Kingston Upon Hull City Council

Network Management Plan

April 2009

22 Trinity Lane,
Beverley.
East Riding of Yorkshire.
HU17 0DY

Tel. 01482 679911
www.local-transport-projects.co.uk

Registered No. 5295328

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Network Management Plan

April 2009

Client Commission

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Project completed in accordance with the brief:	
Signed:	
Date:	
Name:	Richard Townend

LTP Project Team

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CV's are available upon request to demonstrate our experience and credentials.

Team Member	LTP Designation	Qualifications
Tony Kirby	*Director (Project Manager)*	*IEng MSc MIHT FIHIE*
Andy Mayo	*Director*	*BA(Hons) MSc MIHT CMILT*
Mark Jessop	*Associate*	*BSc FIRSO MIHT IFL*
Peter Shepherd	*Senior Consultant*	*CEng BSc(Hons) MICE MIHT*
Ryan Penn	*Transport Planning Consultant*	*BA(Hons) MIHT*
Nat Porter	*Engineer*	*BSc(Hons)*

NETWORK MANAGEMENT PLAN

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1.0 FOREWORD

The introduction of the Traffic Management Act 2004 has given local highway authorities a greater responsibility to ensure the expeditious movement of traffic on their local highway network. In order to discharge this responsibility effectively and efficiently, the Council has developed its first Network Management Plan.

In developing the plan it has been recognised that the needs of all highway users, including cyclists and pedestrians have to be taken into account in order for the Council to fully discharge its network management duties.

There has never been a greater pressure on local highway authorities to maintain its highway asset and keep all modes of traffic moving safely as there is at present. In view of the increasing demands on the network in terms of usage and the need for the authority and 3rd parties such as the utility companies to maintain their assets the Council has adopted a balanced approach to network management. This approach acknowledges the various demands but also recognises that there are actions which can be undertaken that will ultimately lead to further improvement in the operation of the network.

Graham Hall
Traffic Manager

2.0 EXECUTIVE SUMMARY

2.1.1 In 2004, the Government placed a Network Management Duty on all local highway authorities through the Traffic Management Act. The Network Management Duty requires Hull City Council to manage the expeditious movement of traffic on its roads and also facilitate the expeditious movement of traffic on the Highways Agency and East Riding of Yorkshire Council's roads.

2.1.2 As part of the Council's Network Management Duty, there is a requirement to appoint a Traffic Manager, whose purpose is to coordinate all network management activities and to be a 'champion' within the authority. In Hull, the Group Manager – Highways and Open Spaces has been appointed as the Traffic Manager. His portfolio includes the management of street works, traffic signals, ITS, car parking strategy and enforcement, highway development control, and public transport coordination and information.

2.1.3 Hull has a number of key network management issues and these include:

- Congestion and journey times on its radial routes, the A63 Trunk Road corridor and in particular Castle Street (Highways Agency responsibility);
- The coordination of major developments within a framework for regeneration;
- Protecting public transport operations and key routes;
- A high proportion of foreign drivers;
- Considering cyclists and pedestrians who make up a high proportion of the modal share within Hull;
- Management and operation of Hull's moving bridges;
- Protecting access to a major regional hospital; and
- To improve incident management activities (in particular events management).

2.1.4 Congestion is a major transport issue throughout the UK and particularly in Hull. It can have a significant impact on communities and individuals' lives, and is already having a negative impact on economic performance in many towns and cities throughout the country (DfT, 2004a). The effective management of the road network is a key step in tackling congestion.

2.1.5 Whilst there are many factors contributing to congestion in Hull common to other cities, Hull's strategic importance and role as a gateway to Europe creates unique challenges. It is widely recognised that the A63 Trunk Road (particularly at Castle Street) is the most congested part of the local network, with traffic heading to / from the docks on the eastern side of the city having to pass through the City Centre.

2.1.6 This document sets out the Council's approach to its Network Management Duty and is designed to provide a summary of current activities, identify any gaps in current service provision and set out key areas for improvement for the remainder of the Council's LTP2.

2.1.7 A self-assessment has been undertaken to determine the Council's current position and the report includes a number of improvement actions, based upon each section of the Traffic Management Act, which will help to improve the Council's performance with regard to its Network Management Duty.

3.0 NETWORK MANAGEMENT WITHIN HULL

3.1 Background / Scope

3.1.1 Hull City Council (HCC) commissioned Local Transport Projects Ltd (LTP) to produce a Network Management Plan (NMP) to help fulfil the requirements of the Council's Network Management Duty (NMD). The plan is designed to demonstrate how the Council complies with the 2004 Traffic Management Act (TMA) and how it uses the powers provided within the act in carrying out the NMD.

3.1.2 The key objectives of the NMP are to:

- Reduce the environmental impact of traffic in terms of its speed, volume and emissions;
- Reduce the impact of traffic on health;
- Ensure that highway safety is not compromised;
- Design transport infrastructure to be sensitive to its surroundings, whilst still being effective; and
- Ensure that decisions taken regarding transport do not compromise the needs of future generations.

3.1.3 Hull is located on the north bank of the River Humber at its confluence with the River Hull. It is some 15km east of the Yorkshire Wolds and about 25km west of the North Sea. The River Hull bisects the City in a north-south direction. The mid 2007 estimate showed Hull to have a population of around 257,000 while the Hull Travel-to-Work Area had a population of around 419,100.

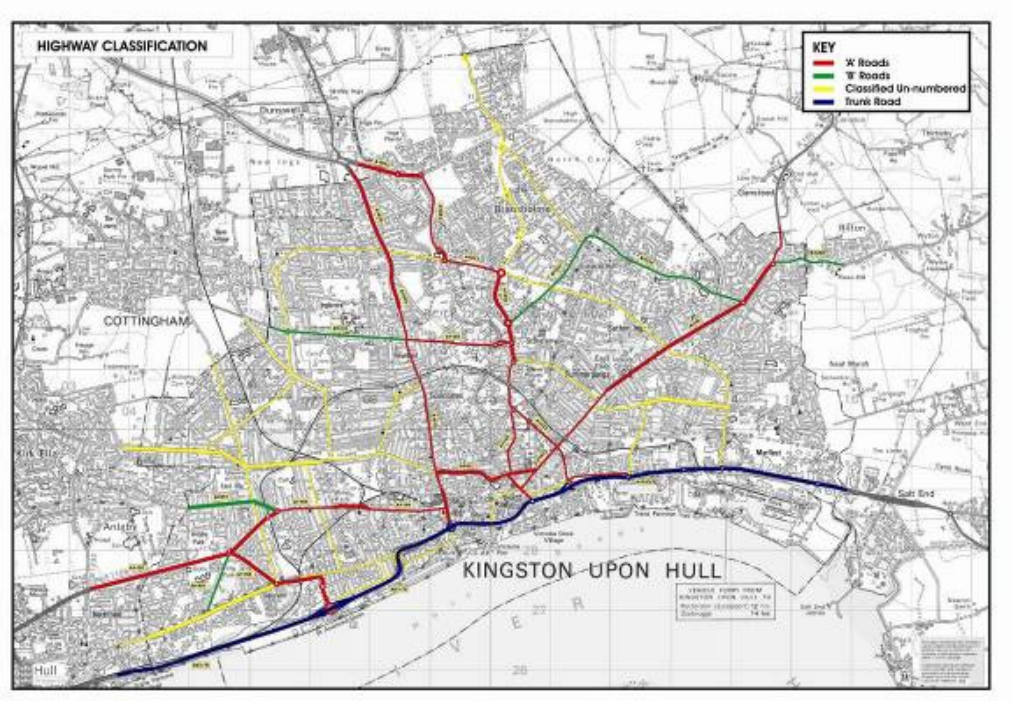
3.1.4 The influence of the City of Kingston upon Hull stretches far beyond its boundaries. People travel to work in the City from far into the East Riding of Yorkshire and across the Humber Bridge from the south. It has been identified as one of five Key Cities in the Region and one of eleven Cities in the North of England whose success is vital in delivering the Northern Way agenda and redressing the north-south divide. Economic growth in the Humber region depends to a large extent on the development of Hull at the heart of its City Region.

3.1.5 Hull's role as a port forms a vital link in the North European trade axis running from Ireland to Russia (E20) crossing the North of England via the M62 motorway and Transpennine railway corridors.

3.1.6 Hull's highway network is entirely urban and subject to speed limits of 40mph or less. The A63/A1033 Trunk Roads run east–west through the city (approx 12km) and the Local Transport Authority (LTA) for these roads is the Highways Agency. Hull's strategic road network is shown in Figure 3.1 and HCC is responsible for the management of:

- 47km of principal roads;
- 740km of non-principal roads;
- 1550km of footways; and
- 60km of cycleways.

Figure 3.1 – Strategic Highway Network in Hull



3.2 Key Network Management Issues within Hull

3.2.1 From a brief review of Hull's Local Transport Plan 2006-2011 (LTP2), knowledge of the local area, and discussions with the client it is considered that the key network management issues in Hull are:

- Congestion and journey times;
- The A63 corridor in particular Castle Street;
- Sensitivity of incident management on the A63 corridor;
- The coordination of major developments;
- Management and operation of Hull's moving bridges;
- Ensuring that sufficient resources are available to provide the NMD;
- Management / operation of traffic signal installations within the city and SCOOT / UTC operation;
- Air Quality Management on Castle Street;
- Public transport operations and key routes;
- Development of the Council's Asset Management Plan;
- Parking and Civil Parking Enforcement;
- High proportion of foreign drivers;
- Catering for cyclists and pedestrians;
- Protecting access to a major regional hospital; and
- Improve incident management and contingency planning activities (in particular events management).

3.3 Network Management and LTP2

3.3.1 Within LTP2, the City Council sets out its vision for managing transport in Hull;

> "*To provide and develop a safe and efficient transport system that contributes to the social, environmental and economic well being of the residents, businesses and visitors to the City and provides equal opportunities for everyone to access key services using, where possible, 'green' alternatives to the private car".*

3.3.2 Specifically, this NMP will contribute to the LTP2 Shared Priority "Tackling Congestion" and to achieving the 4 key LTP2 objectives:

> 1. "*To ensure that good levels of accessibility, especially by public transport, are integrated with planned changes in the City in the health, housing, education and employment sectors.*
> 2. *To maintain and improve road safety on the City's roads.*
> 3. *To help facilitate regeneration of the City and expansion of the port in a sustainable manner.*
> 4. *To promote a healthier City through improving air quality and encouraging cycling and walking".*

3.3.3 The NMP supports the following mandatory LTP2 indicators (DfT, 2004c):

> - LTP2 - Change in area wide road traffic mileage.
> - LTP4 - Mode share of journeys to school.
> - LTP5 - A bus punctuality indicator.
> - LTP6 - Changes in peak period traffic flows to urban centres.

3.3.4 The Council has also adopted the following two related national indicators as part of its core Local Area Agreement (LAA):

- NI168 – Principal roads where maintenance should be considered;
- NI169 – Non-principal classified roads where maintenance should be considered.

4.0 THE NETWORK MANAGEMENT DUTY

4.1 Traffic Management Act

4.1.1 The Traffic Management Act (TMA) forms a central part of the Government's strategy to tackle congestion on the road network and received royal ascent in July 2004. The intention of the TMA is to achieve the better management and co-ordination of highway networks, and of any works which may take place within these networks.

4.1.2 The Council notes the importance of the TMA and highlights the role of the Traffic Manager in the successful implementation of LTP2:

> *"The authority takes the role of Traffic Manager seriously and is currently looking to introduce measures to ensure the most effective way of integrating the duties of Traffic Manager with the delivery of the LTP programme".*

4.2 Network Management Duty

4.2.1 Section 16 of the TMA placed a new Network Management Duty (NMD) upon local highway authorities and provides them with new powers to assist in undertaking this duty. The duty requires local highway authorities to (DfT, 2007b):

> "*manage their road network to secure the expeditious movement of traffic on that network and to facilitate the same on the networks of others*".

4.2.2 The public highway accommodates a wide range of activities, including:

- The transportation of goods and people;
- Transportation of amenities such as water, gas and information below it;
- Providing access to homes and businesses;
- A public place to shop, meet or socialise; and
- Providing space for the long or short term parking of vehicles and loading of goods.

4.2.3 The highway network has increasingly come under pressure from the demands of all of these often conflicting activities and the provision of additional capacity is seldom practical, usually coming with wider negative impacts.

4.2.4 Given this, road space is essentially a finite commodity subject to many competing demands. In order to ensure the highway is used as efficiently as possible, it is important that these conflicts are managed and co-ordinated to prevent undue disruption resulting in increasing congestion and delays to all users of the road network.

4.2.5 The vast majority of the demands placed upon road space are legitimate, and it is essential that the management of the network therefore accommodates all uses of the highway, not just in terms of different modes, but also in accommodating the varying needs of those using the highway as a public space, to carry out maintenance duties, or to accommodate statutory undertakers' equipment for example.

4.2.6 To this extent, Part 2 of the TMA Section 16 (1) places a duty on Local Highway Authorities to:

> *"manage their highway network with a view to achieving, so far as may be 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 highway authority.*"

4.2.7 Section 16 (2) of the TMA allows an authority to take any action that will contribute to the more efficient use of the network or the reduction of road congestion and other disruption to the movement of traffic. The duty is not over-riding, but is to be considered alongside all of the authority's other obligations, policies and objectives. For the purpose of the TMA, the definition of 'traffic' is not confined simply to motor vehicles, but applies to all persons wishing to pass along the network, pedestrians and cyclists included.

4.2.8 Guidance regarding the NMD is provided by the publication "Traffic Management Act 2004 - Network Management Duty Guidance (NTMG)" (DfT, 2004). NTMG summarises the duty as "*making the best use of existing roads for the benefit of all road users*".

4.3 Fulfilling the Requirements of the Network Management Duty

4.3.1 HCC is committed to the effective delivery of its Network Management Duty and recognises the opportunities that the new duty brings in terms of improved service delivery. Table 4.1 demonstrates how the Council fulfils the requirements of the key Sections of the TMA.

Table 4.1 – Fulfilling the Requirements of the Network Management Duty

Section of Act	Duty	Main Sections Where Addressed Within This Plan
16(1)(a)	Securing the expeditious movement of traffic on the authority's road network	3.3 Network Management and LTP2 4.4 Traffic Manager and Network Management Unit 5. Considering the Needs of All Road Users 6. Strategic Network Management Activities 7. Coordinating and Planning Works and Known Events 10. Dealing with Traffic Growth 11. Working with Partners and Stakeholders
16(1)(b)	facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority	7. Coordinating and Planning Works and Known Events 11. Working with Partners & Stakeholders
16(2)(a)	[actions contributing to securing] the more efficient use of [the] road network	3.3 Network Management and LTP2 4.4 Traffic Manager and Network Management Unit 5. Considering the Needs of All Road Users 6. Strategic Network Management Activities 7. Coordinating and Planning Works and Known Events 10. Dealing with Traffic Growth 11. Working with Partners and Stakeholders
16(2)(b)	[actions contributing to securing] the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic	7. Coordinating and Planning Works and Known Events 10. Dealing with Traffic Growth
16(2)	the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network	7.3 Traffic Sensitive Streets 12.3 Powers and Measures Used in Delivering the NMD
17(1)	arrangements [considered] appropriate for planning and carrying out the action to be taken in performing the network management duty	12.2 Actions Considered in Delivering the NMD
17(2)	the appointment of a person .. the "traffic manager"	4.4 Traffic Manager and Network Management Unit
17(4)(a)	identify things (including future occurrences) which are causing, or which have the potential to cause, road congestion or other disruption to the movement of traffic on [the] road network	3.2 Key Network Management Issues 5. Considering the Needs of All Road Users 7. Coordinating and Planning Works and Known Events 10. Dealing with Traffic Growth
17(4)(b)	consider any possible action that could be taken in response to (or in anticipation of) anything so identified	3.2 Key Network Management Issues 5. Considering the Needs of All Road Users 7. Coordinating and Planning Works and Known Events 10. Dealing with Traffic Growth
17(5)(a)	determine specific policies or objectives in relation to different roads or classes of road in [the] road network	6. Strategic Network Management Activities 7. Coordinating and Planning Works and Known Events 8. Gathering Information and Considering Information Needs
17(5)(b)(i)	[monitor the effectiveness of] the authority's organisation and decision-making processes	12. Performance
17(5)(b)(ii)	[monitor the effectiveness of] the implementation of their decisions	12. Performance
17(5)(c)	performance …[of the] road network	12. Performance
17(6)	review the effectiveness of the arrangements … in place	12. Performance

4.4 Traffic Manager and Network Management Unit

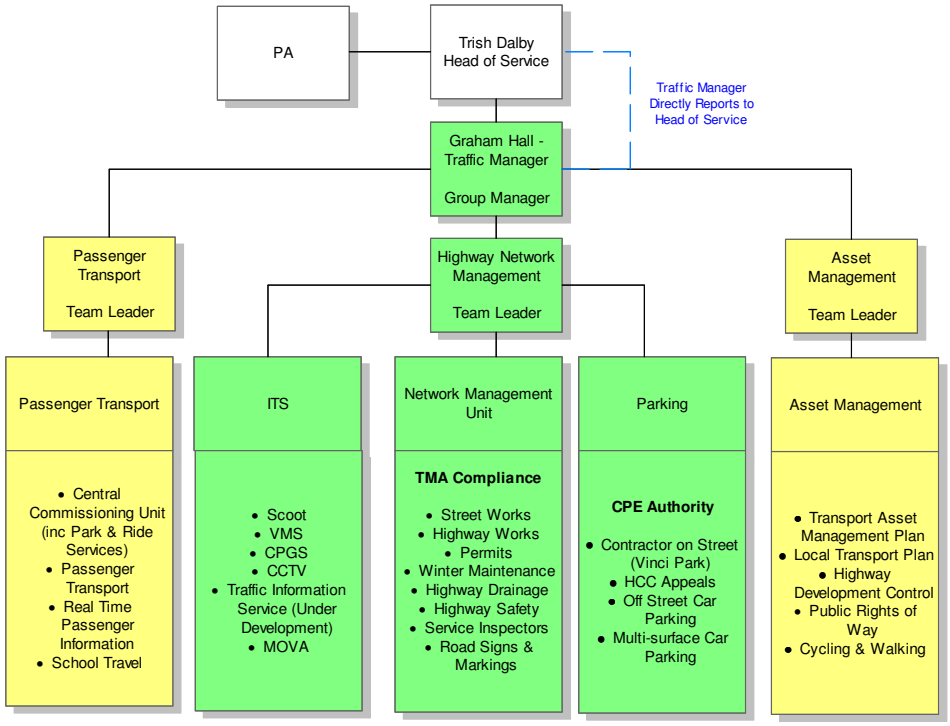
4.4.1 Section 17 of the TMA requires local highway authorities to:

> "*make appropriate arrangements for planning and carrying out the [network management] duty and these arrangements must include provision for the appointment of a traffic manager.*

4.4.2 In response to Section 17 of the Act, the Council, as part of its recent restructuring of the former Highways and Transportation Department, has embedded the requirements of the NMD within the heart of its new structure. The structure acknowledges the importance that the Council places on the role of the Traffic Manager and the need for this person to be empowered to be able to influence other departments on how they undertake their business in relation to helping the Authority to effectively address the requirements of the NMD. It was also considered to be imperative that the Traffic Manager has direct control and influence over key areas of the department which will have a core role to play in discharging the responsibilities of the Network Management Duties.

4.4.3 The Traffic Manager's role is to perform such tasks as the Council considers will assist it to perform the NMD. The Council has appointed its Group Manager – Highways and Open Spaces, to this role. The structure within which the Traffic Manager operates is shown in summary in Figure 4.2 and in full in Appendix 1.

Figure 4.2 - Structure Diagram of the Traffic Manager Role within Hull



4.4.4 The Traffic Manager controls the Network Management Unit, which has the sole responsibility of ensuring the specific compliance of how the Council and external bodies are controlled in co-ordinating works, incidents and planned events on the Local Highway Network in line with the statutory requirements of the TMA.

4.4.5 The structure also illustrates that the Traffic Manager has the responsibility and control over other key areas of the department which have been specifically established to provide a network management role and to introduce interventions through its LTP programme. This will help to influence travel behaviour with a view to minimising traffic growth and helping to address congestion points on the network.

4.4.6 Table 4.3 identifies the various teams and areas of responsibility that fall under the control of the Traffic Manager.

Table 4.3 - Areas under the Specific Control of the Traffic Manager

Team	Work Stream	Services Delivered
Highway Network Management	• Network Management Unit	• Street works • Highway Works • Permits • Winter Maintenance • Highway Drainage • Road Signs and Markings • Highway Safety Inspection Service
	• Parking	• Multi-storey Car Parks • Surface Car Parks • On Street Parking • Civil Parking Enforcement (CPE)

	• ITS	• Traffic Signals (SCOOT / MOVA)
		• VMS System
		  ○ EMS
		  ○ CPGS
		  ○ Car park Counters
		• Traffic Information Services (under Development)

Passenger Transport	• Central Commissioning Unit
	• Internal Fleet
	• Public Transport
		• Passenger Transport
		  ○ Information
		  ○ Infrastructure
		• Schools Transport
		• Supported Bus Services
		• Park and Ride Services

Asset Management	• Forward Planning	• Local Transport Plan • Highway Development Control • Public Rights of Way (PROW) • Public Transport Networks (Strategy) • Cycling • Walking • Travel Plans
	• Highway Asset and Green Spaces	• Transport Asset Management Plan • Green Space Strategy • Citywide Tree Plan • Allotments Management • Sports Pitch Administration

4.4.7 The role of the Traffic Manager within the Authority is currently a particularly challenging position due to the number of major city-wide regeneration programmes which are currently on going, such as:

- Building Schools for the Future (BSF);
- Gateway Housing Market Renewal Pathfinder;
- City Centre Masterplan developments; and
- Transforming Our Primary Schools (TOPS).

4.4.8 The situation is further complicated by the scale and number of major developments (especially within and around the City Centre) that are either currently under construction or progressing through the planning process. The challenge for the Authority, and in particular the Traffic Manager, is to enable regeneration to occur without compromising the efficiency and safety of the existing highway network. It is also vital to ensure that congestion is effectively managed without introducing environmental impacts on sensitive areas of the network, especially at peak times.

4.4.9 To assist in the control of developments in the City the Group Manager (Traffic Manager) also represents the Highway Authority at the Council's Planning Committee. This particular responsibility allows the Group Manager to give highway advice to the committee members on the likely impact that a proposed development may have on the highway network. This allows the Group Manager to balance his Traffic Manager responsibilities under the Network Management Duties with those associated with the controlled regeneration of the City.

4.5 Intervention

4.5.1 The Government has established the importance of the delivery of the objectives of the NMD by providing powers to the Secretary of State to intervene if a local authority is failing to properly perform the duty. Paragraph 12 of 'The Traffic Management (Guidance on Intervention Criteria) Order 2007' (DfT, 2007b) explains the context of these powers:

> *"It is hoped that the potential for intervention will encourage authorities to ensure that they carry out their network management duties. Nevertheless, if concerns develop that an authority may not be addressing the duties imposed by sections 16 and 17 of the Act, the Secretary of State intends to work with that authority, through an engagement process, to encourage the authority to recover so as to avoid reaching the stage where a traffic director has to be appointed. However, if it becomes clear that recovery is not being achieved, or is not an option, to the extent that he is satisfied that an authority are failing properly to perform any duty, he may make an intervention order making provision for or in connection with the appointment of a traffic director".*

4.5.2 The five primary questions that the Secretary of State will address when considering intervention are included in Appendix 2.

4.6 DfT Assessment of the Council's Network Management Duty

4.6.1 In May 2007, Halcrow Group Ltd carried out an assessment of network management duties within Local Transport Plans on behalf of the DfT (Halcrow Group, 2007). Hull's Plan was assessed as 'good' and the following text provides details of the assessment.

> *"This Authority's plan was considered to be good covering most aspects of the network management duty. There was no mention of the appointment of a Traffic Manager although they did show attendance at a Traffic Managers Group.*
> *Liaison between stakeholders was shown to be strong and there was evidence to show they worked well with the neighbouring authorities and recognised the importance and influences of the Highways Agency. Public consultation and information collection was detailed and the Authority also showed how it shared information with the public, Council departments and other external partners.*
> *There was evidence to show that targets were set and results were monitored and there was distinction between national, local and regional indicators, however, there was no detailed information to show that they recognised interventions which could have an impact on their future performance.*
> *The plan demonstrated good joint working arrangements, cross boundary coordination and co-ordination with adjacent networks in the day-to-day management of its network. The plan was felt to be weak on travel information provision and events information available to network users.*
> *Traffic volume was covered in detail. The Authority has produced good transport strategies for walking, cycling and freight. There was strong evidence to show how it tackled and monitored congestion and traffic growth by setting performance indicators.*
> *Incident management was almost non existent the only mention being references to future provision of information via variable message signs when incidents occur.*
> *The Authority showed how it managed works within its highways with evidence to show proactive co-ordination on works scheduling, regional co-ordination and demonstrating parity, but it was weak in discussing utilities and road works, permit schemes and enforcements".*

4.6.2 It is important that this NMP takes on board the comments made within Halcrow's assessment and in particular clearly demonstrates how the identified weaknesses have been addressed. To this extent, this plan:

- Clearly sets out how the Traffic Manager has been nominated and includes an organisation chart illustrating how he fits in to the structure of the organisation;
- Provides details of the type of interventions which will have an impact on future performance;
- Provides details on travel information provision;
- Is strong on incident management; and
- Discusses parity arrangements in terms of utilities, road works, permit schemes and enforcement.

4.6.3 The Halcrow report also assessed the regional performance of local authorities and the Yorkshire and Humber region performed well with all scores received either good or excellent. In terms of general network management, the Yorkshire and Humber region ranked third out of the nine regions assessed and scored above average marks in most categories.

5.0 CONSIDERING THE NEEDS OF ALL ROAD USERS

5.1 General

5.1.1 The Council considers all road users in the management of its road network and aims, as far as is practicable, to minimise disruption to all highway users whether they are on foot, cycle, or travelling by vehicle. This section discusses how this is achieved across the various key groups. Regular meetings with stakeholders (including the East Riding of Yorkshire Council, Highways Agency, major public transport operators, and utility companies) are held where forward programmes are discussed and the timing of various works is agreed.

5.2 Congestion

5.2.1 Congestion problems are a key issue in Hull and the main radial routes into the centre experience significant levels of congestion, particularly during peak hours. The A63 Castle Street is arguably the most congested part of the local network. There are also localised congestion problems outside a number of large employment sites, shopping centres, and educational establishments. Measures to deal with congestion are set out in detail within the Council's LTP2 and discussed later within Section 10.3.

5.2.2 The city's road network has a finite capacity and at peak times on some parts of the network demand exceeds supply. The Council must also consider different modes and for example balance the needs of pedestrians and vehicles at busy signal junctions.

5.2.3 The network is also subject to planned maintenance and susceptible to unforeseen incidents. It is important to consider all of these factors when delivering the NMD.

5.3 Pedestrians

5.3.1 The Council's hierarchy of transport users, set out in LTP1 is:

1. *Pedestrians*
2. *People with disabilities in motor vehicles*
3. *Cyclists*
4. *Public transport (bus, park and ride), taxis*
5. *Essential motor vehicles (to support economic activity and where there is no alternative) and heavy goods vehicles.*
6. *Other motor vehicles.*

5.3.2 In 2003 the Council produced a Walking Strategy which aimed to recognise the links with, and the contribution that walking can make to, the wider urban renaissance agenda. The document set out the Council's aspirations until 2011 and had the five key objectives:

- *Increase walking as the main mode of transport;*
- *Reduce road casualties involving pedestrians;*
- *Improve access for pedestrians;*
- *Encourage life long walking; and*
- *Improve health and address the effects of social exclusion.*

5.3.3 The City is progressing well with a number of the above objectives. Between 1991 and 2001 the proportion of trips to work on foot remained relatively stable in Hull (10.4%) whilst there was a 1.6% reduction in the proportion of walking nationally. Road casualties involving pedestrians have reduced significantly in recent years. In 2007 there were 49% fewer casualties involving pedestrians in Hull compared to the 1994-98 average.

5.4 Cyclists

5.4.1 Cycling is a low cost and healthy alternative to car use and is an extremely popular mode of transport in Hull. Over recent years the City Council has developed a comprehensive network of cycle facilities and considering the needs of cyclists will be an important part of the Traffic Managers role. The Council has a current Cycling Strategy with the following vision for Hull:

> "*to become the UK's premier cycling city by providing a network of facilities which make cycling a natural choice*".

5.4.2 Existing baseline cycling data in the City is very positive with Hull having the 5th highest level of cycling to work in the UK (11.7% - based on 2001 Census data). Journeys to work by cycle in the Yorkshire and Humber region are shown in Figure 5.1 below.

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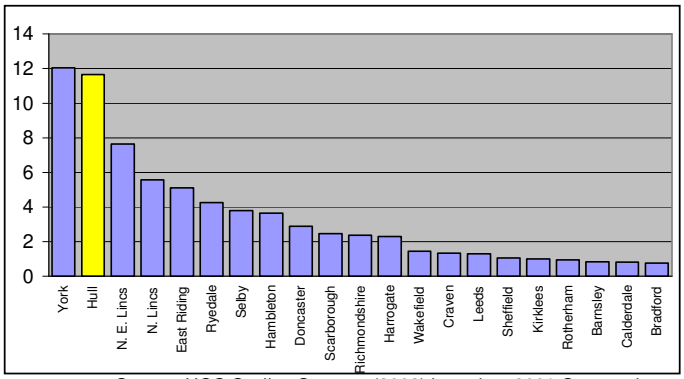
Figure 5.1 – Yorkshire and the Humber Cycle to Work Levels (%)



Source: HCC Cycling Strategy (2003) based on 2001 Census data

5.4.3 Hull is a compact city (approx 11.2km wide and 8.2km high) with a flat terrain which is ideally suited for cycling. The City is provided with a well developed cycle network and has many traffic calmed streets with 20mph speed limits (representing over 30% of the entire road network) which help to create an environment that is conducive to encouraging cycling.

5.4.4 The Cycle Strategy builds upon this excellent base with the following objectives:

- *To increase cycle use and safely transfer journeys from private cars to cycles. In co-ordination with other traffic and transportation measures this will:*
  - *Minimise the adverse effects of transport on the environment;*
  - *Improve mobility and provide more sustainable travel choices;*
  - *Reduce congestion;*
  - *Encourage cycling for health, fitness and leisure.*
- *To develop safe, convenient, efficient and attractive transport infrastructure to facilitate journeys by bicycle;*
- *To integrate policies aimed at increasing cycling, into all areas of Council activity.*

5.5 Public Transport Users

5.5.1 There is a comprehensive network of public transport services within the city. Bus patronage is increasing (patronage rose 13.2% over the LTP1 period and continues to increase by about 7% per year) and the new Paragon Interchange provides modern facilities for bus and rail passengers.

5.5.2 Partnership with bus operators has resulted in significant improvement to waiting facilities and the quality of vehicle stock on busy routes. Improvements to bus facilities on the main routes during LTP1 have improved the reliability of journey times.

5.5.3 In August 2008 a revised Bus Strategy was adopted by the Council. The new strategy reinforces the Authority's commitment to improving facilities to encourage the use of bus travel reducing the reliance on the private car, thereby decreasing the 'stress' on the network and reducing points of congestion, especially at peak times.

5.6 Motorcyclists

5.6.1 The Council recognises that motorcycling provides much of the range and flexibility of the motor car with significantly lower demand for road space. Hull also has levels of motorcycling to work slightly higher than the UK average (1.5% - based on 2001 national census data).

5.6.2 In order to enhance the safety of motorcyclists, and to give a degree of priority of motorcycles, the Council trialled allowing motorcycles to use bus lanes along the Holderness Road corridor in 2003. The trial proved successful, and motorcycle use is now permitted in all of the bus lanes on Hull's radial routes.

5.7 Taxis

5.7.1 Taxis provide a flexible accessible transport service at all times of day, and offer advantages over the private car - notably not requiring space to park. In particular, they offer a flexibility that other modes cannot – this is particularly advantageous to those who do not own a car. In providing an option for car-free households, taxis therefore play an important role in helping the Council reach its commitment to a more sustainable and accessible transport system.

5.7.2 In 2005/06 the Council entered into a Taxi Quality Partnership with the Hackney Drivers Association. The partnership offers improved driver training and the introduction of improved infrastructure to enhance conditions for users.

5.7.3 In order to ensure parity between hackney carriages and private hire vehicles, as well as ensuring maximum benefits for the users of these vehicles, the Council currently operates a scheme to allow private hire vehicles to utilise selected bus lanes on radial routes.

5.8 Utilities

5.8.1 Utility companies are a key stakeholder in terms of the highway asset and have an important role to play in terms of how the Council manages its network. Most carriageways and footways contain services of some kind and utility companies require access for maintenance and repairs. The apparatus contained within the highway network provide the public and businesses with essential services such as water, electricity, gas and communications. Providing safe access to this apparatus can often reduce available carriageways and footway space and can therefore cause disruption and congestion particularly on busy routes.

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5.8.2 The number of different companies requiring access to underground services provides difficulties in terms of coordination and this perhaps explains the extensive legislative framework for this area which has emerged over the last few decades.

5.8.3 Within Hull, the Council is keen to operate in partnership with utility companies and their contractors to ensure that the highway network is managed in a fair, consistent and effective way. The Council works with undertakers to ensure that they can maintain their services whilst at the same time minimising the effect on traffic, particularly in traffic sensitive streets. This may mean that the council will require that works are carried out during the night, at weekends, or during school holidays, when traffic levels are lower. It may also mean undertakers altering their own programmes so that work takes place on

more than one service during a road closure or that services work takes place during the construction of highway improvement schemes.

5.9 Schools

5.9.1 Congestion around schools is perceived as a significant issue for many road users and especially local residents. To address this issue, the Council has a well advanced programme of developing School Travel Plans, with plans in place at around half of all schools. All schools are expected to have produced a School Travel Plan by 2010. By August 2008, 48 schools out of 103 (47%) had an approved School Travel Plan.

5.9.2 The Council is implementing a programme of Safer Routes to School (SRTS) projects, supporting the aims of School Travel Plans and Sustainable Mode of Travel to School Strategies. Measures implemented as part of the SRTS programme are designed to remove perceived barriers to choosing sustainable modes for the school journey by improving the safety of the journey to school. The Council has a local target to introduce measures at all schools by 2010 (excluding special schools) and by September 2008 only 8 schools remain without measures.

5.9.3 Hull schools are currently taking part in the Government's 'Building Schools for the Future' (BSF) programme. The programme will see up to £400m invested in Hull's schools and the refurbishment and/or new build of all mainstream secondary and special education schools in Hull. The aim is to have the first Academy delivered by the Local Education Partnership by 2010, with all other secondary schools improved and modernised by December 2013.

5.9.4 A key aim of the BSF project is to bring individual schools into the heart of their catchment areas and make them central to key communities and closely linked to their feeder primary schools. Locating schools in core areas and local to their catchment areas increases the potential for more trips to and from the school to take place by sustainable modes. The latest 'School Census Data' (DfT, 2007) is positive and shows that currently 77% of Secondary school pupils in Hull walk to school. The Council monitors the modal share of journeys to school by car (LTP4 Indicator) and in 2008 the figure was an impressive 14.9% compared to the 17.6% baseline in 2007.

5.9.5 The BSF programme as a whole is expected to result in a net decrease or neutral impact on car trips throughout the city.

5.9.6 Hull is approaching completion of its 'Transforming our Primary Schools' (TOPS) programme which has reshaped primary school provision in Hull. Essentially the programme addressed the significant proportion of surplus places and a larger than average number of separate primary schools. Consequently a number of schools have been closed and in some locations new schools built on existing sites. The changes in primary school provision have meant that:

- School location now better reflects the changing pattern of population and housing ensuring that schools can secure better educational attainment;
- Schools have been modernised meaning that they are accessible, sustainable and available for a wide range of community uses;
- The best use of available resources has secured the best possible education for all Hull children.

5.9.7 As well as educational improvements the programme has realigned primary schools with their local populations and made them more accessible, particularly by sustainable modes. Taken together the TOPS and BSF projects are currently transforming education in Hull, making education more accessible for all. The projects promote sustainable transport alternatives and can help to contribute to reducing traffic related issues, such as congestion around schools.

5.10 The A63 / A1033 Trunk Road Corridor

5.10.1 The A63 / A1033 corridor is the main route used by road freight transport to access the Port of Hull and also the main route used generally to access Hull City Centre from the east and west. The route provides direct access to the national motorway network, via the M62 to the west. The combined effect of these road user demands results in a consistently high volume of daily traffic (60,000 AADT) which causes congestion problems for both local and through traffic throughout the day. The operational aspects of the port and its impact on the A63 are outlined further in Section 5.11.

5.10.2 Although access through Hull via the A63(T) has been improved by the completion of the A1033 Hedon Road improvement scheme and the Market Place capacity and pedestrian improvements, congestion and safety problems are still prevalent on the A63 and Castle Street. LTP2 summarises the existing problems as being:

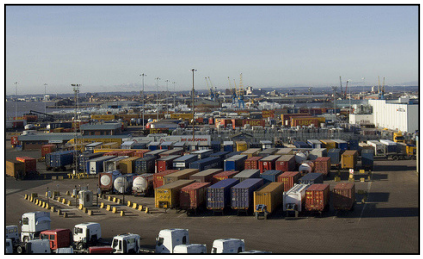
- "*The interruption of traffic flow caused by the opening of Myton Bridge to river traffic;*
- *The series of traffic lights located along Castle Street to manage the interactions between through and local traffic and to allow cycle and pedestrian crossing of the A63;*
- *Inefficient interactions between through and local traffic resulting in delays and long queues; and*
- *The volume of heavy goods vehicles accessing the port causing severe congestion for local and through traffic*".

5.10.3 The Highways Agency has identified short and long term solutions with the aim of improving safety and traffic flows whilst fulfilling the desire of regeneration partners to promote economic revitalisation of the City Centre and the waterfront areas. The short and long term solutions are outlined below:

- **A63 Garrision Road Roundabout Improvements** – A major re-design of the A63 Garrison Road roundabout and approach roads, including signalisation of the A63 approaches, exits and circulatory part of the carriageway incorporating MOVA traffic signal control has recently been completed. Formal pedestrian crossing facilities (and new guard railing and street lighting) are provided on both the east and west sides of the roundabout. Great Union Street and Plimsoll Way remain as give-way entries onto the roundabout. The western approach has a new right turn facility, providing a dedicated lane for traffic wishing to travel along Great Union Street.

- **Long Term** – Options for an on-line improvement scheme are currently being assessed by the Highways Agency for the A63 Castle Street. The 'scheme' is currently in the Highways Agency's 'Highways Roads Programme Options Stage' with a view to a preferred Route Announcement being made in late 2009 following public consultation on the various scheme 'options'.
  The Council is looking for an early involvement in the consideration of the traffic management implications, especially during construction of the various scheme options with the HA's design consultants and their contractor advisors (early contractor involvement). This early involvement is seen as very important at this 'option' stage to ensure that issues are fully explored before final decisions are made to select a 'preferred route'

5.11 The Port and the A63 / A1033



5.11.1 The Port of Hull is one of the UK's leading foreign-trading ports, with the majority of trade through Hull originating from or destined to Northern Europe. LTP2 states that "*at Hull total traffic is forecast to more than double from 10 million tonnes in 2001 to 21 million tonnes by 2016. Indeed recent figures show that the Port is on target to achieve this with a throughput of 10.5 million tones in 2003 rising to 12.5 million in 2004*". Road freight is by far the dominant mode of transport serving the Port of Hull, moving approximately 80% of port tonnage.

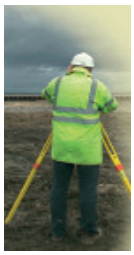
5.11.2 A significant issue facing road haulage is the congestion on the A63 Castle Street that can cause significant delays on a daily basis. Castle Street is also designated as an Air Quality Management Area. (AQMA)

5.11.3 If the Port of Hull grows in line with the above projections, relying mainly on road freight, then it could result in more congestion on the A63 (and M62) and increase environmental dis-benefits. The Draft Hull Freight Strategy states that the A63 (specifically Castle Street), represents the single largest constraint on freight movements within Hull. Traffic generally flows reasonably well outside of AM and PM peak periods, however, the strategy states that during peak periods it is not uncommon for a three mile journey on the A63 to take around 30 minutes.

5.11.4 A freight railway (the High Level Railway Line) runs between the main line west of the City to the Hull Docks area to the east. Significant improvements (estimated cost £14.5m) to this line have recently been completed which have seen the capacity on the line increased from 10 trains in each direction daily to 22 in each direction.

5.12 Planning and Development Control

5.12.1 New development, whether residential or commercial, can be a significant contributor to traffic growth and congestion and has the potential to have a significant impact on the highway network. Within the 'Tacking Congestion' chapter of LTP2 it is outlined that "*The Council uses its planning and development control powers to optimise transport infrastructure associated with changes in land use. On all major developments developers are required to prepare a Transport Assessment in order to ensure all modes of transport are catered for appropriately and that any new junction arrangement / access to a development site, be it residential or commercial, conforms to the Council's design standards, offers sufficient capacity and does not adversely impact on neighbouring junctions or the local road network. Provisions for sustainable modes of transport are considered in accordance with the relevant guidelines for assessing changes in land use*".



5.12.2 Given the scale of changes to the housing, education, retail, and health sectors that are set to occur throughout the city over the coming five years the Council is currently looking to use the ACCESSION software package (a programme which enables the accessibility by bus / walk / cycle to and from a location to be assessed) to assess the impacts of these changes and plan mitigation measures accordingly.

5.12.3 The development control function provides an integral role in ensuring that new development does not lead to increased congestion of the road network and consequential degradation of air quality standards. The Council can use the planning process including Section 106 agreements to mitigate the effects of new developments on the local road network and Section 278 agreements to control works on the highway. Good connections to the existing network, and well designed internal layouts within new developments, are critical if the Council is to manage the network efficiently and effectively.

5.12.4 The Council recognises the role that effective travel planning can make in encouraging sustainable forms of transport and promotes the submission of effective travel plans with robust monitoring regimes and intervention criteria to restraining single occupant car trips as an integral part of the planning process.

5.12.5 To help facilitate the planned regeneration schemes within the City Centre the Council have reached agreement with the Highways Agency for short term capacity improvements at the A63 Mytongate Roundabout. These improvements are being forward funded by the City Council / Hull Forward with a view to recouping some of the cost from the strategic city centre private developments identified in the City Centre Masterplan

6.0 STRATEGIC NETWORK MANAGEMENT ACTIVITIES

6.1 Intelligent Transport Systems

6.1.1 Recent developments in communications technology have created new possibilities that can have a significant impact on the way that traffic networks are managed. Intelligent Transport Systems (ITS) have become an increasingly important tool for the management of transport systems as a whole, and the City Council has embraced these technological advances at every opportunity in order to help better manage its network and deliver its LTP2 priorities. The Council's ITS system currently includes the following key elements:

6.1.2 **COMET**: This is an advanced traffic management and information system which is a key component of the City's Traffic Control Centre. COMET is a powerful Urban Traffic Management and Control (UTMC) compatible common database application that integrates information from a wide range of systems (including SCOOT UTC, VMS and CCTV), enabling effective monitoring and control of traffic flows throughout the network, whilst also delivering timely and accurate information to the traveling public. It facilitates strategic control, network monitoring and effective incident and event management, all key elements of the Network Management function.

6.1.3 **Split, Cycle and Offset Optimization Technique (SCOOT) Urban Traffic Control**: SCOOT UTC works with COMET to optimize signal timings in real time to minimize stops and delays to traffic. It enables the traffic signal system to automatically detect events such as bridge openings and implement network-wide strategies (based on historic data collected by COMET / Siespace) to optimize dispersal of traffic. SCOOT also enables bus priority to be included within the signal control strategy and also site specific applications such as emergency vehicle "hurry call" and "green waves".

6.1.4 **Variable Message Signs (VMS)**: The City now has a network of 18 Enhanced Message Signs on key radial routes into the City Centre. These are 4 line 18 character 'free text' message sings which enable real-time information on congestion, incidents and events to be conveyed to the travelling public. The signs can highlight alternative route choices to enable the travelling public to avoid delays and, combined with the COMET system, automatically display messages relating to congested links or bridge openings for example, to facilitate network management.

6.1.5 **Car Park Guidance System (CPGS)**: The CPGS system consists of 23 car parking information signs, located around the City Centre and its immediate approaches, with LED panels, linked to traffic / vehicle counters at the city's car park entry and exit points, indicating the number of available parking spaces in real time. This system, together with associated conventional car park direction signing, guides motorists to those car parks which have available parking spaces, helping to reduce congestion by removing unnecessary traffic which may have otherwise circulated around the City Centre looking for a parking space. The signs are also linked to the COMET system, enabling the Enhanced Message signs to display the number of car park spaces available further out from the City Centre, aiding strategic route choice for drivers.

6.1.6 **Closed Circuit Television (CCTV):** The City is covered by a comprehensive network of CCTV cameras both as part of the Traffic Control Centre system and also via a link to the Council's wider crime detection and prevention CCTV system. Again, COMET is utilized to automatically optimize camera positioning in response to incidents that are detected, helping Traffic Systems Officers to detect and respond to emerging incidents more quickly. The Traffic Control Centre has recently moved into the same building as the City-wide crime detection / prevention system in order to streamline the operation and enable wider and more responsive monitoring of the whole traffic network, providing greater opportunities to maximize the use of this powerful system to the benefit of the highway network and crime reduction.

6.1.7 **Real Time Passenger Information (RTPI):** This system uses GPS technology to give passengers information about the actual predicted time of bus arrivals at the stop at which they are waiting, rather than the scheduled times contained in traditional bus stop timetable displays. Most buses in Hull use GPS to fix their position on the road. Buses automatically radio their location to a central computer that uses bus schedules to calculate the time that any bus will take to reach certain stops. The computer then radios this information to bus stops with RTPI technology. The result is that RTPI displays can be erected at key stops, usually in shelters, to display the time at which the next three buses will arrive at the stop, their service numbers and destinations.

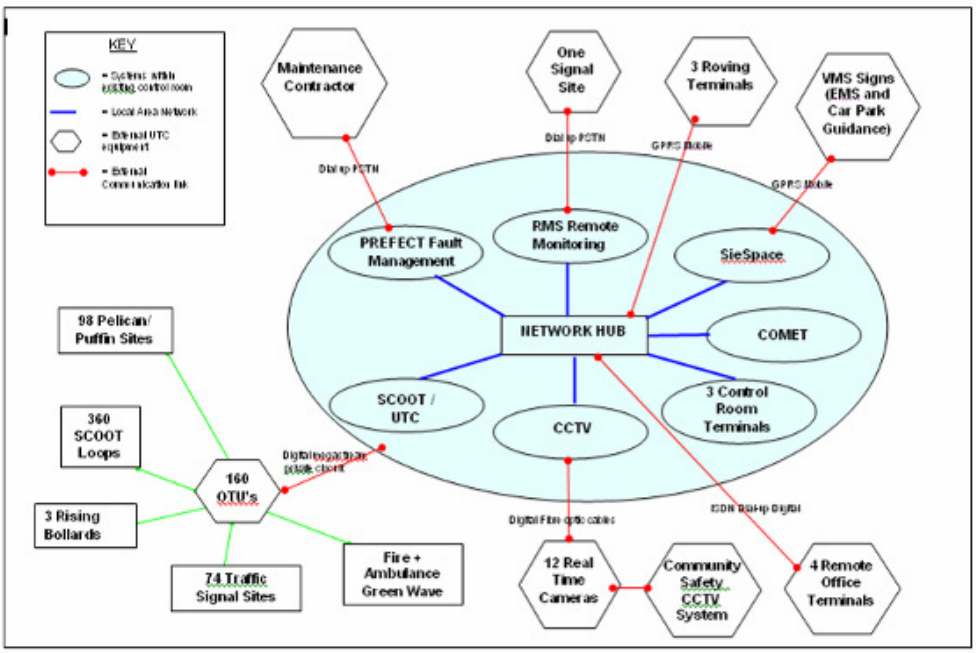
6.1.8 Bus corridors that now have RTPI enabled buses are Spring Bank, Spring Bank West, Willerby Road, Cottingham Road, and Beverley Road. The system also enables Council and bus operator managers to better monitor service performance and also help to identify and provide valuable statistical information to highlight those locations that experience the most severe congestion, aiding better management of the network.

6.1.9 **CCTV Monitoring**: There are currently 17 CCTV camera's used by HCC for traffic monitoring (12 are in the Hull urban area, and 5 are at Trunk Road locations and funded by the HA). The Council has agreed to convert 15 of these cameras to the Myratech system used by Citysafe (the Council organisation that manages the wider CCTV network). The Citysafe CCTV system consists of 312 cameras at present plus the additional 15 ITS cameras will bring the total number to 327.

6.1.10 **SMS Text Messaging**: In August 2005, the City Council introduced a service that allows members of the public to receive scheduled bus information in the form of SMS text message using their mobile phones. This service has been developed as part of the City of York Council Partnership and is a component of the national system. Each stop in Hull has a unique reference number and by sending that number to 64422 the caller can receive details of the next five scheduled departures from that stop. As bus routes serving those stops become RTPI enabled, real time information will become available.

6.1.11 Figure 6.1 below illustrates the existing ITS System Architecture and how it relates to Network Management.

Figure 6.1 – ITS System Architecture



6.2 Asset Management

6.2.1 The recent restructuring of the Council's Streetscene Services department has seen the creation of a specific Asset Management Section. The main focus of the section is to concentrate on developing appropriate mechanisms and processes to ensure the Council's highway asset is managed effectively and in accordance with the recently published CIPFA guidance. The role of the team is to help determine future holistic city-wide work programmes and to work with the Traffic Manager to provide information concerning the state of the network to enable the effective management of the whole network. It is anticipated that the current vacant posts within this section will be filled as soon as possible.

6.2.2 The Council is currently progressing two specific work streams relating to the provision of an Asset Management computer system which will enable all the Asset Management requirements of the Council to be met. The first work stream is looking at a Council wide system (Enterprise Asset Management) whilst the second is specifically being tailored to the requirements of Streetscene. Both systems will need to be able to be integrated with existing Council systems, where necessary, and where required the number of existing systems will be rationalised. As part of the process Streetscene has already reviewed its own existing data capture, monitoring and analysis systems in order to identify weaknesses which the new system will need to overcome. It is expected that the final asset management system will help to develop a more effective and versatile monitoring regime that can be utilised to enable detailed 'whole life analysis' to be undertaken automatically and which can be utilised to progress the next stages in the further development of the Council's Transport Asset Management Plan (TAMP).

6.3 Car Parking and Civil Parking Enforcement

6.3.1 Like most major cities, car parking is a key issue within Hull particularly within the City Centre and commuter areas around the City Centre. The Council has taken significant steps towards introducing Controlled Parking Zones (CPZ) around the City Centre to restrict commuter parking and encourage use of more sustainable travel modes. CPZ have also been installed in areas around the KC stadium and the University (Cottingham Road).

6.3.2 The Council is reviewing the supply of car parking spaces, in consultation with relevant stakeholders, to achieve a closer equilibrium between supply and demand, taking into account predicted future need and demand management. HCC has introduced Civil Parking Enforcement (CPE), with the enforcement currently contracted to Vinci Park Services UK Ltd. The intention is to manage congestion better by more effective enforcement of parking restrictions in key areas.

6.3.3 HCC has introduced innovative and effective methods of paying for parking, eg. increasing flexibility and choice for drivers using City Centre car parks. The Council's Car Parking Strategy balances its sustainable transport objectives by focusing on reducing the number of commuters using their cars, preventing congestion in key areas and improving safety at sensitive locations such as school sites.

6.3.4 The Council has used CPZ, restricting the supply of car parking spaces to help mitigate the effects of indiscriminate parking on residents. The introduction of variable message signs showing parking availability in the City Centre is helping to inform car drivers and reduce unnecessary internal trips.

6.4 Buses

6.4.1 Almost everyone in Hull lives within a 10 minute walk of a bus service with a frequency greater than 1 each hour. Given the comparatively low rate of car ownership amongst households in Hull (56% compared to the national average of 73%), bus transport is particularly important for many people who don't own a car. They can experience severe difficulties in accessing essential services such as health care and shops and the bus therefore provides a vital link. A lack of information on available bus services, the wrong perception of the relative time / costs of bus and car journeys and a poor interface at bus stops can be deterrents for many people who may otherwise consider using a bus. Addressing these issues shapes the Council's future spending plans.

6.4.2 One of the greatest concerns of bus passengers is punctuality and the variability of journey times. The main problems and issues affecting bus operation in the City are discussed briefly below.

6.4.3 **Bus Delay Points**: Extensive research shows that passengers value consistent punctuality above any other aspect of bus travel. They do not like to wait at bus stops uncertain whether or not the bus will arrive on time. It is not enough for most buses to be punctual because even a small number of unpunctual buses can erode passengers' confidence in the system. Once on the bus, passengers want a journey time that compares favourably with the time for the same journey by car. Discussions with the bus operators have identified locations where buses experience significant delays at certain times of the day, including places within the quality corridors and on the Paragon Interchange entry and exit loop. These delay points appear to be the major cause of inconsistency in bus punctuality. Work carried out in developing the Council's recent Bus Strategy identified the main delay points in detail. The Council has entered into a Punctuality Improvement Partnership (PIP) with the operators to improve service reliability.

6.4.4 Some of the bus lanes and other priorities are less effective because other motorists use them. Inevitably this delays buses. Furthermore, motorists who see others illegally using

bus lanes unpunished will be tempted to follow suit. Technology exists to enable automatic enforcement and this is covered in more detail as part of the Bus Strategy.

6.4.5 Some bus delay points have been removed as part of the LTP2 Integrated Transport programme and the improvements to bus infrastructure carried out as part of LTP2 will further improve the reliability of journey times. The Council and the operators jointly monitor bus punctuality to identify delay points and to measure progress against the LTP5 performance indicator set by the government.

6.4.6 People living within the East Riding of Yorkshire, close to the boundary with Hull, look to the City for their bus services. Public transport is provided across the boundary and the Council works closely with the East Riding of Yorkshire Council and the bus and rail companies to help ensure that public transport offers a viable alternative to the car for these journeys.

6.4.7 The Council's Bus Strategy addresses the problems and issues identified above and aims to increase bus use across the city. The headline objectives of the Bus Strategy are:

- To ensure that good levels of accessibility, especially by public transport, are integrated with planned changes to the City in the health, housing, education and employment sectors;
- To maintain and improve road safety on the City's roads;
- To help facilitate regeneration of the City and expansion of the port in a sustainable manner; and
- To provide a healthier City through improving air quality and encouraging cycling and walking.

6.4.8 The following detailed objectives, relevant to the NMP, set the framework for the development of the bus system within Hull:

- To introduce measures to give buses priority along major corridors and at key junctions in order to reduce bus delays, improve punctuality and give buses a journey time advantage over other vehicles, especially at peak periods;
- To develop further Park and Ride facilities on the edge of the built-up area that will provide effective alternative travel opportunities into the City Centre for road users;
- To maximise the effectiveness of Paragon Interchange and develop the concept of local interchanges at key locations around the City;
- To improve the information available to current and future bus passengers to broaden knowledge of travel choices and encourage greater bus use;
- To use new technology to develop ticketing systems that reduce delays, promote integration and encourage greater bus use;
- To develop demand responsive and Community Transport solutions for those areas and times for which conventional bus services cannot be justified;
- To explore, using best practice from other areas, opportunities for brokerage services to provide effective transport solutions for people with disabilities, including the use of taxis, private hire cars and vehicles owned by Community Transport groups and charities;
- To continue to develop consultation processes to allow users of the bus network to have an input into its future direction;
- To develop workplace travel plans that include travel by bus at their heart;
- To provide through its civil enforcement powers high standards of traffic control enforcement, particularly for bus lanes, to assist the efficient movement of buses and ensure that the impact of investment in physical measures is maximised; and
- To monitor the efficiency and effectiveness of the bus network through observations, formal and informal meetings with the bus operators, meetings with stakeholder partners, the existing public consultation processes and other comments received.

6.4.9 In order to meet these objectives the Council's Bus Strategy concentrates on reducing or removing as many as possible of the corridor delay points for public transport buses. This will enable:

- Bus punctuality to improve and become more consistent;
- increased public confidence in buses;
- buses to have an advantage over private cars, particularly at peak periods;
- bus operation to be more efficient, allowing operators to provide additional journeys within the same level of resources;
- a bus network that meets the needs of City residents and visitors and enhances further regeneration of the City; and
- improves the potential to encourage greater bus patronage.

6.4.10 **Concessionary fares** - Traditionally, provision of concessionary fares for elderly and disabled people has been at the discretion of the local authority. The City Council's tradition of offering concessions stretches back to the days of municipal tram services. On 1 April 2006, the Government introduced a scheme which removed local authority discretion and gave elderly people the right to free travel on local bus services within their local authority area after 9.30 a.m. on weekdays and at weekends. From 1 April 2008, the Government extended this scheme to give people aged 60 or over and eligible disabled people free travel after 9.30 a.m. on any local bus service anywhere in England, but not on express bus services, coach services, trains and ferries.

6.4.11 **Park and ride** - Park and ride has a key role to play in removing unnecessary traffic from the City Centre, especially during peak periods. Intercepting car trips at the boundary of the city and diverting them to buses can help to reduce congestion and improve air quality. The service from the site at Priory Park has also proved invaluable at reducing traffic to special events, such as sports fixtures and concerts at the KC Stadium and Hull Fair.

6.4.12 **Bus Punctuality** – The Council recognises the importance of bus punctuality in terms of journey time reliability and as a tool to reducing congestion. The 2006/07 baseline for the LTP5 Bus Punctuality Indicator is shown in Table 6.1 below.

Table 6.1 - LTP5 (NI 178) Bus Punctuality Indicator – 2006/07 Baseline

	Baseline
% of buses starting route on time	90.4
% of buses on time at intermediate timing points	88.0
% of buses on time at non timing points	85.0
Average excess waiting time on frequent service routes (Minutes)	5

6.4.13 The Council has set up a Punctuality Improvement Partnership working group to address bus punctuality issues and is currently producing a Punctuality Improvement Plan in conjunction with the bus operators which will be looking to set the targets.

6.5 Freight

6.5.1 The effective management of freight vehicles is an important issue for the Council. Much of the road freight to and from the Port of Hull has to pass along the M62/A63/A1033 corridor or the A1079 Hull-York route. A good internal road network and good connections with the East Riding and Trunk Road networks are essential for the efficient movement of heavy goods vehicles. There are a number of key initiatives adopted by the Council to ensure this. They include:

- Working with local and regional stakeholders to try to move more freight by rail and water;
- Joining with other agencies to form a Freight Quality Partnership (FQP) to address specific freight issues, part of which is the setting up of a website giving information to freight transport and logistics companies;
- Adopting a five-year Freight Action Plan; and
- Establishing, in partnership with the Police, a network of routes suitable for abnormal loads.

6.5.2 A plan showing the major freight traffic generators and attractors in Hull is included as Appendix 3 and a plan showing current freight traffic restrictions is included as Appendix 4. Although there is currently no published formal abnormal route strategy, the Council's Bridges Section provides specific advice for abnormal loads.

6.5.3 The Hull Freight Strategy was produced in 2005 and outlines the 5-year vision for sustainable freight transport and distribution in the city. The Strategy outlines the following key issues with regard to freight transport in Hull:

- **Congestion –** As previously outlined, the A63 and specifically Castle Street represents the single largest constraint on freight movements within Hull and was universally reported by businesses as a major problem. The planned A63 improvements, highlighted in Section 6.8 are likely to ease congestion issues to an extent.
- **City Centre Delivery Issues –** No specific issues were identified, although it is recognised that as City Centre regeneration gathers pace there is more potential for delivery problems to come to the fore;
- **Strategic Routing and Signing –** There are no significant issues with regard to vehicle routing and signing into/from and around the City; although a review of the 'Ring Road' is to be undertaken in the near future.
- **Road Casualties** – The ratio of road casualties to total freight movements suggests that the A63 is generally safer than other primary routes within the city. However, the main safety issues are identified as being at Daltry Street flyover, Mytongate, Great Union Street and Mount Pleasant, Hedon Road and Southcoates Lane and Hessle Road. The Freight Strategy identified a disproportionately high number of personal injury collisions between HGV's over 7.5 tonnes that involved cycles and motorcycles;
- **Lorry Parking** – Generally satisfactory at Priory Park Lorry Park. However, there is a lack of facilities within the immediate vicinity such as a café. Extensive unauthorised LGV parking takes place on the east side of the city near the docks. A recommendation of the Strategy was to provide a new Lorry Park on the eastern side of the City on Littlefair Road;
- **Multi Modal Rail Capacity –** The Strategy outlines the urgent need for rail freight improvements. It is considered that the recently completed improvements to the freight railway line discussed in Section 6.9 respond to many of the concerns raised with regard to rail freight; and
- **Contingency Planning –** Effective contingency plans are essential for all planned major infrastructure schemes and regeneration of the City.

6.6 Moving Bridges

6.6.1 The River Hull is spanned by fourteen moving bridges, with a fifteenth proposed within the City Centre in 2009 as part of the regeneration of the East Bank. The bridges are detailed (from north to south) in Table 6.2.

Table 6.2 – Moving Bridges in Hull

Bridge	Location	Open to
Ennerdale Bridge (North)	A1033 Raich Carter Way eastbound	All road traffic
Ennerdale Bridge (South)	A1033 Raich Carter Way westbound	All road traffic
Sutton Road Bridge	Sutton Road (part of the ring road)	All road traffic
Stoneferry Bridge (North)	A1165 Ferry Lane eastbound	All road traffic
Stoneferry Bridge (South)	A1165 Ferry Lane westbound	All road traffic
River Hull Railway Bridge	High Level Railway	Railway traffic
Wilmington Bridge	Low Level Railway Cycle Track	Pedestrians & cycles
Sculcoates Bridge	Chapman Street	Road traffic not exceeding 3 tonnes mgw
Scott Street Bridge	Scott Street	Closed to all traffic
North Bridge	A165 George Street (part of orbital box)	All road traffic
Drypool Bridge	Clarence Street	All road traffic
Scale Lane Bridge	Extension of Scale Lane Staith	Proposed (for pedestrians only)
Myton Bridge	A63 Garrison Rd (part of trunk rd)	All road traffic
Millenium Bridge	Trans Pennine Trail	Pedestrians & cycles

6.6.2 When many of these bridges move to allow shipping to pass, considerable short-term highway congestion results on the adjacent road network, particularly when high-tides coincide with peak periods. Furthermore, these bridges have to be routinely closed to highway traffic regularly for maintenance and inspection. In the latter case, the Council minimises disruption caused by bridge closures by ensuring work is carried out in off-peak periods and is publicised well in advance of the closure. In the case of the Ennerdale Bridges and Stoneferry Bridges (i.e. where twin bridges are provided), the need for a road closure can be avoided by providing a contraflow mechanism.

6.6.3 Due to the priority afforded to river traffic and the tidal nature of the River Hull, the Council has negligible control over the opening of bridges for river traffic and must try to mitigate the effects wherever possible. For example, the recently implemented Variable Message Sign system is used to inform road users of bridge movements, allowing drivers to take alternative routes, reducing delays and congestion at the affected bridge itself. This system is also used during routine bridge maintenance operations.

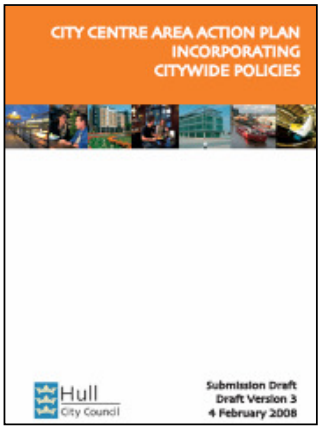
6.6.4 Further bridges are provided for pedestrians within Hull Marina, with a footbridge carrying Railway Street across the former Railway Dock, and two lock gates and a two-leaf swing bridge carrying pedestrians (and in the latter case, cyclists) across the mouth of the former Humber Dock. Movements of these bridges seldom cause delay, as there is usually an alternative route readily available.

6.7 Rail Network and Level Crossings

6.7.1 At grade level crossings can result in significant short term congestion particularly during network peak periods. LTP2 identifies the level crossing at Spring Bank West, where a key radial route in the City intersects with the Hull to Beverley line of being of principal concern. LTP2 outlines that "*considerable engineering problems face the Council in overcoming this problem but the Council will endeavour to assess opportunities to introduce grade separation at this and other level crossings in the City*". The SCOOT system has been configured to recognise when the Spring Bank West level crossing is

closed to road traffic, and implements a pre-set strategy to automatically minimise congestion on the adjacent network.

6.8 Supporting Policies and Strategies



6.8.1 **City Centre Area Action Plan** – The "*City Centre Area Action Plan Incorporating Citywide Policies*" (HCC, 2008) will form a central part of the Hull Local Development Framework (LDF), which will eventually replace the Local Plan. The document is currently at submission draft status (draft version 3) it is envisaged that the plan will be adopted in the spring of 2009.

6.8.2 The plan provides a new policy framework to encourage and guide regeneration in the city up to 2016, with the primary purpose being "*to accelerate the pace of economic growth and job creation, enabling the City Centre to play its uniquely valuable part in transforming Hull as a competitive, distinctive, sustainable and inclusive Regional City*".

6.8.3 Within this period the City Centre Area Action Plan (AAP) outlines that the City Centre can support up to 60,000m² new office floorspace, 54,000m² new retail floorspace, up to 10,000m² new leisure floorspace, three hotels (1No. 100+ bedrooms and 2No. c.50 beds) and 3,000 additional dwellings.

6.8.4 Economic development of this scale clearly has significant transport implications and the AAP recognises that "*sufficient capacity in the public realm is needed to accommodate the additional activity the City Centre's regeneration will generate*". A 'Strategic Public Realm Framework' has been developed within the AAP to ensure that additional capacity can be created which meets the whole needs of Hull. The costs of the Strategic Public Realm Framework is to be part-financed by contributions from the development that generates the need for the additional capacity. This framework has been developed with the aim of marrying economic growth objectives with effective management of the transport system.

6.8.5 **Local Strategic Partnership (LSP)** – 'One Hull' is the LSP for the City of Hull and adopts the following vision for Hull in 2020 "*Hull is a City which is living, learning, working, healthy and proud. One of the most important cities in Northern Europe, we are a gateway for global trade and the heart of a prosperous Humber sub-region*".

6.8.6 The LSP has prepared a 'Community Strategy', called 'Living, Learning and Working' for 2006 to 2011. The Community Strategy focuses on three main areas, these being:

- Jobs and prosperity;
- Education, learning and skills;
- Quality of life.

6.8.7 Although the Community Strategy has limited content directly related to transport and the management of the highway network, it is important not to isolate wider citywide improvements from their potential network management implications.

7.0 COORDINATING AND PLANNING WORKS AND KNOWN EVENTS

7.1 Co-ordinating Road and Street Works

7.1.1 Since 1991, under Section 59 of the New Roads and Street Works Act (NRSWA), the Council has had a duty to coordinate:

> "*the execution of works of all kinds (including works for road purposes and the carrying out of relevant activities) in streets for which they are responsible:*
> *(a) in the interests of safety*
> *(b) to minimise the inconvenience to persons using the street (having regard, in particular, to the needs of people with a disability)*
> *(c) to protect the structure of the street and the integrity of apparatus in it.*"

7.1.2 The NMD extends this duty further, requiring a more pro-active approach to the management of the road network and the way the Council tackles the causes of congestion and disruption.

7.1.3 It is becoming more important that the disruptive effect of any one activity should not be considered in isolation, since it is often the combined effect of a variety of activities taking place at any point on the road network that has the greatest impact on the movement of traffic.

Figure 7.1 – Major disruption within the City Centre during the St. Stephen's Development

7.1.4 Co-ordination has four elements in terms of network management:

(a) **Information**: The Council needs accurate and timely information on what is proposed and when it is happening.
(b) **Analysis**: The Council needs a means of assimilating and analysing this information.
(c) **Consideration**: The Council must consider whether any changes are required to minimise disruption before it agrees to the proposals.
(d) **Co-operation**: All parties must co-operate with the Council to achieve the minimum disruption on the network.

7.1.5 To help street authorities carry out their duty to coordinate works in the highway, the DfT produced the '*Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters'* (DfT, 2008a). The Code covers:

- the framework for co-ordination and the types of works;
- the Street Works Register;
- the Street Gazetteer and additional information about streets, such as traffic sensitivity;
- streets subject to special controls;
- classifications of and restrictions on works;
- notice requirements and validity;
- directions by the street authority (the Council);
- fixed penalty notices;
- related matters; and
- dispute resolution.

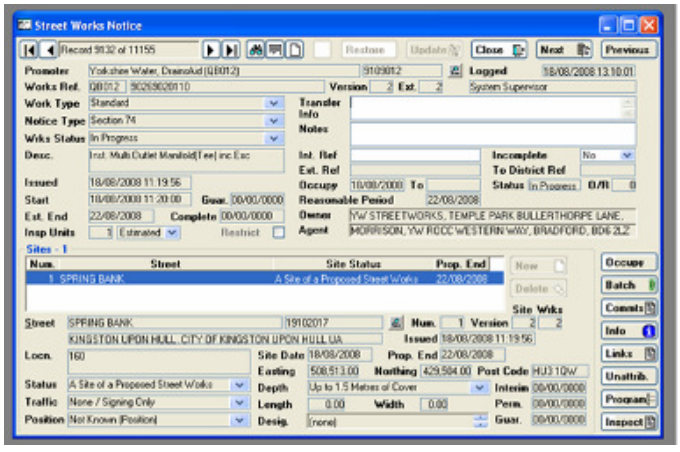
7.1.6 The Council believes that good communication is key to successful co-ordination of programmes and therefore meets quarterly with local utility companies to plan future works and review previous activities. The meetings allow the Council's Network Management Unit to identify where programme clashes may occur, where works are scheduled within Traffic Sensitive Streets, and take appropriate action. This may mean imposing working hours restrictions or directing the utility companies to change their schedules. The meetings also enable the Council to discuss the duration of individual works, challenge these where appropriate, and also to discuss the Council's own works programmes.

7.1.7 The Traffic Manager or his representative attends the quarterly meetings of the Yorkshire Highway and Utility Committee (YHAUC) and Yorkshire Traffic Managers Group (YTMG). These meetings allow the constituent authorities and utilities to discuss major schemes, to share experiences and best practice, to resolve cross-boundary or regional issues and provide general guidance.

7.2 The Noticing Process

7.2.1 The noticing process in the UK is highly regulated with detailed guidance governing the notices that companies working in the highway have to serve on the Council, the length of notice which has to be given for different types of works, the period for which the notice is valid and the time the Council has to respond to the notice. Notices are required for advance notification of major works, works on traffic sensitive streets, commencement and completion dates, and details of any interim and final reinstatements. There is a national protocol for the Electronic Transfer of Notices to the Council (EToN). EToN automatically updates the Street Works Register. An example electronic notice is shown in Figure 7.2. All major utility companies use the EToN software although a number of the smaller companies do not yet have EToN capability and submit their notices in hard copy.

Figure 7.2 – Example Electronic Notice



7.2.2 The noticing process is important in coordinating works on the highway and performs seven key functions:

- Vital component of the co-ordination process;
- Enables emergency notices and responses;
- Triggers the inspection regime;
- Basis of records for reinstatement guarantee periods;
- Location records - who has worked at a particular location;
- Facilitates charging regime; and
- Essential element of the street authority's responsibility for keeping a register.

7.2.3 Guidance from the Department for Transport on the issue of parity suggests that Authorities must lead by example, applying the same standards and approaches to their own activities as to those of others (paragraph 68 of 'Traffic Management Act 2004 Network Management Duty Guidance (DfT 2004c). This means that the Council's contractors have to comply with the Noticing system and be subject to the same restrictions and directions as utility companies. It is essential therefore that the council demonstrates parity in terms of the self notification and self inspection of works.

7.3 Traffic Sensitive Streets

7.3.1 The Council can designate certain streets as 'special' for street works purposes and the definitions and procedures are set out in the Code of Practice (DfT, 2008a).

- Protected Streets serve a specific strategic traffic need, with high and constant traffic flows and a reasonable alternative route in which undertakers can place the equipment, which would otherwise lawfully have been placed in the protected street. Protected Streets include motorways.
- Streets with Special Engineering Difficulties relates to streets or parts of streets associated with structures, or streets of extraordinary construction, where works must be carefully planned and executed to avoid damage to the street itself or the associated structure, with attendant danger to people or property. Examples of streets with special engineering difficulties include those with moving bridges, those constructed with concrete slabs or specialist surfacing materials.
- Traffic Sensitive Streets are where works are likely to be particularly disruptive to other road users and include streets with high traffic flows (especially buses and heavy goods vehicles), high pedestrian flows, streets on pre-salting routes or tourist routes or where strategic activities take place and streets within 100 metres of critical junctions. Designation does not necessarily prevent occupation during traffic sensitive times. Depending on circumstances, designation may apply to the carriageway only, or to a footway or pedestrian area only, to part of a length of street, and to certain times of day, days of the week, or days of the year. Once a designation is made it applies to all works taking place in the street. Highway authorities and undertakers should not work in the carriageway of traffic-sensitive streets at sensitive times unless there is no alternative.

7.3.2 Designation as one of the above streets allows the Council to have greater control over when and how works within the streets take place in order to avoid serious disruption. In 2007 the Council completed a comprehensive review of its Traffic Sensitive Streets Network using '*The Street Works (Registers, Notices, Directions and Designations) (England) Regulations 2007 (No. 1951) – Section 16, Designation of streets as traffic sensitive*' (Ministry of Justice, 2007). The review proposed modifications to the existing set of traffic sensitive streets and the revised set was the subject of a consultation exercise with the utility companies in March 2008. As no objections were raised by the utility companies the revised proposals came into force on the 1st April 2008.

7.3.3 Information on the Traffic Sensitive Streets Network is now held within the Council's Local Street Gazateer which is fed into the National Street Gazateer through monthly submissions.

7.3.4 The established Traffic Sensitive Streets Network enables the Council to enact:

- Directions affecting when and where an undertaker can carry out works in the street;
- Restrictions covering the time periods when the works can and cannot take place;
- Challenges to the duration of works thought to be unreasonably prolonged; and
- Fixed penalties as a sanction if an undertaker or company does not comply with the process correctly, starts work without giving the appropriate notice or where the works are prolonged unnecessarily.

7.4 Event Management

7.4.1 In addition to street works, the NMD requires Councils to co-ordinate special events that will cause disruption to traffic, such as street markets, Lord Mayor's Parade, the Race for Life, Sea Shanty Festival and Tour of England Cycle Race. The Traffic Manager designates an officer within the Network Management Unit to co-ordinate these events and to work within the Council and external agencies such as the Police to ensure that there is no conflict between street works and events. Council departments and external organisations work through the Network Management Unit so that what is happening on the network at any particular time across the whole authority area can be seen and planned in collaboration with adjacent authorities. The Council works closely with event organisers and other stakeholders to co-ordinate events and minimise disruption to traffic, businesses and residents.

7.4.2 With developments such as The Deep and The Museums Quarter, Hull is becoming increasingly popular as a tourist destination. Travellers using North Sea Ferries are also more inclined to visit some of the attractions in the city instead of just 'passing through'. This makes close liaison with events managers an increasingly important part of the network management function.

7.5 Tactical Diversion Routes for the A63

7.5.1 Tactical Diversion Routes are pre-planned road traffic routes that bypass the main Trunk Road Network and are used during full or partial closures of the A63 / A1033. They provide the ability to effectively manage the movement of traffic on local roads when the A63 route is partially or wholly unavailable.

7.5.2 The tactical diversion routes form part of the formal Detailed Local Operating Agreement (DLOA) which sets out a 'partnership working arrangement' between the Highways Agency (HA) and the Council. The DLOA was issued in January 2008 and a scheme to review and rationalise signing on the diversion route will be implemented in early 2009.

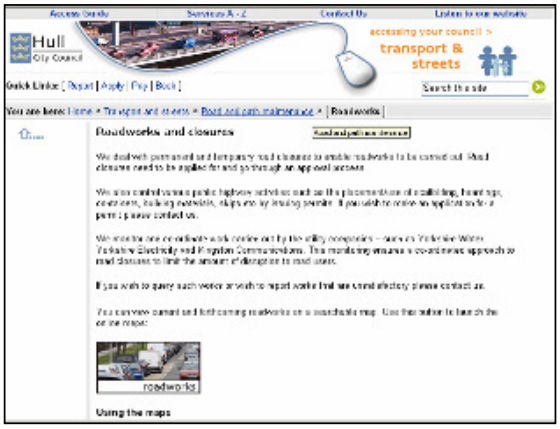
7.5.3 A recent example of how the Council considers works on the Trunk Road network is the re-programming of specified maintenance works on the A1165 Great Union Street which forms part of the city's orbital box. The works programme for the Great Union Street scheme was realigned in light of planned works on the Trunk Road at Garrison Road Roundabout to ensure that no reduction in capacity occurred on the Council's network whilst the trunk road scheme was in operation.

8.0 GATHERING INFORMATION AND CONSIDERING INFORMATION NEEDS

8.1 Streetworks Register

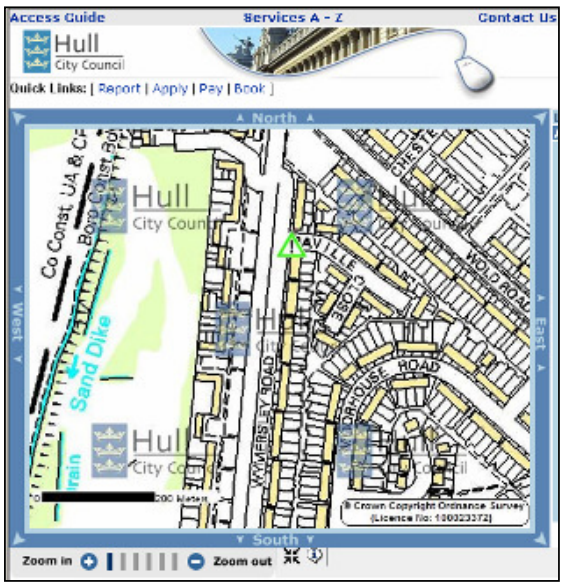
8.1.1 The Council maintains a comprehensive register of works in all streets for which it is responsible. The register is designed to provide a single source of information about on-going, or planned works by utilities and the Council.

Figure 8.1 – HCC Web page providing access to Streetworks Register



8.1.2 Similar to many highway authorities, the register is held in a computer system (CONFIRM) which contains the details of all works notices issued to the Network Management Unit, including the description and location of all works The register also includes details of every street within Hull and it's road category, details of special streets. The register is available for public inspection, free of charge during normal office hours and the Council also publishes an extract from the register on its website for public information.

Figure 8.2 – HCC Web page showing Map-Based Street Works Register



8.1.3 The Council uses the register as its primary tool for coordination and disseminating information about current and proposed works to:

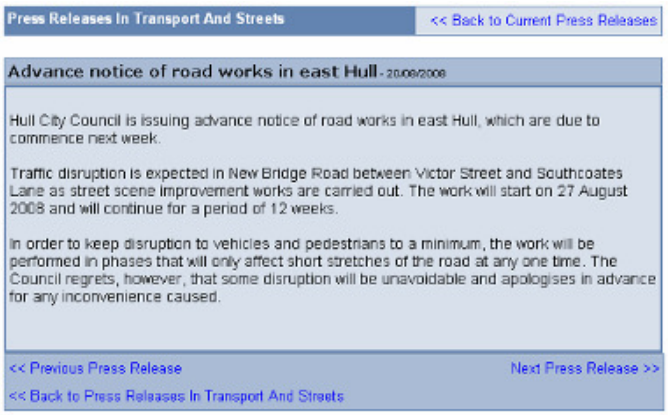
- Utility companies;
- Contractors;
- Adjoining authorities;
- Emergency services;
- Public transport operators;
- Businesses; and
- The public.

8.2 Traffic and Travel Information

8.2.1 The availability of accurate and timely information on factors affecting journey choice is crucial to keeping traffic flowing. This can include details of major events, road works, congestion, adverse weather, and serious incidents.

8.2.2 HCC publicises details of major schemes affecting the highway on its website and also in its monthly magazine Hull in Print. The Council's website has a map based search facility allowing road users to access information on current and planned road works. The Council website also has an on-line reporting facility for highway defects, facilitating effective repair where necessary to keep traffic moving.

Figure 8.3 – HCC Web page providing details of major highway works



8.2.3 Information for public transport users is available on the Council website with direct links to local public transport providers. The Council also supports the Buscall service, which provides timetable and fares information for bus services in Hull and the East Riding.

8.2.4 The network of Variable Message Signs (VMS) across the city provides real time travel information for road users and the SMS texting service provides up to date timetable information at bus stops.

8.2.5 The Council's website includes a travel information page providing direct links to external sites providing travel and transport information. The links also help inform choice over the use of sustainable modes and the page can be viewed at: http://www.hullcc.gov.uk/portal/page?_pageid=221,99352&_dad=portal&_schema=PORTAL. There is scope to develop this service further with links to some of the following web pages:

- Department for Transport;
- East Yorkshire Motor Services;
- Highways Agency;
- Hull Trains;

- National Express;
- Humberside Airport;
- Humberside Police;
- National Rail Enquires;
- Northern Rail;
- P&O North Sea Ferries;
- Stagecoach;
- Sustrans; and
- Traveline.

8.2.6 Within LTP2, the Council recognises the benefits of Real Time Passenger Information (RTPI). As RTPI systems are developed for public transport in Hull, links to these systems could also be included on the Council's 'Travel Information' webpage.

8.2.7 Each Autumn, information on winter maintenance (gritting) routes is published in Hull in Print with supporting publicity in partnership with the local news media. In adverse weather the Council works closely with local radio and the printed media to ensure that the latest information on the accessibility of routes in Hull is made available to road users to help keep them moving safely.

8.2.8 Established links with the local broadcast media allow timely provision of travel information including a conduit to facilitate the dissemination of information following a major incident on the network. The Council also has a 'stop press' system via the Call Centre to inform the public of major incidents.

8.2.9 Regular bus forums are held throughout the city and recent travel awareness events have been held at Princes Quay, North Point Centre, Hull Royal Infirmary, Hull College and Asda (Kingswood).

9.0 INCIDENT MANAGEMENT AND CONTINGENCY PLANNING

9.1 Incident Management

9.1.1 Despite the effective co-ordination of planned events, scheduled works, emergency repairs to undertakers' apparatus and highway surfacing, there will still always be unforeseen incidents that can affect the smooth flow of traffic. These can include:

- Flooding;
- traffic accidents;
- fires or collapses adjacent to the highway;
- bomb alerts; and
- severe weather, especially trees and power lines damaged by high winds and flooding.

9.1.2 The Council has no control over the location or frequency of these incidents but has contingency plans that can be introduced immediately to deal with them. The Council's Network Management Unit coordinates a response to incidents as they develop in terms of providing information to road users and also implementing strategies to manage the effects of any disruption. The media are contacted through the Council's call centre and the Council's website and network of VMS signs around the city provide up to date travel information.

9.1.3 The city's UTC system also works to minimise disruption through the management of timings at key signal junctions across the city. The planned move of the UTC control centre to the Council's CCTV control room will significantly improve the Council's incident management capability.

9.1.4 The Council is currently developing a city-wide communications strategy with Humberside Police. Quarterly meetings have been established with the Police (D Division which covers Hull) to discuss network management issues and also road casualty performance.

9.2 Emergency Planning

9.2.1 HCC is a partner with East Riding of Yorkshire Council, North East Lincolnshire Council and North Lincolnshire Council in the Humber Emergency Planning Service (HEPS) http://heps.eastriding.gov.uk/ . This arrangement recognises that the consequences of a major incident in the Humber basin can affect more than one local authority. HEPS is a key partner in planning for a major incident on the highway in the local area.

10.0 DEALING WITH TRAFFIC GROWTH

10.1 Traffic Growth within Hull

10.1.1 The Council undertakes ongoing strategic monitoring of traffic using a cordon of sites where the High Level Rail Line crosses each main radial route into the city and on the Trunk Roads. Monitoring is undertaken annually and a summary of the results of the traffic volume surveys from 2000 to 2005 is shown in Figure 10.1.

Figure 10.1 - Summary of Annual Hull Cordon Data

	2000/01	2001/02	2002/03	2003/04	2004/05
12 Hour Annual Average Weekday Cordon Flow	208,238	207,458	205,584	207,319	206,853
% Change from 2000 / 2001	n/a	–0.4%	–1.3%	–0.4%	–0.67%

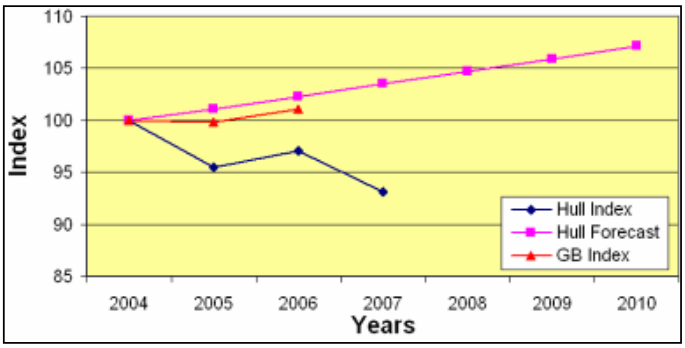
Source: Local Transport Plan – Annual Progress Report 2005

10.1.2 The results shown in Figure 10.1 indicate that in the first half of this decade traffic flows have remained generally stable. Car ownership in Hull (56% of households own a car) remains below the national average (73%) and there has been a small decrease in the total population of the city (National Statistics, 2007). One of the key factors restricting traffic growth on main roads into the city has been the increase in bus patronage, especially on these routes.

10.1.3 Changes in peak period traffic flows to the City Centre form the LTP6 indicator. The data for 2007 shows a decrease in flows of 6.9% compared to the 2004 baseline. This compares favourably to Great Britain (GB) and local indexes. Between 2004-07 traffic flows were forecast to grow by 3.5% in Hull. This represents an actual improvement on the forecast by 10.4 percentage points. Up to 2006, flows have increased nationally by 1.1% (national 2007 data was not supplied), again the actual Hull data has outperformed the GB index (by 8 percentage points). The shift to sustainable modes within the City (see Figures 10.3 & 10.4) has helped to stem growth in peak traffic flows into Hull City Centre and helped to reduce pressure both on the Council's and HA's network.

10.1.4 The above data is shown graphically in Figure 10.2. It is noted that the 2005 data for Hull is likely to have underestimated flows as North Bridge, which carries 22,000 vehicles per day (07.00-19.00), was closed for essential planned maintenance for 8 months during this period. 2004 represents the baseline.

Figure 10.2 Changes in Peak Traffic Flows to Hull City Centre (LTP6)

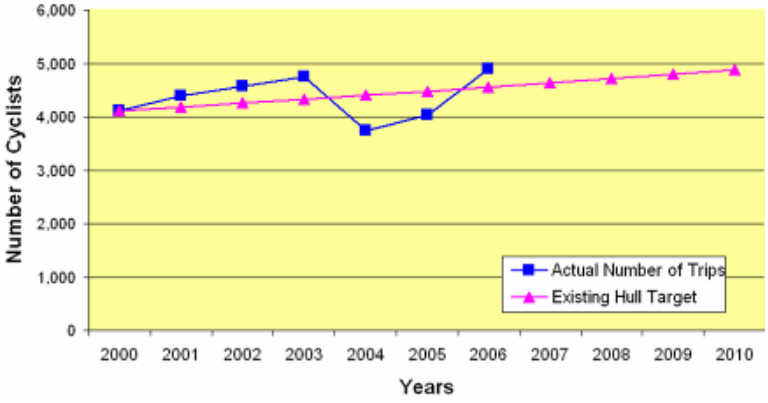


10.1.5 Hull has seen a significant growth in travel by sustainable modes which has helped to ensure that it has experienced reductions in traffic growth (see Figure 10.2) compared to increased traffic growth nationally. The Council's Car Parking Strategy has also helped

to suppress commuter trips by private car to the City Centre, assisting the continuing shift to sustainable modes.

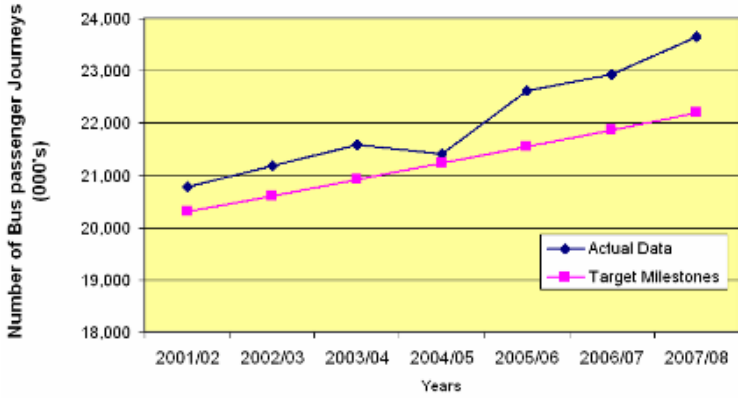
10.1.6 The River Hull Screenline (a base of automated counters) shows that the number of cycle trips in Hull has increased from an index level of 100% in the year 2000 to 119% in 2006. This is considerably above the Hull target level of 110.6% for 2006 (see Figure 10.3).

Figure 10.3 – River Hull Screenline: Number of Cycle Trips



10.1.7 Bus patronage in the City has seen significant growth between 2000/01 and 2007/08. The 2000/01 baseline figure was 20,004 bus passenger journeys (000's). By 2007/08 there had been an 18.3% increase from the baseline to 23,658 journeys (see Figure 10.4). Importantly there have been consecutive increases in passenger journeys every year from 2004/05.

Figure 10.4 – City Bus Patronage



10.1.8 The combined usage of the two Park and Ride services continues to grow and the passenger numbers over recent years is shown in Table 10.5. The two services are to be re-tendered later this year and the City Council's aim is for patronage growth to continue.

Table 10.5 - Park and Ride Patronage

Year	2004/05	2005/06	2006/07	2007/08
Passengers	411,165	433,363	530,783	532,672

10.2 Congestion Monitoring

10.2.1 The Council is keen to monitor levels of congestion at key locations across the city and is currently developing a detailed monitoring framework and methodology based upon available data and software. A meeting was held with the DfT and the Government Office for Yorkshire and the Humber (GOYH) in September 2008 to discuss the most appropriate monitoring regime. It is expected that the monitoring framework and methodology will be in place from April 2010.

10.3 Tackling Congestion

10.3.1 The Council recognises the effects of congestion within the city and sees tackling congestion as a key transport priority. This is demonstrated within Hull's LTP2 where tackling congestion forms one of four shared priorities with the Government. LTP2 states that: "*The Council will promote the development of school and workplace travel plans to reduce peak time congestion. The Council will build on the existing Park and Ride strategy by implementing additional sites to the north and east of the City. In addition, the Council will provide support to the Highways Agency to ensure a scheme for the A63 Castle Street is delivered".*

10.3.2 Much of the Council's Transport Capital Programme includes schemes that have a direct or indirect effect on congestion and the Council invested approximately £726,000 in 2006/07, and £1,250,000 in 2007/08 on schemes to better manage congestion. This investment represented approximately 16% of the overall Transport Capital Programme expenditure in 2006/07 and 37% in 2007/08.

10.3.3 A key challenge for the Council is to tackle congestion whilst also facilitating widescale regeneration programmes across the city. The Council works closely with promoters of development schemes to ensure that they are accessible for sustainable modes and include measures to mitigate congestion if necessary.

10.3.4 Section 6 demonstrates that the Council invests heavily in ITS to ensure that it has the best possible tools to manage the network. A major review of the Council's traffic signal stock is planned during 2008/09 to identify improvements, efficiency savings and any existing sites that could be removed to help reduce congestion.

10.3.5 The Council also sees effective enforcement as a primary tool in keeping key corridors flowing as efficiently as possible and introduced Decriminalised Parking Enforcement (DPE) in 2006. This was followed by the implementation of the current Civil Parking Enforcement regime in March 2008.

11.0 WORKING WITH PARTNERS AND STAKEHOLDERS

11.1 Yorkshire Traffic Managers Group

11.1.1 In April 2005, the Yorkshire Traffic Managers Group (YTMG) was established. The group consists of the majority of local authorities in Yorkshire together with the Highways Agency and it meets on a bi-monthly basis to discuss NMD issues.

11.1.2 The Group has the following Terms of Reference

- To develop a consistent approach in Yorkshire to discharging the responsibilities set out in the Traffic Management Act 2004, and in so doing, secure the expeditious movement of traffic in the region;
- To set in place mechanisms to co-ordinate cross boundary issues related to highways works, events and other disruptive circumstances; and
- To provide an effective liaison group between parties and other representative groups such as Regional Highway Authorities and Utilities Committee (RHAUC) and Yorkshire Joint Highway Authority Group.

11.1.3 In 2006/07 the group embarked on developing a generic Yorkshire Network Management Plan Framework (YNMPF) document suitable for use by all stakeholder authorities. The intension of the framework was that it clearly set out all of the requirements of the NMD as described in the TMA.

11.1.4 The group spent a significant amount of time debating the content of the document during 2006/07 and in order to formulate a defined response to specific aspects of the duty, a number of sub groups were set up to consider how best these aspects could be incorporated into the framework. The aim of the sub groups was to progress common local authority issues and share / develop good practice procedures as well as establishing methods of how best to engage stakeholders.

11.1.5 The sub groups that were set up concentrated on the following topics:

- Road Hierarchy;
- Highways Works Management (Parity with other operatives/utilities);
- Performance Indicators;
- Intelligent Transport Systems (ITS);
- Whole Authority Approach (Joint YTMG Presentations to members/ officers); and
- Consultation (Who/What/How/When).

11.1.6 Each of the sub groups generally consisted of a maximum of 7 representatives. In most cases the sub groups consisted wholly of representatives from local authorities (from the main group) but some of the sub groups contained a mixture of local authority representatives together with representatives invited from the utilities.

11.1.7 In some of the sub group discussions other stakeholders were requested to attend meetings to enable a constructive debate to be held over the respective issue which resulted in more balanced views being incorporated into the framework.

11.1.8 The YNMPF was launched towards the end of 2007 having gone through several iterations following comments from all of the YTMG stakeholders.

11.2 Key Stakeholders in Hull

11.2.1 In carrying out its NMD, the Council recognises the importance of engaging with all its partners and stakeholders as well as with the public. It does this at both regional and local level. The YTMG has recommended a list of stakeholders to be engaged by individual authorities and the Council involves these stakeholders, as appropriate, in its consultation processes. A list of the key stakeholder groups are outlined in Table 11.1.

Table 11.1 – Key Network Management Stakeholders in Hull

	Area	Stakeholder
1	General Public / Special Interest Groups	• All residents in LTA • Every driver of a vehicle, passenger or pedestrian who comes into LTA • Public Transport users • Disabled Groups • Cycling Organisations • Equestrian Organisations • Ramblers Association • Tenants/Residents Associations
2	Elected Representatives	• Elected Members • Local Area Committees • Local Strategic Partnerships (LSPs)
3	Public Sector Organisations (Road Users)	• Emergency Services. (Humberside Police, Humberside Fire and Rescue, Yorkshire Ambulance Service) • Bus operators (Stagecoach and EYMS) • Other services provided by the LTA – Refuse collection, schools etc • Other public services – Postal Service
4	Public Sector Organisations (Other Interested Groups)	• Public Utilities • Network Rail • Neighbouring Authorities • Highways Agency • Bridge Boards – Humber Bridge • Coastguard • National Health Service • British Waterways
5	Interested Private Sector Organisations	• Local Businesses (Chambers of Trade) • Taxi and Private Hire Companies • Trade Associations • Freight Transport Associations • Developers and investors • AA/RAC and other motoring organisations.

11.3 Cross-boundary Issues

11.3.1 Where the Council's roads cross into the adjacent East Riding of Yorkshire area consultation protocols have been established to ensure that works in Hull do not cause problems within the East Riding, particularly if cross-boundary diversionary routes are required. The Council is also a member of the Humber Bridge Board and recognises the strategic importance of the bridge and the need to coordinate highway activities.

11.3.2 **Regional context** - The Council is also represented on the Yorkshire Highway Authorities and Utilities Committee (YHAUC) and the Yorkshire Traffic Managers Group (YTMG). These bodies set the framework for implementation of the Network Management function in the region, seek agreement over any cross-boundary problems and provide an overview of co-ordination with utilities.These bodies report respectively to the National HAUC and the National Traffic Managers Forum, both of which are involved in government consultation and feedback on NRSWA and Network Management issues. Both the regional groups promote active co-ordination on network management duties between local authority neighbours, the Highways Agency and authorities responsible for Trunk Roads, as well as ensuring consistent policies and procedures across the region.

11.4 Ensuring Parity with Others

11.4.1 Guidance from the Department for Transport on the issue of parity suggests that Authorities must lead by example, applying the same standards and approaches to their own activities as to those of others (paragraph 68 of 'Traffic Management Act 2004 Network Management Duty Guidance (DfT 2004c). This means that the council's contractors have to comply with the Noticing system and be subject to the same restrictions and directions as utility companies. It is essential therefore that the council demonstrates parity in terms of the self notification and self inspection of works.

11.4.2 In its broadest sense, this guidance can be applied to all activities that affect the expeditious and safe movement of all traffic on the highway and would include all council activities including planning, waste collection, tree felling, etc. In order to demonstrate parity, several highway authorities are considering the need to separate their streetworks register function from that of their works promotion function.

11.4.3 Section 45 of the Traffic Management Act 2004 (TMA) amended section 53 of the New Roads and Street Works Act 1991 (NRSWA). It places a duty on street authorities to keep a register showing with respect to each street for which they are responsible such information as may be prescribed with respect to the street works, and such other descriptions of works as may be prescribed, executed or proposed to be executed in the street (an example of other works are local authority road maintenance works).

11.4.4 It is also suggested that this requirement to register council roadworks (which came into force on 1st April 2008) is included as a 'Key Parity Measure' (KPM) to demonstrate the council's performance of its NMD. (paragraph 2.11, Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters (third edition March 2008 (DfT 2008a)).

11.4.5 The Council's own works registrations can be undertaken through 'CONFIRM' and some of the larger projects are already registered in this way. Software upgrades were undertaken earlier in 2008 to allow full compliance with the TMA's requirements.

11.4.6 The Government has established the importance of the delivery of the objectives of the NMD by providing powers to the Secretary of State to intervene if a local authority is failing to properly perform the duty. Paragraph 12 of 'The Traffic Management (Guidance on Intervention Criteria) Order 2007' (DfT, 2007b) explains the context of these powers.

11.4.7 A key issue that would be considered when determining whether to intervene and to what extent the authority had regard for the Network Management Duty Guidance in performing their network management duties, is that of ensuring parity with others. The Council is therefore currently preparing a risk assessment of its parity arrangements and plans to publish a statement on 'Parity with Street Works'.

11.5 Consultation Strategy

11.5.1 The production of this NMP identified the need for more detailed, co-ordinated consultations regarding the network management function. Due to the inter-related nature of the highway networks, and the significant number of common stakeholders, a joint consultation strategy has been developed and agreed with the East Riding of Yorkshire Council.

11.5.2 The consultation strategy is described in detail in Appendix 5. It has been developed with reference to the guidance produced by the Yorkshire Traffic Managers Group (YTMG) and the Code of Practice on Consultation published by The Cabinet Office (Cabinet Office, 2004).

11.5.3 A questionnaire has been used to gather data on stakeholder perception of network management. This will facilitate benchmarking with other authorities in the region, allow

the identification of good practice and provide opportunities for comparative performance monitoring and further cross boundary working.

11.5.4 The key questions that the consultation exercise has addressed are:

- How satisfied are you with the way the highway network is managed?
- Do you consider congestion and delays on the highway network in Hull and the East Riding to be a problem?
- What do you consider are the major contributors to any congestion and delays on your local highway network?
- What measures would you support to reduce congestion and delay?
- Which highway users do you think should be given priority when taking measures to reduce congestion and delays?
- What local issues relating to the use of the highway network give you greatest concern?

11.5.5 The consultation exercise was carried out two phases. The first phase, which involved professional stakeholders, was undertaken in August 2008 and proved extremely successful with over 50 responses. Figures 11.2 to 11.6 below provide extracts from the consultation analysis and summarises the responses to the key questions.

Figure 11.2 – Satisfaction with How the Highway Network is Managed.

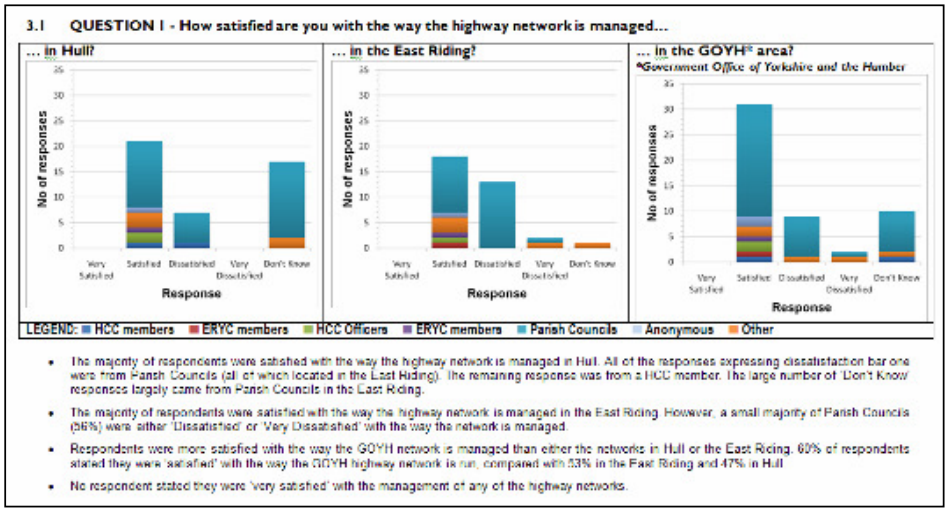


Figure 11.3 – Congestion and Delays on the Network.

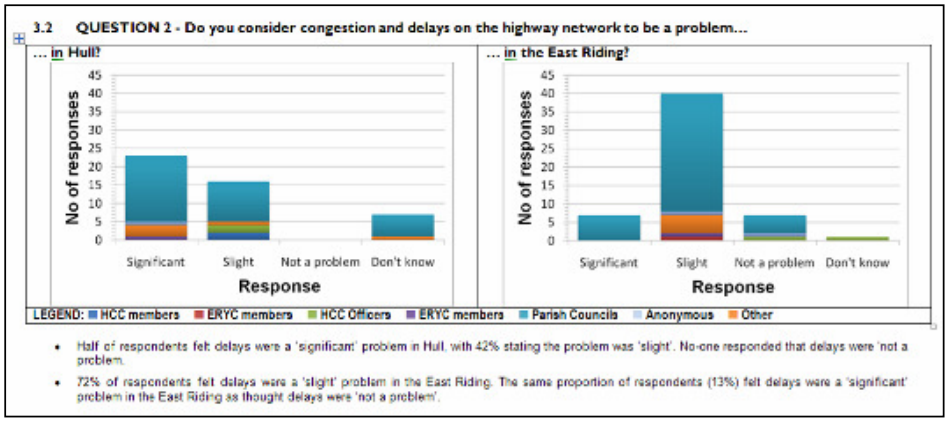


Figure 11.4 – Satisfaction with How the Highway Network is Managed.

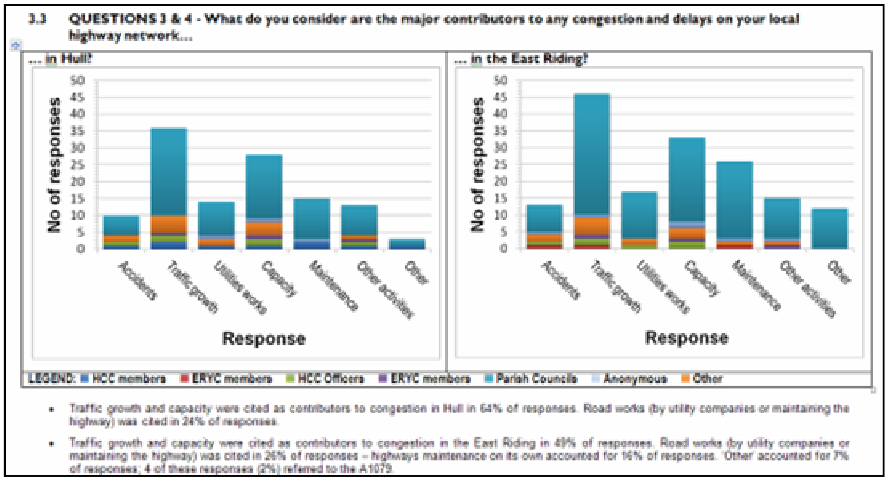


Figure 11.5 – Measures to Reduce Congestion

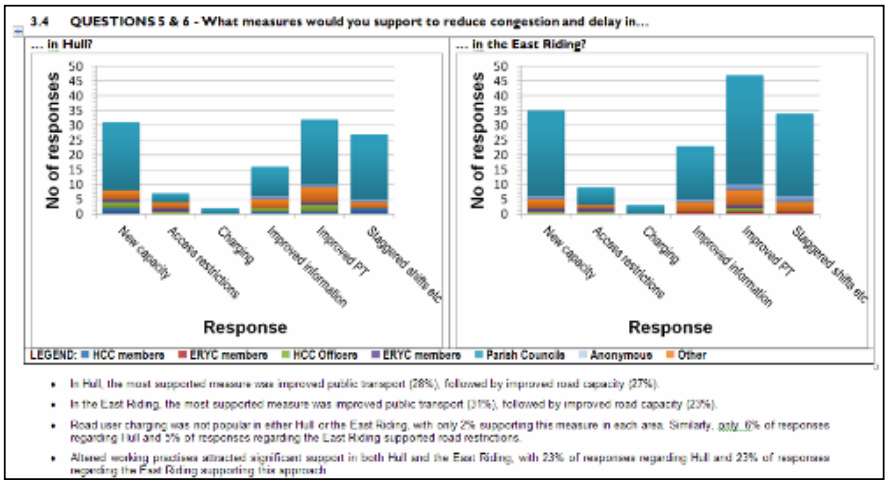
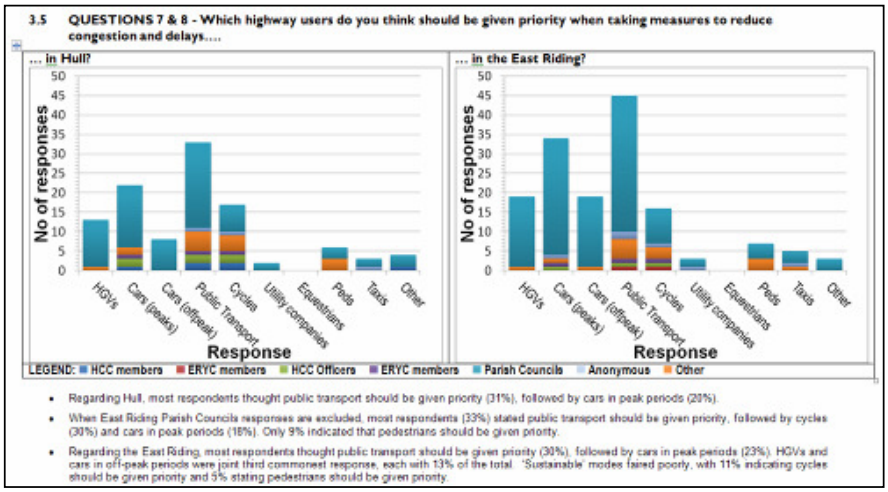


Figure 11.6 – Priority for Highway Users



11.5.6 The second phase is planned for spring / summer 2009 and will involve a wider consultation exercise with residents and the business community.

12.0 PERFORMANCE

12.1 Providing Evidence and Demonstrating Outcomes

12.1.1 This Section provides further evidence of performance by discussing the actions considered in delivering the NMD, outlining the powers and measures adopted, assessing performance against the developed YTMG scoring framework and finally setting a target for improvement. Section 3 outlined how the council fulfils the requirements of the NMD and shows how this document satisfies the 2008 LTP2 Progress Report Guidance requirements.

12.2 Actions Considered in Delivering the Network Management Duty

12.2.1 The Council has closely considered both at a strategic level and through its day to day activities what actions it should employ in the delivery of its NMD. Many examples of these are provided throughout this document and some of the key network management actions include the following:

- Implemented of new electronic web-based management system to improve the notice process and better coordinate works;
- Used technology to help manage congestion;
- Developed and are delivering a comprehensive programme of schemes and initiatives to tackle and manage congestion;
- Appointed a 'Traffic Manager' post and provided appropriate recourses for delivery of duty;
- Continued to work in partnership with key stakeholders at a regional and sub-regional level;
- Carried out an assessment of current performance;
- Commissioned the production of a comprehensive Network Management Plan;
- Provided ongoing training on the administration of street works notices and currently developing training around the use of permits;
- Implemented CPE and is considering extending enforcement to include moving traffic offences;
- Engaging the public and key stakeholders; and
- Dissemination of the council's NMD to all key staff.

12.3 Powers and Measures Used in Delivering the NMD

12.3.1 As a result of the TMA all LTA's have a number of powers and responsibilities that are incorporated into the NMD as well as measures and tools that can be used to exercise the Duty more effectively. These include:

- Increased notice periods to the authority;
- Fixed penalty notices for not providing correct information;
- Requirement that highway works are registered in the same manner as utility companies (Water, Gas etc);
- Increased restriction periods following substantial works;
- Increased charges for works that overrun; and
- Ability to specify when works can be done by day, date and time.

12.4 Performance Indicators

12.4.1 The Council is willing to develop indicators to help monitor its performance regarding the NMD, and is awaiting advice at a national level regarding the adoption of key performance indicators. The Council is also participating in a regional YTMG sub-group established specifically to consider performance indicators.

12.5 NMD Action Plan Score Sheet

12.5.1 The Yorkshire Traffic Managers Group (YTMG) has developed a self-assessment framework that enables each local authority to review the performance of its network management activities. The framework includes the allocation of scores against a series of questions to provide a comprehensive appraisal that can be compared against other authorities in the region and used as a key means of assessing its own performance.

12.5.2 The YTMG scoring assessment framework is based upon specific clauses in the TMA, thereby identifying the individual requirements of the NMD, against which each local authority is able to assess their individual performance and monitor progress. Each element of the duty is given a score ranging from 0 to 5 (0 identifying that this particular aspect of the duty has not been addressed whilst 5 demonstrates that the authority is fully compliant and it can be fully evidenced).

12.5.3 The Authority has undertaken two self assessment reviews using the YTMG scoring framework. The assessments were carried out in December 2007 and December 2008 and the individual assessments (total score including supplementary sheet) scored **68.37%** and **70.00%** respectively. Since the initial assessment was undertaken in December 2007 it can be seen that the authority has made significant improvement in meeting the requirements of the NMD, although it is clear that there are still specific areas that require further attention. The supplementary score sheet was developed by YTMG identifies other issues / policies which are not associated with specific clauses contained in the Act, but which may impact on the delivery of the NMD.

12.5.4 The framework provides a comprehensive self-assessment of the Council's approach to network management and provides a platform for improvement by informing the development of the Improvement Action Plan. The framework was used to establish a potential score for 2010 based upon the delivery of the proposed action plan and this will form the basis of the Council's Network Management target discussed in Section 12.6 below. The full assessment is included as Appendix 6 and a summary is included in Table 12.1 below.

Table 12.1 – Network Management Duty Action Plan Score

Activity	Score Dec 2007	Score Dec 2008
Considering the needs of all road users	3.14	3.20
Coordinating and planning works and known events.	2.89	3.10
Gathering information and providing information needs.	3.35	3.52
Incident management and contingency planning.	2.54	2.85
Dealing with traffic growth.	2.67	2.89
Working with all stakeholders - internal and external.	2.10	2.49
Ensuring parity with others.	1.00*	1.00*
Providing evidence to demonstrate network management.	3.00	3.00
To what extent have the authority considered and where appropriate taken action as envisaged by section 16(2)	1.60	1.60
To what extent has the authority exercised any power in support of this action?	1.50	2.00
To what extent have indicators been adopted and targets to reduce congestion been met?	1.54	2.08
Table D – Other Policies	4.33	4.00
Table G – Traffic Regulation Orders (TROs)	4.25	3.75
Table J – Seasonal Changes	5.00	3.25
Table K – Winter Service	4.54	4.67
Table P - Freight	3.89	4.11
Table Q – Making the Best Use of Technology	2.00	3.00
Table S – Regular Updates	3.50	3.50
Overall Score	**46.05**	**50.42**
Score with Supplementary Indicators	**68.37**	**70.00**
*low scores due to absence of national performance indicators		

12.6 Network Management Target

12.6.1 The establishment of national performance indicators relating to network management are still understood to be under development. It is therefore proposed to set a target using the above NMD scoring framework developed by YTMG. The target is shown below and is based upon the December 2007 score as a baseline.

> *To achieve a score of 75% or higher by 2010/11 based upon the YTMG network management duty action plan framework.*

12.6.2 Trajectory – Table 12.2 below shows the proposed trajectory for achieving the 2010/11 network management target.

Table 12.2 – Network Management Target Trajectory

	Dec 2007 Base	Dec 2008 (actual)	Dec 09 (predicted)	Dec 10 (predicted)
Score	**68.37**	**70.00**	**72.5**	**75.0**

12.7 Improvement Plan

12.7.1 The development of this NMP and the self-assessment exercise described in 12.2 has identified a number of key actions that are required to be implemented in order to improve the Council's network management activities and also help achieve the target set in 12.3. These actions are outlined in Table 12.3 and form the Network Management Improvement Plan to be delivered over the next 3 years.

Table 12.3 – Recommended Actions

Area	No	Draft Recommendations	By End
Considering Users	1	Categorise Hull's Road Hierarchy (including non-classified roads) and review annually	Dec 09
	2	Finalise the categorisation of all cross boundary roads with ERYC (in accordance with YTMG framework) – (*Linked with Action 13*)	July 09
	3	Annually review the Traffic Sensitive Streets Network	April 09
	4	Finalise all DLOA's with the HA and carry out annual review	Complete
	5	Set up protocols for consulting key stakeholders as part of all schemes (particularly DC process)	Sept 09
Coordinating & Planning Works	6	Set up protocols to establish contacts with internal and external promoters of works	July 09
	7	Produce protocol / guidance notes for event organisers and application pack / check list – (*Linked with Action 21*)	Dec 09
	8	Produce an 'Abnormal Loads Route Strategy' and review annually	April 10
	9	Ensure that a review of traffic signs and road markings are always undertaken as part of major highway maintenance schemes	July 09
	10	Develop a 'Common' permit scheme in conjunction with the other authorities in Yorkshire	August 09
Information Needs	11	Include arrangements for obtaining information about planned works and events into internal QA procedures	July 09
	12	Produce an easy to read guide for stakeholders detailing the implications / requirements of the TMA	July 09
	13	Explore electronic links between Hull City Council and ERYC for the operational management of planned and unplanned events – (*Linked with Action 2*)	Sept 09

Area	No	Draft Recommendations	By End
	14	Consider expanding existing information sources on web-site to give road users choice of travel modes – (*Linked with Action 31*)	Sept 09
	15	Consider provision of dedicated traffic and travel monitoring role	April 10
	16	Produce protocol for disseminating information to media in the event of unplanned incident on the network	July 09
	17	Develop congestion monitoring framework / methodology (using data provided by DfT) – (*Linked with Action 20*)	April 10
Contingency Planning	18	Establish Incident Management Communications Strategy	August 09
	19	Agree Tactical Diversion Routes for the A63 / A1033	Sept 09
	20	Develop Congestion Strategy identifying key nodes and links and establish intervention criteria – (*Linked with Action 17*)	April 10
Working with Stakeholders	21	Further publicise the appointment and role of the Traffic Manager – (*Linked with Action 7*)	Sept 09
	22	Produce consultation strategy (jointly with ERYC) in line with YTMG framework	Complete
	23	Carry out consultation exercises as outlined in Consultation Strategy	Spring 09
	24	Analyse consultation responses and produce report	Spring 09
	25	Develop and agree a PIP Action Plan and deliver PIP actions.	August 09
Parity	26	Carry out risk assessment to reflect the Council's position regarding its 'parity' arrangements	Complete
	27	Publish a statement on 'Parity with Street Works' based upon the YTMG Highway Works Management Sub Group guidance	Summer 09
Strategic Actions	28	Review TRO's on traffic sensitive streets	April 10
	29	Consider including section on 'Implications on NMD' on all relevant Committee and SMT Reports.	April 10
	30	Monitor and review annually the Winter Service Operational Plan	June 09
	31	Publish overall ITS strategy – (*Linked with Action 14*)	Dec 10
	32	Ensure that Parking Strategy takes account of NMD requirements	Jan 10
	33	Carry out a strategic review of all traffic signal installations	July 09
	34	Assess the impacts of major developments particularly around the City Centre using the ACCESSION software	April 10
Performance Management	35	Produce a NMP 'Annual Checklist' covering all aspects of the duty that should be reviewed on an annual basis by the Traffic Manager	June 09
	36	Annually review YTMG scoring assessment based upon progress made	Dec 09
	37	Set up 'Risk Register' based upon the Network Management Improvement Plan	Autumn 09
	38	Set up regular Network Management Progress Meetings to manage the delivery of the Improvement Plan actions	May 09
	39	Carry out an annual review of the Network Management Improvement Plan	Annually April

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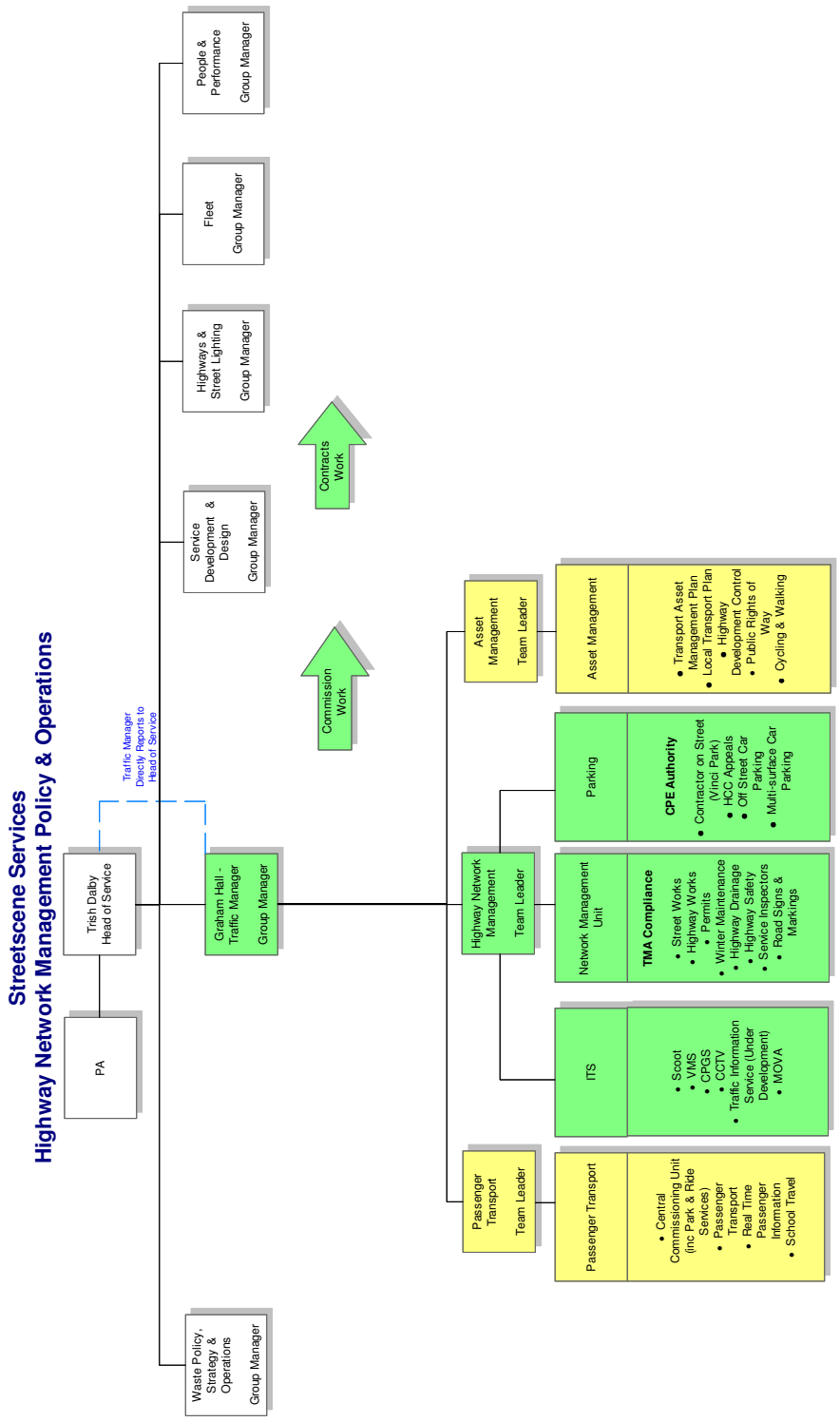
Appendix 1 – Streetscene Services Structure


Streetscene Services
Highway Network Management Policy & Operations
Trish Dalby
Head of Service
PA
Traffic Manager
Directly Reports to
Head of Service
Graham Hall -
Traffic Manager
Group Manager
People &
Performance
Group Manager
Fleet
Group Manager
Highways &
Street Lighting
Group Manager
Service
Development &
Design
Group Manager
Waste Policy,
Strategy &
Operations
Group Manager
Contracts
Work
Commission
Work
Highway Network
Management
Team Leader
Asset
Management
Team Leader
Passenger
Transport
Team Leader
Asset Management
• Transport Asset Management Plan
• Local Transport Plan
• Highway Development Control
• Public Rights of Way
• Cycling & Walking
Parking
CPE Authority
• Contractor on Street (Vinci Park)
• HCC Appeals
• Off Street Car Parking
• Multi-surface Car Parking
Network Management
Unit
TMA Compliance
• Street Works
• Highway Works
• Permits
• Winter Maintenance
• Highway Drainage
• Highway Safety
• Service Inspectors
• Road Signs & Markings
ITS
• Scoot
• VMS
• CPGS
• CCTV
• Traffic Information Service (Under Development)
• MOVA
Passenger Transport
• Central Commissioning Unit (inc Park & Ride Services)
• Passenger Transport
• Real Time Passenger Information
• School Travel

Appendix 2 – Intervention Criteria

Appendix 2 - Intervention Criteria

The Secretary of State will address five primary questions:

1. To what extent have the authority had regard for the Network Management Duty Guidance in performing their network management duties by;

    (a) considering the needs of all road users;
    (b) coordinating and planning works and known events;
    (c) gathering information and providing information needs;
    (d) incident management and contingency planning;
    (e) dealing with traffic growth;
    (f) working with all stakeholders – internal and external;
    (g) ensuring parity with others; and;
    (h) providing evidence to demonstrate network management?

2. To what extent have the authority considered and where appropriate taken action to make the most efficient use of their network and to avoid, eliminate or reduce congestion and disruption by;

(a) demonstrating actions considered and outcomes of deliberations;
(b) showing evidence of actions actually taken; and;
(c) showing evidence of other actions considered to be relevant?

3. To what extent have the authority exercised any power in support of this action by;

(a) demonstrating powers that have been considered in support of the actions taken, and;
(b) demonstrating any powers used to regulate or coordinate the uses made of any road?

4. To what extent have indicators been adopted and targets to reduce congestion been met by;

(a) having established performance indicators and targets to enable measurement of expeditious movement;
(b) having effective monitoring systems; and;
(c) providing evidence of using indicators and targets to develop plans, drive delivery and report performance?

5. To what extent do individual circumstances account for an apparent failure due to;

(a) having paid regard to other obligations, policies and objectives;
(b) the action or inaction of another authority; and/or;
(c) actions or inactions that are reasonable when compared with neighbouring authorities or authorities of a similar type?

Appendix 3 – Major Freight Generators and Attractors

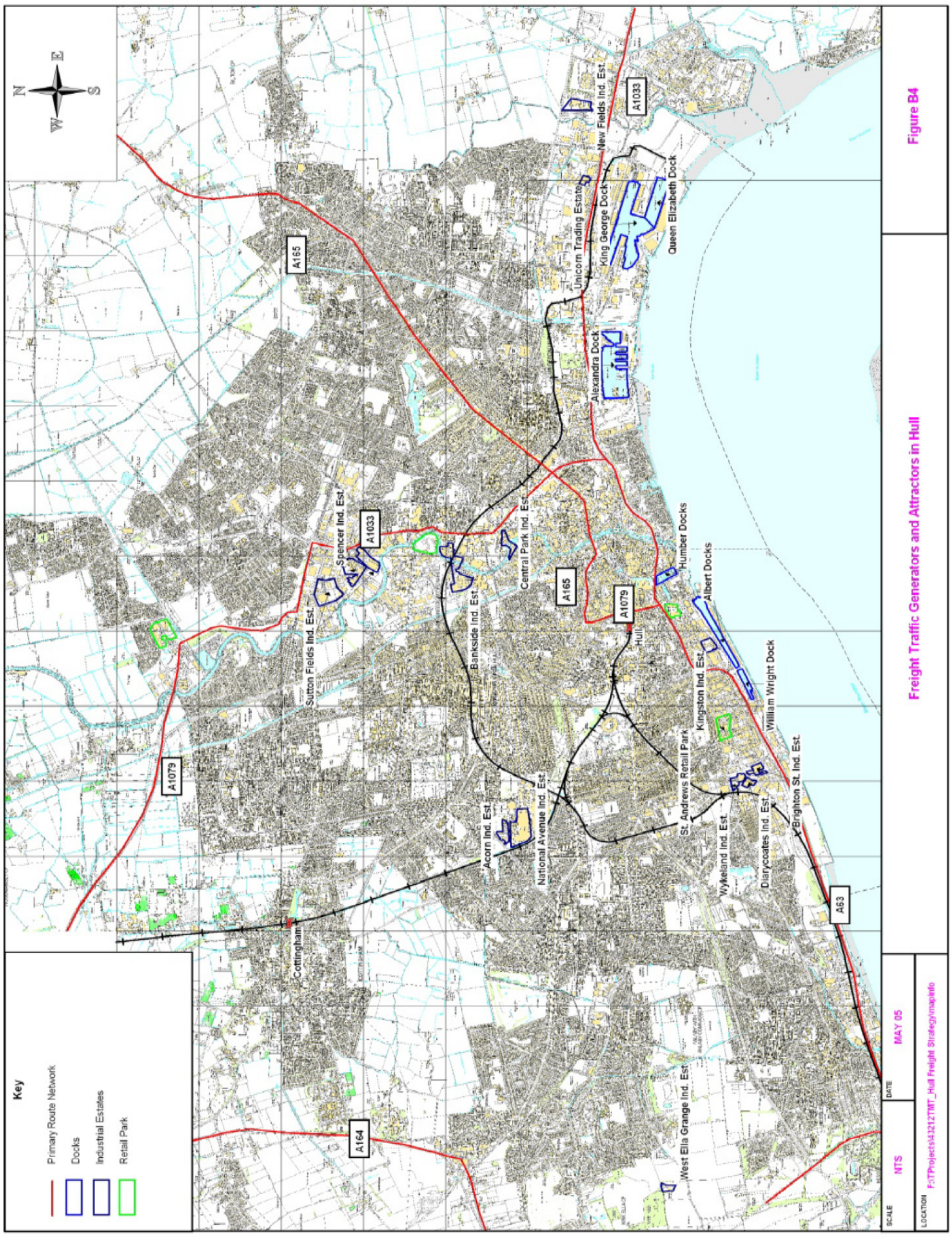
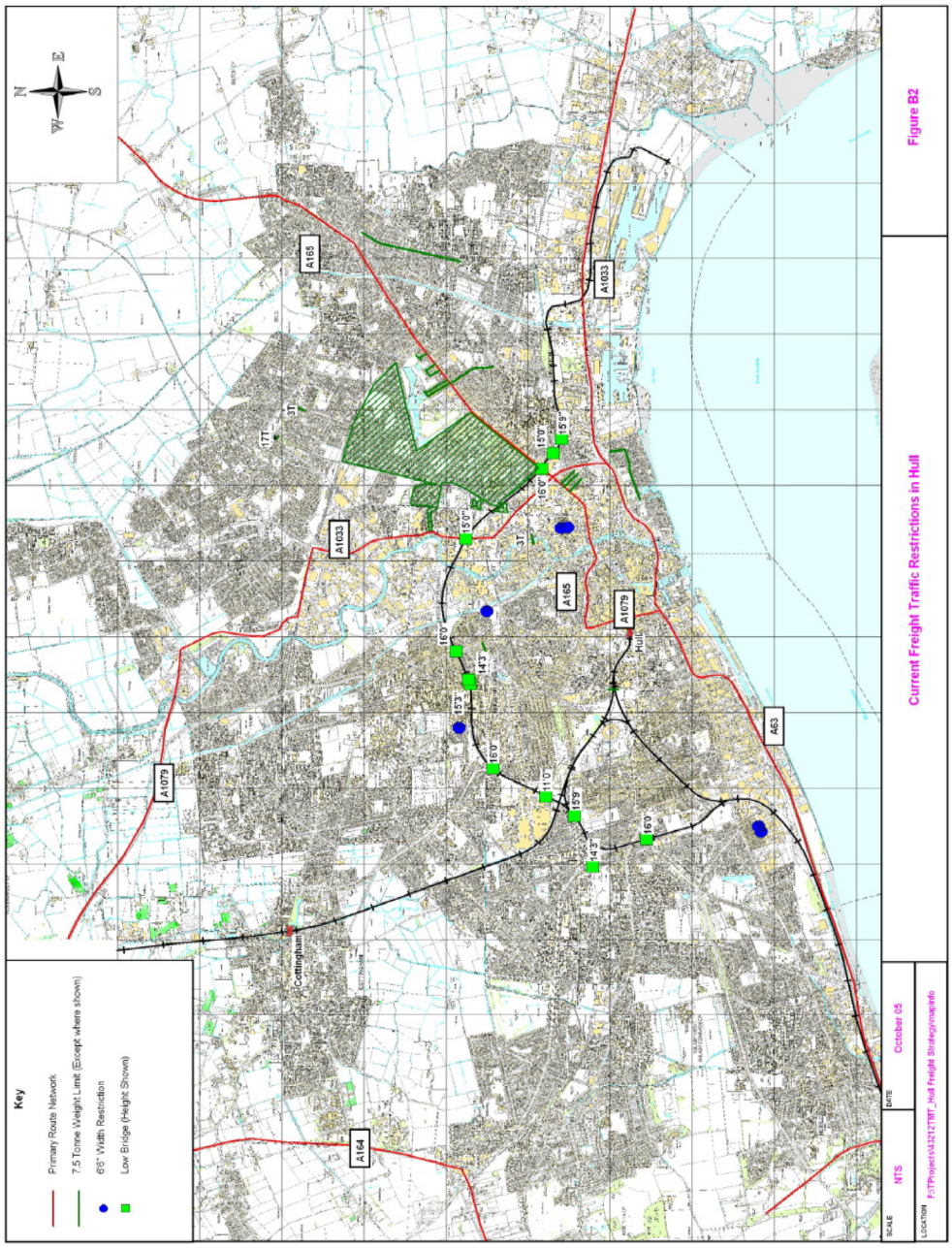


Figure B4
Freight Traffic Generators and Attractors in Hull
Key
Primary Route Network
Docks
Industrial Estates
Retail Park
SCALE NTS
DATE MAY 05
A165
A1079
A1033
A164
A63
Cottingham
Sutton Fields Ind. Est.
Spencer Ind. Est.
Bankside Ind. Est.
Central Park Ind. Est.
Acorn Ind. Est.
National Avenue Ind. Est.
St. Andrews Retail Park
Kingston Ind. Est.
Wykeland Ind. Est.
Dairycoates Ind. Est.
Brighton St. Ind. Est.
West Ella Grange Ind. Est.
William Wright Dock
Albert Docks
Humber Docks
Alexandra Dock
Unicorn Trading Estate
King George Dock
Queen Elizabeth Dock
New Fields Ind. Est.
Hull

Appendix 4 – Current Freight Traffic Restrictions


Key
Primary Route Network
7.5 Tonne Weight Limit (Except where shown)
6ft 6" Width Restriction
Low Bridge (Height Shown)
A165
A1033
A1079
A63
A164
Cottingham
Hull
Current Freight Traffic Restrictions in Hull
Figure B2
October 05
NTS

Appendix 5 – Consultation Strategy

NETWORK MANAGEMENT DUTY

Hull and East Riding of Yorkshire Councils' Joint Consultation Strategy

1. Introduction

1.1 The East Riding of Yorkshire Council and Hull City Council have a Network Management Duty (NMD) under Part 2 of the Traffic Management Act (TMA), which defines the duties to be undertaken by Local Transport Authorities (LTAs). The clauses that are particularly relevant regarding consultations are:

- Clause 58 to 60. The need to involve the Police in the consultation process.
- Clause 61 to 63. The need to involve the PTE/Bus Operators in the consultation process.
- Clause 64. The need to consult residents / businesses / road users when developing policies.
- Clause134 to 136. The need to consult appropriate stakeholders particularly during the development of strategies and processes; setting up specific focus groups (e.g. Street Users / Council Staff / Neighbouring Authorities) and publicising who is responsible for network management.

1.2 The strategy described in this document outlines the aims and objectives of this consultation and the methodology to be employed to ensure effective engagement of all stakeholders. It is proposed to undertake a joint consultation exercise in view of the close working relationship and shared key issues common to each authority.

2. Aims and Objectives

2.1 The aims of the consultation process are to:

- Identify appropriate consultees from stakeholder groups to ensure representative feedback is generated.
- Consult with appropriate stakeholders on issues identified in the Network Management Duty.
- Find out what stakeholders think about the LTA's performance in delivering its NMD.

2.2 The objectives of the consultation process are to:

- Obtain the views of the emergency services, elected members, public transport operators, local interest groups and residents on the Councils' performance in delivering its NMD.
- Identify any key failings and use them to raise standards.
- Gather data to benchmark performance against other LTAs.
- Improve public perception of the way the highway network is managed
- Satisfy the requirements of the TMA and NMD of the need to consult.

3. Suggested Methodology

3.1 Phase 1. Elected members, Professional Partners/Stakeholders

3.1.1 The Councils have agreed a list of professional partners and stakeholders who should be consulted in Phase 1 to provide a comprehensive range of perspectives. This is shown in Appendix 1. Elected Members will also be consulted at this stage. A full database of contacts is currently being developed.

3.1.2 The process will follow guidelines described in The Code of Practice on Consultation published by the Cabinet Office and local guidance produced by the Yorkshire Traffic Manager's Group (YTMG).

3.2 Phase 1 Process

3.2.1 LTP will carry out the process on behalf of both authorities. We intend to use the process described below to invite comment from as wide a range of professional partners and stakeholders, who have an interest in the operation of the networks of both authorities, as possible;

1. 11/08/08; each council tests the questionnaire with a pilot group of internal partners.
2. 18/08/08; the questionnaire is distributed to elected members, professional partners and stakeholders shown in Appendix 1.
3. 1/09/08; the closing date for return of questionnaires.
4. 10/09/08; the results are analysed in line with YTMG policy.

3.2.2 The Phase 1 questionnaire, based on that developed by YTMG, will be used to gather data on the perception of how the highway network is managed, the key issues leading to congestion of that network and suggestions for actions to help alleviate that congestion. An example of the questionnaire is shown in Appendix 2. This will allow respondents to differentiate between the two councils where necessary.

3.2.3 Organisations identified in Appendix 1 will receive a questionnaire via email or post to identify critical issues and any perceived failings.

3.3 Phase 2. Residents

3.3.1 During Winter 2008/09 the two councils will consult their own residents using the questionnaires shown in Appendices 3 and 4.

3.4 Phase 2 Process

3.4.1 We intend to explore the use of representative panels of constituents (Citizen's Panels) from whom opinion on a wide range of issues can be sought. In addition we intend to invite comment from as wide a range of network users as possible using the following methods:

1. Publish the questionnaire in our council publications (East Riding News and Hull in Print) and provide a freepost address for their return.
2. Provide an on-line facility for completing the questionnaire on both council websites.

3.5 Programme of Consultation

3.5.1 Both Phases of the consultation process will be repeated in 2010/11 to measure performance and improvement. Additional consultations to provide information on key criteria for Local Transport Plan Delivery Reports will be given priority.

3.5.2 It may be appropriate to programme consultations associated with satisfying the requirements of the Intervention Criteria so that results are available for Local Transport Plan (LTP) Delivery Reports. When prioritising consultations it is likely that these will be considered the most important.

4. Analysis of Responses

4.1.1 By utilising a broadly standard questionnaire across the Yorkshire and Humber region, there will be an opportunity to benchmark performance with other LTAs. Examples of good practice in high performing LTAs can be identified and replicated to develop good practice.

4.1.2 Output from this consultation exercise will produce a considerable amount of data and systems will be put in place to ensure best use is made of it.

4.1.3 Feedback will need to be provided to participants in consultation exercises.

4.1.4 The primary requirement is that the Councils need to be able to demonstrate that they are using their consultation processes to measure their performance and to set priorities and policies for delivering the NMD.

5. Conclusion

5.1.1 Consultation should be regarded as an ongoing process, so that performance and improvement can be measured. The output of consultation should be used to determine how stakeholders wish the highway network to be managed and the Councils will need to demonstrate how they are delivering what stakeholders want.

5.1.2 Liaison with other LTAs, particularly neighbouring authorities will give a better picture of the issues that are important and how they are being addressed across the boundaries.

5.1.3 Stakeholders will need to be informed of the results of the feedback together with details of proposed actions. The feedback process should also include details of measurable improvements in performance so that stakeholders can develop a positive perception of the service provided.

Appendices

Appendix 1 - Consultees
Appendix 2 – Example Questionnaire for Professional Partners and Stakeholders
Appendix 3 – Phase 2 East Riding of Yorkshire Council Questionnaire
Appendix 4 – Phase 2 Hull City Council Questionnaire

APPENDIX 1

LIST OF CONSULTEES

Phase 1. Professional Partners and Stakeholders

1. **Elected Members**

    a. Elected Councillors
    b. Parish/Town Councils and Local Area Committees
    c. Local Strategic Partnerships

2. **Public Sector Organisations (Road Users)**

    a. Emergency Services. (Humberside Police, Humberside Fire and Rescue, Yorkshire Ambulance Service)
    b. Bus operators (Stagecoach and EYMS)
    c. Other services provided by the LTA ,
    d. Public Utilities
    e. Network Rail
    f. Neighbouring Authorities
    g. Highways Agency
    h. Humber Bridge Board
    i. Coastguard
    j. National Health Service (Hospital Trusts and PCTs)
    k. Postal Service
    l. British Waterways

3. **Private Sector Organisations**

    a. Local Businesses (Chambers of Trade)
    b. Taxi and Private Hire Companies
    c. Freight Transport Associations
    d. AA/RAC.

4. **Representative Organisations**

    a. Disabled Groups
    b. Cycling Organisations
    c. Ramblers Association
    d. Motoring Organisations

Phase 2. Residents

a. Residents in LTA

APPENDIX 2

PHASE 1 QUESTIONNAIRE FOR PROFESSIONAL PARTNERS/STAKEHOLDERS

The East Riding of Yorkshire and Hull City Councils, in their role as Highway Authorities, have a duty under the Traffic Management Act 2004, to manage their highway network to maximise available road space and reduce disruption and delays to all highway users. The councils would like to know your views on how well you think they are performing in delivering this duty and would be interested to hear your specific areas of concern.

Q1 How satisfied are you with the way the highway network is managed?

	Very satisfied	Satisfied	Dissatisfied	Very dissatisfied	Don't know
a) On your local highway network in Hull	☐	☐	☐	☐	☐
b) On your local highway network in the East Riding of Yorkshire	☐	☐	☐	☐	☐
c) On the network in the whole Yorkshire and Humberside region	☐	☐	☐	☐	☐

Q2 Do you consider congestion and delays on the highway network to be a problem?

	Significant problem	Slight problem	Not a problem	Don't know
Hull	☐	☐	☐	☐
East Riding	☐	☐	☐	☐

Q3a What do you consider are the major contributors to any congestion and delays on your local highway network in <u>Hull</u>? Please tick the <u>three</u> that you think are the most important contributors from the list below.

Road accidents	☐	Road works maintaining the highways	☐
Increased usage/traffic growth	☐	Activities on the highway (e.g. Refuse collection, deliveries, events etc.)	☐
Works by utility companies (e.g. Gas, Electric etc.)	☐	Other, please specify below	☐
Capacity of roads and junctions	☐		

.....

Q3b What do you consider are the major contributors to any congestion and delays on your local highway network in the East Riding of Yorkshire? Please tick the three that you think are the most important contributors from the list below.

Road accidents	☐	Road works maintaining the highways	☐
Increased usage/traffic growth	☐	Activities on the highway (e.g. Refuse collection, deliveries, events etc.)	☐
Works by utility companies (e.g. Gas, Electric etc.)	☐	Other, please specify below	☐
Capacity of roads and junctions	☐		

.....

Q4a What measures would you support to reduce congestion and delay in Hull? Please tick the three most important to you from the list below.

Road improvements to increase capacity	☐	Improved information for users	☐
Road restrictions e.g. access only	☐	Improved public transport	☐
Charging for using roads	☐	Flexible working practices to reduce morning / evening peaks	☐

Q4b What measures would you support to reduce congestion and delay in the East Riding of Yorkshire? Please tick the three most important to you from the list below.

Road improvements to increase capacity	☐	Improved information for users	☐
Road restrictions e.g. access only	☐	Improved public transport	☐
Charging for using roads	☐	Flexible working practices to reduce morning / evening peaks	☐

Q5a Which highway users do you think should be given priority when taking measures to reduce congestion and delays in Hull? Please tick the three most important users from the list below.

Heavy goods vehicles	☐	Public utility companies (gas, water, electricity etc.)	☐
Cars - peak hours	☐	Equestrians	☐
Cars - off peak hours	☐	Pedestrians	☐
Public transport	☐	Taxis and private hire vehicles	☐
Cyclists	☐	Other, please specify below	☐

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Q5b **Which highway users do you think should be given priority when taking measures to reduce congestion and delays in the East Riding of Yorkshire? Please tick the three most important users from the list below.**

Heavy goods vehicles	☐	Public utility companies (gas, water, electricity etc.)	☐
Cars - peak hours	☐	Equestrians	☐
Cars - off peak hours	☐	Pedestrians	☐
Public transport	☐	Taxis and private hire vehicles	☐
Cyclists	☐	Other, please specify below	☐

.....

Q6a **What local issues relating to the use of the highway network in Hull give you greatest concern?**
This can be a specific problem, a specific location or something you would like the Council to do.
Please tell us up to three issues with the first entry being the most important to you.

Issue 1

Issue 2

Issue 3

Q6b **What local issues relating to the use of the highway network in the East Riding of Yorkshire give you greatest concern?**
This can be a specific problem, a specific location or something you would like the Council to do.
Please tell us up to three issues with the first entry being the most important to you.

Issue 1

Issue 2

Issue 3

APPENDIX 3

PHASE 2. EAST RIDING OF YORKSHIRE COUNCIL QUESTIONNAIRE.

The East Riding of Yorkshire Council, in its role as Highway Authority, has a duty under the Traffic Management Act 2004, to manage its highway network to maximise available road space and reduce disruption and delays to all highway users. The council would like to know your views on how well you think it is performing in delivering this duty and would be interested to hear your specific areas of concern.

Q1 How satisfied are you with the way the highway network is managed?

	Very satisfied	Satisfied	Dissatisfied	Very dissatisfied	Don't know
a) On your local highway network	☐	☐	☐	☐	☐
c) On the network in the whole Yorkshire and Humberside region	☐	☐	☐	☐	☐

Q2 Do you consider congestion and delays on the highway network to be a problem?

Significant problem	Slight problem	Not a problem	Don't know
☐	☐	☐	☐

Q3 What do you consider are the major contributors to any congestion and delays on your local highway network? Please tick the <u>three</u> that you think are the most important contributors from the list below.

Road accidents	☐	Road works maintaining the highways	☐
Increased usage/traffic growth	☐	Activities on the highway (e.g. Refuse collection, deliveries, events etc.)	☐
Works by utility companies (e.g. Gas, Electric etc.)	☐	Other, please specify below	☐
Capacity of roads and junctions	☐		

.....

Q4 What measures would you support to reduce congestion and delay? Please tick the <u>three</u> most important to you from the list below.

Road improvements to increase capacity	☐	Improved information for users	☐
Road restrictions e.g. access only	☐	Improved public transport	☐
Charging for using roads	☐	Flexible working practices to reduce morning / evening peaks	☐

Q5 Which highway users do you think should be given priority when taking measures to reduce congestion and delays? Please tick the <u>three</u> most important users from the list below.

Heavy goods vehicles	☐	Public utility companies (gas, water, electricity etc.)	☐
Cars - peak hours	☐	Equestrians	☐
Cars - off peak hours	☐	Pedestrians	☐
Public transport	☐	Taxis and private hire vehicles	☐
Cyclists	☐	Other, please specify below	☐

.....

Q6 What local issues relating to the use of the highway network give you greatest concern?
This can be a specific problem, a specific location or something you would like the Council to do.
Please tell us up to three issues with the first entry being the most important to you.

Issue 1

Issue 2

Issue 3

APPENDIX 4

PHASE 2 HULL CITY COUNCIL QUESTIONNAIRE.

Hull City Council, in its role as Highway Authority, has a duty under the Traffic Management Act 2004, to manage its highway network to maximise available road space and reduce disruption and delays to all highway users. The council would like to know your views on how well you think it is performing in delivering this duty and would be interested to hear your specific areas of concern.

Q1 How satisfied are you with the way the highway network is managed?

	Very satisfied	Satisfied	Dissatisfied	Very dissatisfied	Don't know
a) On your local highway network	☐	☐	☐	☐	☐
c) On the network in the whole Yorkshire and Humberside region	☐	☐	☐	☐	☐

Q2 Do you consider congestion and delays on the highway network to be a problem?

Significant problem	Slight problem	Not a problem	Don't know
☐	☐	☐	☐

Q3 What do you consider are the major contributors to any congestion and delays on your local highway network? Please tick the <u>three</u> that you think are the most important contributors from the list below.

Road accidents	☐	Road works maintaining the highways	☐
Increased usage/traffic growth	☐	Activities on the highway (e.g. Refuse collection, deliveries, events etc.)	☐
Works by utility companies (e.g. Gas, Electric etc.)	☐	Other, please specify below	☐
Capacity of roads and junctions	☐		☐

Q4 What measures would you support to reduce congestion and delay? Please tick the <u>three</u> most important to you from the list below.

Road improvements to increase capacity	☐	Improved information for users	☐
Road restrictions e.g. access only	☐	Improved public transport	☐
Charging for using roads	☐	Flexible working practices to reduce morning / evening peaks	☐

Q5 Which highway users do you think should be given priority when taking measures to reduce congestion and delays? Please tick the <u>three</u> most important users from the list below.

Heavy goods vehicles	☐	Public utility companies (gas, water, electricity etc.)	☐
Cars - peak hours	☐	Equestrians	☐
Cars - off peak hours	☐	Pedestrians	☐
Public transport	☐	Taxis and private hire vehicles	☐
Cyclists	☐	Other, please specify below	☐

.....

Q6 What local issues relating to the use of the highway network give you greatest concern?
This can be a specific problem, a specific location or something you would like the Council to do.
Please tell us up to three issues with the first entry being the most important to you.

Issue 1

Issue 2

Issue 3

Appendix 6 – Action Plan Scoring Sheet

	TOTAL SCORE	46.05%	50.42%
	Score with Supplementary Sheet (Table = Orange box)	58.71%	60.01%
3.93	**Score with Supplementary Sheet (Table = Yellow Box)**	68.37%	70.00%

SI section No	SI description and YTMG suggested Action	Dec-07	Dec-08
35	**Considering the needs of all road users. (See NMDG paragraphs 26, 51, 87-90 and 128)**	3.14	3.20
35(1)	**How do an authority manage the road space for everyone?**	4.00	4.00
35(1).1	Identify strategies for road space management found in the Local Transport Plan and other Policy documents	4	4
35(2)	**Have the authority set out a clear understanding of the problems facing the different parts of their network?**	2.20	2.20
35(2).1	Identify Stakeholders (refer to Consultation Strategy)	4	4
35(2).2	Consult stakeholders in appropriate process to identify perceived problems on the network	2	2
35(2).3	Identify potential problems facing different parts of the network	2	2
35(2).4	Clarify any ambiguities/uncertainties with groups of stakeholders	2	2
35(2).5	Record outcome of consultation processes	1	1
35(3)	**Are they aware of the needs of different road users?**	1.00	1.00
35(3).1	Consult stakeholders to identify their perceived needs (refer to Consultation Strategy)	1	1
35(3).2	Clarify any ambiguities/uncertainties with groups of stakeholders	1	1
35(3).3	Record outcome of consultation processes	1	1
35(4)	**Have they balanced policies for addressing these problems and needs?**	3.20	3.20
35(4).1	Coordinate responses to identify a balanced view of the problems and needs on the network	1	1
35(4).2	Identify potentially viable solutions to problems facing different parts of the network	4	4
35(4).3	Identify possible strategies for resolving the identified issues	4	4
35(4).4	Rank strategies and policies to address these problems and needs to ensure that they can be delivered within resources	4	4
35(4).5	Develop and approve policies to address these problems and needs	3	3
35(5)	**Have the local authority identified and grouped roads according to their location and the activities on them?**	2.89	3.44

SI section No	SI description and YTMG suggested Action	Dec-07	Dec-08
35(5).1	Set up Procedures / processes to review road classifications (in liaison with Dft) regularly.	3	3
35(5).2	Establish and agree a road hierarchy framework for use by all Yorkshire Authorities (and where relevant, their neighbours) .	3	5
35(5).3	Review designated Traffic Sensitive Street Network	3	5
35(5).4	Categorise cross boundary classified roads using the road hierarchy framework	4	4
35(5).5	Ensure the category of cross boundary roads is consistent and agreed by both parties unless the nature of the road changes at the boundary.	4	4
35(5).6	Put a plan is in place detailing how / if LA intend to categorise the remainder of their network.	3	3
35(5).7	Put procedures / processes in place to review road hierarchies regularly.	2	2
35(5).8	Consider the implications of diversion routes (DLOA's) e.g. for HA incident / event management as part of categorisation process.	2	2
35(5).9	Put procedures / processes in place to temporarily change road hierarchies as required for planned events.	2	3
35(6)	**How have the authority shown that they have balanced competing demands while continuing to manage their network efficiently?**	4.00	4.00
35(6).1	Prepare statements for inclusion in the LTP and Interim Monitoring Reports identifying how competing demands on the highway network are balanced and include in the documents.	4	4
35(7)	**In reaching decisions on competing demands, have they taken account of their policies and the particular circumstances of the part of the network being considered?**	4.00	4.00
35(7).1	Check that existing policies are not compromised and particular circumstances are considered when preparing statements referred to in 35(6).1	4	4
35(8)	**Are the authority working together with local businesses, retailers, representatives of the freight and road haulage industry, public transport operators and statutory undertakers?**	5.00	5.00
35(8).1	Discuss (and record discussions) proposed strategies and policies with stakeholders during the formulation process (as described in Consultatoin Strategy)	5	5
35(9)	**Are they developing means for ensuring economic and efficient servicing of premises and deliveries, whilst mitigating adverse problems?**	2.00	2.00
35(9).1	Set up protocols for ensuring appropriate stakeholders are consulted w.r.t. access to properties and efficient servicing of premises and deliveries particularly as part of traffic management proposals or whilst highway works are in progress	3	3
35(9).2	Set up protocols for ensuring appropriate stakeholders are consulted w.r.t. access to properties and efficient servicing of premises and deliveries as part of the Development Control process	1	1
36	**Coordinating and planning works and known events. (See NMDG paragraph 27)**	2.89	3.10

SI section No	SI description and YTMG suggested Action	Dec-07	Dec-08
36(1)	**To what extent have the authority promoted pro-active coordination of activities on the network?**	2.78	2.78
36(1).1	Set up protocols to establish contacts with internal and external promoters of works, hold scheme specific meetings.	3	3
36(1).2	Inform all internal and external promoters of works/events/activities of the need to inform the LTA where they consider their works/events/activities have an impact on traffic flow.	2	2
36(1).3	Establish electronic systems for recording planned activities on the highway to include details of location, duration, proposed traffic management, expected impact etc.	3	3
36(1).4	Make the system available for direct input from all major promoters. Have systems in place to facilitate the input of all activities from others.	2	2
36(1).5	Make electronic systems available for public interrogation.	2	2
36(1).6	Set up protocols to challenge the duration of notifiable activities, to ensure all activities are carried out with sufficient urgency.	2	2
36(1).7	Establish systems including performance indicators to demonstrate that processes and controls apply equally to all promoters of works/activities/events.	2	2
36(1).8	Establish a system to highlight specific co-ordination needs related to the potential for congestion, disruption or conflict.	5	5
36(1).9	Agree protocols for submitting information, holding and attending quarterly coordination meetings.	4	4
36(2)	**To what degree have they adopted a planned, evidence-led approach to known events?**	3.00	3.43
36(2).1	Arrange regular meetings with stakeholders to facilitate planning of key events..	3	4
36(2).2	Table proposed events at the quarterly co-ordination meeting chaired by the Local Highway Authority	4	5
36(2).3	Produce guidance notes for event organisers, and create a pro-forma of “guidance notes check list”. Produce an Events Application Form.	2	2
36(2).4	Review the effects of similar previous events.	1	2
36(2).5	Establish communications systems through the media to disseminate information.	5	5
36(2).6	Set up protocols to identify stakeholders affected by the temporary review of road hierarchy. E.g.. Implementation of temporary traffic sensitivity.	3	3
36(2).7	Determine any necessary changes to traffic management arrangements on the network to minimise disruption. E.g.. signal timings, signing, road closures and diversions, and co-ordinate with planned works.	3	3
36(3)	**Have they developed, or are they developing, contingency plans for unforeseen events?**		
	Refer to Actions in S 38		
37	**Gathering information and providing information needs. (See NMDG paragraphs 28, 100, 101, 137 and 138)**	3.35	3.52

SI section No	SI description and YTMG suggested Action	Dec-07	Dec-08
37(1)	**How effective are the arrangements the authority have in place to gather accurate information about planned works and events?**	2.80	3.00
37(1).1	Identify existing arrangements for obtaining information about planned works and events.	3	3
37(1).2	Consider if any works/events are not being identified.	4	4
37(1).3	Review effectiveness of current arrangements and consider process improvements.	2	2
37(1).4	Implement any identified improvements and record process.	0	1
37(1).5	Contribute to a regional ITS working group to develop cross boundary traffic & travel information solutions & share best practise.	5	5
37(2)	**How do the authority organise planned works and events to minimise their impact and agree or stipulate their timing to best effect?**	2.33	2.33
	Actions to 36(1)&(2) relate to this activity		
37(2).1	Set up procedures and arrangements to ensure agreed protocols are complied with.	3	3
37(2).2	Gather feedback on outcomes and use to inform ongoing development of procedures.	2	2
37(2).3	Develop electronic links with stakeholder services (including neighbouring authorities) for the operational management of planned & unplanned events.	2	2
37(3)	**Do the authority provide access on demand to information, from the authority's systems for recording and coordinating utilities' works and road works, to utility companies, contractors and adjoining authorities?**	2.67	3.67
	Actions 36(1).3-5 and 37(7)relate		
37(3).1	Investigate options for providing details of highway works on an accessible web based portal	3	5
37(3).2	Set up web based portal for interrogation to ascertain details of all highway works on the authority's network	2	3
37(3).3	Identify appropriate contacts with Utility Companies, Contractors and Adjoining Authorities and ensure they are aware how to access the database	3	3
37(4)	**Do the authority have, or aim to have, a good and timely source of travel information for road users and the community?**	2.67	2.67
37(4).1	Consider options for providing travel information with relevant stakeholders both on the Council Website and using other operators sources of information	4	4
37(4).2	Decide on optimum solutions	2	2
37(4).3	Implement optimum solutions	2	2
37(5)	**Does this allow road users to choose a different route or mode of travel or to delay or defer their proposed journey?**	4.00	4.00
37(5).1	Ensure Information sources give alternative modes of travel and identify up to date information on potential causes of delay	4	4

SI section No	SI description and YTMG suggested Action	Dec-07	Dec-08
37(6)	**Do the authority work with a variety of travel information providers and do they communicate through a wide range of channels?**	4.00	4.00
37(6).1	Ascertain all possible outlets for travel information and set up liaison protocols to ensure consistency of information.	5	5
37(6).2	Monitor the day to day operation of the highway network and provide network status information to travellers and to the authority.	3	3
37(7)	**What evidence has been provided to show how well the authority are providing information to other street authorities and meeting existing statutory obligations such as their duty to keep a street works register?**	5.00	5.00
37(7).1	Identify adjacent authorities and also those which are not immediately adjacent but may be affected.	5	5
37(7).2	Identify points of contact for cross boundary working with neighbouring authorities, including Highways Agency.	5	5
37(7).3	Nominate a single person to be responsible for maintaining the contact list and developing a cross boundary procedure.	5	5
37(7).4	Develop agree and put in place a cross boundary procedure or protocol with all neighbouring traffic authorities.	5	5
37(7).5	Verify that existing statutory obligations are being met.	5	5
38	**Incident management and contingency planning. (See NMDG paragraphs 29 and 50)**	2.54	2.85
38(1) **38(2)** **38(3)**	**Have the authority established contingency plans for dealing with situations outside the authority's control promptly and effectively, as far as is reasonably practicable?** **Have the authority provided evidence to demonstrate that they have ensured that all parties involved in making these contingency arrangements work, have been, or are, fully consulted during their development?** **Have these parties the information they need to put the plans into practice quickly?**	2.54	2.85
38.1	Put a pro forma in place for the recording of events, their impact and feedback.	1	1
38.2	Put a database of events and their consequences (based on data collected via pro formas) into operation.	2	2
38.3	Put Contingency plans for frequently occurring incidents in place. e.g. Adverse Weather Conditions	2	2
38.4	Put robust contingency plans in place for potential incidents on key routes.	1	1
38.5	Hold workshops to develop contingency plans with the stakeholders.	1	1
38.6	Disseminate information via the internet.	1	1
38.7	Develop a protocol to provide relevant information to the media.	5	5
38.8	Develop a protocol to provide relevant information to the bus operators and emergency services	5	5
38.9	Agree unplanned event communication and action protocols.	2	2

SI section No	SI description and YTMG suggested Action	Dec-07	Dec-08
38.10	Put operating agreements such as the DLOA in place.	3	5
38.11	Establish 24 hr emergency contact details and exchange them the National Traffic Control Centre (NTCC)	5	5
38.12	Establish an Emergency Severe Weather Working Group with the Police Motorway Patrol Group, other Authorities and the Regional Traffic Control Centre (RTCC) and agree arrangements to be used in the event of major motorway evacuation event.	3	5
38.13	Discuss suitable routes in the event of motorway closures and agree signing and contact details with other Authorities and the Highways Agency and implement on site.	2	2
39	**Dealing with traffic growth. (See NMDG paragraph 30)**	2.67	2.89
39(1)	**What evidence has been given to show that an authority have identified trends in traffic growth on specific routes?**	2.67	2.89
39(2)	**What policies have been put in place for managing incremental change?**		
	Have in place a Congestion Delivery Plan as part of the LTP which sets out:		
39.1	- the Congestion Strategy including targets	4	4
39.2	- the Delivery Plan	3	4
39.3	- Stakeholder engagement	4	4
39.4	- Management and governance arrangements	2	2
39.5	- any risks and how they are to be managed	1	1
39.6	- plans for dealing with congestion	2	3
39.7	- regular review and monitoring of Plan	2	2
39.8	- involvement of key stakeholders on a regular basis	5	5
39.9	- criteria for levels of intervention	1	1
40	**Working with all stakeholders - internal and external. (See the Act and NMDG paragraphs 31 to 33 and 57 to 63)**	2.10	2.49
40(1)	**What evidence is there to show that those responsible within the authority for exercising any power to regulate or coordinate the uses made of any road or part of a road in the road network are aware of, and act upon, the authority's responsibilities arising in relation to the network management duty?**	3.30	3.30
40(1).1	Appoint/name a person to be known as Traffic Manager for the authority	5	5
40(1).2	Publicise the appointment or nomination of Traffic Manager widely within the authority. For example can the information be located on the authorities intranet or has been the subject of a news item on the intranet or in a council wide newsletter.	2	2

SI section No	SI description and YTMG suggested Action	Dec-07	Dec-08
40(1).3	The Traffic Manager is actively involved in communication and liaison with other authorities, utilities and stakeholders, for example represented at YTMG, YHAUC and other stakeholder forums.	4	4
40(1).4	The Traffic Manager has undertaken presentations or produced promotional material and/or reports to promote awareness of the Traffic Management Act.	3	3
40(1).5	All Neighbouring authorities have the Traffic Managers Contact details.	5	5
40(1).6	A contact list of the relevant people to contact within each department has been made. For example the list in Table B of the YTMG Network Management Plan Framework	4	4
40(1).7	The people on the contact list have been made aware of the existence of the Traffic Management Act.	3	3
40(1).8	The people on the contact list and their staff have been made aware of the Traffic Management Act and their role in delivering the network management duty. By presentations, leaflets, seminars.	3	3
40(1).9	A system of monitoring the level of awareness of the Traffic Management Act among the relevant areas of the authority has been developed and is producing data.	1	1
40(1).10	There is continuous dialogue in place with the above mentioned contacts to investigate any pro active solutions to congestion problems	3	3
40(2)	**Do authorities that are in two-tier areas liaise with all the relevant departments in the second tier organisations whose work affects the road network?**		
	N/A for Unitary Authorities		
40(3)	**Do authorities ensure that other bodies (e.g. planning authorities) are aware of the duty and their impact on the movement of traffic?**		
	Covered in 41(1) for Unitary Authorities		
40(4)	**What evidence is there to show that the authority take actions that include consultation on initiatives, the sharing of information needed to meet the duty, processes for ensuring that policies are consistent and agreeing joint working arrangements, including particularly with the Secretary of State and Transport for London?**	1.00	2.00
40(4).1	A consultation strategy has been developed to meet the requirements of the Network Management Duty	1	5
40(4).2	Consultation has been used to identify the needs of stakeholders	1	1
40(4).3	Consultation has been used to develop policies and procedures to comply with the requirements of the Network Management Duty	1	1
40(4).4	Consultation with stakeholders has been used to measure performance in managing the highway network	1	1
40(5)	**Have the authority involved the police, statutory undertakers, Passenger Transport Executives, bus operators, the Traffic Commissioners, residents, local businesses and different road users where appropriate in decision-making processes?**	2.00	2.17

SI section No	SI description and YTMG suggested Action	Dec-07	Dec-08
40(5).1	In the absence of a Yorkshire Traffic Operations Regional Group (TORG) identify how to engage the Police in the work of the Yorkshire Traffic Managers Group.	2	4
40(5).2	Assess possible benefits of joint approaches based on police boundaries. i.e. Joint approach by West Yorkshire, South Yorkshire, Humberside and North Yorkshire authorities to respective police forces	1	1
40(5).3	Establish a list of contacts for all the possible Police departments that the Traffic Manager will liaise with.	1	1
40(5).4	Hold regular meetings with the Police to ensure their involvement in determining and implementing actions to meet the Network Management Duty.	1	1
40(5).5	Set up regular liaison meetings with PTE and Bus Operators to discuss issues and agree measures.	4	4
40(5).6	Sign up to Performance Improvement Partnership.	5	5
40(5).7	Develop and agree a PIP Action Pan	3	3
40(5).8	Deliver Agreed Programme of LTP Bus Priority Schemes	3	3
40(5).9	Deliver agreed PIP actions	1	1
40(5).10	Agree protocols with PTE's and Bus Operators for the use of journey time data to evaluate congestion.	1	1
40(5).11	Develop and agree local Performance Indicators within the PIP.	1	1
40(5).12	Agree and record other sources of appropriate performance data within the PIP.	1	1
	Refer to Consultation processes 40.4 above		
41	**Ensuring parity with others. (See NMDG paragraphs 68 and 99)**	1.00	1.00
41(1) **41(2)**	**Do the authority apply the same standards and approaches to their own activities as they do to those of others and do they provide evidence of this, particularly in relation to utilities' street works and developers' works?** **Do they use locally determined indicators and where relevant any centrally developed key performance indicators?**	1.00	1.00
41.1	Consider National Performance Indicators and identify areas which need to be addressed that are not included	1	1
41.2	Set monitoring processes and performance measurement regime whereby all appropriate relative performance can be measured.	1	1
41.3	Compare performance between different promoters and identify any lack of parity	1	1
41.4	Develop Action Plans and implement actions to address any identified lack of parity	1	1
41.5	Set up a process to regularly review the established protocols with representatives of the Utilities	1	1
42	**Providing evidence to demonstrate network management. (See NMDG paragraph 47)**	3.00	3.00

SI section No	SI description and YTMG suggested Action	Dec-07	Dec-08
42(1)	**Have the arrangements established by an authority for performing the duty been reflected in their LTP, LIP or any other interim monitoring report?**	3.00	3.00
42(1).1	Prepare report on what has been done for inclusion in the LTP Interim Monitoring Report in the appropriate format or include in the Network Management Plan	3	3
42(2)	**Do reports about the duty performed by an authority provide clear evidence to demonstrate how they manage their road network?**	3.00	3.00
42(2).1	Verify that the report refers to clear evidence to demonstrate and substantiate statements on progress in the report	3	3
43	**To what extent have the authority considered and where appropriate taken action as envisaged by section 16(2) of the act?**	1.60	1.60
43(1) **43(2)** **43(3)**	**Does the report from the authority about their performance demonstrate what action the authority have considered in order to perform the network management duty and the outcome of those deliberations?** **Have the authority shown evidence that they have taken action that they consider will contribute to securing the more efficient use of their road network or the avoidance, elimination or reduction of congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority?** **Have the authority shown evidence that they have taken any other action that they consider to be relevant?**	1.60	1.60
43.1	Consider what actions may need to be undertaken in the performance of the Network Management Duty in the YTMG Action Plan	2	2
43.2	Consider what actions may need to be undertaken in the performance of the Network Management Duty in the LA's Action Plan	2	2
43.3	Decide and implement those actions that need to be undertaken in the performance of the NMD	1	1
43.4	Identify appropriate evidence to demonstrate what actions have been undertaken	1	1
43.5	Describe progress on the consideration and implementation of the undertaking of appropriate actions in the LTP Progress Report	2	2
44	**To what extent have the authority exercised any power in support of this action?**	1.50	2.00
44(1) **44(2)**	**Does the report show what powers have been considered in support of the action taken to perform the network management duty?** **Has any power been exercised so as to regulate or coordinate the uses made of any road, or part of a road, in the road network, whether or not the power was conferred on them in their capacity as a traffic authority?**	1.50	2.00
44.1	Consider what powers may need to be exercised in the performance of the Network Management Duty	2	3
44.2	Decide and implement those powers that need to be exercised in the performance of the NMD	2	3
44.3	Describe progress on the consideration and implementation of the exercising of appropriate powers in the LTP Progress Report	1	1

SI section No	SI description and YTMG suggested Action	Dec-07	Dec-08
44.4	Describe progress on the impact of implementing powers as set out in the LTP Progress Report	1	1
45	**To what extent have indicators been adopted and targets to reduce congestion been met?**	1.54	2.08
45(1) **45(2)** **45(3)**	**Have the authority established performance indicators and relevant targets to enable them to measure expeditious movement of traffic?** **Have they established effective monitoring systems?** **Is there evidence that the authority have used such indicators, targets and systems to develop their plans, drive their delivery and report on performance?**	1.54	2.08
45.1	Develop a mechanism for measuring performance against the YTMGp 'Highway Network Management Plan Framework'	4	4
45.2	Provide advice and updates on the development of National Works Promoters' KPI's.	0	0
45.3	Consider the establishment of additional local Works Promoters' PI's	0	0
45.4	Consider the establishment of local PI's to measure the expeditious movement of traffic	0	0
45.5	Collate all Mandatory and Local PI's included in the various Local Transport Plans in Yorkshire	2	5
45.6	Update YTMGp on the National Urban Congestion Monitoring indicators	5	5
45.7	Respond to suggested PI's from other Sub Groups	2	3
45.8	Produce a reference document setting out the work of the Sub Group.	2	5
45.9	Undertake a self assessment in 2007 of performance against the YTMGp 'Highway Network Management Plan Framework'.	5	5
46	Identify any gaps in the PI's included in the Local Transport Plan by considering those used elsewhere in Yorkshire	0	0
46.1	Adopt a set of local, output based PI's which will assist in determining the effectiveness of their actions, although not necessarily of use in LTP and APR submissions.	0	0
46.2	Establish systems for the effective collection of data and monitoring of all new PI's	0	0
46.3	Provide support and advice on the outcome of Performance Monitoring	0	0

SI section No	SI description and YTMG suggested Action	Dec-07	Dec-08
D	Table D – Other Policies	4.33	4.00
D1	Existing Policies	4.50	4.50
D1.1	Existing internal policies which impact upon the Traffic Management Act and Network Management Duty have been identified.	4	4
D1.2	The requirements of the Traffic Management Act and Network Management Duty have been promoted to those with responsibility for setting the identified policies.	5	5
D2	Review New Policies	4.50	4.50
D2.1	The authority takes an active role in consultation from government on proposed legislation.	5	5
D2.2	New government legislation is reviewed and action has been taken to implement the requirements.	4	4
D3	Ensure consideration of TMA implications in all decisions	4.00	3.00
D3.1	All Formal Reports and similar documents give consideration to implications for congestion, disruption and transport policies.	4	3
G	Table G – Traffic Regulation Orders (TROs)	4.25	3.75
G1	Provide good TRO Records	4.00	4.00
G1.1	Provide a consistent and up to date database of all TROs	3	3
G1.2	Provide a GIS based database of all TROs	5	5
G2	Review of TROs	3.00	3.00
G2.1	Check the consistency of TROs on traffic sensitive routes with the traffic signing and road markings provided	3	3
G2.2	Review the TROs on traffic sensitive routes with a view to introducing any new restrictions identified, amending existing restrictions and removing any unnecessary restrictions.	3	3
G3	Maintain Signs and Road Markings	5.00	3.00
G3.1	Review existing procedures to ensure prompt and regular repair and renewal of traffic signs and road markings associated with TROs	5	3
G4	Ensure Enforcement	5.00	5.00
G4.1	Undertake a feasibility study to assess the benefits of decriminalised parking enforcement and implement if appropriate	5	5
G4.2	Work with the Police and where appropriate the local authority parking enforcement service to ensure adequate enforcement is provided on traffic sensitive routes	5	5
J	Table J – Seasonal Changes	5.00	3.25

SI section No	SI description and YTMG suggested Action	Dec-07	Dec-08
J1	Consider how seasonal changes impact upon the network	5.00	2.00
J1.1	Identify routes likely to attract additional traffic due seasonal changes (vehicular or pedestrian)	5	2
J1.2	Identify whether any additional traffic is likely to necessitate a temporary change in the routes hierarchy	5	2
J2	Mitigate the effects of the seasonal changes	5.00	4.50
J2.1	Consider a temporary revision to the Traffic Sensitivity of the route	5	5
J2.2	Publicise and discuss routes at co-ordination meetings	5	5
J2.3	Consider works programme at co-ordination meetings and programme works to avoid sensitive times of the year	5	5
J2.4	Consider traffic measures along the route (e.g. adjust traffic signals to take account of seasonal variations)	5	5
J2.5	Identify the possibility of signing alternative routes for seasonal traffic (e.g. scenic route)	5	2
J2.6	Establish communication systems with the media to disseminate information on local conditions	5	5
K	Table K – Winter Service	4.54	4.67
K1	Have in place necessary documentation	4.33	4.33
K1.1	A Winter Service Policy document is in place setting out policies and practices with regard to Winter Service	5	5
K1.2	A Winter Service Operational Plan is in place setting out what procedures and practices are adopted to provide the required service	5	5
K1.3	The effectiveness of the policies and plans are formally monitored and reviewed at least annually	3	3
K2	Coordinate with adjacent authorities & Highways Agency	4.75	5.00
K2.1	Coordination of plans and operations exist	5	5
K2.2	Coordination of activities e.g. when to grit etc exist	5	5
K2.3	Consultation and coordination of weather and other information exists	5	5
K2.4	Coordination and cooperation with media regarding planned activities and road conditions exist	4	5
P	Table P - Freight	3.89	4.11
P1	Develop a Regional Freight Strategy	3.67	4.33
P1.1	Agree with stakeholders and produce a draft framework document	5	5
P1.2	Identify and produce implementation plan	3	5

SI section No	SI description and YTMG suggested Action	Dec-07	Dec-08
P1.3	Implement Actions	3	3
P2	Develop a Lorry Routing Strategy	3.00	3.00
P2.1	Agree with stakeholders a freight routes through the district	3	3
P2.2	Sign Routes and Implement TRO's	3	3
P2.3	Publicise routes with stakeholders	3	3
P3	Establish Abnormal Load Routes	5.00	5.00
P3.1	Establish and implement with stakeholders suitable routes within and across district	5	5
Q	Table Q – Making the Best Use of Technology	2.00	3.00
Q1.1	Establish an ITS strategy that considers how available and future resources may be combined to better serve the travelling public.	1	1
Q1.5	Monitor and manage the performance of traffic control equipment including fault clearances.	3	5
S	Table S – Regular Updates	3.50	3.50
S1	Undertake regular reviews of existing infrastructure and TRO's	2.00	2.00
S1.2	A regular review of the effectiveness of traffic control signals is undertaken	3	3
S1.4	Reviews of signs, markings and street furniture are always undertaken as part of any maintenance scheme	1	1
S2	Establish systems to capture information from stakeholders.	5.00	5.00
S2.1	Systems to receive reports of network management duty issues are in place and widely publicised, for example contact number and e-mail address..	5	5
S2.2	Systems to receive direct reports from service users such as bus/taxi drivers, the police or emergency services are in place.	5	5