

Network Management Plan

2008 - 2013



Network Management Plan Policy Statement

The Government is committed to tackling congestion and disruption on the highway network and introduced the Traffic Management Act 2004, giving local traffic authorities new powers and a duty to keep roads clear and traffic moving.

This is a corporate duty which supports the ethos of improving the local quality of life, by aligning our activities to meet the needs of our communities.

Our Network Management Plan sets out the Council's approach to performing the duty, based on regional objectives, developed and agreed through collaborative working with the North of England Traffic Managers Group, and summarised here, to give a consistent approach for road users across the region

Our overarching aim for Network Management is: -

“To Manage our roads effectively to provide a safe and reliable network, for all users, by reducing the adverse effects of congestion, and minimising disruption through the effective coordination of all works, activities and events affecting the use of the highway network”

The Network Management Plan has been developed jointly with other LTA's in the North of England. The Council's approach to the identified common network management objectives are as follows: -

Objective 1:- Considering the Needs of all Road Users

We understand and recognise the needs of all road users, including motorists, public transport and freight operators, pedestrians, cyclists and others, such as equestrians. Our policies and actions will be balanced to take account of the needs of all user groups, ensuring that essential services and business continuity are maintained, thereby contributing to the economic vitality and prosperity of the Borough.

Objective 2 :- Coordination and Planning

We will ensure that all works, activities and events that may have an impact on the use of the highway network are effectively coordinated, with particular attention given to the higher importance routes set out in the network management hierarchy.

Objective 3:- Gathering and Providing Information

We will gather comprehensive and accurate information on planned works activities and events. This will be used to plan and coordinate works and activities and we will make information available to stakeholders relating to road works, delays and diversions on our website. We will work with public transport operators and Traveline to provide up to date travel information.

Objective 4:- Incident Management and Contingency Planning

We will ensure that effective systems and procedures are in place to identify and deal with unforeseen incidents quickly and effectively, working with other agencies and stakeholders where appropriate, to mitigate the impact on the use of the highway network.

Objective 5:-Dealing With Traffic Growth

We will monitor traffic growth at identified areas of congestion and implement policies and work programmes set out in the LTP to address this by planning to

“reduce the need to travel” and promoting sustainable transport measures.

Objective 6:- Working With Stakeholders

We will work closely with stakeholders to ensure that the Network Management Duty is fully understood and considered in all areas of service provision.

Objective 7:- Ensuring Parity

We will apply the same standards and approaches to our own activities as we do to other works promoters including utility companies and private developers.

Roger Kelly
Chief Executive

Councillor Mick Henry
Leader of the Council

(December 2008)

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1 Introduction

1.1. Background

The provisions in the Traffic Management Act 2004 (TMA) provide Local Traffic Authorities (LTAs) with a stronger focus on tackling congestion and disruption. In fact, Part 2 of the TMA imposes a network management duty (NMD) on LTAs to manage their road networks and provides much greater powers to minimise unnecessary disruption caused by poorly planned works, activities and events.

Section 16(1) of the TMA sets out the requirement of the duty as being: -

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

- (a) securing the expeditious movement of traffic on the authority’s road network; and*
- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority”*

Although the duty is framed by reference to a “Local Traffic Authority” (LTA) it also extends to the authority exercising its powers as Highway Authority (under the Highways Act 1980) and Street Authority (under the New Roads and Streetworks Act 1991) and indeed to any power to regulate or coordinate the uses made of any road. Gateshead Council has responsibility under all of these functions and where reference is made to the LTA, in this plan, it shall be deemed to include reference to functions and powers as Highway Authority and Street Authority where appropriate.

The duty is not limited to the actions of the traffic department within the authority and local authorities need to consider the duty when exercising any power that can affect the road network.

This is set out in section 16(2) of the TMA which states: -

“The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing –

(a) the more efficient use of their road network; or

(b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

and may involve the exercise of any power to regulate or coordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority).”

The TMA specifically states that the term “traffic” includes pedestrians and so the duty requires the LTA to consider the movement of all road users including pedestrians, as well as motorised vehicles. Taking this a stage further, the needs of other users, such as cyclists and horse riders, should also be considered and this plan will refer to all highway users. It is for Gateshead Council to develop the duty alongside our existing strategies and policies and not for it to supersede them.

There are many different services within the remit of local authorities which need to be coordinated properly if their collective impact is to be one that delivers real benefits to the public. These services 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, other activities on the network, for example refuse collection, and planned and unplanned events, all of which can contribute to unnecessary disruption and congestion. The network management duty is aimed at planning for and dealing with the impact of all such services.

1.2. Aims and Objectives

Although there is no specific requirement for LTAs to develop a network management plan, Gateshead Council believe that, by doing so, we can show our commitment to the new duty, through effective management of our highway network, in line with the overarching aim for highway and transport assets, as set out in the Transport Asset Management Plan, which is: -

“To provide a fully integrated, safe, reliable and sustainable network of transport assets,

recognising the need to cater for all modes of transportation in a modern and dynamic society, without acting to the detriment of future users.”

The plan supports this high level aim and the policies set out in the Local Transport Plan, particularly in relation to congestion. It also demonstrates the arrangements for delivering the Network Management Duty and provides evidence of the policies that the Council is actively pursuing to ensure the expeditious movement of traffic on its network.

The key aim to be adopted by Gateshead Council, in respect of Network Management is:

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“To manage our roads effectively to provide a safe and reliable network, for all users, by reducing the adverse effects of congestion and minimising disruption through the effective coordination of all works, activities and events affecting the use of the highway network.”

The Network Management Plan has been developed jointly with other LTA's in the North of England. Although processes and procedures are specific to individual authorities, this approach promotes consistency across the region, through the adoption of the following common network management objectives: -

- 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 also recognises that network management forms 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 proactive approach to coordination will be continue through the gathering and analysis of accurate information on planned works or events, allowing for consideration on how best to minimise their impact and agreement (or stipulation if necessary) on optimum timing.

1.3. Network Management Policy

It is intended to adopt this Plan as a Council policy to complement other related plans and strategies such as the Local Transport Plan and the emerging Transport Asset Management Plan. This will promote a consistent approach to strategic planning and management of the highway network and provide a framework for appropriate objectives, targets and improvement actions to be developed.

In recognition of the network management duty applying across the authority, the policy has been agreed by the Council's Cabinet. In addition to the formal policy document, a policy statement setting out the high level aim and objectives has also been agreed and is included at the front of this plan.

As with all such policies, there is a commitment to continual improvement and compliance with relevant legislation and best practice. The policy will also drive the development of network management systems.

2 Context

2.1 Introduction

Tackling congestion is a key objective for the Government. Transport 2010: The 10 Year Plan sets out policy aims for transport, with targets to: -

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

These objectives and targets are reflected in the LTP. The TMA and the NMD support and extend this with the introduction of a requirement to “secure the expeditious movement of traffic” across the network by minimising disruption through the careful planning and coordination of all works, activities.

Congestion can have a negative impact on quality of life and the economic performance of communities. Measures to deal with congestion are at the heart of the Government’s transport strategy and legislation is in place, with further measures to be introduced in the near future, to assist LTA’s to manage their networks in such a way that the effects of congestion are minimised. Such legislation includes the TMA, the associated NMD and intervention criteria, the New Roads and Street Works Act (NRASWA) and the draft Local Transport Bill.



In the Borough of Gateshead congestion occurs at many locations chiefly at peak travel times. However, as road traffic continues to grow nationally and new residential and

commercial developments increase the demand for road space, congestion in the urban areas could reach unacceptable levels. This is exacerbated by increasing volumes of work and other activities on our roads and so it is essential that effective measures are put in place to control and manage the degree of congestion to reduce the inconvenience and disruption that inevitably results. This will benefit residents, the travelling public, communities and businesses in the Borough.

2.1. National Context

2.1.1 Traffic Management Act

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 LTA, of the various works carried out, whether these are authority Road Works, utility Street Works 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 Road Works and Street Works, by the Council, the statutory undertakers and developers, to be more effectively 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; Street Works; 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 LTA’s and this is covered in detail in the following section.

2.2.1.1 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 national importance placed on making the best use of the existing highway network with the overriding aim being to ensure that the network operates efficiently, without unnecessary delays to any highway users, including pedestrians, cyclists and horse riders, 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 the use of the authority’s 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 also recognised that network management forms only one element of the Council’s transport strategy and that, whilst it is the Authority’s aim to see an improvement in the efficient use of the network, it should not be to the detriment of those with a need to use or work on the network. Gateshead Council’s approach to network management takes account of these needs and the fact that network capacity will be affected, but through proactive coordination delays and disruption will be kept to a minimum.

2.2.1.2 Intervention Criteria

Gateshead Council needs to demonstrate and provide evidence to the Secretary for State for Transport that it has made suitable arrangements to comply with the requirements of the network management duty. The legislation allows for Government Inspectors to intervene in the authority’s operations if the authority is not performing the duty satisfactorily. This process will be assessed against intervention criteria for the first time, in summer 2009, as part of the LTP delivery report submission.

Whether or not an intervention notice has been issued on an authority is reported as performance indicator E19 in the environment block of the Comprehensive Performance Assessment (CPA). This is a “rules based” indicator which, in the event of intervention, will limit the overall environment block score to 2

(out of 4) regardless of how good the performance is for the other 29 indicators in that block. This would prevent the authority remaining a 4-star Council and in view of the potential impact, this indicator is reported to the Council’s Chief Executive on a quarterly basis.

The intervention criteria are listed 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.

2.1.2 New Roads and Street Works Act

The NRASWA 1991 was the primary legislation under which highway authorities attempt to coordinate and minimise the disruption caused by utility companies’ street works. In 1993 when the NRASWA was implemented, only a handful of utilities had the right to maintain their apparatus in the highway. There are now nationally in excess of 150 utilities able to conduct street works competing to provide services to the public whilst avoiding unnecessary expenditure. The need for those utilities to build and maintain expanding networks of apparatus beneath the street has led to a significant growth in the levels of disruption caused by Street Works and Road Works over the last decade.

It is apparent that this disruption and the resultant delays impacts on the national economy and although definitive figures are not available, the cost is undoubtedly

significant. In support of this, the report¹ by Halcrow on Street Works, for the DfT, estimated the annual cost of delays caused by utility Street Works to be £4.3billion. It is therefore evident that the scale and consequent cost of disruption needs to be addressed. Implementation of the NMP policies will help with this issue in Gateshead as well as across the region.

2.1.3 Draft Local Transport Bill

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

The draft Bill proposes a new performance regime that 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 Road Works, Street Works and other activities on the highway network.

2.2. Regional Context

2.2.1 North East Regional Traffic Managers Group

The North of England Traffic Managers Group (NETMG) was established in 2005, to facilitate regional collaboration, particularly in respect of the Traffic Management Act and the Network Management Duty. The purpose of the group is to disseminate best practice and benchmark performance amongst its members, and further afield to keep the regional aspects of network management under continual review.

The role of the NETMG is supported and strengthened by direct links with the North of England Highway Authority and Utilities Committee (NEHAUC). Each forum has representatives from the other in attendance, to ensure consistency in decision making.

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

This is demonstrated by the fact that the NETMG worked together to produce a regional template for the NMP and the group will continue working together to develop further initiatives to improve regional network management, where possible. Whilst all councils have their own priorities, this ensures a consistent approach to network management across the region.

The NETMG is represented at the National Traffic Managers Forum which facilitates a two-way exchange of information, experience and best practice, so that lessons learned from other regions can be incorporated into local processes, where appropriate, resulting in improvements in service delivery.

The plan included below shows the North of England authorities that are represented on the NETMG and NEHAUC.



2.3.2 North of England Highway Authority and Utilities Committee

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

Regional HAUCs were created after the introduction of the New Roads and Street Works Act 1991 to provide a forum for highway authorities and utility companies (gas, electricity, water, sewerage and telecommunications) to discuss and review topics of mutual concern and interest.

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

NEHAUC uses the dictum

“Working together to the benefit of Highway users”

This describes the positive and constructive attitude that has been developed between the members over the past 15 years.

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 that are tasked with looking at specific issues, for example the Notices and Coordination Sub-Group and the Reinstatement Performance and Specification Sub-Group. Such groups provide information and advice to allow NEHAUC to respond to, and comment, on national initiatives and proposed legislation changes.

2.3.3 Arrangements with the Highways Agency

Gateshead Council recognises the important role that the Highways Agency (HA) has in the success of network management. Whilst the 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 passes through the Borough and provides important links both to and from the local road network. There are two trunk roads through Gateshead, namely the A1/A1(M) and the A184(M), all managed by A-One on behalf of the HA. Activities affecting the local road network can have a detrimental affect on the 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 improve the management of its network and to reduce the impact of congestion and related delays. This includes the HA facilitating the movement of traffic on local road networks.

Given the role of the HA, effective liaison between the Council's Traffic Manager and the nominated HA representatives is essential due to the number of interfaces in responsibility and impact one authority can have on the other.

The HA has designated their Area Performance Managers the point of contact for network management and has provided contact details for the service providers in respect to operational and co-ordination issues. Regular meetings are held between the Traffic Manager and representatives from the HA and their service providers.

2.3.3.1 Regional Management Strategies

The HA have developed a number of Regional Management Strategies (RMS), formerly known as rout management strategies, for their trunk road network which consider how roads planning can be integrated with other transport and planning decisions. This is done by taking a strategic approach to maintenance, operation and improvement of its network, and involving regional stakeholders and the public in the decision making process. Each RMS leads to the adoption of a 10-year strategy and 3-year investment plan for each of the routes considered.

The HA have completed RMS's for two routes which connect with, and therefore impact on the local road network. These are the A194 (M)/A184/A19 South of Gateshead to North of Newcastle and the A69 Newcastle to Carlisle. The following sections provide further details on these routes and the implications for NCC.

2.3.3.1.1 A194 (M)/A184/A19 South of Gateshead to North of Newcastle

Although much of this route lies outside of Northumberland, the northern section of the A19 runs close to the south eastern boundary of the County and intersects with the A1 Seaton Burn interchange and the A189 Moor Farm interchange at Cramlington. Both of these interchanges carry large volumes of traffic, particularly at peak travel times, and have been identified by public transport

operators as locations where significant delays are experienced.

With respect to the A19/A189 Moor Farm interchange, the HA have completed a scheme to install full time traffic signals here, with the objective of reducing congestion at this interchange.

The HA are investigating further measures to introduce a grade separated junction, to link with the new Tyne Crossing proposals.

Improvements to Seaton Burn junction between the A1/19 are currently scheduled to start on site in 2011 and be completed by the end of 2012, although the HA is also investigating the installation of traffic signals at this location, as an interim measure.

This range of proposals, when complete, will provide a much improved north-south route as an alternative to the A1.

2.3.3.1.2 A69 Newcastle to Carlisle

This is a less problematic route, although the RMS identifies two potential issues, namely reports of congestion at Bridge End, Hexham, particularly on market and event days, and difficulties that are caused by the limited overtaking opportunities on single carriageway sections of the route. This leads to perceived delays, driver frustration and potential safety implications.

The HA have limited proposals to deal with these issues, although their high priority actions include undertaking further investigations at Bridge End Roundabout to assess reported congestion and investigation of actions to create overtaking opportunities. There are currently no timescales on these actions.

Construction of the Haydon Bridge bypass started in summer 2007 and is due for completion in 2009. This will remove through traffic from the town, including a significant proportion of heavy goods and commercial vehicles, thereby reducing congestion and improving access to amenities and improving the quality of life for local residents.

2.3.3.1.3 A1, Morpeth to Scotland

The HA does not currently have a RMS in place for the A1 from Morpeth to the border with Scotland. There have been concerns, for many years, about the suitability of the single

carriageway sections of this route, particularly in relation to safety implications. NCC are in support of dualling the section from Morpeth to Felton, although the HA have deferred proposals for this in the immediate future.

2.3.3.2 Detailed Local Operating Agreements

In September 2005 the HA published a National Guidance Framework (NGF), which was agreed nationally by local highway authorities, to coordinate traffic information delivery and traffic management, specifically in relation to the HA's National Traffic Control Centre (NTCC). The prime objective of the NTCC is to reduce the effects of congestion on England's motorway and trunk road network, by informing motorists about incidents and congestion.

The NGF is underpinned by Detailed Local Operating Agreements (DLOA's) that have been agreed between the HA, its operating partners and local highway authorities, setting out the procedures, protocols and means of communication to manage traffic information and reduce congestion on the trunk road network. The Council in conjunction with the HA updates the DLOA on an annual basis.

2.3.4 Arrangements with Neighbouring Authorities

Any works or activities on the highway network in close proximity to the boundary with neighbouring authorities may have "cross border" implications and it is important that arrangements are in place to identify potential areas of conflict and to mitigate the impact of any conflicting works or activities. Gateshead has boundaries with five neighbouring authorities, namely Durham County Council, Newcastle City Council, Northumberland County Council, South Tyneside Council, and City of Sunderland. A schedule of cross border routes has been developed, which is included in this plan at Appendix 3. The key areas for consideration include: -

2.3.4.1 Consistency of network hierarchies

A network management hierarchy has been developed for Gateshead, which will be used as the basis for prioritising the need and extent of coordination of works and activities on the network. This hierarchy will be based on NRSWA traffic sensitivity criteria and the

process for this is set out in greater detail in section 4 of this plan.

Durham, Newcastle, Northumberland, South Tyneside and Sunderland are developing their own network management hierarchies, in accordance with the same criteria as Gateshead. Consultation will take place with our neighbouring authorities to ensure cross border consistency is achieved as far as possible.

2.3.4.2 Streetworks Coordination

The majority of the activities which lead to the need for detailed co-ordination effort occur in relation activities affecting one or both of Newcastle City Council or A-One. The planning, coordination and timing of the majority of other Road Works, Street Works and other events and activities in Gateshead has little or negligible effect on neighbouring authorities' networks.

However, when works or activities are proposed in close proximity to the Borough boundary, the potential impact is considered, particularly where there are other ongoing or planned works and in respect of the suitability of any proposed diversion routes within the neighbouring authority. For example, works at Wylam Bridge in Northumberland and at Haugh Lane Level Crossing in Gateshead were been delayed until repairs to Newburn Bridge in Newcastle were completed.

At present, arrangements in this respect tend to be ad-hoc and ways to improve cross border information and coordination will be explored as part of the overall network management plan process.

2.3.4.3 Operational Arrangements

There are a number of areas where arrangements for operational activities at the County boundary are co-ordinated to improve service provision. The most important of these in terms of ensuring availability of and accessibility of the network is the winter maintenance plan.

To ensure that network availability is maintained and that the safety of road users is protected it is essential that cross border routes are treated consistently on both sides of the boundary. Informal arrangements are in place with all of the adjacent authorities to ensure that this happens, both in terms of

consistency of treatment and timing of the treatment.

The procedures have been developed over many years but because of the limited nature of the works involved a formal agreement under Section 8 of the Highways Act has not been entered into.

Other operational activities such as grass cutting and gully cleansing do not have a significant impact on network management in Gateshead.

2.3.4.4 City Regions Initiative

Transport is recognised as a central issue in underpinning improved economic performance in the Business Plan for the Tyne and Wear City Region. This is reinforced in the Multi Area Agreement for the area which identifies a number of transport issues seeking clarification by the Government, including a clearly defined programme for upgrading the A1 and A19.

Gateshead Council will continue to support these and other initiatives that improve transport links for the Borough and which will contribute to the economic prosperity of the area.

2.3.4.5 Tyne and Wear Congestion Reduction Plan

The Tyne and Wear LTP core group have developed a congestion reduction plan that considers measures to reduce congestion on transport corridors into the main town and city centres within the conurbation. Whilst this does not directly impact on Gateshead, it may have an effect on journey times from the Borough into the rest of Tyne and Wear area and vice versa. Reducing journey times, especially on public transport routes will benefit residents of Gateshead who travel within Tyne and Wear.

We already liaise with colleagues within Tyne and Wear and with the public transport operators and will continue to do so where proposed measures have an impact on the Borough's network.

2.3. Local Context

2.3.1 Local Government Arrangements

Gateshead Council is one of five metropolitan district councils in Tyne and Wear. To date

strategic transport planning, including preparation of the Local Transport Plan, has been undertaken jointly by the five councils, working with the Passenger Transport Authorities.

A review of transport governance arrangements within Tyne and Wear is currently underway, and the measures embodied in the 2008 Local Transport Act will add further to pressures for reform. However until proposals emerge from this review the likely structure of future arrangements is unknown.

2.3.2 Corporate Plans

The network management duty is one element in a range of transport activities geared towards supporting achievement of the wider vision for the borough, as set out in Vision 2030 (the Gateshead Sustainable Communities Strategy) and the Gateshead Agreement (the Local Area Agreement). As such it has been developed to complement and support other measures, including those set out in the Tyne and Wear LTP and emerging Highways Asset Management Plan.

The plan also recognises the needs and approaches of adjoining areas, including the regional joint performance monitoring regime which has been agreed.

2.3.3 Local Transport Plan (LTP)

The Tyne and Wear Local Transport Plan sets out the strategy for transport in the area over the period 2006-2011. This is based on achieving the overall vision of seeing:

“Tyne and Wear continue to develop as an area where all residents have better access to a more prosperous, safer, healthier and more sustainable lifestyle in a more attractive environment.”

This is translated into the following strategic policy objectives:

- Maintaining and improving levels of personal accessibility and linkages within, between and beyond the boundaries of Tyne and Wear
- Ensuring transport systems, especially public transport networks, are safe, secure and free from the fear of crime whilst reducing the incidence and

severity of transport-related accidents and casualties;

- Tackling transport inefficiency arising from excessive demands and operational constraints on transport systems by delivering sustainable measures to combat congestion;
- Reducing the adverse impacts of transport on our environment, especially with regard to air quality, noise and its contribution to climate change and resource consumption.

In taking these forward the Local Transport Plan provides a set of strategies that contribute to delivering the Shared Priorities for transport agreed between central and local government:

- Improving accessibility
- Improving road safety
- Reducing congestion
- Improving air quality

The Council's Local Transport Plan (LTP) sets out the five year transport strategy in the context of the shared priorities, as agreed by the Government and the Local Government Association (LGA), which are generally aimed at improving public services. Details of the shared priorities are set out later in this section.

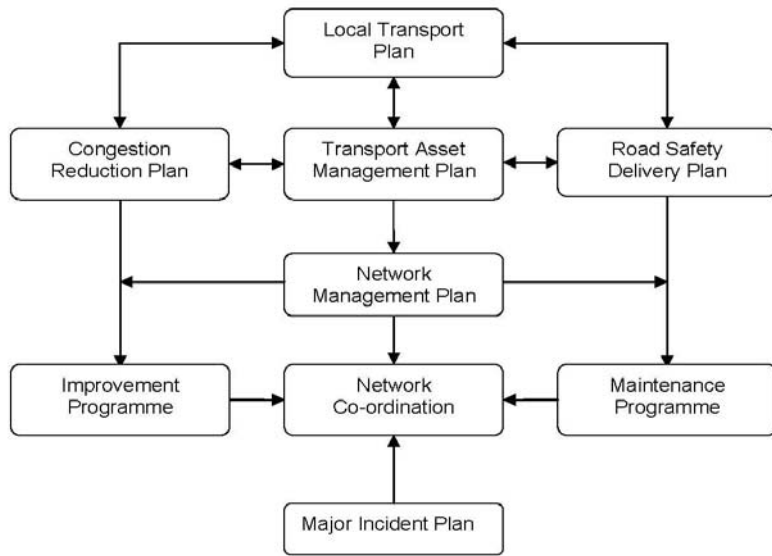
2.3.4 Highways Asset Management Plan (HAMP)

Gateshead Council is in the process of preparing a Highways Asset management Plan (HAMP) for the borough. This is a strategic document which will provide the strategic framework for future management and maintenance of its highways assets. It is supported by an inventory of data on the composition of the asset including carriageways, footways and cycleways, highways trees and verges, bridges and other highway structures, traffic signals, signs and lighting.

The overarching strategies and policies for the highways asset are set out in the LTP. Clear links exist between the HAMP and this Network Management Plan in terms of the identification of network hierarchies and in seeking to minimise disruption on the highway network.

Relationship Between Highway Management Plans

The relationship between the core documents and processes that have influence on highway management and network management are outlined below.



3 Arrangements for Network Management

3.1. Introduction

This section looks at the arrangements that are in place to enable Gateshead Council to perform the network management duty. In particular, it sets out details of the appointment and role of the Traffic Manager, other key personnel and how processes will be developed, monitored and reviewed.

Where relevant, further detail and explanation of the processes and development of key initiatives and performance measures are provided in *Section 4 – Performing the Network Management Duty*.

3.2. Organisational Structure

3.2.1 Appointment of the Traffic Manager

Section 17 of the TMA sets out the arrangements which an authority must make to comply with the NMD including the appointment of a Traffic manager, which is a statutory post under the Act. In line with this requirement Gateshead Council has designated the Traffic Planning Manager, who reports directly to the Head of Transport and Highways Service as the Traffic manager.

The Traffic Planning Manager role has a wide brief and is directly responsible for:

- The Network Management Duty.
- Civil Parking Enforcement, Parking and Regulation.
- Promotion and preliminary design of transport, traffic and highway schemes.
- Maintenance and development of the Rights of Way Network.
- Road safety, education, training and publicity
- General traffic management issues.

Whilst this role encompasses a number of overarching and cross cutting areas of interest the NMD is specifically undertaken by a dedicated, largely autonomous team. This arrangement ensures that there is no conflict of interest between observance and delivery of the NMD and other operational aspects of highway maintenance and construction. This allows Gateshead Council to ensure probity

and parity between the Council's own Highway Authority Road Works, Utility Street Works and other works, activities and events on the highway network.

3.2.2 Management Structure

The Authority's Senior Management Structure showing the context of the Traffic Manager post within the organisation is set out in the diagram at the end of this section (page 13).

3.2.3 Key Personnel

The key personnel within Gateshead Council, with responsibility for the successful operation of the NMD include the Traffic Manager and the Network Management Team (Network Manager, 2 Network Management Engineers and the Road Works & Street Works Inspector.

The role of the Traffic Manager, which has been explained previously in this section, is a high level role with overall responsibility for the operation and performance of the NMD. Day to day responsibility for the coordination of works and other events and activities on the network lies with the Network Management Personnel and these roles are key to the successful operation of the NMD.

Formal arrangements are in place to facilitate the coordination of planned activities, through quarterly coordination meetings, project specific meetings and Safety Advisory Group meetings. However, day-to-day contact is maintained, as and when necessary, to deal with the consequences of unplanned incidents or issues arising from planned activities.

3.3. Establishing Processes

Based on the intervention criteria set out in section 4, several key processes have been identified which will assist the authority to successfully perform and demonstrate compliance with the network management duty. These are: -

- Development of a network management hierarchy
- Identification and implementation of measures to coordinate all highway related activities

- Considering and introducing ways to provide improved information to users
- Identification, monitoring and, where appropriate, taking measures to deal with traffic growth
- Development of contingency plans to deal with traffic growth
- Development of agreed diversion routes for the trunk road network and other strategic routes within the County
- Considering ways to improve liaison and consultation with stakeholders
- Development, agreement and adoption of key performance indicators, through the national working group

The processes are in varying stages of development, from actually being in place through to not being started. Section 4 considers the need for establishing and introducing a range of key activities and initiatives, for each of the intervention criteria, but specifically looking at: -

- Existing Situation – what we are doing now and what are the positive aspects of service delivery?
- Issues – what are the issues that may prevent the authority from complying with the network management duty?

- Opportunities – what improvements can be made to address the identified issues? This will form the basis of the key activities and initiatives included in the action plan
- Risks – is there anything that may stop or slow down delivery of the key activities and initiatives?

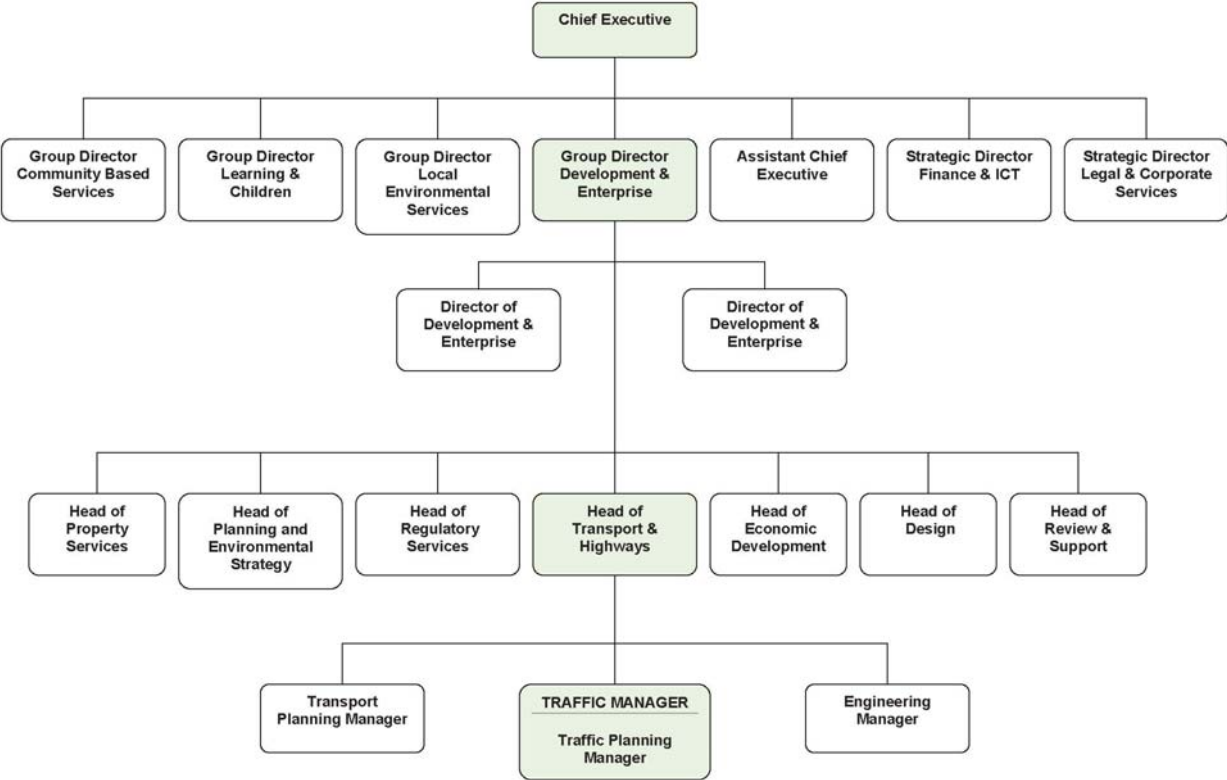
This process will lead to the development of key initiatives and associated performance indicators, for each of the intervention criteria and the identification of areas for improvement. From this, a prioritised improvement plan will be developed to help deliver service improvements over the life of this plan.

3.4. Monitoring and Review

The Council will monitor and review the effectiveness of the actions taken to perform the network management duty, through bi-annual reviews and reports to the Senior Management Team.

In addition, the NETMG will monitor the effects of the duty on a regional basis, with a view to promoting best practice and continual improvement across the region and beyond

Gateshead Council Senior Management Structure



4 Performing the Network Management Duty

4.1. Introduction

This section sets out details for performing the network management duty through an analysis of the existing situation, issues, opportunities and risks for each of the plan objectives set out in section 1.2. This is used to develop key actions and initiatives that will be considered and introduced, if appropriate, to assist in performing the network management duty. We will also produce a timetable to identify the key milestones that will determine how any new systems or procedures will contribute to network management.

4.2. Road user needs

Objective 1: To consider the needs of all users of the public highway network.

4.2.1 Existing Situation

“How does the authority manage the public highway for all users?”

The TMA places a duty on the authority to secure the expeditious movement of all traffic on its road network and to facilitate the expeditious movement of traffic on road networks for which another authority is responsible. The duty therefore applies to pedestrians, cyclists and other non-motorised traffic as well as vehicular traffic using the network.

In carrying out its duties under the TMA, Gateshead Council recognises the need to keep reduce congestion and minimise disruption on the highway network, but also understands that works, activities and other events are necessary and must be both facilitated and managed effectively to reduce the impact on the network and on highway users. The Council manages the network through coordination of road works and street works activities, careful planning of events on the highway, the effective use of traffic regulation orders, monitoring of congestion and implementation of highway improvement schemes.

In addition, the policies and strategies set out in the LTP provide a framework for managing road space, through consideration of the needs

of all highway users and the different modes of transport. Strong emphasis is placed on sustainable transport measures, including improvements to public transport services, provision of cycling and pedestrian facilities, the freight strategy and the parking management strategy.



Gateshead Bus-Metro Interchange

The Parking Management Strategy provides a framework for the operation of a Civil Parking Enforcement (CPE) regime, and to define the role of parking in the overall transport and regeneration strategies of the Council. This Strategy has been developed in partnership with key stakeholders in the area to ensure that our policy contributes to the success of the regeneration of Gateshead Town Centre and the Gateshead Quays, as well as the continued vitality and viability of its outlying district centres.

The provision and pricing of car parking has a major influence on the demand for travel. Therefore, the Strategy has been developed in conjunction with the Local Transport Plan for Tyne and Wear and the draft Network Management Plan for Gateshead. Gateshead Council was designated a Decriminalised Parking Authority by Order made under the Road Traffic Act 1991, and as such has been undertaking civil enforcement of parking/ waiting restrictions since July 2007.

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

The issues and problems facing the highway network are set out in the LTP, based on the shared priorities of Accessibility, Air Quality, Safer Roads and Congestion. They are outlined in the Executive Summary to the LTP, with greater detail provided within the individual sections, along with specific strategies for addressing the problems, providing a balanced

approach for managing and improving the network to meet user needs.

Analysis carried out by the LTP Plan Partners revealed, not unexpectedly, that the areas most likely to suffer from congestion are principal roads and large urban centres. In order to target resources efficiently and effectively to address congestion issues, the partners have developed what is known as a “corridors and centres” spatial approach to resource allocation.

In Gateshead, the identified corridors/centres are:-

- Corridor 5 – A692 Consett Road
- Corridor 6 – A167 Durham Road
- Corridor 8 – A184 Felling Bypass
- Corridor 11 – B1296 Old Durham Road
- Centres – Gateshead Town Centre

These corridors and centres, together the other “Centres & Strategic Corridors” identified in the Joint LTP and the streets identified by applying the criteria for “Traffic Sensitive Streets” under the NRASWA, are all used to inform the Network Hierarchy.

“Are they aware of the needs of different road users?”

The Authority recognises the needs of the different users of the public highway. The Tyne and Wear LTP provides the policy framework through which differing and sometimes competing and conflicting needs are to be reconciled.

The importance of an effective public transport system, subject to minimal delays, is a key priority in the LTP. To support this, regular liaison meetings are held with public transport operators to identify and address areas of concern. An innovative partnership between the main public transport operator, Nexus and the Council has been set up covering East Gateshead to allow joint consideration of all factors affecting the operation of bus services there.

The Council is also represented on the Tyne and Wear Freight Partnership and a freight map has been developed and distributed to freight operators, to assist in freight movements by identifying the main designated freight routes in Tyne and Wear.

“Have they balanced policies for addressing these problems and needs?”

The LTP contains comprehensive transport policies and their contribution to achieving the objectives for the shared priorities of Accessibility, Air Quality, safer Roads and Congestion, which in turn help in meeting the overall aim for transport of “.....creating and maintaining a safe, sustainable, efficient and integrated transport system....” We have specific programmes of work for carriageways, footways, cycleways and integrated transport, demonstrating the use of policies in these areas and consideration of the needs and requirements of all highway users.



A184 Widening and Bus Lane Scheme

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

To facilitate a prioritised approach to the planning and coordination of all works and activities on the network, a Network Management Hierarchy has been developed based on the protocols developed and agreed by the NETMG, which helps to focus the need for proper coordination on areas where failure to do so would result in the greatest disruption

This network is based upon the potential impact of works, incidents and events on traffic conditions and the likelihood of disruption and delays occurring. The network is divided into three categories – high, medium or low with the categories colour coded red, amber or green, respectively:

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

Amber – roads where works, incidents or events would have a detrimental impact on the efficiency of the highway network if not co-

ordinated, but are considered to be of lower priority than red routes;

Green – all other roads where works, incidents or events might be expected to have only a localised impact on the efficiency of the highway network.

For the purposes of the Network Management Hierarchy, all traffic sensitive routes are designated as Amber, with known congestion areas, as identified in the LTP and this plan, upgraded to Red. All other roads are designated as Green. The Red routes will be more closely monitored to measure and assess traffic growth and the impact on congestion on these routes under the UTC proposals being developed for the LTP. The intention is that priority will be given to planning and coordinating activities on the Red and Amber routes.

However, a comprehensive and efficient method for accessing the relevant data from the Street Works Register using GIS mapping facilities, incorporating the Red and Amber routes, has to be developed. Once this is done it will be possible to monitor works proposals and activities on these sensitive routes much more effectively than is possible currently.

A small scale map showing the designated network management hierarchy is included at Appendix 4.

In addition to the network management hierarchy, separate functional hierarchies are being developed for carriageways footways and cycleways, which will ensure that the best use is made of the existing network through effective design, maintenance and management. Subject to approval of these hierarchies, future maintenance allocations and standards will relate to the different hierarchy levels, so that the character of the network is developed to best fit the function that it has to fulfil.

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

There are many competing demands placed on the use of the highway network. These demands range from the need to carry out essential maintenance and improvement of highway assets and the statutory right of utility companies to place and maintain their apparatus in the highway, to those who wish to use the highway for leisure or business

purposes. This latter group includes motorists, pedestrians, cyclists, equestrians, event organisers (for events affecting the highway network), and public transport and freight operators.

The arrangements, procedures and initiatives that have been adopted and which are described in this plan and the Joint LTP, ensure that these competing demands are properly balanced so that the needs and requirements of all stakeholders are taken into account.

“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?”

Our policies and programmes for improving and maintaining the highway network are set out in the LTP and take account of the needs of all highway users, with particular emphasis on promoting sustainable modes of transport, such as walking, cycling and public transport.

This is achieved through the development and implementation of integrated transport schemes including initiatives such as Safe Routes to School and School Walking Programmes as well as extending and improving the cycle network in the Borough and carrying out essential maintenance of highway assets.



Gateshead Millennium Bridge

Highway maintenance programmes are developed using condition data obtained from objective highway condition surveys, including SCANNER surveys and coarse/detailed visual inspections, which is analysed and assessed using the authority's pavement management system. It is proposed that a functional hierarchy will be used in the assessment process to ensure that schemes are properly prioritised, reflecting the level of use and the type of traffic using the particular routes and that funding allocations and maintenance standards reflect the character of the network.

Programmes of improvements are prepared and reviewed in the context of wider LTP policy. They are determined on a 3 year rolling basis reflecting the aims of the LTP and taking into account local needs derived from regeneration programmes and other Council priorities.

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

Local business and retailers are involved in the development of transport policies and programmes at a number of levels. Business was identified as one of the groups whose views were sought explicitly as part of the consultation process undertaken in developing the LTP. The development of area based programmes, such as that for the regeneration Gateshead town centre, sees transport issues integrated as part of the wider consultation processes implicit in their development. Where specific schemes are proposed local businesses and retailers are included as part of the process of local consultation on any proposals as appropriate.

The Council works closely with the freight industry and is a partner on the award winning Tyne and Wear Freight Partnership, which considers freight movements and requirements on a regional basis. A Tyne and Wear freight map has been produced and LTP funding is allocated to help improve signage of routes etc.

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

The provision of adequate arrangements for servicing is a requirement of all proposals for new development. In addition access and delivery arrangements will also need to be considered during construction works. In town

centre and other sensitive areas the effective use of traffic regulation orders to control access, parking and loading arrangements is often necessary.

4.2.2 Issues

To address the competing demands for use of the network, it is essential that a balanced approach is adopted to ensure that the needs of all highway users are accommodated as far as possible. Road works, street works and other activities on the network are unavoidable. But their impact must be balanced with the need to minimise disruption to highway users as far as is possible. However, it is inevitable that some degree of disruption will occur.

In the central areas and on the main routes increasing levels of congestion mean that measures to curb the continued rise in traffic growth are becoming more urgently required. In order to provide enhanced bus priority measures, improved provision for cyclists and pedestrians, it may be necessary to constrain general traffic in the short term in pursuit of strategic improvements in performance.

Instances have arisen where vehicles use unsuitable minor roads as short cuts, or have been directed to do so by satellite navigation systems. The key issue here is that current sat-nav systems lack the data necessary to exclude inappropriate vehicles, for example due to weight, height and width restrictions and ideally sat-nav systems should be improved to include this type of information. This is a national issue and is currently being considered by a sub-group of the Network Management Board.

The Council has identified Abnormal Load Routes, which cater for the transportation of Abnormal Loads, as defined under The Motor Vehicles Authorisation Of Special Types General Order 1979 (STGO 1979). These loads are higher, wider or heavier (or a combination of these parameters) than normal Heavy Goods Vehicles.

All works proposals which affect identified or potential are reviewed by the Abnormal Loads Officer. The intention is to protect the routes from permanent works which would compromise the use of the route, such as road narrowing, traffic calming etc. In some cases proposals which would compromise the routes may be modified to incorporate street furniture

(such as bollards and beacons) which can be demounted to enable the passage of an abnormal load and re-erected afterwards. Care is taken to protect these features when reinstatement works are carried out.

Notification of the intention to move abnormal loads is made by hauliers to the Council's. The Council's Abnormal Loads Officer will check the suitability of proposed routes for the proposed load (sufficient headroom, within weight limits of structures, etc) and if necessary, he will co-ordinate temporary works to the highway in order to facilitate the movement, at the haulier's cost.

The Council has also worked with the Tyne and Wear Freight Transport Partnership to produce an on-line map showing the preferred routes to be used between strategic points both throughout the Borough, and Tyne and Wear at www.tyneandwearfreight.info

4.2.3 Opportunities

Continue to develop the work of the Tyne and Wear Freight Quality Partnership in raising awareness of the Network Management Duty and in ensuring that the correct freight routes are being adhered to.

Work within national liaison frameworks to resolve any issues surrounding the use of sat-navs within Gateshead.

4.2.4 Risks

Competing demands for road space, especially on congested routes and in central areas, mean that it may not be possible to satisfy the needs of all road users entirely.

Failure to develop and implement sufficiently strong policy frameworks in the face of rising traffic levels will lead to significant increases in congestion in busy areas.

Pressure from road user interests groups can seek to distort the overall approach towards managing the highway network in favour of particular groups.

4.3. Coordination and planning

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

The following sections of this plan set out how information relating to works and activities is gathered and disseminated, how they are planned and coordinated to minimise the disruption and impact on the network and the arrangements that are in place to ensure effective liaison with public transport operators and the freight industry takes place

4.3.1 Existing Situation

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

The Council has always tried to adopt a proactive approach to the planning and coordination of all works, events and key activities on the highway network. Since the NRASWA was implemented in 1993, the Council along with the other NEHAUC Highway Authorities has hosted a quarterly “statutory Street Works Co-ordination Meeting” with all Undertakers to consider the coordination of street works, road works and events on the public highway.

The planning and coordination of all of the Street and Road Works activities on the Highway is the responsibility of the Council’s Network Management Team. The Network Management Team is responsible to the Traffic Manager and as its key objective has to attempt to minimise the impact of any works or activity and reduce any consequential disruption on the highway network.

All statutory undertakers are required to submit schedules of planned works in a format agreed by NHAUC for application across the region. The Council’s Highways Engineering Manager develops an annual capital programme of highway maintenance and improvement schemes. The Council’s Street Works Co-ordinator collates all of these works programmes into a schedule sorted in alphabetic order by street name.

Any schemes in the list where multiple works are planned in a street or where works are planned in Red or Amber streets, are identified for co-ordination attention.

Any works which merit attention because of the extent or impact of the works will also be

identified. Detailed consideration may be given to proposed working methods, the timing of the works, or any other specific measures that may need to be taken to minimise disruption.

This process facilitates early discussion with the designers to refine any specific requirements and where necessary to establish liaison with the contractors, and to ensure that all parties are aware of the conditions relating to the timing of the operations, or working methods.

Consideration is given to various means to mitigate the impact of works and activities on the network, including: -

- working at off-peak times
- night shift working
- carrying out works in conjunction with other works
- delaying or re-scheduling works
- consideration of alternative construction or working methods
- minimising, where possible, the use of road closures and temporary traffic control measures

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

The approach to coordination of known events is very much evidence led and arrangements are in place to gather information at an early stage, to facilitate effective coordination of all works activities and events.

Safety Advisory Group meetings are held in relation to all significant events, such as concerts, sporting events (such as the Great North Run or the Tour of Britain Cycle Race), , amongst others. Representatives of the Network Management Team attend all such SAG meetings. Although the primary aim of the SAG is to ensure events are planned and managed with safety as a priority, the impact of the event on the highway network is also taken into account.

Stakeholders are informed of planned events Quarterly Co-ordination Meetings and warnings of events are also publicised via the press, local radio stations and by direct e-mail to stakeholders and adjacent authorities.

“Have they developed or are they developing contingency plans for unforeseen events?”

The contingency arrangements that the authority adopts for dealing with unforeseen events is covered in detail under Objective 4 of this plan (see section 4,5).

4.3.2 Issues

The scale of Road Works, Street Works, Planned Events and other activities on the highway network, being carried out by a range of organisations and promoters, are such that the co-ordination effort has to be prioritised. The NETMG protocols have been applied to the network in Gateshead and Red and Amber routes have been defined in the Network Management Hierarchy. The Co-ordination effort will be prioritised on the Red and Amber routes where activities would be most likely to cause disruption. Once these have been addressed activities on the remainder of the Network will be considered.

Under the TMA highway authorities are expected to register all works activities on the public highway. The Council is currently working with its Street Works Management System provider to develop links between the works ordering system and the Street Works Register (SWR) to enable this to happen.

Currently requests for permits to place skips on the highway are dealt with by the Building Control Team. Although this does not usually cause network management problems, there can be difficulties where skips are placed on main routes and affect the free flow of traffic. In addition, they can also result in damage to kerbs and verges, if incorrectly positioned, and so the situation needs to be resolved. Once the software systems have been fully implemented consideration will be given to undertaking this function within the Network Management Team.

4.3.3 Opportunities

Once the software systems are fully implemented, the effectiveness of submitting notices for the authority's capital highways programme will be monitored and kept under review. Procedures will be developed and introduced to improve compliance with existing systems, to ensure that skip hire companies submit requests for skip permits, before placing skips on the highway network. Consideration will be given to taking enforcement action against those operators that do not comply with the requirements by, for example, issuing Fixed Penalty Notices

(FPN's) where operators fail to comply with Noticing requirements.

4.3.4 Risks

Identifying illegally placed skips and subsequently taking enforcement action against the appropriate operators will be resource intensive. Currently this task rests with the Planning Enforcement Team but may need to become a Network Management Team responsibility.

The registration of works for Road Purposes in addition to Street Works Notices will lead to substantial increase in available workload, both in Co-ordination effort but also on site inspection resources.

Similarly, whilst some FPN offences relate to the specific content of street works notices, it must always be borne in mind that it may be necessary to pursue each and every offence to the courts. The Council will also need to consider carefully whether staff and resources are available to that the Court process is supported to enable a fair and consistent approach to FPN offences to be delivered.

4.4. Information

Objective 3: To gather information and provide information needs

4.4.1 Existing Situation

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

Details of utility Street Works are received by electronic notification and are registered in the Council's Street Works Register as supplied by Pitney Bowes MapInfo. Details of Road Works proposals as part of the Council's Annual Programmes of Maintenance and Highway Improvement are currently distributed in documentary form. These planned works activities are also included in the Street Works Co-ordination Schedules for consideration at the quarterly Co-ordination Meetings (under a programme agreed at NEHAUC)..

Close co-operation between the Council's Events Management Team and the Network Management Team through Safety Advisory Groups, ensures that the effects of the event on the Highway Network are properly assessed. Information regarding the effects of events on the Highway is thus readily available for distribution to all interested parties. The Council has considerable experience in the safe and effective management of events, such as the Great North Run or the Tour of Britain Cycle Race, for the overall public benefit.

The authority has effective systems and

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

The effect of all proposed works or other activities on the Highway Network is evaluated against known and committed works or activities already planned. Priority is given to managing activities on the Red and Amber routes defined by the network management hierarchy.

If necessary, supplementary information such as detailed traffic management proposals and method statements will be sought to, assist in determining the effects of the proposals on the highway network. Changes in scheme design or working methods may be requested, or

similarly revised dates, durations or timings of activities may be imposed.

“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?”

Shortly, the Council's Street Works Register will be linked to a public facing GIS mapping facility on the web. This will hopefully enable all works, activities and events registered on the system to be overlain on a map of the Borough. So the information contained in the SWR can be delivered to the web for general reference. The system will be capable of displaying all proposed works as well as works or activities in progress, for inspection and review.

The protocols governing the registration of works and activities in the SWR, also allow Street Authorities and Undertakers to define streets in any authority area in which they have an interest. They can elect to receive copies of all notices received for these identified streets for asset protection or co-ordination purposes. This method will enable the cross boundary effects of works to be identified.

However, until the SWR system is fully implemented information on planned works will continue to be distributed by e-mail or in documentary form to the Network Management Team and also through the co-ordination meeting process to the Statutory Undertakers and adjacent authorities. .

In addition to this, details of road works and delays on the trunk road network are provided by the National Traffic Control Centre, for the HA, in accordance with the Detailed Local Operating Agreement referred to in section 2.3.3.2 of this plan.

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

The Council provides information online in relation to current road works, temporary traffic controls and anticipated delays. Limited real time information for public transport and parking users in Gateshead Quays is also available.

The Council is investigating the potential for further development of information systems within an overall approach towards the development of Intelligent Transport Systems (ITS). Initial work is underway to incorporate this approach into a wider Tyne and Wear initiative.

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

Current systems do not readily allow this. However it is envisaged that this will be an element in future development of ITS approaches, particularly in connection with the proposed development of bus based park and ride in Gateshead

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

The authority works with bus operators and the NETIS consortium to provide public transport information. This is communicated by various media including telephone and the internet.

Information is disseminated through the media, in particular local radio stations, to advise of street works and road works, road closures and potential delays which are used in traffic broadcasts, providing up to date information for road users. In addition, press releases are issued in advance of major works to advise road users of possible delays and the need to consider alternative routes or modes of transport.

Details of road works and delays on the trunk road network are provided by the National Traffic Control Centre, on behalf of the Highways Agency.

“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?”

The Council has had in place a level 3 Street Gazetteer since 1996. The Street Gazetteer is updated to suit the requirements of the National Street Gazetteer custodian. Currently updates are programmed for monthly submission. However, the National system is to move to change only updates to be notified to the custodian as changes are made in the near future.

4.4.2 Issues

The Council needs to be able to distribute works information to both people and organisations with a view to securing the “expeditious movement of all traffic on its road network”.

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. The Network Management Team is working towards making this information available using the SWR software systems.

The management of the information, its dissemination and its accessibility are fundamental in discharging our Network Management Duty and will be addressed as a key requirement.

4.4.3 Opportunities

Revised street works noticing protocols came into effect in April 2008 with the introduction of new regulations under the TMA. The Council’s SWR software supplier has provided updated systems which provide Street Works Management, Highways Maintenance Management, gazetteer functions and mapping facilities in one system.

The system web based functionality is capable of delivering real time information to the web. Hopefully the system will be easy to use and interrogate so that anyone viewing the site will find information relating to road works, delays, diversions, etc easily.

4.4.4 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;

Providing access to Street Works information via the council’s website will enable stakeholders, service providers and travellers to make more informed choices about their journeys and operations.

4.5. Incident Management and Contingency Planning

Objective 4: To develop contingency plans for managing incidents

4.5.1 Existing Situation

“Has the authority established contingency plans for dealing with situations outside the authority’s control promptly and effectively, as far as is reasonably practical?”

The Council has a Major Incident Plan to ensure that the necessary resources are delivered to where they are needed in an emergency. The Council works with the Tyne & Wear Emergency Planning Unit all of the emergency service providers, other rescue agencies, the public utility service providers, transport providers, the media, relevant Government Offices and adjacent Council’s, to develop and update the plans.

The Major Incident Plan has been developed, as required by the Civil Contingencies Act 2004, and is kept under continual review. This provides an effective framework to facilitate an integrated response to emergencies, by the authority and its partner organisations, to mitigate and alleviate the effects of an emergency which disrupts normal service provision or threatens the safety of the community.

The Major Incident Plan details the Council’s and other responding organisations response arrangements. It documents the emergency management structure, roles and responsibilities and emergency contact procedures for those people and organisations involved, in the event that a Major Incident is declared.

At a local level, the Council deals with many unplanned incidents such as:-

- road traffic accidents
- broken down vehicles
- debris or diesel spillages
- failure of the carriageway and structures
- failure of apparatus in the highway
- severe weather events, including flooding, snow, ice, and high winds
- major incidents

Although diverse in nature, the common feature is that incidents such as these affect traffic conditions, and invariably lead to disruption, delay and in some cases road closures and so need to be managed effectively.

Notification of incidents may come from a number of sources, for example the emergency services, utility companies or from the public, at any time of the day or night. Such calls may be directed to the authority’s Emergency Telephone Information Service (ETIS) that has the facility to gather and record the details of the incident and then refer this to the appropriate Service.

In normal working hours, suitable resources can be re-directed to deal with incidents. For “out-of-hours” incidents the Council operates standby arrangements consisting of response teams with transport and equipment.

The contact centre is provided holds up to date contact names and numbers of staff on standby, as well as details of senior managers, who may need to be contacted if the nature and circumstances of the incident require a high level response.

The authority also has a variety of contingency plans to deal with unplanned or unforeseen incidents. The can range from localised incidents to those that affect significant areas of the Borough. May of these issues can arise at any time and are dealt with without the need to invoke the Major Incident Plan. In terms of the management of the highway network, the Winter Maintenance Plan is the most significant of these.

The Winter Maintenance Plan promotes a structured approach to incidents and seeks to ensure that the level of response is proportionate to the nature, circumstances and severity of any specific incident.

The intention is to prevent or remove accumulations of snow and ice to facilitate the safe movement of traffic. As the number of gritting vehicles is finite, the salting of public highways is undertaken on a hierarchical basis, with main arterial roads being treated first. Priority is also given to bus routes. These main roads and bus routes are included within a number of priority routes for treatment as listed below. These priority routes also inform the Network Hierarchy.



Snow Clearing (A692) Byermoor

Priority 1 - Main arterial routes throughout the borough such as the A184 (Felling By-pass, Askew Road) and A167 (Durham Road).

Priority 2 - Other arterial roads and secondary routes including bus and minibus routes such as Saltwell Road, Bensham and Market Lane, Swalwell.

From a total highway network of 925 kms within the borough, the priority salting network covers 519 kms. This represents 56.1 percent which can be treated on any one occasion of priority salting.

The aim after heavy snowfall conditions is to restore road communications over the highway network by snow clearance and salting. This is achieved by restoring all Priority 1 routes first and then once all carriageways on each individual Priority 1 routes have been restored, the next action would be to restore all Priority 2 routes.

After all priority routes have been restored and are in good condition, all town centre car parks should be cleared of snow before 0730 hours.

The topography of Gateshead dictates that some attention must be given to side streets, estate roads or other non priority roads with severe gradients. Treatment of these non priority roads is only undertaken during daytime hours and only after priority routes are in good condition.

Exceptions are made, when a request from the emergency services is received, eg. to permit an ambulance to gain access, or if a funeral is taking place. Limited treatment is provided to non-priority roads only during extended periods of inclement weather.

Pedestrian areas and footpaths are treated in priority order, with the busiest receiving attention first for example shopping centres, bus stops, footbridges, ramps to subways and so on.

Salt bins are provided at appropriate locations where there is a demonstrable need, for example streets with severe inclines not on priority treatment routes. Replenishment will take place as resources permit both during and following the period of inclement weather.

“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?”

The Major Incident Plan has been developed jointly with partner organisations, under the remit of the Local Resilience Forum.

Full consultation was carried out during its development. Further awareness and training is provided by carrying out emergency planning exercises, which require participant to consider how a coordinated response to the specific circumstances and nature of the incident.

“Have these parties the information they need to put the plans in to practice quickly?”

At a local level, those personnel involved in responding to incidents are aware of the plans and procedures to be followed and the resources that are available. These include specialist personnel, small plant, road signs and sand bags. This local knowledge and experience of the highway network over many years, through dealing with incidents both during and out of office hours.

Emergency planning duty officers have 24 hour access to the Major Incident Plan and the other supporting plans for dealing with specific types of incidents. The arrangements in place allow rapid contact to be made with responding organisations to mitigate the effects of a major incident.

4.5.2 Issues

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

With 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.

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.

4.5.3 Opportunities

Where appropriate ensure that a review of the actions taken in response to an incident is carried out and procedures amended, if necessary.

4.5.4 Risks

Without having effective contingency plans in place, the Council and its partners will not be able to fully demonstrate compliance with 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 a lack of a speedy and effective response to incidents.

4.6. Dealing with Traffic Growth

Objective 5: To effectively monitor and manage traffic growth.

4.6.1 Existing Situation

“What evidence has been given to show the authority has identified trends in traffic growth on specific routes?”

Traffic levels in Tyne and Wear have risen by some 12% in the past 10 years with a further 13% increase predicted in the period to 2021. The Tyne and Wear Congestion Reduction Plan analyses congestion on the main transport corridors using ITIS (now being replaced by TrafficMaster) data, and identifies proposed improvements aimed at alleviating current problems.

“What policies have been put in to place for managing incremental change?”

The Tyne and Wear LTP, together with Corporate Policy documents such as Vision 2030 provide a strategic policy framework for promoting changes in travel behaviour in support of wider economic, social and environmental objectives. Central to this are approaches aimed at:

- Improving the availability and attractiveness of alternatives to the private car;
- Reducing the attractiveness of car travel; and
- Promoting travel awareness and travel planning.

Detailed programmes of specific transport schemes, funded through the LTP and other sources, are developed in support of these. Additional major measures to improve public transport operation and develop bus based park and ride in Gateshead are included in major transport scheme proposals for Tyne and Wear, a bid for the first phase of which is to be submitted imminently.

The work undertaken as part of the Transport Innovation Fund (TIF) has helped to underpin existing measures and provide an indication of the likely direction needed for future policy across a range of possible interventions. Although road pricing is not seen as necessary in the short term, it remains a longer term

option and work is continuing to develop a more coherent and effective demand management policy for Tyne and Wear in the interim.

4.6.3 Opportunities

The work undertaken as part of TIF has provided a much improved basis for developing future approaches towards managing traffic growth and resulting congestion. This complements the ITIS/TrafficMaster information which allows the analysis of problems on a more location specific basis, and the development of effective solutions as part of the Tyne and Wear Congestion reduction Plan.

The review of transport governance currently being undertaken for the Tyne and wear city-region provides the opportunity to provide a more appropriate and effective structure for taking the major and controversial decisions which will be needed to ensure future traffic growth does not have an adverse impact on wider economic, social and environmental objectives.

4.6.4 Risks

In the short term any reduction in LTP funding for integrated transport improvements, or failure to secure the major scheme funding for public transport improvements identified as a priority in the regional Funding Allocation, will adversely affect the ability to promote effective and attractive alternative to the private car.

Failure to agree a strategic approach towards managing traffic growth effectively in the longer term would have a detrimental effect on wider objectives

4.7. Working with stakeholders

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

4.7.1 Existing Situation

“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?”

The authority and key personnel with responsibility for exercising powers under the network management duty are well aware of their responsibilities in this regard. This is evidenced by the arrangements that have been introduced, specifically with the appointment of the Traffic Manager and the associated Network Management Team restructuring, providing effective arrangements to enable the discharge of the duty.

Having said that, not all personnel across the authority are aware of the duty and it is important that the message is communicated effectively, to key groups whose work and actions may have an impact on the network.

Although it is not a requirement to prepare a network management plan, under the duty, the decision to do so was taken at senior management level, again demonstrating an understanding and commitment to the duty.

A register of decisions made under the network management duty will be maintained to demonstrate actions that are taken under the duty as well as parity of treatment of all works promoters.

“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?”

The impact of new developments on the movement of traffic is considered in the highways response to planning applications. It is usually a requirement that transport assessments are provided with planning applications for major residential and commercial developments, to assess the suitability of public transport, cycling and pedestrian facilities and to check the suitability

of the existing network in the vicinity of the development.

“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?”

The authority has been proactive in working with our neighbouring authorities in developing this plan, to achieve a consistency of approach to the network management duty across the region. This has been made possible through the collaborative approach established through the NETMG and through NEHAUC. As well as agreeing a common approach to the duty, this has prompted and facilitated consideration of the impact of works and events at cross-boundary locations, providing a seamless approach and benefits to road users.

The authority is working with the HA and their service provider, A-One, to identify and agree suitable diversion routes, as a contingency arrangement, in the event that it is necessary to divert traffic off the A1 trunk road onto the local road network. In addition, regular liaison meetings are held with Highways Agency and A-One.

“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?”

In terms of transport, the key policies, strategies and objectives are set out in the LTP, which was developed in conjunction with specific focus groups. Representatives of different road users are included in the groups, including the police, public transport operators, the freight industry, businesses and the public, to ensure that balanced policies are agreed across the whole of the highways/transport service.

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.

The relevance of the network management duty may not be fully understood by all stakeholders. It is important to ensure that everyone whose work could affect the highway network is aware of and considers the implications of the duty in their day-to-day activities.

In particular, it is important that network management and the impact of new developments on the highway network are considered at an early stage and throughout the planning approval process.

4.7.4 Opportunities

To identify all personnel, whose work may have an effect of the efficient management of the network and ensure that they are aware of the requirements of the network management duty.

To develop and maintain good working relationships with the Council's Regulatory Services to ensure that the network management duty objectives are considered through the planning approval process

To work with adjacent highway authorities to ensure consistency of hierarchies and relevant policies across organisational boundaries.

To monitor the tactical diversion routes for traffic diverted off the A1 trunk road onto the local road network agreed with the HA.

To contribute to the development of Incident Management Plans in respect of major developments.

Ensure that NMD (and possibly HAMP) issues are considered in the future involving meetings stakeholders in the decision making process, where appropriate.

4.7.5 Risks

A significant element of the network management duty objectives relies 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.

4.8. Ensuring parity

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

4.8.1 Existing Situation

“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?”

The Traffic Management Act 2004 gives the local authorities additional powers to manage all activities undertaken on the highway, especially in relation to the timing of works and working methods. Processes are being developed to ensure that the powers are used equally and fairly, with the same approach being taken to local authority and external works promoters activities. These processes will be kept under review.

Until the TMA 2004 provision came into force in April 2008, there was no requirement for the registration of works for road purpose by the street authority. The requirement to register road works is accepted. Systems have been procured and progress is being made towards the registration of all road works, but there remain some technical and organisational issue to be overcome before full registration is in place.

Once the system is fully implemented, the Network Management Team will be able to fully consider coordination issues, in conjunction with all other works and activities. Where necessary the team might agree or stipulate the timing of the works, request changes to proposed working methods or other changes to minimise potential disruption as a result of the works.

It is also a requirement for all works promoters to apply and receive approval for temporary traffic control measures and temporary traffic regulation orders where they are needed to enable the required works to be undertaken. All works promoters are treated equally in terms of the notice periods and timescales to consider and approve the measures and for payment of the appropriate fees. A register is kept to record these applications and any decisions, which can be analysed by works promoter to assist in demonstrating parity of treatment.

“Do they use locally determined indicators and where relevant any centrally developed key performance indicators?”

To date it has not been possible to compare the performance of the Council and utility companies in relation to roadworks and streetworks, because information was not included in the Street Works Register on the same basis and also due to the lack of meaningful performance indicators.

To address and improve on this situation, the DfT have established a working group, chaired by Halcrow, and consisting of street authority and utility representatives to develop a suite of KPM's for the noticing regime. The North East Region is represented on this group by Northumberland County Council.

Although this is work in progress, it is intended that the KPM's will encourage equality in managing all works that are undertaken on the network and foster a culture of continual improvement for all works promoters. In addition, they will assist authorities to demonstrate parity of treatment and compliance with the network management duty.

4.8.2 Issues

In order for the KPMs 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. As already stated, the Council is working towards registration of all local authority road works in the highway. .

Current legislation requires utility companies to have all of their supervisors and at least one operative per site trained and accredited in accordance with the NRSWA. At present this is not a requirement for highway authorities, but may become so in the future. This situation will be kept under review through feedback from the national Highways Authority and Utilities Committee and measures will be introduced to comply with legislation as it is introduced.

4.8.3 Opportunities

Continue to influence the development and introduction of KPMs through representation on the DfT working group

Continue to develop improved the SWR systems for registration of road works.

At an appropriate point, consider carrying out an external review of the “in-house” noticing procedures to assess compliance with the network management duty

4.8.4 Risks

It is mandatory for local authorities to register their works in the same way as utility companies. Once this principal is full established the Street Works Management system will be capable of reporting the progress of notice and registrations. It should be possible to demonstrate performance in relation to notices and registration received and although comparisons will be possible which may be sufficient to demonstrate parity of treatment.

If sufficient resources are not provided to correctly submit notices for local authority roadworks, it will be difficult to comply with the requirements when legislation is introduced requiring notices to be submitted for all works.

4.9. Areas for Improvement

This section summarises the information identified in relation to each of the agreed objectives. At this stage, the areas for improvement are simply that, i.e. an identification of areas that require improvement, but which have not been prioritised. The prioritised list of improvements is included in Appendix 6 of this plan, with targets and timescales for implementation throughout the life of this plan.

Objective 1: Road User Needs

1. Obtain formal approval of the functional hierarchy in consultation with the HAMP Scrutiny Commission. Implement the provisions of the hierarchy for scheme development and prioritisation
2. Raise awareness of the Network Management Duty at meetings with the Freight Transport Association and the Road Haulage Association to ensure that the correct freight routes are being adhered to.
3. Consider how we can participate or contribute to the national working group looking at sat-nav issues.

Objective 2: Coordination and Planning

1. Implement the Street Works Initiation processes which enable works notices to be created for all of the authority's highways works programmes, for both capital and revenue budgets.
2. In due course, the Network Management team to take on the management and enforcement of skip and scaffold licences on the highway network. Consideration will be given to taking enforcement action against those operators that do not comply with the requirements

Objective 3: To gather information and provide information needs

1. All Street Works, Road Works and other activities having an impact on the highway network (such as Events) will be registered on the Council's Street Works Management System when fully implemented.
2. The system incorporates a "Web Publication Agent" which will enable information on both works "in progress"

and "planned" works to be accessed by all parties on a map base via the web.

Objective 4: To develop contingency plans for managing incidents

1. Where appropriate ensure that a review of the actions taken in response to an incident is carried out and procedures amended, if necessary.

Objective 5: To effectively monitor and manage traffic growth

1. Investigate the possibility of accessing and using ITIS traffic data from the Tyne and Wear City Region to analyse traffic growth and trends
2. Monitor the Red routes to measure and assess traffic growth and the impact on congestion on these routes. Analyse historic data to identify trends in traffic growth and highlight areas of concern.
3. Ensure that the policies identified in the LTP are implemented to support the objective to "reduce traffic growth."
4. Ensure that appropriate agreements are entered into with developers and that adequate contributions are made to support sustainable transport measures, to minimise the effects of traffic growth, and, where appropriate to make improvements to the highway network.

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

1. Identify all personnel, whose work may have an effect of the efficient management of the network and ensure that they are aware of the requirements of the network management duty.
2. Develop good working relationships with planning authorities to ensure that the network management duty objectives are considered during development of District Plans and through the planning process.
3. Work with adjacent highway authorities to ensure consistency of network hierarchies and relevant policies across organisational boundaries.
4. Agree diversion routes with the HA for traffic diverted off the A1 trunk road onto the local road network
5. Ensure that NMD (and possibly HAMP) issues are considered in future LTP "focus group" meetings, so that stakeholders are

involved in the decision making process, where appropriate.

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

1. Ensure that the region continues to be represented on the DfT working group in developing national key performance indicators (KPIs).
2. Implement processes to ensure that our own schemes are noticed in the same way as those of utilities and other providers

5 Performance and Review

5.1. Introduction

It is essential that the initiatives developed and set out in Section 4 of this plan are monitored and reviewed to ensure that the actions taken are effective in helping the authority to meet its obligations under the network management duty. This section sets out the arrangements for monitoring our performance against set performance targets and for reviewing the plan over its life.

5.2. Performance measures

The identification of key activities and initiatives has led to the development of performance indicators, which are set out in Appendix 5 and which will be used to contribute to a congestion matrix. Gateshead Council believes that improvements against the indicator targets will demonstrate that the procedures the Council has adopted contribute to improving the movement of traffic on the network, are mitigating the effects of traffic growth and are slowing the increase 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.

5.3. Performance Review

5.3.1 Monitoring

The 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.

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 Development & Enterprise group Senior 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.

5.3.2 Review

The plan will be kept under continual review through quarterly reports and updates to the Highways Management Team and the authority's Management Board.

The Traffic Manager will also prepare an annual report to 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.

In addition, 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.

5.4. Plan Review

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. Accordingly, an interim review of the plan will be carried out bi-annually, as part of the LTP delivery report, to enable the authority to demonstrate the effectiveness of its arrangements and compliance with the duty.

A full review of the Plan will coincide with the development and implementation of the next LTP and will cover the five year period 2011 – 2016.

Appendix 1 - Contacts

Internal Contacts

Position	Name	Location	Tel Number	E-mail
Traffic Manager	I W Gibson	Civic Centre	0191 4333100	iangibson@gateshead.gov.uk
Network Manager	A J Price	Civic Centre	0191 4333092	andyprice@gateshead.gov.uk
Network Management Engineer	D Slark	Civic Centre	0191 4333092	derekslark@gateshead.gov.uk
Network Management Engineer	P M Hall	Civic Centre	0191 4333157	philhall@gateshead.gov.uk
Engineering Manager	S Richards	Civic Centre	0191 4333091	steverichards@gateshead.gov.uk
Transport Planning Manager	A Haysey	Civic Centre	0191 4333124	andrewhaysey@gateshead.gov.uk
Highway Maintenance Engineer	J Young	Civic Centre	0191 4333073	jamesyoung@gateshead.gov.uk
Street Lighting Engineer	J McMahon	Civic Centre	0191 4333127	jeffmcmahon@gateshead.gov.uk
Emergency Planning (Resilience Officer)	J Kirton	Civic Centre	0191 4332279	janetkirton@gatsehead.gov.uk

The Key point of contact for general enquiries will be through the Customer Services Contact Centre Tel:- 0191 4333000

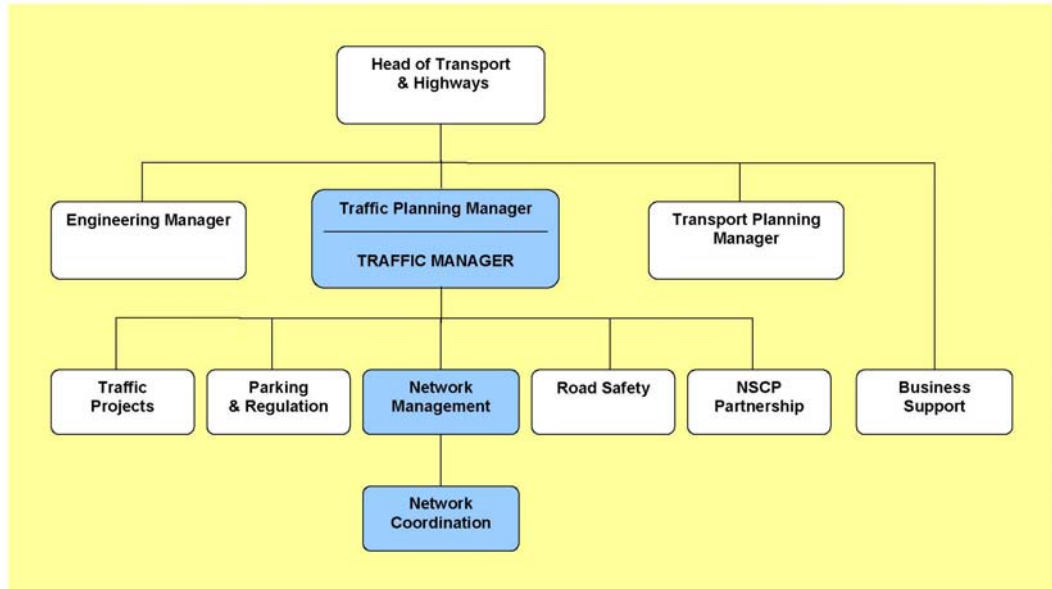
External Contacts

Organisation	Contact Name	Tel Number	E-mail
Environment Agency		0191 2034004	
<u>NETMG</u>			
Darlington	H Alderton	01325 388748	
Durham County Council	D Pownall	0191 3833468	
Gateshead	I W Gibson	0191 4333100	
Hartlepool	M Blair	01429 523252	
Middlesbrough	I Busby	01642 728114	
Newcastle	D Embleton	0191 2115911	
North Tyneside	K Ridpath	0191 2194263	
North Yorkshire	D Huzzard	01609 532018	
Redcar and Cleveland	M Richardson	01287 612590	
South Tyneside	J Edwards	0191 4247606	
Stockton	W Trewick	01642 526739	
Sunderland	P Barrett	0191 5531526	
<u>Adjoining Councils</u>			
Newcastle City	D Embleton	0191 2115911	
South Tyneside	J Edwards	0191 4247606	
Sunderland City	P Barrett	0191 5531526	
Durham County Council	D Pownall	0191 3833468	
Northumberland County Council	R Fraser	01670 534212	
Emergency Planning Unit	J Kirton	0191 4332279	
<u>Emergency Services</u>			
Northumbria Police		0191 4547555	
Ambulance Service	Service Controller	0191 2260280	
Fire and Rescue Service	Service Controller	0191 2260280	
<u>Network Rail</u>			
NRSWA	Highways Interface Advisor		
Asset Protection	Outside Party Engineer		
Out of Hours/ Emergency	Duty Contract Manager		
AA Roadwatch	Greg Edwards	0191 2320515	

Organisation	Contact Name	Tel Number	E-mail
AA Routes Data Research	G Knight	0125 620123	
A One	Steve Walton	01325 385745	
BBC Radio	Emergency News	0191 2321313	
Go North East Buses	A Gamblin	0191 4229212	
Network Rail	Area Manager	01904 718073	
Tyne Tees	Emergency News	0191 404 8800	
Nexus	Jeane Allan	0191 2033333	
North East Ambulance Service	Service Controller	0191 2280280	
BBC Radio Newcastle	Contact	0191 2324141	
Northern Gas Network Emergency	D Pilkington	0870 2418710	
Northumbrian Water	G Watters	0800 4080432	
RAC Travel News	A Manager	0181 6882525	
Stagecoach	R Knight	0191 5675251	
Tyne and Wear Fire and Rescue Service	Service Controller	0191 2260280	
Northumbria Police	Service Controller	0191 4547555	
Metro (Nexus)		0191 2130440	
British Transport Police		01113 2436686	
Network Rail(North East)		01904 718073	
East Coast Route Control Room		01904 718074	
NEDL Emergency		0845 4020695	
Transco		0870 2418710	
Calor Gas Emergency Service		08457 444999	
Environment Agency Newcastle		01912034004	
Flood Room Newcastle		01912034005/6	
Flood Line		08459881188	
Regional Comms Centre		01132312080	

Appendix 2 Organisational Structure

The following structure shows the relationship of the teams and posts that have a day-to-day involvement and impact on the network management duty. The high level management structure is shown in section 3.2.2 of the plan.



Appendix 3 Arrangements with Neighbouring Authorities

Cross Border Arrangements

Formal arrangements with neighbouring authorities are restricted mainly to cross boundary bridges. Informal arrangements are in place for winter maintenance at cross boundary routes.

Schedule of Cross Border Routes

Traffic Authority	Road Number	Road Name	Maintenance Hierarchy		Network Management Hierarchy		
			Gateshead	Adjoining Authority	Gateshead	Adjoining Authority	
Durham	A167	Durham Road			Red		
	A692	Lobley Hill Road			Red		
	A694	Lintzford Road			Red		
	A6076	Burdon Plain			Amber		
	B6314	Busty Bank				Amber	
		Chopwell Road				Green	
		Cranberry Bog Ln/Hammer Sq Bank				Green	
		Birkland Lane				Green	
		Greenford Lane				Green	
		Station Road				Amber	
		Vigo Lane (Durham Road)				Amber	
		Vigo Lane (Rickleton)				Green	
		Picktree lodge					
Newcastle		A167	Tyne Bridge			Red	Red
	A189	Redheugh Bridge			Red	Red	
	A695	Scotswood Bridge			Red	Red	
	B1307	High Level Bridge			Amber	Green	
		Newburn Bridge			Green	Green	
		Swing Bridge			Red	Green	
		Millennium Bridge			Green	Green	
Northumberland	A695	Stanley Burn New Bridge		2	Green	Green	
	B6395	Stanley Burn Bridge		3B	Green	Green	
	C254	Bradley Mill Bridge		4A	Green	Green	
	C260	Leadgate		4A	Green	Green	
	U8285	Prudhoe Hospital Footbridge		4B	Green	Green	
South Tyneside	A184	Felling Bypass			Red		
	A185	Shields Road			Red	Red	
		Follingsby Lane			Amber	Green	
Sunderland	A195	Northumberland Way			Red		

Traffic Authority	Road Number	Road Name	Maintenance Hierarchy		Network Management Hierarchy	
			Gateshead	Adjoining Authority	Gateshead	Adjoining Authority
	A1231 B1288	Sunderland Highway Vigo Lane Mount Lane			Red Amber Amber Green	

Appendix 4 Network Management Hierarchy

The roads listed in the table below have been designated as either Red or Amber routes, for the purposes of the network management hierarchy. By exception, all other roads in the Borough are designated as green routes.

Route Number and Street Name	Category	Traffic Sensitivity Working Weekdays	Traffic Sensitivity (Sat, Sun & Bank Holidays)
A1 Route			
Gateshead Western By-pass - between boundary & A694 Spa Well Road (A1)	Red	Protected Street	Protected Street
Gateshead Western By-pass - between A694 Spa Well Road & Hollinside Road (A1)	Red	Protected Street	Protected Street
Gateshead Western By-pass - between Hollinside Road & Dunston Road (A1)	Red	Protected Street	Protected Street
Gateshead Western By-pass - between Dunston Road & A184 (A1)	Red	Protected Street	Protected Street
Gateshead Western By-pass - between A184 & A692 Lobley Hill Road (A1)	Red	Protected Street	Protected Street
Gateshead Western By-pass - between A692 Lobley Hill Road & Kingsway South (A1)	Red	Protected Street	Protected Street
Gateshead Western By-pass - between Kingsway South & A167 Durham Road (A1)	Red	Protected Street	Protected Street
Gateshead Western By-pass - between A167 Durham Road & A1231 Sunderland Highway (A1)	Red	Protected Street	Protected Street
Gateshead Western By-pass - between A1231 Sunderland Highway & boundary (A1(M))	Red	Protected Street	Protected Street
A167 Route			
Tyne Bridge - between boundary & Askew Road A184 (A167)	Red	07:00 - 18:30 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
Gateshead Highway - between Askew Road A184 & slip roads onto/off A167 flyover (A167)	Red	07:00 - 18:30 Mon-Fri	
Gateshead Highway - between slip roads onto/off A167 flyover & Durham Road south of 5 Bridges Rdbt (A167)	Red	07:00 - 18:30 Mon-Fri	
Durham Road - between Gateshead Highway & Shipcote Lane (A167)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Durham Road - between Shipcote Lane & Prince Consort Road (A167)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Durham Road - between Prince Consort Road & Beaconsfield Road (A167)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	

Route Number and Street Name	Category	Traffic Sensitivity Working Weekdays	Traffic Sensitivity (Sat, Sun & Bank Holidays)
Durham Road - between Beaconsfield Road & Kells Lane (A167)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Durham Road - between Kells Lane & Appledore Gardens (A167)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Durham Road - between Appledore Gardens & Harlow Green Lane (A167)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Durham Road - between Harlow Green Lane & Western by Pass A1 (A167)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Newcastle Bank - between Western By Pass A1 & Lamesley Road (A167)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Durham Road - between Lamesley Road & Station Lane (A167)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Durham Road - between Station Lane & boundary (A167)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
A184 Route			
Felling By Pass - between boundary & Lingey Lane overbridge (A184)	Red	07:00 - 18:30 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
Felling By Pass - between Lingey Lane overbridge & Heworth Roundabout (A184)	Red	07:00 - 18:30 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
Felling By Pass - between Heworth Roundabout & Hepburn Gardens (A184)	Red	07:00 - 18:30 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
Felling By Pass / Park Road - between Hepburn Gardens & Gateshead Highway A167 (A184)	Red	07:00 - 18:30 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
Quaysgate - between High Street & Oakwellgate (A184)	Red	07:00 - 18:30 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
Oakwellgate - between Quaysgate & Eastgate (A184)	Red	07:00 - 18:30 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
Eastgate - Oakwellgate and Gatehead Highway (A184)	Red	07:00 - 18:30 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
Gateshead Highway - between slip roads onto/off A167 flyover & Park Lane Rndbt (A167)	Red	07:00 - 18:30 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
Charles Street - between Gateshead Highway A167 & High West Street (A184)	Red	07:00 - 18:30 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
Regent Street - between High West Street & Bensham Road (A184)	Red	07:00 - 18:30 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
West Central Route - between Bensham Road & Askew Road (A184)	Red	07:00 - 18:30 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
Askew Road - between High Street A167 & West Central Route (A184)	Red	07:00 - 18:30 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun

Route Number and Street Name	Category	Traffic Sensitivity Working Weekdays	Traffic Sensitivity (Sat, Sun & Bank Holidays)
Askew Road - between West Central Route & Redheugh Bridge Roundabout (A184)	Red	07:00 - 18:30 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
Consett Route - between Redheugh Bridge Roundabout & Western By Pass A1 (A184)	Red	Protected Street	Protected Street
A185 Route			
Shields Road - between Heworth Roundabout & Green Lane (A185)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Shields Road - between Green Lane & Hartforth Crescent (A185)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Shields Road - between Hartforth Crescent & boundary (A185)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
A189 Route			
Redheugh Bridge - between boundary & junction with A184 (A189)	Red	07:30 - 18:00 Mon-Fri	
A195 Route			
Northumberland Way - between boundary & A194(M) (A195)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
New Road - between A194(M) & Leam Lane B1288 (A195)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Lingey Lane - between New Road B1288 & southern junction onto bridge over the A184 (A195)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Lingey Lane - between southern junction onto bridge over the A184 & Sunderland Road (A195)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Sunderland Road - between Lingey Lane and junction with A184 (A195)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
A692 Route			
Lobley Hill Road - between Western By Pass A1 & Whickham Highway B6317 (A692)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Consett Road - between Whickham Highway B6316 & the Black Burn (A692)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Watergate Bank - between Black Burn & Gateshead Road B6316 (A692)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Gateshead Road - between Watergate Bank & Burdon Plain A6076 (A692)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Gateshead Road - between Burdon Plain Road A6076 & St Cuthberts Road (A692)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Church Street - between St Cuthberts Road & Lobley Hill Road (A692)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	

Route Number and Street Name	Category	Traffic Sensitivity Working Weekdays	Traffic Sensitivity (Sat, Sun & Bank Holidays)
Lobley Hill Road - between Church Street & boundary (A692)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
A694 Route			
Derwenthough Road - between junction with A695 & Riverside Way A1114 (A694)	Red	07:00 - 18:30 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
A694 - between Riverside Way A1114 & A1 (A694)	Red	07:30 - 18:00 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
A694 - between A1 & Hexham Road B6317 (A694)	Red	07:30 - 18:00 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
Spa Well Road - between Hexham Road B6317 & Mill Road (A694)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Lockhaugh Road - between Mill Road & Thornley View (A694)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Station Road - between Strathmore Road B6315 & Burnopfield Road B6314 (A694)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Station Road - between Burnopfield Road B6314 & Stratmore Road B6315 (A694)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Dipwood Road - between Strathmore Road B6315 & Riverside Way (A694)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Lintzford Road - between Riverside Way & boundary (A694)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
A695 Route		07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Scotswood Bridge - between boundary & junction with A694 (A695)	Red	07:00 - 18:30 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
Chainbridge Road - between junction with A694 & start of Blaydon Highway (A695)	Red	07:00 - 18:30 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
Blaydon Highway - between Chainbridge Road & Blaydon Roundabout (A695)	Red	07:30 - 18:00 Mon-Fri	07:30 - 09:30 & 15:30 - 18:00 Sat & Sun
Ryton Crawcrook Bypass - between Blaydon Roundabout & Beweshill Lane (A695)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Ryton Crawcrook Bypass - between Beweshill Lane & Woodside Lane B6316 (A695)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Ryton Crawcrook Bypass - between Woodside Lane B6315 & Main Street B6317 (A695)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Ryton Crawcrook Bypass - between Main Street B6317 & Stanley Burn Road B6395 (A695)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Ryton Crawcrook Bypass - between Stabley Burn Road B6395 & boundary (A695)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	

Route Number and Street Name	Category	Traffic Sensitivity Working Weekdays	Traffic Sensitivity (Sat, Sun & Bank Holidays)
A1114 Route			
Derwentwater Road - between Askew Road A184 & Ellison Road (A1114)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Clockmill Road - between Ellison Road & Team Street (A1114)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Colliery Road - between Team Street & St. Omars Road (A1114)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Handy Drive - between St. Omars Road & Cross Lane (A1114)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Handy Drive - between Cross Lane & Mandela Way (A1114)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Riverside Way - between Mandela Way & Scotswood View (A1114)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Riverside Way - between Scotswood View & Derwenthaugh Road A694 (A1114)	Red	07:00 - 18:30 Mon-Fri	
A1231 Route			
Mill House Rdbt to Mount Pleasant Road Rdbt (A1231)	Red	07:00 - 18:30 Mon-Fri	
A6076 Route			
Burdon Plain - between boundary & Birkland Lane (A6076)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Burdon Plain - between Birkland Lane & Gateshead Road (A6076)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
B1288 Route			
Birtley Lane - between Durham Road A167 & Mount Pleasant Road (B1288)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Mount Pleasant Road - between Birtley Lane & Portmeads Road (B1288)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Mount Pleasant Road - between Portmeads Road & Blackfell Way (B1288)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Mount Pleasant Road - between Blackfell Way & Portobello Road (B1288)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Springwell Road - between Black Fell Roundabout & boundary (B1288)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Leam Lane - between boundary & Lingey Lane A195 (B1288)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Leam Lane - between Lingey Lane A195 & Felling By Pass A184 (B1288)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
B1295 Route			

Route Number and Street Name	Category	Traffic Sensitivity Working Weekdays	Traffic Sensitivity (Sat, Sun & Bank Holidays)
Long Bank - between Eighton Lodge Roundabout & Easedale Gardens (B1295)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Easedale Gardens - between Long Bank & Springwell Road (B1295)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Springwell Road - between Easedale Gardens & High Street B1296 (B1295)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
B1296 Route			
Old Durham Road - between Sunderland Road Roundabout & Split Crow Road (B1296)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Old Durham Road - between Split Crow Road & Carr Hill Road (B1296)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Old Durham Road - between Carr Hill Road & Broadway (B1296)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Old Durham Road - between Broadway & Queen Elizabeth Avenue (B1296)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Old Durham Road - between Queen Elizabeth Avenue & Springwell Road (B1296)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Springwell Road - between High Street & Leam Lane B1288 (B1296)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
B1307 Route			
Wellington Street - between boundary & Askew Road A184 (B1307)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
B1426 Route			
Lobley Hill Road - between Western By Pass A1 & Kingsway North Roundabout (B1426)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Lobley Hill Road - between Kingsway North Roundabout & Victoria Road (B1426)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Lobley Hill Road - between Victoria Road & Saltwell Road (B1426)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Bensham Road - between Saltwell Road & Cuthbert Street (B1426)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Bensham Road - between Cuthbert Street & Prince Consort Road Roundabout (B1426)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Prince Consort Road - between Bensham Road Roundabout & Arthur Street (B1426)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Arthur Street - between Prince Consort Road & High West Street (B1426)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
High West Street - between Arthur Street & Sunderland Road Roundabout (B1426)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	

Route Number and Street Name	Category	Traffic Sensitivity Working Weekdays	Traffic Sensitivity (Sat, Sun & Bank Holidays)
Sunderland Road - between Sunderland Road Roundabout & Stoneygate Lane (B1426)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Sunderland Road - between Stoneygate Lane & Heworth Metro Station access (B1426)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Sunderland Road - between Heworth Metro Station access & Shields Road (B1426)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Shields Road - between Sunderland Road & Heworth Roundabout (B1426)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
B6314 Route			
Burnopfield Road - between boundary & Station Road A694 (B6314)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
B6315 Route			
Strathmore Road - between Station Road A694 & Dene Crescent (B6315)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Smailes Lane - between Dene Crescent & Keir Hardie Street (B6315)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Hookergate Lane - between Keir hardie Street & Glossop Street (B6315)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Collingdon Road - between Glossop Street and Pawston Lane (B6315)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Rogues Lane - between Pawston Lane & Spen Lane (B6315)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Spen Lane - between Rogues Lane & Lead Road (B6315)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Woodside Lane - between Lead Road & Ryton Crawcrook By Pass A695 (B6315)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Woodside Lane - between Ryton Crawcrook By Pass A696 & Main Road B6317 (B6315)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
B6316 Route			
Rectory Lane - between Front Street B6317 & Millfield Road (B6316)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Whaggs Lane - between Millfield Road & Broom Lane (B6316)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Sunnside Road - between Broom Lane & Gateshead Road A692 (B6316)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
B6317 Route			
Whickham Highway - between Lobley Hill Road A692 & Dunston Bank (B6317)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Whickham Highway - between Dunston Bank &	Amber	07:30 - 09:30 & 15:30 - 18:00	

Route Number and Street Name	Category	Traffic Sensitivity Working Weekdays	Traffic Sensitivity (Sat, Sun & Bank Holidays)
Broom Lane (B6317)		Mon-Fri	
Front Street - between Broom Lane & Rectory Lane B6316 (B6317)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Front Street - between Rectory Lane B6317 & Fellside Road (B6317)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Swalwell Bank - between Fellside Road & Hexham Road (B6317)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Hexham Road - between Swalwell Bank & Hexham Road Roundabout (B6317)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Shibdon Road - between Hexham Road & Chain Bridge Road (B6317)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Chain Bridge Road - between Shibdon Bank & Blaydon Highway A695 (B6317)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Stella Road - between Blaydon Roundabout & Haugh Lane (B6317)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Stella Road - between Haugh Lane & Dene Crescent (B6317)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Main Road - between Dene Crescent & Woodside Lane B6316 (B6317)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Main Road - between Woodside Lane B6316 & Kepier Chare (B6317)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Main Street - between Kepier Chare & Greenside Road C301 (B6317)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Main Street - between Greenside Road & Ryton Crawcrook By Pass A695 (B6317)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
B6395 Route			
Stanley Burn Road - between boundary & Ryton Crawcrook By Pass A695 (B6395)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C301 Route			
Greenside Road - between Woodside Lane B6315 & Ryton Crawcrook By Pass A695 (C301)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Greenside Road - between Ryton Crawcrook By Pass A695 & Main Street B6317 (C301)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Crawcrook Lane - between Main Street B6318 & boundary (C301)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C302 Route			
Lead Road - between boundary & Horsegate Bank (C302)			

Route Number and Street Name	Category	Traffic Sensitivity Working Weekdays	Traffic Sensitivity (Sat, Sun & Bank Holidays)
Lead Road - between Horsegate Bank & Spen Lane B6315 (C302)			
Lead Road - between Woodside Lane B6315 & Folly Road (C302)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Lead Road - between Folly Road & Liddells Fell Road (C302)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Beweshill Lane - between Liddells Fell Road & Ryton-Crawcrook Bypass A695 (C302)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C303 Route			
Haugh Lane / Newburn Bridge Road - between Stella Road B6317 & boundary (C303)			
C304 Route			
Chopwell Road - between boundary & Pear Tree Bungalows (C304)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Mill Road - between Pear Tree Bungalows & Derwent Street (C304)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Derwent Street - between Mill Road & Derwent Street (C304)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Hall Road - between Greenhead Road & Hookergate Lane (C304)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Clayton Terrace Road - between Greenhead Road & Collingdon Road (C304)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C305 Route			
Pawston Road - between Rogues Lane B6315 & Knobbyends Lane (C305)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Barlow Road - between Knobbyends Road & Barlow Lane (C305)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Barlow Lane - between Barlow Road & Burn Road (C305)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Burn Road - between Barlow Lane & North Street (C305)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
North Street - between Burn Road & Front Street (C305)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Church Street - between Front Street & Half Fields Road (C305)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Half Fields Road - between Church Street & California (C305)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Commercial Street - between California & Litchfield Lane (C305)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	

Route Number and Street Name	Category	Traffic Sensitivity Working Weekdays	Traffic Sensitivity (Sat, Sun & Bank Holidays)
Litchfield Lane - between Tyne Street & Blaydon Bank (C305)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Blaydon Bank - between Litchfield Lane & Shibdon Road Roundabout (C305)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Garden Street - between Blaydon Bank & Blaydon Roundabout A695 (C305)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C306 Route			
Fellside Road - between Front Street B6317 & Broadway (C306)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Fellside Road - between Broadway & Lobley Hill Road A693 (C306)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C307 Route			
Dunston Bank - between Whickham Highway B6317 & Ellison Road (C307)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Park Terrace - between Ellison Road & Gateshead Western By-pass A1 (C307)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Dunston Road - between Gateshead Western By-pass A1 & St Omers Road (C307)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Wellington Road - between St Omers Road & Cross Lane (C307)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Cross Lane - between Wellington Road & Handy Drive A1114 (C307)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
St. Omers Road - between Wellington Road & Colliery Road A1114 (C307)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C308 Route			
Pennyfine Road - between Gateshead Road A692 & Banesley Lane (C308)			
Haggs Lane - between Banesley Lane & Lamesley Roundabout (C308)			
Smithy Lane - between Lamesley Roundabout & Woodford (C308)			
Trafford - between Woodford & Hertford (C308)			
C309 Route			
Birkland Lane - between Burdon Plain A6076 & boundary (C309)			
C310 Route			
Kibblesworth Bank - between Birkland Lane & Moormill Lane (C310)			

Route Number and Street Name	Category	Traffic Sensitivity Working Weekdays	Traffic Sensitivity (Sat, Sun & Bank Holidays)
Kibblesworth Bank - between Moormill Lane & Greenford Lane (C310)			
Greenford Lane - between Kibblesworth Bank & Hags Lane (C310)			
Greenford Lane - between Kibblesworth Bank & Moormill Lane (C310)			
C311 Route			
Moormill Lane - between Kibblesworth Bank & Lamesley Road (C311)			
Greenford Lane - between Moormill Lane & boundary (C311)			
C312 Route			
Lamesley Road - between Newcastle Bank A167 & Moormill Lane (C312)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Lamesley Road - between Moormill Lane & Smithy Lane (C312)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Lamesley Road - between Smithy Lane & Coalhouse Roundabout (C312)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C313 Route			
Saltwell Road - between Bensham Bank & West Park Road (C313)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Saltwell Road South - between West Park Road & Belle Vue Bank (C313)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Saltwell Road South - between Belle View Bank & Chowdene Bank (C313)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Hertford - between Saltwell Road South & Trafford (C313)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Harlow Green Lane - between Trafford & Easedale Gardens (C313)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Easedale Gardens - between Easedale Gardens & Springwell Road B1295 (C313)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C314 Route			
Chowdene Bank - between Durham Road A167 & Saltwell Road South (C314)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Chowdene Bank - between Saltwell Road South & Coalhouse Roundabout (C314)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C315 Route			
Whitehall Road - between Saltwell Road & Prince Consort Road (C315)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	

Route Number and Street Name	Category	Traffic Sensitivity Working Weekdays	Traffic Sensitivity (Sat, Sun & Bank Holidays)
C316 Route			
Belle Vue Bank - between Saltwell Road South & Durham Road A167 (C316)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Beaconsfield Road - between Durham Road A167 & Kells Lane (C316)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Kells Lane - between Beaconsfield Road & Old Durham Road (C316)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Broadway - between Old Durham Road & Car Hill Road (C316)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C317 Route			
Rockcliffe Way - between Easedale Gardens & Bowes Railway Crossing (C317)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Rockcliffe Way - between Bowes Railway Crossing & Mill House A1231 Roundabout (C317)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C318 Route			
Carr Hill Road - between Old Durham Road & Broadway (C318)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Carr Hill Road - between Broadway & Coldwell Lane (C318)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C319 Route			
Queen Elizabeth Avenue - between Old Durham Road & Windy Nook Road (C319)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Windy Nook Road - between Queen Elizabeth Avenue & Carr Hill Road (C319)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Coldwell Lane - between Car Hill Road & Split Crow Road (C319)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C320 Route			
Market Lane - between Hexham Road Roundabout & Hollinside Road Roundabout (C320)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Market Lane - between Hollinside Road Roundabout & Dunston Bank (C320)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Ellison Road - between Dunston Bank & Clockmill Road Roundabout (C320)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C321 Route			
Prince Consort Road - between Durham Road & Arthur Street (C321)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C322 Route			

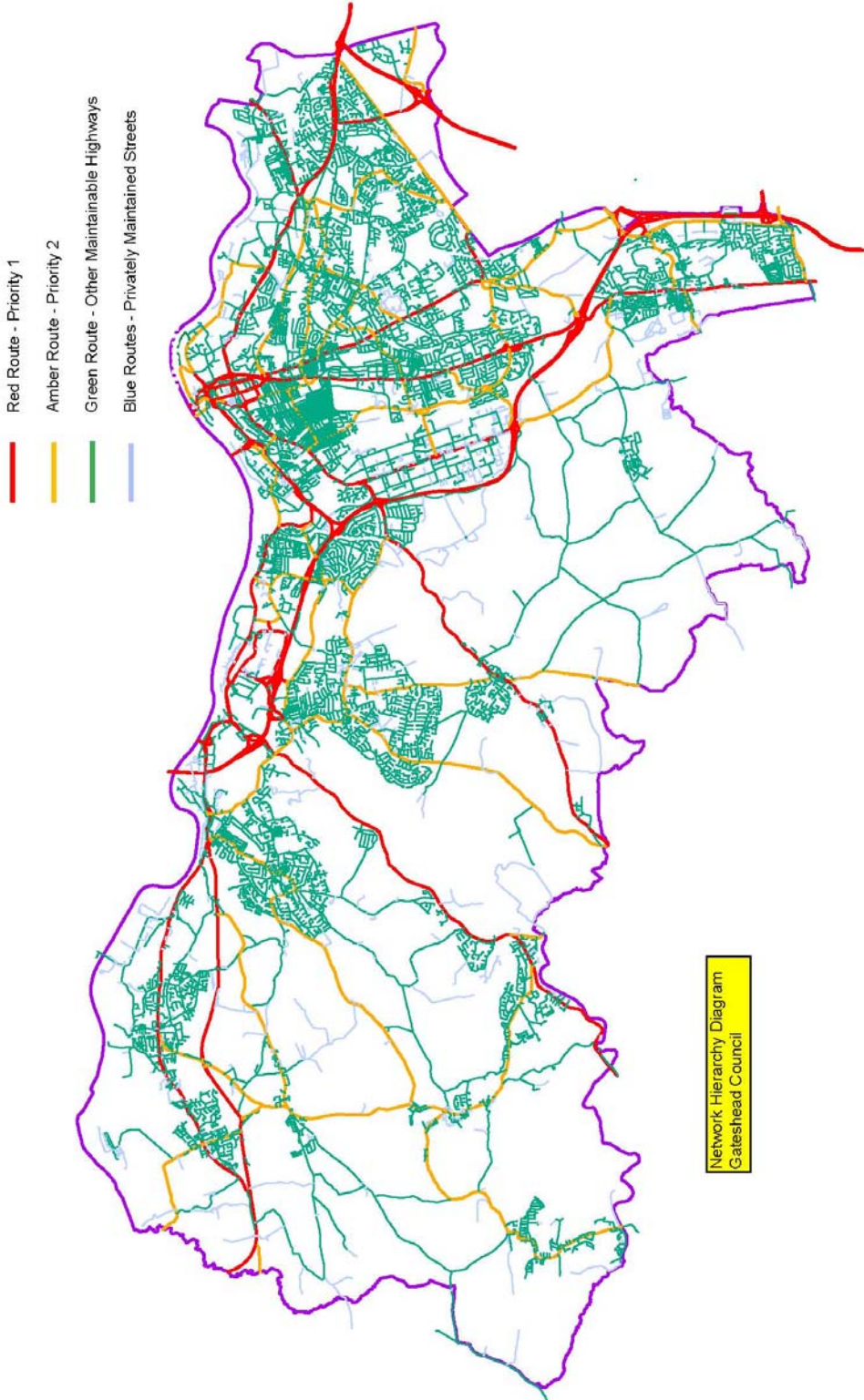
Route Number and Street Name	Category	Traffic Sensitivity Working Weekdays	Traffic Sensitivity (Sat, Sun & Bank Holidays)
Swing Bridge - between boundary & Pipewellgate (C322)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Bridge Street - between Pipewellgate & Bottle Bank (C322)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Church Street - between Bottle Bank & Cannon Street (C322)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Cannon Street - between Church Street & St Mary's Square (C322)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Oakwellgate - between St Mary's Square & Quaysgate (C322)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Eastgate - between Oakwellgate & Hawks Road (C322)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Hawks Road - between Eastgate & Mill Road (C322)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Hawks Road - between Mill Road & Saltmeadows Road (C322)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Saltmeadows Road - between Hawks Road & Tyne Main Road (C322)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Tyne Main Road - between Neilson Street & Green Lane (C322)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Green Lane - between Tyne Main Road & Felling By Pass A184 (C322)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C323 Route			
Shipcote Terrace - between Durham Road A167 & Old Durham Road B1296 (C323)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Split Crow Road - between Old Durham Road & Coldwell Lane (C323)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Crowhalk Lane - between Coldwell Lane & Chillside Road (C323)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
The Drive - between Chillside Road & Sunderland Road (C323)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Sunderland Road - between The Drive & Shields Road (C323)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C324 Route			
Kingsway North - between Kingsway North Roundabout & Eastern Avenue Roundabout (C324)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Kingsway South - between Eastern Avenue Roundabout & Tenth Avenue West Roundabout (C324)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	

Route Number and Street Name	Category	Traffic Sensitivity Working Weekdays	Traffic Sensitivity (Sat, Sun & Bank Holidays)
Kingsway South - between Tenth Avenue West Roundabout & Coalhouse Roundabout (C324)	Red	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C325 Route			
Eastern Avenue - between Kingsway North & Earlsway (C325)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Eastern Avenue - between Earlsway & Station Road (C325)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Station Road - between Eastern Avenue & Saltwell Road (C325)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Station Road - between Eastern Avenue & Saltwell Road South (C325)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C326 Route			
Team Street - between Clockmill Road & Askew Road West (C326)	Amber	07:00 - 18:30 Mon-Fri	
Askew Road West - between Team Street & Cuthbert Street (C326)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Cuthbert Street - between Askew Road West & Bensham Road (C326)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C327 Route			
Hollinside Road - between Market Lane Roundabout & Slip road from A1 southbound (C327)	Red	10:00 - 20:00 Mon-Fri	10:00 - 20:00 Sat & Sun
Hollinside Road - between slip road from A1 Western By Pass southbound & Marconi Way (C327)	Red	10:00 - 20:00 Mon-Fri	10:00 - 20:00 Sat & Sun
St. Michaels Way - between Marconi Way & slip road from A1 Western By Pass southbound (C327)	Red	10:00 - 20:00 Mon-Fri	10:00 - 20:00 Sat & Sun
Slip Road - between A1 Western By Pass & St. Michaels Way (C327)	Red	10:00 - 20:00 Mon-Fri	10:00 - 20:00 Sat & Sun
St. Michaels Way - between slip road from A1 Western By Pass southbound & Cross Lane (C327)	Red	10:00 - 20:00 Mon-Fri	10:00 - 20:00 Sat & Sun
Cross Lane - between St. Michaels Way & Cross Lane C307 (C327)	Red	10:00 - 20:00 Mon-Fri	10:00 - 20:00 Sat & Sun
Scotswood View - between Cross Lane & Hollinside Road (C327)	Red	10:00 - 20:00 Mon-Fri	10:00 - 20:00 Sat & Sun
Scotswood View - between Hollinside Road & Riverside Way Roundabout (C327)	Red	10:00 - 20:00 Mon-Fri	10:00 - 20:00 Sat & Sun
Hollinside Road - between Marconi Way & Scotswood View (C327)	Red	10:00 - 20:00 Mon-Fri	10:00 - 20:00 Sat & Sun

Route Number and Street Name	Category	Traffic Sensitivity Working Weekdays	Traffic Sensitivity (Sat, Sun & Bank Holidays)
Marconi Way - between Hollinside Road & Long Rigg (C327)	Red	10:00 - 20:00 Mon-Fri	10:00 - 20:00 Sat & Sun
Long Rigg Road - between Marconi Way & Hexham Road Roundabout (C327)	Red	10:00 - 20:00 Mon-Fri	10:00 - 20:00 Sat & Sun
C328 Route			
High Heworth Lane - between Sunderland Road & Watermill Lane (C328)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
High Heworth Lane - between Watermill Lane & Colegate (C328)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Colegate - between High Heworth Lane & Wealcroft (C328)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Wealcroft - between Colegate & Leam Lane (C328)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C329 Route			
Station Lane - between Durham Road A167 & boundary (C329)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C330 Route			
Vigo Lane - between boundary (Langdale) & boundary (nr. Picktree Lane) (C330)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Portobello Road - between Vigo Lane & Fell Bank (C330)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Portobello Road - between Fell Bank & Truck Stop Roundabout (C330)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
C506 Route			
Follingsby Lane - between Follingsby Roundabout & Follingsby Avenue (C506)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Follingsby Lane - between Follingsby Avenue & boundary (C506)	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Town Centre Routes			
Jackson Street - between High Street and High West Street	Red	07:00 - 18:30 Mon-Fri	
High West Street - between Jackson Street & Arthur Street B1426	Red	07:00 - 18:30 Mon-Fri	
High Street - between High Street A167 & High West Street B1426	Red	07:00 - 18:30 Mon-Fri	
West Street - between Askew Road A184 & Lambton Street/Nelson Street	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Hillgate - between Bridge Street & South Shore Road	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	

Route Number and Street Name	Category	Traffic Sensitivity Working Weekdays	Traffic Sensitivity (Sat, Sun & Bank Holidays)
South Shore Road - between Hillgate & Mill Road	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Mill Road - between South Shore Road & Hawks Road	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Hills Street - Wellington Street to Bottle Bank	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	
Bottle Bank - Hills Street to Bridge Street	Amber	07:30 - 09:30 & 15:30 - 18:00 Mon-Fri	

Network Management Hierarchy



Network Hierarchy Diagram
Gateshead Council

Appendix 5 Performance Targets and Measures

Performance Indicators	Current Performance	Target Performance	Target Date
Measure/Purpose			
Objective 1 (Section 4.2) – To consider the needs of all road users			
Review the Network Hierarchy on an annual basis to ensure it takes account of changes road user demand and usage of the network.	Consultation under the TMA to establish formally the Network Hierarchy	Annual review	April 2009
Monitor the performance of the network under the provisions of the Tyne & Wear Joint LTP and the associated Congestion Reduction Strategy	Congestion corridors and centres established baseline Jan 2006	Continuous review	Ongoing
Objective 2 (Section 4.3) – To coordinate and plan works and known events affecting the highway network			
Conduct Statutory Co-ordination Meetings on a quarterly basis in accordance with the relevant Street Works Codes of Practice and protocols developed in conjunction with North or England Highways & Utilities Committee (NEHAUC).	Process established in 1993 to collate, distribute and review planned works programmes.	Quarterly meetings to programme agreed at NEHAUC.	Ongoing since 1993
In association with the other Tyne & Wear Authorities establish a Traffic Managers Group to co-ordinate activities.	Group established and attended by Traffic manager	Regular meetings as required.	Ongoing since Sep 07
Objective 3 (Section 4.4)– To gather information and provide information needs			
Publish the contents of the Council's Street Works Register to the web. This will enable all parties to inspect the register of ongoing and proposed works on a map background.	Software systems acquired. Working with software company to implement.	Functioning web page showing works on map.	April 2009
Distribute to contacts by e-mail a listing of activities that are expected to lead to significant disruption or congestion.	Intention to deliver weekly not always achieved	Weekly publication	Ongoing
Notify stakeholders of any activities which have implications for their operations - delays for public transport operators, developments for undertakers service diversions, events strategic highway authorities, etc.	As a result of co-ordination meetings but also as and when events and developments arise.	Quarterly and as necessary	Ongoing
Objective 4 (Section 4.5)– To develop contingency plans for managing incidents			
Major Incident Plan and Winter Maintenance Plan	Reviewed on an annual basis	Annually	Ongoing
Agree designated diversionary routes for the trunk road networks	Agreed with the Highways Agency	Summer 2008	Established

Objective 5 (Section 4.6)– To effectively monitor and manage traffic growth			
New Indicator 167 Congestion – average journey time per mile during the morning peak	N/A (New Indicator)	To be determined	To be determined
LTP Indicator AQ2 – Limit the annual increase in County road traffic mileage to 2% each year	2004 base data 2,638m. Vehicle kms.	2,971m. Vehicle kms.	2010/11
LTP Indicator C1 – Increase cycling trips by 10%	2004 base data 100	110	2010/11
LTP Indicator C2 – Increase sustainable travel at schools with travel plans by 5%	To be determined	To be determined	To be determined
LTP Indicator C3 – Develop travel plans at 20 schools each year	2004 base data 16 schools	20 additional schools per year	2010/11
LTP Indicator C4 – Introduce travel plans at 13 sites of the county's main employers	2004 base data 3 sites	2 additional sites per year	2010/11
Objective 6 (Section 4.7)– To consult and involve stakeholders and other interested parties			
Various stakeholder forums are actively engaged in the review of the Tyne & Wear LTP process that informs this plan.	Ongoing	Variable frequency	Ongoing
All of the Councils works proposals ranging from TRO's to major works designs are subject to consultation with stakeholders	Actively in place	Regular consultations and reviews	Ongoing
The Council is actively involved in the North East Traffic Management Group and NEHAUC which consider issues, processes and procedures derived from the TMA and NRASWA	Ongoing	Quarterly meetings	Ongoing
Objective 7 (Section 4.8)– To ensure parity between the local highway authority and others			
Note: the following KMP's are currently being considered by a national working group			
% of works with agreed extensions– by works category	N/A (New Indicator)	To be determined	To be determined
% of works with unauthorised overruns - reinstatement category and works category	N/A (New Indicator)	To be determined	To be determined
% of works with an early start request agreed, by works category	N/A (New Indicator)	To be determined	To be determined
Number of remedial works by category	N/A (New Indicator)	To be determined	To be determined
% of notices for which a Fixed Penalty Notice (FPN) could be given	N/A (New Indicator)	To be determined	To be determined

Appendix 6 Improvement Plan

Road User Needs				
Initiative	Priority	Action	Timescale (complete by)	Lead Partner
Prioritise co-ordination of known works, activities and events on the Red and Amber roads in the Network Hierarchy	1	Identify methods whereby all street works, road works and events can be abstracted for Red and Amber routes from the Street Works Register for examination.	End 2009	Network Manager
Raise awareness of the NMD at regional meetings with the Freight Transport Association and the Road Haulage Association.	2	Include as a standard agenda item at meetings of the Tyne and Wear Freight Partnership	Ongoing	Traffic Manager
Participate/contribute to the national working group on satellite navigation issues	3	Consider input through NETMG		Traffic Manager

Coordination and Planning				
Initiative	Priority	Action	Timescale (complete by)	Lead Partner
Enable registration of all Highway Authority works in the Street Works Register	1	Resolve outstanding issues with Street Works system software	Apr 2009	Network Manager
Reduce congestion and disruption from Street Works and Road Works	2	Identify and review significant works proposals to ensure that appropriate work methods and traffic management proposals are utilised.	Ongoing	Network Manager

Information				
Initiative	Priority	Action	Timescale (complete by)	Lead Partner
In conjunction with the Council's Street Works software suppliers implement works publishing to the web utilising the systems Publication Agent.	1	Publish information relating to works in progress or which are planned of the Council's Street Works Register to the Council's web site. Work items to be displayed on a map background.	Apr 2009	Network manager
Rationalise the multiple formats that different information providers and consumers expect or use.	2	Investigate with consumers of information the use of a standard format for dissemination of information.	Apr 2010	Network Manager

Incident Management and Contingency Planning				
Initiative	Priority	Action	Timescale (complete by)	Lead Partner
Review actions taken in response to major incidents	1	On the basis of the output of the reviews institute amendments of existing or development of new protocols.	Annual review	Emergency Planning Officer
Collate information from stakeholders regarding perceived deficiencies with the Winter Maintenance Service.	2	Provide feedback to the Transport & Cleansing Service regarding strategic winter maintenance issues.	As issues arise.	Head of Cleansing & Grounds Maintenance

Dealing With Traffic Growth				
Initiative	Priority	Action	Timescale (complete by)	Lead Partner
Implement the provisions of the Tyne & Wear Congestion Reduction Plan.	1	Use Traffic Master data to analyse congestion in the routes and centres identified in the LTP	Ongoing regular review	Transport Planning Manager

Working With Stakeholders				
Initiative	Priority	Action	Timescale (complete by)	Lead Partner
Ensure that the Network Management Duty considerations are taken account of in the planning process.	1	Relevant comments by the Transport Planning team to inform the development of the LDF, the LTP and to inform the development control process.	As required	Transport Planning Manager

Ensuring Parity				
Initiative	Priority	Action	Timescale (complete by)	Lead Partner
Ensure that all Highway Authority works are registered and the same requirements informational and operational requirements apply.	1	Work with the Street Works Register software system providers to fully implement the existing system and to ensure timely migration to new developments.	Apr 2009	Network Manager
Review the performance of street works and road works activities.	2	Review the performance of all works activities against the KPM system when published.	Late 2009	Network Manager

Glossary

BVPI	Best Value Performance Indicator
CPA	Comprehensive Performance Assessment
CSS	County Surveyors Society
DfT	Department for Transport
DLOA	Detailed Local Operating Agreement
ECAP	Emergency Community Assistance Plan
GIS	Geographic Information System
HA	Highways Agency
HAUC	Highway Authorities and Utilities Committee
ITIS	Integrated Traffic Information Service
KPI	Key Performance Indicator
LGA	Local Government Association
LHA	Local Highway Authority as defined in S.86(1) of the New Roads & Street Works Act 1991
LTA	Local Transport Authority as defined in S121A of the Road Traffic Act 1984.
LTP	Local Transport Plan
NCC	Northumberland County Council
NEHAUC	North of England Highway Authorities and Utilities Committee
NETIS	North East Travel Information Service
NETMG	North of England Traffic Managers Group
NGF	National Guidance Framework
NMD	Network Management Duty
NMP	Network Management Plan
NPLG	North Pennine Link Group
NRSWA	New Roads and Streetworks Act
PIMS	Project Information Management System
PTE	Passenger Transport Executive
RMS	Route Management Strategy
SMS	Short Message Service (Text Message)
TAG	Technical Advisors Group
HAMP	Transport Asset Management Plan
TiS	Traffic Information Service
TMA	Traffic Management Act 2004
TOCC	Traffic Operations Coordinating Committee
TRO	Traffic Regulation Order

Definitions

Criteria for Intervention	S20 & 21 Traffic Management Act 2004
Highways Act 1980 Licensed Activities	Various activities licensed under Part IX the Act
Highway Works	“works for road purposes” or “major highway works”
Major Highway Works	S86(3) New Roads & Street Works Act 1991
Network	Paragraph 11 Network Management Duty Guidance
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
Traffic Director	S22 Traffic Management Act 2004
Traffic Manager	S17 Traffic Management Act 2004
Traffic Regulation Order	S1 Road Traffic Regulation Act 1984
Works for Road Purposes	S86(2) New Roads & Street Works Act 1991
