Local Transport Plan
Strategy
2015 – 2029
Appendix A
Network Management Plan

“Keeping East Riding moving”
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1 THE NETWORK MANAGEMENT DUTY

1.1 Introduction

1.1.1. The public highway accommodates a wide range of activities, including the transportation of goods and people above ground, and the movement of amenities such as water, gas and information below it. The highway network provides access to homes and businesses, a public place to shop, meet or socialise, and space for the long or short term storage of vehicles. It is also used for leisure and recreation purposes and is of great value not only to drivers but also to non-motorised users such as walkers and cyclists.

1.1.2. Over time the highway network has come under increasing pressure as a result of the demands of these (often conflicting) activities. Provision of additional highway space to accommodate these pressures is seldom practical, and often comes with wider negative impacts. In order to ensure the highway is used as efficiently as possible, it is important that these demands are managed and co-ordinated to prevent undue disruption to road users.

1.2 Traffic Management Act and Network Management Duty

1.2.1. To address this requirement for consistent and efficient management of the highway network, the Traffic Management Act was introduced in 2004. This forms a central part of the government’s strategy to reduce the pressure and congestion on our roads.

1.2.2. Section 16 of the Traffic Management Act places a Network Management Duty upon local highway authorities to “proactively manage the expeditious movement of traffic on their road network”. Section 16 (2) of the Traffic Management Act allows an Authority to take “any action that will contribute to securing the more efficient use of the road network or the avoidance, elimination or reduction of road congestion and other disruption to the movement of traffic”.

1.2.3. Section 31 of the Traffic Management Act specifically states that the term “traffic” includes pedestrians. The Duty therefore requires the Council to consider the movement of all road users including pedestrians and cyclists as well as motorised vehicles, whether engaged in the transport of people or goods and whether used for business or leisure. The management of the network must also accommodate the needs of those using the highway; for example, access may be required to lay and maintain statutory undertakers’ equipment, or to use the highway as a public space.

1.2.4. The Network Management Duty aims to provide a transport network that is efficient, safe, reliable and predictable for all road users, reducing unnecessary delays resulting from congestion or disruption. The duty is not over-riding, but is to be considered alongside all of the Council’s other obligations, policies and objectives. It would not be appropriate, for instance, to forego road safety commitments simply to facilitate the expeditious movement of traffic.
1.2.5. Guidance regarding the Network Management Duty is provided through the publication ‘Traffic Management Act 2004 – Network Management Duty Guidance’ (Department for Transport, 2004). The guidance summarises the Duty as “making the best use of existing roads for the benefit of all road users”.

1.3 Traffic Manager

1.3.1. Section 17 of the Traffic Management Act requires local highway authorities to:

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

1.3.2. The role of the Traffic Manager is “to perform such tasks as the Authority considers will assist it to perform the Network Management Duty”. This responsibility within the Council is delegated to the Strategic Transport Planning Manager.

1.3.3. The Strategic Transport Planning Manager also oversees the development and delivery of the Council’s Local Transport Plan and Transport Asset Management Plan. The Transport Policy Team, who is responsible for each of these documents, works closely with the Forward Planning Team on the development and implementation of the Council’s Local Plan. The Traffic Manager also works in partnership with the Heads of Service responsible for Operational Activities, Public Transport, Highway Development Control and Public Rights of Way. This structure ensures that the Council takes an authority-wide view of its Network Management responsibility and that all teams delivering highway services are aware of the Network Management Duty and its importance.

1.4 Fulfilling the Requirements of the Network Management Duty

1.4.1. The Council takes its Network Management Duty extremely seriously and recognises the opportunities that the duty brings in terms of improved service delivery. Efficient network management can result in reduced congestion which in turn provides benefits in terms of reduced carbon emissions, improved journey time reliability and an associated reduction in lost productivity.

1.4.2. Table 1.1 demonstrates how the Council fulfils the requirements of the key sections of the Traffic Management Act.

Table 1.1: Fulfilling the Requirements of the Network Management Duty within the Network Management Plan

<table>
<thead>
<tr>
<th>Section of Act</th>
<th>Duty</th>
<th>Where Addressed within this Network Management Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>16(1)(a)</td>
<td>Securing the expeditious movement of traffic on the Authority’s road network</td>
<td>Addressed in NMP in Pedestrians and Cyclists (section 3.2), Public Transport (section 3.3), Schools (section 3.6), ITS (section 4.2), Coordinating and Planning Works and Events (chapter 5), Incident Management and Contingency Planning (chapter 7) and Tackling Congestion (section 3.1). Also addressed by LTP Strategies</td>
</tr>
<tr>
<td>16(2)(a)</td>
<td>[Actions contributing to securing] the more efficient use of [the] road network</td>
<td>As above</td>
</tr>
<tr>
<td>Section of Act</td>
<td>Duty</td>
<td>Where Addressed within this Network Management Plan</td>
</tr>
<tr>
<td>---------------</td>
<td>----------------------------------------------------------------------</td>
<td>-----------------------------------------------------</td>
</tr>
<tr>
<td>16(2)(b)</td>
<td>[Actions contributing to securing] the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic</td>
<td>As above</td>
</tr>
<tr>
<td>16(1)(b)</td>
<td>Facilitating the expeditious movement of traffic on road networks for which another Authority is the traffic authority</td>
<td>Addressed by Working with Partners and Stakeholders (chapter 9) and the Noticing Process (section 5.2)</td>
</tr>
<tr>
<td>16(2)</td>
<td>The exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network</td>
<td>Addressed by Special Streets and Traffic Sensitivity (section 5.3) and Enforcement Powers (section 11.3)</td>
</tr>
<tr>
<td>17(1)</td>
<td>Arrangements [considered] appropriate for planning and carrying out the action to be taken in performing the Network Management Duty</td>
<td>Addressed within Network Management Improvement Plan (chapter 10) and Monitoring Framework (section 11.2)</td>
</tr>
<tr>
<td>17(2)</td>
<td>The appointment a &quot;traffic manager&quot;</td>
<td>East Riding of Yorkshire Council has delegated this role to the Strategic Transport Planning Manager (see section 1.3)</td>
</tr>
<tr>
<td>17(4)(a)</td>
<td>Identify things (including future occurrences) which are causing, or which have the potential to cause, road congestion or other disruption to the movement of traffic on [the] road network</td>
<td>Considered as part of Congestion (section 3.1), Schools (section 3.6), Co-ordinating and Planning Works and Events (chapter 5), Incident Management and Contingency Planning (chapter 7), Managing Future Traffic Growth (chapter 8), and the Network Management Improvement Plan (chapter 10)</td>
</tr>
<tr>
<td>17(4)(b)</td>
<td>Consider any possible action that could be taken in response to (or in anticipation of) anything so identified</td>
<td>As above</td>
</tr>
<tr>
<td>17(5)(a)</td>
<td>Determine specific policies or objectives in relation to different roads or classes of road in [the] road network</td>
<td>Road hierarchies addressed as part of TAMP (section 4.1) and Special Streets and Traffic Sensitivity (section 5.3)</td>
</tr>
<tr>
<td>17(5)(b)i</td>
<td>Monitor the effectiveness of the Authority’s organisation and decision-making processes</td>
<td>Performance monitoring discussed in section 11 and also through established ‘Project Board’ delivery processes, YTMG, monthly co-ordination meetings and cross-boundary meetings</td>
</tr>
<tr>
<td>17(5)(b)ii</td>
<td>Monitor the effectiveness of the implementation of their decisions</td>
<td>As above</td>
</tr>
<tr>
<td>17(5)(c)</td>
<td>performance …[of the] road network</td>
<td>Addressed in Monitoring Performance (section 11)</td>
</tr>
<tr>
<td>17(6)</td>
<td>Review the effectiveness of the arrangements in place</td>
<td>Addressed in Monitoring Performance (section 11)</td>
</tr>
<tr>
<td>19</td>
<td>The [Secretary of State] may direct a local traffic authority to provide it… with specified information connected with any aspect of the performance of their duties under sections 16 and 17</td>
<td>The Council would co-operate with any requests</td>
</tr>
</tbody>
</table>
1.5 **Intervention**

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

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

2.1 The East Riding Highway Network

2.1.1. The Council is responsible for the management of 3,311km (2,057 miles) of highways. These include:

- 292km (181 miles) of ‘A’ classified roads;
- 333km (207 miles) of ‘B’ roads;
- 918km (570 miles) of ‘C’ roads; and
- 1,768km (1,098 miles) of unclassified roads.

2.1.2. Major routes for which the Council is responsible include the A164 (Beverley to Humber Bridge), A1079 (York to Hull), the A614 (Goole to Bridlington) and the A165 (Hull to Bridlington) (see Figure 2.1).

Figure 2.1: Strategic Highway Network in the East Riding of Yorkshire

2.1.3. The Highways Agency is responsible for managing the national Strategic Road Network. In the East Riding, this comprises the M62/A63, the M18 and a section of the A1033. The northern approach to the A15 Humber Bridge also runs through the East Riding administrative area although this is the responsibility of the Humber Bridge Board, to which the Council appoints 4 of the 22 board members.
2.1.4. The Authority shares boundaries with the local highway authorities of North Yorkshire County Council, City of York Council, Doncaster Metropolitan Borough Council, North Lincolnshire Council and Kingston upon Hull City Council. The Council’s road network provides important access to public transport services including 20 railway stations and numerous bus hubs.

2.2 **Network Management Duties within the Local Transport Plan**

2.2.1. The Transport Act 2000, as amended by the Local Transport Act 2008, introduced a statutory requirement for local transport authorities to produce Local Transport Plans. The Council’s current Local Transport Plan (LTP) comprises a long term 14 year Strategy (2015-2029), with an accompanying shorter term three year Implementation Plan (2015/16-2017/18) to action and deliver the recommendations made within the Strategy. The LTP has been developed after extensive consultation and in partnership with key local stakeholders.

2.2.2. DfT guidance states that the Network Management Duty needs to be reflected within the Council’s LTP. To address this requirement, comprehensive Network Management Plans setting out our approach to the Duty were prepared as part of the Council’s previous LTPs. The development of a revised Network Management Plan (NMP) for the current LTP demonstrates the Council’s continued commitment to effectively managing the existing transport network in the East Riding.

2.2.3. Chapter 14 in the LTP Strategy is based around the Network Management Duty. The LTP includes a brief description of the Duty, information on congestion management and operational factors that may affect the efficiency of the network, and a summary of the Network Management Improvement Plan.

2.2.4. The Council’s LTP is framed around six strategic objectives, which are described in detail in the full LTP Strategy. These objectives were informed by national transport priorities, the LSP’s ambitions and the Council’s corporate priorities. The NMP will help to contribute towards the delivery of a number of the strategic LTP objectives, although it will primarily address objective 1 which is to ‘Improve the management and maintenance of the existing transport network’.

2.2.5. The NMP will contribute towards achieving the following transport outcomes, as set out in the monitoring framework included in the LTP Implementation Plan:

- Reducing the number of people killed or seriously injured in road traffic collisions;
- Reducing congestion (average journey time per mile during the morning peak); and
- Increasing the percentage of bus services running on time.

2.2.6. Implementing schemes to improve our Network Management will also have a number of wider benefits for society and the environment. For example, reducing congestion on the local road network will improve air quality and reduce carbon emissions, resulting in healthier residents and a more pleasant local environment. An efficient transport system supports local businesses, improves journey times and reliability and reduces the costs associated with queues and delays.

2.3 **East Riding’s Local Plan and Development Control**

2.3.1. New development, whether residential or commercial, can be a significant contributor to traffic growth and congestion. The Council’s emerging Local Plan includes a settlement network to direct the majority of future development to areas where there are existing services, facilities, schools and jobs and where it can be served by the most sustainable modes of transport. This will help to protect and expand a safe and attractive integrated
transport network including the public transport, cycling and footpath networks. The Local Plan also includes a sustainable transport policy (policy 58, connecting people and places), which supports new development where it is delivered alongside sustainable site access options.

2.3.2. It is important that new development can take place without having a negative effect on the local transport network. To consider the potential impact of development on the highway network, Council officers have produced an Infrastructure Study which forms part of the Council’s draft Local Plan. This Study sets out where improvements to the transport network will be required in order to accommodate future development and an increasing local population. This will help to reduce the impacts of future traffic growth and associated congestion.

2.3.3. Developers will be expected to develop travel plans for developments at the planning application stage as part of a transport assessment. Developers may also be required to make a financial contribution towards the provision of new bus services, cycle links, footways, public rights of way and other supporting infrastructure to ensure that new housing and employment sites are well connected to the existing transport network. The Council is currently developing a monitoring process to ensure that developers have delivered the commitments in their travel plans once a development is occupied.

2.3.4. The Council will continue to work with developers and pursue external funding opportunities where appropriate to ensure the necessary improvements to the transport network are carried out in a timely manner.
3 CONSIDERING THE NEEDS OF ALL ROAD USERS

3.1 Congestion

3.1.1. The Council’s Transport Policy Team has been successful with a number of funding bids to address pinch points and congestion on the East Riding’s highway network. Further details on these transport bids and the schemes that were funded through this process are set out in table 3.1.

Table 3.1: Successful transport scheme bids

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Total Scheme Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridlington Integrated Transport Plan Phase 1</td>
<td>£6.6 million</td>
</tr>
<tr>
<td>A164 Corridor Improvements</td>
<td>£10 million</td>
</tr>
<tr>
<td>A1035 Tickton to White Cross Cycle Route</td>
<td>£0.6 million</td>
</tr>
<tr>
<td>A614/Glews Garage Roundabout</td>
<td>£1.5 million</td>
</tr>
<tr>
<td>Link Road to Pocklington Industrial Estate</td>
<td>£0.3 million</td>
</tr>
<tr>
<td>A1079/Holme Road Roundabout</td>
<td>£1.5 million</td>
</tr>
<tr>
<td>Beverley Integrated Transport Plan</td>
<td>£22 million</td>
</tr>
<tr>
<td>‘Get Moving Goole’ LSTF Project</td>
<td>£1.8 million</td>
</tr>
<tr>
<td>Newland Bridge</td>
<td>£1.6 million</td>
</tr>
<tr>
<td>Bridlington Integrated Transport Plan Phase 2</td>
<td>£7 million</td>
</tr>
<tr>
<td>A1079 Corridor Improvements (subject to government funding)</td>
<td>£14 million</td>
</tr>
<tr>
<td>Pothole Fund</td>
<td>£2.6 million</td>
</tr>
<tr>
<td>‘A’ road maintenance</td>
<td>£16.7 million</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>£86.2 million</strong></td>
</tr>
</tbody>
</table>

3.1.2. Some of East Riding’s larger towns such as Beverley, Bridlington and Goole, and the A164 and A1079 corridors can experience significant levels of congestion, particularly during peak hours. There are also localised congestion problems outside some schools. Delays and unreliability on our roads have direct costs to people and businesses and, given the current economic climate, it is important that the Council makes every effort to tackle the congestion issues at these locations.

Car Sharing

3.1.3. In order to reduce the number of single occupancy car journeys on the East Riding’s highway network the Council has set up a free car share website through Liftshare, which is open to anyone travelling to, from, or within the East Riding (see www.eastridingcarshare.com). Encouraging residents to car share can reduce fuel and parking costs for drivers who can then split these with passengers, as well as reducing vehicle related carbon emissions and congestion, particularly at peak times.
3.2 **Pedestrians and Cyclists**

3.2.1. The Council’s Transport Policy Team has prepared individual transport strategies for each of the 14 main settlements in the East Riding, as identified in the settlement network included in the emerging East Riding Local Plan. The individual transport strategies form part of the Council’s LTP. The primary aim of the individual transport strategies is to encourage local residents to make more short local trips on foot or by bike rather than travelling by single occupancy private car. As well as reducing traffic related carbon emissions and encouraging healthy lifestyles the schemes implemented through the individual transport strategies will also help to remove vehicles and associated congestion from the local road network.

3.2.2. These individual transport strategies were developed after extensive consultation with Ward Members, Town and Parish Councils, Council officers and other local stakeholders. Each individual transport strategy contains a three year programme of small scale transport schemes which will be delivered between 2015/16 and 2017/18. Schemes might include new secure cycle parking facilities at key local sites, new or improved cycle links, and new pedestrian crossing points. The strategies have been extremely well received by local residents and are an efficient way of implementing settlement specific transport schemes which provide the maximum benefit for the local community while also representing high value for money.

3.2.3. Several long distance and national cycle routes pass through the East Riding, often based on quiet roads or off-road facilities to provide an attractive experience for visiting cycle tourists and local leisure cyclists, and useful links for everyday cyclists in more urban areas. These routes include sections of the National Cycle Network (NCN), a 14,000 mile network of routes across Great Britain, and parts of the Trans Pennine Trail (TPT) which is a 215 mile coast-to-coast leisure route for walkers, cyclists and horse riders running next to the Humber and along the old railway line to Hornsea. The current LTP contains a dedicated Cycling Strategy (chapter 18) to encourage more people to cycle more safely, more often.

3.3 **Public Transport Users**

**Bus Passengers**

3.3.1. The contrasting rural and more urban areas within the East Riding results in a varied frequency and demand for bus services. In the larger towns buses often operate relatively frequently, while in more rural settlements services may only run once or twice a day. Bus service levels also vary considerably between weekdays, evenings and weekends.

3.3.2. Bus patronage in the East Riding has fluctuated over the last decade, reflecting trends at the regional level. However, local bus patronage appears to be increasing overall. Local authorities have an important role to play in helping to improve standards to provide a better quality service for those who already use buses and to provide an attractive alternative for those who currently drive for short journeys. For example, the Council subsidises socially necessary bus services where they cannot be provided commercially and is responsible for the highways on which the buses run.

3.3.3. The Park and Ride facility in Bridlington has encouraged modal shift from car to bus for the last stage of people’s journeys and has reduced the seasonal surge of traffic which previously resulted in congestion in the town centre. The Council has also introduced a dedicated
Local Transport Plan Network Management Plan (2015-2029)

coach parking facility at the School Lane car park in Beverley to reduce the number of coaches waiting at unsuitable locations and causing congestion on town centre roads.

3.3.4. The Council has a Bus Punctuality Partnership with local bus companies to measure bus service punctuality and to identify ‘pinch points’ on the network that are causing delay to bus services, where some Council interventions could improve punctuality. Discussions on punctuality take place as part of the regular operator meetings held by the Council.

3.3.5. Some pinch points which previously resulted in delays to bus services have been removed as part of the LTP integrated programme or as a result of major scheme bids. The DfT requires local authorities to provide an annual figure on the percentage of buses running on time in their area and the Council and local bus operators have made excellent progress in improving bus punctuality in the East Riding. The percentage of buses leaving on time rose from 76.5% in 2007/08 to 83.5% in 2013/14.

3.3.6. The Senior Traffic Commissioner is currently consulting on ‘Practice direction: standards for local bus services’. The document sets out what traffic commissioners should expect from operators who run registered bus routes and the standards for reliable and punctual services. If the proposed changes to this document are adopted then bus operators and their performance will be assessed against these guidelines and if bus operators fail to meet various targets for punctuality and reliability they may be fined or otherwise penalised. Bus operators have raised concerns about these changes because they feel that many factors affecting reliability and punctuality are outside of their control.

3.3.7. Bus passengers and services are supported by a dedicated Bus Strategy which forms part of the LTP (see chapter 19 of the LTP Strategy).

Rail Passengers

3.3.8. Many passengers currently travel to and from rail stations by car, although there is considerable potential to encourage more rail passengers to travel to stations on foot, by bike or by bus. Rail also has an important role to play in providing an alternative, more sustainable transport option for those currently travelling longer distances by car. Local rail networks and facilities are supported by a dedicated LTP Rail Strategy (see chapter 20 of the LTP Strategy).

3.3.9. The Council is represented at the monthly franchise review meetings for the South and East Yorkshire area. These meetings monitor the performance and reliability of the train operating companies who are held to account for poor performance. This has lead to improved dialogue and identification of small schemes where joint working can bring improvements to rail journeys for our residents.

3.3.10. In partnership with train operating companies the Council has developed rail station travel plans for seven stations across the East Riding. These travel plans aim to encourage rail passengers to travel to local stations by means other than the private car. This can improve the door-to-door journey experience for rail users and also has a number of corresponding benefits in terms of reducing demand
for parking and traffic congestion around stations and increasing accessibility for those without a vehicle.

3.3.11. The Council’s winter maintenance regime includes gritting the roads leading to transport interchanges in the East Riding, namely bus and rail stations. However, this can be challenging in some areas where parked cars can restrict access to these sites for large maintenance vehicles. For example, Station Road in Brough which leads to the railway station is often blocked by parked cars which make it impossible for HGVs to reach the station. Council officers are investigating potential initiatives to address this issue on problem routes.

**Taxis and Private Hire Vehicles**

3.3.12. Taxis and Private Hire Vehicles (PHVs) have an important role to play in an integrated transport system. They are able to provide safe, secure and comfortable transport, providing an on-request door to door service in various circumstances, including where public transport may not be available (for example in rural areas, or outside “normal” hours of operation such as in the evenings or on Sundays), or for those with mobility difficulties.

3.3.13. East Riding of Yorkshire Council is the responsible body for licensing taxis and PHVs. There are currently 153 licensed taxis and 320 PHVs in the East Riding. The Council’s Licensing Committee is responsible for altering existing and creating new taxi ranks, ensuring that they are located in the majority of larger settlements in the East Riding where there is a need. Taxi ranks are also located at many public transport interchange facilities. Taxis and PHVs are utilised for education and social services contracts and are particularly important to the authority’s evening economy.

3.3.14. As well as contributing towards an integrated transport system, taxis and PHVs play a key role in improving accessibility, and, on occasions where they are able to achieve higher occupancy rates than the standard private car, they can also reduce vehicle related carbon emissions. In this respect they are seen to complement and reinforce public transport services, rather than competing with them.

3.3.15. To meet the requirements of the Equality Act 2010 the Council ensures that a suitable proportion of taxis and PHVs in the area are able to meet the needs of those who have mobility difficulties. A full list of operators/drivers providing wheelchair accessible services is available on the Council’s website and as of May 2014 there were 34 wheelchair accessible vehicles licensed in the East Riding.

**Community Transport**

3.3.16. Community Transport can play a valuable role in reducing social exclusion and helping residents to overcome transport barriers to accessing services while also helping to reduce congestion, particularly through the provision of section 22 services which encourage modal shift away from car travel to bus.

3.3.17. The Council provides capital funding through the LTP process to allow the four local community transport operators to purchase new vehicles. The sector is also supported by a dedicated East Riding Community Transport strategy (2013-2016) which was prepared by the Council’s Rural Policy and Partnerships Team. Chapter 21 in the LTP summarises the current community transport
offer in the East Riding and the full Community Transport strategy is included as Appendix C to the LTP Strategy.

3.4 **Powered Two Wheelers**

3.4.1. The nature of the highway network in the East Riding, particularly the high proportion of quiet ‘A’ roads in rural areas, is attractive to motorcyclists. There are also an increasing number of younger riders using mopeds and small motorcycles in more urban areas. Mopeds and motorcycles (also known as Powered Two Wheelers or PTWs) can provide a useful alternative to the car for commuting and leisure trips, increasing personal mobility and improving access to jobs and services.

3.4.2. Any schemes to encourage PTW use must be considered in terms of the potential road safety implications. PTW users currently account for a disproportionately large number of casualties as a result of traffic collisions. This can result in trauma and suffering both for those involved and their friends and relatives, as well as causing significant congestion and delays on the road network. This issue is considered further in the LTP Road Safety Strategy (see chapter 17 of the LTP).

**Wheels to Work**

3.4.3. Wheels to Work is a Council run moped loan scheme designed to provide residents living in rural areas with the opportunity to access education or employment. Applications for a moped are welcome from anyone aged over 16 who has secured a place in education, training or employment, although applications are only accepted if there is no alternative means of travelling to a specific destination.

3.4.4. In 2011 it was announced that the Council had been successful with a £1.8 million bid to the DfT’s Local Sustainable Transport Fund (LSTF). Our LSTF project is based in Goole and has funded a number of capital and revenue schemes to improve sustainable transport links between residential areas in the town and key local employment, education, healthcare and retail sites.

3.4.5. The Council’s ‘Get Moving Goole’ LSTF project provided funding for the Wheels to Work team to open a new office in Goole with a dedicated co-ordinator for the area to provide help and support to new and existing clients and to help raise awareness of the scheme. LSTF funding was also used to provide 18 new mopeds specifically for the Goole area. The Secretary of State for Transport visited the Wheels to Work office in Goole in May 2013. He spent time talking to the scheme co-ordinator and to Wheels to Work users in the local area and was impressed by the way the scheme is operated.

3.5 **Utility Companies**

3.5.1. Roads are not just corridors for moving traffic, they also serve as conduits in which essential services are located – water, gas, electricity, sewerage and telecommunications. Undertakers require access to these services to maintain, repair and improve them. In most cases, this
means excavating in the carriageway, footway or verge and the partial or total closure of lengths of highway or public rights of way. Sometimes this can result in congestion and delays for drivers and other road users.

3.5.2. The Council works with undertakers to ensure that they can maintain their services while minimising the effect on traffic, particularly in traffic sensitive streets. This may mean that the Council will require that works are carried out during the night, at weekends, or during school holidays, when traffic levels are lower. It may also mean undertakers altering their own programmes so that work takes place on more than one service during a road closure, or that services work takes place during the construction of highway improvement schemes. Further information on how the Council co-ordinates street works is set out in chapter 5.

3.5.3. Providing access to the road network for undertakers demonstrates how the Council has to balance competing needs for road space. These needs vary by location and time and inevitably lead to compromises. The Council recognises the importance of consultation and good communications in resolving these conflicting demands and work with utilities, businesses and transport operators to ensure that, as far as possible, all parties are aware of works within the highway. A wide range of local media is used to keep the public informed of highway works in their area (for full details on how information is disseminated, see chapter 6).

3.6 schools

3.6.1. Nationally, more than one in ten cars on urban roads between 8am and 9am in term time is on the ‘school run’, peaking at one in five cars at 8.50am. This can contribute towards localised congestion on the streets around some school sites and can result in conflict between cars, school buses and pupils arriving on foot or by bike.

3.6.2. The proportion of children nationally travelling to school by car is increasing. This reflects increasing levels of car ownership and a corresponding decline in the number and length of adult journeys made on foot or by bicycle. Some parents and carers are choosing to drive for short distances to transport their children to school where walking and cycling are realistic alternatives. Reducing car use and encouraging active travel can also improve health and reduce childhood obesity levels.

School Travel Plans and SMoTS

3.6.3. Following the success of School Travel Plans delivered through LTP2 the Council made substantial funding available through LTP3 to implement individual Sustainable Mode of Travel Strategies (SMoTS) at local schools. A SMoTS includes a number of measures and initiatives to encourage pupils, parents and staff to travel to the school site by means other than the private car. Building on the work already completed through the School Travel Plan process, over 60 East Riding schools developed their own SMoTS which includes setting targets for reducing car journeys to school and producing individual Action Plans to help achieve this.

Cycle Friendly Schools and Modeshift

3.6.4. The Council is now working with a number of partner schools to support them in working towards the Cycle Friendly School Award, en-route to a national Modeshift Award. The Modeshift accreditation is available at bronze, silver or gold level and schools must provide evidence of a reduction in the proportion of school trips made by car to achieve each level.

3.6.5. £300,000 of capital funding was allocated through LTP3 to help and support partner schools to achieve a Modeshift Accreditation. Some of the LTP3 funding was used to provide
supporting infrastructure at participating schools including new cycle/scooter storage, improved signage and the introduction of car share bays in school car parks.

3.6. The School Travel Plan Team also co-ordinates targeted promotional activities to encourage schools to work towards obtaining a Modeshift Award. This includes participation in national and local sustainable travel events aimed at schools including Walk to School Week, Buswise, The Big Pedal and the Be Safe-Be Seen campaign.

3.6.7. Although the Council’s School Travel Team provides help and support to our partner schools the evidence on modal shift submitted by schools is independently assessed by Modeshift, who are an external organisation. Once schools have been awarded a Modeshift accreditation they must continue to provide evidence of modal split to retain their award, which motivates schools to maintain their efforts and encourages staff to continue to work towards reducing car trips to their sites. The Council is currently engaging with around 50 schools to help them obtain their Modeshift accreditation.

3.6.8. Modeshift has calculated that the Council has recorded a reduction of 1,700 car journeys per day on the school run over a four year period, or a 10.1% reduction in the number of pupils travelling by car. At least 1,000 of these journeys now use an active mode of travel to get to school (such as walking or cycling). Using Modeshift’s figures, the total economic benefit to the Council over a seven year period as a result of this initiative is £1,504,800 and the ratio of costs to economic benefits is 1:4.7.

3.6.9. Through our ‘Get Moving Goole’ LSTF project revenue funding was used to employ a new school travel officer to work specifically with seven schools in Goole over the three year project period (2012/13 to 2014/15). The officer worked closely with each school to help and support each site to obtain a modeshift accreditation.

**Bikeability**

3.6.10. The Council offers Bikeability cyclist training to all schools in the East Riding, with 93% of primary schools involved in Level 2 training in 2012. Level 3 Bikeability is offered to secondary schools and adults. The training increases confidence and skills in younger cyclists and encourages them to cycle to school as an alternative to being driven by their parents.

**3.7 Tourism**

3.7.1. East Yorkshire’s coastline is a popular tourist attraction, which can result in a surge in traffic volumes through and within the area throughout the peak visitor season. The summer period sees high flows to and from the large coastal resort of Bridlington, and to a lesser extent, the smaller resorts of Hornsea and Withernsea. Average car occupancy is high with 3.1 people per vehicle, but 80% of tourists arrive between 10am and 12pm. Although these movements are greatest at weekends and during the school holidays, they have to be accommodated alongside heavy goods vehicles, local bus services and local traffic.
3.7.2. To address these issues the £6.6 million Bridlington Integrated Transport Plan phase 1 major transport scheme was completed in 2010. The scheme included the provision of a bus based Park and Ride at South Cliff to reduce the volume of cars travelling in to the town centre, and has been successful in reducing the effects of the seasonal surge of traffic. These measures will be complemented by the £7 million Bridlington Integrated Transport Plan phase 2 major transport scheme, which has been included in the Humber LEP’s Prioritised Programme of funded schemes. The £7 million Bridlington Integrated Transport Plan phase 2 includes a new railway station plaza, footway widening and localised road widening and realignment to ease traffic flows in the town centre.

3.8 Freight

3.8.1. Because of the presence of the Humber Ports and the good transport links to the economic markets of northern England, a significant amount of freight passes through the East Riding. All the road freight to and from the Port of Hull has to pass through the authority area, either using the M62/A63 corridor or the A1079 Hull to York route. In addition, the Port of Goole and the numerous distribution and industrial sites along the M62/A63 corridor and on some of the former airfields generate significant lorry movements.

3.8.2. This means that the economic prosperity of the East Riding and the wider sub-region is dependent on the efficient and effective movement of goods, primarily those transported by road. It is important for the Council to manage these movements to ensure that the efficiency of the local road network is maintained.

HGV Route Network

3.8.3. The Council has a responsibility to direct HGV drivers along the most appropriate routes and reduce the risk of HGVs using unsuitable roads, which can result in safety, noise and vibration concerns for local residents. The Council has developed a preferred HGV route network which is clearly signed and is included on a freight map of the East Riding.

3.8.4. The freight map shows key destinations such as industrial areas, business and retail parks and service station facilities and also includes the locations of overnight parking areas and lay-bys suitable for larger vehicles. The map also indicates those areas where weight limits are in force. The map is available on the Transport Policy page of the Council’s website and has been distributed to numerous locations in the East Riding, Hull and York including local lorry parks and large industrial sites.

Abnormal Loads

3.8.5. The Council has an established process in place to manage the movement of abnormal loads on the highway network. This is advertised through a dedicated page on the Council’s website. Hauliers are asked to contact the Council at least six weeks in advance of the proposed move with details of their journey to allow officers to plan the most appropriate route and arrange for the movement of street furniture if required. All abnormal load movements are recorded on a system called EDSAL which can be accessed by local authorities, the police, and bridge and structures owners such as Network Rail.

3.8.6. Abnormal loads can cause significant disruption for all drivers and can cause particular inconvenience for bus

Abnormal load, Cottingham
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operators and their passengers. The Council’s Civil Engineering Services team is exploring ways in which bus operators can be kept more up to date on plans for abnormal load movements, and how such movements can be scheduled to minimise delays.

**Future Development and Additional Freight Traffic**

3.8.7. Work undertaken with the Highways Agency as part of the preparation of the Council’s Infrastructure Study, which forms part of the emerging East Riding Local Plan, identified that future development in the East Riding may result in a rise in the number of HGVs on the M62 and A63. Funding has been awarded to the Highways Agency to develop a scheme to address the congestion and severance caused by the Castle Street section of the A63 in Hull for potential delivery post 2015, and the Council is supportive of this scheme. Council officers will continue to work in partnership with the Highways Agency to ensure that future development, particularly at the Port of Hull, can be accommodated within this key strategic corridor.

3.8.8. Developments generating significant freight movement along the East-West Multi-Modal Transport Corridor should also capitalise on the opportunities for transferring and transporting freight by means other than road. Although road remains the most important method of moving goods in and around the East Riding, rail and water may provide more cost effective and environmentally friendly alternatives for specific materials or routes.
4 STRATEGIC NETWORK MANAGEMENT ACTIVITIES

4.1 Asset Management

4.1.1. The Council considers that well-maintained local transport assets are an essential element in the delivery of an efficient transport network in the East Riding. The Council’s Highway Asset Management Team has developed a Transport Asset Management Plan (TAMP) to help inform decisions on investment in transport infrastructure and the development of future maintenance programmes.

4.1.2. The Council’s TAMP has been structured using guidance set out in the recent code of practice issued by the Highways Maintenance Efficiency Programme and advice issued by PAS 55 (specification for the optimised management of physical assets) and CIPFA. This guidance suggests that a TAMP is set out around seven distinct asset groups, which are as follows:

- Carriageways;
- Footways and cycleways;
- Structures;
- Street lighting;
- Street furniture;
- Traffic management; and
- Highway land.

4.1.3. The TAMP also includes an additional non-highway element based around supporting infrastructure.

4.1.4. The TAMP clearly quantifies and evaluates each of these transport assets in the East Riding and identifies their condition, investment needs, and current and future priorities. This information is then used to develop a coordinated programme of works which aims to establish low whole life costs, reduce reactive maintenance and help to achieve the LTP objectives and the Council’s wider aspirations. This means ensuring that the strategic routes are maintained in a good condition, offering an alternative to the car for short journeys and minimising our use of energy and other resources. A summary of the Council’s TAMP is included as chapter 15 in the LTP, and the full TAMP is available as Appendix B to the LTP Strategy.

Road Classification

4.1.5. Road classification on Britain’s roads was first established in the 1920s. Since then the highway network has been progressively developed and modified and while many of the East Riding’s road classifications are still accurate some classifications are no longer appropriate. This can lead to valuable funding and other resources being invested in routes that offer limited benefits.

4.1.6. From April 2012 central government handed over greater responsibility to local highway authorities for the management of the roads classification system. Local authorities now have more freedom to reclassify roads in their area with a reduced requirement for central approval. In line with the Council’s commitment to reduce costs and raise performance it has become more important that road classifications are reviewed to reflect current and future demand rather than historic usage. The Council has already taken the opportunity to reclassify the B1244 to Hornsea as the A1035 to reflect the road’s role as the main route in
to the town. Further modifications to our road classifications may be made in future to reflect settlement patterns and traffic flows.

4.2 Intelligent Transport Systems

4.2.1. Developments in computing and communications technology continue to open up new possibilities that can have a significant impact on the way that traffic and transport systems are managed. Some of these offer better ways of carrying out traditional functions such as traffic control using Microprocessor Optimised Vehicle Actuation (MOVA), while others, such as Real Time Passenger Information (RTPI) and Variable Message Signing (VMS), provide opportunities to reduce congestion through the provision of timely and relevant travel information.

4.2.2. Intelligent Transport Systems (ITS) have become an increasingly important tool for the management of transport systems as a whole, particularly given the recent policy emphasis on maximising the efficiency of existing infrastructure. ITS can achieve substantial improvements to traffic flow without the need for expensive construction and can therefore provide a cost-effective solution to a variety of congestion and other transport-related issues.

4.2.3. ITS schemes and initiatives implemented through the LTP process include:

- VMS for route guidance in Bridlington and Goole;
- VMS for parking guidance and car park management in Beverley and Bridlington;
- Electronic travel information points at several key transport interchanges including Beverley and Bridlington bus stations;
- Vehicle Activated Signs (VAS) installed at village entrances and outside schools to encourage drivers to comply with speed limits;
- The introduction of MOVA at signalised junctions across the East Riding to improve efficiency and traffic flow; and
- Introduction of bus RTPI using information from trackers fitted to buses to tell passengers exactly when their bus is due to arrive. The system also provides scheduled bus times for passengers travelling on buses not fitted with trackers.

4.2.4. Train Operating Companies have installed rail information screens at Brough and Beverley railway stations. Northern Rail is planning to install similar facilities at Goole and Howden stations.

4.3 Traffic Management

4.3.1. The effective control and management of traffic is essential to successfully reducing congestion, particularly in urban areas. Crucial elements are the correct and clear signing of routes and the use of Traffic Regulation Orders to manage speed limits, parking and weight limits. The Council follows DfT guidelines in setting speed limits and the guidance set out in
the Traffic Signs Regulations and General Directions in signing hazards, restrictions and routes.

4.3.2. The development of Rural and Urban Roads Design Guides for the East Riding of Yorkshire has assisted in promoting clarity and consistency in the provision of signing and the introduction of a Passive Safe Signing Strategy has helped to improve the safety of higher speed routes.

4.3.3. Diversionary routes for the motorways and trunk roads have been agreed with the Highways Agency and signed to help drivers when incidents restrict the Strategic Road Network. Regular liaison meetings with the Highways Agency ensure that any issues relating to the interaction and smooth operation of routes are resolved quickly and efficiently.

4.4 Car Parking

4.4.1. The Council recognises that car parking policies are valuable tools in helping to positively manage car use and has taken significant steps towards improving the management of car parking at both on and off street facilities. The Council’s approach to car park management takes account of the diversity across the East Riding in terms of rurality and low population density, the environment and future prosperity.

4.4.2. Over 79% of the East Riding is designated as rural and a significant proportion of the local population lives in remote and rural locations. This means that the car is often the only realistic transport option for residents in these areas. The need to protect our historic towns through reducing congestion and improving air quality is particularly important. In contrast, areas of deprivation and tourist locations may require a different approach to attract employees and visitors where alternatives to the car are not practical. The Council’s focus is on encouraging alternatives to the car for commuting, particularly for those living close to good public transport facilities and those within a reasonable walking or cycling distance of their place of work.

4.4.3. Through the management of parking enforcement and the careful and selective use of Controlled Parking Zones (CPZs), the Council helps to manage the negative aspects of commuter parking. CPZs are in place in Beverley, Bridlington and Howden to stop commuters parking outside people’s homes and encourage use of more sustainable travel modes. Controlled parking is also in place on Station Road, King Edward’s Terrace, Saltgrounds Road and Grassdale Park in Brough. These have been successful in reducing local residents’ concerns about people from outside the area parking in their streets.

4.4.4. The introduction of VMS showing real time parking availability in Beverley and Bridlington has helped to inform car drivers and reduce unnecessary internal trips. The introduction of car share parking bays in several Council car parks is being monitored to assess the potential to reduce single occupancy car trips.

4.4.5. In October 2011 the Council assumed responsibility for enforcement of parking restrictions in the East Riding. By targeting resources to ensure prompt and fair enforcement at identified problem sites, delays and congestion caused by indiscriminate parking can be reduced.
4.4.6. The designation of Council managed car parks and the charging bands for these are set out in the Council’s ‘Car Parking Review Panel’ Report of 2010. Information on the location and charges for Council managed car parks is advertised to the public on the Council’s website. Charging is in place at some of the Council’s most popular car parks to help us to manage the spaces to benefit as many people as possible while encouraging people to only park for the amount of time they really need.

4.5 Road Safety

4.5.1. The Council is committed to improving safety on its highway network, and the reduction of trauma and suffering caused by collisions on East Riding’s roads remains a priority during the period of the LTP. Successful road safety schemes and initiatives have a number of well documented benefits in terms of reducing the risk of death or injury on our roads, but investing in road safety can also result in a number of other benefits. For example, reducing the number of collisions will improve journey time reliability by restricting the need for road closures, and will also reduce driver frustration and disruption.

4.5.2. There has been a significant reduction in the number and severity of injuries as a result of collisions on East Riding’s roads over the last decade. As part of the development of the LTP the Council has prepared a detailed Road Safety Strategy setting out how the Council will continue to work to reduce the number of people injured in traffic collisions in the East Riding (see chapter 17 of the LTP Strategy).

Safety at Street Works and Road Works – Code of Practice

4.5.3. The latest version of the Code of Practice ‘Safety at Street Works and Road Works’ came into force on 1 October 2014. Its purpose is to inform practitioners how to safely carry out signing, lighting and guarding of works on all roads except motorways and any dual carriageways with a speed limit of 50 mph or more.

4.5.4. This Code is directed at operatives, supervisors, managers, planners and designers who are responsible for making sure that all street and road works are safe for both operatives and the public including pedestrians, cyclists, equestrians and drivers. Particular consideration should be given to the needs of disabled people and other vulnerable groups such as elderly people, children and those with pushchairs.

4.5.5. Compliance with the Code has long been a mandatory requirement for utility companies while for highway authorities in England, it has previously been advisory only. However, the latest version of the Code is now mandatory for all English highway authorities. The Council takes its responsibilities for ensuring safety at road works very seriously and all relevant staff members have been briefed to ensure that they understand the implications of the code on their work.
5 CO-ORDINATING AND PLANNING WORKS AND EVENTS

5.1 Co-ordination in Practice

5.1.1. The Council has a duty under the New Roads and Street Works Act 1991 to co-ordinate works on their road network. Co-ordinating works is important to reduce road safety risks associated with the works and to minimise the inconvenience to people using the highway.

5.1.2. The ‘Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters’ (DfT, 2013) is intended to help highway authorities carry out their duty to co-ordinate works in the highway. The Council uses this code to help co-ordinate work schedules and ensure minimal disruption to the highway network.

5.1.3. Effective co-ordination is essential to minimise traffic disruption whilst allowing promoters the necessary time and space to complete their works. The key to successful co-ordination is good communication. The Council meets quarterly with the utility companies in the East Riding to discuss the planning of works and also every six months with the Highways Agency. This co-ordination means that conflict such as re-excavating a recently repaired road or undertaking major works on parallel routes can be avoided.

5.1.4. Public transport operators and the police are also invited to these meetings, facilitating wider consultation. These meetings allow the Council and the utility companies to assess where problems could occur if the programmes went ahead as scheduled. Because of internal consultation mechanisms, events organised by other Council departments that affect the highway are fed through the Street Works Team who are able to co-ordinate the proposals in a “whole Council” capacity.

5.1.5. The co-ordination meetings allow the Council to assess potential conflict and take appropriate action in particular on traffic sensitive streets. This may mean directing the Council itself or utility companies to change their schedules or impose working hours restrictions such as working at off peak times or at night. The meetings also enable the Council to discuss the duration of individual works and challenge these where appropriate. Finally, the meetings enable the Council to plan diversionary routes and ensure that the police, emergency services, bus operators and the public are informed. Activities that impact on the network of neighbouring authorities are also planned and consulted upon when required.

5.1.6. At a higher level, senior officers responsible for the Council’s Network Management Duty attend the quarterly meetings of both the Yorkshire Highway Authorities and Utilities Committee (YHAUC) and the Yorkshire Traffic Managers Group (YTMG). These meetings allow the constituent authorities and utilities to discuss new developments, to share experiences, develop best practice, resolve cross-boundary or regional issues, provide guidance and disseminate governmental requirements and regulations.

5.2 The Noticing Process

5.2.1. Regulations govern the notices that activity promoters have to serve on the Council, the length of notice to be given for different types of works, the period of validity of the notices and the time the Council has to respond. Notices are required for advance notification of major works, works on traffic sensitive streets, start dates, finish dates and interim and final reinstatement. The noticing system performs several key functions:

- It is a vital component of the co-ordination process;
• It enables emergency notices, which can prompt the emergency procedures of other organisations;
• It triggers the inspection regime;
• It forms the basis of records for reinstatement guarantee purposes;
• It records who has worked at a particular location;
• It facilitates charging regimes; and
• It is an essential element of the street work authority’s responsibility for keeping a register.

5.2.2. There is a national protocol for the Electronic Transfer of Notices (EToN) to the Council. EToN automatically updates the street works register.

5.2.3. The 2008 Code of Practice, revised in July 2009, contains details of how the notice system should operate and the Council has upgraded its procedures to follow these guidelines fully. The Code stresses that any period of notice is the minimum that should be given and undertakers are encouraged to give as much as possible. The Code also allows undertakers to start works within the period of notice by agreement of the street authority. The Council adopts a flexible approach to early starts, providing that there is time for accommodation measures and publicity to take place. If an undertaker or company does not carry out the works in accordance with the agreed timescales, the Council may serve a Section 74 notice as specified in the regulations.

5.3 Special Streets and Traffic Sensitivity

5.3.1. The Council designates certain streets as ‘special streets’ for works purposes. According to the definitions and procedures set out in the 2008 Code of Practice (DfT, 2008a) streets can be designated as ‘protected streets’, ‘streets with special engineering difficulties’ or ‘traffic sensitive streets’. Streets that are designated as one of these allows the Council to have greater control over when and how works within these streets take place in order to avoid serious disruption.

5.3.2. The Council’s traffic sensitive streets network was first developed over a decade ago and now requires a full review to ensure a consistent approach across the authority area and to align with recently introduced legislation. Officers in the Council’s Highways Asset Management team, Streetscene team and our area engineers are currently working in partnership to carry out this review.

5.4 Special Events

5.4.1. The Council manages and facilitates numerous special events that may cause disruption to the local road network. The Council employs a Highways Events Officer specifically to co-ordinate these events and to ensure that there is no conflict between events and other Council activities such as street works. Council departments and external organisations all work through this officer to ensure a clear schedule of what events are happening across the East Riding at any given time.

5.4.2. An Events Safety Advisory Group (ESAG) has been set up to provide advice and guidance to organisers of public events in the East Riding area. Generally the group would take an interest in events where attendance is expected to exceed 500 people. These might include fairs, sporting events, open air events such as concerts or firework displays, processions and carnivals, and road races. The core members of the group are senior officers from the emergency services (Police and Fire and Rescue) and Council services (highways and public protection).

5.4.3. ESAG’s main objectives are:
• To promote high levels of safety and welfare at events by giving advice;
• To promote good practice in safety and welfare planning for events; and
• To ensure events cause minimal adverse impact.

5.4.4. Post-event evaluations identify lessons learned and best practice. One of the key positive outcomes of the planning and co-ordination process is that actions can be amended on a day-to-day basis to cope with unforeseen incidents.

5.4.5. A good example of special event management is the East Yorkshire Classic elite cycle race which is held annually in and around Beverley (see figure 5.1). This requires the total closure of some streets and public rights of way and the bus station, with associated races in the surrounding countryside utilising rolling road closures. The Council works closely with the organisers and other stakeholders to co-ordinate such events and minimise disruption to traffic, businesses and residents.

Figure 5.1: The elite classic cycle race passing through North Bar in Beverley
6 PROVISION OF TRAVEL INFORMATION

6.1 Street Works Register

6.1.1. The Council is required to maintain a register of works in all streets for which it is responsible. The register provides a single source of information about ongoing or planned works by undertakers and highway authorities, alongside a list of all streets in an authority’s area.

6.1.2. The register is held in a computer system (CONFIRM) which contains particulars of all notices and directions, the description and location of all works, details of every street for which the Council is responsible and their road category, details of special streets, the details of any street works license issued and details of reinstatements following completion of works. The register has to be available for public inspection, free of charge during normal office hours. In addition to this the Council publishes an extract from the register on the East Riding website for public information.

6.1.3. The Council uses the register as the primary tool for co-ordination and disseminating information about current and proposed works to:

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

6.2 Travel Information

6.2.1. The provision of timely, accurate and accessible information on road works, incidents and events is crucial to managing delays and allowing network users the opportunity to avoid 'bottlenecks'. A wide range of media is used to make this information as accessible as possible and details are given below.

6.2.2. Information on planned road works and major events is published in the Council’s quarterly publication, 'Your East Riding', which is distributed free to every household in the East Riding. This publication also provides a facility for sharing advance information on larger, longer term projects which may affect traffic flows. As part of major highway works, letters are distributed to inform residents, businesses and the relevant town/parish councils of the scheme details and timescales and inviting feedback once the scheme has been completed.

6.2.3. Each autumn, information on the Council’s winter services salted network is published in 'Your East Riding' and leaflets are distributed showing salting routes and providing additional information and advice. In adverse weather the Council works closely with local radio, television and the printed media to ensure that the latest information on the accessibility of routes is made available to all road users to help keep them moving safely.

6.2.4. The Council’s website has a map-based search facility allowing road users to identify ongoing works (www.eastriding.gov.uk/environment/roads-streets-traffic-and-parking/roads-pavements-and-traffic/roadworks/). There are links from this webpage to local and national traffic bulletins including the BBC website and the Highways Agency website.
6.2.5. Information on works in the East Riding is also provided via the ELGIN system and is available to the public and stakeholders through the website www.roadworks.org. A daily road works schedule is published on the Council’s website to help the public to plan their journeys. ELGIN has also developed a traffic management module which can be purchased as an add-on to our existing road works subscription. However, the high cost of this traffic management module compared against the relatively limited benefits means that this is not an option that the Council will pursue at this time.

6.2.6. Information sharing is a partnership between the Council, those working in the highway and the public. Members of the public can report highway defects through the online reporting facility on the Council’s website, facilitating effective and timely repair where necessary to keep traffic moving.

6.2.7. Information for public transport users is available on the Council’s website, which includes links to the Traveline Yorkshire Journey Planner site (www.yorkshiretravel.net) and to local public transport providers. Daily bulletins are sent to local media as required and these are fed into road works reports and local travel information bulletins on radio, television and in the press. This information provision alerts the public to potential delays to their journeys and allows them to make informed choices about routes and travel times.

6.2.8. As part of an internal skips and scaffold audit in 2014 it was highlighted that travel information on the Council’s website is currently dispersed across numerous different pages. For example, bus and rail information is contained in one section, cycle paths and routes in another, and information on road works in another. This makes it difficult for customers to locate travel information, particularly if they need information on more than one mode. This was also flagged as an issue in the ‘Transforming the East Riding’ project and in previous NMPs. Officers are now working with our web team to address this issue and create a single page containing all local travel information.

6.2.9. In partnership with bus operators the Council has developed a Real Time Passenger Information system for bus users. Real time bus information is available through an app which can be downloaded to smartphones or can be accessed via www.nextbuses.mobi/ The system uses information from trackers fitted to buses to tell passengers exactly when their bus is due to arrive and provides scheduled times for passengers travelling on buses which do not have the trackers fitted. This improves the passenger experience by making users aware of any delays and reducing waiting times at stops.
7 INCIDENT MANAGEMENT AND CONTINGENCY PLANNING

7.1 Contingency Planning

7.1.1 Whilst the co-ordination process deals with planned events and scheduled works, there will still be ad-hoc incidents that affect the flow of traffic and may cause disruption and congestion. Unexpected incidents on the highway network may include:

- Road traffic collisions;
- Broken down vehicles;
- Debris or fuel/chemical spillage on the road;
- Structural failures of the carriageway, such as potholes;
- Failure of utilities’ apparatus such as burst water, sewage or gas mains;
- Emergency repairs to utilities’ and telecoms apparatus;
- Adverse weather conditions; and
- Security alerts.

7.1.2 The Council has no control over the frequency or location of these incidents and has to have contingency plans, such as the Flood Response Plan, that can be introduced immediately to cope with them. Post-event evaluation has enabled the Council to fine-tune its response to these incidents so that it is tailored to both the type of incident and location. Best practice has been developed through joint working between the Highway Authority and Emergency Planning arms of the Council by carrying out table-top and practical exercises to test and hone responses to emergencies and other incidents, ensuring that contingency plans can be put into place quickly.

7.2 Emergency Planning

7.2.1 For the Council, an “emergency” is defined as an event or situation which threatens serious damage to human welfare or the environment in the East Riding. For an event or situation to be an emergency it must involve the occurrence, or potential occurrence, of one or more of the following consequences:

- Loss of human life;
- Human illness or injury;
- Homelessness;
- Damage to property;
- Disruption of a supply of money, food, water, energy or fuel;
- Disruption of a system of communication;
- Disruption of facilities for transport;
- Disruption of services relating to health;
- Contamination of land, water or air with biological, chemical or radioactive matter; and
- Disruption of plant or animal life.

7.2.2 It must also meet one or both of the following points:

- The incident must seriously obstruct the Council in performing its functions; or
- The Council must consider it necessary or desirable to act to prevent, reduce, control or mitigate the incident’s effects, and would be unable to respond to the incident without changing the deployment of the Council’s resources or acquiring additional resources.
7.2.3. There are a number of ways in which a situation can come to the attention of the Council; this can be simply through a police report of an incident such as an accident or a collapsing building to a report of a major issue affecting a large population area. All these incidents affect residents and Council services to some degree, although they may require different levels of response. If a situation begins to escalate necessitating resources beyond those that would normally be available the situation is reported through line management, potentially resulting in an Emergency Control Centre being set up and the full emergency process being activated.

7.2.4. Until an Emergency Control Centre is opened local residents are also able to call the Council’s out of hours customer care line for advice. Updates on emergencies are also provided through a variety of media including radio and television and regular bulletins are posted on the Council’s website.

7.2.5. Within the East Riding the emergency planning process is undertaken through a jointly funded central organisation, the Humber Emergency Planning Service. This service is funded by the four Humber local authorities. The Council’s Emergency Planning and Business Continuity Strategy (2013) describes the process of responding to developing emergencies in more detail.

7.2.6. In June 2007 the East Riding experienced sudden and severe flooding after a period of heavy rainfall. Thanks to a well-established emergency response procedure the Council was quickly able to assess the extent of the floods, give urgent information to motorists about roads that were impassable and then address the needs of residents whose homes were hit by flooding. The work that had gone into planning for emergencies enabled the Council to respond quickly in the face of a developing natural catastrophe.
8 MANAGING FUTURE TRAFFIC GROWTH

8.1 Estimating Traffic Growth

8.1.1. The DfT’s National Traffic Survey showed that traffic in the East Riding has fluctuated over the last decade, primarily as a result of the national economic recession and the subsequent overall reduction in car use between 2009 and 2012 (see figure 8.1 below). This reversal of trend makes forecasting future growth more difficult but the DfT suggests a return to significant traffic growth across the country in future years (see ‘Action for Roads, A Network for the 21st Century’, July 2013). This is supported by an average increase in flows at a sample of automatic traffic counter sites in the East Riding between 2012 and 2013.

Figure 8.1: DfT traffic profile for the East Riding (2000-2012)

8.1.2. Latest DfT estimates from the Action for Roads report show that even in the worst economic circumstances and assuming low population growth, traffic levels on strategic roads are expected to be 24% higher in 2040 than 2013. In DfT’s central case, traffic will rise by 46% above 2013 levels by 2040. Even under DfT’s lowest forecasts traffic growth is expected to cause major increases in congestion, greater delays and more unpredictable journeys. The report states:

"Without action, growing demand will place unsustainable pressure on our roads, constraining the economy, limiting our personal mobility and forcing us to spend more time stuck in traffic. This will mean more pollution and more frustration for motorists".

8.1.3. Although the strategic road network is anticipated to be under more pressure from future congestion than local roads, local authorities still have an important role to play in reducing the effects of increased traffic flows on their road networks.

8.1.4. The Council carries out its own traffic monitoring using both automatic and manual traffic counts at fixed locations to provide information on traffic volumes, speed and sustainable transport use. When this data is compared against previous years it can help to show trends in travel behaviours and traffic levels.

8.2 Addressing Traffic Growth

8.2.1. Through the delivery of its strategies and plans, the Council will continuously strive to promote and encourage the use of more sustainable modes of transport as alternatives to the use of the private motor vehicle. Whilst the majority of the roads in the East Riding are
free flowing and experience few congestion problems, increasing traffic may create congestion and delays at key sites and on major corridors.

8.2.2. The Council has been successful with numerous funding bids for schemes that help to reduce congestion and improve journey time reliability, including the A164 and Beverley Integrated Transport Plan major schemes and new roundabouts on the A614 at Goole and the A1079 at Market Weighton through the Local Pinch Point Fund (for full details see section 3.1).

8.2.3. The Council will continue to work to improve the maintenance and management of the existing road network to ensure maximum value for money and benefits to local residents. We will also continue to bid for external funds for schemes to reduce and address congestion on local roads, where appropriate. Improvements to the local transport network may also be funded by developers as part of the conditions of any planning permissions.

8.2.4. The Infrastructure Study completed as part of the development of the Council’s Local Plan identified a number of junctions where capacity issues may arise as a consequence of future development. Modelling work completed for the study suggests that the following junctions may need to be improved in future to accommodate increasing volumes of traffic:

- Swanland roundabout on the A164;
- Dunswell roundabout on the A1174, although Hull City Council has a longer-term aspiration to construct a new park and ride at Dunswell which would help to alleviate congestion;
- Shiptonthorpe roundabout on the A1079/A614;
- Killingwoldgraves roundabout on the A1079; and
- A166 at Stamford Bridge (identified through Local Plan consultation).
9 WORKING WITH PARTNERS AND STAKEHOLDERS

9.1 Regional Input to Network Management

9.1.1. The Council is represented on the Yorkshire Highway Authorities and Utilities Committee (YHAUC), the Yorkshire Joint Authorities Group (YJAG) and the Yorkshire Traffic Managers Group (YTMG). These bodies set the framework for implementation of the Network Management function in the region, providing a forum to discuss cross-boundary issues and setting out an overview of the co-ordination process. They report respectively to the national HAUC, the national Joint Authorities Group (JAG(UK)) and the national Traffic Managers group. These groups respond to government consultation and feed back on the New Roads and Street Works Act (NRSWA) and Traffic Management Act issues.

9.1.2. All the regional groups promote active co-ordination regarding the Network Management Duty, develop best practice and disseminate new initiatives between neighbouring local authorities and the Highways Agency as well as ensuring consistent policies and procedures across the region.

9.2 Consultation

9.2.1. In carrying out its Network Management Duty it is important that the Council engages with all its partners and stakeholders as well as with the public. It does this at both regional and local level. The YTMG has recommended a list of stakeholders to be engaged by individual authorities and the Council involves these stakeholders, as appropriate, in its consultation processes.

9.2.2. Draft copies of the NMP were circulated to the following stakeholders:

Internal consultees
- Streetscene (Technical Services);
- Highway Maintenance;
- Asset Strategy;
- Economic Development;
- Highway Development Control;
- Infrastructure and Facilities;
- Public Rights of Way; and
- Passenger Transport Services.

External consultees
- East Yorkshire Motor Services;
- Stagecoach Buses;
- Humberside Police;
- Humberside Fire and Rescue; and
- Yorkshire Ambulance Service.

9.2.3. Feedback and comments received through this consultation process were incorporated in to the final version of the NMP.

9.2.4. The Council’s NMP is an evolving document and will respond to developments nationally, regionally and locally. It is important that the network meets the needs of local stakeholders and the public and their views provide essential feedback allowing targeted improvement to the NMP.
9.2.5. The National Highways and Transport (NHT) Survey provides information on public
satisfaction with highways, transport services, public rights of way and other supporting
infrastructure. This survey takes place in the East Riding of Yorkshire every two years and all
responses to the survey are analysed to provide direction on areas for improvement. In the
2012 survey the East Riding achieved high resident satisfaction scores for questions about
the levels of accessibility in the area and achieved the third highest score nationally for the
ease of access for visiting friends and family.

9.2.6. A major exercise seeking the comments of ward members, town/parish councils, the
emergency services, bus operators and other key stakeholders was undertaken in autumn
2011. Over 120 responses were received through this consultation process, a far higher
number than previous consultations, of which 70% indicated that they were satisfied or very
satisfied with the management of the network.

9.2.7. The comments received through this consultation exercise provided the Council with
valuable local knowledge on specific problems and wider strategic issues, and potential
improvements identified through this process were then included in the Network
Management Improvement Plan for implementation (see chapter 10). It is anticipated that a
further stakeholder consultation exercise will take place in 2015.

9.3 **Ensuring Parity with Other Users of the Highway**

9.3.1. The Traffic Management Act requires the Council to treat any operators or contractors
working in the highway equally. This means that the Council’s own highway teams and
contractors have to comply with the noticing system and be subject to the same restrictions
and directions as utility companies. As a result, it is essential that the Council demonstrates
parity in terms of the self-notification and self inspection of works.

9.3.2. Works undertaken by the utility companies are notified under the NRSWA via the
Electronic Transfer of Notices (EToN) system. These notifications transfer directly into the
CONFIRM database. Among other functions CONFIRM acts as the central register in which
all utility works notifications are stored and managed under the NRSWA. CONFIRM is an
essential tool in assisting the Council in performing its statutory duties under the NRSWA,
Traffic Management Act and in running its business processes.

9.3.3. The Council’s own works registrations are undertaken through CONFIRM with the majority
of larger projects being registered in this way. Software upgrades are regularly completed to
allow full compliance with the Traffic Management Act’s requirements. Regular training for
staff ensures that officers have the necessary skills in administering works registrations.

9.3.4. The Council produces an annual statement reflecting how ‘parity’ is delivered within the East
Riding and its proposals for the future.
10 NETWORK MANAGEMENT IMPROVEMENT PLAN

10.1.1. The development of this NMP and the ongoing consultation with stakeholders and partners has identified a number of actions that should be implemented in order to improve the Council's network management activities and ensure the continued 'expeditious movement of traffic on the network'. These actions are outlined in table 10.1 and form the Network Management Improvement Plan to be delivered over the three year LTP Implementation Plan period (2015/16 to 2017/18).

Table 10.1: Network Management Improvement Plan

<table>
<thead>
<tr>
<th>No</th>
<th>Action</th>
<th>By End</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Produce annual briefing note for Traffic Manager on self-notification process, including a statement for Traffic Manager reflecting how 'parity' is delivered within the East Riding</td>
<td>July 2015</td>
</tr>
<tr>
<td>2</td>
<td>Carry out survey to ensure that Council officers are adhering to the code of practice for safety at street works and road works</td>
<td>Oct 2015</td>
</tr>
<tr>
<td>3</td>
<td>Carry out stakeholder consultation exercise on the NMP and satisfaction with local road works management</td>
<td>Dec 2015</td>
</tr>
<tr>
<td>4</td>
<td>Review Network Management Improvement Plan and produce annual 'Traffic Managers Report' summarising how the Council is delivering its Network Management Duty</td>
<td>Jan 2016</td>
</tr>
<tr>
<td>5</td>
<td>Carry out review of Council's Traffic Sensitive Streets network</td>
<td>April 2016</td>
</tr>
<tr>
<td>6</td>
<td>Develop a single page on the Council’s website setting out travel information for all modes across the East Riding</td>
<td>April 2016</td>
</tr>
<tr>
<td>7</td>
<td>Update Network Management Plan every three years</td>
<td>April 2018</td>
</tr>
<tr>
<td>8</td>
<td>Continue to publicise the East Riding car share website through initiatives such as national car share week</td>
<td>Ongoing</td>
</tr>
<tr>
<td>9</td>
<td>Continue to subscribe to the Elgin roadworks portal</td>
<td>Ongoing</td>
</tr>
<tr>
<td>10</td>
<td>Continue to submit data to support national performance indicators</td>
<td>Ongoing</td>
</tr>
<tr>
<td>11</td>
<td>Continue to produce data to contribute to utilities performance in accordance with Yorkshire HAUC framework</td>
<td>Ongoing</td>
</tr>
<tr>
<td>12</td>
<td>Calculate YTMG appraisal score based upon progress made annually</td>
<td>Ongoing</td>
</tr>
<tr>
<td>13</td>
<td>Ensure that review of signs, markings and street furniture are always undertaken as part of major maintenance schemes</td>
<td>Ongoing</td>
</tr>
<tr>
<td>14</td>
<td>Use NHT survey results to gauge public satisfaction with Network Management</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
11 MONITORING PERFORMANCE

11.1 Progress to Date

11.1.1. The Council takes its Network Management Duty seriously and evidence of performance is provided throughout this document. Section 1.4 of this NMP outlines how the Council fulfils the requirements of the Duty and shows how this document has been developed to take account of the DfT guidance on NMPs and on preparing LTPs.

11.1.2. To provide a consistent monitoring framework to assess the progress of local authorities in meeting their Network Management Duty, the YTMG has developed a self-assessment framework that enables each local authority to review the performance of its network management activities. The framework includes the allocation of scores against a series of questions to provide a comprehensive appraisal that can be used to establish improvements. The Council has adopted this framework as a key means of assessing its own performance.

11.1.3. Work to improve the delivery of our Network Management Duty over the last five years has resulted in a significant improvement in the Council’s YTMG score, as set out in table 11.1 below.

Table 11.1: Overall Network Management Duty YTMG Appraisal Scores for the East Riding

<table>
<thead>
<tr>
<th></th>
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<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Score</td>
<td>76.6%</td>
<td>83.6%</td>
<td>86.2%</td>
<td>89.4%</td>
<td>89.6%</td>
<td>89.9%</td>
<td>89.9%</td>
</tr>
</tbody>
</table>

11.2 Monitoring Framework

11.2.1. The Council has developed a comprehensive monitoring framework in order to demonstrate progress towards the delivery of the six strategic LTP objectives. The NMP will contribute towards meeting each of the strategic LTP objectives, and in particular will help to achieve objective 1 which is to ‘Improve the maintenance and management of the existing transport network’.

11.2.2. Table 11.2 outlines the transport outcome indicators included in the LTP monitoring framework which are also relevant to the NMP. The table includes the 2012/13 baseline data and the projected direction of travel of these indicators. The LTP transport outcomes will be monitored and reported throughout the life of the NMP.

Table 11.2: Transport outcomes relating to the NMP, baseline data and target direction of travel

<table>
<thead>
<tr>
<th>Transport Outcomes</th>
<th>Baseline (2012/13)</th>
<th>Projected direction of travel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total killed and seriously injured casualties (three year rolling average)</td>
<td>187</td>
<td>Decreasing</td>
</tr>
<tr>
<td>Congestion – average journey time per mile during morning peak</td>
<td>1.72 minutes</td>
<td>Maintaining</td>
</tr>
<tr>
<td>Principal road condition (% where maintenance should be considered)</td>
<td>1%</td>
<td>Maintaining</td>
</tr>
</tbody>
</table>
### Non-principal classified road condition (% where maintenance should be considered)
7% Maintaining

### Bus services running on time – percentage of non-frequent services running on time
81.8% Increasing

### Network management performance based on the Yorkshire Traffic Managers Group scoring structure
89.9% Maintaining

## 11.3 Enforcement Powers and Measures

### 11.3.1.
The Council has a number of powers and responsibilities that are incorporated into the Network Management Duty as well as measures and tools that can be used to exercise the Duty more effectively. These can include:

- Fixed penalty notices for incorrect notifications;
- Requirement that highway works are registered in the same manner as utility companies (water, gas etc);
- Increased restriction periods following substantial works;
- Increased charges for works that overrun;
- Ability to specify when works can be done by day, date and time;
- Implementation of a permit scheme; and
- Development of a coring programme.

### 11.3.2.
Table 11.3 lists those powers that the Council will consider employing during the period of this NMP.

**Table 11.3: Enforcement powers used in delivery of the Network Management Duty**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking enforcement</td>
<td>The Council has now assumed responsibility for civil parking enforcement in the East Riding. The pricing and designation of the Council’s car parks are set out in the Car Parking Review Panel Report (February 2010).</td>
</tr>
<tr>
<td>Works duration challenges</td>
<td>Duration challenges are used as part of the NRSWA legislation and work durations are regularly challenged during the normal day-to-day operation of the co-ordination process.</td>
</tr>
<tr>
<td>Skips/Scaffold permits</td>
<td>Although not a requirement of the legislation, skip and scaffold permits are noticed within the co-ordination software. These appear on the Council web pages and are viewable by the general public and Utility Companies. This forms part of the co-ordination process.</td>
</tr>
<tr>
<td>Section 50 licences (NRSWA)</td>
<td>In a similar way to skips and scaffolds, licences given to private operators working in the public highway are noticed in the co-ordination software and appear on the Council web pages.</td>
</tr>
<tr>
<td>Core sample testing</td>
<td>As set out in the NRSWA, the Council is able to inspect completed road works and, if necessary, take a core sample for testing. If the core sample fails to meet the minimum standard of material type, depth, skid resistance, air voids etc the Council is able to charge all reasonable costs (such as inspection, administration, core laboratory work) and undertake and charge for further inspections of the failed works and remedial action.</td>
</tr>
</tbody>
</table>