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- 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.

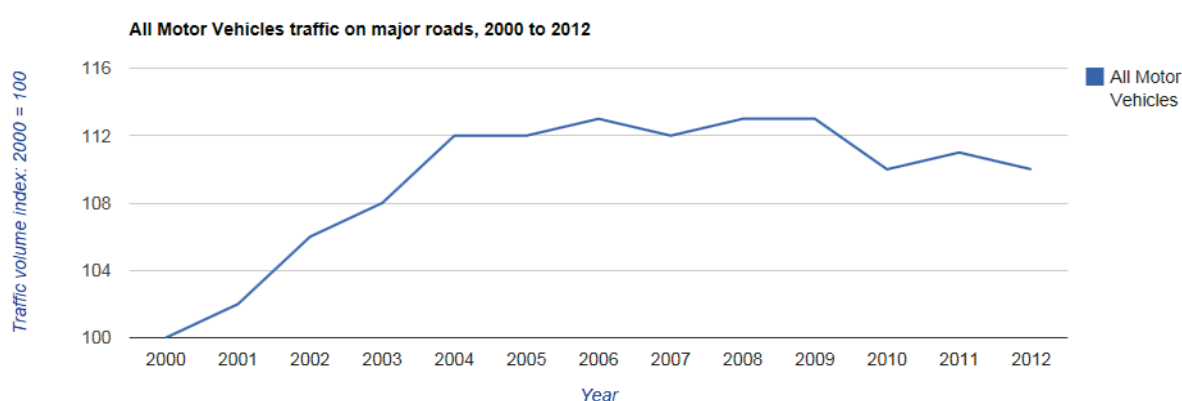


## 8 MANAGING FUTURE TRAFFIC GROWTH

### 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

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

## 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

	Jan 2008	May 2008	June 2009	Oct 2010	June 2011	Sept 2012	Nov 2013
<b>Score</b>	76.6%	83.6%	86.2%	89.4%	89.6%	89.9%	89.9%

### 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

Transport Outcomes	Baseline (2012/13)	Projected direction of travel
Total killed and seriously injured casualties (three year rolling average)	187	Decreasing
Congestion – average journey time per mile during morning peak	1.72 minutes	Maintaining
Principal road condition (% where maintenance should be considered)	1%	Maintaining

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

Measure	Comment
Parking enforcement	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).
Works duration challenges	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.
Skips/Scaffold permits	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.
Section 50 licences (NRSWA)	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.
Core sample testing	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.



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Riding moving"*