

London Borough of Barking and Dagenham

Draft Network Management Plan

Borough Photo – Landmark to be determined

July 2010

Foreword

This is the Council's Network Management Plan (NMP) as required under the Traffic Management Act, 2004. It was approved and supported by the Council in July 2010.

The primary aim of the Plan is to set out the Council's Network Management Duty that will implement, at a Borough level, the requirements of the Act.

Reference to policies and proposals set out here are part of a comprehensive approach to meeting the needs and aspirations of Borough residents, businesses and visitors and to comply with relevant legislation.

The NMP is another step in addressing the legacies of the past and delivering a promising future for the Borough and all of its residents, visitors and businesses.

We recognise that our highway network is a valuable asset and that it can make a vital contribution to our transformation aspirations in the future and to the environment.

The content of the Plan demonstrates our commitment to the network management and performance duty. It is also fully consistent with the other high level corporate policies and plans in place.

We will ensure that the effectiveness of this Plan will be monitored on a regular basis and that the highway network we have is fit for the purpose of connecting our people safely and easily to places and to services across the wider region now and in the future.

Annually the Plan will be reviewed by the Council and updated accordingly to ensure that it remains current and relevant.

Cllr Smith, Leader of the Council
Cllr Vincent, Lead Member for Environment and Enforcement

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Chapter 1 - Introduction

1.1 Overview and Objectives

The Traffic Management Act received Royal Assent in July 2004. This Act of Parliament requires Local Transport Authorities to enable the expeditious movement of all traffic on the road network, including motor vehicles, cyclists, pedestrians and freight traffic, having due regard to all other services offered by the Authority.

In November 2004, the Government issued the Network Management Duty Guidance, which sets out the statutory duties that must be undertaken by an Authority in order to meet the requirements of the Traffic Management Act 2004.

The key aim of the Network Management Plan is to deliver *against the Government's priorities for transport; 'tackling congestion and disruption on the highway network enabling the expeditious movement of traffic, delivering accessibility; offering improved transport choices and reliable journey times; better air quality and improved alternative transport.'*

This document contains London Borough of Barking and Dagenham's Network Management Plan. We will ensure that the effective and efficient use of the current highway network provides people with the opportunity to make informed choices regarding their mode of transport and improve accessibility for residents along with businesses and visitors.

The Council is tasked with promoting the economic, social and leisure opportunities for Barking and Dagenham whilst minimising the ever increasing congestion and disruption that would be associated with these opportunities.

The purpose of this Network Management Plan (NMP) is to draw together and define the objectives, policies and procedures associated with managing the borough highway network. It supports Barking and Dagenham's Local Implementation Plan (LIP) which sets out the strategy for transport in the borough, to support more sustainable and inclusive travel for all.

The Act also requires the Council to appoint a Traffic Manager who will monitor and oversee the delivery of a co-ordinated, planned and effective response to the network management duty across the organisation. The Council's Highway and Traffic Manager has been designated as the Traffic Manager as defined by the Traffic Management Act 2004.

The Network Management Plan will be kept under review to ensure that it accurately reflects lessons learnt changes in national and local priorities as well as future legislative changes. This document is to be reviewed and updated annually following consideration and comment by the Council and stakeholders.

1.2 The Network Management Duty and general requirements

As stated above the Traffic Management Act introduced the statutory Network Management Duty on all local traffic authorities. The ultimate aim of the Traffic Management Act is to improve the overall network performance.

This duty requires the Council:

- To manage traffic congestion and to minimise disruption on our roads, essentially making the best use of our existing roads for the benefit of all road users; and
- To work with our neighbouring Councils and highway authorities to assist them in their duty.

It is considered that this duty is consistent with the Council's aim to reduce congestion and improve public transport.

One of the key approaches to helping people to keep moving will be to make best use of the Council's existing highway network by ensuring that congestion and disruption is minimised by better planning and co-ordination of road works and street works that occur in our Borough.

The Traffic Management Act makes it clear that the Network Management Duty "is not limited to the actions of the traffic department within an Authority." However, it also states that "the duty is placed alongside all the other things that an Authority has to consider, and it does not take precedence."

The Network Management Plan therefore provides a set of policy guidelines for all services within Barking and Dagenham Council delivering any scheme that has an effect upon the highway network.

1.3 Barking and Dagenham's Network Management Plan

The Network Management Plan, is a both a long-term plan and vision to give the community our commitment to manage the expeditious movement of traffic. Barking and Dagenham Council aims to build upon and improve our existing services along with taking new actions to achieve accurate and reliable journey times across the borough and into our adjoining local authority networks.

Barking and Dagenham is an outer London borough within the Thames Gateway area, and is one of the smaller London boroughs in terms of area and population. It borders to the east the London Borough of Havering, to the west the London Borough of Newham and to the north the London borough of Redbridge. It faces, across the River Thames, the London boroughs of Bexley and Greenwich.

Barking and Dagenham is part of the Thames Gateway London sub-region, which stretches on both sides of the Thames from the City of London and Lewisham in the west across the London boundary to Thurrock and Dartford in the east.

According to the 2001 Census the population of the borough is approximately 164,000, making Barking and Dagenham the second smallest borough in terms of population in outer London.

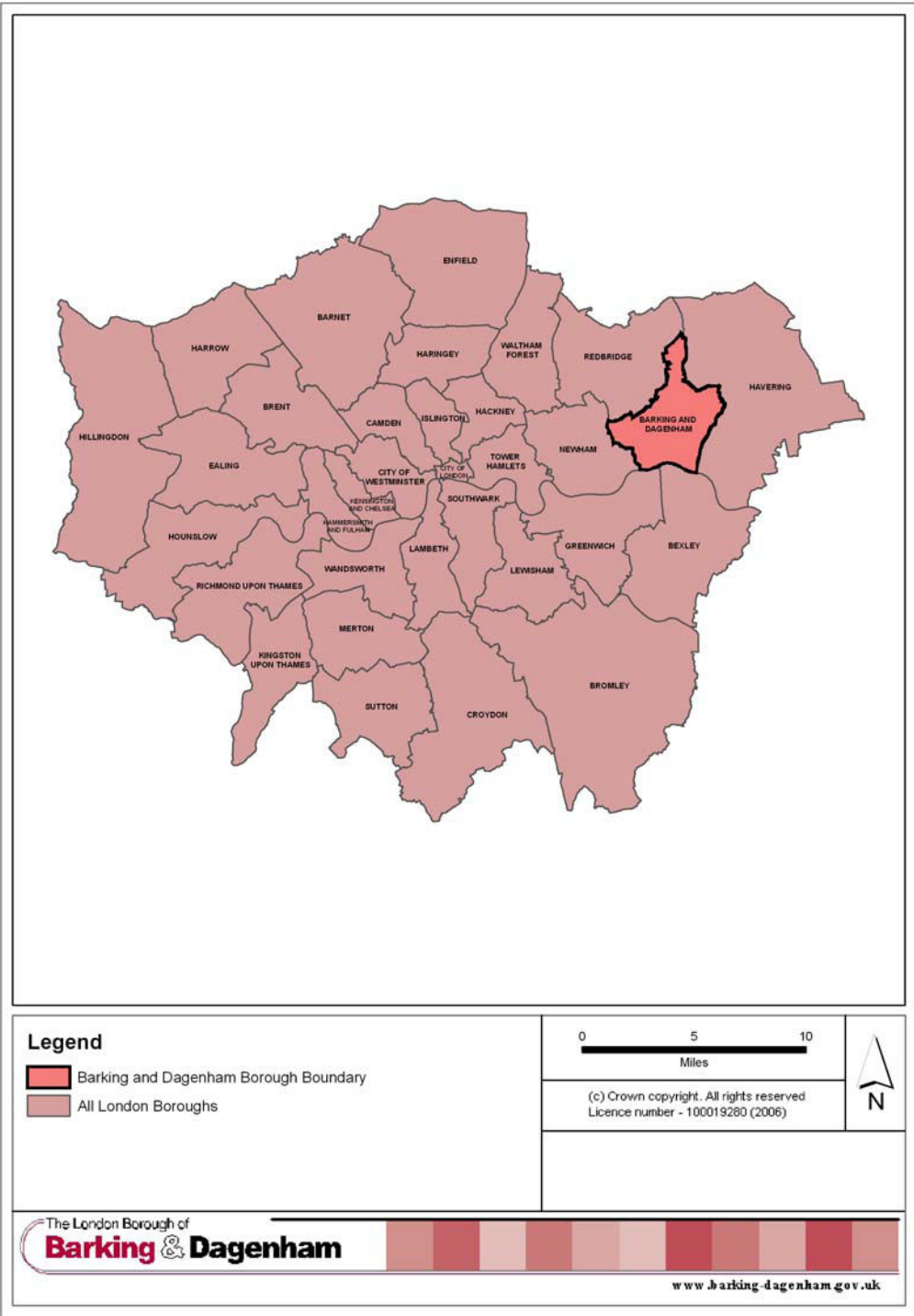


Table below shows the split of road journeys within the borough.

Mode of Transport	Proportion (%)
London Underground	15.89
Train	10.92
Bus/mini bus/coach	10.53
PTW	1.57
Car/van driver	41.00
Car/van passenger	4.35
Taxi	0.77
Bicycle	1.55
Walk	7.08
Other	0.25

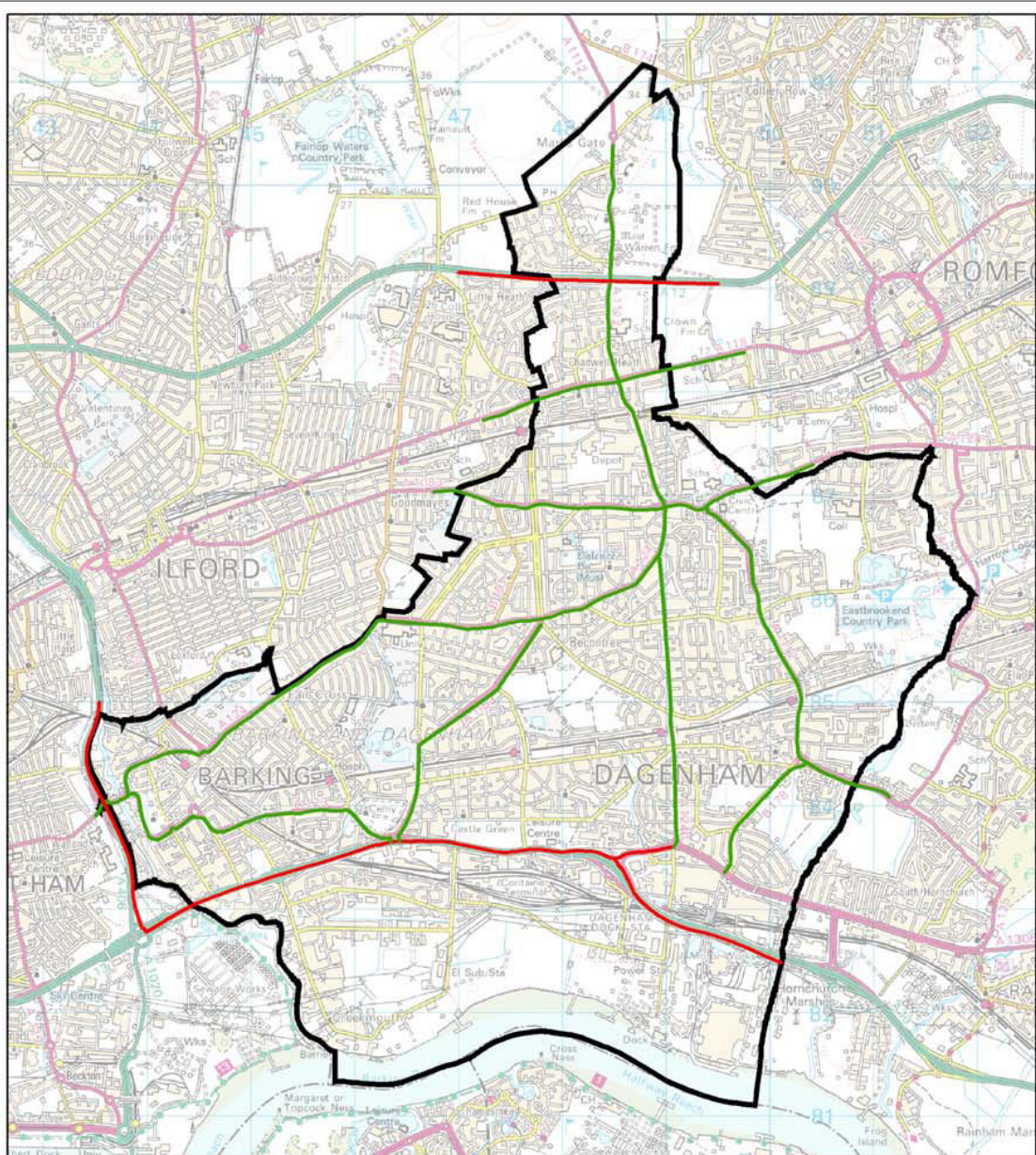
Access to the national road system is generally good, particularly via the A406, A12 and A13 major roads. The A406, A12 and A13 provide access to the M25 and then to the wider national motorway network.

There are approximately 322 km (200 miles) of roads in Barking and Dagenham. The Council is responsible for maintaining all public highways, except the A12, A406 and A13, which are Greater London Authority (GLA) roads. Main roads that are maintained by the Council are known as Borough Principal Roads, and include the A124, A118, A1153, A123, A1112 and A1083. The A12 and A406 are maintained by Transport for London (TfL) while a Design, Build, Finance and Operate (DBFO) Operator maintains the A13.

Borough Principal Roads are those on which the traffic function will continue to predominate, linking TLRN, strategic centres, and being the main bus routes. Whereas, on minor roads, there is a presumption in favour of access and amenity, particularly for residents, buses, pedestrians and cyclists.

Principal Roads within the Borough are listed below:

- A1083 Green Lane
- A1112 Dagenham Road, Rainham Road South, Rainham Road North, Whalebone Lane South, Whalebone Lane North
- A123 Abbey Road, St Paul's Road, Ripple Road
- A124 Wood Lane, Longbridge Road, Northern Relief Road, London Road, Rush Green Road
- A1240 Heathway
- B1423 Lodge Avenue, Porters Avenue
- B178 Ballards Road



Legend

-  Borough Boundary
-  TLRN
-  Borough Principal Roads

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Chapter 2 - Barking and Dagenham's Policy on Managing the Network

2.1 Demand Management

Managing demand on the road network primarily involves two processes: the day-to-day management of the network, including the co-ordination of street works; and, setting policies and making plans for managing future traffic demand levels.

The Department for Transport's network management duty guidance suggests that Local Traffic authorities should classify their road network in a way that is suitable to fulfil the duty, taking account of land-uses on the network and the road users using it.

Barking and Dagenham's integrated approach to land-use and transport planning extends into the Council's network management duty, since the classification of roads and user needs covers not only links (the transport function) but also places (the land-use function). Balancing the composition of traffic across all modes – public transport, pedestrian, cyclists, delivery traffic and general motorised traffic – is critical to traffic demand management and involves planned investment in the network.

The network management duty involves securing and facilitating the expeditious flow of traffic. To achieve this, issues that may cause congestion or disrupt traffic have to be recognised and dealt with. There are different approaches to dealing with congestion and these have varying degrees of relevance to Barking and Dagenham.

2.2 Tackling Traffic Congestion

Barking and Dagenham Council currently have procedures to monitor cycling and walking volumes at key locations across the Borough. The Borough is currently developing a plan to monitor traffic flows, types and volumes on its road network on a regular basis to allow for monitoring of the conditions to be carried out.

2.3 Barking and Dagenham's Network Management Duty in the Context of Other Council Strategies and Plans

In this section we have highlighted some of the Council's strategic policies and objectives which have direct influence on the Network Management plan. These are:

2.3.1 Barking and Dagenham's Community Strategy

This is the Council's overarching strategic policy document from which all other policies and strategies cascade, right down to the level of an individual officer's work programme. As such it should be possible to delineate a 'golden thread' from the objectives in the Community Strategy via relevant policy and management documents to specific actions on the ground.

The key policies in the Community Strategy that inform this LIP are:

- Promoting equal opportunities and celebrating diversity;
- Raising general pride in the Borough;
- Making Barking and Dagenham cleaner, greener and safer;
- Regenerating the local economy.

In this way the Community Strategy is also an integral component in realising the Mayor's Transport Strategy at the local level.

2.3.2 Local Development Framework

The council's Local Development Framework investigates the potential to expand the local population through new development on sustainable sites, such as Barking Riverside and Dagenham Heathway.

2.3.3 Local Implementation Plan

The vision for Barking and Dagenham's Local Implementation Plan (LIP) is being **translated into a series of objectives. Barking and Dagenham Council's transport policy supports the aims of the borough and reflects the priorities which people put forward during public consultation and reflected in the Community Strategy.**

The Network Management Plan, working alongside the Local Implementation Plan, fully supports these objectives and will work toward their achievement, that is:

- To increase accessibility for all to town centres, community facilities, employment opportunities and development areas, recognising that improved accessibility is more important and sustainable than just increased mobility.
- To prioritise improvements for people with poor access to public transport services; for people with a disability; and for those without access to a car – not least to promote social inclusion and equity.
- To optimise the potential of schemes to maintain and enhance regional, national and international links.
- To facilitate the regeneration of derelict, previously developed and under used land in the Borough and Thames Gateway.
- To underpin the viability and vitality of town centres.
- To ensure the need to travel by private car or lorry is minimised by promoting attractive and accessible alternatives.
- To improve the safety and security of the transport system.
- To ensure the movement of commercial goods and people are met in the most efficient way that will support regeneration and growth of the Borough's economy without compromising environmental quality.
- To reduce the pollution and nuisance created by traffic, so reducing adverse environmental impacts, contributing to the health and safety of Borough residents, meeting air quality and noise reduction objectives.
- To promote the integration of new development with transportation to reduce the need to travel and promote more sustainable patterns of land use and development.
- To support and promote public transport schemes that minimise adverse impacts on the environment, make up for deficiencies and gaps in the transport network, improve opportunities for transfer/interchange between services and otherwise promote a positive image of the Borough.
- To improve integration between transport modes and services, in particular to strengthen Barking's role as a sub regional transport hub/interchange.
- To improve integration between north - south bus routes.

2.3.4 Parking and Enforcement Plan

The Strategy sets out the approach to managing existing parking provision and enforcement and will fully interface with Council's Local Implementation Plan for future car parking provision and traffic management policy.

The principal reasons for having a Parking Strategy are to:

- Ensure that the views of residents and local businesses are taken into account and that, as far as possible, parking provision and their enforcement helps to promote their needs
- Improve road safety and ensure the free flow of traffic around the borough
- Set clear customer standards based on the above which are transparent and readily understood by everyone who lives in or visits the borough
- Ensure the provision of on and off street parking facilities is based on a thorough understanding of current and anticipated parking capacity needs
- Meet our legal obligations
- Provide a basis for future review and scrutiny of the service.

Therefore the visions of the service can be encapsulated as follows:

"To deliver a parking service that enables all residents, businesses and visitors to the Borough to access parking that suits their requirements within our capacity".

"To provide the enforcement service that allows the Council to maintain free traffic flow and protects the safety of pedestrians and road users".

Chapter 3 - Network Operations

3.1 Organisation

Part of the delivery of the Network Management Duty, the Act requires that all traffic authorities **appoint a Traffic Manager. The authority will need to exercise all of those functions that have an impact on traffic flows in a co-ordinated way but the precise duties and responsibilities of the Act form part of the remit of the Traffic Manager and the Council has a responsibility to support the Traffic Manager with adequate resources to fulfil the functions as set out in the Traffic Management Act.**

The Council has appointed a Traffic Manager with overall responsibility for ensuring Council's compliance with the statutory duties of the Traffic Management Act.

The Council has a network coordination team, a team of Inspectors and administrative staff to support the aims and objectives of the Traffic Manager. The services are being reshaped during 2010 to ensure that the requirements of the Act can be accomplished as well as supporting the introduction of the Permit Scheme for activities on the highway.

3.2 Day to day management of the network

In respect of road building there is now an accepted presumption against providing capacity solely in an attempt to relieve traffic congestion. In a city like London such capacity merely fills up again by released (and otherwise latent) demand for road space. In general, the Council's policy is the more effective use of roads we already have rather than new build to deal with congestion.

New roads are to be constructed within new development, the most significant of which is the Riverside development. However every effort is to be made to ensure that new development is sustainable and reliant on excellent and improving public transport links.

The Council will only support road improvement schemes that achieve, as appropriate:

- a) Improvements to public transport, cycling and walking conditions;
- b) Improved amenities for shoppers and residents;
- c) Improved road safety;
- d) Regeneration or improvements to the economy of the local area and wider Thames Gateway;
- e) Minimise, where possible, the impact on the local environment.

The Council will support management of the roads in the Borough within a hierarchy of TLRN (Transport for London Roads Network), principal, secondary and local/access roads while fully considering economic, social and local environmental needs. The category of the roads within the hierarchy will dictate its function and character.

Alterations to the road network and its management will be aimed at benefiting essential road users, pedestrians, cyclists, the environment, safety and accommodating necessary new development with minimum adverse impact on the transport network.

3.3 Road Safety

The safety of all road users is a paramount concern of the Council in the design and management of the Borough's highways network. In addition to the obvious consequences of accidents, collisions and accidents across the network can cause significant delays and disruption as a result of road closures, restriction of carriageway width and the resultant delays created to emergency services trying to reach the scene.

The council's Local Implementation Plan 2006-2011 included the development of a Road Safety Plan. This outlined key approaches to help reduce collision rates across the borough, including:

- Traffic Calming;
- Junction Improvements;
- Speed Limits;
- Traffic Speed Management; and
- Improvements to Signage, Visibility Lighting.

3.4 Public Transport Operation

Existing bus services in the borough are operated by a number of providers and serve numerous destinations, providing vital access for local residents to employment, education and services.

The mayor has praised the efforts of the council in ensuring bus punctuality meets required targets and this is helped by the limited amount of congestion that occurs in the borough on a day-to-day basis. All bus stops within the borough now have bus stop clearways, which allow enforcement to take place to prevent and discourage inappropriate parking and loading on these bus stop areas. This also ensures that buses can access bus stops properly allowing other vehicles to pass (where road space allows) and helping to prevent access problems that inappropriate parking may cause for elderly, sight impaired and disabled users.

Local underground and rail services pass over or under all roads within the borough, and therefore do not directly affect the movement of traffic on the road network.

3.5 Planned events

There are a number of reoccurring yearly, or more frequent, events that take place in the borough which affect the network. These include:

- Dagenham Town Show & Carnival;
- Barking & Dagenham Fun Run;
- Remembrance Day / Memorial Marches;
- School Parent's Evenings – Due to the lack of parking at school sites these are organized with the schools and local residents so adequate parking is available.

In addition to undertaking any formal consultation that may be necessary, the Council's street works officers co-ordinate any road closures and parking suspensions to best manage these events, consulting with local residents where they are directly affected.

3.6 Parking Controls

The council operates a number of pay and display car parks in the Borough, two of which are multi-storey car parks. These are listed below:

- Axe Street
- London Road
- North Street
- London Road Multi-Storey Car Park
- The Mall multi storey car park
- Linton Road

Pay and display is a fairly 'dated' approach compared with many other town centre shopping areas within London. The emerging Parking Strategy and enforcement plans is likely to recommend pay on foot charging arrangements which allow greater flexibility.

Controlled parking zones (CPZs) have been established around all of the rail stations across the borough, with the exception of Dagenham Dock which lies within a predominantly industrial area. This includes areas around the following stations:

- Barking;
- Chadwell Heath;
- Upney;
- Becontree;
- Dagenham Heathway; and
- Dagenham East

CPZs have also been implemented around the area of Barking Town Centre and additional zones are to be implemented, where parking demands are likely to be greatest within the borough.

3.7 Routine activities

The Council operates a contact centre, named Barking & Dagenham Direct, which is available to report highway problems that may require a quick resolution. In addition an online problem reporting system exists which has a number of options, at www.barking-dagenham.gov.uk/features/report/report-main.cfm which can be easily found by searching on the council's internet site. Reports are investigated as part of the reactive maintenance procedure the council employ, thus resolving the issue as quickly as possible.

Bridges, parapets and retaining walls are inspected once every two years and a review is undertaken to assess what works, if any, are needed to keep the structure safe.

3.8 Stakeholders

A number of stakeholders are involved with the running of the existing transport network, including Transport for London (Streets, Underground, Buses), Barking & Dagenham Council, National Express, C2C Rail Services, numerous bus operator companies and the DBFO operator of the A13.

Apart from transport operators many utility service providers have a presence within the borough. These statutory undertakers (utility companies) have responsibility for providing and maintaining services to the public, predominantly within the borough's highway network.

3.9 Winter gritting and the effect of adverse weather

The council's Winter Maintenance Plan gives a comprehensive procedure for gritting during cold and adverse weather conditions. The Mayor of London has praised the council's thorough approach to gritting which involves precautionary and post salting, and footway clearance on key traffic routes, near schools and on bus routes.

The Council can also call on approximately 100 personnel to assist in the clearance of key footways in important locations, such as Barking Town Centre, Dagenham Heathway, at transport interchanges and around school entrances.

Data is received from the Met Office on a regular basis which pre-warns of impending adverse weather conditions and temperature changes. Four permanent vehicles are available to maintain access across the network, and these work up to 24 hours a day depending on the conditions. An additional four vehicles can be procured during periods of extreme weather.

3.10 Partnership Working and Coordination

A number of co-ordination meetings are held on a monthly or quarterly basis both within the Council and with important stakeholders.

The Council runs works co-ordination meetings in accordance with the requirements of its Network Management Duty. The aim of these meetings is to provide a platform for exchange of information on any forward plans which would impact on the borough's highway network. At the same time the impact of such works and activities are reviewed in order to minimise the impact on the network. The Traffic Manager is able to veto, amend or negotiate changes to mitigate potential traffic disruption.

All of the stakeholders are invited to co-ordination meetings on a regular basis with the Council. Additional meetings are held as and when they are required.

For cycling and walking, and buses there are monthly meetings held with other council teams and relevant outside parties, such as Sustrans, TfL, Thames Gateway Regeneration Partnership, East London Green Grid, Network Rail, and the Metropolitan Police to name a few.

3.11 Smarter Travel

The council's Smarter Travel programme is designed to encourage modal shift from car use to walking, cycling and public transport. This scheme includes the promotion of cycle parking facilities at key locations across the Borough. It is intended that implementation of such schemes will coincide with new developments which come forward as part of the LDF major sites and other developments.

PIE is an accessible information system that is planned to go live in 2010. It is based on an online mapping service that includes a journey planner, bus stops locations, local services, places of interest and the location of the proposed electric car charging points. The system can be updated over time to include further information such as cycle routes and atm locations.

A scheme to introduce free electric car charging points, at both London Road MSCP and Heathway MSCP is being pursued for implementation. Points already exist in the London Road MS car park. Electric cars using the charging points get free parking and free electricity.

3.12 Permitting and Control

On average approximately 150 road/street works are carried out everyday on the Barking & Dagenham road network. Often these works take up space in the streets and directly affect local parking, road vehicular capacity, public transport and pedestrian flow. Maintenance may be carried out by the borough's contractors to maintain the highway, statutory undertakers (utility companies) on their apparatus, or may involve the placement of household skips, scaffolding and hoardings associated with building works on the highway. While these are often unavoidable the impact they have, particularly where they involve the reduction in the width of road space, can cause disruption to the movement of pedestrians, cyclists, motorists and public transport.

The Council believes the most efficient system of co-ordinating works and events on the borough's road network is by the introduction of a permit scheme.

Part 3 of the Traffic Management Act provides for the creation of permit schemes under which utilities, highway authorities (and others) wishing to dig up particular roads would have to apply for permission to carry out works. Those operating permit schemes (e.g. highway authorities, such as London boroughs or unitary councils) are able to attach conditions to the grant of a permit, such as the dates during which works could take place, with a view to reducing the disruption and inconvenience which works cause.

Local authorities would have to treat their own works on an equal footing to those carried out by others in deciding whether to issue a permit and what conditions to attach. The details of how permit schemes would operate have been set out in regulations, which have followed the publication of the Act.

Barking and Dagenham welcomes the opportunity to operate a fair and equal permit scheme for both statutory undertakers and their own works.

The overriding aim of the chargeable permit scheme is to replace the existing free noticing system to minimise disruptions on the highway. The scheme is wholly supported by the London Mayor and the Department for Transport. **The Permit Scheme will be in place before the end of 2010**

Part 4 of the Act includes a range of other new measures to assist in the control of statutory undertakers works. At present, authorities can direct these companies not to carry out works at particular times of the day. The Act provides traffic authorities with further powers to direct utilities not to carry out their planned works on particular days, and where appropriate, to tell them that their works should avoid certain routes where it is reasonable to do so.

Highway authorities can place embargo on works taking place (with certain exceptions, such as emergencies) on a road on which major road works have just been carried out. The Act allows authorities to apply similar embargoes after major utility works, and will allow the maximum length of the embargo to be changed through regulations (for example increasing it to 3 years).

Barking and Dagenham will welcome the opportunity to operate an embargo system following major works.

The Act allows authorities to direct statutory undertakers, in certain circumstances which are set out in regulations, not only to resurface the parts of the road that they had dug up, but to resurface the entire lane or width of the road. This would address the problem of the appearance and surface of some roads being scarred, and the structure weakened by a series of trenches.

The Act will allow a more effective regime to be developed for inspecting the works carried out by statutory undertakers. The aim would be to target poor performance so as to improve the quality of works and reduce the amount of remedial works and repairs and the unnecessary disruption that they cause.

The existing enforcement regime is of limited effectiveness. The Act raises the level of fines payable by statutory undertakers who commit offences related to their street works (such as failing to reinstate the road to the prescribed standard, or failing to heed an authority's direction not to carry out works during particular hours). The Act also allows for authorities to issue offenders with Fixed Penalty Notices (FPNs). Whilst the fines payable under FPNs are likely to be lower than those in the courts, the system would make it much easier for authorities to take action against offenders and to collect fines. Barking and Dagenham welcomes the introduction of a FPN regime.

The Act also allows 'lane rental' and overstaying charging powers, under which, subject to regulations, utilities can be required to pay a daily charge every time they dig up the road or if they take too long. This power is to be extended to the owners of skips, scaffolds and other items such as building materials that are left in the road.

All street works activities and the highway operations are currently recorded on Symology and the Council's objective is to record all planned works, including placement of skips and scaffolding, on the system. This will allow for long term co-ordination of the works and events as well as monitoring of trends and behaviour of good and bad practices.

Chapter 4 – Monitoring

4.1 Data Monitoring

In order to monitor how the Council is performing its Duty the following performance indicators have been set up to measure our year on year achievements and measurement is underway

The reduction of:

- 1. the number of days temporary traffic controls or road closures are in place on traffic sensitive streets caused by local authority road works per km of traffic sensitive streets;**
- 2. the total number of days of temporary road closures;**
- 3. the total number of local authority openings;**
- 4. %defects from random inspections of local authority road works;**
- 5. %defects from targeted inspections of local authority road works;**
- 6. number of days of temporary traffic controls or road closures on traffic sensitive streets caused by utility works per km of traffic sensitive streets;**
- 7. total number of temporary road closures due to utilities and other organisations' road works;**
- 8. total number of openings by utilities and other organisations;**
- 9. %of defects from random inspections of utilities and other organisations' works;**
- 10. %of defects from targeted inspections of utilities and other organisations' works;**
- 11. Increase in public transport patronage**

Annually performance against these key indicators will be reviewed and reported with recommendations for updates to the Plan. Compliance and performance against the objectives of the Plan will be assessed and reported. The report will include a summary of issues that have arisen during the course of the year, reviewing the actions that have been taken and how the delivery of the network management duty has been improved as a result.

4.2 Monitoring the Network Management Duty

In summary the Traffic Manager has responsibility on behalf of the Council to monitor the effectiveness of the organisation and its decision-making processes and in the implementation of its decisions in delivering the requirements and objectives of the Network Management Duty. Where issues arise, the Traffic Manager has been given the authority to make an assessment to determine how the organisation or its decision-making processes could be more effective for the Council to meet its duties. The Traffic Manager will prepare a report and make recommendations for change to the Senior Management Team and the Council and implement these as required on an annual basis.

The Traffic Manager will keep a record of progress on all significant matters, identifying what issues have arisen, where recommendations for change have been made and what actions have been taken and what progress has been made in implementing the changes required.

5. Risk

The Council recognises that resources both financial and technical need to be in place to deliver the aspirations of the Council and to fulfil its statutory duties.

The Council, along with its local partners, will need to ensure that local and borough developments in transport policy and service delivery are adequately resourced to effectively fulfil the obligations of all of the partners. The skilful formulation of a governance framework needs to promote the economic and regeneration aspirations of our region. This will require the provision of effective network management arrangements.

It is also accepted that the Traffic Manager will need to ensure that the various strands of the Transport Strategies and Operational Plans pay particular regard to congestion relief and extending travel choices.