists in North Tyneside. These important links have been created: the challenge now is to reinforce them with a specific focus on network management and performance.

The respective teams are now able to formulate better data to facilitate more effective evidence-based actions to

benefit co-ordination and planning of works.

### 4.3.3 Opportunities

It is acknowledged that the collation and dissemination of better, more accurate data and information will enable better decisions to be taken with regard to the planning and coordination of respective investment programmes proposed by all parties.

This information can also be formatted to better inform road users to enable them to make more informed choices about travel patterns and also understand why works are taking place and how long these will be expected to last.

It is hoped that improved communications will enhance customer satisfaction and also improve the efficiency of the network performance.

The Council recognises that the formal process of issuing Temporary Traffic Regulation Order (TTROs) for planned events could be improved.

### 4.3.4 Risks

At this point in time it is considered that existing resources can cope with the new demands for wider and more detailed coordination and planning. However, attention will need to be given to putting in place the necessary mechanisms to alert the Network and Transportation Manager of any over stretch.

## 4.4. Information

Objective – To gather information and provide information needs

### 4.4.1 Existing Situation

The Street Works Team has recently made significant progress in its role of gathering accurate and consistent information on street works and events that can be used in a meaningful way to manage activities within the highway network and mitigate the impact on the expeditious movement of traffic.

As already stated all planned works and events are recorded and managed through use of the Council's Symology Streetworks Management System. This allows the coordination of all highway activities, in a way that minimises delay to traffic.

All parties, whether external or internal, are required to follow the same procedures for notifying the Street Works Team of planned works and events, with standard electronic forms available for the gathering of this information. This ensures that information is gathered in a consistent format so that it can be prioritised and managed effectively. This process has been strengthened since the introduction of the Network Management Meetings. The Street Works team has conducted presentations to relevant Council departments to ensure understanding of the new systems for notifying works and events is understood by all.

The Council provides relevant stakeholders with a weekly Street Works Bulletin, highlighting planned works. Also, a regularly-updated road works summary is freely available to anyone on the Council's website. This currently reports details of planned works, including predicted effect on traffic flow, in a table format. However, the Council is in the process of developing a link to the Tyne and Wear Urban Traffic Management Control Centre. This jointly funded facility will provide live feed on roadworks , events

as well as variable message sign alerts throughout the Tyne and wear region. In addition to this, details of roadworks and delays on the trunk road network are provided by the National Traffic Control Centre for the Highways Agency, in accordance with the Detailed Local Operating Agreement.

The Council is committed to providing the public with accurate travel information and works with a variety of travel information providers as well as further developing its own sources of information to achieve this.

The Council works closely with Nexus (Tyne and Wear Passenger Transport Executive), bus operators and local employers to make accurate information on transport options more widely available and easier to access. Online resources include:

- The Council's website, [www.northtyneside.gov.uk](http://www.northtyneside.gov.uk) – includes information about travel to and around North Tyneside and links to other useful websites where appropriate
- Nexus' website, [www.nexus.org.uk](http://www.nexus.org.uk) – includes timetables for all bus and Metro services in Tyne and Wear and live public transport updates
- Business parks in North Tyneside include detailed travel information on their own websites e.g. Cobalt ([cobaltbusinesspark.com](http://cobaltbusinesspark.com)) and Quorum ([quorump.co.uk](http://quorump.co.uk))
- Transport Direct, [www.transportdirect.com](http://www.transportdirect.com) – provides an online journey planner for public transport and car journeys; also produces location maps which include bus stops

- Traveline North East and Cumbria, [www.travelinenortheast.info](http://www.travelinenortheast.info) – also has a journey planner function

For road users, information relating to planned and unplanned street works is disseminated via the Council's website and through the media, in particular local radio stations, to advise of road works and potential delays which are used in traffic broadcasts, providing up-to-date information for road users. In addition, press releases are issued in advance of major works to advise road users of possible delays and the need to consider alternative routes or modes of transport. Where road works require a temporary road closure and diversion route to be introduced, this is implemented through the Temporary Traffic Regulation Order (TTRO) process. In such instances, notice is given by statutory press and on-site notices, along with advance signing of the dates of the proposed works and closure, thereby allowing road users the opportunity to plan alternative routes. Road users will soon have access to live map-based information. The Transport Direct website already includes live travel news on works and incidents affecting the road network.

The Tyne & Wear Councils have developed a web-based information system, available to the general public, which provides up-to-date mapping information on all streetworks and events; a direct link is available from the UTMC website – [www.tyneandweartravel.info](http://www.tyneandweartravel.info). The Council is developing systems and keeping pace with the statutory commitments associated with the National Street Works Gazetteer.

The Network and Transportation Manager and the relevant teams have worked to ensure that accurate, up-to-date, information has been collated



about traffic movements and existing congestion hotspots on the current highway network. This information has been used to identify the key transport corridors in the borough and will be used to predict future traffic changes and hot spots so that intervention measures can be instigated to minimise disruption and mitigate congestion wherever possible.

North Tyneside Council has a level 3 Gazetteer, which is embedded in the Streetworks Co-ordinator's services and updated as necessary. It will also be continually updated as required as a result of developments in the Traffic Management Act.

The authority also maintains a definitive map and statement showing where all public rights of way are legally recorded.

### 4.4.2 Issues

It is recognised that gathering and disseminating accurate information is a key element of Network Management. Effective decisions on planning and coordinating works and activities cannot be achieved without having the right information and systems in place.

The Council is making determined efforts to share this information with the right people and organisations in order to maximise the benefits of network management and enable our partners to help us achieve the network performance objectives.

### 4.4.3 Opportunities

In order to comply with the proposed streetworks notices protocols that came into effect in April 2008, the current streetworks management system, operated in the Highway

Maintenance section, has been upgraded to ETON 5 capability

This upgrade could provide an opportunity to reformat the system to provide 'real-time' information to incorporate more details regarding streetworks activities being performed on the network.

The following tasks/initiatives have been incorporated into the working practices of the highways activities service groups across the organisation, in order to enable the Council to effectively deliver its Duty under the Act and thereby assist travelling customers in making informed travel choices, based on accurate information.

- A Network Management Group has been established for three years and meets on a quarterly basis to oversee all highways related activities carried out in the borough;
- All incidents and planned events are collated by the Street Works Officer;
- All Service Managers will be advised of the planned programmes for the forthcoming financial year investment programmes. This information is shared and exchanged with the utilities and other key stakeholder organisations;
- The North East of England Traffic Managers continue to meet on a routine basis to ensure that good practice and cross-boundary issues can be addressed to benefit our

communities;

- The opportunity will also be taken to develop, in partnership, both via the Tyne & Wear UTMC project and the Better Bus Initiative to provide some appropriate intelligent transport information systems to better inform road users across the Tyne and Wear city region.
- North Tyneside Council will also look at new streetworks legislation to examine its appropriateness, such as the recent legislation on permit and lane rental schemes.

#### 4.4.4 Risks

The Council and its Partners are clear that without the right information and the appropriate systems to manage and disseminate this information, the Council would be at risk of failing in its Network Management Duty.

Therefore, during the next twelve months, we will be working to ensure that the right provisions and channels for accessing the streetworks schedules, the streetworks website and key contacts across the area are available to service providers and travelling customers. However, it is acknowledged that the right level of resources and commitment from all parties must be maintained to deliver the vital service provision.

The Council and its partners are now in a position, through the joint working and cooperation generated by the formulation of this Plan, to provide a secure basis for building and reinforcing

joint efforts in the future to keep our travelling public informed and to inform decisions across the organisation.

### 4.5. Incident Management and Contingency Planning

Objective – To develop contingency plans for managing incidents

#### 4.5.1 Existing Situation

North Tyneside Council deal 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
- North Tyneside Council recognises that incident management and contingency planning are a critical factor in maintaining the expeditious movement of traffic. The Council has an Emergency Response Plan in place which sets out procedures and contingencies for dealing with both major and minor incidents. The Council's Care Call system forms part of this Plan.
- The Emergency Services have access to a dedicated 24 hour emergency contact number under

the 'Care Call' service. This number is used to contact a duty Emergency Response Officer (ERO). North Tyneside Council has seven such ERO's, one of which is always on-call at any one time.

- The North Tyneside Council response to any incident will be managed initially by an ERO and once activated by the Emergency Response Leadership Group [ERLG] in accordance with the Council Emergency Response Plan.
- The ERLG can mobilise any department of the Council they see fit to deal with the incident, depending on its nature.
- An example of a response to an incident is that Highways Maintenance officers can erect traffic diversion signs in co-operation with the Police. The Care Call system provides one point of contact at the Council for the reporting of incidents. The Major Incident Activation Procedure is shown in Figure 4.2.
- Incidents on the trunk road network are dealt with by the regional Highways Agency Traffic Control Centre. However, the Council has an agreement plan in place with the Highways Agency that in the case of a major incident on the A19 trunk road within North Tyneside, traffic can be diverted along specified, appropriate routes on the local road network managed by the Council. These tactical diversion routes were formalised in 2008.
- In North Tyneside there are three factories that deal in chemicals which fall under the Control of Major Accident Hazards

Regulations 1999 (COMAH). The three sites all have Off-site Incidence Plans to provide prompt action in the case of an incident. Such incidents could also affect the highway network.

- North Tyneside Council has a Flood Management Plan in place. As part of the Plan, locations where flooding occurs is visually mapped using a GIS (geographical information system). This makes it possible to identify problem locations on the highway which are vulnerable to flooding and take action to mitigate the effects of such flooding and reduce the likelihood of future flooding in these locations.
- The Council has a Winter Services Plan in place and as part of the process of performing its network management duty, the Council seeks to align winter servicing better with the objectives of the Network Management Plan.
- North Tyneside Council's Resilience Team develops and maintains generic and specific Emergency Response Plans to assist the council during an incident will also act in an advisory role, helping to co-ordinate the efforts of any voluntary agencies to assist the Local Authority.

### 4.5.2 Issues

- Incidents affecting the highway network might include an emergency gas leak, traffic signals fault, road collision, footway/carriageway collapse or oil spillage on the road.
- It is important that the Council can obtain details, quickly, of the likely

impact on traffic from any unplanned incidents through established channels.

our reactive approach.

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

### 4.5.3 Opportunities

- Improved communication between the Resilience Team and Highways sections will ensure that the Council's incident activation procedures are continually challenged and improved and that they reflect the interests of the Network and Transportation Manager in performing his duties.
- There is an opportunity for the Highways and Environmental Services sections to work more closely together in fulfilling the Winter Service Plan.
- Agreed diversion routes for along suitable routes on the local road network managed by the Council will allow better management of unplanned incidents on the trunk road network.

### 4.5.4 Risks

- Reactive approaches to unplanned events could cause road safety issues for network users and delays to businesses, emergency services and residents.
- There may be a negative public perception of service delivery if there are delays, increased congestion and disruption owing to

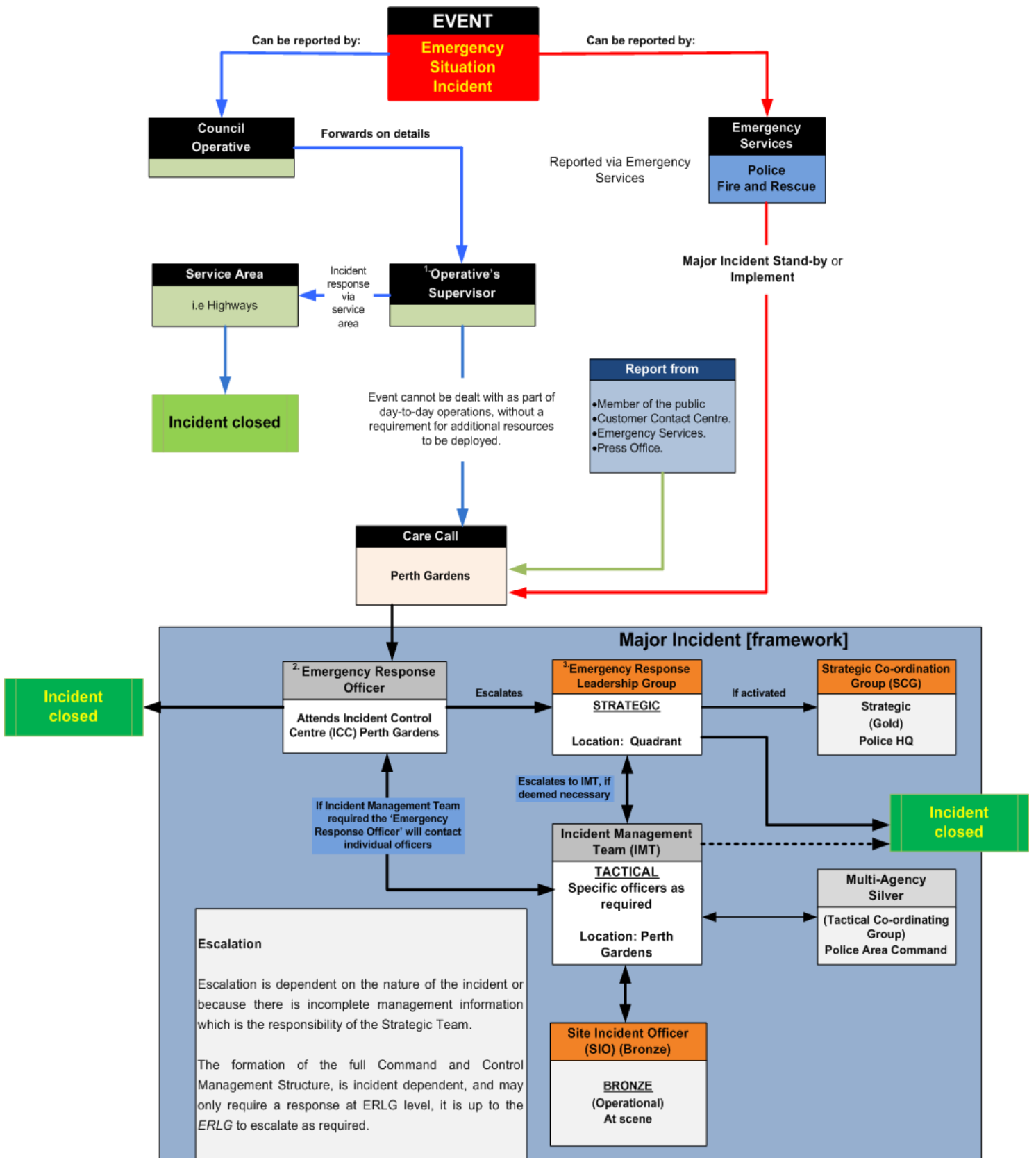


Figure 4.2 – Major Incident Activation Procedure  
(NTC = North Tyneside Council)

### 4.6. Dealing with Growth

Objective – To effectively monitor and manage traffic growth.

#### 4.6.1 Existing Situation

As outlined earlier, the North Tyneside junction improvement hierarchy demonstrates how North Tyneside Councils dealing with key congestion on the network.

- CIRTAS Accident data
- Traffic Flows

The database allows travel times and link speeds to be monitored by time of day, year, road or segment of road (link) and for comparisons to be made of different routes. It also enables accident and casualty hotspots to be mapped, this allows the Council to direct accident remedial measures to key locations and informs the road safety team of where key interventions are required, as shown in the Accident Cluster Analysis (Key Junction Intervention Appendix 4). The Council will continue to work with our Local Transport Plan partners to maximise the potential of Tyne and Wear- wide data.

Monitoring and management of traffic on the trunk road network within North Tyneside (the A19 and A1) is carried out by the Highways Agency. The Council has good channels of communication with the Highways Agency, as previously outlined.

Earlier sections of this document have outlined the policies and strategies that the Council has in place or that are in development to ensure the promotion of more sustainable modes of travel and to manage incremental change.

The A19 corridor within North Tyneside

has been identified as a regeneration and development zone and a major growth pole with the potential for significant increases in employment. North Tyneside Council has been involved in developing a package of demand management measures for the A19 corridor (see Figure 4.3).

The Council will continue to strive to ensure it has policies and initiatives in place to counter traffic growth and encourage more sustainable travel choices.

The Council recognises that pedestrians and cyclists are road users within the meaning of the TMA and that the Council is required by its network management duty to facilitate the expeditious movement of pedestrians and cyclists as well as motor vehicles. The Council produced a Cycling Strategy, 'Cycling – Vision 2030'. This includes a five-year strategic action plan, within a 20-year long-term vision, to support and encourage growth in cycling.

New employment and retail developments in North Tyneside are required to produce a Travel Plan to the standard set out in the Council's Local Development Document LDD12 – Transport and Highways. A Travel Plan is a strategy and action plan which aims to improve accessibility to an organisation or site, with particular emphasis on minimising single occupancy car travel. The Council also offers support and encouragement for established employers in the borough to produce their own Travel Plan.

The majority of schools in North Tyneside already have School Travel Plans and the Council works proactively with individual schools to encourage them to participate in

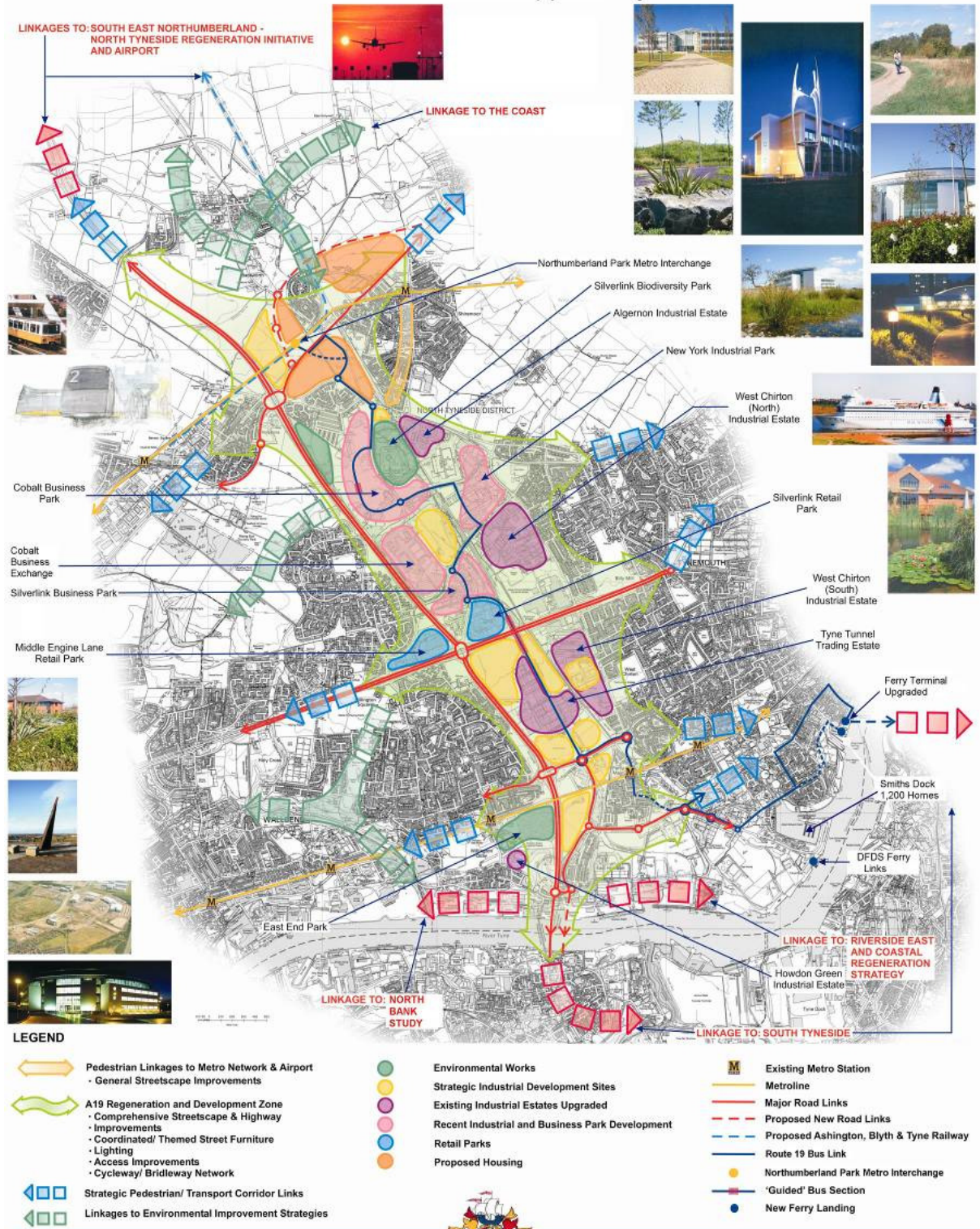
sustainable travel initiatives.

### 4.6.2 Risks

The Council recognises that technical and financial resources will be required if effective monitoring of the network is to take place.

The Council also recognises that the various strategies and plans being developed need to have a clear focus on the requirements of the NMD.

### A19 North Tyneside The Corridor of Opportunity



North Tyneside Council

Figure 4.3 – A19 Corridor Demand Management



### 4.7. Working with stakeholders

Objective – To Consult and Involve Stakeholders and Other Interested Parties

To ensure that all relevant stakeholders, both internal and external, and other interested parties are consulted and involved in decision making processes where required to ensure the efficient operation of the road network as a whole.

#### 4.7.1 Existing Situation

North Tyneside Council has well established and demonstrable working arrangements with its partners which aid communication both internally and externally and help to ensure that the Council is fulfilling its NMD: these have been discussed earlier in this document.

As already stated, at the regional level North Tyneside is represented at the North of England Traffic Managers' Group meetings and also on the Tyne and Wear UTMC Steering Group.

The Street Works Officer chairs quarterly Street Works Co-ordination Meetings to discuss and co-ordinate street works and planned events with utility companies and other stakeholders. The team has had significant input into the development of the Council's Network Management Plan, as have the Service Managers, and is acutely aware of its responsibilities in relation to the network management duty.

There are formalised communication channels between the Council's Emergency Planning section and the Police as part of the Council's Emergency Incident Plan. The Council has good communication channels and

a good working relationship with the Highways Agency.

North Tyneside Council has an adopted Road Safety Strategy and Cycling Strategy.

The Network and Transportation manager and colleagues carry out presentations when required to other Council service areas to ensure they are aware of their responsibilities under the NMD.

#### 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 Network and Transportation 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;
- to collaborate with adjacent traffic authorities to ensure that the efficient operation of the network is seamless across organisational boundaries;
- to work with stakeholders using the road network to ensure their needs are understood and taken into account;
- to 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.

#### 4.7.3 Opportunities

North Tyneside Council produces a

weekly Street Works Bulletin detailing planned works in the borough, which is distributed to relevant parties. Communication between the Council and neighbouring authorities regarding day-to-day operation of the network and planned street works regularly occurs, although there is scope for making this more regular by formalising the process. The Council is considering circulating the agenda for the quarterly Street Works Co-ordination Meetings to neighbouring authorities for information.

There are, formalised communication channels between the Council's Emergency Planning section and the Police under the Emergency Incident Plan. However, there is the opportunity to improve communications on planned highway and transport schemes.

The Council will continue with its programme of presentations to internal and external partners regarding their duties under the NMD, to ensure that across-the-board understanding is sustained.

#### 4.7.4 Risks

The network management duty objectives rely in large part on the co-operation of others not within the direct control of the LTA. Whilst all means will be used to encourage co-operation, there is a risk that it may not be forthcoming from others owing to conflicting priorities and pressures.

### 4.8. Ensuring Parity

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

#### 4.8.1 Existing Situation

North Tyneside Council's automated

'Symology' street works management system, described earlier, requires both utility companies and Council departments to follow set procedures and complete standard forms for requesting access to the highway network for the purpose of street works or events. This helps to ensure parity between the Council and external parties.

The Street Works team is currently conducting presentations to relevant internal departments to ensure understanding of the new systems for notifying works and events is understood by all.

#### 4.8.2 Opportunities

North Tyneside Council will continue to ensure parity in its systems, particularly in relation to street works, but also with regard to works associated with new developments. Completion of the presentations to internal Council departments will help achieve this.

#### 4.8.3 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.

## 5 Performance and Review

### 5.1. Introduction

Having effective performance management systems and monitoring processes in place is an essential element of the Network Management Plan.

Baseline data relating to the Network Management hierarchy, and in particular the high priority routes, will be gathered during the first year of this framework that will allow the Council to set itself challenging targets and, where necessary, develop new local indicators that are relevant to our aims.

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 disseminating best practice with a view to establishing a culture of continual improvement.

The group will work together in developing the management of the region's network. Whilst all councils have their own priorities, the culture of collaboration that exists between the north of England highway authorities means that the sharing of best practice

will enable councils to learn from others' experience, benchmark their performances and ensure, as far as is reasonably practicable, that continual improvement occurs across the region.

The group will also make efforts to disseminate its experience outside the region in order that best practice 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.

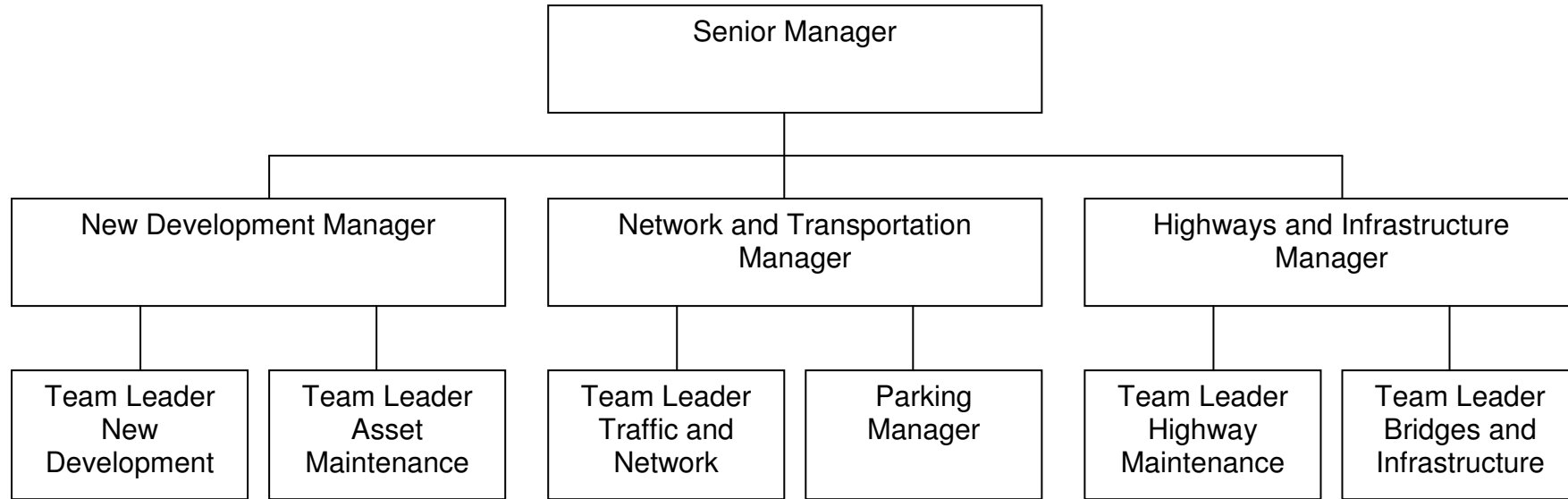
### 5.2. Plan Review

North Tyneside 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.

#### 5.2.1 Monitoring

The Network and Transportation Manager will continuously 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.

Appendix 1 Organisational Structure



**Appendix 2 Key Personnel associated with Delivery of the Duty**

Position	Name	Location	Contact Numbers	E-mail
Network and Transportation Manager	Kevin Ridpath	Quadrant East	Tel: (0191) 643 6089 Fax: (0191) 643 2426	<a href="mailto:kevin.ridpath@northtyneside.gov.uk">kevin.ridpath@northtyneside.gov.uk</a>
Team Leader Traffic and Network (Deputy Network Manager)	Paul Fleming	Quadrant East	Tel: (0191) 643 6116 Fax: (0191) 643 2426	<a href="mailto:paul.fleming@northtyneside.gov.uk">paul.fleming@northtyneside.gov.uk</a>
Senior Manager	Derek A Smith	Quadrant East	Tel: (0191) 643 6106 Mobile: 07976 574772 Fax: (0191) 643 2426	<a href="mailto:derek.smith@northtyneside.gov.uk">derek.smith@northtyneside.gov.uk</a>
Highways & Infrastructure Manager	Mark Newlands	Quadrant East	Tel: (0191) 643 6129 Mobile: 07855 381388 Fax: (0191) 643 2426	<a href="mailto:mark.newlands@northtyneside.gov.uk">mark.newlands@northtyneside.gov.uk</a>
New Developments Manager	Andrew Flynn	Quadrant East	Tel: (0191) 643 6083 Fax: (0191) 643 2426	<a href="mailto:andrew.flynn@northtyneside.gov.uk">andrew.flynn@northtyneside.gov.uk</a>
Parking Manager	Garry Hoyle	Quadrant East	Tel: (0191) 643 6599 Fax: (0191) 643 6598	<a href="mailto:garry.hoyle@northtyneside.gov.uk">garry.hoyle@northtyneside.gov.uk</a>
Team Leader Bridges and Infrastructure	Peter Woods	Quadrant East	Tel: (0191) 643 6114 Fax: (0191) 643 2426	<a href="mailto:peter.woods@northtyneside.gov.uk">peter.woods@northtyneside.gov.uk</a>
Team Leader Highway Maintenance	Vacant	Quadrant East	Tel: (0191) 643 6115 Mobile: 07971 071289 Fax: (0191) 643 2426	<a href="mailto:mark.newlands@northtyneside.gov.uk">mark.newlands@northtyneside.gov.uk</a>
Street Works Officer	Rachel Dodds	Quadrant East	Tel: (0191) 643 6131 Fax: (0191) 643 2426	<a href="mailto:streetworks@northtyneside.gov.uk">streetworks@northtyneside.gov.uk</a>
Emergency Planning and Response Co-ordinator	Jonathan Hutchinson	Quadrant West	Tel: (0191) 643 6441 Mobile: 07624 345111 Fax: (0191) 643 2414	<a href="mailto:emergencyplanning@northtyneside.gov.uk">emergencyplanning@northtyneside.gov.uk</a>

[All details correct as at July 2012]

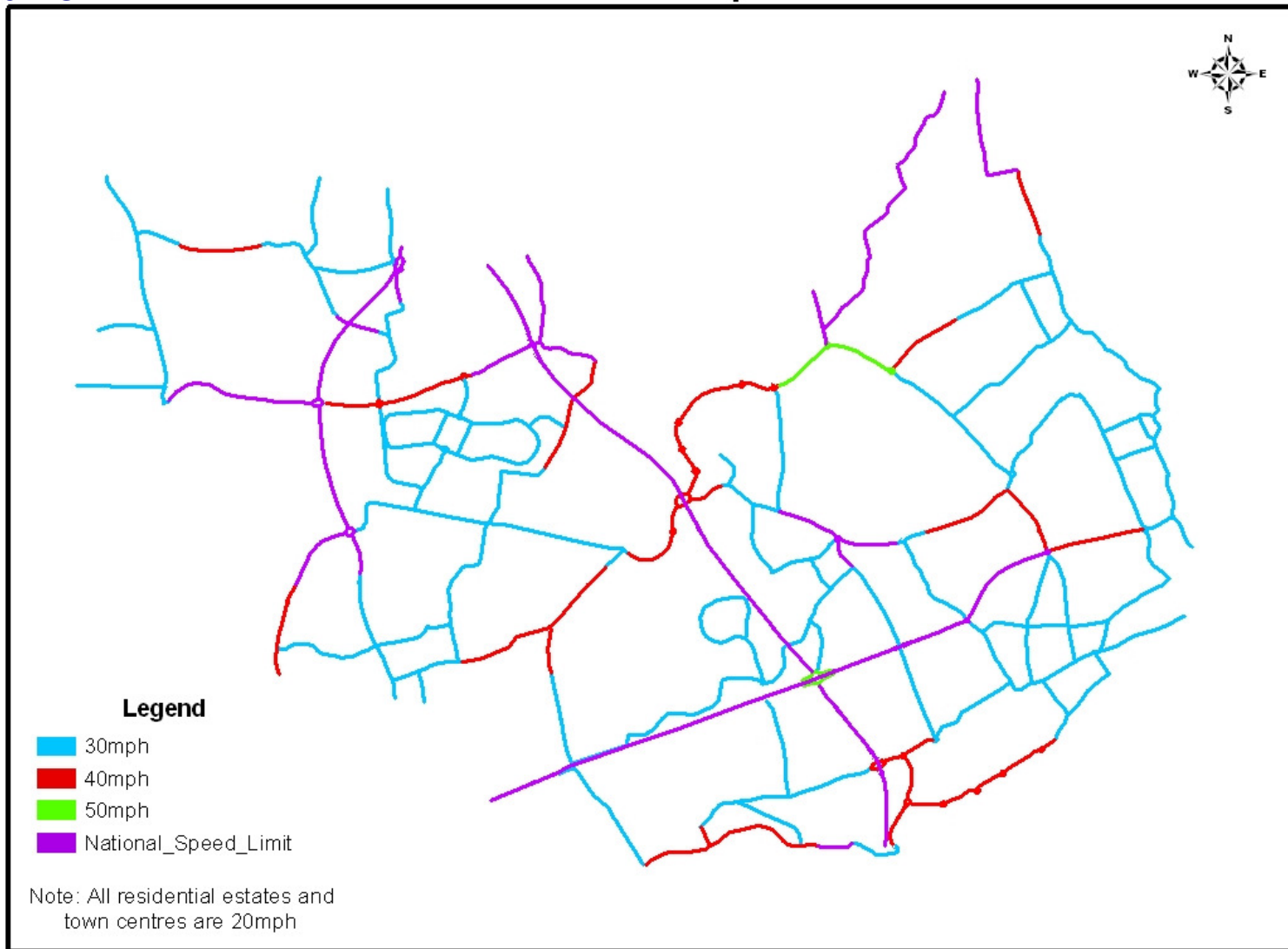
**Full addresses**

**Quadrant East 1L**, The Silverlink North, Cobalt Business Park, North Tyneside, NE27 0BY

**Quadrant West**, The Silverlink North, Cobalt Business Park, North Tyneside, NE27 0BY

Appendix 3

# Current Network Speed Limits

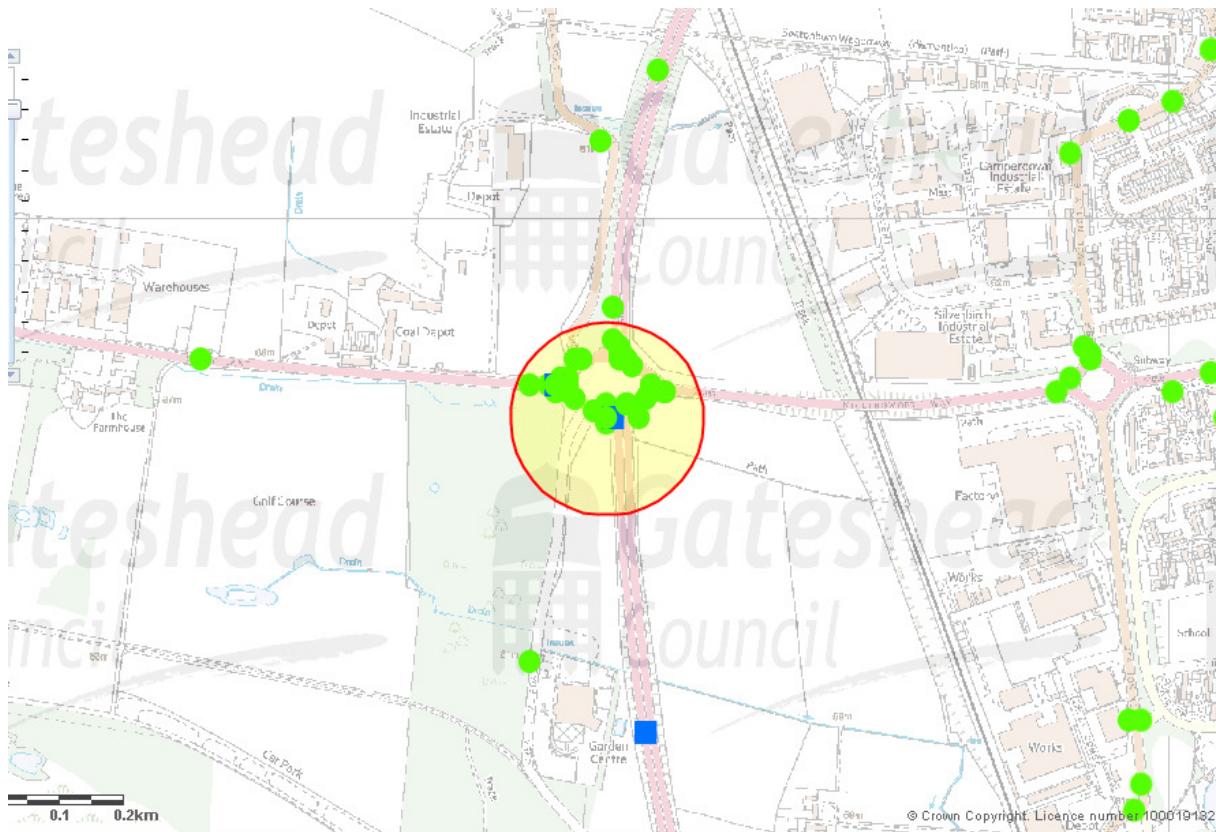


**Appendix 4 Key Junction Intervention**

**More than 15 accidents over a 150m radius from 1/1/2008 to 31/12/2011**

**1. Sandy Lane Roundabout**

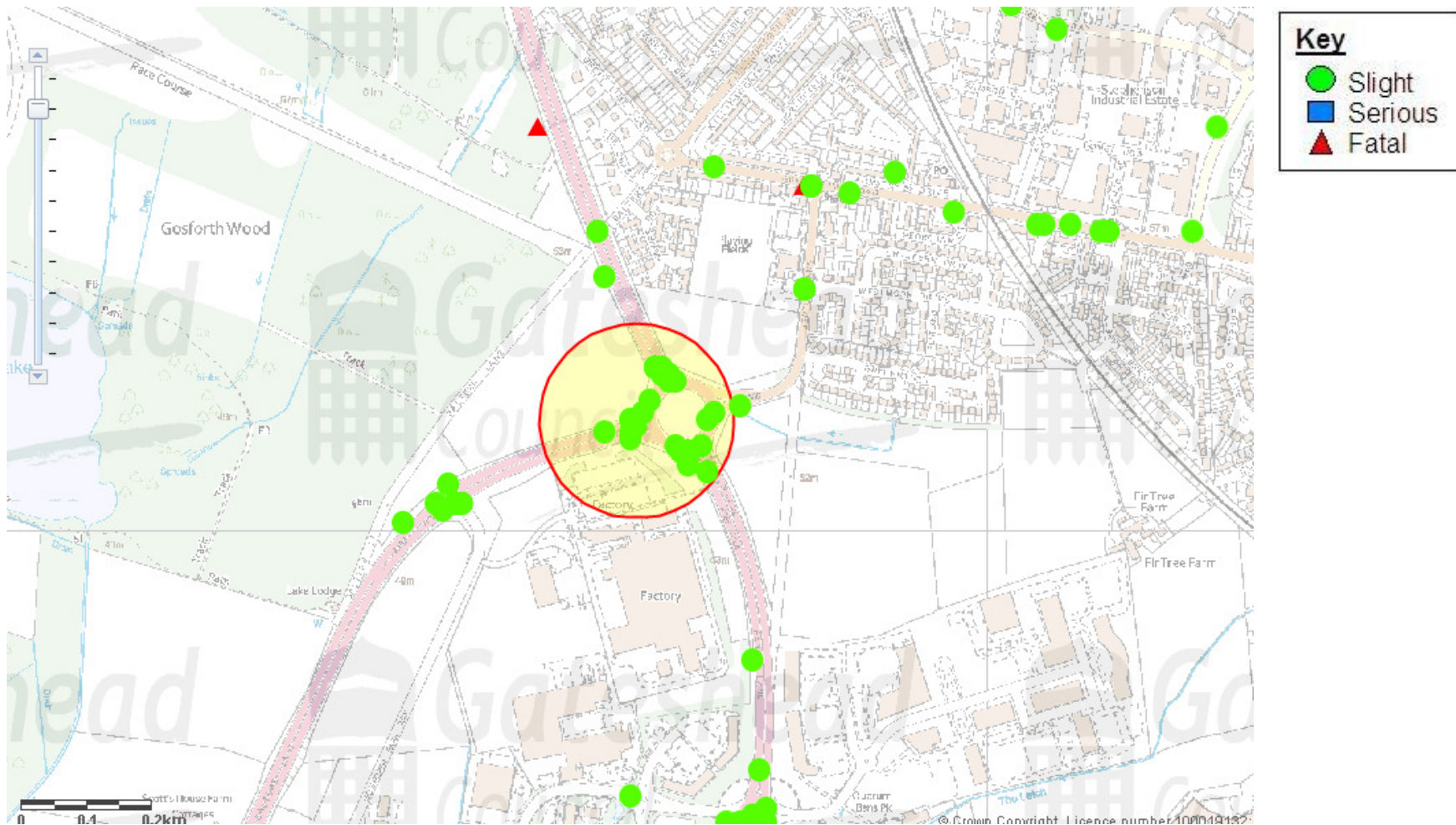
**34 Accidents**



**2. Westmoor Roundabout**

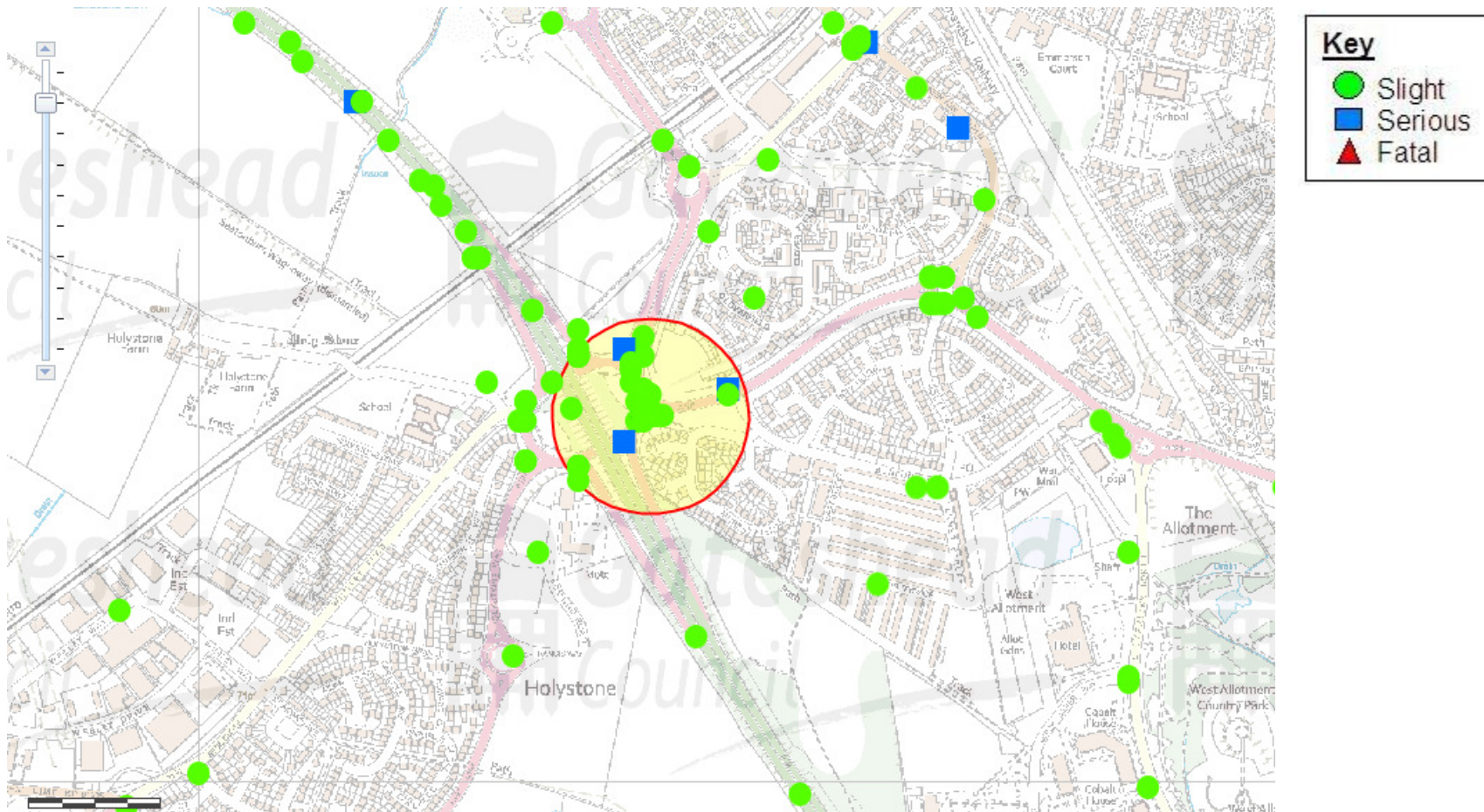
**31 Accidents**





**3. Holystone Roundabout**

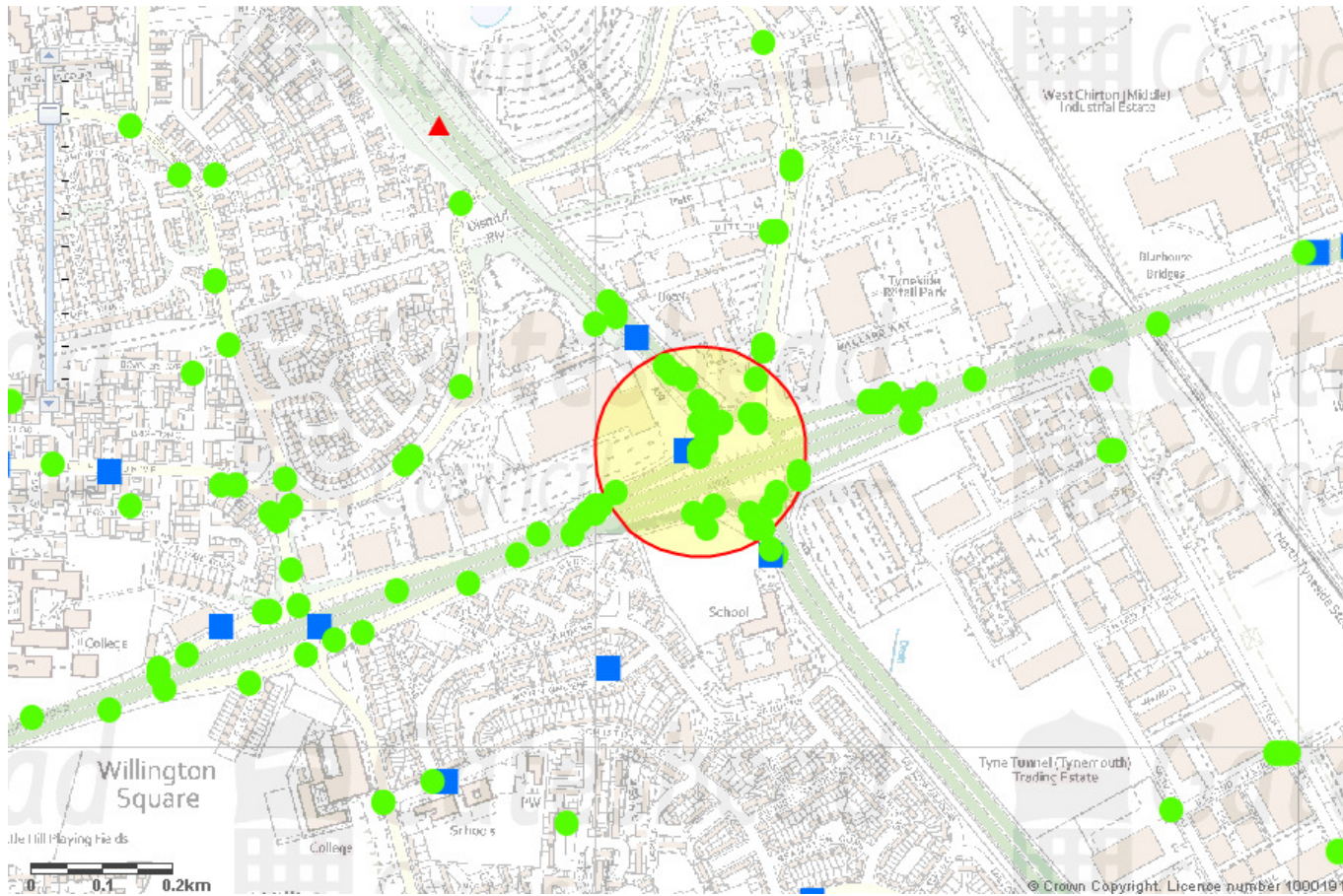
**29 Accidents**



**4. A19 / Silverlink Roundabout**

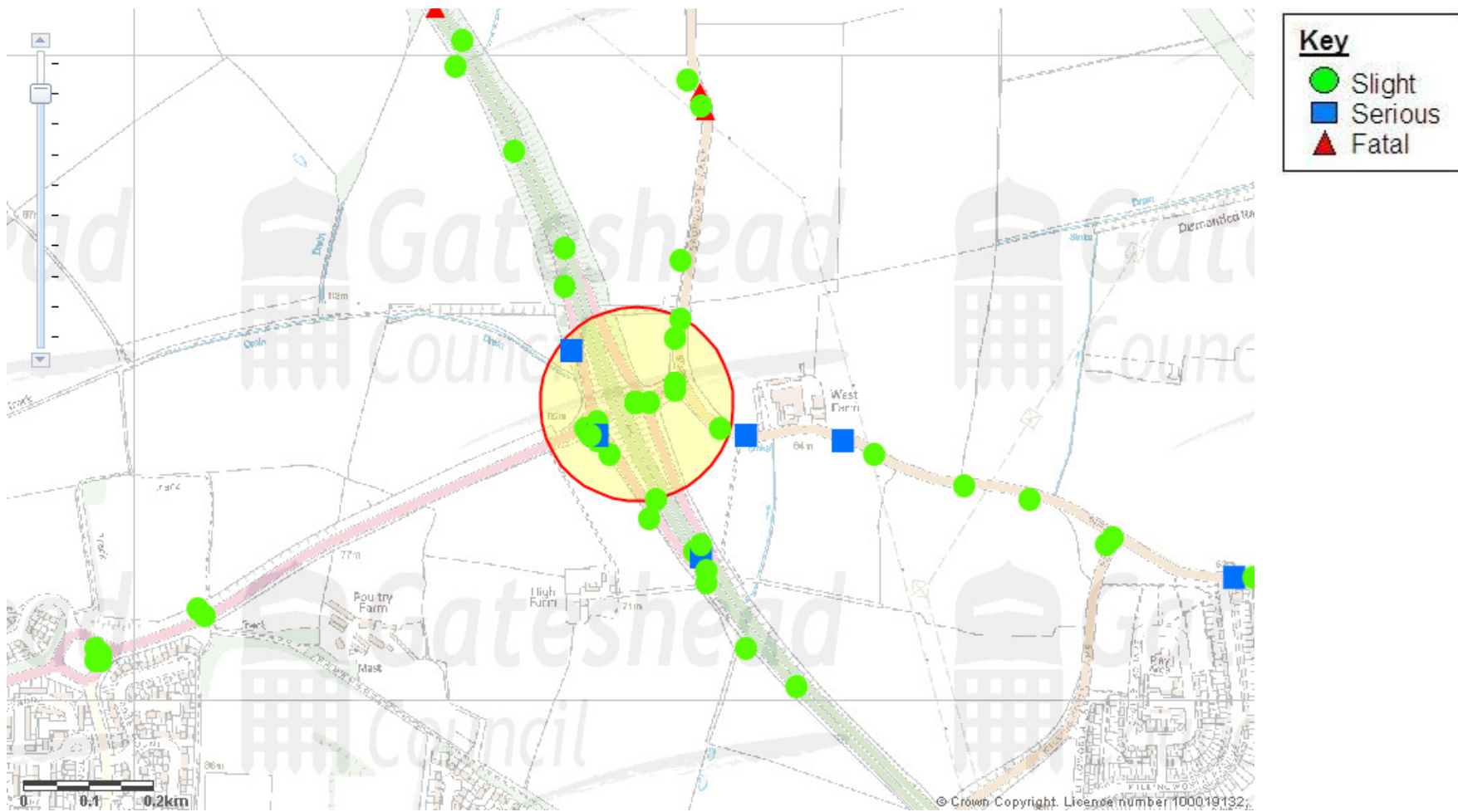
**28 Accidents**





**5. A19 / Killingworth Interchange**

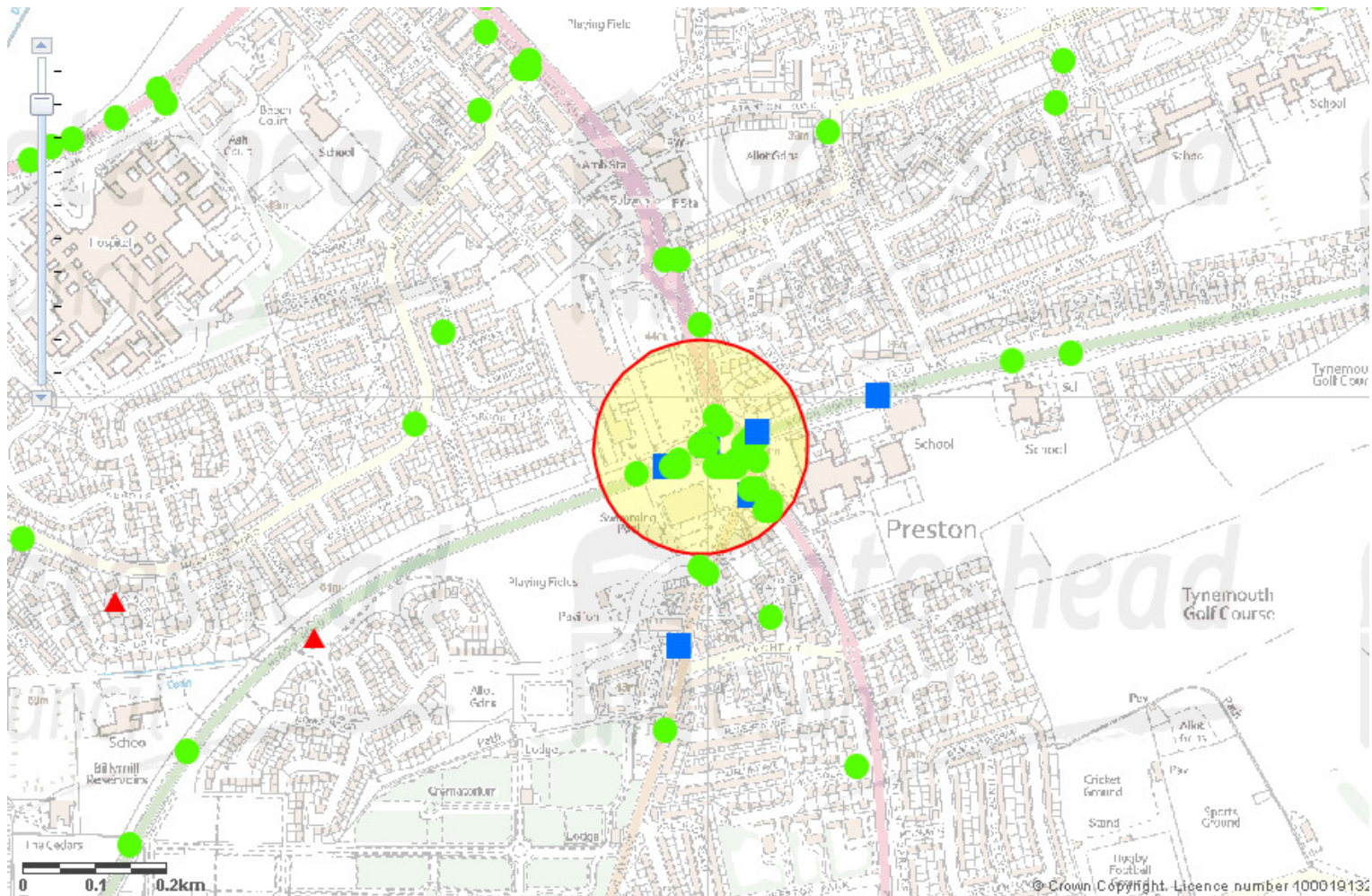
**25 Accidents**



**6. Beach Road / Preston Road Roundabout**

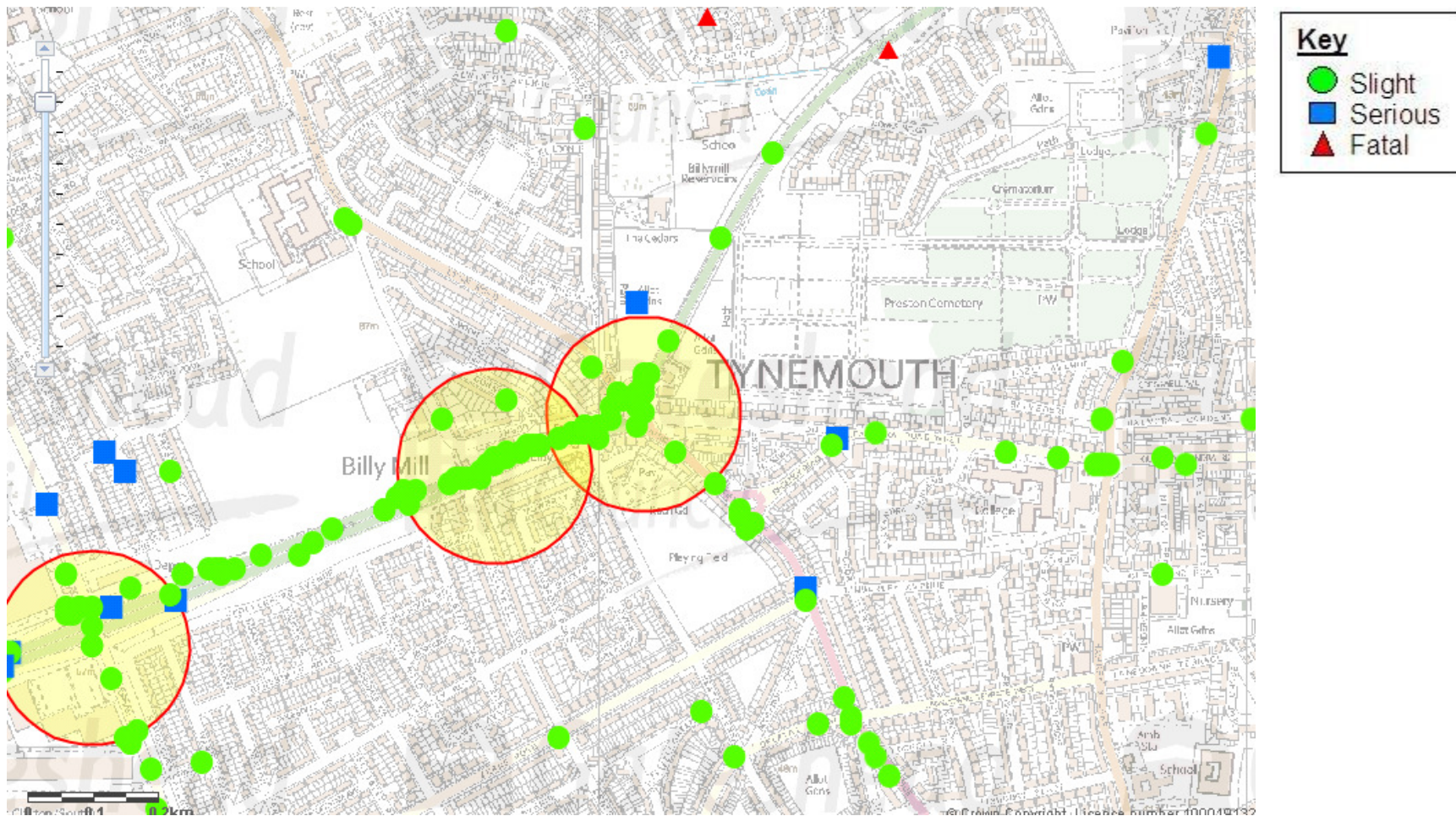
**24 Accidents**



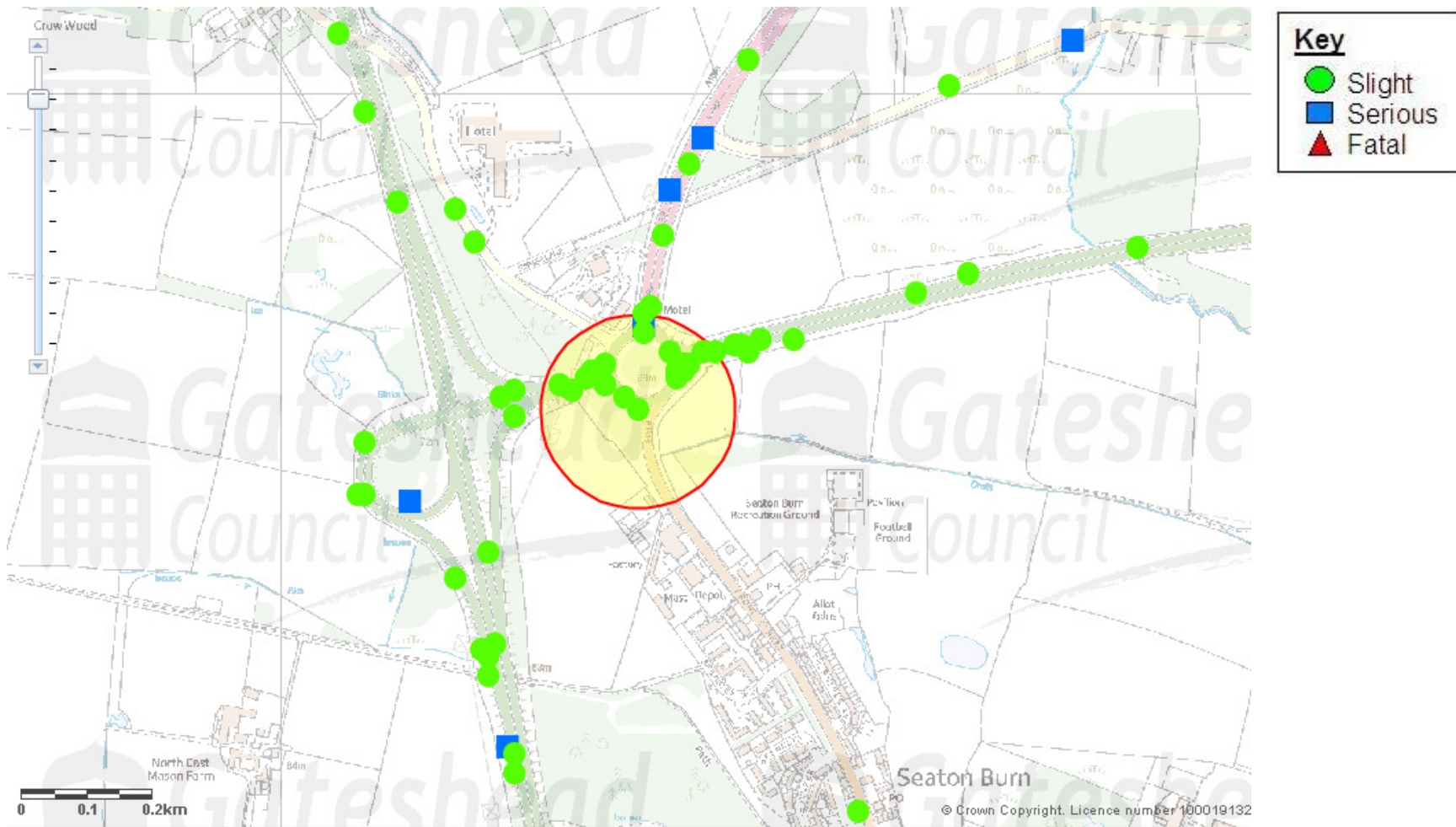


**7. Billy Mill Roundabout**

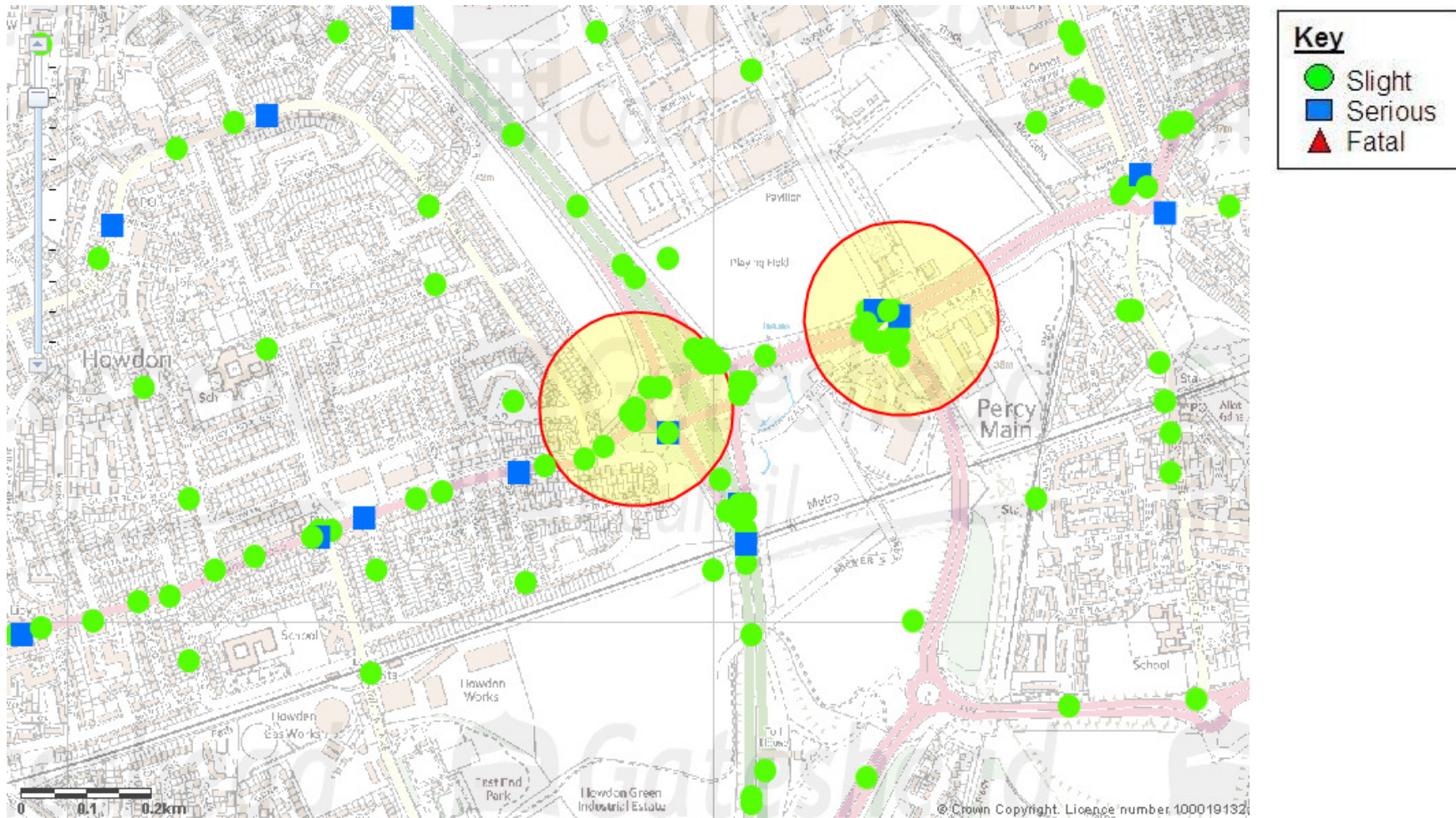
**24 Accidents**



8. A19 / Seaton Burn Roundabout  
21 Accidents



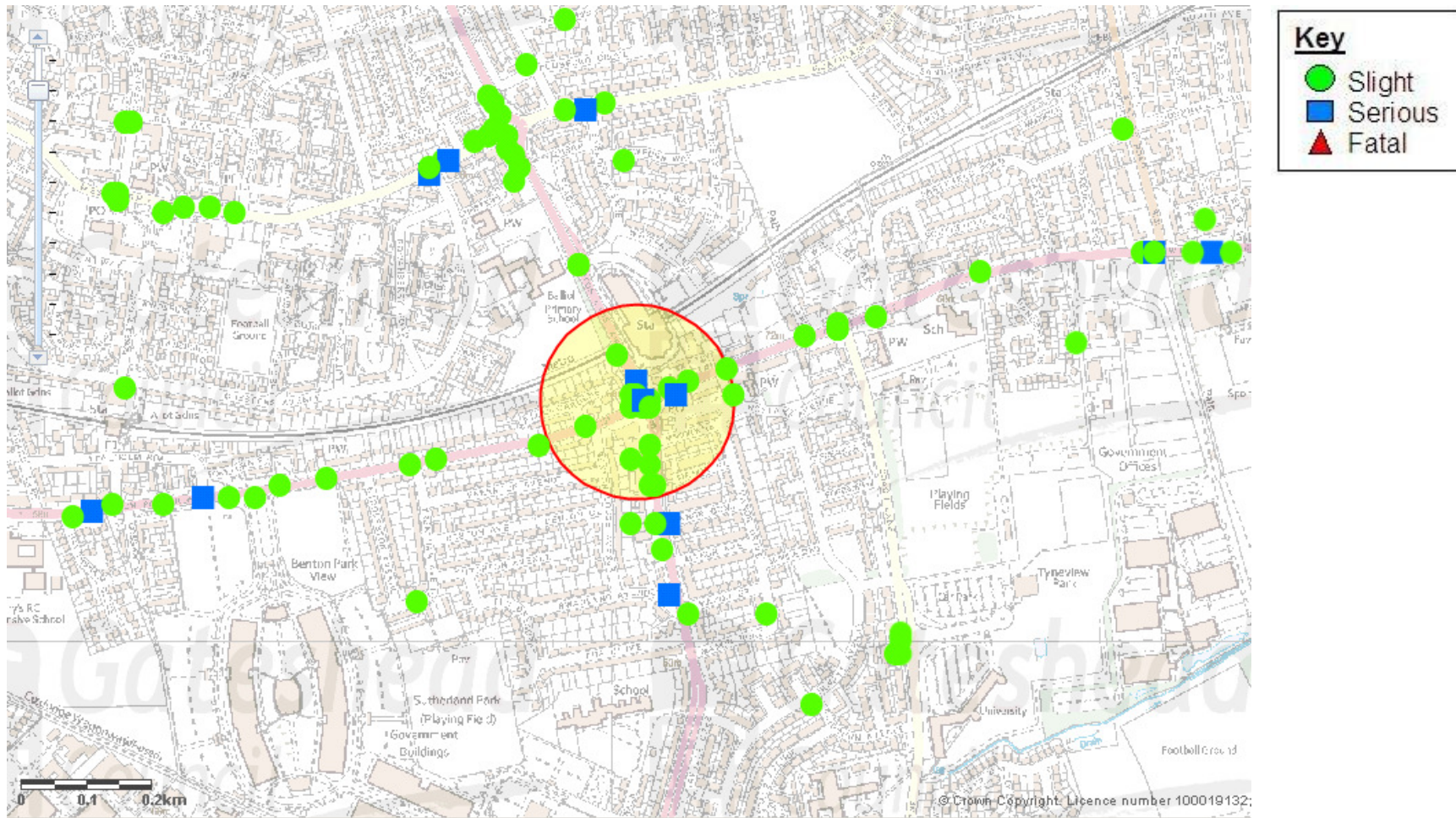
**9. A19 / A193 Tynemouth Road Roundabout**  
**20 Accidents**



10. Four Lane Ends Roundabout

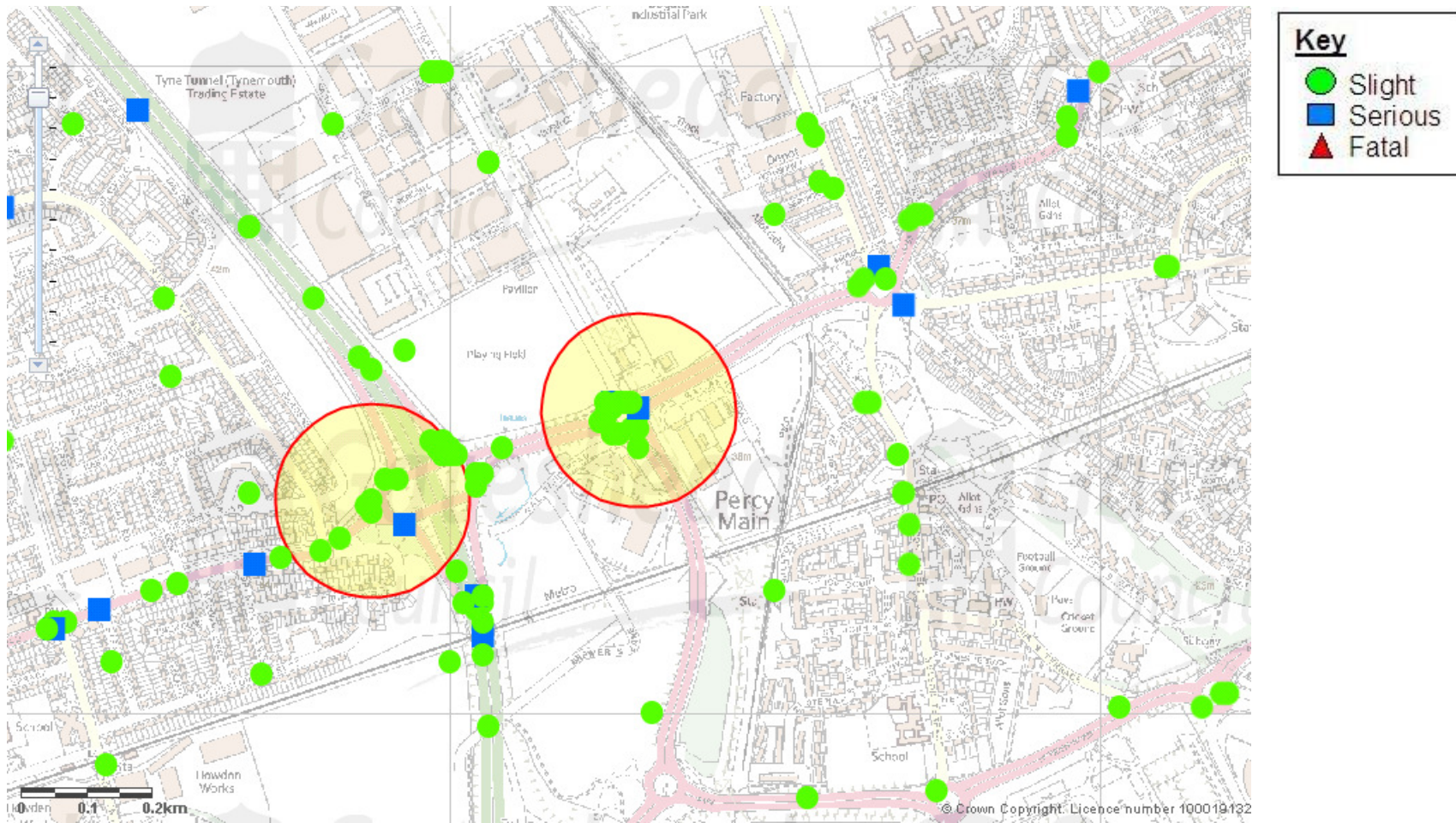
19 Accidents





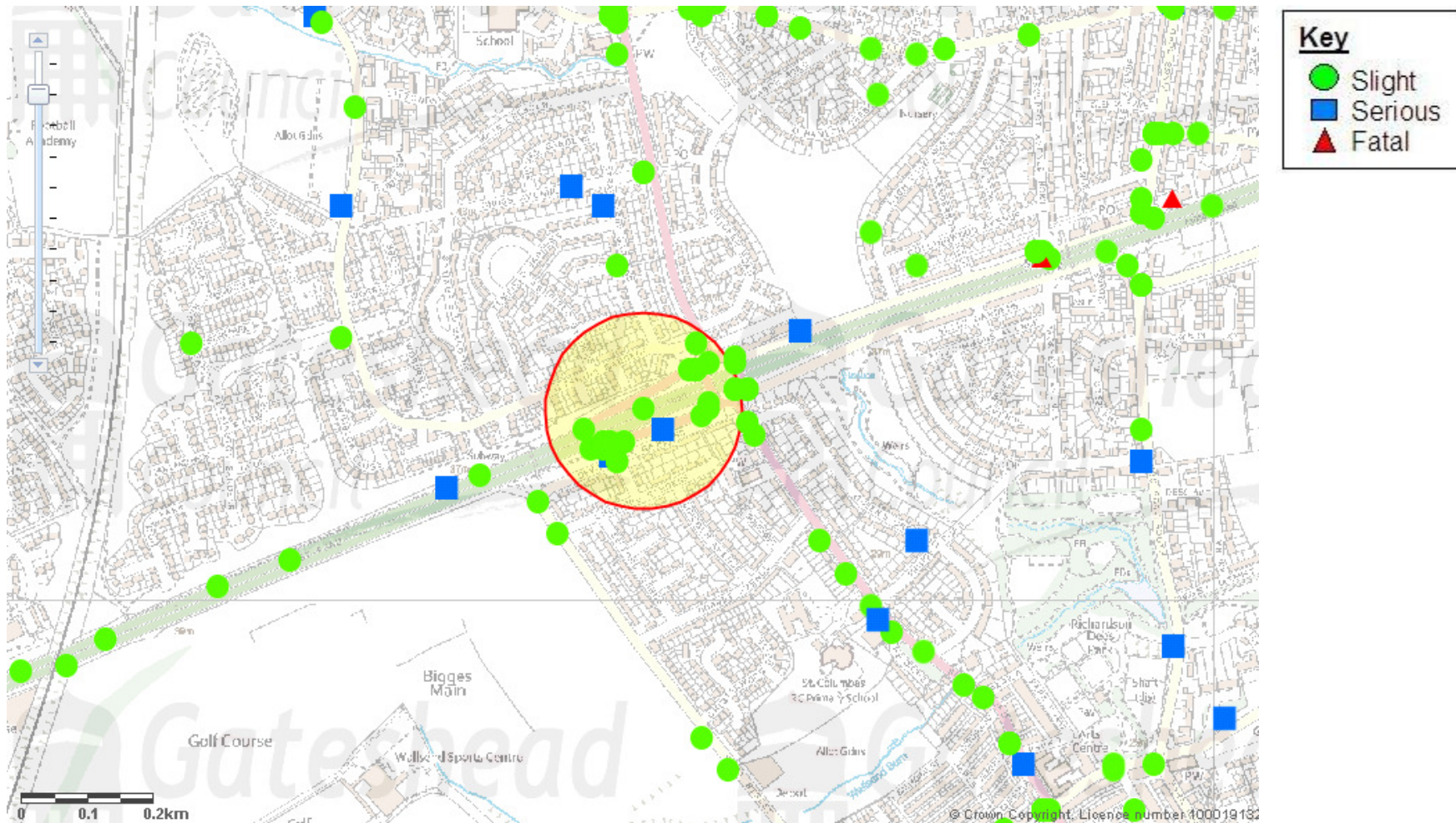
11. A193 Wallsend Road / High Flatworth Industrial Estate Roundabout

17 Accidents



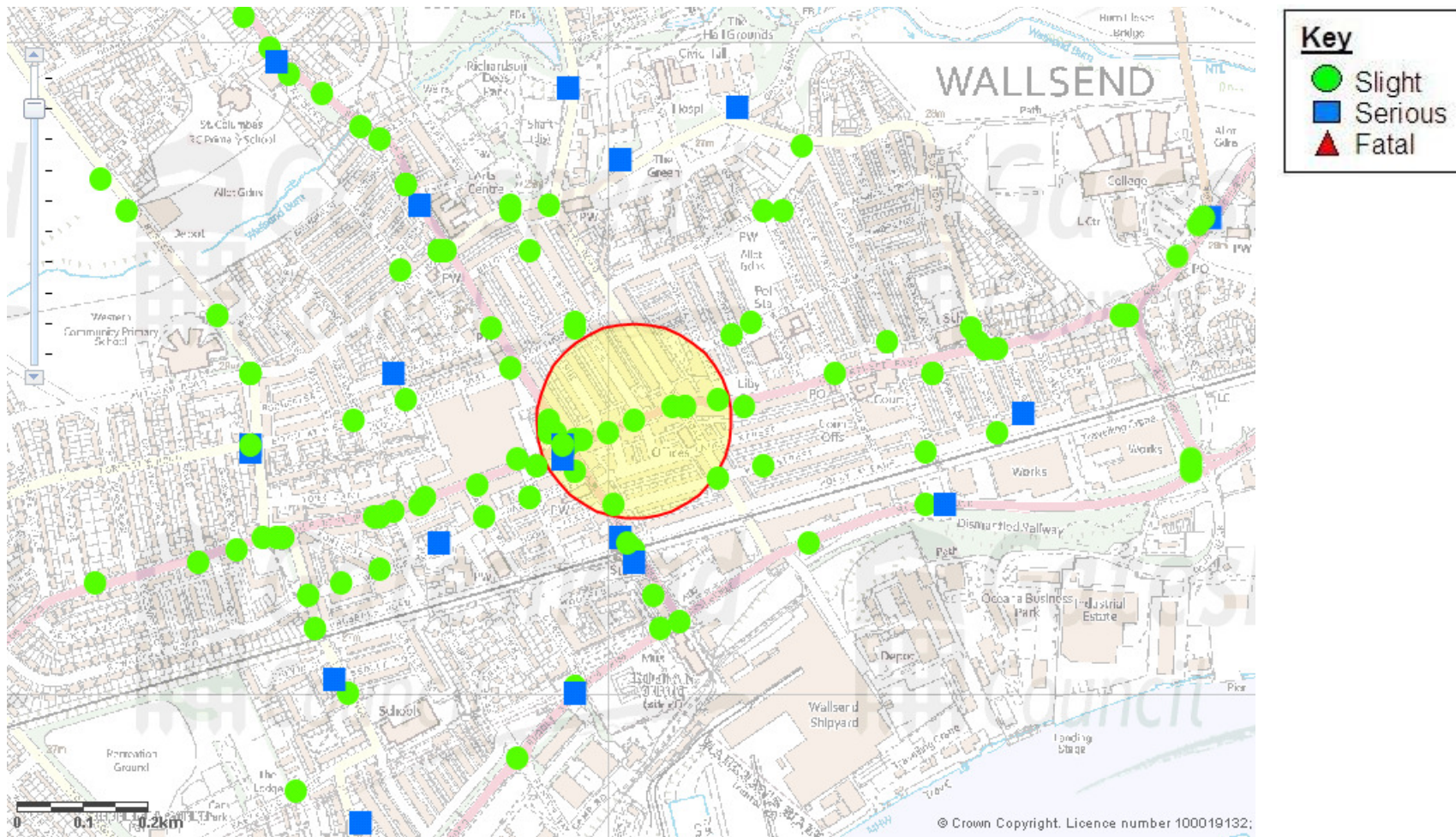
12. A1058 / A186 Station Road Slip roads

17 Accidents



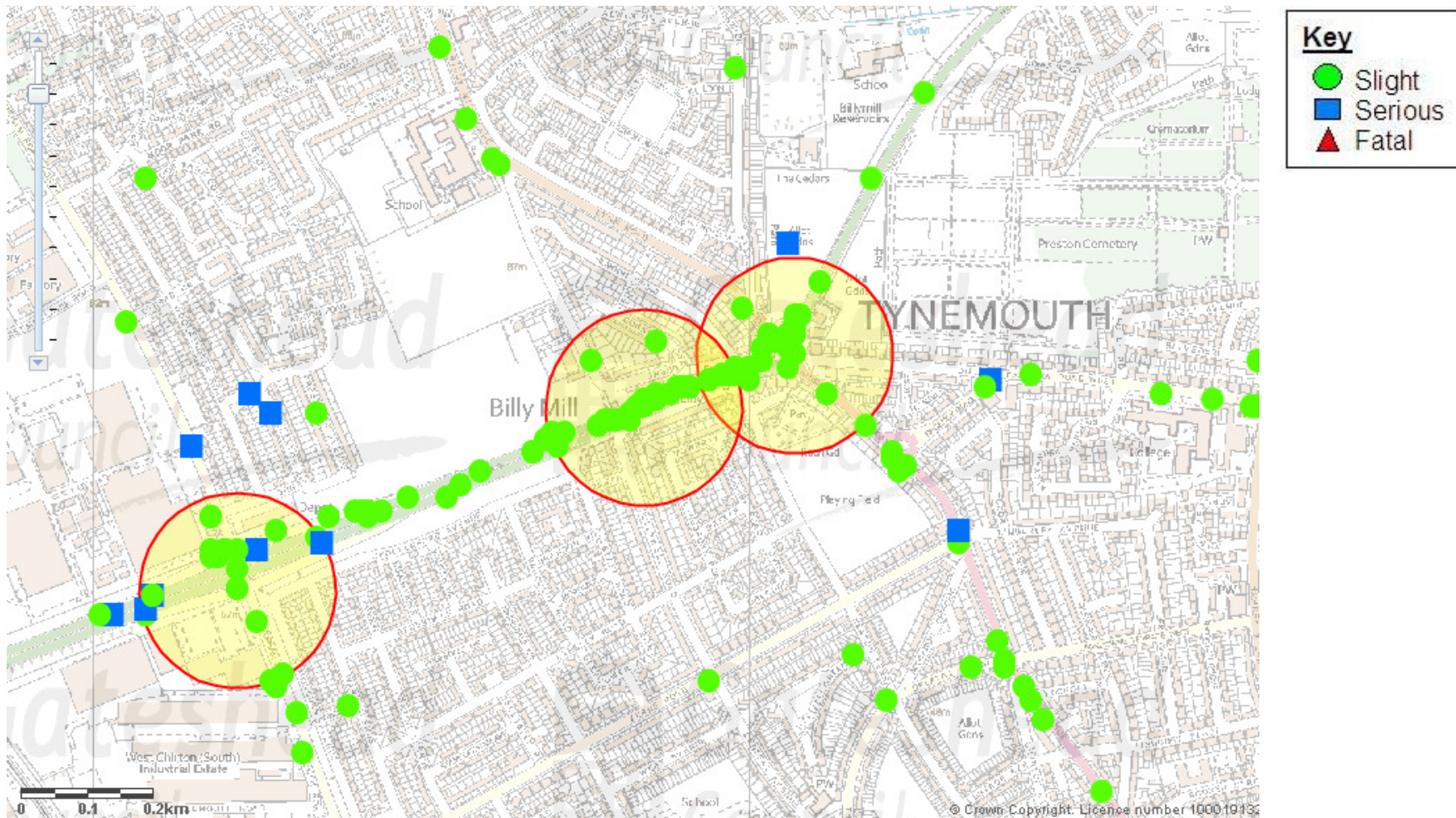
13. High Street East / Station Road Junction

16 Accidents



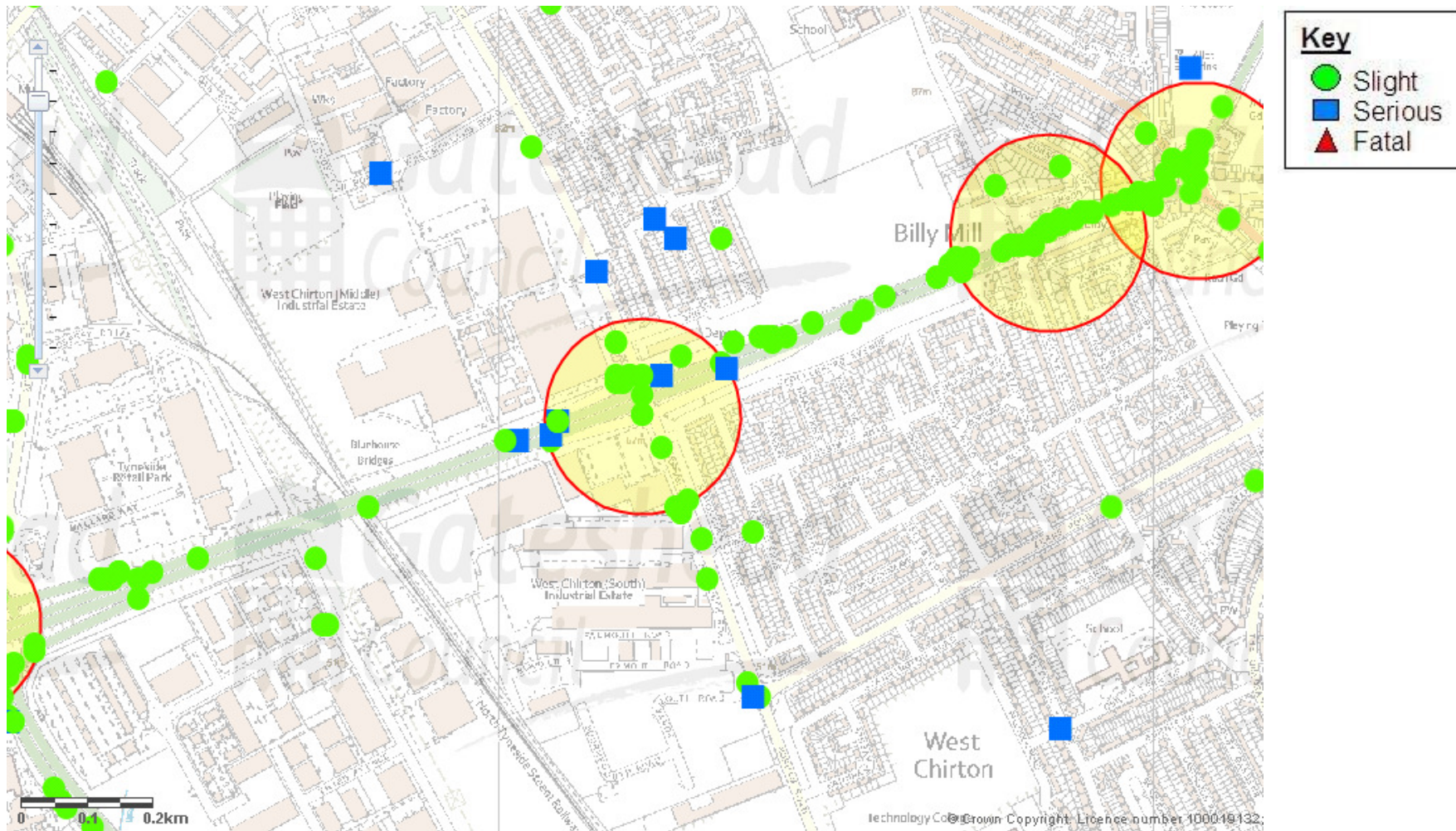
14. A1058 eastbound approach to Billy Mill Roundabout

15 Accidents



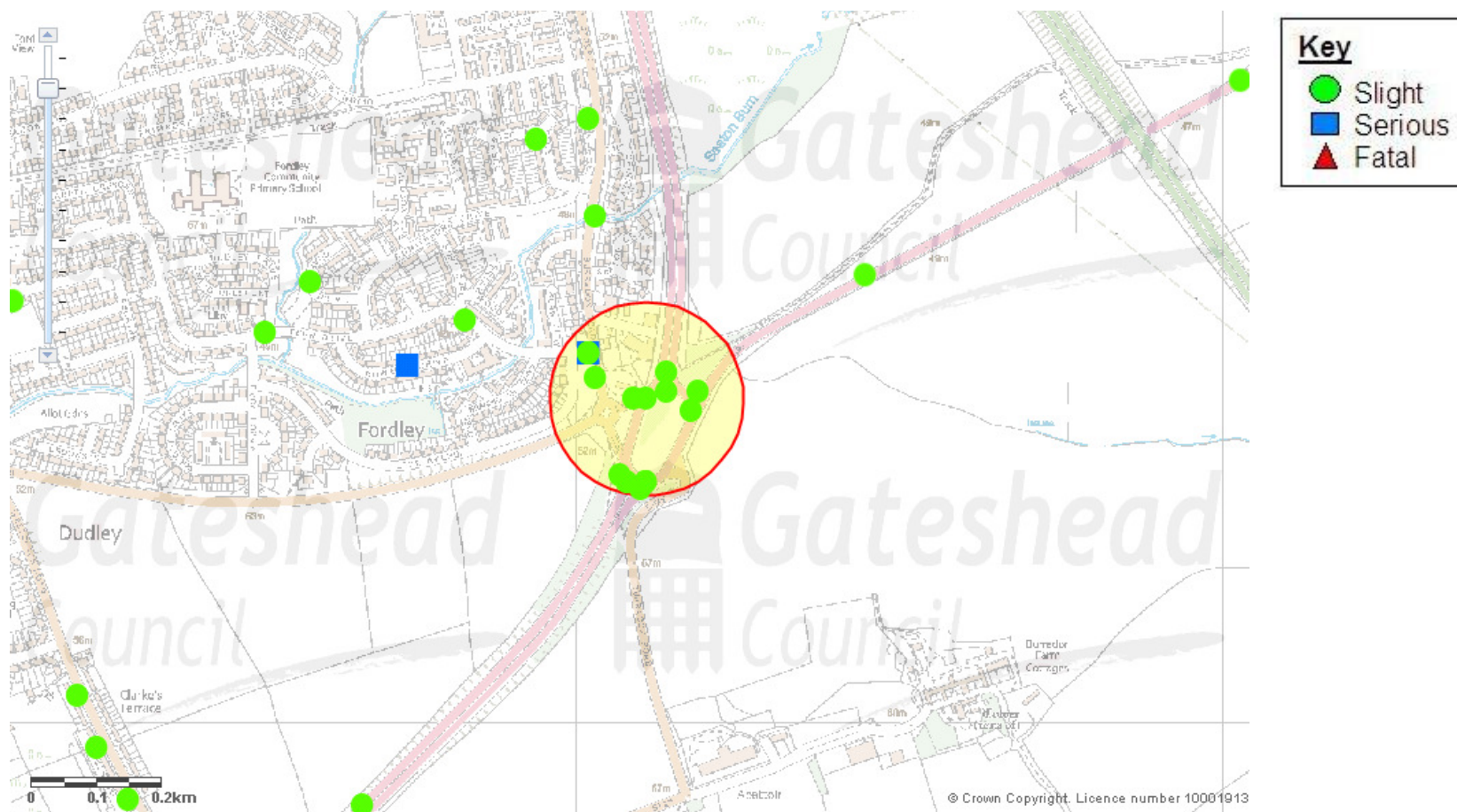
15. A1058 / Norham Road A1058 Interchange

15 Accidents



16. A189 Annitsford Roundabout

15 Accidents



Appendix 5 Table 3.3 Junction Improvement Hierarchy

## Appendix 1 Network Management Plan 2012 - 2017

Introduction of these schemes would be subject to available resources.

Priority		Strategic Importance	Congestion	Accidents			Comments
				Fa	Se	SI	
	<b>Strategic Corridors</b>						
1	Silverlink A1058 / A19 (HA)	5	5	0	1	27	HA funded Interim and Major Scheme
2	Billy Mill Roundabout A1058 / A1108	4	5	0	0	24	Partly funded by developer widening and traffic signals scheme
3	Coast Road / Norham Road	4	5	0	3	12	Involves Bridge Strengthening and traffic signals, possible developer funding or Better Bus Fund
4	A19 / A1056 Killingworth Interchange (HA)	4	4	0	1	11	Potential HA shared funding – traffic signals and roundabouts
5	A19 / A193 Howdon Interchange (HA)	4	3	0	2	23	Potentially Partly HA funded – traffic signals scheme
	<b>A189 / A188 / A1056 / A191 Corridors</b>						
6	A189 / A1056 Weetslade Roundabout	4	5	0	2	32	Traffic signal scheme
7	A191 / A192 Foxhunters Junction	3	5	0	0	5	Traffic Signal scheme



## Appendix 1 Network Management Plan 2012 - 2017

8	A188 / A189 Westmoor Roundabout	3	4	0	0	31	Widening scheme with filter lanes
9	A188 Four Lane Ends Roundabout	3	4	0	3	16	Traffic Signal scheme
10	A188 Balliol Roundabout	3	4	0	0	6	Widening scheme
	<b>Principal Routes A186 / A19 / A191</b>						
11	A191 / Gt Lime Road (Wheatsheaf)	3	5	0	0	5	Traffic Signal scheme
12	A193 Tynemouth Road / B1315 Churchill Street	3	4	0	1	2	Widening of junction
13	A186 Station Road / A191 Whitley Road	3	3	0	0	4	Traffic Signal scheme
14	A193 Wallsend Road / A187 High Flatworth	3	2	0	2	15	Widening and traffic signals
15	A186 Station Road / Wiltshire Gdns / A1058 Coast Road	2	3	0	0	10	Realign roundabout to the north and traffic signals
16	A193 Earsdon Rd / A1148 Monkseaton Dr	2	2	0	0	4	Widening and traffic signals

## Appendix 1 Network Management Plan 2012 - 2017

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	Other Classifications						
17	Battle Hill Dr / Addington Dr / Middle Engine Lane	2	4	0	0	5	Widening and traffic signals
18	New York Way / Middle Engine Lane	2	4	0	0	3	Installation of MOVA (April 2010)
19	Gt North Road / Stalks Road	1	2	0	0	3	Widening and MOVA
20	Kings Road South / The Green	1	2	0	0	1	Widening and traffic signals

### Note

A key factor in determining the priority of a junction in the hierarchy is the classification of roads leading to the junction together with the levels of congestion at the junction, calculated from junction modelling and ranked using the RFC (ratio of flow to capacity). A further consideration is the number of recent recorded casualties at the junction. The format used when rating the 'Strategic Importance' and 'Congestion' columns is based on a scale of 1 – 5, with 5 being the most severe and 1 being the least. The accident figure is the number of recorded incidents causing injuries reported in the last three years.

Some of the improvement schemes listed above may require a corridor approach due to their proximity to surrounding junctions.

### Accident Legend

**Fa** = Number of fatal accidents at junction, **Se** = Number of serious accidents at junction, **SI** = Number of slight accidents at junction

### Appendix 6 Definitions

BVPI	Best Value Performance Indicator
Criteria for Intervention	S20 & 21 Traffic Management Act 2004
CSS	County Surveyors Society
DfT	Department for Transport
DLOAs	Detailed Local Operating Agreements
HA	Highways Agency
Highways Act 1980 Licensed Activities	Various activities licensed under Part IX of the Act
Highway Works	“works for road purposes” or “major highway works”
LHA	Local Highway Authority
Local Highway Authority	S86(1) New Roads & Street Works Act 1991
LTA	Local Traffic Authority
Local Traffic Authority	S121A Road Traffic Act 1984
LTP	Local Transport Plan
Major Highway Works	S86(3) New Roads & Street Works Act 1991
Network	Paragraph 11 Network Management Duty Guidance
NGF	National Guidance Framework
NMD	Network Management Duty
NRSWA Licensed Activities	S50 New Roads & Street Works Act 1991
Street Authority	S49 New Roads & Street Works Act 1991
Street works	S48 New Roads & Street Works Act 1991
TAG	Technical Advisers’ Group
TCC	Traffic Control Centre
TiS	Traffic Information Services
TOCC	Traffic Operations Co-ordination Committee
Traffic Director	S22 Traffic Management Act 2004
Traffic Manager	S17 Traffic Management Act 2004
Traffic Regulation Order	S1 Road Traffic Regulation Act 1984
TRO	Traffic Regulation Order
Works for Road Purposes	S86(2) New Roads & Street Works Act 1

## Appendix 2

As part of the public consultation on the updated Network Management Plan, engagement was undertaken in June-July 2012 with the bodies listed below:

- Public
  - Displayed on North Tyneside Council Website
- North Tyneside Councillors
  - Emailed or posted to all Councillors
  - Presentation given at two Members' Briefing Sessions
- Emergency Services
  - Northumbria Police
  - Tyne and Wear Fire and Rescue Service
  - North East Ambulance Service NHS Trust
- Network Managers of Neighbouring Authorities
  - Northumberland County Council
  - Newcastle City Council
  - Gateshead Council
  - South Tyneside Council
  - Sunderland City Council
- Members of the Network Management Group
  - Tyne & Wear UTMC (Urban Traffic Management & Control centre)
  - Nexus
  - Bus operators
    - Go North East
    - Stagecoach
    - Arriva
- Highways Agency
- Taxi providers
  - North Tyneside Taxi Association
  - North Tyneside Taxi Organisation
- Business organisations
  - Whitley Bay Chamber of Trade
  - North Shields Chamber of Trade and Commerce
  - Wallsend Chamber of Trade
- Voluntary sector
  - North Tyneside Coalition of Disabled People
  - Cycling organisation CTC (formerly the Cyclists' Touring Club)
  - Sustainable travel organisation Sustrans
- Freight
  - Freight Transport Association
  - Road Haulage Association

## Appendix 3

### Feedback received in response to consultation on the updated Network Management Plan

Feedback From	Feedback	Response if required
CTC (cycling group)	My only comment relates to page 1, first column, last para, where it states that "traffic is not only vehicular, but includes pedestrians and cyclists". I'm not sure about this wording as my understanding is that a cycle is classed as traffic and it's also a vehicle (but not motorised traffic or a motor vehicle). Perhaps this line could be rewritten slightly, although I couldn't decide how!	The wording is based on the Traffic Management Act 2004.
Councillor at Members Briefing Session	Flood Management Emergency Plan. How does it fit in with the Network Management Plan?	The Council's emergency response procedures are described within the plan.
Councillor at Members Briefing Session	Why does the Plan not include details on the Highway Infrastructure and assets, detailing repair strategy?	The Highways Asset Management Plan deals with the repair strategies. This plan is about activities upon the network.
Councillor at Members Briefing Session	Was there a strategy relating to Residents Parking Schemes? i.e. where they were needed.	There is a Council policy on residents' parking permits; see also the North Tyneside Parking Strategy 2012-16
Councillor at Members Briefing Session	General issues relating to speed limits and the use of buffer zones i.e. 40mph sections between National Speed Limit and 30mph areas.	
Councillor at Members Briefing Session	What new powers do the Council have for controlling roadworks and utilities (the recent example of gas works disrupting the Coast Road)?	The New Roads and Street Works Act 1991 provides the legal powers for authorities to manage roadworks.
Councillor at Members Briefing Session	What do we mean by introducing MOVA to junction designs?	This is a computer program to make existing traffic signal junctions more efficient.
Councillor at Members Briefing Session	Why do some highway schemes which are not shown as a high priority in the Network Management Plan receive funding?	This is usually as a result of developer funding or regeneration funding.
Councillor at Members Briefing Session	Are 20mph zones effective or are they just ignored?	Department for Transport research shows they are very cost effective.
Councillor at Members Briefing Session	Why does the plan not include details of cycling, horse riding and pedestrian strategies as well as parking?	The Network Management Plan describes the process of managing the highway network; other relevant plans and strategies are listed in section 1.10 of the Cabinet report
Councillor at Members Briefing Session	Why did highway officers not recommend refusal on developments close to a priority junction in your plan?	In this case the new development did not pose a material effect on the junction.