

**TRAFFIC MANAGEMENT ACT 2004 – NETWORK MANAGEMENT PLAN**

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**SUMMARY REPORT**

**Purpose of the Report**

1. To monitor progress against actions within the Network Management Plan.

**Summary**

2. A number of completed sections of the Network Management Plan were approved by Cabinet on 3 February 2009. Further sections of the plan have been under development. This report comments on progress since the last progress report to Economy and Environment Scrutiny in January 2010.
3. A Progress Report is attached at **Appendix 1** that highlights actions and performance tasks in relation to the development of the Network Management Plan.

**Recommendations**

4. It is recommended that Members note the contents of the Project Progress Report.

**Ian Williams**  
**Director of Economic Growth**

**Background Papers**

- a) Network Management Plan Cabinet report dated 3 February 2009.
- b) DBC Network Management Plan.
- c) Traffic Management Act 2004.
- d) New Roads and Street Works Act 1991.
- e) The Street Works (Register, Notices, Directions and Designations) (England) 2007 Regulations.
- f) The Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters (Third Edition, July 2007).
- g) The Street Works (Fixed Penalty) Regulations 2007.

Ken Major : Extension 6710

S17 Crime and Disorder	There are no specific implications in relation to Crime and Disorder.
Health and Well Being	The specific management duty reflects the six strategic objectives in the Second Local Transport Plan, with one of these being to improve the health of the community through increasing levels of sustainable travel and improving access to health, leisure and food.
Sustainability	Another objective of the Second Local Transport Plan is to provide the framework for sustainable development of new and existing businesses, housing and services in Darlington and to provide and promote travel choice to all. The Network Management Plan will provide the framework to support this objective.
Diversity	An Equalities Impact Assessment will be undertaken on the elements of the plan.
Wards Affected	All
Groups Affected	All
Budget and Policy Framework	The report does not affect the Council's budget or Policy Framework.
Key Decision	This is not key decision.
Urgent Decision	This is not an urgent decision.
One Darlington: Perfectly Placed	Transport has a key role to play across the themes of the vision and can contribute to achieving all of them. However, for the most part they will be managed under the Greener Darlington theme. The Network Management Plan supports the Council's Transport Strategy in relation to supporting economic regeneration; improving accessibility to services and providing travel options; tackling congestion and its associated effects on local communities; continuing to tackle road safety and delivering travel needs in partnership with stakeholders. This Transport Strategy seeks to provide a more reliable and secure environment for movement around the highway network.
Efficiency	The Traffic Management Act and Network Management Plan aim to ensure effective and efficient operation of the highway network.

## MAIN REPORT

### Information and Analysis

5. At the Cabinet meeting of 3 February 2009 a number of sections of the Network Management Plan were approved.
6. The Project Progress Report has been updated and is attached at **Appendix 1**. The report summarises various actions, performance tasks and intervention criteria from the plan that need to be monitored and implemented.
7. The Progress Report includes the intervention levels from criteria set out by the Department for Transport. Under the Traffic Management Act the Department for Transport has the powers to install a Traffic Director if they feel the Authority is not performing their duties adequately under the Act.
8. The annual report for the period 2012 and 2013 which are nearing completion. This report has been combined in to one report as a result of significant resourcing issues during 2012.
9. The Network Management Plan sets out what DBC will do to try and limit congestion on the network. One element to this is coordinating work within the highway amongst all interested parties. Many contractors work on behalf of statutory undertakers laying new plant or upgrading existing equipment. Therefore co-ordination is important in minimising disruption in Darlington particularly on main roads.
  - (a) **PT5** – is a new performance task to ensure the noticing system for working in the highway is upgraded to ETON6 (electronic notification) the latest revision to the electronic notification system due to be adopted in April 2014
10. The Network Management Plan sets out what DBC will do to try and limit congestion on the network. One key element to this is communicating with the public when works will affect the major roads in Darlington.
  - (a) **AP5** – Establish processes for distribution of information regarding network and streetworks activities, internal and external.
  - (b) **AP6** – Regularly review website to ensure travellers receive up to date information.
  - (c) **AP7** – Develop more intelligent information systems to inform choice
  - (d) **AP8** – Review the existing methods of disseminating information and establish media strategy
11. They have been combined in to a new key activity AP9.
  - (a) **AP9** - Carry out a periodic review of all forms of communications to identify improved ways of informing road users and media of work etc. on the highway

12. Work is currently being undertaken to provide a map based roadworks information system. After trialling a system called Roadworks.org during 2013 we are currently developing our own. This is utilising the system upgrade as part of the ETON6 changes identified in item 9. The upgraded notification system will allow us to produce an “as live” roadworks map which will be accessible to the general public via Darlington BC website.
13. The key activity AP13 refers to working with the Planning Authority. At the moment we are working closely with our planning colleagues on transport issues relating to the Local Development Framework. This has now been superseded by the Local Plan; however it is no less important that we support the Planning Policy Team in this development. Therefore an additional line has been added to the key activity to emphasise this work.
  - (a) **AP13** - Planning Team are currently working on Local Development Framework (LDF). Support Planning Officers in progressing transport element of LDF. Now reads “now supporting planning policy in the development of the Local Plan”.
14. The development of congestion monitoring, key activities AP16 and PT4, within the Borough has not been progressed as expected. This is due to the Department for Transport recently issuing their own congestion data replacing the original NI167 (average journey time per mile during the morning peak). This has now been replaced by a different measurement of congestion “Average vehicle speeds (flow-weighted) during the weekday morning peak<sup>1</sup> on locally managed 'A' roads<sup>2</sup> (<sup>1</sup> Morning peak defined as 7.00am to 10.00am. School holiday periods and the month of August are excluded. <sup>2</sup> Average speeds are measured in both directions of the road network.)”
15. This means AP16 is now completed as we have a congestion indicator, however, PT4 will require the ongoing recording of this data by DfT, which will allow us to report changes and trends in our Annual Report.