Middlesbrough Borough Council

Traffic Network Management Plan

Northumberland County Council

Newcastle City Council

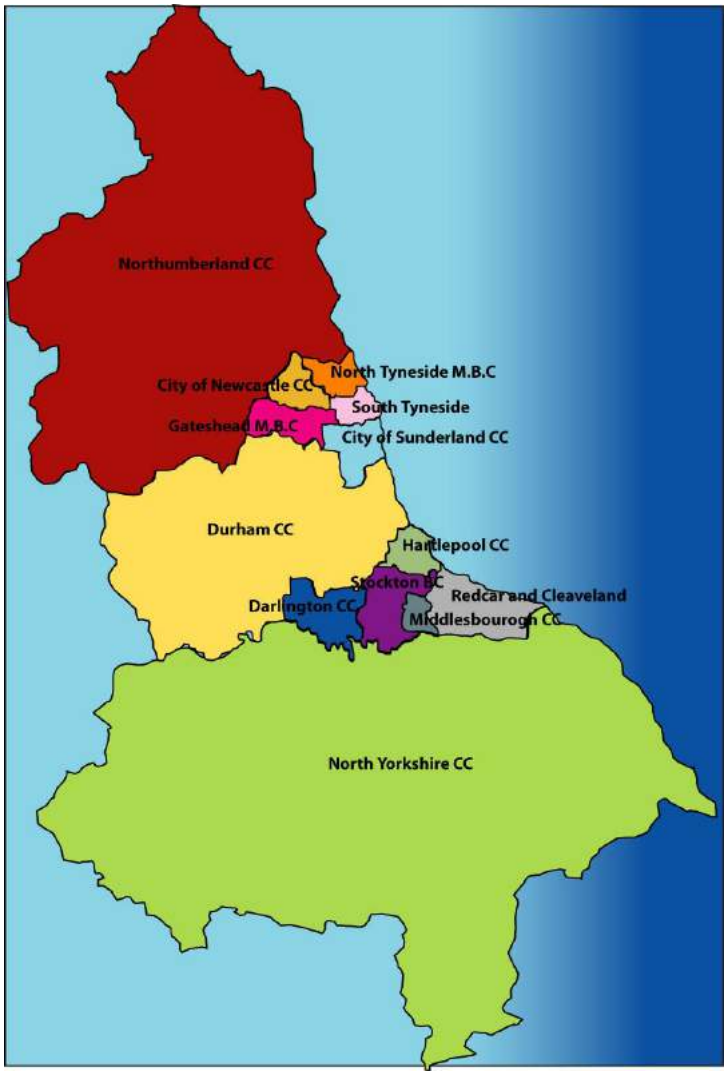
Middlesbrough

Gateshead Council

North Tyneside Council

DARLINGTON BOROUGH COUNCIL

South Tyneside Council



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Introduction

1.1. Background

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

The TMA provides LTAs with much greater powers to minimise unnecessary disruption caused by poorly planned works. In addition, there are many different strands of work within local authorities, which need to be co-ordinated properly if their collective impact is to be one that delivers visible benefits to the public. These strands of work include not only co-ordination of utility companies' street works and the authority's own road works, but also activities such as managing parking provision, managing provision of public transport, development control policy, activities on the network, for example refuse collection, and planned and unplanned events, all of which can contribute to unnecessary disruption and congestion. It is the planning for and dealing with the effects of all such aspects that the network management duty is aimed. As well as managing use of the existing network the duty also includes planning to minimise the impact of future traffic growth.

However, the TMA is specific in stating that traffic is not only vehicular, but includes pedestrians and cyclists. So the duty must consider the movement of all transport network users. It is for the Council to develop the duty alongside our existing strategies and policies and not for it to supersede them. Indeed the network management duty is to be applied to the Councils duties not only as LTA (s121A, Road Traffic Regulation Act) but also as

- Local Highway Authority (s1(b), Highways Act 1980) and as
- Street Authority (s49(1), New Roads and Street Works Act 1991).

This plan is a 'living' document and will require regular updates to maintain its relevance and validity in outlining how Middlesbrough Council will carry out its Network Management Duty.

1.2. Network Management Policy

The Councils aim in terms of transport is stated in our Local Transport Plan (current version 2006 – 2011). Our long term transport vision is an improved public transport network to serve the needs of the general public and business users alike which will provide an excellent framework of high quality, safe, easily accessible and environmentally sustainable rapid public transport links in partnership with our neighbouring authorities across the Tees Valley. Our central focus is to manage congestion through transport policies and interventions to assist with the wider corporate aims of the Council; to increase employment opportunities, be socially inclusive, raise

educational standards and achieve a vibrant and dynamic town centre within a stable economic environment.

1.3. Objective/Purpose of this plan

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

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

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

(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."

Section 1 – Introduction

The Department for Transport has issued guidance on the duty. Whilst this guidance implies that there is no requirement on LTAs to develop a specific Network Management Plan, Middlesbrough Council believe that, in developing such a plan, it can show our commitment to the new duty in terms of managing our road network in line with the Council's vision of a sustainable transport network. The TMA requires the Council to appoint a Traffic Manager, who will be responsible for delivering a co-ordinated, planned and effective response to the network management duty across all the Council's departments and functions that may have an influence on the successful operation of the network, and to ensure that agreed actions are implemented. The role of Middlesbrough Council Traffic Manager is defined in greater detail in Section 3 of this plan.

The TMA also provides for the Secretary of State to intervene in a LTA where that authority can be shown to be failing in the discharge of the duty and appoint a Traffic Director. Guidance on the criteria for intervention has been published by the DfT. In developing this plan Middlesbrough Council will demonstrate how it will monitor the effectiveness of its network management in line with the criteria and this is covered in detail in Section 4 of this plan.

The purpose of the plan is to demonstrate the arrangements for delivering the Network Management Duty by setting out the Council's approach to managing the network to the benefit of users. It will also provide evidence of the policies that the Council is actively pursuing to ensure the more expeditious movement of traffic on its network. The following objectives have been adopted across the region and were derived from the TMA Intervention Criteria:

- objective 1 – to consider the needs of all road users
- objective 2 – to co-ordinate and plan works and known events
- objective 3 – to gather information and provide information needs
- objective 4 – to develop contingency plans for managing incidents
- objective 5 – to effectively monitor and manage traffic growth
- objective 6 – to consult and involve stakeholders and other interested parties
- objective 7 – to ensure parity between the local highway authority and others

The plan will assist the Council in discharging the duty through the expeditious use of existing systems and resources.

This plan has been developed through working in partnership with the other LTA's in the north of England. This demonstrates that, through collaborative working, an open and frank exchange of information on best practice is key in ensuring regional consistency in the approach to network management. The North of England Traffic Managers Group (NETMG) has been established to keep the regional aspect of network management under continual review, complementing the local review that individual LTAs undertake. This group feeds into the National Traffic Managers Group, of which further information is given in Section 2 of this plan.

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

Context

2.1 Introduction

Tackling congestion is a key objective for the Government. Transport 2010: The 10 Year Plan sets out national policy aims for transport. The TMA will make a vital contribution to progress against important 10 Year Plan targets:

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

2.2 National Context

2.2.1 TMA

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

- Promoting better coordination, by the highway authority, of the various works carried out, whether these are authority roadworks, utility streetworks or miscellaneous activities such as placing skips, scaffolds or deposits on the highway
- Coordination of other activities that may affect the highway network, for example refuse collections, deliveries, school transport and events such as carnivals, concerts, sporting events and fairs
- Introducing a range of powers to allow utility works to be better controlled
- Allowing certain contraventions of the law, such as parking offences, to be dealt with through civil enforcement, rather than through the criminal process

The TMA is in seven sections, namely: - Traffic Officers; Network Management by Local Traffic Authorities; Permit Schemes; Streetworks; Highways and Roads; Civil Enforcement of Traffic Contraventions; and Miscellaneous and General.

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

2.2.2 Network Management Duty

Part 2 of the TMA, and in particular section 16, places a duty on every local traffic authority to manage its road network to “secure the expeditious movement of traffic on their road network and to facilitate traffic movement on other traffic authorities’ road networks. The duty reflects the importance placed nationally on making the best use of the existing highway network with the overriding aim that the network should operate efficiently, without unnecessary delays to all highway users, including pedestrians and cyclists, as well as motorists.

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

However, it is recognised that the duty is placed alongside all other obligations, objectives and policies and does not take precedence over them.

2.2.3 Intervention Criteria

Middlesbrough Council will need to demonstrate and provide evidence to the Secretary for State for Transport that it has taken appropriate actions to comply with the requirements of the network management duty. Intervention criteria have been issued by the DfT setting out the minimum criteria it expects to be met, which come under the following headings: -

- Considering the needs of all users
- Coordinating and planning works and known events
- Gathering information and providing information needs

- Incident management and contingency planning
- Dealing with traffic growth
- Working with all stakeholders
- Ensuring parity with others

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

2.2.4 New Roads and Street Works Act (NRSWA)

Existing legislation under which highway authorities attempt to control the disruption caused by utility companies' street works, the New Roads and Street Works Act (NRSWA), dates back to 1991, at which time only a handful of utilities were permitted to dig up the road. There are now however over 150 utilities able to conduct street works. The need for those utilities to build and maintain networks of apparatus beneath the street has led to a significant growth in the levels of disruption caused by street works over the last decade. The CBI stated in 2007 that delays on the country's road and rail network were costing the economy around £20 billion a year, whilst the Halcrow report[1] on street works, for the Department for Transport, estimated the cost of delay caused by utility street works to be £4.3 billion

2.2.5 Local Transport Act

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

The Act introduces a new performance regime which extends traffic commissioners' responsibilities to hold local authorities as well as operators to account for the performance (punctuality and reliability) of local bus services. For local authorities this relates to functions which impact on services such as the provision and enforcement of bus priority measures and coordination of roadworks, streetworks and other activities on the highway network.

2.3 Regional Context

2.3.1 North East Regional Traffic Managers Group

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

The north of England LTAs will endeavour, as far as is reasonably practicable, to manage the regional highway network effectively to keep traffic moving.

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

A direct link between the Traffic Managers and NEHAUC has been established. Each forum will have representatives of the other in attendance to ensure a consistency in decision making.

This group will work together in developing the management of the region's network. Whilst all councils have their own priorities, the culture of collaboration that exists between the north of England highway authorities means that the sharing of best practice will enable the councils to learn from each others experience, benchmark their performances and ensure, as far as is reasonably practicable, that continual improvement occurs across the region.

Through representation at the national Traffic Managers Forum the group will also make efforts to disseminate their experience outside the region in order that best practice can be shared across the country and lessons learned from other regions can be embraced within the continual improvement culture developed in the north of England.

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

Section 2 - Context

2.3.2 Arrangements with the Highways Agency

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

The HA network is adjacent to our network and covers the A19, A66 and A174. Activities affecting the local road network can have a detrimental affect on the motorways and trunk roads, and the reverse is also true. Whilst the network management duty does not strictly apply to the HA, the Network Management Guidance states that it has been given a similar remit to manage better its network and to reduce the impact of congestion and congestion related delays. This includes the HA facilitating the movement of traffic on local road networks.

Given the role of the HA, liaison between the Traffic Manager and a nominated HA representative is essential due to the number of interfaces in responsibility and consequential impact one authority can have on the other. The Highways Agency has designated their Area Performance Managers the point of contact for network management and has provided contact details for the service providers for contact in respect to operational and co-ordination issues.

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

2.3.3 Arrangements with Neighbouring Authorities

The Council's highway network is adjacent to Stockton Council, Redcar and Cleveland Council, North Yorkshire Council's network and the Highway Agency's trunk roads.

A consistent approach needs to be developed in respect of managing the highway networks with our neighbouring Councils and the Highway's Agency, cross-boundary arrangements should demonstrate consistency in:

- Road Hierarchy's
- Route Management Strategies
- Traffic Management arrangements at boundaries.
- Future Development Strategies (new developments effecting neighbouring Council's and Highway Agency networks).

Cross-boundary agreements also include operational arrangements e.g.

- Winter Maintenance arrangements
- Street Lighting
- Verge/tree maintenance
- Highway cleansing
- UKPMS condition surveys.

A full list of the cross-boundary agreements and arrangements are listed in Appendix 3.

2.3.4 NEHAUC

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

These regional HAUCs were created after the introduction of the New Roads and Street Works Act 1991 (NRSWA) to provide a forum for Highway Authorities and Utility Companies (Gas, Electricity, Water, sewerage and

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Telecommunications) to discuss and review topics of mutual concern and interest.

The NRSWA placed a new emphasis on minimising disruption to road users by providing a framework of procedures that ensures all works, are 'coordinated' to minimise the effects on the travelling public.

NEHAUC use the dictum

"Working together to the benefit of Highway users"

this describes the positive and constructive attitude that has been developed between the members.

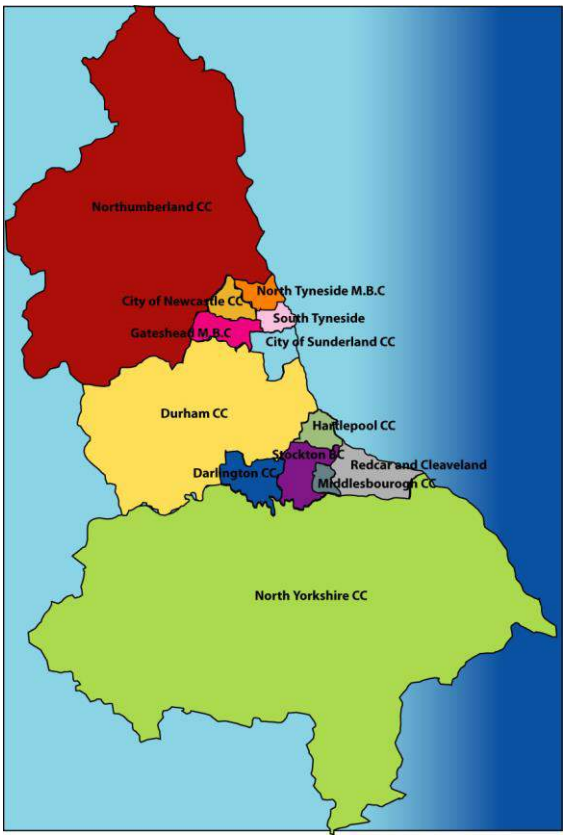
Communications between the members of NEHAUC is essential. Representatives meet three times a year to discuss issues and formulate agreed working practices. The committee is supported by a number of working groups which are tasked with looking at specific issues.

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

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

Consequently, they have worked together to develop a Network Management Plan template that, whilst being used specifically by individual authorities to detail the policies and procedures they will use to aid the discharge of the duty, also demonstrates that they are committed to the working together and disseminating best practice.

Not all of the factors that may have an influence on network management will fall under the remit of the highways side of NEHAUC. However it is a fact that the principle causes of unnecessary disruption and congestion, and which the network management duty is aimed at improving, do. Street works and roadworks can and should be carefully co-ordinated and other activities, for example skips and scaffolding licensed under the Highways Act 1980, road closures effected under the Road Traffic Regulation Act 1984, will become registerable as the provisions of Parts 4 and 5 of the TMA are commenced. Co-ordination of these activities will then fall under the remit of the highways side of NEHAUC.



Other causes of congestion, for example planning/development control, school start/finish times, road traffic accidents and weather events will be dealt with through council policies and contingency plans. Monitoring of the effects of such activities and the influencing changes that may improve the use of the network will form part of the new duty. However it is considered that the direct link between the Traffic Manager and NEHAUC is important as it will provide for a focus in terms of the monitoring of the duty and its success.

2.4 Local Context

2.4.1 Corporate Plans

The North of England LTAs have agreed to work together in the discharge of the new duty. It is recognised that the network management duty is only one element of our transport activities and should compliment other policies

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and actions. This plan has been developed in such a way that it will compliment the Council's Transport Asset Management Plan. Together, the Network Management and Transport Asset Management Plans will assist the Council in meeting our Local Transport Plan targets.

The development of this plan has recognised regional and national policies as well as our own local requirements. Whilst individual authorities may have different aspirations the joint aim of the north of England authorities is to secure the more efficient use of the road network. To this end a joint regional policy, procedures and performance monitoring regime have been agreed.

2.4.2 Local Transport Plan (LTP)

The Council's Local Transport Plan (LTP) sets out the five year transport strategy and aims to formulate and implement an integrated package of improvements which will address comprehensively people's need to travel by providing alternatives to the private car and securing mobility which is sustainable in the long term, whilst utilising the current infrastructure to its optimum potential. There are a number of challenges which have been distilled into the four objectives below to deliver this vision for transport.

- Promoting economic growth and regeneration by providing accessibility improvements to underpin economic development and social inclusion.
- Reducing the number of accidents and casualties by making our streets safer and more attractive and therefore encouraging healthier lifestyles.
- Reducing the number of journeys made by car and thereby arresting the growth in problems brought about by traffic congestion relating to air quality and the environment.
- Encouraging investment to deliver public transport improvements to reverse declining patronage, create modal shift, improve safety and ensure reliable journey times.

This network management plan builds upon these aims with a view to ensuring the expeditious movement of traffic on the network.

Performance measures used to monitor the Councils progress with the LTP will contribute to the development of measurement of the implementation of network management.

2.4.3 Transport Asset Management Plan (TAMP)

The Middlesbrough Transport Asset Management Plan (TAMP) is the framework for an integrated asset management approach to the Borough's transport assets.

The TAMP is a strategic document that is intended to develop and improve the way that the highway management and maintenance functions are carried out within the borough. It will allow the authority to take a longer-term approach to highway management and allow for the optimal allocation of resources based on customer needs and demands

It is intended that the implementation of the plan will necessarily involve the active participation of all key stakeholders within Middlesbrough including; staff, management, council members, other interested bodies and perhaps most importantly the people of Middlesbrough.

The Tees valley authorities have set up an Asset Management Working Group charged with the production of this document along with the improved actions identified as part of the process. The group, comprising of Council Officers with the assistance of an external consultant, aim to drive forward the asset management process within the council.

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

The introduction of the TAMP and the Network Management Plan, and more importantly, the implementation of the processes they both encourage will lead to significant improvements in the long-term management operations and performance of the highway network

3. Arrangements for Network Management

3.1 Introduction

Section 17 of the TMA sets out the arrangements an authority must make to perform the network management duty. These arrangements include the appointment by the authority of the Traffic Manager (Section 17(2)), a statutory post under the Act. The role of the Traffic Manager is to perform such tasks as the authority consider will assist them to perform the network management duty. This Network Management Plan, as well as setting out how Middlesbrough Borough Council manages its road network for the benefit of all road users, also encapsulates what the council requires of its Traffic Manager.

3.2 Responsibilities

The responsibility under the Act to perform the network management duty lies with the authority. In accordance with Section 17(2) of the Act, Middlesbrough Borough Council has appointed a Traffic Manager. The statutory Traffic Managers role is undertaken by our Network Services Manager within the Environment Department of the Council. The Traffic Manager has the pro-active support of the department's Director, Head of Transport and Design Services and the co-operation of other senior divisional management in ensuring Middlesbrough meet the requirements of our Network Management duty.

This commitment to network management will ensure the development of a systematic approach that will allow the Traffic manager to better accommodate, regulate and manage the differing and conflicting works and activities that affect the highway network. The senior position of the Traffic Manager's post within the Council will ensure a direct influence can be exerted at corporate level within the authority. The Traffic Manager utilises resources across the division to support this key role.

A core Network Management team, responsible to the Traffic Manager, has been established to regularly review and develop existing systems and procedures. Communications within the Council, with neighbouring Councils, key stakeholders and other interested parties are essential in the effective management of the network. Middlesbrough currently attend a number of regular meetings with these groups in relation to network management elements, the following are an example of some of these meetings. The Traffic Manager will be the focal point, however, not necessarily the lead officer, for all of these groups.

- Officers Traffic Group – including emergency services, public transport operators, private hire/hackney carriage vehicle owners etc.
- North East Traffic Managers Group
- NRASWA – statutory Utility Organisations

Middlesbrough's Traffic Manager encourages a corporate holistic approach in respect of the Council's network management duty; network management has implications for the whole of the Council therefore reliable communications systems must be established and regularly reviewed to ensure traffic management retains a high profile within the Council. By approving and agreeing this Network Management Plan, the Council is placing the responsibility on and empowering its Traffic Manager to ensure the authority complies with its duties under the TMA.

3.3 Organisational Structure

The authority's organisational structure showing the context of the Traffic Manager post is set out in Appendix 2 of this plan. This structure ensures that there is no conflict of interest for the Traffic Manager, whose role stands separate from those who are responsible for promoting works. This gives the Council the ability to ensure probity and parity between Highway Authority road works and Utility street works and other works or activity promoters.

3.4 Key Personnel Details (Network Management)

The Traffic Manager in his role as Network Services Manager has direct management responsibilities for Road Safety & Traffic, Transport & Policy and Parking Solutions. It was not until the council appointed its Traffic Manager that it was able to begin to understand the full extent of its obligations under the TMA as described in the TMA, the Network Management Duty Guidance

published in November 2004, and the Guidance on Intervention Criteria which came into force on 12th March 2007.

Where issues are identified by the Traffic Manager, and matters are outside the Traffic Manager's sphere of direct responsibility, these will be brought to the Environment Management Team for discussion/resolution, with ultimate recourse to the Director of Environment.

The network management core-team are the officers who meet with the respective stakeholder groups, as outlined in section 3.2. Meetings are held at regular and prescribed intervals, information is relayed from these meetings to the Traffic Manager and to other sections within the Council via specific nominated contacts. Information is distributed at operational levels throughout the Council by the core-team, whilst the Traffic manager ensures relevant essential information is distributed at corporate level via senior Managerial/Departmental meetings

A list of internal and external contacts is detailed in Appendix 1

3.5 Establishing Processes

3.5.1 Network Hierarchy

The hierarchy that has been developed for network management is based upon how serious the detrimental impact might be of works, an incident or an event taking place on the network if not co-ordinated. The network is divided into three categories – high, medium or low and each category colour coded red, amber or green, where:

Red – roads where works, incidents or events would have a serious detrimental impact on the efficiency of the road network if not co-ordinated;

Amber – roads where works, incidents or events would have a detrimental impact on the efficiency of the road network if not co-ordinated, but are considered to be of lower priority;

Green - roads where works, incidents or events would have little detrimental impact on the efficiency of the road network if not co-ordinated.

The categorisation of the network has been based on the NRSWA Traffic Sensitivity criteria, with each criterion being weighted as being of *primary* importance or of *secondary* importance to the efficiency of the road network.

The criteria of primary importance are:

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

The criteria of secondary importance are:

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

However the 'importance' criteria may be further weighted by a 'user value' (public transport, pedestrians, freight, cars, cyclists etc) so, for example, a busy pedestrianised shopping area with pedestrian flows greater than 1300 persons per hour would probably be designated "red", because of its high pedestrian user value.

A spreadsheet and a small scale map of the authority's road network showing its designated strategic and traffic sensitive road network hierarchy is included in Appendix 4.

3.5.2 Congestion

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

The Group Leader Transportation and Policy is responsible for maintaining a register of existing congestion problem locations within the Borough. The current identified congestion problem locations, listed in Appendix 11, are ranked according to their place within the overall network hierarchy, and the extent of the

congestion problem. Each location is monitored, and within the context of current flows and possible future growth, in priority order is being assessed:

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

The consequences of future traffic growth cannot be ignored in this assessment. Traffic growth may typically arise from the general increase in traffic volumes but may specifically arise from future development.

3.5.3 Disruption

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

3.5.3.1 Disruption Due to Planned Activity

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

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

Middlesbrough Council will develop its NRSWA Street Works Register to include a maintained register of all planned activity taking place on the road network or off the road network where it might have an effect on traffic, and will make the information available to stakeholders, both through the NRSWA EToN noticing system and on its website. Furthermore the information will be used as a network management tool, to ensure that all planned activity is properly co-ordinated to minimise disruption to traffic.

3.5.3.2 Disruption Due to Planned Events

A portion of congestion on the network is caused by the effect of planned events. Typically these can include, but are not necessarily exclusive to:

- Sporting events
- Carnivals, fairs
- Parades
- Demonstrations

The Traffic Manager will develop and maintain a register of Planned Events and disseminate the information to nominated stakeholders such that network management decisions will be informed, in particular with respect to potential temporary changes in network management hierarchy.

3.5.3.3 Disruption due to unplanned Incidents

Unplanned incidents might include:

- road traffic accidents
- broken down vehicles
- motorway and trunk road off network diversions
- debris or diesel spillages on the road
- failure of the carriageway
- failure of apparatus in the highway
- weather events (including snow, ice, flooding, high winds)
- major incidents
- security alerts

- unauthorised activity

The unexpected nature of such incidents often means that the immediate effects on the network are difficult to deal with. Middlesbrough Council have developed a highway network contingency plan which is included as Appendix 8

3.6 Monitoring and Review

Middlesbrough Council will monitor the effectiveness of its actions in the performance of the network management duty and review the effectiveness of its arrangements for network management and take action as follows.

3.6.1 Monitoring

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

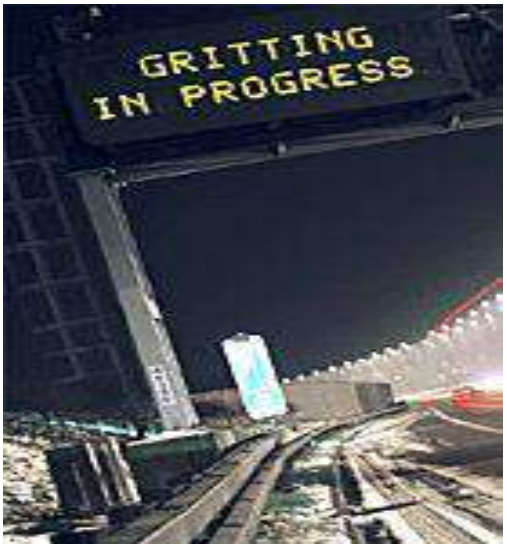
The Traffic Manager will keep a record of progress on all such issues, identifying what issues have arisen, where recommendations for change have been made and what actions have been taken and what progress has been made in implementing the changes required.

3.6.2 Review

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

3.7 Areas for Improvement

Where areas of improvement have been identified, initially the Traffic Manager and core-team will review the specific area of improvement, if necessary discuss the proposed changes with the stakeholders and introduce and implement improvements in a structured manner.



Performing the Network Management Duty

4.1 Introduction

The range of responsibilities and activities, systems and procedures associated with Network Management sit primarily in the Built Environment Solutions Section of the Transport and Design Services Division as outlined in section 3 of this document (responsibilities/key personnel).

Other specific sub-divisions within Transport and Design Services with Network Management Influences include :

- Transportation and Policy
- Road Safety and Traffic
- Parking Solutions
- Roads and Street Works (NRASWA)
- Highway Licensing

Each specific sub-section outlined above, working within their legislative framework, policies and processes, will integrate the appropriate policies and processes into a structured support mechanism to ensure the Council's delivery of the full requirements associated with the Network Management Duty.

Many of the day-to-day activities that contribute to congestion are addressed within the TDS Division as shown above. Network coordination of all highway related activities, including temporary traffic orders, falls within this section and the collation and dissemination of information regarding works and activities on the network are notified to internal and external parties accordingly. In addition, the Middlesbrough Council web-site informs the general public of works and specific activities affecting the highway network.

The Traffic Manager will ensure that the Council meets its network management duties by regularly reviewing the operations, systems and procedures in place, it is important the network management duties do not take precedence over the existing duties and responsibilities, network management needs to be incorporated seamlessly into these other activities. It is also important that these balanced duties ensure Middlesbrough are making the best use of our existing network.

Middlesbrough Council have referenced and taken account of the guidelines outlined in the *Traffic Management Act 2004 - Network Management Duty Guidance*, in developing this plan, and will consider and address the following areas as outlined in the guidance with particular attention given to:

- Road User Needs
- Coordination and Planning
- Information (gathering and disseminating)
- Incident Management and Contingency Planning
- Dealing with Traffic Growth
- Working with Stakeholders
- Ensuring parity

Local circumstances will be taken into account in managing Middlesbrough's network, drawing on available data, local knowledge and known factors with particular attention and considerations in respect of cross-boundary arrangements. In considering the actions, systems and/or procedures to be introduced the following considerations need to be given to the objectives outlined above, the considerations being:

1) Existing Situations

2) Current Issues

3) Opportunities

4) Risks

These considerations will be included in the review of the specific objectives as outlined above, and considered accordingly.

Section 4 – Performing the Network Management Duty

4.2 Road User Needs

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

4.2.1 Supplementary questions from intervention criteria

a) How does an authority manage the road space for everyone?

b) Has the authority set out a clear understanding of the problems facing the different parts of their network?

c) Are they aware of the needs of different road users?

d) Have they balanced policies for addressing these problems and needs?

e) Has the local authority identified and grouped roads according to their location and the activities on them?

f) How has the authority shown it has balanced competing demands while continuing to manage its network effectively?

g) 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?

h) Is the authority working together with local businesses, retailers and representatives of the freight and road haulage industry?

i) Are they developing means for ensuring economic and efficient servicing of premises and deliveries, whilst mitigating adverse problems?

4.2.2 Existing Situation

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

The Traffic Management Act 2004 placed a duty on the local authority to manage their network to secure the *expeditious* movement of all traffic. Traditionally traffic has implied vehicular traffic, however, we need to consider pedestrian, cyclist and other non-motorised traffic using the network, particular attention needs be given to the requirements of disabled people.

The NETMG has already agreed a protocol for preparing a Network Management Hierarchy which will be used to establish the uses of different sections of the network and then to apply relevant policies.

4.2.3 Network Hierarchy

It is important that Middlesbrough Council define its network carefully in terms of network management. It is not appropriate, or practical, to apply the same level of network management to the whole of the network and therefore a hierarchical* approach has been taken.

Currently the Council's network has a number of different hierarchy classifications. Whilst these hierarchies' reflect different, but equally important criteria Middlesbrough believe that, in order to best discharge the network management duty, the network needs to be considered in the context of the location and use. In this way, and accounting for the Council's major transport policies a network management hierarchy has been established that reflects a usage hierarchy in terms of all traffic, including pedestrians and cyclists.

The hierarchy that has been developed for network management is described in Section 3.5.1. and is shown as Appendix 4 to this Network Management Plan.

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

In developing the hierarchy consideration has been given to the Council's wider objectives and policies. It also recognises the needs of our partners and stakeholders, for example the

Section 4 – Performing the Network Management Duty

Police and public transport operators. Liaison has also taken place with our neighbouring authorities to ensure actions taken by ourselves do not have a detrimental effect on the network of others, and vice versa. This has also ensured that, as far as is reasonably practicable, cross boundary consistency exists with the networks of adjacent authorities and users have the certainty that the standards of network management roll out across the region.

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

4.2.4 Issues

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

The ever-increasing demand placed on the network both in traffic and usage reduce the availability of 'free-space'. Pro-active coordination of highway works whilst managing specific works does not address the issue of other network/highway related activities e.g. the placing objects on the highway, private (licensed, non-licensed) activities, roadside deliveries, refuse collection etc.

Middlesbrough attempt to assist and accommodate, whenever possible, highway related activities however; these activities are not all subject to a recognised noticing (EtoN) system as utility/local authority works are subject to. A more pro-active approach, and consideration, need be adopted in respect of these other non-highway (utility/local authority) related works in respect of disruption, convenience, timing, durations etc.

4.2.5 Opportunities

The development of a 'user' network hierarchy, identifying specific roads and routes, types of traffic affected and the development of policies and procedures to minimise the affect of activities in these specific areas. Agree the network hierarchy with stakeholders.

Establishing a Network Management Team to oversee, regulate and develop mechanisms for the effective management of the network. The allocation of specific duties and responsibilities to the lead officers overseen and responsible to the Traffic Manager.

Review the current structure of external stakeholders groups involvement, assimilate related parties into cohesive groups and develop an evidence led mechanism for structured communications channels.

Raise awareness at corporate level of the impact, on the network, of future developments in the town. Analyse the impact, develop strategies and ensure network consideration are included in planning stages. Review existing 'internal' groups; establish reliable communications channels and mechanisms for the collating and dissemination of information.

4.2.6 Risks

The Council will need the pro-active support of its utility organisations, stakeholders/groups and internal, highway related, operatives. Internal Council operations and activities affecting the network will need to be review and, if necessary, altered to ensure disruption on the key network roads/routes is kept to a minimum. This will require the Council to reconsider their attitude in respect of the timing in undertaking specific operations and activities on these particular roads/routes.

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Awareness, all groups need to be conscious of the affect their activities and operations have on the network, failure to communicate this message will result in the ineffective management of the network. Information channels and mechanisms must be established to gather and disseminate the relevant information to all interested parties.

Congestion and disruption have significant cost implications for everyone, mismanagement of the network will result in increased costs both to industry and the general public. Public, and business, perception of the Council's failure to provide an efficient network will result in a lack of confidence in the Council and open criticism. All parties must consider their attitude to network usage; a culture of cooperation must be established and promoted, a consideration for all network users needs to be emphasised to encourage the pro-active support of all involved.

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Road User Needs

Key Activity/Initiatives - COMPLETED	Deliverables	Timescale	Lead Officer
Develop a network hierarchy by level of use and function and keep it regularly under review	Develop Middlesbrough network hierarchy matrix identifying key network and usage with specific reference to local issues and knowledge.	Complete	Chris Bates
Establish the 'Middlesbrough Network Management Group' to manage and coordinate the network functions	Establish core NM team in respective disciplines, programme bi-monthly meetings	Complete	Chris Bates

Key Activity/Initiatives - CURRENT	Deliverables	Timescale	Lead Officer
Review the existing operation and involvement of existing stakeholders sub-groups	Consider current network related operations; identify specific problematic activities and external involvement.	Ongoing	Chris Bates
Raise awareness of future developments in respect of impact of the network.	Ensure network management is a fixed item on all development/regeneration type agendas.	TBA	TBA
Establish Middlesbrough Network Stakeholder Group	Consider existing network related groups, Either include Network Management as a specific agenda item or elect representative from groups to form new Stakeholder Group.	Ongoing	Chris Bates

Performance Indicators		Current Performance	Target Performance	Target date
Measure	**Purpose**			

Intervention Criteria	Evidence of Compliance
(a) How does the Authority manage the road space for everyone? (b) Has the Authority set out a clear understanding of the problems facing the different parts of the network? (c) Are they aware of the needs of different road users? (d) Have they balanced policies for addressing these problems and needs? (e) Has the Local Authority identified and grouped roads according to their location and the activities on them? (f) How has the authority shown it has balanced competing demands while continuing to manage its network effectively? (g) 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? (h) Is the Authority working together with local businesses, retailers and representatives of the freight and road haulage industry? (i) Are they developing means for ensuring economic and efficient servicing of premises and deliveries, whilst mitigating adverse problems?	

4.3 Coordination and planning

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

4.3.1 Supplementary questions from intervention criteria

a) To what extent has the Authority promoted pro-active coordination of activities on the network?

b) To what degree have they adopted a planned, evidence-led approach to known events?

c) Have they developed or are they developing contingency plans for unforeseen events?

4.3.2 Existing Situation

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

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

Pre-programmed meetings are held between Middlesbrough Council and all statutory undertakers at prescribed periods, programmes of works are exchanged, potential conflict in works or projects identified and co-ordinated accordingly. Works and projects identified on strategic roads and route require detailed planning and timing, these works have the potential to cause most disruption and delay by virtue of the volumes of traffic using these locations.

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

It is important that all authorities work in partnership with their neighbouring Councils to ensure cross-boundary arrangements are introduced to ensure the effective co-ordination of works and activities is consistent.

Middlesbrough Council are a member of the North of England Highway Authority and Utility Committee (NEHAUC) and as such have representation on this regional committee. The committee convene at quarterly intervals to encourage and promotes a consistent approach to working with the utility organisations in the region; most operational issues are resolved at these meetings.

Middlesbrough Council is also a member of the smaller Tees Valley NRASWA Coordination Group, this group consists of the following unitary authorities; Hartlepool, Stockton, Middlesbrough and Redcar & Cleveland Councils. The geographical close proximity of these unitary authorities encourage a close working relationship and consistent approach to managing utility works especially in respect of cross-boundary activities. The Tees Valley Group meet at quarterly intervals to provide, review and programme local authority and utility works.

4.3.3 Issues

Utility works are subject to stringent notification procedures via the prescribed statutory EtoN notification system onto the local authorities Street Works register, however, this notification system is unique to the utility organisations. This system needs to be considered for other, none-utility related works were possible, Middlesbrough Council's own works are recorded on the electronic Street Works register but need to be subject to the same notification periods as utility works.

Utility and Local Authority works are planned in advance and programmes of works are issued to relevant parties, problems arise when individual projects are introduced at short-notice, these projects are usually customer driven in the case of utility works and programme changes in respect of local authority works.

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Whilst all utility groups attend the pre-arranged coordination meetings with the respective local authority NRASWA officer no generic L.A. coordination group exists. Most L.A. internal operations are notified, cross-sectional, by established pre-arranged methods i.e. internal group meetings, e-mail contact lists, cross-sectional forums etc. The Council need to review these methods of relaying information, especially in regard to network/highway related activities and establish a formal internal network related coordination group to transmit the council's activities to external groups.

4.3.4 Opportunities

Middlesbrough Council will review the existing structure and frequency of all network related meetings in relation to planned and known works and activities.

Establish a Tees Valley Street Works Co-ordination Group to ensure cross-boundary arrangements are introduced.

Ensure programmes of work, internal and external, are notified in the prescribed manner and within the prescribed time-scales.

Ensure works and activities on strategic roads and routes are managed within reasonable time-scales and, where possible, at off-peak periods. Adopt a pro-active approach as to the timing of all works and activities on the designated key roads/routes.

Consider all activities that affect the network, review current procedures for dealing with the specific issues register relevant activities, points of contact and systems in place.

Consider and review existing internal and external work-groups/meeting groups, review attendees and consider any relevant inclusions to these groups/meetings, ensure clear channels of communications are established for the collation and dissemination of information. Ensure all internal and external formal meetings are recorded/minuted and distributed to relevant parties.

4.3.5 Risks

Failure to introduce pro-active mechanisms for assimilating and disseminating information and establishing clear channels of communication will reduce the overall efficient management of the network. The authority has a number of existing in/house activities that impact on the network, these works and activities are managed in an efficient way, however, consideration, at times, is not given to the impact on the network as to the timing and/or duration of the activities.

Middlesbrough's highway network is, to a degree, perceived as any other road network as a 'means of getting to the desired destination' and little objections are raised when the network is operating at its optimum. Inconsideration and complacency are a common fault in respect of parties undertaking activities on the network, at times, little regard is given to the disruption and delays that result from their activities. All parties involved in highway related activities need to be conscious of their actions and adopt a pro-active approach to working with the authority to minimise these negative trends.

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Key Activity/Initiatives - COMPLETED	Deliverables	Timescale	Lead Officer
Review and formalise the coordination of all planned works and known events.	Establish central co-ordination team to compile and disseminate information on all highway events	Complete	Chris Bates

Key Activity/Initiatives - CURRENT	Deliverables	Timescale	Lead Officer
Establish a Tees Valley Street Works Co-ordination Group to discuss cross-boundary arrangements.	Establish the group via existing NEHAUC co-ordination contacts and liase with current Tees Valley Cross Boundary contact nominees	Ongoing	Pauline Blowers/Chris Bates
Ensure programmes of works are noticed in the prescribed manner. And recorded in the Streetworks Register	Ensure internal works are noticed in accordance with the prescribed guidelines	Ongoing	Chris Bates
Adopt a pro-active approach to work on strategic roads and routes.	Consider and list all activities that can affect the key roads/routes on the network. Review and formalise the coordination of all planned works and known events.	Ongoing	Chris Bates
Produce generic highway/network related activity schedules for distribution internal and external. Establish clear channels of communication and interested parties for distribution.	Collate all works programmes and distribute to relevant parties, internal and external	Ongoing	Chris Bates
Ensure all NEHAUC Coordination meeting are carried out in the prescribed manner and time-scales	Review attendance list and ensure representation is afforded to all relevant groups (utilities)	Ongoing	Tees Valley LA Highway Network Officers
Establish clear channels for information distribution – internal & external.			
Establish regional/neighbouring Street Works Coordination groups e.g. Tees Valley.	Tees Valley group part established, Stockton BC to be contacted to re-join group	Ongoing	
Ensure contingency plans and processes are in place to address emergency and unforeseen events/activities (Covered in Objective 4)	MBC Highway Contingency Plan being Developed	Ongoing	Chris Bates/Phil Hudson
Review and list all activities that can affect the network.		Ongoing	
Compile contact lists for distribution of information regarding network activities.		Ongoing	
Ensure all meetings (internal and external) are recorded/minuted to provide evidence.	Formalise all meetings documentation, ensure record are assessable.		

Section 4 – Performing the Network Management Duty

Performance Indicators		Current Performance	Target Performance	Target date
Measure	**Purpose**			

Intervention Criteria	Evidence of Compliance
(a) To what extent has the Authority promoted pro-active coordination of activities on the network?	(i) Appointment of Streetworks Manager. (ii) regular co-ordination meetings with both statutory undertakers and also our own internal works promoters to plan and manage works on the highway. (iii) Dedicated works co-ordination team.
(b) To what degree have they adopted a planned, evidence-led approach to known events?	(i) Electronic noticing of both streetworks and roadworks via a dedicated EToN 5 system. (ii) 5 year Annual Maintenance Programme produced and circulated to statutory undertakers for works co-ordination. (iii) Transport Asset Management Plan being published for Tees Valley Authorities.
(c) Have they developed or are they developing contingency plans for unforeseen events?	(i) Emergency Plan and Major Incident Plan (ii) Production of Highways Incident Management Plan within Network Management Plan

4.4 Information

Objective 3 – To gather information and provide information needs

4.4.1 Supplementary questions from the intervention criteria

a) How effective are the arrangements the authority has in place to gather accurate information about planned works and events?

b) How does the authority organise planned works and events to minimise their impact and agree or stipulate their timing to best effect?

c) Does 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?

d) Does the authority have, or aim to have, a good and timely source of travel information for road users and the community?

e) Does this all allow road users to choose a different route or mode of travel or to defer or delay their proposed journey?

f) Does the authority work with a range of travel information providers and does it communicate through a wide range of channels?

g) What evidence has been provided to show how well the authority is meeting existing statutory obligations such as its contribution to the National Street Gazetteer?

4.4.2 Existing Situation

Middlesbrough currently has in place a number of reliable mechanisms for receiving, collating and disseminating information. The authorities internal maintenance personnel and the statutory utility undertakers usually carry out the majority of works affecting the network and programmes of highway works are issued at regular intervals in a prescribed format. This established process of transferring information has resulted in a well-coordinated works, minimised disruption and delay and the avoidance of conflict in works.

It is essential that information is transferred in a timely manner this allows all parties the opportunity to pre-plan and programme works in a structured manner. Both utility and local authority highway works information and details are registered on the electronic Street Works notification database; this information is readily available and retrievable for information purpose. This electronic register is also available to view via Middlesbrough Council's Corporate web-site.

Middlesbrough Council's press office ensure network related information in respect of major works, programmes of works and other related events are advertised through the press and, when necessary, utilise the regional radio network to promote and advertise specific events/activities, again, this information is also available via the web-site.

In accordance with national guidelines, Middlesbrough Council update their National Street Gazetteer information at regular interval this in turn gets uploaded to the NSG hub on a monthly basis, this means the information provided on the gazetteer is up-to-date and reliable.

A range of travel information is available at the Council's offices, Community and Sports Centres, Libraries etc. in relation to public transport, information is provided for local, regional and national travel by the relevant organisations and is provided free of charge. Technical network information local, regional and national is transferred to and received from a number of groups including the Highways Agency, Auto-Link, Neighbouring Councils Emergency Service groups etc.

4.4.3 Issues

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

Unless we are able as a Council to share this information with the right people and organisations we will not influence the right sort of approach to network management and enable our partners to help us achieve these network performances that we are aiming for.

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

The Councils have lots of data, but, is it presented well enough to be useful information for the travelling public.

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

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

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

4.4.4 Opportunities

Review of existing working groups and information management to ensure that they are now fit-for-purpose;

Review our key contacts list and provide additional new contacts required;

Establishing a Highways Activities Planning & Co-ordination Group to provide, steer and act as an information 'hub' for all Council and Utilities operations;

Identify key points of accountability for providing and sharing essential information across all stakeholder working teams and contacts to facilitate this joined-up working

Review data collection, dissemination and storage methods and mechanisms; check compatibility with the Street Works electronic register as principal storage medium.

Review and adapt existing schedules and website to ensure that streetworks activities and information is accessible to all and fit-for-purpose.

4.4.5 Risks

Without the right information and the appropriate systems to manage and disseminate this information, the Council is at risk of failing in its Network Management Duty;

Without the right provisions and channels for accessing the streetwork schedules, the streetwork website and key contacts across the area, service providers and travellers cannot make informed choices about their journeys and operations;

Without the establishment of contingency plans based on accurate information, traffic congestion will not be minimised.

Failure by internal and external parties to forward information in a timely manner will be counter-productive in establishing reliable channels of information transfer.

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Key Activity/Initiatives – COMPLETED	Deliverables	Timescale	Lead Partner
Logging public concerns, exchange of planned programmes across all service areas	Customer Service function in operation, channels of communication to review	Completed	
Do we have a joint co-ordination group in house and connections with our utilities teams	In-house coordination meetings to establish consider attendees	Completed	Chris Bates
Review/update Street Works register in accordance with the new legislative requirements	ETON 5 Compliant system	Established	Ian Mc Conville

Key Activity/Initiatives – CURRENT	Deliverables	Timescale	Lead Partner
How good are our records and how often do we exchange information, how well sourced is it.	Establish prescribed time-scales for receiving internal and external information		
How effective are our Web-sites, do our schedules inform travellers	Review current website content and reliability, establish map-link system detailing works etc.	Ongoing	Chris Bates
Can we develop more intelligent information systems to inform choice			
Who do we share our information with, how is it brought together into one effective source	Central Coordination point for all network information	Ongoing	Chris Bates
When do we share cross-boundary information about planned streetworks . Can neighbouring Councils access our SWR	Information links to be established/reviewed with neighbouring Councils	Web Access to SWR established	
Review current procedures for gathering and storing information			
Review the existing methods of disseminating information			
Improve Council's existing web-based information database			
Ensure points of contact are reviewed for the collection and dissemination of information			
Review media links			

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Performance Indicators		Current Performance	Target Performance	Target date
Measure	**Purpose**			

Intervention Criteria	Evidence of Compliance
(a) How effective are the arrangements the Authority has in place to gather accurate information about planned works and events?	(i) EtoN 5 management system. (ii) Regular co-ordination meetings with both statutory undertakers and all internal works promoters. (iii) Regular contact with all interested stakeholders and neighbouring authorities and exchange of weekly roadworks reports
(b) How does the Authority organise planned works and events to minimise their impact and agree or stipulate their timing to best effect?	(i) Use of EtoN 5 management system and enforcement of NRSWA 1991 and TMA 2004 legislation.
(c) Does 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?	(i) Real time information from the EtoN 5 management system is available via the Council's website.
(d) Does the Authority have, or aim to have, a good timely source of travel information for road users and the community?	(i) A weekly roadworks report is published on the Council's website, a link provides direct access to our live streetworks management system and as part of the North East Traffic Managers Forum we are exploring the use of a region wide map-based website showing all highway works.
(e) Does this allow all road users to choose a different route or mode of travel or to defer or delay their proposed journey?	(i) Information is available via the website and published roadworks report to allow travellers to make informed choices. Works which are expected to cause significant delays on the highway are also advertised through local print and radio media.
(f) Does the Authority work with a range of travel information providers and does it communicate through a wide range of channels?	(i) Our weekly roadworks report is sent to local media outlets, our neighbouring authorities, emergency services and bus operators. It is available in print and via our website and works we consider may cause significant delays can be broadcast through local/regional media.
(g) What evidence has been provided to show how well the Authority is meeting existing statutory obligations such as its contribution to the National Street Gazetteer?	(i) Middlebrough Council has a level 3 gazetteer which is updated on a monthly basis to Intelligent Addressing who are the National Gazetteer custodians

4.5 Incident Management and Contingency Planning

Objective 4 – To develop contingency plans for managing incidents

4.5.1 Supplementary questions from the intervention criteria

a) Has the authority established contingency plans for dealing with situations outside the authority's control promptly and effectively, as far as is reasonably practical?

b) Has the authority provided evidence to demonstrate that it has ensured that all parties involved in making these contingency arrangements work have been or are fully consulted during their development?

c) Have these parties the information they need to put the plans in to practice quickly?

4.5.2 Existing Situation

Middlesbrough Council deal with many unplanned incidents on the highway network each year. Such incidents include: -

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

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

Middlesbrough Council are in a position to respond to unplanned incidents, and to achieve this we have a formal contingency plan documenting procedures that need to be followed in dealing with unplanned incidents on the highway network (other than the Emergency Plan developed by the Cleveland Emergency Planning Unit– which is really the next step up and deals with Major Incidents). This contingency plan is shown in Appendix 7.

Notification of unplanned incidents may come from a number of sources, for example through the emergency services, through utility companies, from the public etc and the timing of the notification is variable – for example the Police do not always let us know immediately if they have had to close a road due to an accident. However, when notification is received Middlesbrough Council is in a position to respond quickly to unplanned incidents through referral to the appropriate officers. In normal working hours resources can be re-directed to deal with incidents. However, for "out-of-hours" incidents staff and operatives need to be called out for which the Council has formal standby arrangements in place with a supervisor and operatives on paid stand-by.

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

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

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

The Council has a Winter Services and Emergency Plan, but in reality this only refers to the Winter Service and does not provide any guidance for dealing with other unplanned or emergency incidents. This has lead to incidents being dealt with in an ad-hoc way, utilising the local knowledge and experience of

the highways staff and workforce. While this usually works well, there is the potential for this reactive approach to cause road safety issues for network users and delays to businesses, emergency services and residential people.

Effective channels of communication are essential in relaying information to the relevant parties with the minimum of delay, particularly on key roads/routes. A large number of minor incidents can be dealt with quickly and efficiently minimising the disruption to the network users, however, larger incidents on strategic areas of the network can lead to costly delays and disruption, formal contingency plans need to be in place to manage such incidents, parts of the key network will inevitably be cross-boundary areas, it is important that the Council, along with its neighbouring (cross-boundary) authorities, adopt and introduce a consistent framework in respect of contingency actions for specific cross-boundary locations.

4.5.3 Existing Issues

The Council's highways, 'day in and day out' are part of a dynamic framework which involves people making many thousands of journeys and service providers undertaking hundreds of activities to enhance and maintain the infrastructure.

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

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

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

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

4.5.4 Opportunities

The formulation of a comprehensive set of contingency plans, which are agreed by both internal and external partners, will ensure that key officers will be able to respond quickly to incidents so as to minimise delays and congestion for all users of the network;

Review of existing contingency plans, in the light of previous experiences will facilitate the provision of accurate and accessible documented procedures which are known and available to all key stakeholders to use;

Agreed, effective and comprehensive procedures will improve resource efficiencies within the Council.

Agreed diversion routes (for the trunk roads and the primary network?) will allow such routes to be properly signed and put into use, with minimum delay, in the event of an unplanned incident/closure.

Modern technology, IT equipment, e-mail facilities, websites etc, assist in passing information to a wide, audience, relatively quickly. A review and consideration in respect of points-of-contact regarding external bodies/individuals needs to be undertaken, clear channels of communication should be established and a culture of cooperation developed.

4.5.5 Risks

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

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

There may be a reputation impact, through negative public perception of service delivery, if there are delays, increased congestion and disruption due to our reactive approach.

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Key Activity/Initiatives - COMPLETED	Deliverables	Timescale	Lead Partner
Agree designated diversion routes for the trunk road and primary route network	Review and update, if necessary, existing diversion routes. Consider other 'key' areas of the network	Completed	MBC/HA

Key Activity/Initiatives - CURRENT	Deliverables	Timescale	Lead Partner
Consider the production of contingency plans for traffic control failure, structures/bridges failure etc	Formulate contingency plans/strategies for traffic control failure on key roads/routes		MBC
Ensure contingency plans are documented and forwarded to key personnel.	Develop contingency plans documentation, review methods of distribution and recipients.		MBC
Develop and agree with all parties/ stakeholders a "Highways Incident Contingency Plan"	Review existing contingency plans, formulate new plans were necessary to deal with emergency situations.	Ongoing	MBC

Performance Indicators		Current Performance	Target Performance	Target date
Measure	**Purpose**			

Intervention Criteria	Evidence of Compliance
(a) Has the Authority established contingency plans for dealing with situations outside the Authority's control promptly and effectively, so far as is reasonable practical?	(i) A Highways Incident Management Plan is contained within our Network Management Plan. (ii) We have an Emergency Plan and Major Incident Plan prepared by Cleveland EPU. (iii) We have a Winter Maintenance Plan (iv) We have agreed Strategic Trunk Road diversion routes with the Highways Agency/A19 Joint Venture.
(b) Has the Authority provided evidence to demonstrate that it has ensured that all parties involved in making these contingency arrangements work have been or are fully consulted during their development?	(i) All of the aforementioned plans have been subject to consultation during their development.
(c) Have these parties the information they need to put the plans into practice quickly?	(ii) All plans are available as published documents.

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4.6 Dealing with Traffic Growth

Objective 5 – To effectively monitor and manage traffic growth.

4.6.1 Supplementary questions from the intervention criteria

a) What evidence has been given to show an authority have identified trends in traffic growth on specific routes?

b) What policies have been put in to place for managing incremental change?

4.6.2 Existing Situation

Middlesbrough currently monitors traffic flow and growth utilising strategic traffic counter sites around the town and the information from these traffic counters is analysed at regular intervals. In addition Middlesbrough also undertake an Annual Traffic Survey Review and produce a report detailing all the information gathered from both fixed counter sites and any mobile counts taken during the year. In conjunction with the traffic counters Middlesbrough employ UTC to regularly monitor strategic junctions in the central areas of the town. The Council will review the current locations of these traffic counters to ensure reliable information is retrieved to identify any significant increases in traffic flow/growth at an early stage.

Middlesbrough's LTP outlines potential traffic growth in the town over the next five years, this information, along with the traffic count monitoring tools, will enable the Council to develop strategies to compensate for these increases in traffic volumes.

To date Middlesbrough have managed traffic growth by the successful application of the above techniques, however, methods and data collection techniques need to be reviewed and, where necessary, improved.

4.6.3 Issues

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

The number of trips that individuals make remains constant at an average of 1,000 trips per year. What can change over time is the mode of travel and distance travelled (change in origin or destination). As car ownership increases, people choose to travel further leading to an increase in inter-urban journeys and a consequent increase in traffic volumes on key strategic routes. Cars are also then used for shorter journeys creating local congestion.

There are many other influences that will affect traffic growth, some of these being demographic and social economic influences, travel to work patterns, land use planning (through the LDF), bus patronage, cycle and walking initiatives and demand management measures such as car parking strategies. Each Authority must have the framework in place that will enable them to identify, measure and control these and ultimately control traffic growth.

4.6.4 Opportunities

There are opportunities to measure and to deal with the anticipated traffic growth on the network and there are a number of initiatives that can be put in place to counter traffic growth:-

- Ensuring regeneration takes place in sustainable and accessible locations.
- Put in place initiatives to increase bus and rail patronage.
- Invest in walking and cycling measures, in particular for short journeys.
- Implement Demand Management measures.
- Put in place measures to keep traffic flowing on the main routes and to discourage rat-running in residential areas.

In particular in Middlesbrough there are specific initiatives that will assist in making the most of these opportunities:-

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Middlesbrough's LTP (2006 – 2011) outlines these initiatives in detail. Key initiatives that will assist in managing traffic growth are:-

- Promote and encourage more sustainable modes of transport, especially in urban areas.
- Maintain, improve and make more efficient use of the existing highway network.
- Maximise the capacity of the existing road links and junctions, in particular areas designated as amber and red routes/roads.

4.6.5 Risks

Failure to introduce effective measures to combat traffic growth will affect everyone directly or indirectly and the economic growth of the town in general. Incremental increase in traffic growth will allow strategies to be introduced in a structured manner to compensate for these increases.

Not providing suitable and reliable alternative modes of transport will also be counterproductive in effectively combating traffic growth, especially in urban areas. New developments, business and social, also contribute to increased traffic volumes; the Council and developers need to consider the impact on the network by such developments.

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Key Activity/Initiatives COMPLETED	Deliverables	Timescale	Lead Partner
Establish monitoring procedures for • bus patronage • cycling trips • walking trips • traffic volumes • journey times • impact of Employer and School Travel Plans	LTP Target LTP Target To monitor (LTP) All state schools in Middlesbrough to be covered by 'approved' travel plan by 2010.		Alistair Bolton
Establish Demand Management Framework for Parking			Steve Webster

Key Activity/Initiatives - CURRENT	Deliverables	Timescale	Lead Partner
• Traffic monitoring equipment, numbers and locations.	Review current numbers and locations of monitoring equipment		Alistair Bolton
• Traffic monitoring operations/software.	Review current traffic monitoring software/recording equipment		
• Key Network junctions.	Review, via external consultants, key network junctions within the town.		

Performance Indicators		Current Performance	Target Performance	Target date
Measure	**Purpose**			

Intervention Criteria	Evidence of Compliance
(a) What evidence has been given to show an authority have identified trends in traffic growth on specific routes? (b) What policies have been put in to place for managing incremental change?	

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4.7 Working with stakeholders

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

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

4.7.1 Supplementary questions from the intervention criteria

a) 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?

b) 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?

c) Do authorities ensure that other types of authorities (e.g. planning authorities) are aware of the duty and their impact on the movement of traffic?

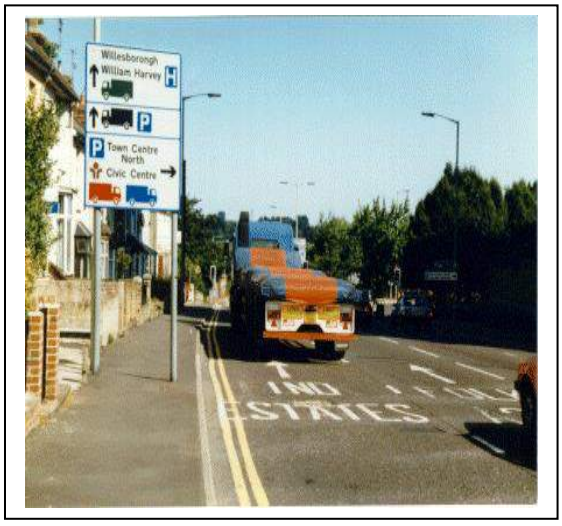
d) What evidence is there to show that the authority take actions that include consultation on initiatives, the sharing of information needed to meet the duty, processes for ensuring that policies are consistent and agreeing joint working arrangements, including the Highways Agency specifically, and Transport for London?

e) Has the authority involved the police, PTEs, bus operators, the Traffic Commissioners, residents, local businesses and different road users where appropriate in decision-making processes?

4.7.2 Existing Situation

Middlesbrough Council has, over a long period, established a number of internal and external Council driven stakeholder/Interested parties liaison groups and committees, to date, these pro-active groups have successfully managed the number of diverse activities affecting the network. Due to the diversity of activities that can affect the network it is not practical or possible to bring all of these groups together, however, it is important that the information from these groups and meetings reaches the wider audience. The Council usually hosts these scheduled meetings, meetings have a formal agenda and are minuted accordingly.

Groups attending these various meetings cover a wide range of activities affecting the network, certain groups i.e. Traffic Liaison/Emergency Service groups may discuss proposed changes to the network in general, specific roads and routes layouts, traffic signalising etc. Meetings with utility organisations would discuss operational issues, scheduling and coordinating of works etc. on the network.



Internally the Council have a number of general development related issues, issues that may or may not affect the network. The Network Management team have representation at all of these meetings and committees; designated T&DS section members attend a number of these network related groups/meetings, and, as stated, have representation at others.

Relevant information, in respect of network related activities, from the above committees, groups and meetings is forwarded to a central point for coordination purpose and, where applicable, logged on the electronic Street Works Register. This information is then

disseminated to internal and external organisations and groups.

Being a member of the Tees-Valley Group, Middlesbrough can influence other activities being carried out by neighbouring authorities that affect the Council's network.

4.7.3 Issues

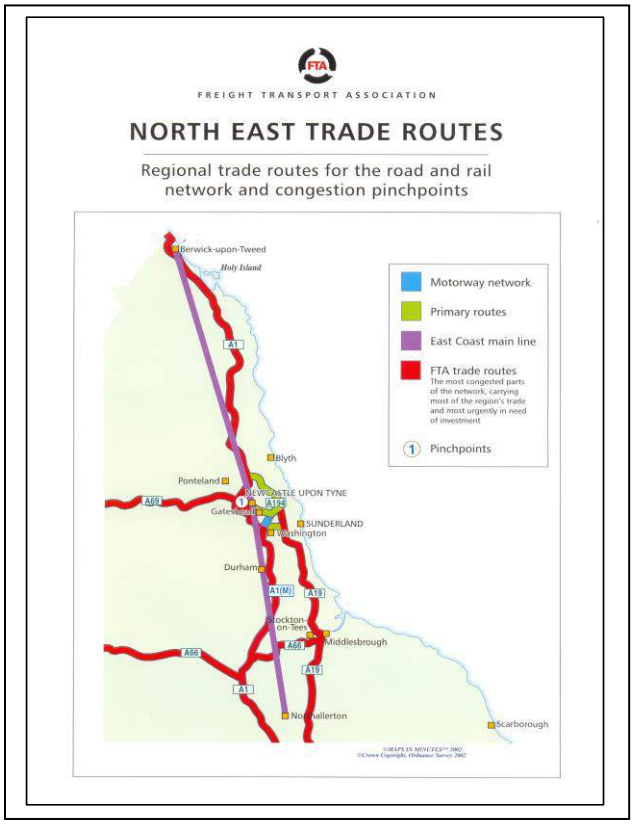
The scope of the network management duty extends far beyond the traditional organisational boundaries of local authority highways departments. The efficient operation of the road network is therefore not necessarily under the direct control of the LTA or the Traffic Manager. It is incumbent upon the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

- establish control over the many stakeholders who undertake activities on the road network or which affect the road network;
- to collaborate with adjacent traffic authorities to ensure that the efficient operation of the network is seamless across organisational boundaries;
- to work with stakeholders using the road network to ensure their needs are understood and taken into account;
- to work with other local authority departments – internal and external – to raise awareness of the network management duty and to secure their co-operation in delivering the required outcomes.
- ensure all Council meetings are recorded and minuted in a formal manner to provide a written record and evidence, distribute, where necessary, to all interested parties

4.7.4 Opportunities

Good communication and collaboration between relevant stakeholders and other interested parties will result in the best use being made of the existing road network for the benefit of all road users.

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



Section 4 – Performing the Network Management Duty

The Council's Built Environment Group are currently reviewing a number of existing meetings in respect of content, stakeholder representation, attendees, frequency etc. An opportunity to review these meetings may result in, where possible, condensing various groups and meetings into a generic network activity related committee.

4.7.5 Risks

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

The Council need to be pro-active in promoting and encouraging participation in network management; all should have a vested interest in how the network, if successfully managed, will benefit business and the general populace of the town.

Section 4 – Performing the Network Management Duty

Key Activity/Initiatives - COMPLETED	Deliverables	Timescale	Lead Partner
MBC Network Management team	Establish a core Network Management Strategy Team		

Key Activity/Initiatives - CURRENT	Deliverables	Timescale	Lead Partner
Current Stakeholder, Emergency Services and Highway Operatives Meetings and Participation.	Review current stakeholders/representation and establish generic Network Management Committee/Forum	Ongoing	MBC/Steve Rigg
Information – Receiving/Distributing/Recording	Review current mediums of information collection, distribution and recording.		
Neighbouring Councils	Review current cross-boundary systems, arrangements and formalise points-of-contact.	Ongoing	Ian McConville/Pauline Blowers

Performance Indicators		Current Performance	Target Performance	Target date
Measure	**Purpose**			

Intervention Criteria	Evidence of Compliance
(a) 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?	(i) Traffic Manager and works co-ordination team are fully aware of the requirements of current legislation. Committee reports advising Members of the requirements have been published and Departmental awareness via presentations at annual Business Planning Days and formal briefings to internal works promoters.
(b) 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?	(i) Not Applicable
(c) Do authorities ensure that other types of authorities (e.g. planning authorities) are aware of the duty and their impact on the movement of traffic?	(i) Middlesbrough Council as a Unitary Authority is both Highway and Planning Authority. The Department in which the Traffic Manager sits is consulted on all relevant planning applications.

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Intervention Criteria	Evidence of Compliance
(d) 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 the Highways Agency specifically, and Transport for London?	(i) Membership of the North East Traffic Managers Group. (ii) Membership of North East HAUC. (iii) Traffic Officers Group meetings which involve events co-ordination with Emergency Services, bus operators and taxi operators. (iv) Quarterly NEHAUC Co-ordination meetings between Tees Vally authorities and Statutory Undertakers (v) Internal Co-ordination meeting with Authority works promoters.
(e) Has the authority involved the police, PTEs, bus operators, the Traffic Commissioners, residents, local businesses and different road users where appropriate in decision-making processes?	(i) All major highway schemes are subject to the Council's consultation process. (ii) Traffic Officers Group see d(iii) above. (iii) Traffic Manager currently part of NETMG Working Group with Bus Operators and Local Authorities working together to secure bus service punctuality and reliability and publish NE Regional Good Practice Guide:

Section 4 – Performing the Network Management Duty

4.8 Ensuring parity

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

4.8.1 Supplementary questions from intervention criteria

a) Does the authority apply the same standards and approaches to their own activities as they do to those of others and do they provide evidence of this, particularly in relation to utilities' street works and developers' works?

b) Do they use locally determined indicators and where relevant any centrally developed key performance indicators?

4.8.2 Existing Situation

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

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

The Department for Transport (DfT) have established a working group, chaired by Halcrow, and consisting of street authority and utility representatives to develop a suite of KPIs for the noticing regime.

The North East Region is represented on this group by Northumberland County Council.

4.8.3 Issues

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

The current level of information supplied by local authorities varies substantially and is often very sparse. The pro-active support of the directorship and senior management will be needed to promote, influence and adopt positive actions in providing relevant internal information's as required.

The Street Works Register is the prescribed medium for the recording of specific operations and activities undertaken on the network, this register is primarily aimed at utility/local authority highway works. The functionality of the Street Works register needs to be reviewed, where possible, to develop a system that is multi-functional in respect of other network related activities such as skips, scaffold and hoardings, placement of objects/deliveries etc. on the highway.

4.8.4 Opportunities

Continue to influence national debate through representation on the Dft working group

Participate in the national trial of the KPIs in 2008/9

Develop improved local systems for noticing in house works and ensure all Internal operatives are aware of their responsibility in providing relevant information regarding network activities.

4.8.5 Risks

If it is not mandatory for local authorities to notice their works in the same way as utility companies it will be difficult to enforce notification and therefore it will be very difficult to demonstrate parity of treatment.

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Key Activity/Initiatives - COMPLETED	Deliverables	Timescale	Lead Partner
Implement processes to ensure that our own schemes are noticed in the same way as those of utilities and other providers	Ensure all relevant internal departments are aware of noticing requirements and procedures.	Complete	Chris Bates
Recording Mechanisms	Review capability of existing IT software for the recording of internal information's	Complete	Chris Bates
Implement Inspection Regime for highway works	Ensure all relevant internal departments are aware of inspection procedures.	Complete	Gary Nevitt

Key Activity/Initiatives - CURRENT	Deliverables	Timescale	Lead Partner
Ensure that the region continues to be represented on the Dft working group Take part in the national trial for the proposed KPIs	Assist regional DfT representative in ongoing development of regional policies Ensure documentary evidence is available and reported as required		

Performance Indicators		Current Performance	Target Performance	Target date
Measure	**Purpose**			
% of works with agreed extensions– by works category	To ensure street authorities consider all works promoters in respect to extension request			
% of works with unauthorised overruns - reinstatement category and works category	To identify unauthorised overruns where notified by a works promoter			
% of works with an early start request agreed, by works category	To ensure authorities consider all works promoters in respect early start requests			
Number of remedial works by category	To identify where works promoters correctly notify remedial works			
% of notices for which an FPN could be given	To identify the frequency of potential FPNs as generated by a system report			

Section 4 – Performing the Network Management Duty

Intervention Criteria	Evidence of Compliance
(a) Does the authority apply the same standards and approaches to their own activities as they do to those of others and do they provide evidence of this, particularly in relation to utilities' street works and developers' works?	(i) Our own works promoters are required to register works on our EToN 5 system. We have, and will continue, to issue Fixed Penalty Notices, timings on directions and durations, S74 overstay and S66 Notices to our own works promoters where appropriate. We also carry out Category A Inspections and issue defect notices where appropriate.
(b) Do they use locally determined indicators and where relevant any centrally developed key performance indicators?	(i) DfT have established a Working Group to develop a suite of national KPI's. On a local level we are currently monitoring the number of Early Start requests, Revised Duration requests and number of Fixed Penalty Notices issued.

Section 4 – Performing the Network Management Duty

4.9 Areas for Improvement

Middlesbrough Council has introduced a number of measures that will, in part, address the key objectives outlined above. This plan has been developed to ensure the Council meets and fulfils its Network Management Duty in respect of managing the network. The key priority of the Middlesbrough LTP is to ensure congestion does not hinder Middlesbrough's continued economic growth, this plan will, at operational levels, compliment and support this LTP objective.

A majority of the disruption to the network is a result of works being undertaken on the highway, be it local authority works, utility works or private contractors, the effective planning and coordinating of these works is key to minimising disruption. As traffic volumes increase the existing network has to cope with these ever increasing demands, the successful management of the network will help cope with these demands.

The planning and timing of works and activities on the network are major factors in ensuring disruption and congestion is kept to a minimum. External notification of works i.e. utility works is already subject to stringent notification regimes, the Council have, for a number of years, employed an internal notification regime in respect of specific highway works, and under ETON 4 the authorities reactive works are now subject to notification.

In reviewing the objectives outline above a number of actions have been identified, a number of these actions are activities, systems and procedures that the Council already employ, these areas however need to be reviewed, updated and improved where possible. New systems and procedures to be formulated and introduced will be agreed, initially, with the Network Management Core Team and presented to the Stakeholder Groups for approval. The active participation and input of the Stakeholder groups will ensure the Council do not overlook specific areas of concern that affect these groups.

The N.M. Core Team will commence assembling a suite of procedural notes relating to the following key elements of service provision and process:

- Street Works (utility/local authority)
- Network Management Plan
- Traffic Enforcement
- Parking Enforcement
- Information/Communication Technology
- Highway (activity) Licensing

In time it is intended that these suites of procedural notes will be appended to this Plan for reference.

Particular attention will be given to areas of the Council's own works and activities that affect the network.

Performance and Review

5.1 Introduction

The success of this, along with any other, plan or action relies on the support, and active participation, of all parties. A number of the actions outlined in this plan will be monitored under the relevant local and national 'performance indicators', other performance measures may need to be introduced for specific areas of this plan, however, initially the plan needs to be introduced and monitored to establish reliable, measurable performance indicators.

5.2 Performance measures

Early indications from the DfT in relation to the criteria for intervention are that the Local Transport Plan, or any system that may subsequently replace it, will be used to monitor the performance of LTAs in respect to network management.

Middlesbrough Council has established its priority themes in respect to the local transport plan. Section 3 of this plan identified those groups of activities that will have a significant impact on network management. Whilst this network management plan will be reviewed on annual basis, Middlesbrough Council has identified those measures that it believes contribute directly to network management within the scope of the Council's overall strategic goals.

Middlesbrough Council has already recognised that, with the anticipated growth of traffic over the next 10 years expected to be in the region of 30%, there will be an inevitable rise in congestion. However with a proactive network management regime and the policies and processes in place Middlesbrough Council believes it can mitigate this rise in congestion.

The indicators that been have identified in Appendix 5 will be used to contribute to a 'congestion matrix'. Middlesbrough Council believe that improvement against these targets will demonstrate that the policies and procedures the Council has adopted are improving the movement of traffic on the network and, in turn, towards mitigating the effects of traffic growth and slowing a growth in congestion.

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

The North of England Traffic Managers group will monitor the effects of the duty on a regional basis and will cooperate in the interests of disseminating best practice with a view to establishing a culture of continual improvement.

The group will work together in developing the management of the regions network. Whilst all council's have there own priorities, the culture of collaboration that exists between the north of England highway authorities means that the sharing of best practice will enable the councils to learn from others experience, benchmark their performances and ensure, as far as is reasonably practicable, that continual improvement occurs across the region.

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

5.3 Plan Review

Middlesbrough Council will monitor the effectiveness of its actions in the performance of the network management duty and review the effectiveness of its arrangements for network management and take action as follows.

5.3.1 Monitoring

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

Section 5 – Performance and Review

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

5.3.2 Review

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

Appendix 1 Contacts

Internal Contacts

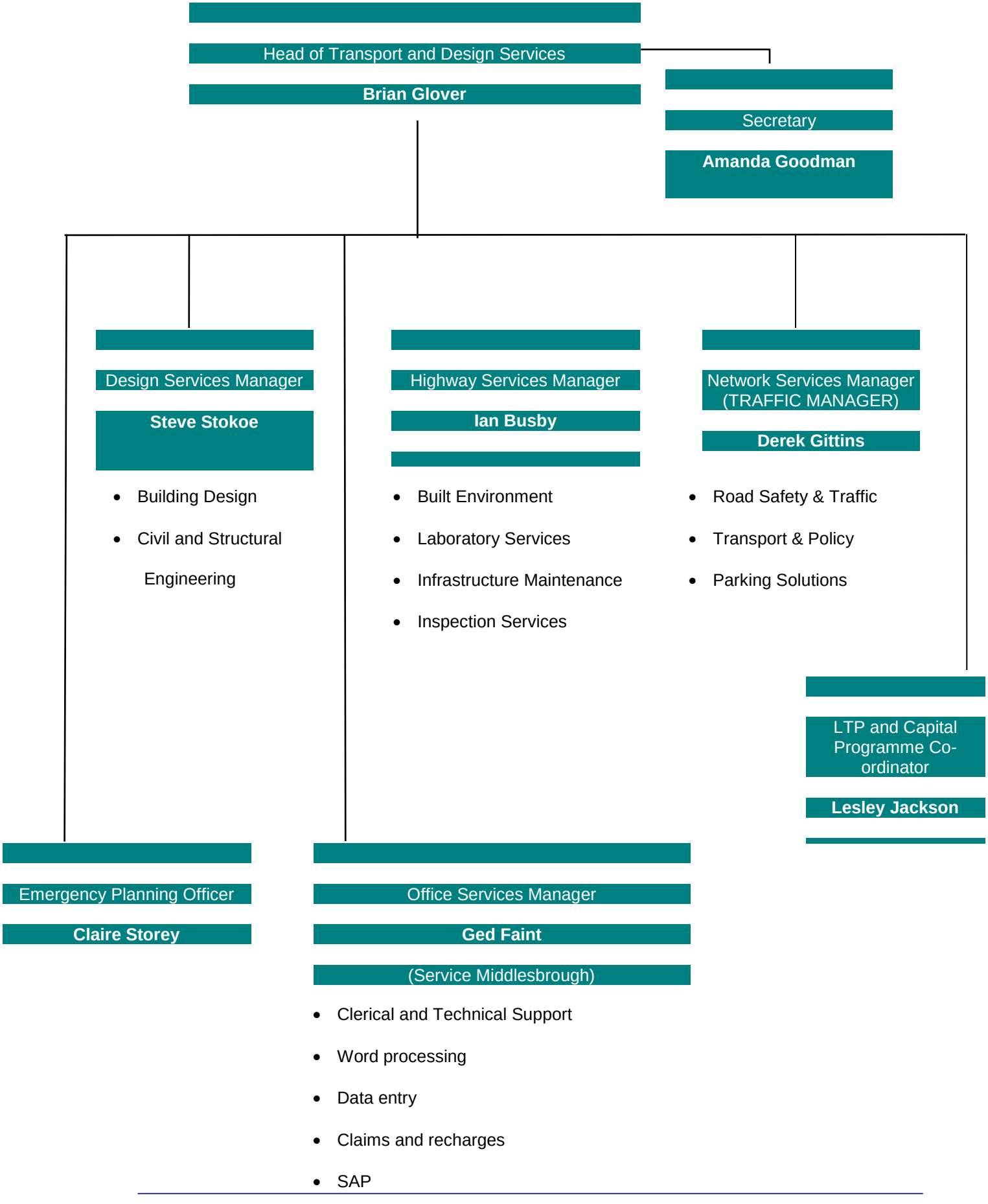
Position	Name	Location	Tel Number	E-mail
Traffic Manager	Derek Gittins	Vancouver House	01642 728636	derek_gittins@middlesbrough.gov.uk
Group Leader Transportation and Policy	Alistair Bolton	Vancouver House	01642 728174	alistair_bolton@middlesbrough.gov.uk
Group Leader Built Environment	Ron Dawson	Vancouver House	01642 728163	ron_dawson@middlesbrough.gov.uk
Group Leader Traffic And Road Safety	Rob Farnham	Vancouver House	01642 728188	rob_farnham@middlesbrough.gov.uk
Principal Engineer Network Management	Chris Bates	Vancouver House	01642 728152	chris_bates@middlesbrough.gov.uk
Principal Engineer Traffic and Road Safety	Steve Rigg	Vancouver House	01642 728189	steve_rigg@middlesbrough.gov.uk
Parking Solutions Manager	Steve Webster	Vancouver House	01642 728134	steve_webster@middlesbrough.gov.uk
Cleveland Emergency Planning Unit	Claire Storey	Vancouver House	01642 301526 07789 650502	Claire_storey@middlesbrough.gov.uk
Middlesbrough Council Switchboard	Contact Centre	Middlesbrough House	01642 726001	
MBC Emergency Control Centre			01642 327583	Claire_storey@middlesbrough.gov.uk
MBC Housing Roads, Environmental Health		Middlesbrough House	01642 726820	

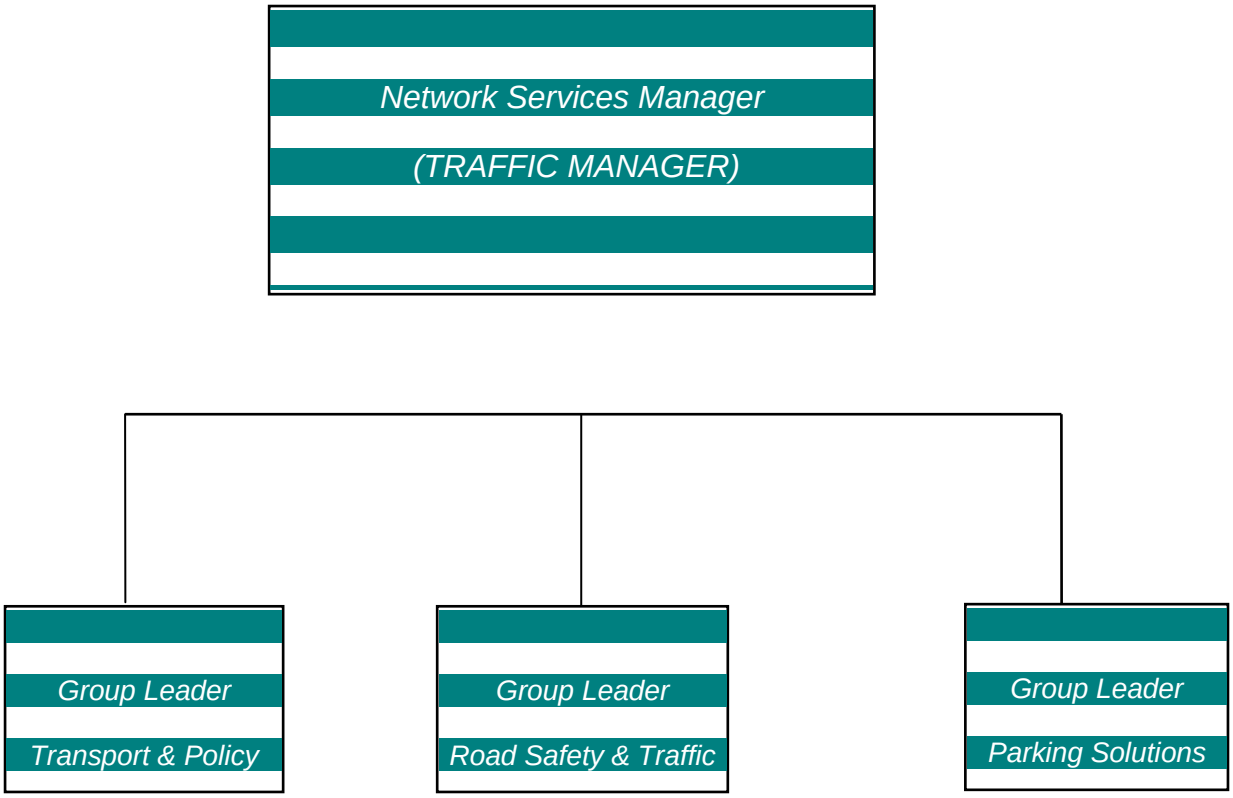
External Contacts

Position	Name	Location	Tel Number	E-mail
Environment Agency Floodline			0845 9881188	
Stockton Borough Council	Brian Buckley	Kingsway House	01642 526703	Brian.buckley@stockton.gov.uk
Redcar and Cleveland Council	Dave Slater		01287 612556	dave_slater@redcar_cleveland.gov.uk
North Yorkshire County Council	Doug Huzzard		01609 532081	douglas.huzzard@northyorks.gov.uk
Cleveland Police	Duty Inspector		01642 301101	
Cleveland Police	Command Support		07740 371339	
James Cook Hospital				James Cook Hospital
Network Rail	Bob Wormald			Network Rail
Durham Tees Valley Airport				Durham Tees Valley Airport
Arriva				Arriva
Stagecoach				Stagecoach
Harbour Master	Paul Brookes		01642 277211	harbourmaster@pdports.co.uk
Port Authorities				Port Authorities
NEAS	Elaine Bennington	Ladgate Lane	0191 2731500	www.neambulance.nhs.uk
Cleveland Fire Brigade		Fire HQ	01429 872311	
Cleveland Fire Brigade	Keith Reid		07740 152965	kreid@clevelandfire.gov.uk
Middlesbrough FC Stadium Safety Co-ordinator	Christine Thompson		01642 757662	Christine.Thompson@mfc.co.uk
BBC Radio Cleveland	Travel Line		0800 854833	
Northern Gas	Gas		0800 111999	

Networks	Emergency			
CE Electric	Electricity Emergency		0800 668877	
Northumbrian Water	Water Emergency		0800393084	

Appendix 2 Organisational Structure




Network Services Manager
(TRAFFIC MANAGER)
Group Leader
Transport & Policy
Group Leader
Road Safety & Traffic
Group Leader
Parking Solutions

Appendix 3 Arrangements with Neighbouring Authorities

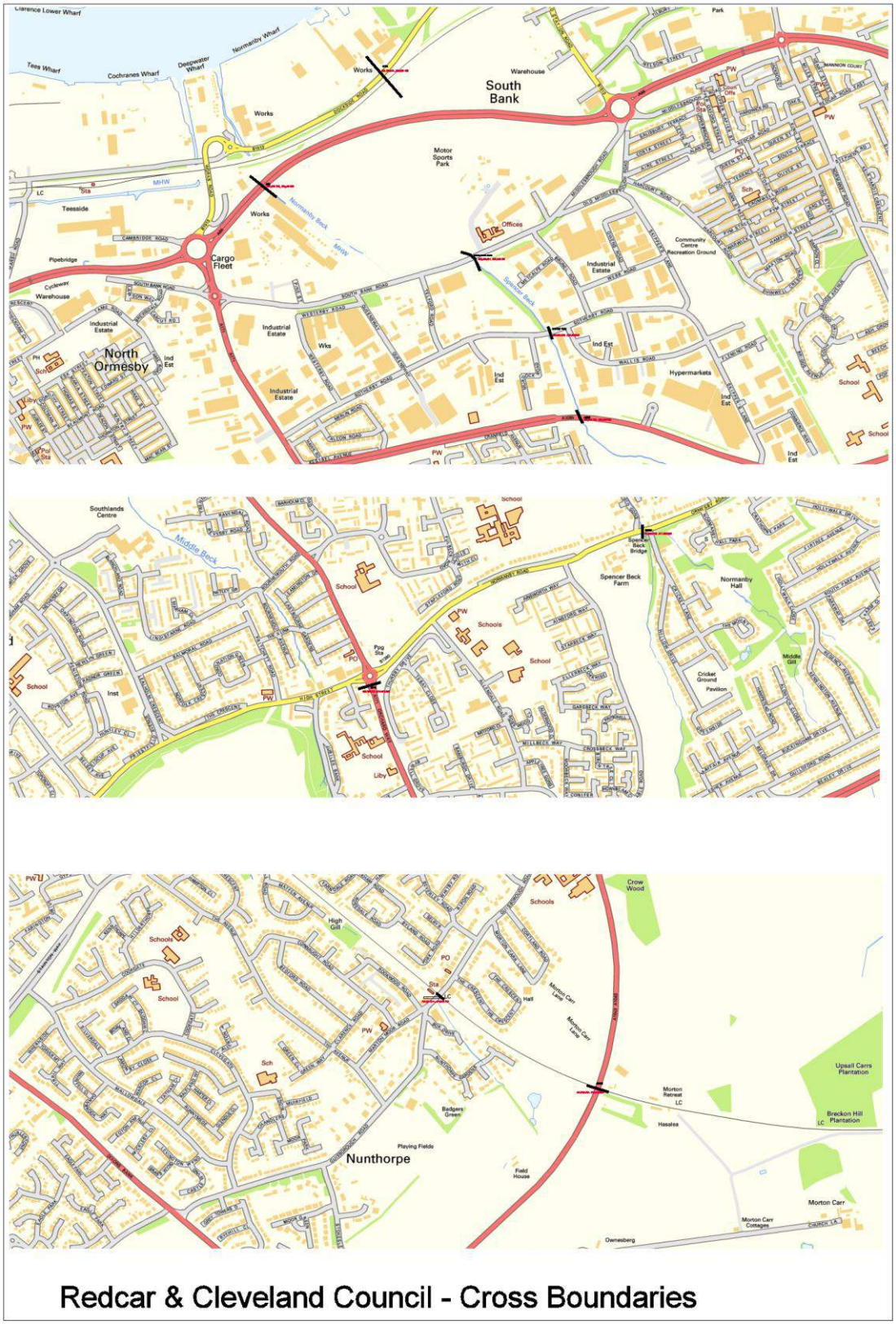
Schedule of Cross Border Routes

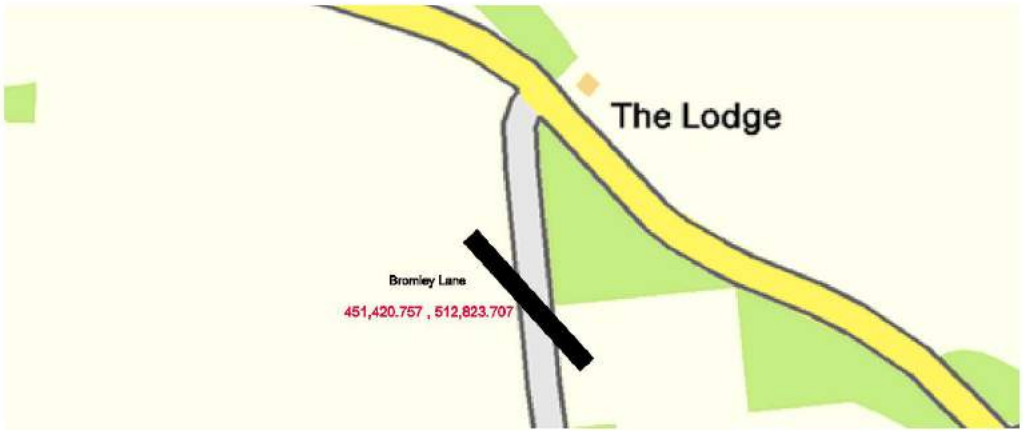
No	Location	Area	Additional Info	Authority
1	B1380 Marton Rail Station to Spencer Beck Along Ladgate Lane, Ormesby High Street, Normanby Road, Ormesby Road	Ormesby	Boundary runs linearly to centre line of highway	MBC and RCBC
2	A174 Parkway	Ormesby	Between Ormesby Grange Farm and Ormesby Beck	Highways Agency and Autolink
3	Gypsy Lane	Nunthorpe	At the rail halt	MBC and RCBC
4	Guisborough Road	Nunthorpe	At the rail halt	MBC and RCBC
5	A1043 Nunthorpe Bypass	Nunthorpe	At rail bridge crossing	MBC and RCBC
6	Church Lane	Old Nunthorpe Village	Not Adopted	MBC and RCBC
7	A172 Stokesley Road (Old Nunthorpe Village Bypass)	Old Nunthorpe Village	At River Tame Culvert	MBC and Hambleton/ NYCC
8	Stokesley Road	Old Nunthorpe Village	At River Tame Bridge. Near the Tree Bridge Hotel	MBC and Hambleton/ NYCC
9	B1365 Stokesley Road	Newby	Just South of Brass Castle Lane	MBC and Hambleton/ NYCC
10	Bromley Lane	Newby	-	MBC and Hambleton/ NYCC
11	Lane at Cherry Hill Nurseries to Newby Farm	Newby	Not Adopted	MBC and Hambleton/ NYCC
12	Seamer Road	Thornton	-	MBC and SBC
13	Lane off Seamer Road to Thornton Grange	Thornton	Not Adopted	MBC and SBC
14	Maltby Road/ Maltby High Lane	Maltby	-	MBC and SBC
15	A19 at Low Lane	Maltby	Bridge Over Low Lane	Highways Agency and Autolink

No	Location	Area	Additional Info	Authority
15a	B1380 Low Lane	Maltby	Under A19	MBC and SBC
16	A174/A19 Interchange	Stainsby	At Stainsby Wood (note Highways Agency/Autolink ends near roundabout nosing	MBC and SBC
17	Lane to Stainsby Grange	Stainsby	Not Adopted	MBC and SBC
18	Lane to Stainsby Hill Farm and Stainsby Grange	Stainsby	Part Adopted at A19	Unknown Possible MBC and SBC or Highways Agency and Autolink
19	A19 Mandale Interchange / A1130 Acklam Road	Whinney Banks/ Acklam	At The fleet tributary	MBC and SBC
20	Teesside Leisure Park Access Road / Teesside Park Drive	Teesside Park	At Old River Tees Culvert	MBC and SBC
21	A66	Near Teesside Park	At Old River Tees Culvert	SBC Halcrow and Highways Agency and Autolink
22	Stockton Road/Middlesbrough Road	Near Teesside Park	At Old River Tees Culvert	MBC and SBC
23	A19 Tees Viaduct	-	River Tees Viaduct	Highways Agency and Autolink
24	A1032 Newport Bridge / Newport Bridge Approach Road	Newport	Newport Bridge	MBC and SBC
25	A178 Ferry Road Transporter Bridge / Port Clarence Road	St Hildas	Transporter Bridge	MBC and SBC
26	B1513 Dockside Road	Cargo Fleet	Between Normanby Wharf and Cargo Fleet Wharf	MBC and RCBC
27	A66 South Bank Bypass	Cargo Fleet	At Normanby Beck Culvert	MBC and RCBC
28	South Bank Road / Middlesbrough Road	East M'bro Ind. Estate	At Normanby Beck / Spencer Beck Culvert	MBC and RCBC
29	Sotherby Road	East M'bro Ind. Estate	At Spencer Beck Bridge/Culvert	MBC and RCBC
30	A1015 Trunk Road	Brambles Farm	At Spencer Beck Culvert	MBC and RCBC

Arrangements with Neighbouring Authorities
Schedule of Cross Border Agreements

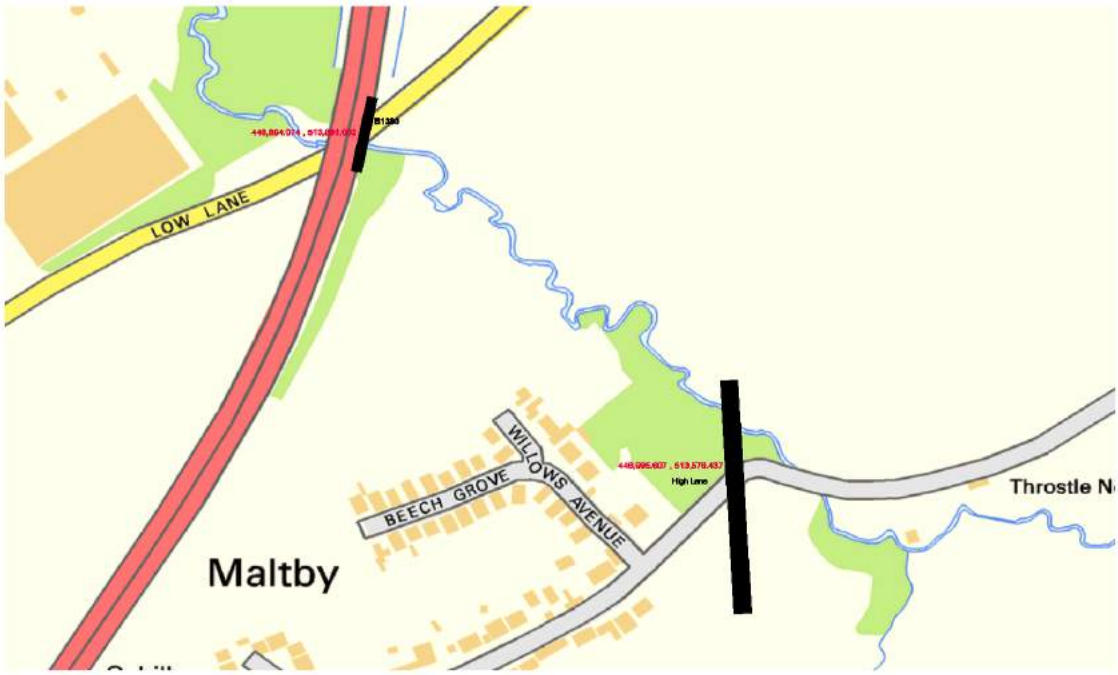
- Highway Safety Inspections & Maintenance
- Winter Services
- Gully Cleansing
- Street Furniture
- Grip Testing Investigation Levels
- Street Lighting Maintenance
- Culvert/Grill Inspection & Maintenance
- Bridge Inspections & Maintenance
- Highway Tree Inspections & Maintenance
- Grass Cutting & Weed Treatment
- Environmental Services – Graffiti & Posters
- Street Cleansing
- Litter Picking
- Environmental Services – Dead Animals, Needles, Fly Tipping and Dumps
- Signs
- Lining
- Cats Eyes
- Safety Fencing
- Speed Limits
- Traffic Management – Street Works
- Network Hierarchy


South Bank
Cargo Fleet
North Ormesby
Nunthorpe
Redcar & Cleveland Council - Cross Boundaries



Hambleton District - Cross Boundaries

Stockton Council - Cross Boundaries



Stockton Council - Cross Boundaries

Appendix 4 Network Management Hierarchy

Middlesbrough Network (Traffic Sensitive & User) Hierarchy

Road Identification										User Hierarchy								
Primary Designation Secondary Designation	500 vehicles per hour per lane	Single Carriageway <6.5m wide 600+ vehicle per hour	Congestion Charges	traffic flow contains more than 25% HGV's	Eight buses per hour	winter maintenance	100 metres of a critical signalised junction	2 way ped flow of atleast 1300 persons per hour	Tourist route, international/ national events take place	Public Transport	Pedestrians	Freight	Cars	Cyclists	Powered 2 weelers	Parked cars	**Classification**	**Hierarchy**
A172 LINK ROAD	YES	NO	NO	NO	NO	YES	NO	NO	NO	0	0	3	5	1	2	0	2 Strategic Route	
A66 MIDDLESBROUGH	YES	NO	NO	NO	NO	YES	NO	NO	NO	3	0	5	5	1	2	0	2 Strategic Route	
ACKLAM ROAD A1032	NO	NO	NO	NO	YES	YES	YES	NO	NO	5	4	3	5	2	2	4	3a Main Distributor	
ACKLAM ROAD A1032 FROM CAMBRIDGE ROAD TO GREEN LANE	NO	NO	NO	NO	YES	YES	YES	NO	NO	5	4	3	5	2	2	4	3a Main Distributor	
ACKLAM ROAD A1032 FROM GREEN LANE TO MANDALE ROAD	NO	NO	NO	NO	YES	YES	YES	NO	NO	5	4	3	5	2	2	4	3a Main Distributor	
ACKLAM ROAD A1032 FROM MANDALE ROAD TO HALL DRIVE	NO	NO	NO	NO	YES	YES	YES	NO	NO	5	4	3	5	2	2	4	3a Main Distributor	
ACKLAM ROAD THORNABY A1130 TO STOCKTON BOUNDARY	NO	NO	NO	NO	YES	YES	NO	NO	NO	1	0	3	3	1	3	0	3a Main Distributor	
ALBERT ROAD C120	NO	NO	NO	NO	YES	YES	YES	NO	NO	5	4	2	5	2	2	5	3b Secondary Distributor	
AYRESOME GREEN LANE From HEYWOOD STREET to ACKLAM ROAD	NO	NO	NO	NO	YES	YES	YES	NO	NO	4	2	3	4	2	2	1	3a Main Distributor	

AYRESOME STREET A1085	NO	YES	NO	NO	YES	YES	YES	NO	NO	1	2	2	4	1	1	4	3b Secondary Distributor	
BOROUGH ROAD HARTINGTON ROAD TO ALBERT ROAD	NO	NO	NO	NO	YES	YES	YES	NO	NO	5	4	3	4	1	1	3	3b Secondary Distributor	
BOROUGH ROAD ALBERT ROAD TO A66	NO	NO	NO	NO	YES	YES	YES	NO	NO	4	2	2	3	1	1	3	3b Secondary Distributor	
BRENTNALL STREET	NO	NO	NO	NO	YES	YES	YES	NO	NO	5	4	3	4	1	1	0	3b Secondary Distributor	
BURLAM ROAD	NO	NO	NO	NO	NO	YES	NO	NO	NO	2	2	1	3	1	1	2	3b Secondary Distributor	
CAMBRIDGE ROAD	NO	NO	NO	NO	YES	YES	YES	NO	NO	4	2	1	4	3	1	5	3b Secondary Distributor	
CANNON PARK INTERCHANGE	YES	YES	NO	NO	YES	YES	YES	NO	NO	3	0	4	5	2	2	0	3a Main Distributor	
CARGO FLEET LANE A171 FROM ORMESBY ROUNDABOUT TO FULBECK ROAD	NO	NO	NO	NO	YES	YES	NO	NO	NO	3	4	2	4	2	2	1	3a Main Distributor	
CARGO FLEET LANE A171 FROM HOMERTON ROAD TO LONGLANDS ROAD	NO	NO	NO	NO	YES	YES	YES	NO	NO	4	3	2	4	2	1	0	3a Main Distributor	
CARGO FLEET LANE A171 FROM LONGLANDS ROAD TO A66 ROUNDABOUT	NO	NO	NO	YES	NO	YES	YES	NO	NO	2	2	5	4	1	1	0	3a Main Distributor	
CASS HOUSE ROAD	NO	NO	NO	NO	YES	YES	NO	NO	NO	3	3	1	3	1	1	2	3b Secondary Distributor	
CLAIRVILLE ROAD C119	NO	NO	NO	NO	NO	YES	NO	NO	NO	1	2	2	3	1	1	2	3b Secondary Distributor	
CORPORATION ROAD	NO	NO	NO	NO	YES	YES	YES	NO	NO	4	5	3	5	3	2	0	3b Secondary Distributor	
CROFT AVENUE C125	NO	NO	NO	NO	NO	YES	YES	NO	NO	2	3	3	4	2	2	4	3b Secondary Distributor	
CROMWELL STREET	NO	NO	NO	NO	YES	YES	NO	NO	NO	4	5	2	4	2	2	5	3b Secondary Distributor	
DIXONS BANK A172	NO	YES	NO	NO	YES	YES	YES	NO	NO	4	4	3	4	2	2	0	3a Main Distributor	

EMERSON AVENUE C125	NO	NO	NO	NO	YES	YES	NO	NO	NO	3	4	2	4	2	1	4	3b Secondary Distributor	
FERRY ROAD	NO	NO	NO	YES	NO	YES	NO	NO	NO	1	2	3	3	2	1	0	3b Secondary Distributor	
GLENDALE ROAD	NO	NO	NO	NO	NO	YES	NO	NO	NO	1	4	1	4	2	1	4	3b Secondary Distributor	
GRANGE ROAD FROM BRENTNALL STREET TO LINTHORPE ROAD	NO	NO	NO	NO	YES	YES	YES	NO	NO	5	4	2	3	1	1	2	3b Secondary Distributor	
GRANGE ROAD FROM LINTHORPE ROAD TO ALBERT ROAD	NO	NO	NO	NO	YES	YES	YES	NO	NO	5	5	3	3	2	1	1	3b Secondary Distributor	
GREEN LANE C125	NO	YES	NO	NO	YES	YES	YES	NO	NO	4	4	3	4	2	1	4	3b Secondary Distributor	
GUISBOROUGH ROAD C114	NO	NO	NO	NO	YES	YES	YES	NO	NO	3	2	2	4	1	1	0	3b Secondary Distributor	
GUNNERGATE LANE	NO	NO	NO	NO	NO	YES	YES	NO	NO	2	2	1	3	1	1	1	3b Secondary Distributor	
HALL DRIVE	NO	NO	NO	NO	NO	YES	YES	NO	NO	2	5	1	5	2	1	1	3b Secondary Distributor	
HARTINGTON INTERCHANGE A178	YES	NO	NO	NO	NO	YES	YES	NO	NO	2	1	4	5	1	2	0	3a Main Distributor	
HARTINGTON ROAD B1272	NO	NO	NO	NO	YES	YES	YES	NO	NO	5	3	3	5	2	2	0	3a Main Distributor	
HEMLINGTON LANE B1365	NO	NO	NO	NO	YES	YES	NO	NO	NO	3	2	2	4	2	2	0	3a Main Distributor	
HEYWOOD STREET A1032	YES	NO	NO	NO	YES	YES	YES	NO	NO	4	2	3	4	2	1	0	3a Main Distributor	
HIGH STREET ORMESBY B1380	NO	NO	NO	NO	YES	YES	NO	NO	NO	3	2	2	4	1	1	0	3b Secondary Distributor	
KEITH ROAD C125	NO	NO	NO	NO	YES	YES	NO	NO	NO	3	3	2	4	1	1	1	3b Secondary Distributor	
KING'S ROAD	NO	NO	NO	NO	YES	YES	YES	NO	NO	4	4	3	4	2	1	4	3b Secondary Distributor	

LADGATE LANE B1380	NO	NO	NO	NO	YES	YES	YES	NO	NO	3	2	2	4	1	1	0	3b Secondary Distributor	
LEVICK CRESCENT A1130	NO	NO	NO	NO	YES	YES	YES	NO	NO	4	3	3	4	2	2	2	3a Main Distributor	
LINTHORPE ROAD B1272	NO	NO	NO	NO	YES	YES	YES	NO	NO	3	4	2	1	1	5	5	3a Main Distributor	
LONGLANDS ROAD A1085	YES	NO	NO	NO	YES	YES	YES	NO	NO	4	3	3	5	2	2	0	3a Main Distributor	
LOW LANE B1380	NO	NO	NO	NO	NO	YES	NO	NO	NO	1	2	2	3	1	1	0	3b Secondary Distributor	
MANDALE INTERCHANGE	YES	NO	NO	NO	YES	YES	NO	NO	NO	3	1	2	5	2	2	0	3a Main Distributor	
MANDALE ROAD A1130	NO	NO	NO	NO	YES	YES	YES	NO	NO	4	3	3	4	2	2	2	3a Main Distributor	
MARTON ROAD A172 MARTON INTERCHANGE TO BOROUGH ROAD	NO	NO	NO	NO	YES	YES	YES	NO	NO	3	3	2	5	2	3	0	3b Secondary Distributor	
MARTON ROAD A172 FROM LADGATE LANE TO JAMES COOK HOSPITAL	YES	NO	NO	NO	YES	YES	YES	NO	NO	5	4	2	5	2	2	0	3b Secondary Distributor	
MARTON ROAD A172 FROM JAMES COOK TO CLAIRVILLE ROAD	YES	NO	NO	NO	YES	YES	YES	NO	NO	5	4	2	5	2	2	0	3b Secondary Distributor	
MARTON ROAD A172 FROM CLAIRVILLE ROAD TO BOROUGH ROAD	NO	NO	NO	NO	YES	YES	YES	NO	NO	4	3	2	4	2	1	0	3b Secondary Distributor	
METZ BRIDGE ROAD	NO	NO	NO	YES	NO	YES	YES	NO	NO	1	2	5	4	2	1	0	3b Secondary Distributor	
NEWHAM WAY	NO	NO	NO	NO	YES	YES	NO	NO	NO	3	3	1	3	1	1	0	3b Secondary Distributor	
NEWPORT ROAD B6541	YES	NO	NO	NO	YES	YES	YES	NO	NO	4	3	4	5	2	2	0	3a Main Distributor	
NORTH ROAD A178	NO	NO	NO	YES	NO	YES	YES	NO	NO	1	2	5	4	2	2	0	3b Secondary Distributor	
NUNTHORPE BYPASS A1043 TO REDCAR& CLEVELAND BOUNDARY	NO	NO	NO	NO	NO	YES	NO	NO	NO	1	0	1	1	1	1	0	3a Main Distributor	

ORCHARD ROAD	NO	NO	NO	NO	YES	YES	YES	NO	NO	4	3	1	4	2	1	0	3b Secondary Distributor	
ORMESBY ROAD LADGATE LANE TO HOMERTON ROAD	NO	NO	NO	NO	YES	YES	NO	NO	NO	3	4	2	4	1	1	0	3b Secondary Distributor	
ORMESBY ROAD C118 FROM HOMERTON ROAD TO LONGLANDS ROAD	YES	NO	NO	NO	YES	YES	YES	NO	NO	4	4	3	4	2	2	2	3b Secondary Distributor	
PARK ROAD NORTH C119	NO	NO	NO	NO	NO	YES	YES	NO	NO	1	2	1	3	1	1	0	3b Secondary Distributor	
RIVERSIDE PARK ROAD	NO	NO	NO	YES	NO	YES	YES	NO	NO	1	2	5	3	1	1	0	3b Secondary Distributor	
ROMAN ROAD C122	NO	NO	NO	NO	YES	YES	YES	NO	NO	3	4	1	4	1	1	5	3b Secondary Distributor	
SOUTHFIELD ROAD	NO	NO	NO	NO	NO	YES	YES	NO	NO	2	5	2	3	3	2	3	3b Secondary Distributor	
STAINTON WAY C117 LOW LANE TO B1365	NO	NO	NO	NO	YES	YES	NO	NO	NO	3	1	3	4	1	1	0	3b Secondary Distributor	
STAINTON WAY C117 FROM B1365 TO DIXONS BANK	NO	NO	NO	NO	YES	YES	YES	NO	NO	3	2	3	4	1	1	0	3b Secondary Distributor	
STAINTON WAY FROM DIXONS BANK TO GYPSY LANE	NO	NO	NO	NO	NO	YES	YES	NO	NO	1	1	0	3	0	1	0	3b Secondary Distributor	
STOKESLEY ROAD B1365	NO	NO	NO	NO	NO	YES	NO	NO	NO	1	0	1	3	1	1	0	3a Main Distributor	
TEES NEWPORT BRIDGE APPROACH ROAD A1032	YES	NO	NO	NO	YES	YES	NO	NO	NO	4	1	4	5	1	3	0	3a Main Distributor	
THE AVENUE C123 FROM THE AVENUE TO THE CRESCENT	NO	NO	NO	NO	YES	YES	NO	NO	NO	4	3	2	4	1	1	4	3b Secondary Distributor	
THE AVENUE MIDDLESBROUGH C123 FROM THE CRESCENT TO EMERSON AVENUE	NO	NO	NO	NO	YES	YES	NO	NO	NO	2	3	1	4	1	1	4	3b Secondary Distributor	
TRIMDON AVENUE	NO	NO	NO	NO	YES	YES	YES	NO	NO	3	3	1	3	1	1	3	3b Secondary Distributor	
UNION STREET	NO	NO	NO	NO	NO	YES	NO	NO	NO	2	2	1	2	1	1	2	3b Secondary Distributor	

WEST TERRACE	NO	NO	NO	NO	YES	YES	YES	NO	NO	4	2	3	4	1	1	0	3b Secondary Distributor	
WILSON STREET FROM NEWPORT ROAD TO ALBERT ROAD	NO	NO	NO	NO	YES	YES	YES	NO	NO	5	4	4	5	2	1	3	3b Secondary Distributor	
WILSON STREET From CORPORATION ROAD to ALBERT ROAD	NO	NO	NO	NO	YES	YES	YES	NO	NO	4	2	2	4	1	1	0	3b Secondary Distributor	

Appendix 5 Performance Targets and Measures

In order to measure the effectiveness of the traffic management duties it is proposed to measure performance on several levels.

An overall indication can be gained from measuring existing modal indicators required for the Local Transport Plan monitoring. In addition it is proposed to monitor the performance of the key corridors in the borough as well as the identified hot spots. Using these three levels of monitoring actions can be tailored where most needed to improve overall effectiveness of network management.

Overall indicators:

BVPI102 - Public Transport Patronage

LTP2 - Change in area wide road traffic mileage

LTP3 - Cycling trips

LTP4 - mode share of journeys to school

LTP5 - Bus punctuality indicator

LTP6 - Changes in peak period traffic flows in urban centres

Local 1- Rail patronage

Local 2- Mode share of journeys to work

Local 6- Daily traffic flow into Town Centre

Local 9- % of traffic signal controlled junctions with bus priority using bus real time system

Principal corridor indicators – A66, A1032, B1365, A172, A171

PC1 - change in traffic flows on corridor links

PC2 - change in peak time traffic flows on corridor links

PC3 - change in average journey times on corridor links

PC4 - number of days disruption due to roadworks

Key Junction indicators – 12 junctions highlighted in NMP

KJ1 - change in average peak hour queue lengths

KJ2 - change in average queue clear times.

Indicator	Definition	Baseline Year	Baseline Data	5 year monitoring period							
				2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Direction of travel	Notes
BVPI102 - Public Transport Patronage	Thousands of bus passenger journeys (i.e boarding) per year	2007/08	10,293								
LTP2 - Change in area wide road traffic mileage	Data provided from National Traffic Census	2007/08	1343 million vehicle Kilometres								
LTP3 - Cycling trips	Annualised index of cycling trips	2007/08	128 (106,060) trips								
LTP4 - mode share of journeys to school	DFES's PLASC system	2007/08	22.3%								
LTP5 - Bus punctuality indicator	% of services arriving between 1 minute early and 5 minutes late	2007/08	72.32%								
LTP6 - Changes in peak period traffic flows in urban centres	Average peak hour flow at town centre cordon	2007/08	22,552								
Local 1 - Rail patronage	Thousands of rail passenger journeys from Middlesbrough Station	2007/08	1,303								

Indicator	Definition	Baseline Year	Baseline Data	5 year monitoring period							
				2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Direction of travel	Notes
Local 2 - Mode share of journeys to work	% council employees travelling to work as a car driver	2007/08	72%								No target just information
Local 6 - Daily traffic flow into Town Centre	Average Annual Daily Traffic (AADT) flow at town centre cordon	2007/08	?								
Local 9 - bus priority	% of traffic signal controlled junctions with bus priority using bus short stay parking spaces in council ownership	2007/8	13%								

Indicator	Definition	Baseline Year	Baseline Data	5 year monitoring period							
				2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Direction of travel	Notes
A66 PC1 - change in traffic flows on corridor links											
A66 PC2 - change in peak time traffic flows on corridor links											
A66 PC3 - change in average journey times on corridor links											
A66 PC4 - number of days disruption due to roadworks											

Indicator	Definition	Baseline Year	Baseline Data	5 year monitoring period							
				2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Direction of travel	Notes
A1032 PC1- change in traffic flows on corridor links											
A1032 PC2 - change in peak time traffic flows on corridor links											
A1032 PC3 - change in average journey times on corridor links											
A1032 PC4 - number of days disruption due to roadworks											

Indicator	Definition	Baseline Year	Baseline Data	5 year monitoring period							
				2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Direction of travel	Notes
B1365 PC1 - change in traffic flows on corridor links											
B1365 PC2 - change in peak time traffic flows on corridor links											
B1365 PC3 - change in average journey times on corridor links											
B1365 PC4 - number of days disruption due to roadworks											

Indicator	Definition	Baseline Year	Baseline Data	5 year monitoring period							
				2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Direction of travel	Notes
A172 PC1 - change in traffic flows on corridor links											
A172 PC2 - change in peak time traffic flows on corridor links											
A172 PC3 - change in average journey times on corridor links											
A172 PC4 - number of days disruption due to roadworks											

Indicator	Definition	Baseline Year	Baseline Data	5 year monitoring period							
				2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Direction of travel	Notes
A171 PC1 - change in traffic flows on corridor links											
A171 PC2 - change in peak time traffic flows on corridor links											
A171 PC3 - change in average journey times on corridor links											
A171 PC4 - number of days disruption due to roadworks											

Indicator	Definition	Baseline Year	Baseline Data	5 year monitoring period							
				2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Direction of travel	Notes
Ormesby Roundabout KJ1											
Ormesby Roundabout KJ2											
Longlands /Cargo Fleet KJ1											
Longlands /Cargo Fleet KJ2											
A66 /Cargo Fleet KJ1											
A66 /Cargo Fleet KJ2											
Ormesby / Longlands KJ1											
Ormesby / Longlands KJ2											
Stainton Way KJ1											

Indicator	Definition	Baseline Year	Baseline Data	5 year monitoring period							
				2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Direction of travel	Notes
Stainton Way KJ2											
Dixons Bank /Gunnergate KJ1											
Dixons Bank /Gunnergate KJ2											
Marton Crossroads KJ1											
Marton Crossroads KJ2											
James Cook Hospital KJ1											
James Cook Hospital KJ2											
Acklam / Trimdon KJ1											
Acklam / Trimdon KJ2											

Indicator	Definition	Baseline Year	Baseline Data	5 year monitoring period							
				2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Direction of travel	Notes
Acklam / Mandale KJ1											
Acklam / Mandale KJ2											
Newport Interchange KJ1											
Newport Interchange KJ2											
Hartington Interchange KJ1											
Hartington Interchange KJ1											

Appendix 6 Incident Management

A6.1 Highway incidents disrupt the normal operation of the transportation system. These events require a response by one or more agencies for the purpose of rescue, control, and/or mitigation. Highway incidents happen at random with little or no advance warning and vary widely in severity, from a minor crash involving a single agency response (e.g., police), to a natural disaster or other catastrophe that requires a multi-agency response across a number of disciplines. Responders often have numerous responsibilities at the scene of an incident, addressing victim injuries, property and Infrastructure damage, responder safety, and traffic flow. A highway incident can also contribute to problems away from the scene, including congestion delay, the occurrence of secondary incidents, and other threats to public safety.

Clearing incidents safely and quickly depends on developing coordinated operations that are supported by integrated communications. Incident management is defined as an operational strategy for a transportation network that involves a coordinated and planned cross-functional, multidisciplinary approach to restore traffic to normal conditions after an incident occurs, and to minimise the delay caused by the resulting disruption to traffic flow. It involves an identifiable series of activities, which can be carried out by personnel from a variety of response agencies and organisations.

A6.2 The incident management process can be characterised as a set of activities that fall into the following seven categories, but do not necessarily take place in this sequential order.

Detection is the process by which an incident is brought to the attention of the authority responsible for maintaining traffic flow and safe operations on the highway network. This can occur by telephone call, police patrols, email etc.

Incident victims are most vulnerable from the time of the incident until the first responder arrives. Traffic is also likely to be most disrupted during these initial moments of the incident. The more quickly an incident is detected, the more quickly the appropriate response can be dispatched.

Quick response minimises the exposure of those involved in the incident, speeds the implementation of traffic control, reduces the duration of the restricted traffic flow, and minimises overall incident impact.

Verification entails confirming that an incident has occurred, determining its exact location, and obtaining as many relevant details about the incident in order to dispatch the proper initial response. Regardless of how the incident is verified, the goal is to quickly confirm the incident location and to gather as much information as possible to determine what resources to send to the scene. Once verified, information about the incident is communicated to the personnel responsible for response as quickly as possible. The more information provided early and accurately, the more quickly the appropriate resources can be dispatched. Efficient communication among service providers is an important element of the verification process. On scene personnel provide the most reliable incident verification and the most complete information on the incident.

Response entails deployment of the appropriate personnel, equipment, communication links, and motorist information media as soon as it is certain that an incident has occurred. Appropriate response requires understanding the incident's nature, scope, as well as understanding the steps and resources necessary to clear it and restore normal highway conditions.

Incident management programmes should have personnel lists and contact numbers, as well as cataloguing available agency resources identifying who responds to incidents. These resources can speed response and reduce incident duration by providing responders and dispatch personnel with a consolidated, readily available data source.

The initial list should include geographic agency responsibility, primary and back-up phone numbers and fax numbers. It should identify key personnel and numbers for 24-hour contact. Organisation charts are also helpful.

Motorist Information involves activating various means of disseminating incident-related information to affected motorists through commercial radio broadcasts, variable message signs, etc.

Motorist information should be provided as early in the incident management process as possible and should continue until the incident has been cleared and the traffic backup has dissipated. Motorist information supports incident response and clearance in the following ways by:

Reducing traffic demand at and approaching the scene

Reducing secondary incidents

Improving responder safety on scene

Traffic reports on commercial radio have been a traditional means by which motorists receive traffic information, including incident-related warnings. A cooperative effort between public service providers and radio stations can provide benefits to both. In cooperating, the public service providers can communicate important incident-related information to motorists, who will be more prepared and perhaps able to avoid the incident scene. In turn, the radio stations obtain accurate information for their listeners.

To be most effective, public information should be consolidated and provided to the media from a single source, which saves the media time, and thereby gets information out to the motoring public more quickly.

Site Management is defined as the process of

Accurately assessing incidents,

Properly establishing priorities,

Notifying and coordinating with the appropriate agencies and organisations, and

Maintaining clear communications with each responder.

Ensuring the safety of response personnel, incident victims, and other motorists is the foremost objective of site management. To be effective, responders and commanders at the incident site need accurate information about the incident's current status, overall progress toward clearance, and the equipment needed to complete the process. Effective site management requires continual assessment of the site and the needs of the responders.

Effective site management also requires understanding and respect for the priorities of other responders while working together cooperatively and productively. Regular planning, training, and communications with other responders produce the best results.

Those managing the incident site must also have enough authority to determine courses of action, commit resources, and otherwise do their jobs without having to wait for guidance or approval from superiors who are not on site.

Traffic management is the application of traffic control measures at the incident site and on facilities affected by the incident. The goals are to minimise traffic disruption while maintaining a safe workplace for responders. Traffic control measures can be categorised into those that are intended to improve traffic flow past the incident scene and those that are intended to improve traffic flow on alternative routes.

<u>Techniques to improve flow past the incident include the following:</u>

Establishing point traffic control at the scene,

Managing the highway space (opening and closing lanes, blocking only the portion of the incident scene that is needed for safety, staging and parking emergency vehicles and equipment to minimise impact on traffic flow), and

Deploying appropriate personnel to assist in managing traffic

Techniques to improve traffic flow on alternative routes include:

Actively managing traffic control devices (eg traffic signals) in the areas where traffic flow is affected by the incident, and

Designating, developing and operating alternative routes.

Both categories are important, however, it is critical that safe traffic control at the incident scene be established as quickly as possible. The management and control of traffic at and around an incident scene plays a significant role in determining the overall impact of the event. The job of handling an incident is not a series of individual tasks to be completed, but a coordinated team effort designed to expedite clearing the scene, protecting those involved, and reducing the effect or impact on traffic.

Effective traffic management once an incident occurs requires planning and preparation.

Responders who may be responsible for establishing traffic control at incident scenes need to have material and equipment available, or to know where it can be found.

Those responsible for modifying traffic control devices to improve traffic flow on routes affected by the incident must be familiar with the functionality of traffic control devices and how to operate them. If alternative or diversion routes will be used, they must be planned, and those who will implement the routes must know how.

Clearance is the process of removing vehicles, debris, spilled material, and other items from the highway and the immediate area in order to return highway capacity to normal levels. The objectives of improved incident clearance are to:

Restore the roadway to its pre-incident capacity as quickly and safely as possible,

Minimise motorist delays,

Make effective use of all clearance resources,

Enhance the safety of responders and motorists, and

Protect the highway system and private property from unnecessary damage during the removal process

Clearance is the most critical step in managing incidents due to the length of time required to remove obstructions and restore traffic flow.

Planning for efficient removal starts with the scheduling and deploying of response personnel. It continues through the process of selecting methods to remove all types of incidents; identifying the location and availability of resources; obtaining agreements for the use of resources; and establishing criteria for their use. Historical information on the location and types of incidents as well as the most effective methods for clearance can provide a strong basis for planning. Experienced response and communications personnel can provide substantial input to a clearance plan.

Efficient management and coordination of the responses during incident management is essential to reducing the negative impact of incidents on safety and traffic flow, but coordinating the different agencies can be challenging, given their diverse functions and individual goals. The organisations

typically involved with most incidents are emergency services, highway authorities, hazardous materials cleanup services and towing and recovery companies.

Unfortunately, traffic incident management is not the core purpose of any one response agency. The stakeholders involved in an integrated system of incident management often have divergent goals and may have distinct tools for achieving these goals. Viewed from the perspective of the ambulance service the safe and effective removal of injured occupants from a motor vehicle crash may be the top priority whereas police and the fire brigade are principally concerned with scene safety and investigation. Traffic managers are simultaneously concerned with the removal of the disabled vehicle to re-establish adequate flow and reduce congestion.

A6.3 Incident Definition

The definition of an incident with regard to this plan is:-

“Any event or circumstance (happening with or without warning) that has a detrimental effect on the Authorities highway network fabric or obstructs the free flow of traffic, both vehicular and pedestrian, on that network.

Major Incidents

Where an incident is deemed to be a major incident the Cleveland Emergency Planning Unit take complete responsibility for all aspects of incident control. Cleveland E P U provides an emergency planning service to the four local authorities within the Tees Valley. The term “major emergency or incident” is a generic label that can be applied to a wide range of disruptive challenges be they slow onset or sudden impact, crisis or disaster. Following the declaration of a major incident or where requested in any other emergency situation the Local Authority acts in support and in partnership with the emergency services. The definition of a major emergency as defined in the booklet “Responding to Emergencies” issued by the Cabinet Office is:

“Any event or circumstance (happening with or without warning) that causes or threatens death or injury disruption to the community or damage to property or to the environment on such a scale that the effects cannot be dealt with by the emergency services, local authorities and other organisations as part of their normal day to day activities”.

Where a major incident is declared Middlesbrough Council will respond in accordance with the Middlesbrough Council Major Incident Plan and the Cleveland Emergency Planning Unit Major Incident Procedure Manual.

A6.4 Operational Procedures

The following operational procedures enable Transport & Design Services to respond effectively to incidents on the councils highway network.

Objectives

The Service will contribute to the overall response of the Council, by providing:-

a) an Incident Co-ordinator

b) an Incident team to work in support of the emergency services

c) call out arrangements for various levels and types of incident.

Activation

The Officers will normally be called out by either the Contact Centre or Emergency Services already at the scene. Managers are responsible for arranging the call out of their Operational Teams and appropriate staff depending upon the nature of the incident. If necessary key holders

can be called to Vancouver House to enable the operational team to gain access to equipment and records.

In the case of lesser incidents Officers will need to assess the situation as reported by the Contact Centre and respond accordingly, either by attending the incident and/or making arrangements for a Contractor to attend and make safe.

The Service Role

In the event of an Incident the Service will provide the following functions:-

Incident Co-ordinator

Arrange to call all staff to duty who are considered necessary to respond to the incident.

Direct the repair of highways, street lighting and the council's drainage systems.

Ensure the preparation and implementation of road closures and traffic diversions.

Ensure the maintenance of traffic signals.

Establish transport routes.

Provide access to appropriate records for highways, drainage and bridge structures.

Provide assistance with the inspection of dangerous buildings and other structures.

Access to Council Buildings

The procedure for accessing the Emergency Control Centre is given in the Council's Major Incident Plan.

In the event of an incident the following Council buildings can be accessed out of hours:-

Vancouver House

Traffic Signals Workshop

Geotechnical Laboratories (Cargo Fleet Lane)

Captain Cook Car Park Office

Communications

Telephones

Telephones are available in Vancouver House and the Town Hall. During an incident the Council's switchboard may be opened but the Direct Dialling system does not make this essential. The telephone numbers of essential contacts are given in the various action sheets and useful contacts list.

Radios

The Council operates several radio systems, one of which is utilised by the car park patrol officers. It is therefore possible that this could be made available in the event of an incident and the equipment is stored in Captain Cook car park office.

Faxes

The Service Fax No. is (01642 264023).

E-mail

The E-mail addresses of those Officers who can be contacted by that means during normal working hours are given in the various action sheets.

Media Enquiries

Any media enquiry should initially be directed to Middlesbrough Council's Press Office

Mobilisation of Staff and Resources

The response required from the Service will depend on the nature and scale of the incident. It is not possible to plan for every eventuality in advance but Officers of the Response Team should be familiar with the type of service they could be asked to provide and the people and equipment available to do so. In Schedule 1 of this document there is a list of staff employed by the Service and their phone numbers. This list is confidential and not for general publication.

Schedule 2 contains an inventory of equipment available to the Service to carry out the duties given above.

Maintaining Essential Services

The degree to which normal services can be maintained is dependent on the nature, scale and duration of the incident. The aim is to continue to provide essential services as normal, and to provide other, non-essential services at the best standard achievable. Decisions on service provision will be made by the Service Head, or an appropriate deputy.

Staff Welfare and Rotation

It is recognised that staff involved in an incident may wish to continue to the end, but in most circumstances cannot do so and continue to operate effectively. It is recommended that the staff initially called to the incident work for no longer than 12 hours, that subsequently an 8 hour shift system is arranged until the end of the incident, and that the shifts overlap by 30 minutes to allow for de-briefing at the hand over.

Safety

It is the responsibility of all Officers present at the scene of an incident to ensure that operations are undertaken in a safe manner in accordance with Council procedures. Individuals who have been issued with protective equipment for use in their normal duties should ensure that this equipment is available when reporting to duty.

Financial Arrangements/Record Keeping

The speed of response required in an emergency situation will almost certainly mean that the normal systems for ordering services will not apply. Streetscene have advised that they will act on "trust" in the early stages of an incident and respond to verbal requests for services from people authorised to act for the Response Team. As the incident progresses from the emergency phase to the "recovery" or "clear-up" phase, then there will be time to go back over the actions taken during the incident and complete the necessary administration work. It is essential that accurate records of all actions taken/services ordered are made at the time. This is required for financial purposes, for preparing reports and in the event of any subsequent internal or public enquiries (all records made may be used in evidence).

Schedule 1

Staff Contact	Work	Mobile
Highways		
Ron Dawson	01642 728163	07774950765
Rodger Wakerley	01642 728162	07770532253
Chris Bates	01642 728152	07786 336122
Dangerous Buildings		
Rodger Wakerley	01642 728162	07770532253
Structures		
Ken Tanner	01642 728143	07786336125
General (& Major Incident Co-ordination)		
Brian Glover	01642 728100	07802181800
Traffic Signals		
John Chester	01642 728171	07717150738
Traffic Signal	01642 728169 (24hr answer phone)	
Streetscene		
Colin Brown	01642 264590	07785985324
Nick Connelly	01642 262702	07970379827
Paul Russell	01642 264593	07774704945
Gary Simpson	01642 264598	07808285371
Street Lighting		
Ronnie Cooper	01642 262712	07774689501
Alan Gibson	01642 262712	07768351114
Rob Warner	01642 728159	07768351113
Tree Felling		
Les Wellburn	01642 826342	07768351121
Keith Garland	01642 300508	07876137611
Waste Services		
Ken Sherwood	01642 592391	07876476893
Gary Fisher	01642 487316	07876476894

Schedule 2

Resources Available to the Incident Plan

The following lists of resources are not intended to encompass all situations and tasks that the Service could be asked to perform. They are intended to be indicative of the sort of response envisaged, and a guide to the resources available at the time of preparing the plan. The lists will be updated periodically when the plan is updated.

Street and Land Services

4 Roadworkers

All vehicles and plant including hiab crane

Generator

Flood lighting tower and 4" portable pump

Sandbags

Aggregates and bagged macadam also available

Crash cushion available

Signs

Cones and barriers/fencing

Gulley emptier

Jetting Unit

Websters

Provide craneage

Tower lift to 12 metres

Electricians

Other Resources

JCB

Breakers

Haulage - Bucklers & Thompson

Emergency Store Requirements

Signs, sign frames and clips

Cones - all sizes

Flashing lights and batteries

Red/white barrier tape - boxed

Temporary m/hole and gully covers

Manhole lifting keys and mash hammer

Tool set - hammer, screwdrivers, spanners etc

Spare flash lamp - hand held

High Visibility and protective clothing

Brush and shovel

Length rope

Power point for battery charger

First aid box

Log book and pen to log equipment in and out

Schedule 3

Action Sheets :

1. Highways Repairs
2. Street Lighting Repairs
3. Traffic Signal Failures
4. Damage to Public Utility Services
5. Beck Flooding
6. Highway Flooding
7. Environment Agency Flood Warning System
8. Pollution
9. Dangerous Structures/Buildings
10. Road Closures/Traffic Diversions

Streetscene Service Response Action Sheets for:

11. Infrastructure Repair
12. Highway Flooding and Pollution
13. Tree Felling
14. Provision of Fuel and Transport
15. Clean-up Operations

ACTION SHEET FOR HIGHWAY REPAIRS

Office Hours

Calls will be taken by the Contact Centre (tel: 726113) and forwarded through the existing procedures to an Inspector or Engineer for appropriate response.

The Investigating Officer will take the following actions:

1. Locate and identify the fault.

2. Arrange for Contractor to initially make safe the location or forward 'urgent action' notification to appropriate organisation if not highway failure.

3. If arrangements will affect traffic flows notify Group Leader for Built Environment.

4. Arrange for permanent repairs or monitor others as appropriate.

Out of Hours

Calls will be taken by Contact Centre who will initially contact an Officer from the Highways Section 'call out' contact list. The Investigating Officer will take the following actions.

1. Determine if action can be taken without Contractors assistance and if there is any personal risk associated with response.

2. If contractor is required on site then attendance is to be requested via Warden Centre giving as much information on requirements as possible.

3. Efforts are to be concentrated on making safe only. If appropriate forward details to appropriate Contractors/Utilities to enable them to fulfil their responsibilities.

4. If events could significantly impact upon traffic flows the Police Control Room are to be notified as soon as possible.

	Contact	**Home**	**Mobile No**	**E Mail**
1st Call	Ron Dawson	01642 469149	07774950765	ron_dawson@middlesbrough.gov.uk
2nd Call	Chris Bates	01642 728152	07786336122	chris_bates@middlesbrough.gov.uk

ACTION SHEET FOR STREET LIGHTING REPAIRS

Office Hours

Calls will be taken by the Contact Centre (tel 726113) and forwarded through the existing procedures to the appropriate Officer for Street Lighting.

The Investigating Officer will take the following actions:

1. Consider the nature of the incident reported and whether cranage, or service isolation may be required.

2. If incident relates to lighting failure only instruct Contractor to attend with appropriate response indicated.

3. If incident relates to damaged installation consider who should be first to respond to and protect public from any risk.

4. If isolation is required by Utility Company arrange for attendance and stay with installation for as long as risk exists.

Out of Hours

Calls will be taken by the Contact Centre who will initially contact an Officer from the 'callout' contact list.

The Investigating Officer will take the following actions:

1. Consider the nature of the incident reported and whether cranage or service isolation may be required. If this can only be determined by attendance then consider personal risk of attendance without Contractor.

2. If incident relates only to lighting failures unassociated with any other event then the issue should be left until next day.

3. If incident relates to damaged installation then it is required that a decision is made upon the need to isolate the electrical supply and a decision upon whether removal is necessary without delay. Contractors and Utility Companies will be called out accordingly.

	Contact	Work	Mobile	E-mail
1st Call	Ronnie Cooper	01642 262712	07774689501	ron_cooper@middlesbrough.gov.uk
2nd Call	Alan Gibson	01642 262712	07768351114	alan_gibson@middlesbrough.gov.uk
	Rob Warner	01642 728159	07768351113	robert_warner@middlesbrough.gov.u

Contractors Numbers – David Webster 01642 254420 (9:00am – 5:00pm)

HIAB 01287 677781

David Websters Out of Hours

Electrician Call out 07968 741788

Hiab Call Out 07976 391607

Neil Jackson 01642 395090 07779348326

ACTION SHEET FOR TRAFFIC SIGNAL FAILURES

Office Hours

Calls will be taken by Traffic Signals Officers who cover all the traffic signals within Middlesbrough, Stockton, Redcar & Cleveland and Hartlepool, except for temporary traffic signals for road works.

If there is no response from an Officer there is an automatic answering system and the details of the failure can be retrieved later.

1. Officer should identify location of the failure and the person making the call.

2. Visit to site to identify and repair the problem if possible.

3. If civil engineering works assistance is required, call Street & Land Services.

4. If necessary, for electronic problems call the current private contractor, Serco Systems.

Out of Hours

Calls are taken by the answering system which informs a caller of the Duty Officer and his home telephone number.

1. Duty Officer notes the location of the failure and the name and address of the caller.

2. Visit site to identify and repair the problem if possible.

3. If necessary call the Contact Centre to contact Streetscene Duty Officer.

4. If necessary, and the problem cannot wait until the following day, call Serco Systems.

Contact Numbers

MBC Traffic Signal technician	01642 728169
	(24hr answer phone)
MBC Street and Land Services	01642 726009
(out of hours) Warden Centre	
Serco Signal Maintenance Contractor	01642 225960
Highways Agency	0117 987 8215
Siemens Traffic Controls Ltd	0113 385 0150/0163
Peek Traffic Ltd	0113 2870616
Microsense Systems Ltd	0845 201 2665
Urban Traffic Controls	

The Siemens help line telephone number for UTC is 01202 782440

ACTION SHEET FOR DAMAGE TO PUBLIC UTILITY SERVICES

Office Hours

Call received by Transport & Design Service – Built Environment Group.

1. Initial assessment carried out to identify utility and if there is any risk or injury.
2. Contact relevant utility.
3. If appropriate Contractor to carry out any safety protection works.
4. Safety Officer, to be notified of any injuries.
5. Accident details recorded for accident file.

Out of Hours

Call taken by Contact Centre who will call appropriate Officer;-

1. Officer makes initial assessment of severity and contacts public utility.
2. If appropriate, contractor to carry out any safety protection works.
3. Any injuries to be reported and recorded next working day.

Contact Numbers	**Work**	**Mobile**
Steve Binks	01642 728156	07786113123
Gary Nevitt MBC	01642 728154	07717730123
Northern Electric	01642 395090 or 0800 668877	
Northumbrian Water	0345 171100	
Transco	0800 111999	
British Telecom	0800 800150	
NTL	01642 642642 or 642682	
Adshel	0800 7313699	
Fire Brigade (control room)	01429 872311	
BOC	01642 452481/464642	0374 401039 or 0374 403111
Huntsman (formerly ICI)	0800 318105 or 01642 452461	

ACTION SHEET FOR BECK FLOODING

Office Hours

Calls will be taken by Transport & Design Services – Built Environment Group.

1. Locate problem by reference to beck maintenance plans. Visit site and determine extent of problem and assess potential risk to highways, property and life.

2. If little risk to highways, property and life, determine cause/remedial action for future works.

3. If assessment shows highways and property at risk, inform Group Leader immediately. If life at risk contact Highway Services Manager or Head of Transport & Design Services immediately. Decide in conjunction with senior management degree of risk and immediate action.

   Call out Streetscene as required. (also see Flood Hazard Brief)

Out of Hours

The public should call the Contact Centre, who will contact appropriate Officers.

1. Visit site and determine extent of problem and assess potential risk to highways, property and life.

2. If little risk to highways, property and life, determine cause/remedial action for future works.

3. If assessment shows highways and property at risk, inform Group Leader immediately. If life at risk contact Highway Services Manager or Head of Transport & Design Services immediately. Decide in conjunction with senior management degree of risk and immediate action.

4. Contact Centre request Streetscene Duty Officer to contact you. Provide relevant information/authorisation to respond on site, i.e. define areas at risk and responses required.

	Contact	**Work**	**Mobile No**	**E Mail**
1st Call	Rodger Wakerley	01642 728162	07770532253	rodger_wakerley@middlesbrough.gov.uk
2nd Call	Ron Dawson	01642 728163	07774950765	ron_dawson@middlesbrough.gov.uk

Life at risk or serious problems contact:-

	Mobile No	**E Mail**
Brian Glover	07802 181800	brian_glover@middlesbrough.gov.uk

ACTION SHEET FOR HIGHWAY FLOODING

Office Hours

1. Calls will be taken by the Contact Centre and forwarded through the existing procedures to an appropriate Officer.

2. In the event of isolated flooding due to a blocked gully the appropriate Officer will be at Streetscene.

3. If widespread flooding reports are received due to exceptional circumstances then reports will be forwarded to Built Environment group for co-ordination and prioritising the risk.

4. Officers will liase as necessary with other Emergency Services and offer advice as appropriate for media release.

Out of Hours

1. Calls will be taken by Contact Centre who will initially establish if the report relates to an isolated occurrence.

2. If this is the case then the matter will be passed to Streetscene through their 'call out' contact list.

3. If the situation relates to widespread flooding reports due to exceptional circumstances then the situation needs to be reported to the Built Environment group through their 'call out' arrangements.

4. The Officer dealing will co-ordinate and prioritise actions by the Contractor to deal with highest risk to persons and property and to provide signs and warnings as necessary.

5. Officer's co-ordinating actions will liase as necessary with other Emergency Services and notify road closures to the Police.

	Contact	**Home**	**Mobile No**	**E Mail**
1st Call	Ron Dawson	01642 469149	07774950765	ron_dawson@middlesbrough.gov.uk
2nd Call	Steve Binks	01642 728154	07786336123	steve_binks@middlesbrough.gov.uk

ACTION SHEET FOR E.A. FLOOD WARNING SYSTEM

Office Hours

1. A fax is sent from Emergency Planning Duty Officer to Middlesbrough Borough Council, Transport & Design Services containing details of the type of Flood Warning. (Emergency Planning Tel No: 01642 221121)

Out of Hours

Duty Officer will be contacted by Contact Centre.

1. If Flood Watch received from Environment Agency:

i. No action required as this applies mainly to the coast and low lying farmland.

2. If Flood Warning received from Environment Agency:

i. If it is raining, or the forecast is for rain, then check areas at risk by inspecting adjacent watercourses to see if flows are excessive and likely to cause surcharging at high tide.
ii. If flooding looks likely then follow procedure 3 below.

3. If Severe Flood Warning received then:

i. Contact Group Leader. Inform them of situation and likely effect on highway so that Streetscene can be authorised accordingly.
ii. Contact Centre - Request Streetscene Services Duty Officer to contact you. Provide relevant information/authorisation to respond on site i.e. define areas of risk and responses required.
iii. If flooding is likely to be serious contact Head of Transport & Design Services.

iv. Liase with Environment Agency Duty Officers.

ACTION SHEET FOR POLLUTION

Office Hours

Calls will be taken by Transport & Design Services – Built Environment Group.

1. Identify source of pollution from sewer records or, if not from sewers, identify source from informant.
2. Have someone visit site to obtain first hand information.

3. Call out Streetscene if required and contain pollution if possible by using booms or overpumping, pollution clearance to be undertaken as necessary.
4. Inform Environment Agency on 0191 2034000 giving details of incident and the name and telephone number of a contact.
5. If pollution from public sewerage system inform Northumbrian Water Limited, Sewerage Section of all actions taken and proposed.

Out of Hours

Call taken by Contact Centre, who will initially contact an Officer from the informal rota.

1. Streetscene and Transport & Design Services arrange to meet at the depot to identify consequences from sewer records.
2. Visit site and assess problem - contain pollution if possible using booms or overpumping.

3. Contact Environment Agency on 0191 2034000 immediately if problem serious or next day if not serious.
4. Next day undertake pollution clearance and issue works ticket as necessary.

5. If pollution from public sewerage system inform Northumbrian Water Limited Sewerage Section of all actions taken and proposed.

ACTION SHEET FOR DANGEROUS STRUCTURE/BUILDING

Office Hours

Calls will be taken by Transport & Design Services – Built Environment Group.

1. Initial assessment on possible danger to the public. If any possibility of danger exists Engineer inspects property/structure.
2. If site is found to be dangerous immediate action is taken to remove danger. Attempts should be made to give notice of intention to carry out works to make safe to owner or occupier. This should not however, delay works if building/structure is immediately dangerous. Contact Streetscene for barriers or for works to remove danger - A Buckler Haulage. The works to remove danger will be carried out within 4 hours of receipt of call.
3. Check ownership, identify whether Council owned or privately owned.
4. Letter to owner requiring them to carry out works within agreed timescale or inform them of works carried out including notification of recharge.
5. Memo to Legal and Admin Service indicating actions taken.
6. Issue works tickets/purchase requisition for temporary/ permanent works.

Out of Hours

Call taken by call out personnel direct via Contact Centre.

1. Officer attends immediately if indication that site visit is required (by Police, Fire Service etc).
2. Immediate action is taken to make safe either by erection of barriers or boarding up (arranged via Contact Centre) or works to remove danger (ie demolition or removal of dangerous element) A Buckler (Haulage) Limited is contractor on standby.

	Contact	**Mobile No**	**E Mail**
1st Call	Rodger Wakerley	07770532253	rodger_wakerley@middlesbrough.gov.uk
2nd Call	Ron Dawson	07774950765	ron_dawson@Middlesbrough.gov.uk
	Structural Consultants		
	Ken Tanner	07786336125	Fax no. 01642 264023
	Bucklers Demolition and Clearance		
	Mark Love	07867 786196	
	Martin Love	07867 786197	
	Thompsons of Prudoe		
1st Call	Ron Parkin	07957 267518	
2nd Call	Robert Brewis	0402 491343	
	David Websters	Fax no. for below personnel	01642 264362
	(HIAB) Trevor Mead	01287 677781	0403 132376 (roving mobile 1st call)
	Dave Robinson	01287 209708	0850 893297

ACTION SHEET FOR ROAD CLOSURES/TRAFFIC DIVERSIONS

This Action Sheet is a secondary procedure to be used in conjunction with any other procedure where an incident causes an obstruction to the highway or a danger to highway users.

Office Hours

1. Contact to be made with Built Environment Group

2. Assess the incident to determine the area of highway affected and requiring closure.

3. Contact Streetscene to arrange for barriers to close off the road/footpath concerned, along with corresponding temporary road traffic signs.
4. Contact emergency services and bus companies to advise of closure/diversions.

5. Advise Group Leader (Road Safety & Traffic) to instigate legal process to enact closure procedure and to agree suitable diversion route.
6. Contact Public Relations Dept. for full media coverage.

Out of Hours

1. Contact Centre to contact Officer from Highway Group to assess the incident to determine the area of highway affected and requiring closure.
2. Contact Streetscene via Contact Centre to arrange for barriers to close off the road/footpath concerned, along with corresponding temporary road traffic signs.
3. Obtain Police assistance and agree suitable highway closure area, and diversion routes if necessary and request Police to provide temporary closure of highway until Streetscene Services arrive with barriers, lights etc.
4. Advise Police Control Room of closure/diversions for dissemination of information.

	Contact	**Home**	**Mobile No**	**E Mail**
1st Call	Chris Bates	01642 728152	07786336122	chris_bates@middlesbrough.gov.uk
2nd Call	Ron Dawson	01642 469149	07774950765	ron_dawson@middlesbrough.gov.uk

SERVICE RESPONSE – STREETSCENE SERVICES

ACTION SHEET FOR INFRASTRUCTURE REPAIRS

Office Hours

Calls will be taken by the Contact Centre (tel: 726113) and forwarded through the existing procedures to an Inspector or Engineer for appropriate response.

The Investigating Officer will take the following actions:

1. Locate and identify the fault.

2. Arrange for Streetscene to initially make safe the location or forward 'urgent action' notification to appropriate organisation if not highway failure.
3. If arrangements will affect traffic flows notify Group Leader for Built Environment.

4. Arrange for permanent repairs or monitor others as appropriate.

Out of Hours

Calls will be taken by Contact Centre who will initially contact an Officer from the Highways Section 'call out' contact list. The Investigating Officer will take the following actions.

1. If the investigating officer decides that Streetscene is required on site then attendance is to be requested via the Contact Centre giving as much information on requirements as possible.
2. The Streetscene Officer will attend the site and arrange for any urgent work to be carried out.
3. Efforts are to be concentrated on making safe only. If appropriate forward details to appropriate Contractors/Utilities to enable them to fulfil their responsibilities.
4. If events could significantly impact upon traffic flows the Police Control Room are to be notified as soon as possible.

	Contact	**Home**	**Mobile**	**E-mail**
1st Call	Colin Brown	01642 784918	07785985324	colin_brown@middlesbrough.gov.uk
2nd Call	Craig Phillipson	01642 262702	07976379827	craig_phillipson@middlesbrough.gov.uk

ACTION SHEET FOR HIGHWAY FLOODING AND POLLUTION

Office Hours

1. Calls will be taken by the Contact Centre and forwarded through the existing procedures to an appropriate Officer.

2. In the event of isolated flooding due to a blocked gully the appropriate Officer will be at Streetscene.

3. If widespread flooding reports are received due to exceptional circumstances then reports will be forwarded to Built Environment group for co-ordination and prioritising the risk.

4. Officers will liase as necessary with other Emergency Services and offer advice as appropriate for media release.

Out of Hours

1. Calls will be taken by Contact Centre who will initially establish if the report relates to an isolated occurrence.

2. If this is the case then the matter will be passed to Streetscene through their 'call out' contact list.

3. If the situation relates to widespread flooding reports due to exceptional circumstances then the situation needs to be reported to the Built Environment group through their 'call out' arrangements.

4. The Officer dealing will co-ordinate and prioritise actions by the Contractor to deal with highest risk to persons and property and to provide signs and warnings as necessary.

5. Officer's co-ordinating actions will liase as necessary with other Emergency Services and notify road closures to the Police.

	Contact	**Home**	**Mobile**	**E-mail**
1st Call	Colin Brown	01642 784918	07785985324	colin_brown@middlesbrough.gov.uk
2nd Call	Craig Phillipson	01642 262702	07976379827	craig_phillipson@middlesbrough.gov.uk

ACTION SHEET FOR TREE FELLING

Office Hours

Calls will be taken by the Contact Centre and forwarded through the Parks and Horticulture Service for action.

Out of Hours

Calls will be taken by the Contact Centre who will initially contact an officer from the Parks and Horticulture Service "call-out" contact list.

In either case the Officer will take the following actions

1. Determine the scale and urgency of the problem by telephone contact and/or site visit.
2. If specialist arboricultural advice is needed contact the Arboricultural Inspector.
3. Determine an appropriate course of action to solve the problem.
4. Arrange for contractors to attend where necessary.
5. Out of hours calls will initially concentrate on making safe.
6. If traffic flow could be significantly affected, the Police Control Room are to be notified as soon as possible along with officers from Transport and Design Services Built Environment Group

	Contact	**Home**	**Mobile**	**E-mail**
1st Call	Les Wellburn	01642 826342	07768351121	les_wellburn@middlesbrough.gov.uk
2nd Call	Keith Garland	01642 300508	07876137611	keith_garland@middlesbrough.gov.uk

ACTION SHEET FOR PROVISION OF FUEL/TRANSPORT

Office Hours

Officers in need of support will contact Fleet Services directly and they will them co-ordinate the supply of relevant fuel/transport.

Out of Hours

The Contact Centre will contact the appropriate emergency response officer who will co-ordinate an appropriate response.

If the officer requires additional support of fuel or transport he will contact the Fleet Services representative who will liase with the officer in charge and provide the necessary fuel and transport

	Contact	Home	Mobile	E-mail
1st Call	Andrew Robinson	01642 278317	07876137351	andrew_robinson@middlesbrough.gov.uk
2nd Call	Mark White	01642 213850	07903717308	mark_white@middlesbrough.gov.uk

ACTION SHEET FOR CLEAN-UP OPERATIONS

Office Hours

Calls may be taken by the Contact Centre and forwarded to Waste Services for an appropriate response.

Out of Hours

Calls may be taken by the Contact Centre who will contact the appropriate officer from the call-out contact list.

The officer will investigate by telephone or personal visit and decide if the incident requires immediate response or can wait until the start of the next working day.

If the clean-up is requested by a lead officer from another service the presumption will be that an immediate response is necessary.

In either case the Waste Services officer will ensure that an appropriate response takes place and is satisfactorily concluded.

	Contact	Home	Mobile	E-mail
1st Call	Ken Sherwood	01642 592391	07876476893	ken_sherwood@middlesbrough.gov.uk
2nd Call	Gary Fisher	01642 487316	07876476894	gary_fisher@middlesbrough.gov.uk

Cross Boundary Arrangements

Where an incident causes, or is likely to cause, disruption to a neighbouring authorities highway network it is important to liase with that authority to ensure that the effects of the incident are mitigated where possible. It would be expected that a neighbouring authority would have in place their own incident plan and that close co-ordination between responsible officers would enable any cross-boundary incident to be dealt with appropriately. Emergency services already have cross-boundary agreements in place and would refer to their own agreements should the need arise.

Cross boundary contacts for Middlesbrough Borough Council are as follows:-

Stockton Borough Council - Jim Fisken

Redcar and Cleveland Borough Council – Dave iley

North Yorkshire County Council **–** Neil Leighton

Strategic Route Network

Where an incident occurs which requires the closure or part closure of a strategic route within Middlesbrough it may be necessary to divert traffic along one or more strategic routes within the Borough. Where prior permission has been given for a planned event which may cause a part obstruction of the highway, or where statutory undertakers are carrying out either planned or unplanned works it will be necessary for Middlesbrough Council to revoke either permissions or licences for the duration of the incident to allow traffic to be diverted from the incident to an alternative route. For the purposes of this incident plan the strategic routes within Middlesbrough are as follows:-

A172 LINK ROAD

A66 MIDDLESBROUGH

ACKLAM ROAD A1032

ALBERT ROAD C120

BOROUGH ROAD B1272 TO LINTHORPE ROAD

CARGO FLEET LANE A171 FROM ORMESBY ROUNDABOUT TO A66

DIXONS BANK A172

HARTINGTON INTERCHANGE A178

HARTINGTON ROAD B1272

HEMLINGTON LANE B1365

HEYWOOD STREET A1032

LADGATE LANE B1380

LEVICK CRESCENT A1130

LINTHORPE ROAD B1272

LONGLANDS ROAD A1085

MANDALE INTERCHANGE

MANDALE ROAD A1130

MARTON ROAD A172

METZ BRIDGE ROAD

NEWPORT ROAD B6541

NORTH ROAD A178

ORMESBY ROAD C118

STAINTON WAY C117

STOKESLEY ROAD B1365

TEES NEWPORT BRIDGE APPROACH ROAD A1032

Trunk Road Diversion Routes

Where an incident occurs which requires the closure or part closure of a trunk road within or adjacent to Middlesbrough it will be necessary to divert traffic along one or more routes within the Borough. Where prior permission has been given for a planned event which may cause a part obstruction of the highway, or where statutory undertakers are carrying out either planned or unplanned works it will be necessary for Middlesbrough Council to revoke either permissions or licences for the duration of the incident to allow traffic to be diverted from the incident to an alternative route. For the purposes of this incident plan the trunk road diversion routes within Middlesbrough are as follows:-

A66 MIDDLESBROUGH

HEYWOOD STREET A1032

ACKLAM ROAD A1032

MANDALE ROAD A1130

MANDALE INTERCHANGE

LEVICK CRESCENT A1130

LADGATE LANE B1380

LOW LANE B1380

STOKESLEY ROAD A172

NEWPORT ROAD B6541

Appendix 7 Traffic Sensitive Streets

Middlesbrough District	**Restriction Times**
Roundabouts	
A1130 Mandale Road/Levick Crescent	7.30-9.30 15.30- 18.00 Monday to Friday
A1130 Mandale Road/A19/A 1032 Acklam Road	7.30-9.30 15.30- 18.00 Monday to Friday
A1032 Acklam Road/B1380 Low Lane/B1380 Ladgate Lane	7.30-9.30 15.30- 18.00 Monday to Friday
B1365 Hemlington Lane/Stainton Way	7.30-9.30 15.30- 18.00 Monday to Friday
B1365 Hemlington Lane/Newham Way	7.30-9.30 15.30- 18.00 Monday to Friday
A66/A171 Cargo Fleet Lane/Works Road	7.30-18.00 Monday to Friday (Middlesbrough FC Home Games 2 Hours Prior to kick off and 2 Hours After Kick-Off)
A172 Stokesley Road between A172 Dixons Bank and Middlesbrough Boundary	7.30-9.30 15.30- 18.00 Monday to Friday
South Bank Road junction with A171 Cargo Fleet Lane	8.00 - 18.00 Monday to Friday (Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off)
A171 Cargo Fleet Lane/B1380 Normanby Road/B1380 High Street/ A171 Sunnyfield RA	7.30-9.30 15.30- 18.00 Monday to Friday
A66 junction with B6541 Newport Road (Newport R/A)	7.30-18.00 Monday to Friday
A66 Hartington interchange/Hartington Road/A178 North Road	7.30 - 18.00 Monday to Friday (Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off)
A1085 Longlands Road/A172 Middlesbrough By-Pass Stage 111	7.00-9.30 15.30-18.00 Monday to Friday (Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off)
A66/Marton Road interchange	7.00-9.30 12.00-18.00 Monday to Friday (Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off)
Traffic Signal Junctions	
A1130 /A1032 Acklam Road/Mandale Road	7.30-9.30 15.30–18.00 Monday to Friday
Hartington Road/B6541 Newport Road	8.00-18.00 Monday to Friday (9.00 - 15.30 Saturday)

Croft Avenue/Green Lane/A1032 Acklam Road	7.30-9.30 15.30- 18.00 Monday to Friday (9.00 - 15.30 Saturday)
Marton Road/A 172 Stokesley Road/B1380 Ladgate Lane	7.30-9.30 15.30-18.00 Monday to Friday (Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off)
Kings Road/A1035 Longlands Road/Ormesby Road	8.00-18.00 Monday to Friday (Middlesbrough FC Home Games 3 Hours Prior to Kick-Off and 3 Hours After Kick-Off)
A1085 Longlands Road/A171 Cargo Fleet Lane	8.00-18.00 Monday to Friday (Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off)
A1032 Acklam Road/A1085 Ayresome Street/Ayresome Green Lane	7.30-09.30 15.30-18.00 Monday to Friday
Bridge Street East/A178 Bridge Street West/A178 Queens Square	7.30-9.00 16.00-18.00 Monday to Friday (Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off)
Albert Road/Wilson Street	7.30-9.30 15.30- 18.00 Monday to Friday (Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off)
Albert Road/Corporation Road	08.00 - 18.00
Grange Road/Linthorpe Road	7.30-9.30 16.00–18.00
Hartington Road/Brentnall Street junc Grange Road	7.30-9.30 15.30-18.00 Monday to Friday (9.00 - 15.30 Saturday)
B1272 Borough Road/B1272 Linthorpe Road	7.30-9.30 15.30-18.00 Monday to Friday (9.00 - 15.30 Saturday)
Marton Road/Borough Road	7.30-9.30 15.30-18.00 Monday to Friday
Park Road North/Clairville Road/Park Vale Road	7.30-9.30 15.30-18.00 Monday to Friday
Ayresome Street/B1272 Linthorpe Road	7.30-9.30 15.30-18.00 Monday to Friday
Albert Road/Borough Road	7.30-9.30 15.30-18.00 Monday to Friday (9.00 - 15.30 Saturday)
Borough Road/West Terrace	7.30-9.30 15.30-18.00 Monday to Friday
Newport Road/Brentnall Street/Wilson Street	8.00-18.00 Monday - Friday (9.00-15.30 Saturday)
A178 North Road/Metz Bridge Road	7.30-9.30 15.30- 18.00 Monday to Friday (Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off)
Wilson Street/Hill Street Shopping Centre junction	7.30-9.30 15.30-18.00 Monday to Friday (9.30 - 15.30 Saturday)

Wilson Street/Hill Street Shopping Centre Car Park Entrance	7.30-9.30 15.30-18.00 Monday to Friday (9.30 - 15.30 Saturday)
A172 Dixons Bank/Stainton Way	7.30-09.30 15.30-18.00 Monday to Friday
Albert Road/Grange Road	7.30-09.30 15.30-18.00 Monday to Friday
Highway Lengths	
A1130 Mandale Road	7.30-9.30 15.30-18.00 Monday to Friday
Levick Crescent	7.30-9.30 15.30-18.00 Monday to Friday
A1032 Acklam Road/A1032 Heywood Street from Newport Roundabout to A174 Parkway	7.30-9.30 15.30-18.00 Monday to Friday
Albert Road between Borough Road and Wilson Street	7.30-9.30 15.30-18.00 Monday to Friday (Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off)
Linthorpe Road between Cumberland Road and Grange Road	7.30-9.30 15.30-18.00 Monday to Friday
Marton Road between Marton Interchange and A172 Stokesley Road	7.30-9.30 12.00-18.00 Monday to Friday (Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off)
Newport Road between Heywood Street and Wilson Street	7.30-9.30 15.00-18.00 Monday to Friday
A66	W 7.00-9.00 12.00- 18.00 E7.00 - 9.00 13.00 - 18.00 Monday to Saturday
A1085 Longlands Road from Marton Road to Middlesbrough Boundary	7.00-9.30 15.00-18.00 Monday to Friday
A171 Cargo Fleet Lane from Ormesby High Street to A66	7.30 - 18.00 Monday to Friday (Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off)
A172 Stokesley Road between Marton Road and Dixon's Bank	7.30 - 09.30 15.30 - 18.00 Monday to Friday (Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off)
B1380 Ladgate Lane between Acklam Road and Ormesby High Street	7.30 - 9.30 15.30 - 18.00 Monday to Friday
Ormesby Road between A1085 Longlands Road and B1380 Ladgate Lane	7.30-9.30 15.30-18.00 Monday to Friday
Shepherdson Way	Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off
Dockside Road	Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off

The Leeway	Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off
Windward Way	Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off
The Halyard	Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off
Dock Street	Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off
Bridge Street East	Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours After Kick-Off
Green Lane	7.30 - 9.30 15.30 - 18.00 Monday to Friday
Emerson Avenue	7.30 - 9.30 15.30 - 18.00 Monday to Friday
Keith Road	7.30 - 9.30 15.30 - 18.00 Monday to Friday
Marton Burn Road from Keith Road to Marton Road	7.30 - 9.30 15.30 - 18.00 Monday to Friday
Hartington Road	7.30 - 9.30 15.30 - 18.00 Monday to Friday
Borough Road	7.30 - 9.30 15.30 - 18.00 Monday to Friday (Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours after Kick-Off)
B1365 Hemlington Lane	7.30 - 9.30 15.30 - 18.00 Monday to Friday
B1380 Low Lane	7.30 - 9.30 15.30 - 18.00 Monday to Friday
Stainton Way	7.30 - 9.30 15.30 - 18.00 Monday to Friday
A1043 Nunthorpe Bypass to Middlesbrough Boundary	7.30 - 9.30 15.30 - 18.00 Monday to Friday
A172 Dixons Bank	7.30 - 9.30 15.30 - 18.00 Monday to Friday
A172 Stokesley Road to Middlesbrough Boundary	7.30 - 9.30 15.30 - 18.00 Monday to Friday
A178 North Road	7.30 - 9.30 15.30 - 18.00 Monday to Friday (Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours after Kick-Off)
Bridge Street West	7.30 - 9.30 15.30 - 18.00 Monday to Friday (Middlesbrough FC Home Games 2 Hours Prior to Kick-Off and 2 Hours after Kick-Off)

Linthorpe Road Pedestrianised Section	09.00 - 18.00
Corporation Road Pedestrianised Section	09.00 - 18.00
High Street Ormesby	7.30 - 9.30 15.30 - 18.00 Monday to Friday

CRITERIA FOR TRAFFIC SENSITIVE ROUTES AS SET OUT IN

NEW ROADS & STREETWORKS ACT 1991

CODE OF PRACTICE 3RD EDITION JULY 2007

One or more of the following criteria should apply before a street authority may designate a street as traffic-sensitive:

(a) The street is one on which, at any time, the street authority estimates traffic flow to be greater than 500 vehicles per hour, per lane of carriageway, excluding bus or cycle lanes.

(b) The street is a single carriageway two-way road, the carriageway of which, is less than 6.5 metres wide, having a total traffic flow in both directions of not less than 600 vehicles per hour.

(c) The street falls within a congestion charges area.

(d) Traffic flow contains more than 25% heavy commercial vehicles.

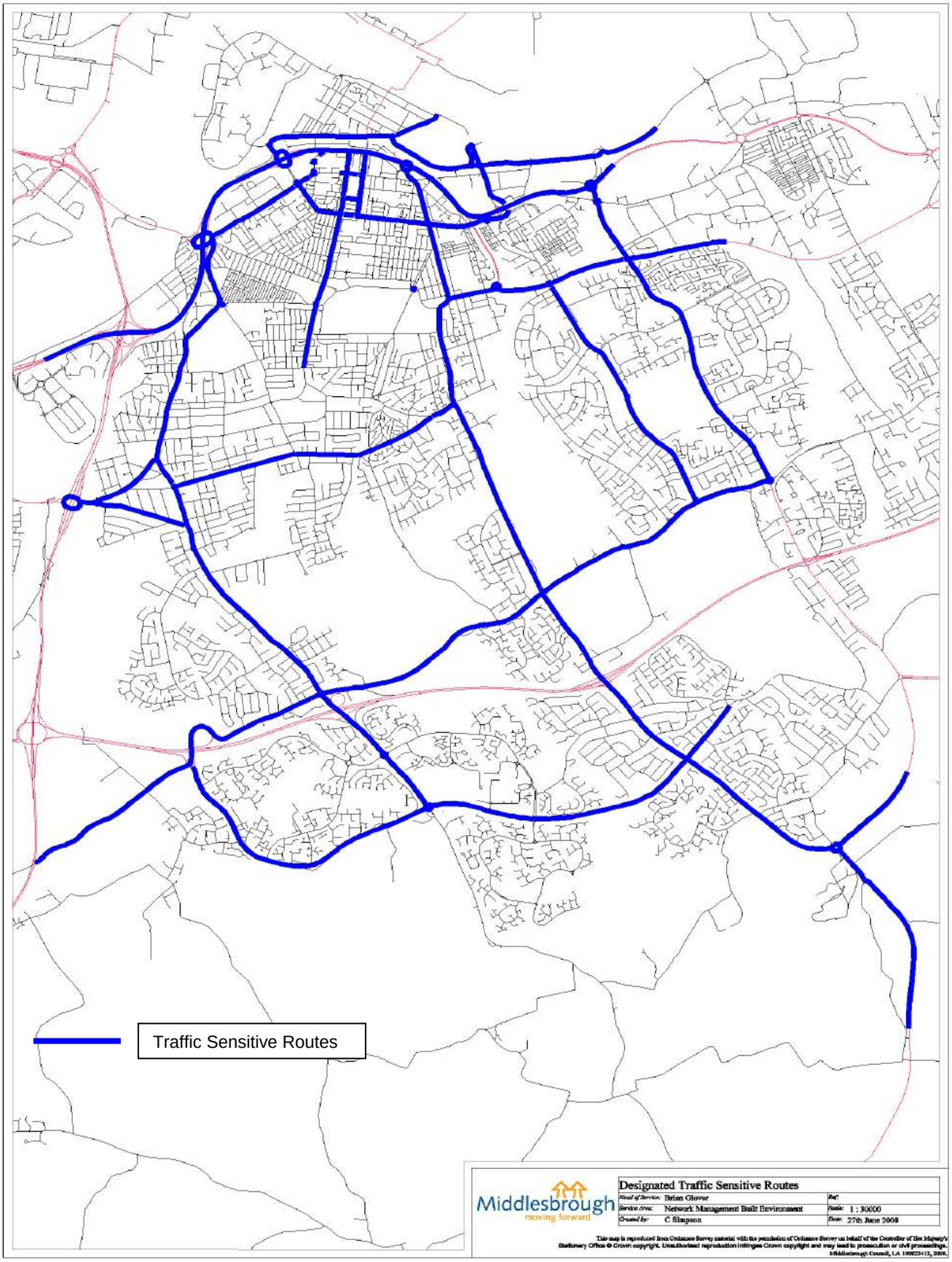
(e) The street carries in both directions more than eight buses per hour.

(f) The street is designated for pre-salting, by the street authority as part of its programme of winter maintenance.

(g) The street is within 100 metres of a critical signalised junction, gyratory or roundabout system.

(h) The street, or that part of a street that, has a pedestrian flow rate in both directions at any time, of at least 1,300 persons per hour, per metre width of footway.

(i) The street is on a tourist route or within an area where international, national, or significant major local events take place.


Traffic Sensitive Routes
Middlesbrough
moving forward
Designated Traffic Sensitive Routes
Head of Service: Brian Glover
Service Area: Network Management Built Environment
Created by: C Simpson
Ref:
Scale: 1 : 30000
Date: 27th June 2008
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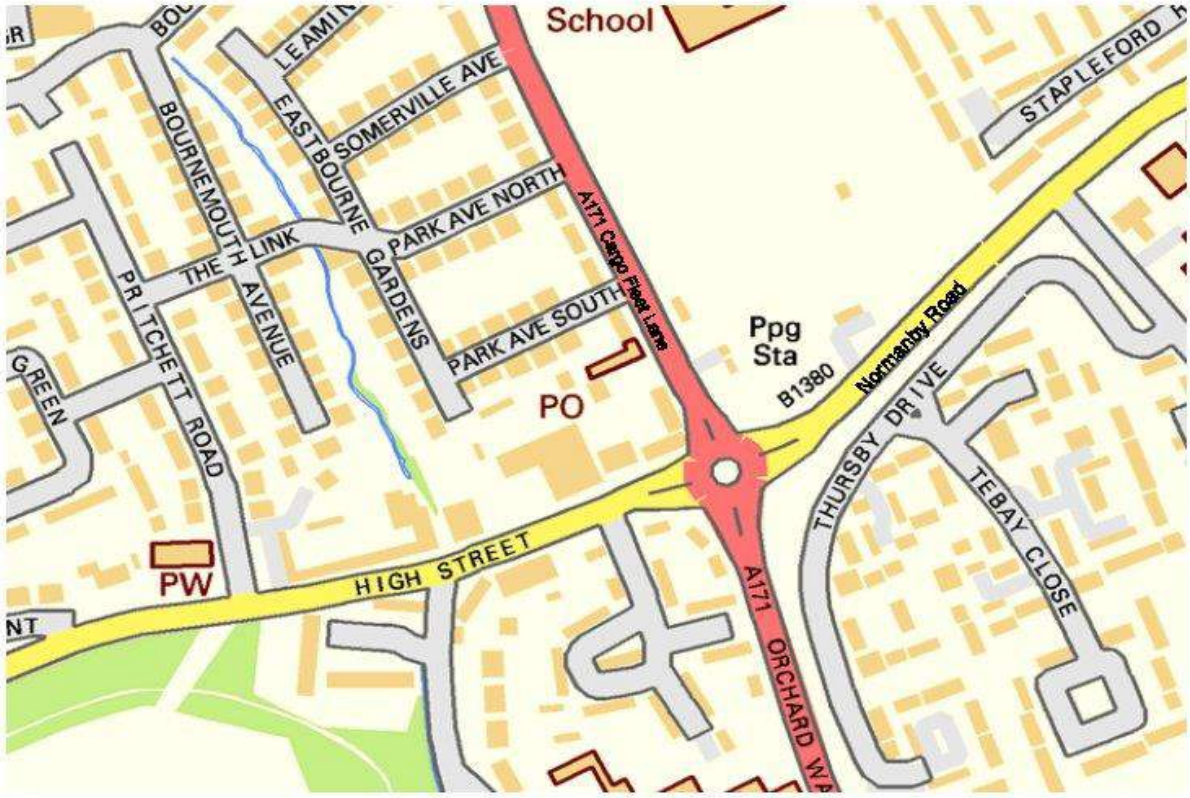
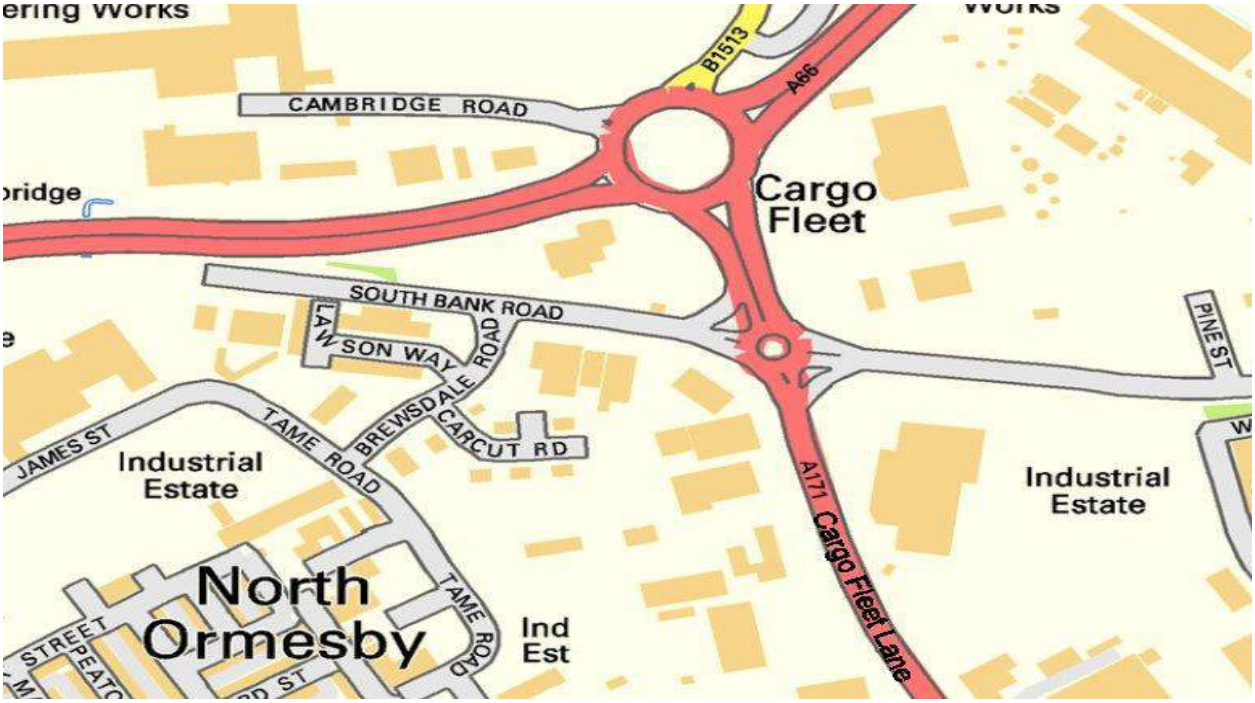
Appendix 8 CONGESTION AREAS WITHIN MIDDLESBROUGH

Cargo Fleet Lane / High Street Ormesby / Normanby Road Roundabout



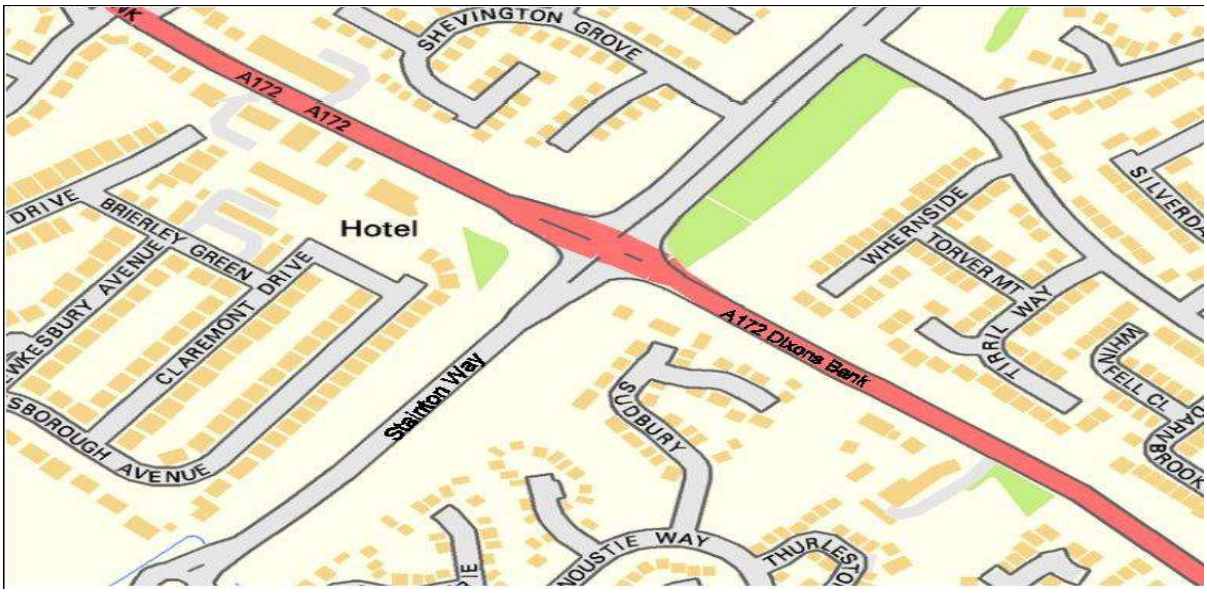
Cargo Fleet Lane / Longlands Road Traffic Signal Junction

Cargo Fleet Lane / A66 **Traffic Signal Junction/ Roundabout**



Ormesby Road / Longlands Road Junction **Traffic Signal**

Dixons Bank / Stainton Way **Traffic Signal Junction**

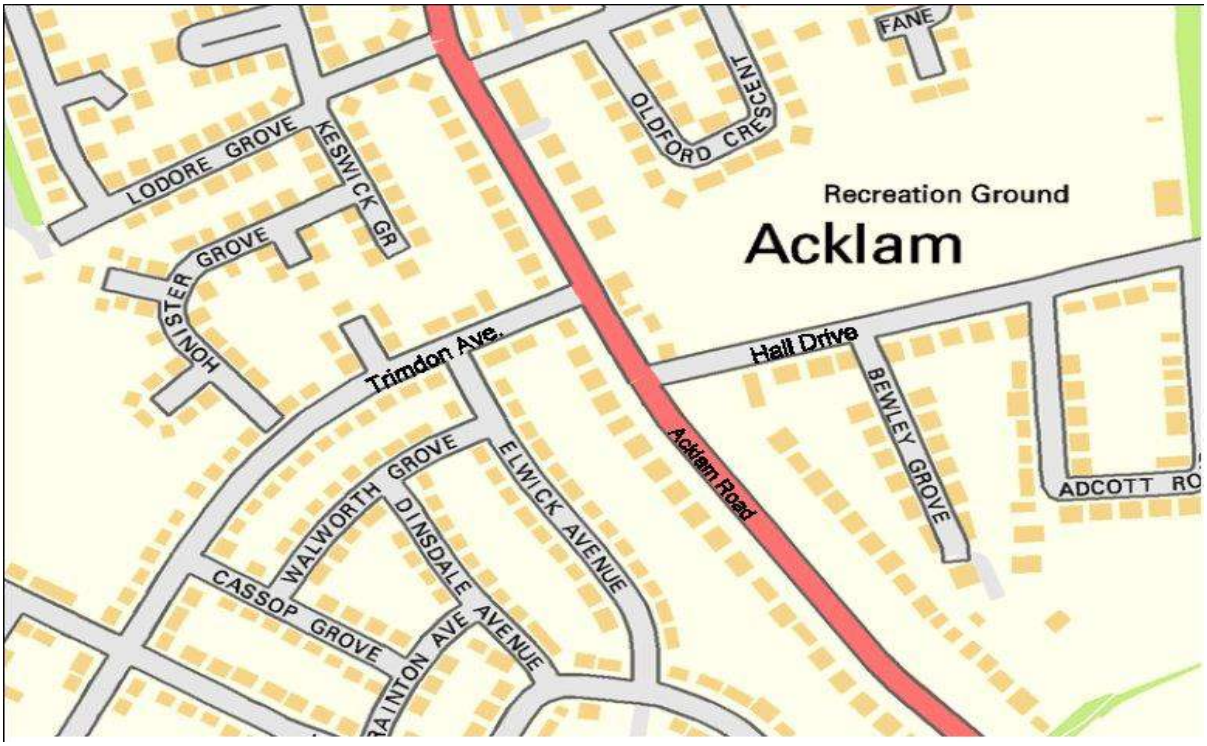


Dixons Bank / Gypsy Lane / Gunnergate Lane **Traffic Signal Junction**

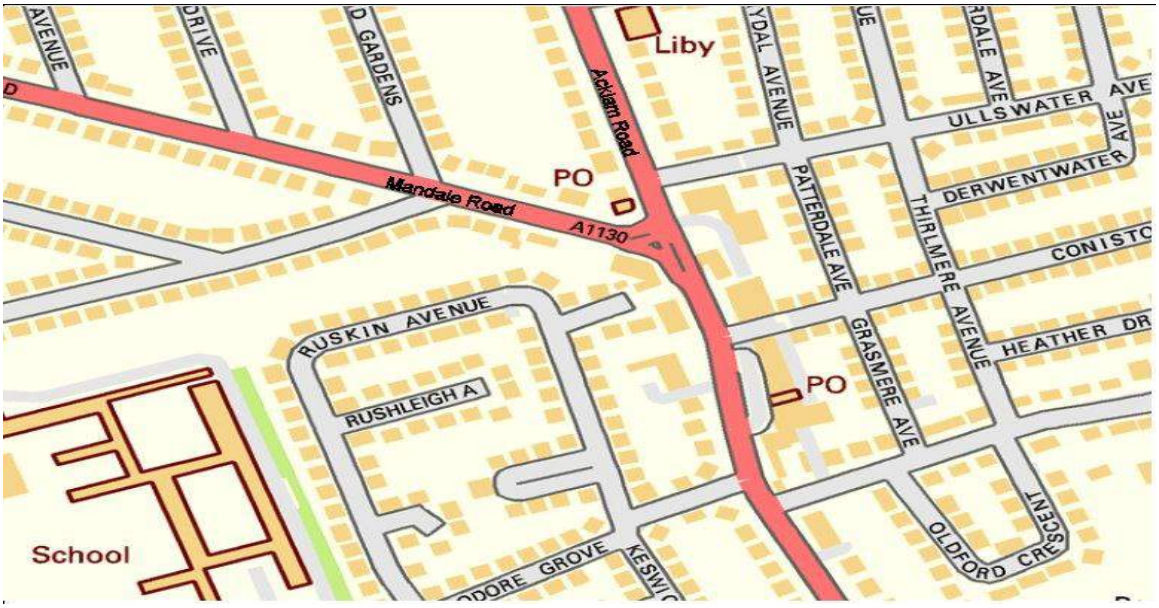
Stokesley Road /Marton Road / Ladgate Lane **Traffic Signal Junction**

Marton Road / James Cook Hospital **Traffic Signal Junction**

Acklam Road / Trimdon Avenue / Hall Drive **Traffic Signal Junction**

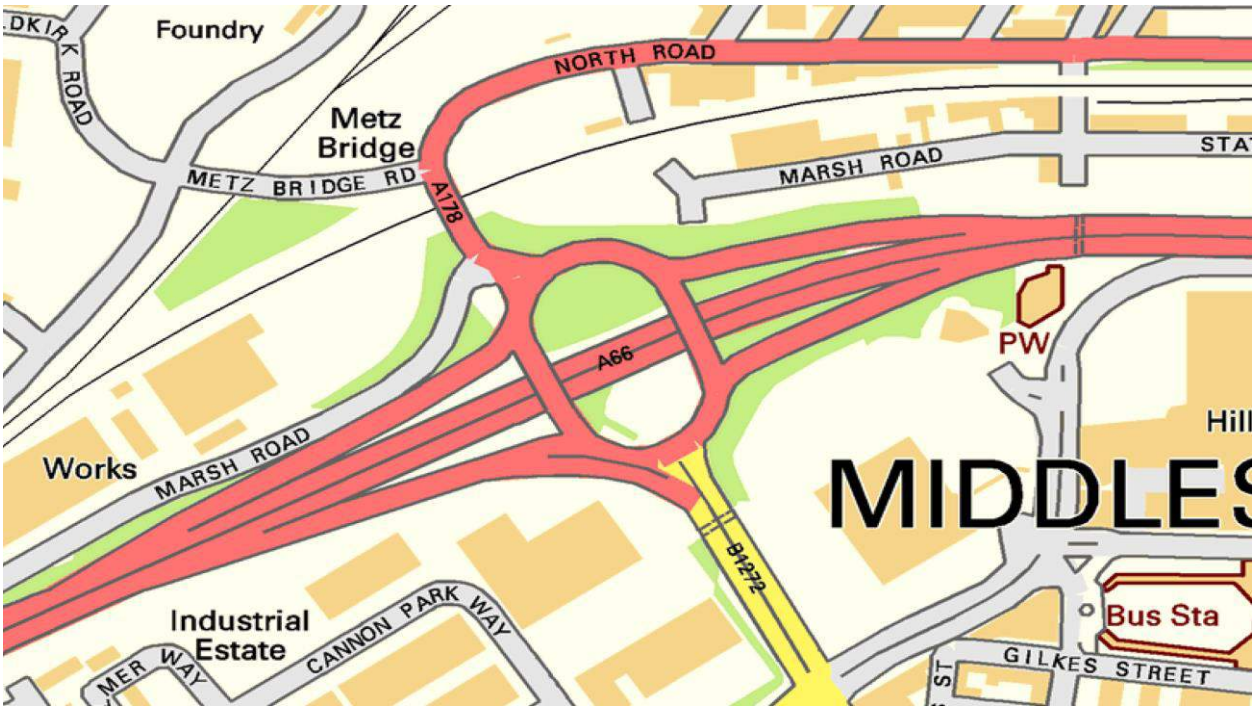


Acklam Road / Mandale Road **Traffic Signal Junction**



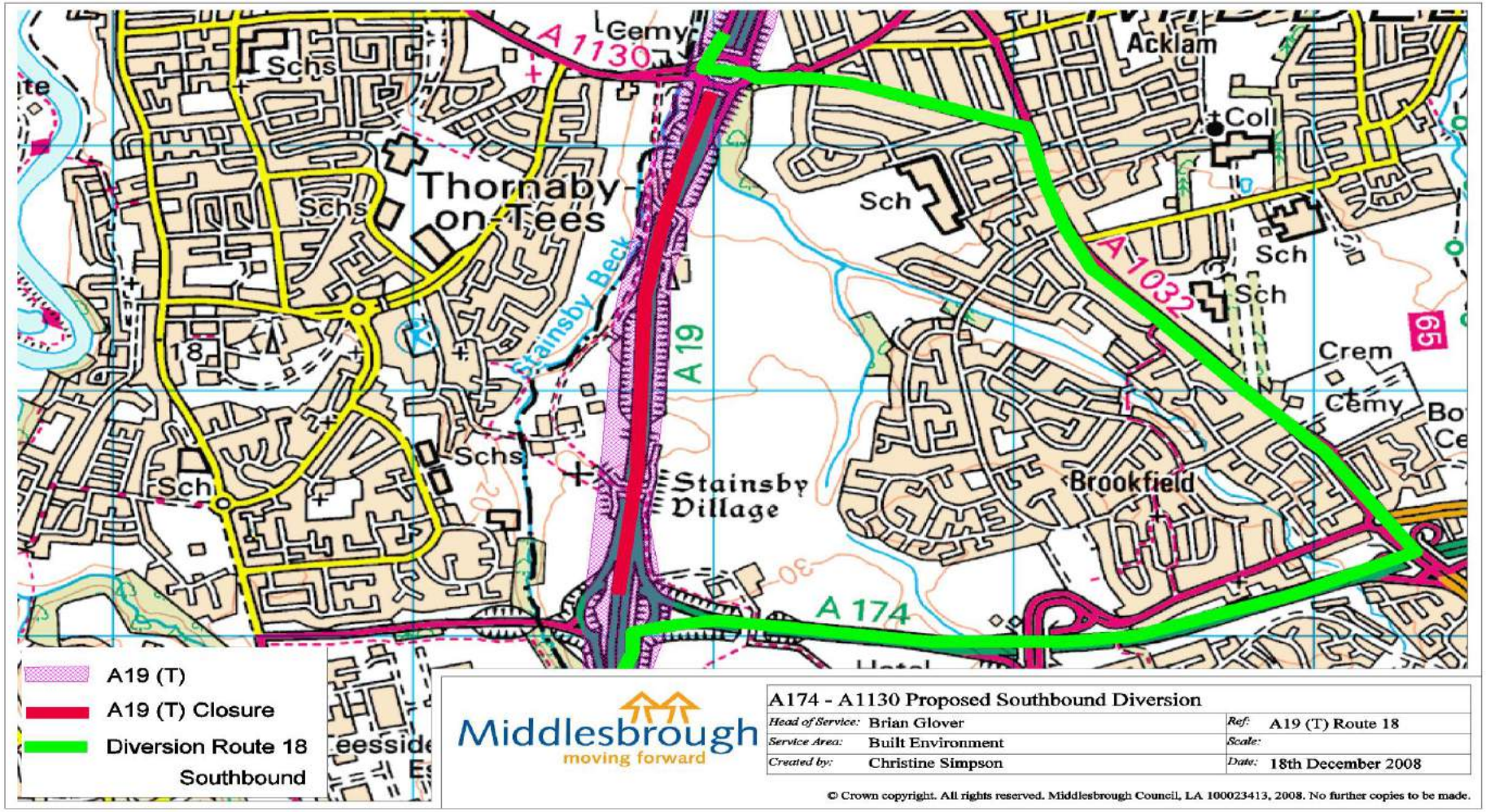
Newport Interchange **Roundabout**

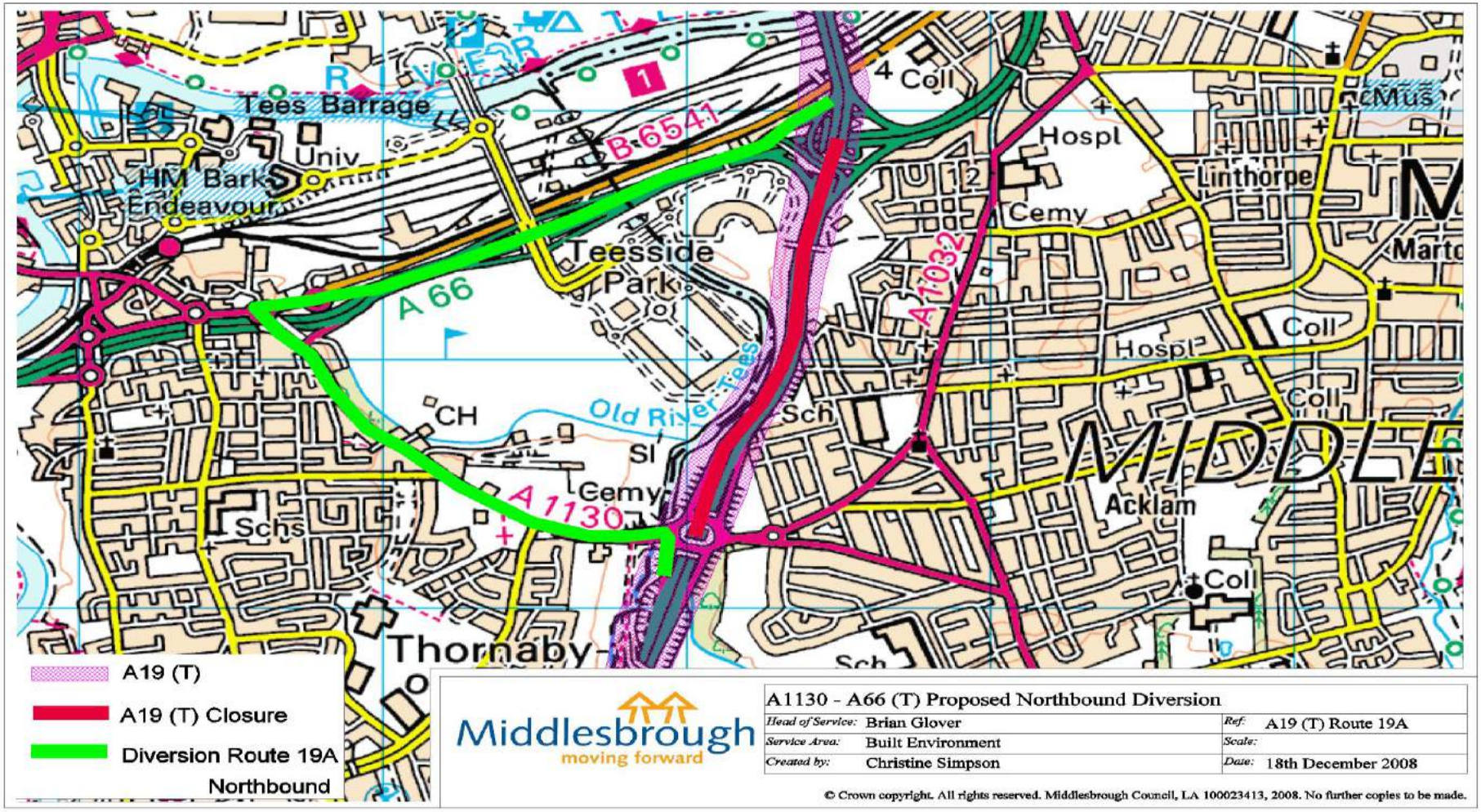
Hartington Interchange **Roundabout**

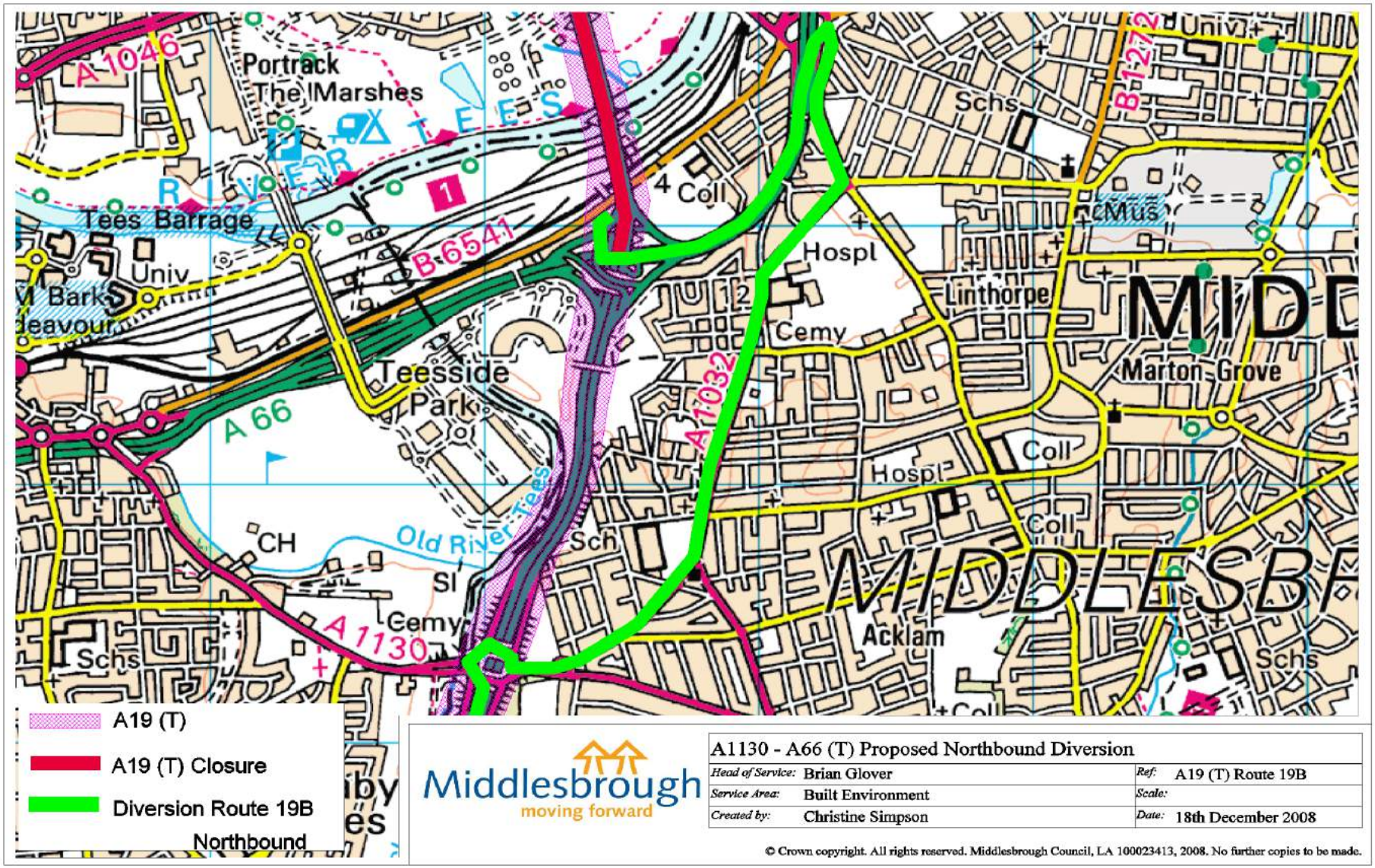

Foundry
NORTH ROAD
Metz
Bridge
METZ BRIDGE RD
A178
MARSH ROAD
PW
A66
Works
MARSH ROAD
MIDDLES
B1272
Industrial
Estate
CANNON PARK WAY
Bus Sta
GILKES STREET

OVERVIEW OF CONGESTION AREAS WITHIN MIDDLESBROUGH

Appendix 9 Strategic Trunk Road Diversion Routes

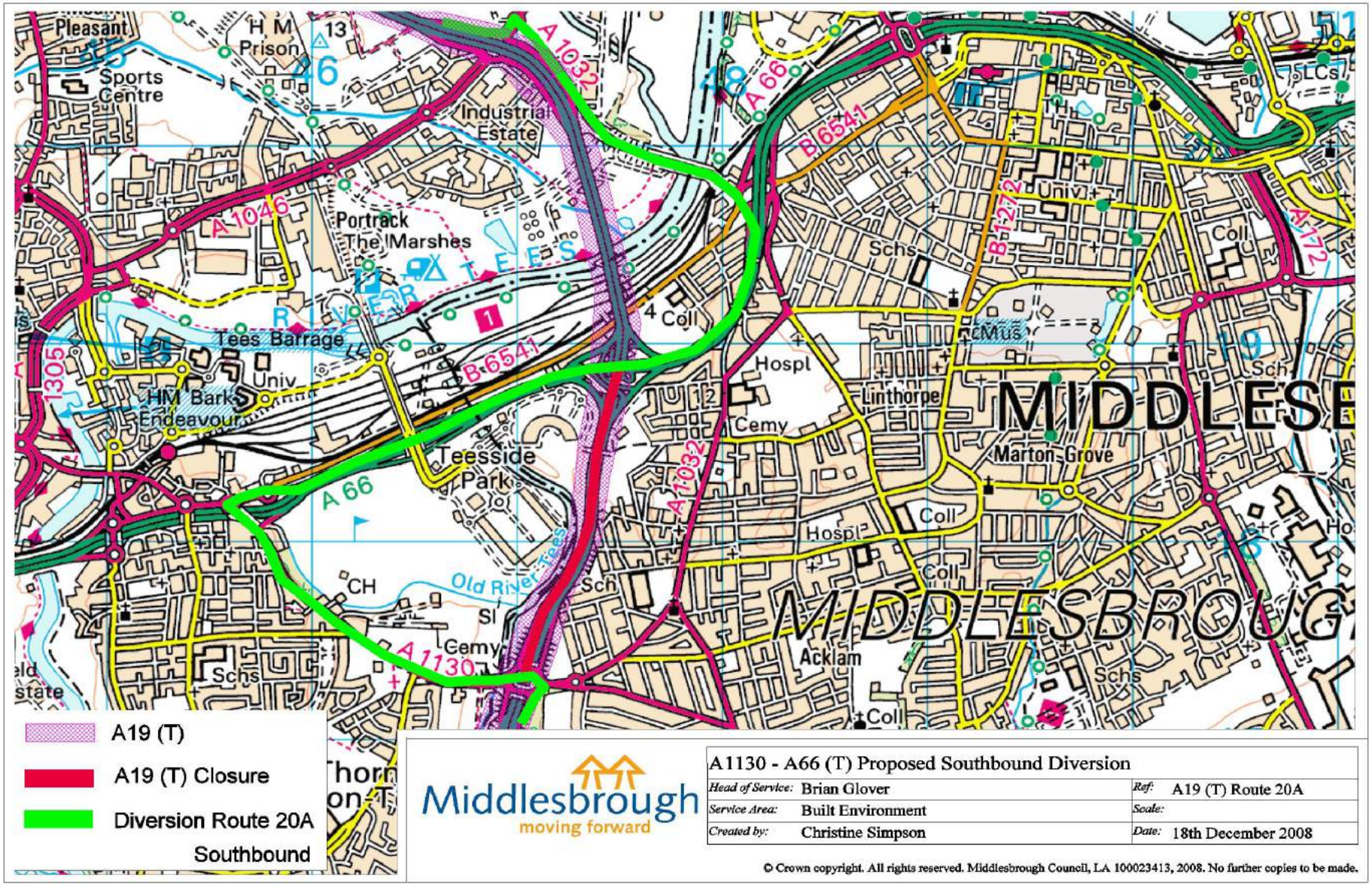






Middlesbrough
moving forward

A1130 - A66 (T) Proposed Northbound Diversion			
Head of Service:	Brian Glover	*Ref:*	A19 (T) Route 19B
Service Area:	Built Environment	*Scale:*	
Created by:	Christine Simpson	*Date:*	18th December 2008



Middlesbrough
moving forward

A1130 - A66 (T) Proposed Southbound Diversion			
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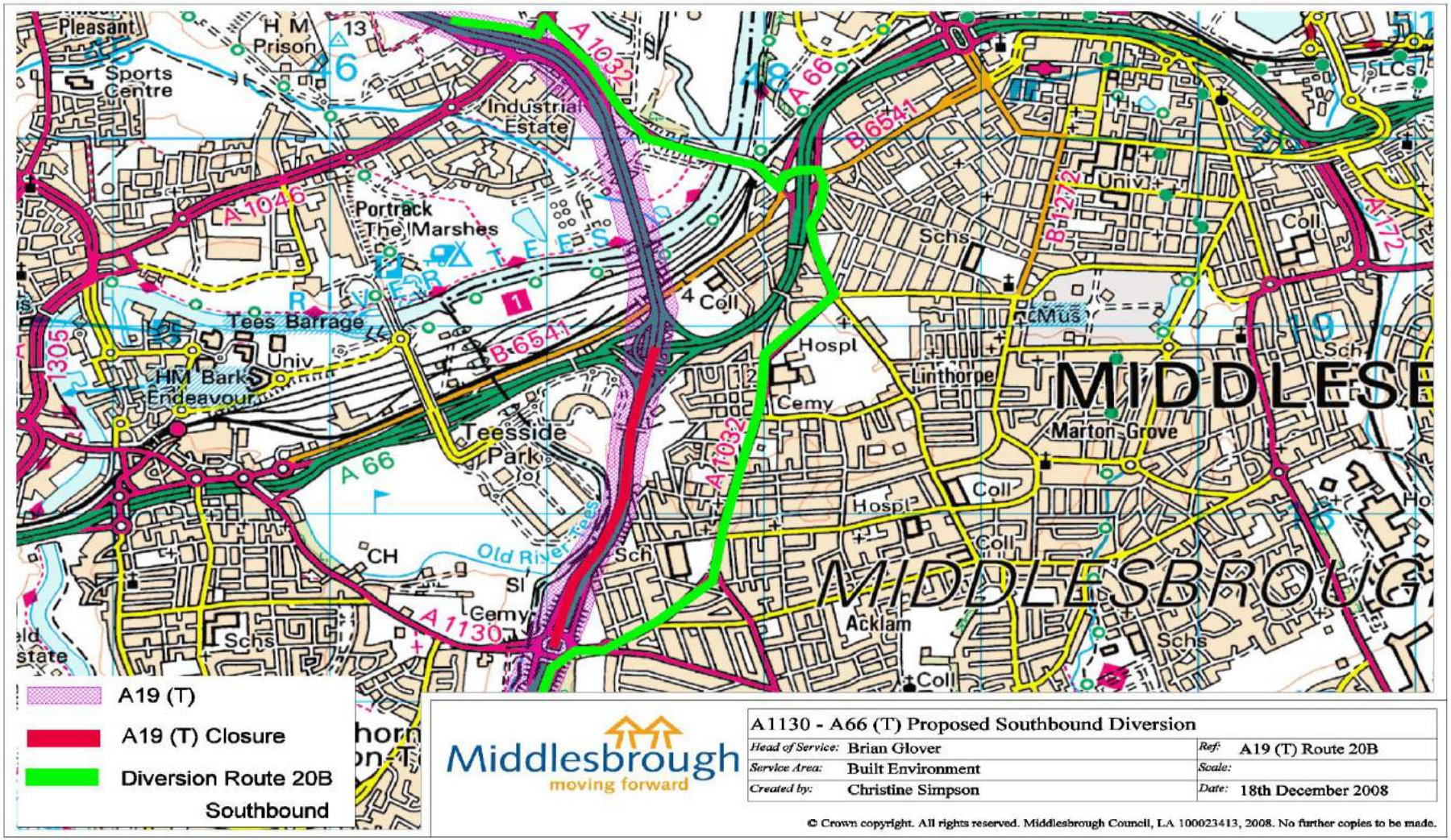
Service Area:	Built Environment	*Scale:*	
Created by:	Christine Simpson	*Date:*	18th December 2008


A19 (T)
A19 (T) Closure
Diversion Route 20B
Southbound
Middlesbrough
moving forward
A1130 - A66 (T) Proposed Southbound Diversion
Head of Service: Brian Glover
Ref: A19 (T) Route 20B
Service Area: Built Environment
Scale:
Created by: Christine Simpson
Date: 18th December 2008
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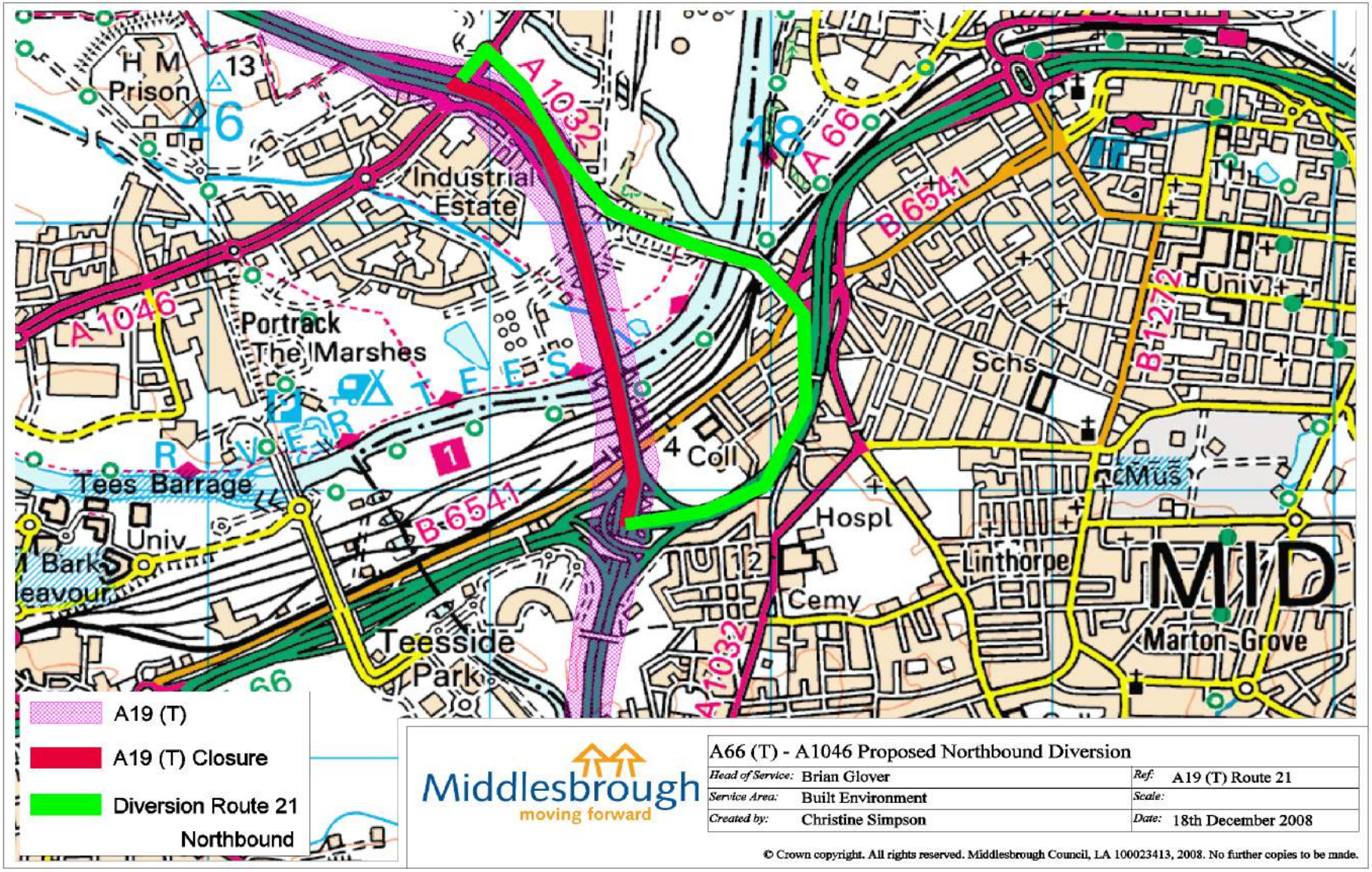
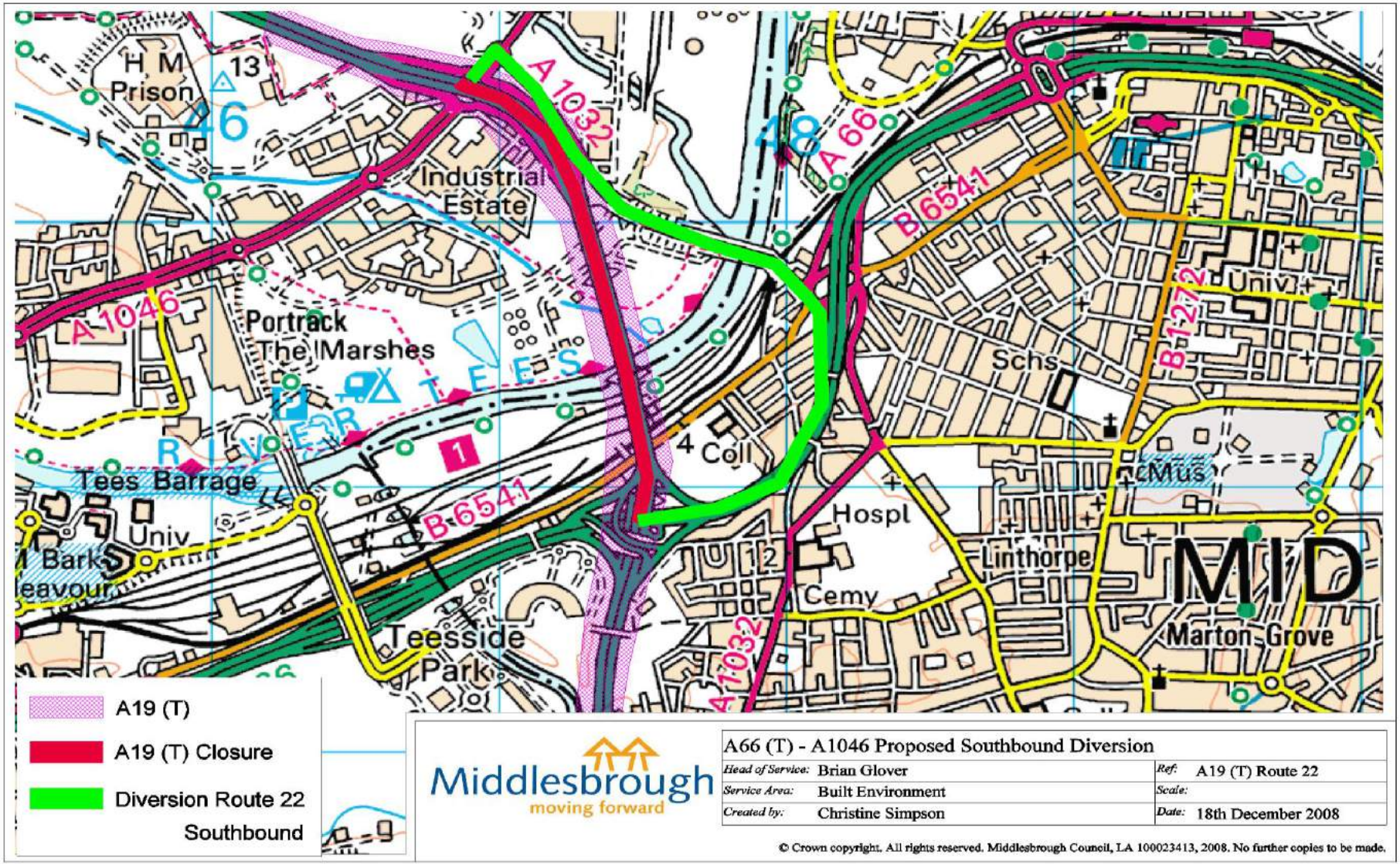
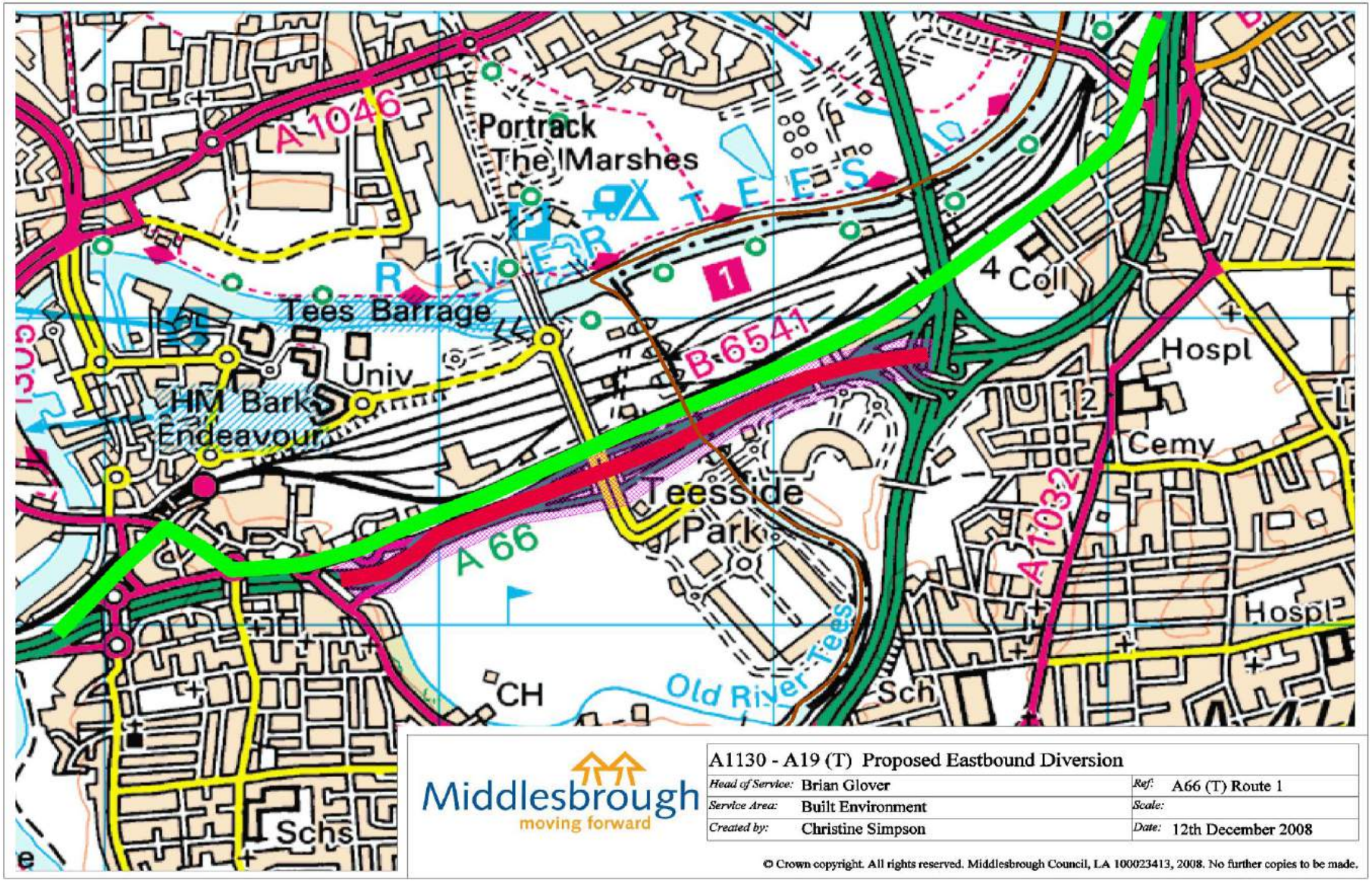


Middlesbrough
moving forward

A66 (T) - A1046 Proposed Northbound Diversion

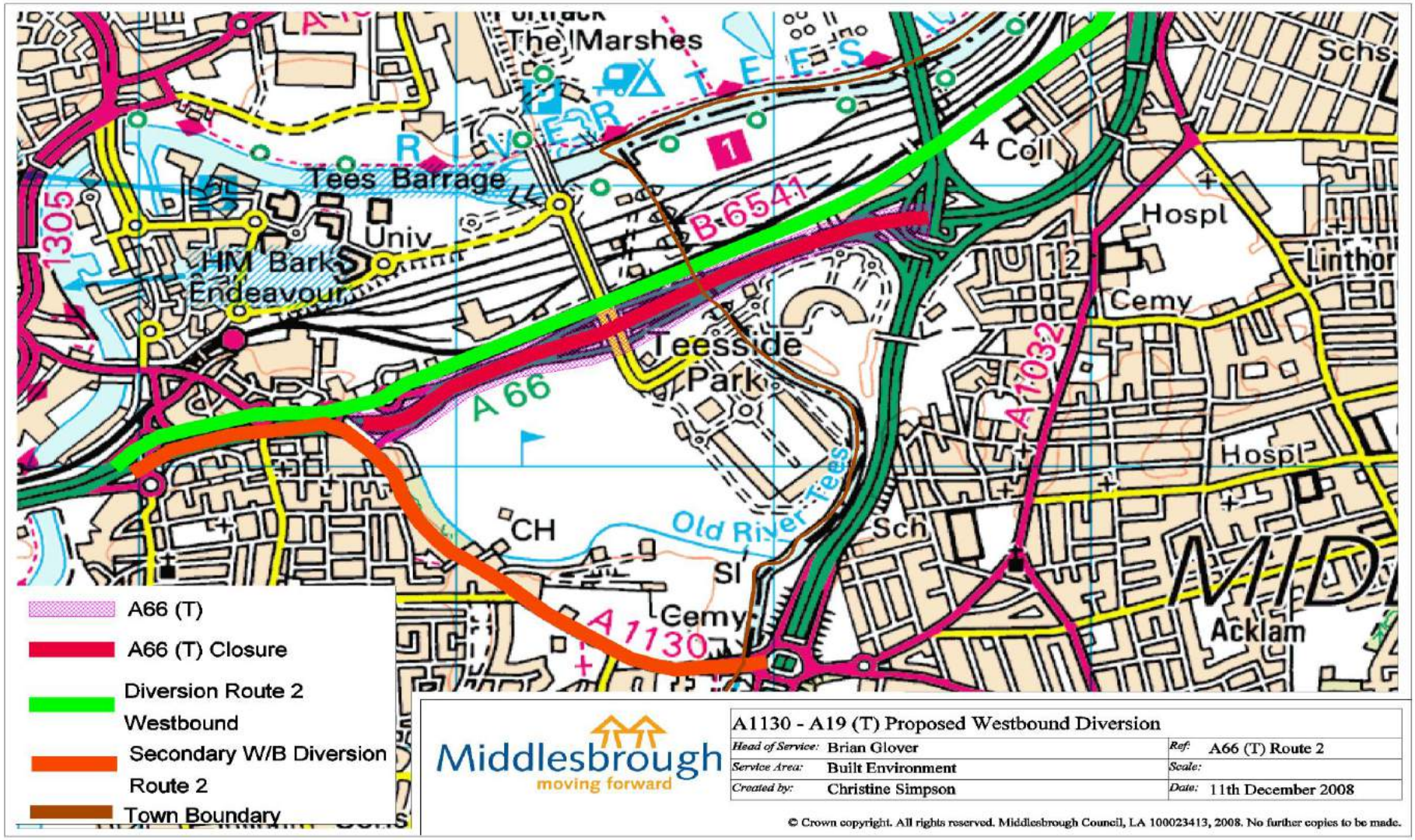
Head of Service:	Brian Glover	*Ref:*	A19 (T) Route 21
Service Area:	Built Environment	*Scale:*	
Created by:	Christine Simpson	*Date:*	18th December 2008

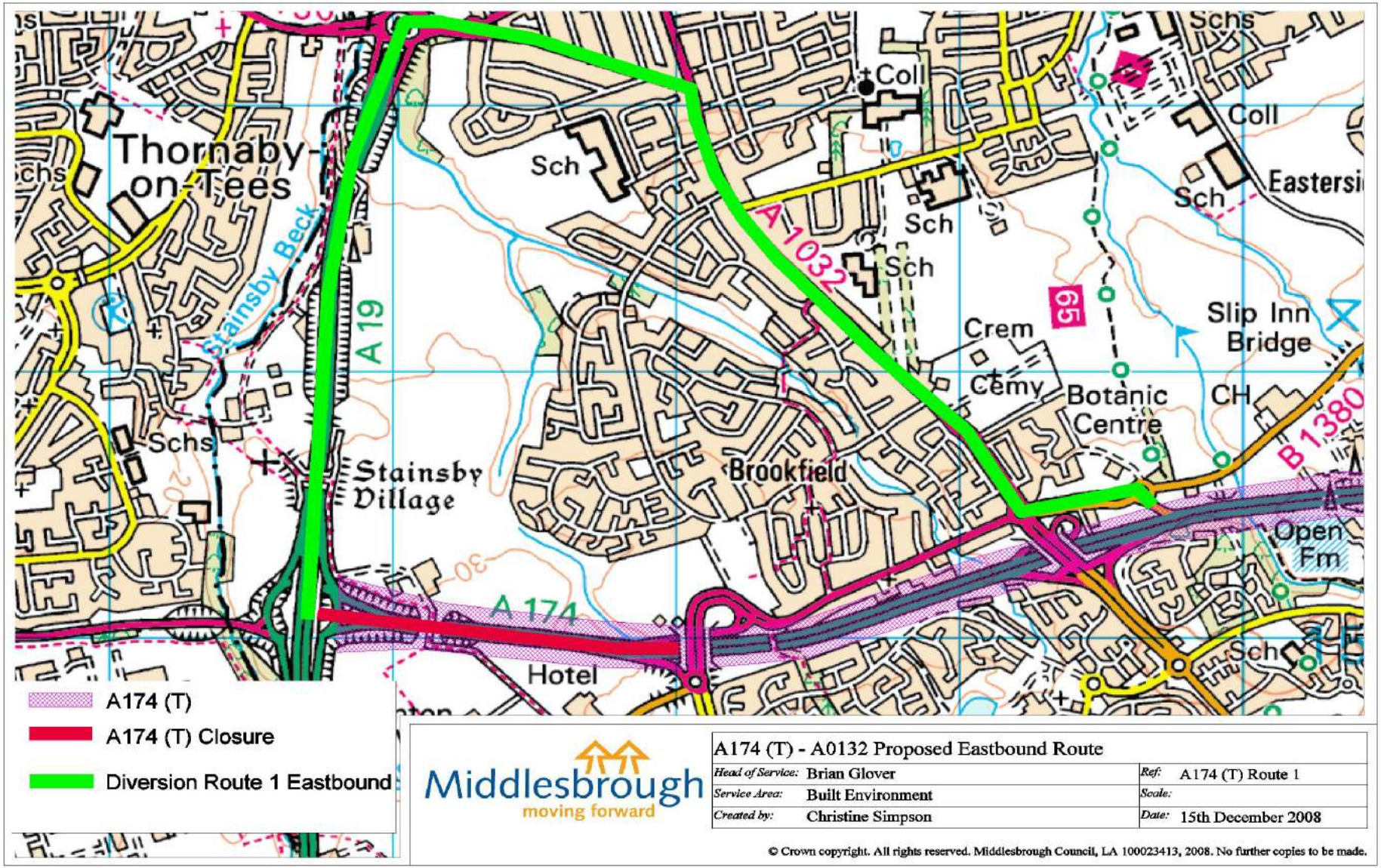




Middlesbrough
moving forward

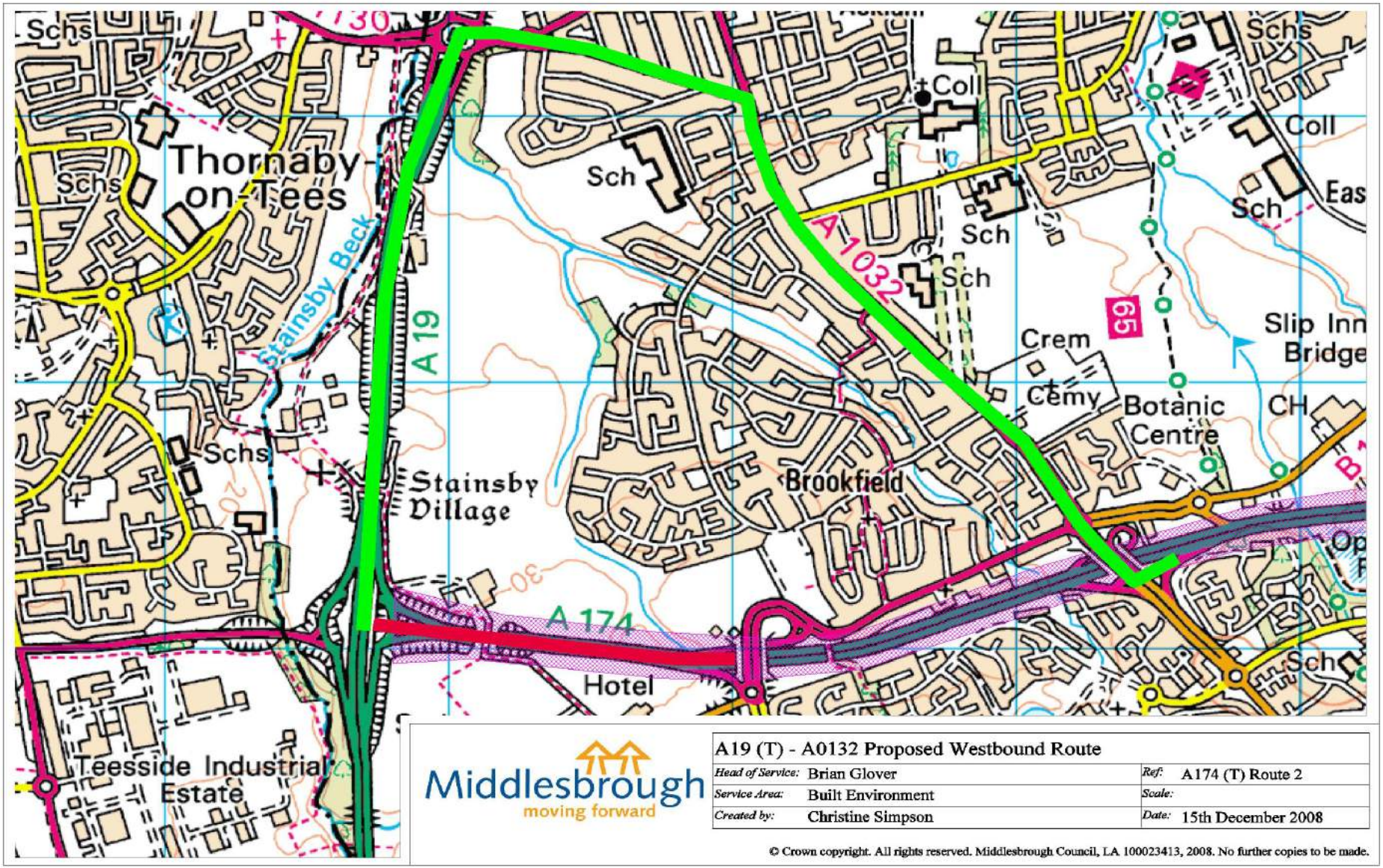
A1130 - A19 (T) Proposed Eastbound Diversion			
Head of Service:	Brian Glover	*Ref:*	A66 (T) Route 1
Service Area:	Built Environment	*Scale:*	
Created by:	Christine Simpson	*Date:*	12th December 2008





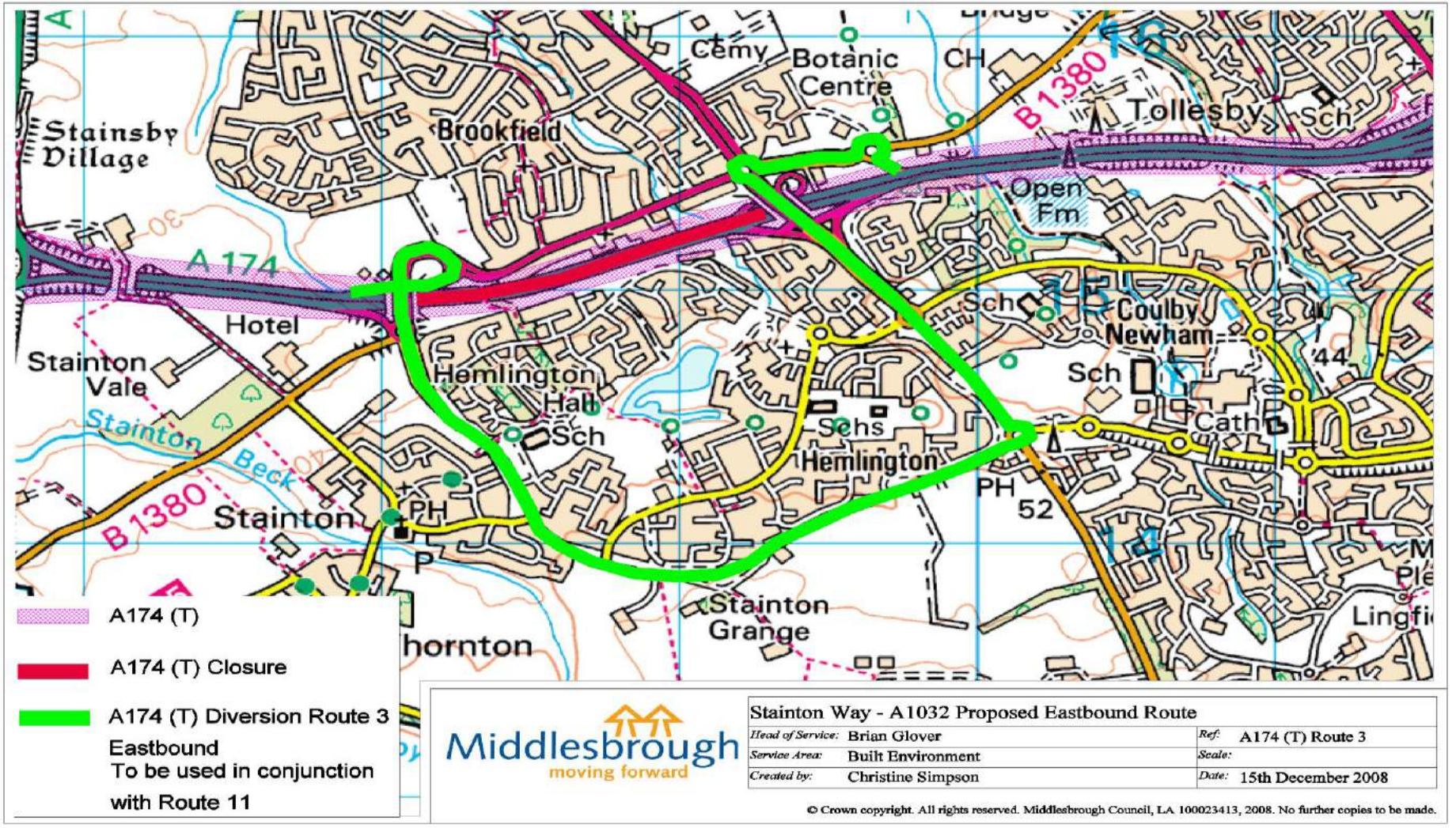
Middlesbrough
moving forward

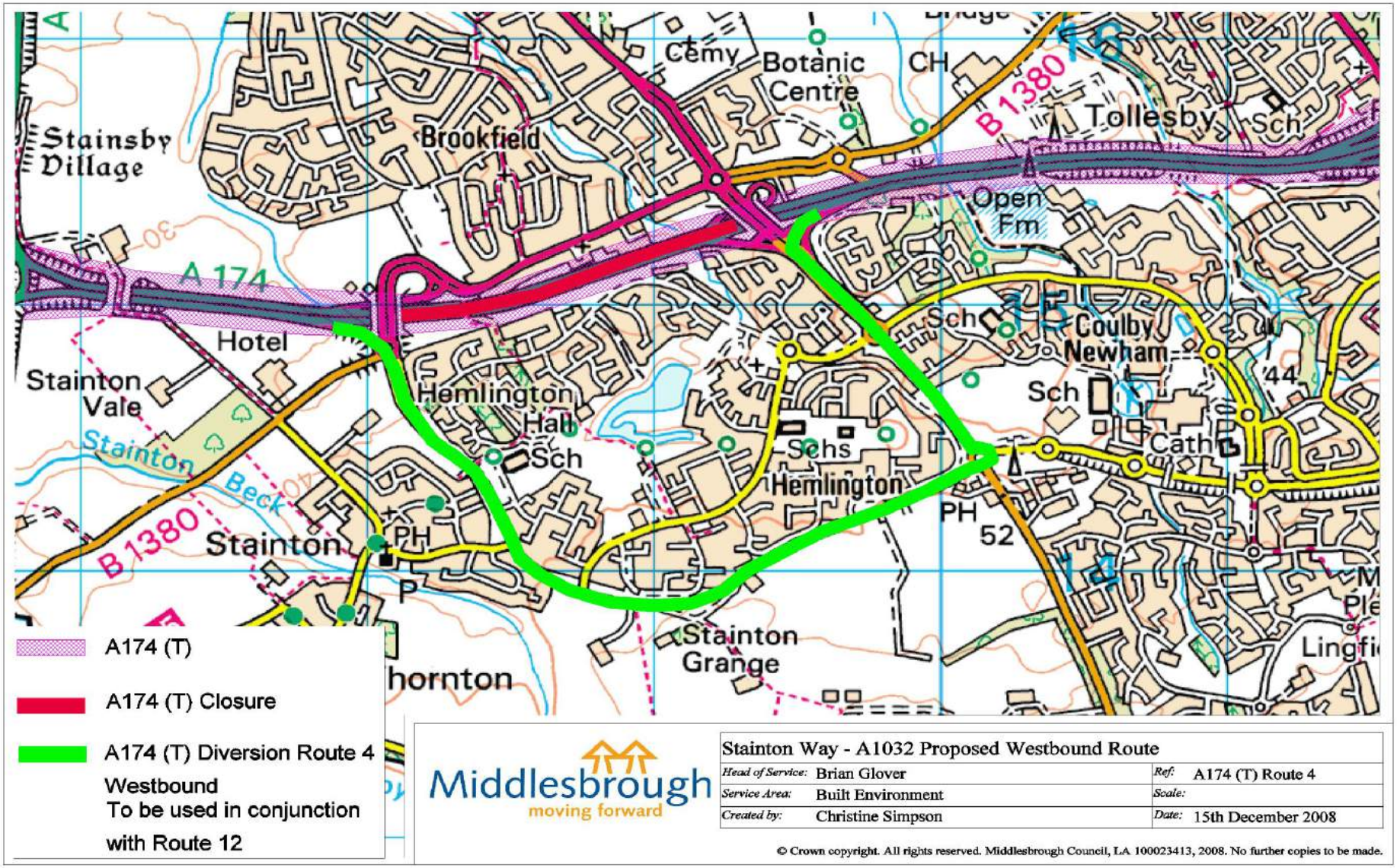
A174 (T) - A0132 Proposed Eastbound Route			
Head of Service:	Brian Glover	*Ref:*	A174 (T) Route 1
Service Area:	Built Environment	*Scale:*	
Created by:	Christine Simpson	*Date:*	15th December 2008

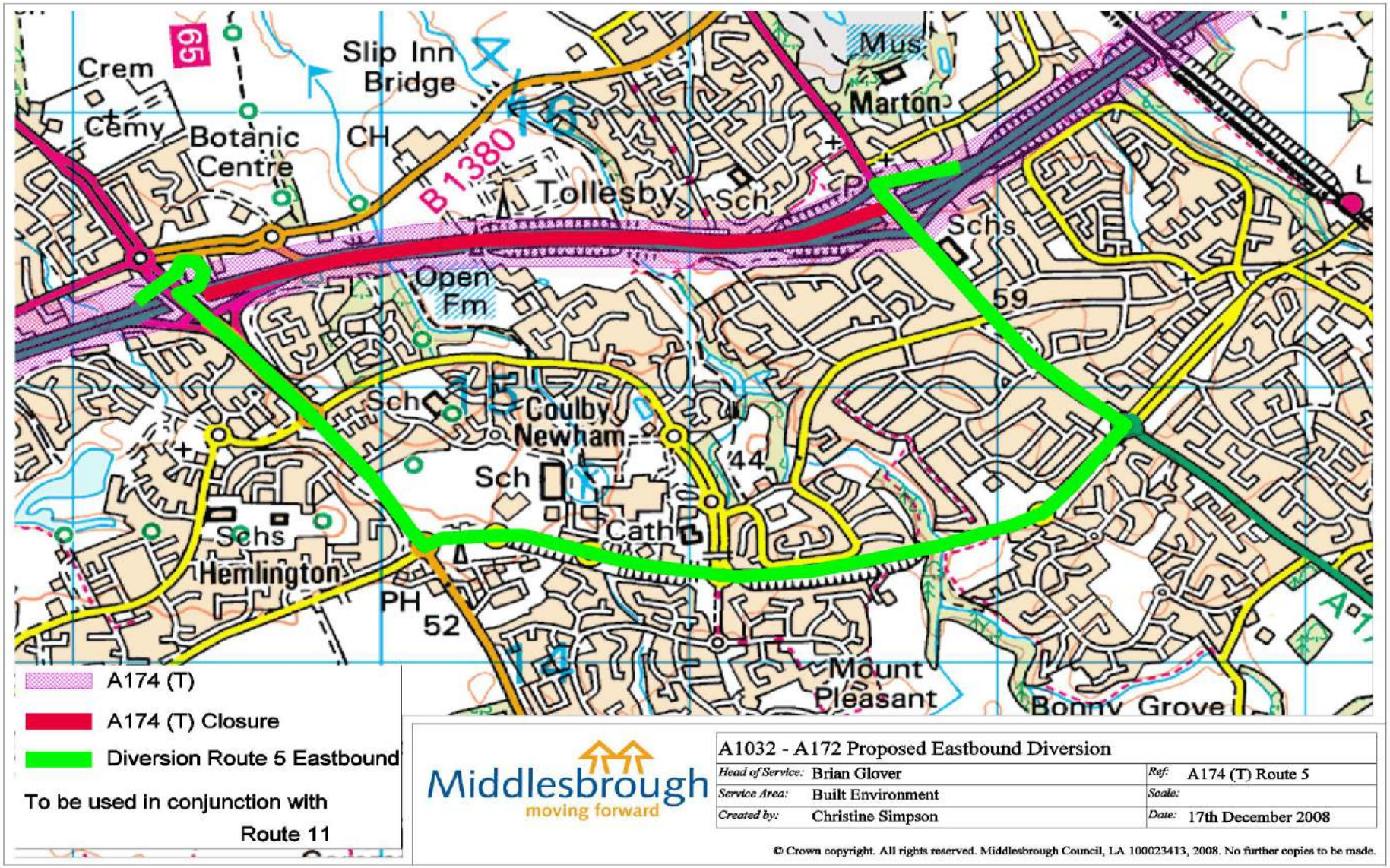


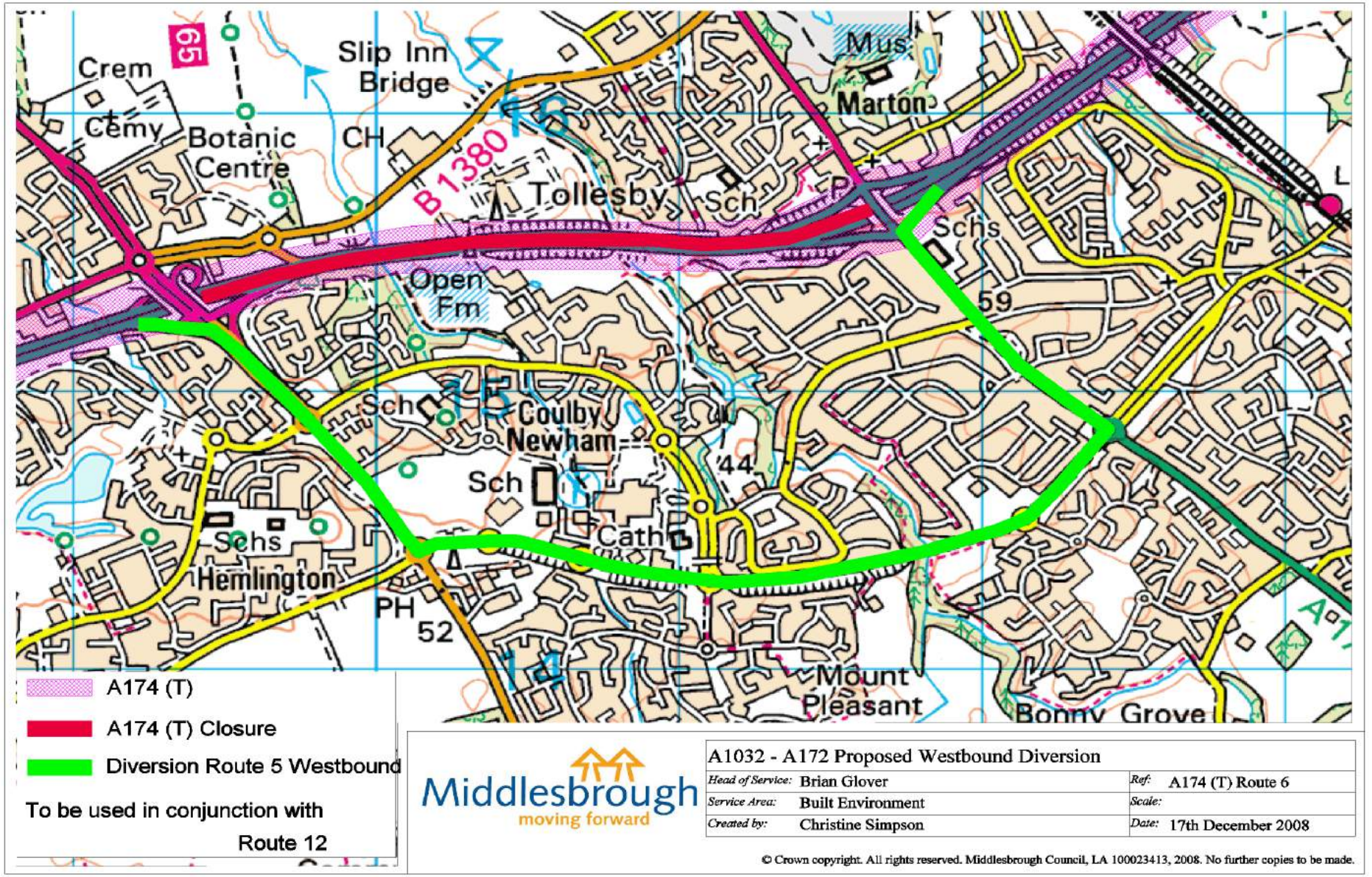
Middlesbrough
moving forward

A19 (T) - A0132 Proposed Westbound Route			
Head of Service:	Brian Glover	*Ref:*	A174 (T) Route 2
Service Area:	Built Environment	*Scale:*	
Created by:	Christine Simpson	*Date:*	15th December 2008



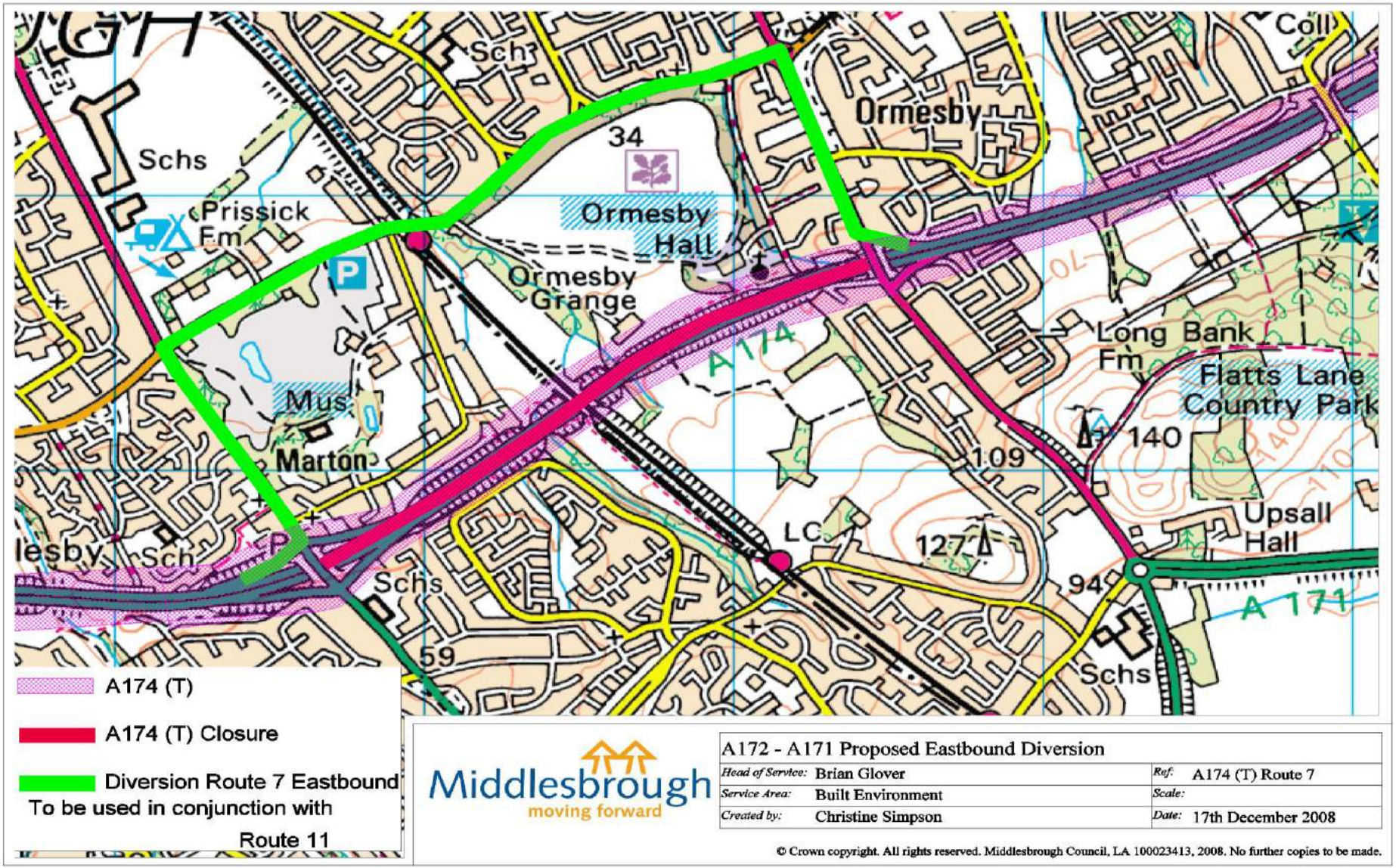


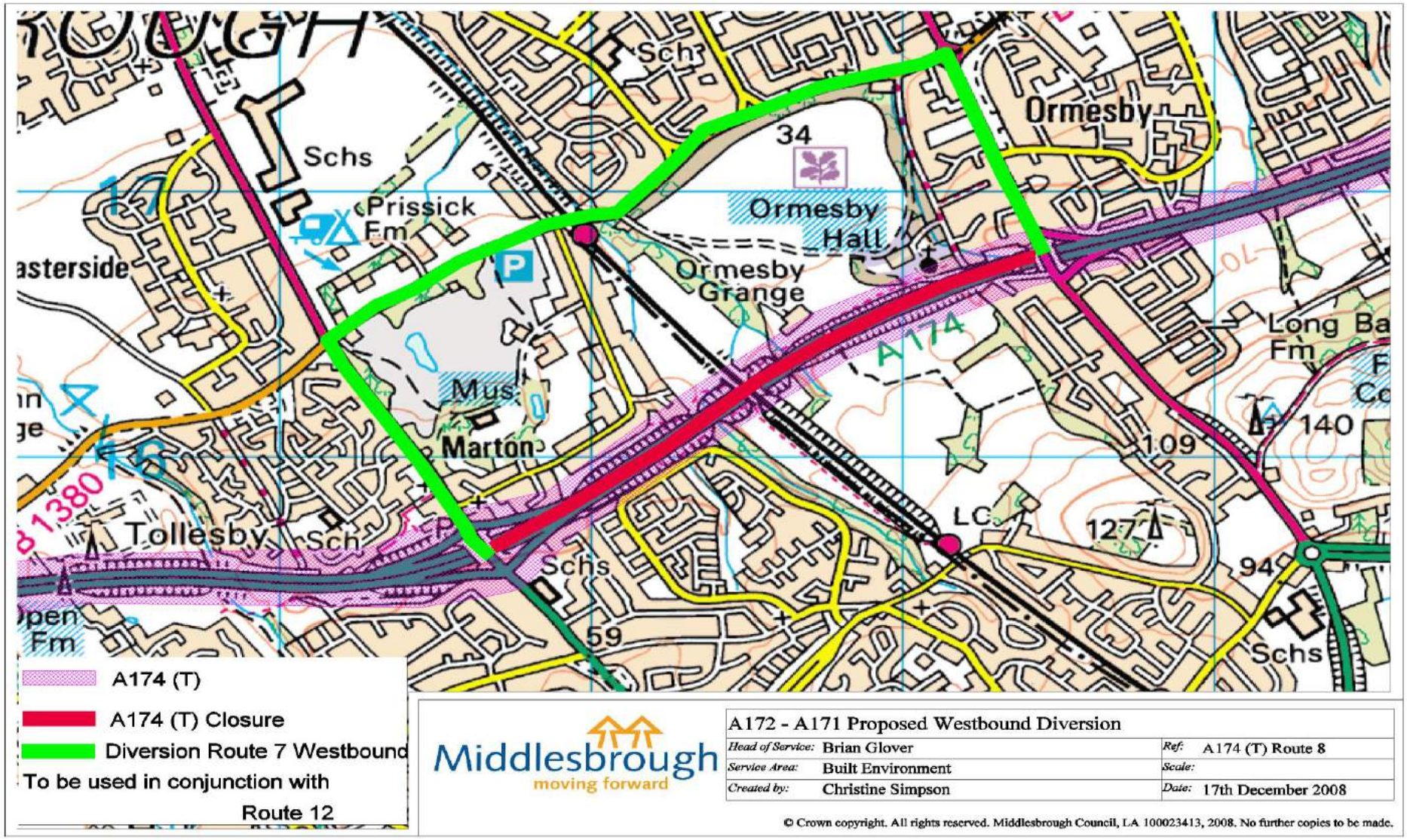


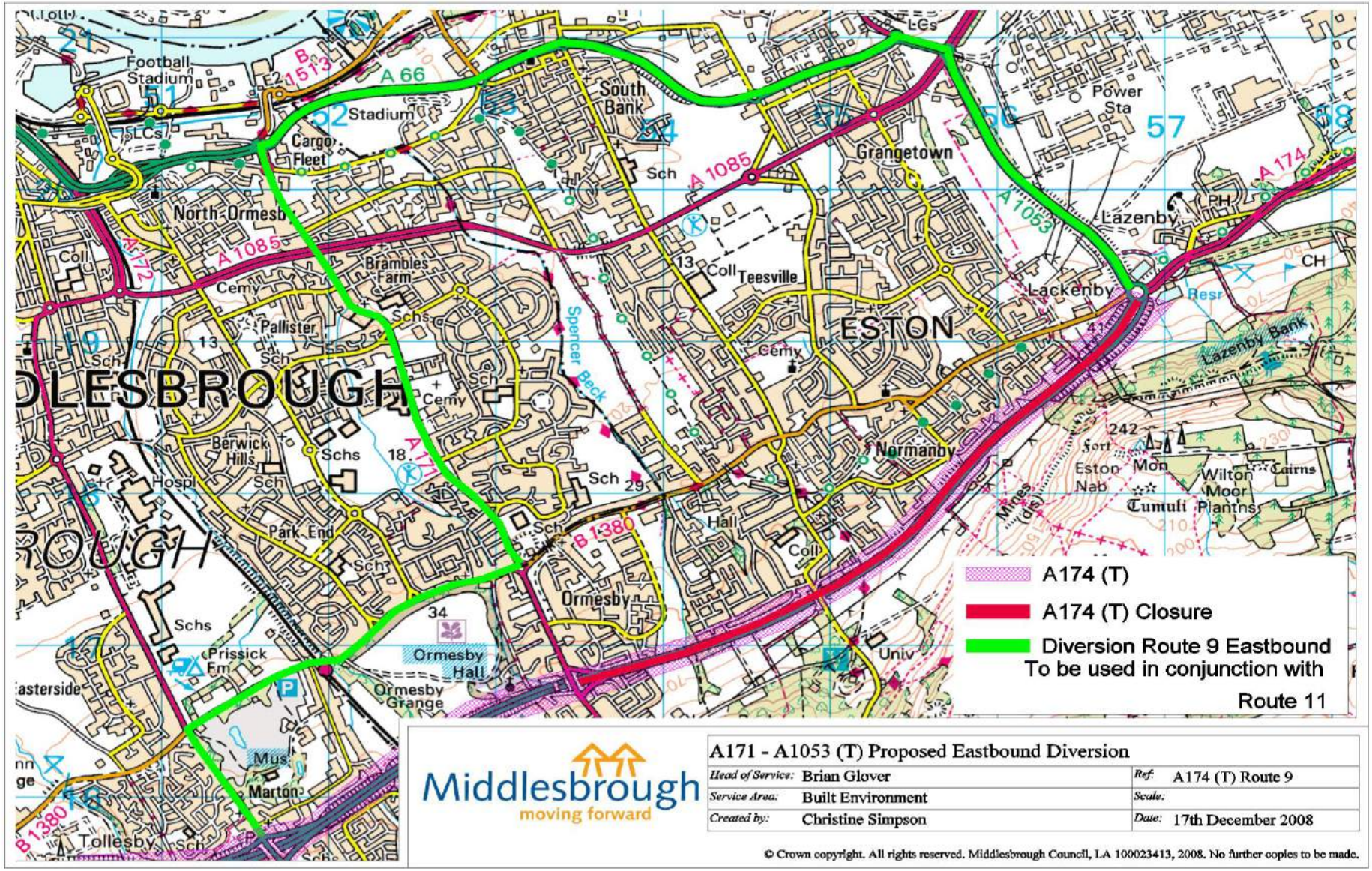


Middlesbrough
moving forward

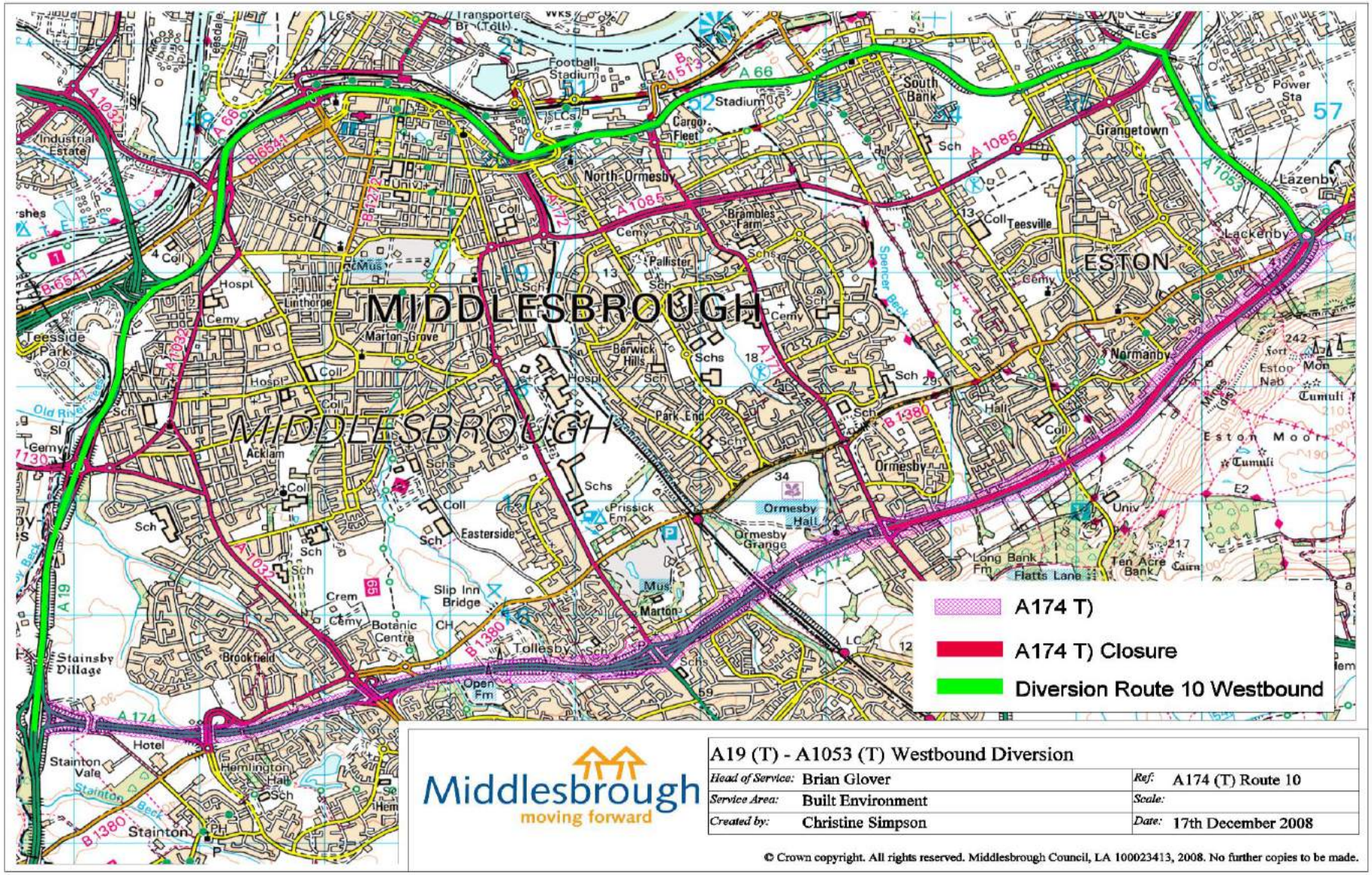
A1032 - A172 Proposed Westbound Diversion			
Head of Service:	Brian Glover	*Ref:*	A174 (T) Route 6
Service Area:	Built Environment	*Scale:*	
Created by:	Christine Simpson	*Date:*	17th December 2008





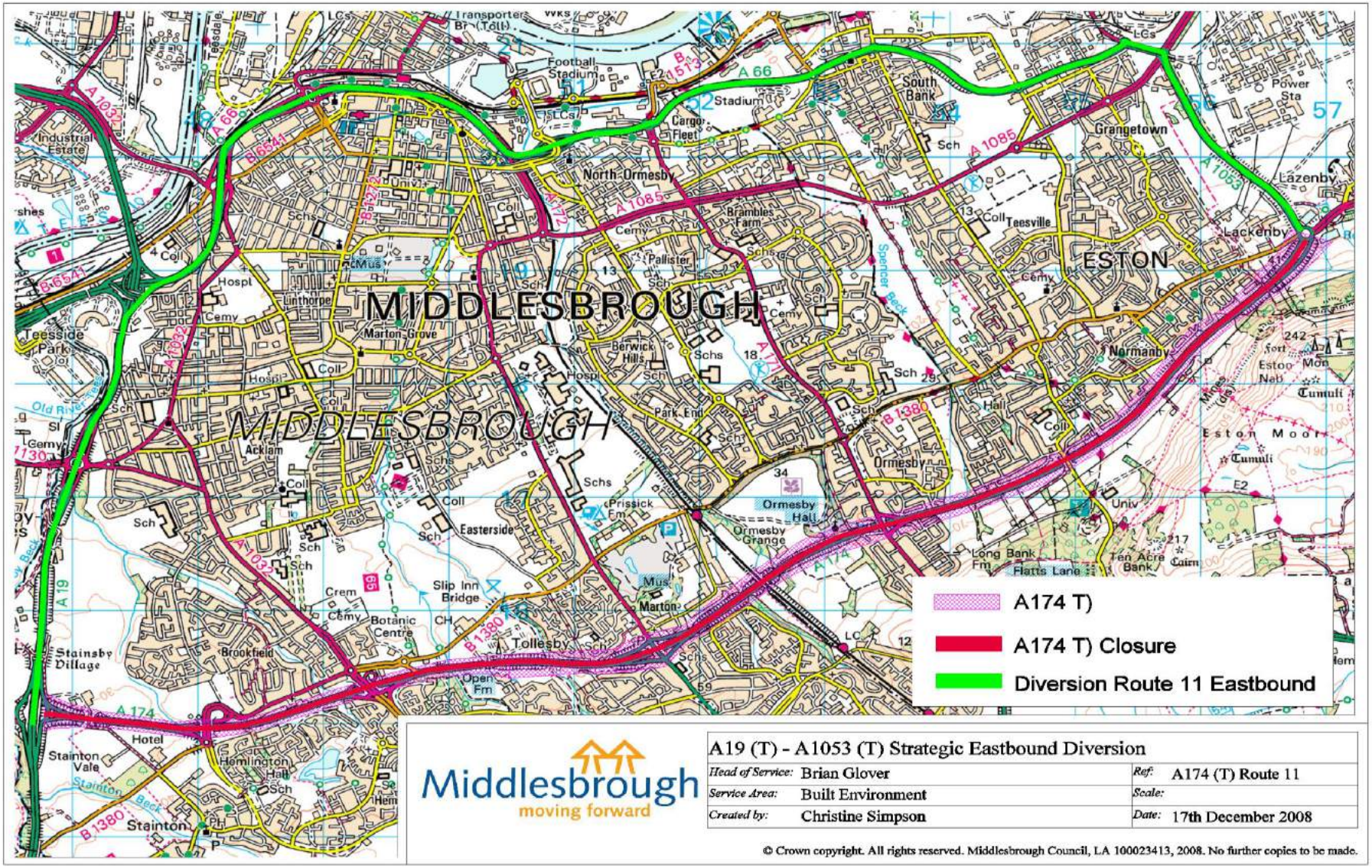


A171 - A1053 (T) Proposed Eastbound Diversion			
Head of Service:	Brian Glover	*Ref:*	A174 (T) Route 9
Service Area:	Built Environment	*Scale:*	
Created by:	Christine Simpson	*Date:*	17th December 2008



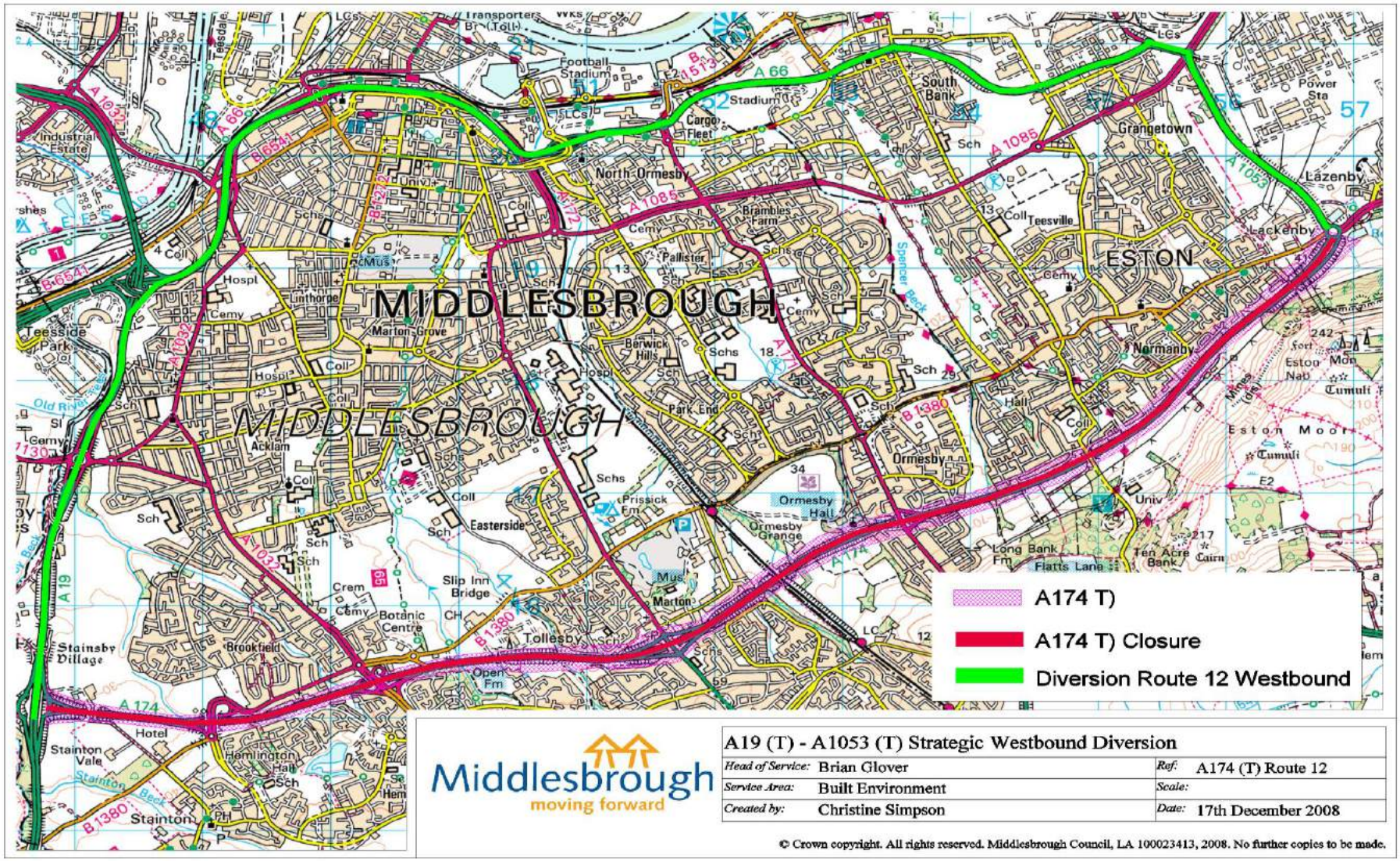
Middlesbrough
moving forward

A19 (T) - A1053 (T) Westbound Diversion			
Head of Service:	Brian Glover	*Ref:*	A174 (T) Route 10
Service Area:	Built Environment	*Scale:*	
Created by:	Christine Simpson	*Date:*	17th December 2008



Middlesbrough
moving forward

A19 (T) - A1053 (T) Strategic Eastbound Diversion			
Head of Service:	Brian Glover	*Ref:*	A174 (T) Route 11
Service Area:	Built Environment	*Scale:*	
Created by:	Christine Simpson	*Date:*	17th December 2008



Middlesbrough
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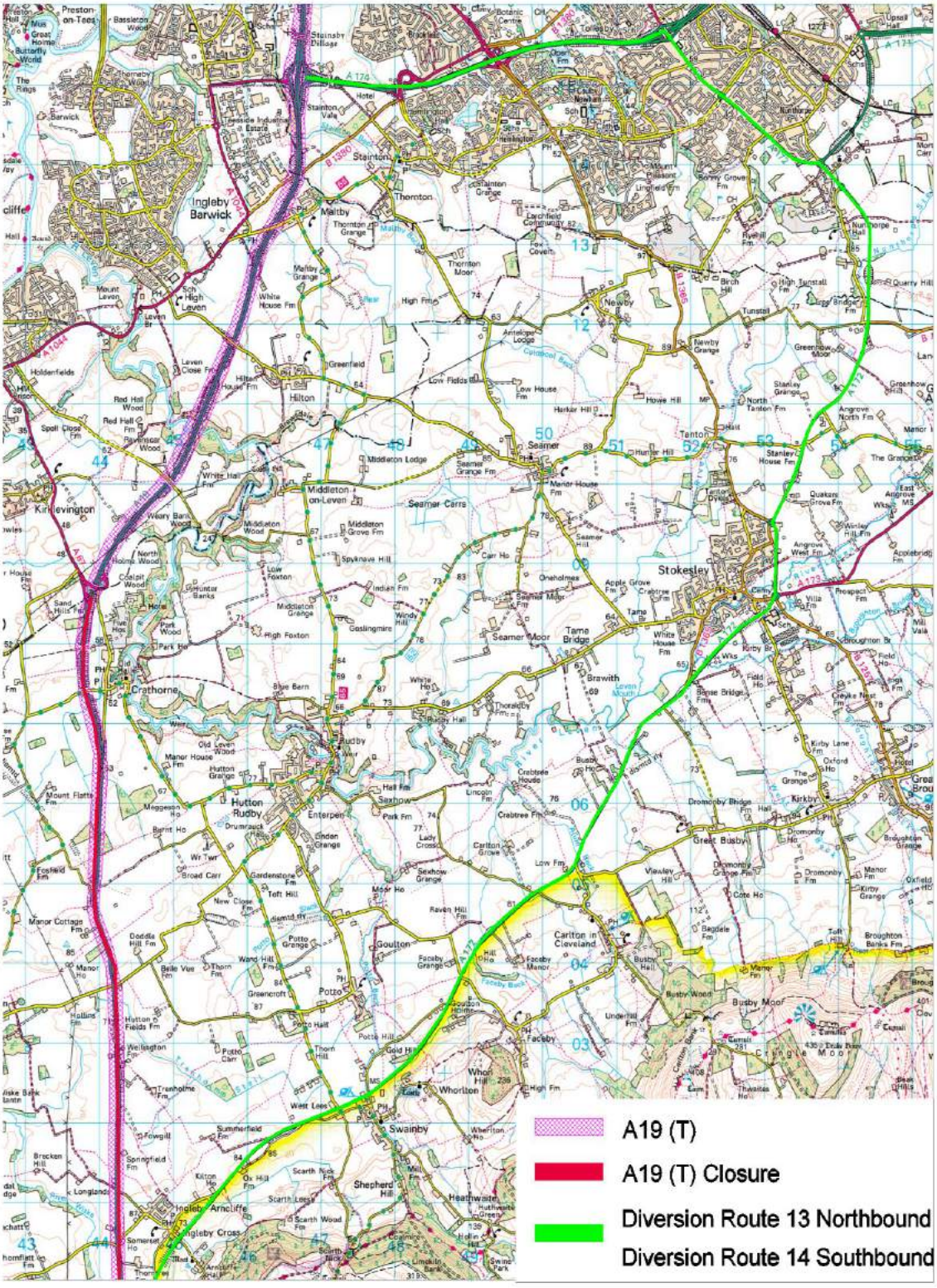
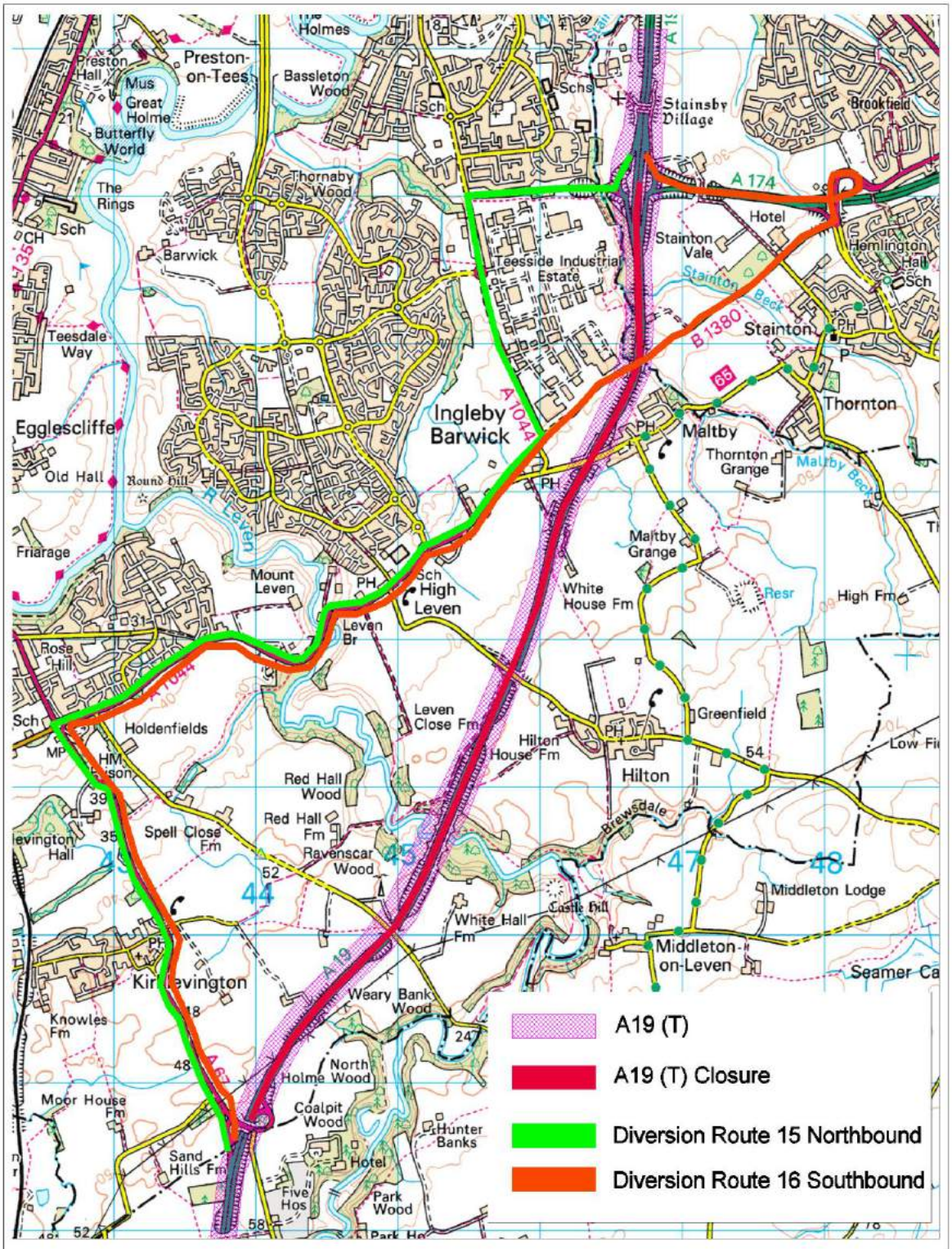
A19 (T) - A1053 (T) Strategic Westbound Diversion			
Head of Service:	Brian Glover	*Ref:*	A174 (T) Route 12
Service Area:	Built Environment	*Scale:*	
Created by:	Christine Simpson	*Date:*	17th December 2008



Middlesbrough
moving forward

A172 - A174 Proposed Northbound & Southbound Diversions			
Head of Service:	Brian Glover	*Ref:*	Route 13 N / 14 S
Service Area:	Built Environment	*Scale:*	
Created by:	Christine Simpson	*Date:*	19th December 2008



Middlesbrough
moving forward

A67 Crathorne - A174 Proposed Northbound & Southbound Diversions			
Head of Service:	Brian Glover	*Ref:*	A19 (T) Route 15 N / 16S
Service Area:	Built Environment	*Scale:*	
Created by:	Christine Simpson	*Date:*	19th December 2008

Appendix 10 Definitions

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