

Department for Transport

Assessment of Network Management Duties
within Local Transport Plans

North West Region

May 2007

Halcrow Group Limited

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Department for Transport

Assessment of Network Management Duties within Local Transport Plans North West Region

Contents Amendment Record

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1 Introduction

This report documents the final review of Local Transport Plans (LTPs) as part of an overall assessment of the reporting and undertaking of the Network Management Duty by local traffic authorities within their LTPs.

Halcrow were commissioned this task by the Department for Transport's Traffic Management Division under the ODPM/DfT Technical Services Framework: PPAD 9/106/3 (job number Technical/10/Hal). The Task Work Specification is included at Appendix A.

Section 2 provides the background information in relation to the network management duty. In Section 3 the approach and methodology to the assessment are detailed. Sections 4, 5 and 6 provide analyses of the LTPs by assessment criteria/network management duty requirement, by authority type and by region respectively. Recommendations are included at Section 7. This document also includes several appendices.

2 Background

2.1 *The Political Driver*

The management of the country's road network has been rising up the political agenda for a number of years, due partly to several press campaigns and partly to individual members of parliament taking the matter up as particular causes. In particular, certain instances of works in London caused severe congestion that raised interest in this issue at the highest level of government

In the medium to long term the government aims to increase road capacity, with possible plans including road widening on some motorways, a consideration of the introduction of road user charging and improvements to public transport. It is hoped that, through such strategies drivers will choose to leave their car at home.

However, these are long term solutions. In the short term the Government wants to improve traffic management. The Traffic Management Act 2004 ("the Act") is the legislation that it believes will deliver a swift and significant impact on congestion and disruption on the country's road network.

2.2 *Need for Improved Network Management*

The Government believes that local highway authorities could manage their road networks more efficiently than they are currently doing. This was highlighted by the high profile failures to co-ordinate works in London and also identified within Department's study into the effectiveness of the Section 74 charging scheme.

Subsequently the Act introduced the new Network Management Duty on local traffic authorities (LTAs). In particular section 16(1) of the act states;

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

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

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

It is important that the management and operation of the existing road network is maximised to the benefit of the road user, whilst at the same time recognising the needs of those who maintain the infrastructure and the services within it.

It is not necessarily practical to simply provide more road space and therefore the effective management of existing network is important. Within that management conflicts of interests must be dealt with and a proactive approach to coordination should be adopted.

Local authorities play an important role in this. These authorities already have a range of powers and duties under which they maintain and improve the network, and manage its use and the activities taking place on it. These include the Highways Act 1980 ("the 1980 Act") principally covering the structure of the network; the New Roads and Street Works Act 1991 ("the 1991 Act") covering utility street works; and the Road Traffic Regulation Act 1984 regulating the activities of road users.

The Act adds to these powers. It also adds the network management duty, which requires local traffic authorities to do all that is reasonably practicable to manage the network effectively to keep traffic moving.

2.3 Network Management Duty

The Department issued guidance on the network management duty in November 2004. This guidance states that “*Network management is one element of an authority’s transport activities and should complement other policies and actions. As such, LTAs should look to embed desired outcomes and appropriate policies and plans under the network management duty within Local Transport Plans (LTPs) in order to achieve a coherent approach*”.

The Department is using the LTP mechanism as the means to report how local authorities are embracing the duty. The Full Guidance on Local Transport Plans: Second Edition, issued by the Department in December 2004, gives local authorities guidance on what a good LTP will cover, within the four shared priorities, which are:

1. Congestion;
2. Accessibility;
3. Safer Roads; and
4. Air Quality.

Specifically Part 3, paragraph 15 of that guidance sets out the criteria the Department anticipate the authorities would deal with in detailing how the duty is being performed in its service delivery. Particularly these criteria are:

- identifying and addressing the needs of all road users including pedestrians;
- working with neighbouring authorities, the Highways Agency and other stakeholders to ensure that the network as a whole functions efficiently;
- integrating the duty within their wider work and taking account of other obligations, policies and objectives (such as Road Safety);
- ensuring arrangements are in place for determining specific policies or objectives for the different roads or classes of roads in their network, and monitoring the effectiveness of their arrangements and actions in meeting the duty;
- identifying and taking actions to address the causes of congestion and disruption both now and in the future;
- considering planned works and events (both in isolation and their effects on each other), and organising them to minimise their impact - this would include arrangements for agreeing (or stipulating) their timing to best effect and consideration of their implications for contingency plans;
- identifying trends in traffic growth on specific routes and putting in place policies for managing incremental change;
- applying parity in dealing with utilities - ensuring that the same standards and approaches are applied to the local authority's activities as to those of others;
- engaging the whole authority in delivery of the duty; and,
- keeping the effectiveness of the arrangements under review.

3 Approach & Methodology

3.1 Approach

Following a limited assessment of submitted LTPs last year, it was decided by the Department to assess all 82 LTPs in order to take a view on the broad understanding of the duty by the authority and how each is applying it to the broad policy of tackling congestion and give some idea as to how network management has been adopted across the different types of authorities. The following table details the number of authorities included in the assessment.

This report deals with the 9 Local Transport Plans from the North West region.

Authority	Authority Type
Cheshire	Shire County
Cumbria	Shire County
Lancashire	Shire County
Greater Manchester	Metropolitan
Merseyside	Metropolitan
Blackburn with Darwin	Unitary
Blackpool	Unitary
Halton	Unitary
Warrington	Unitary

During the last four weeks of June 2006 an initial indexing and initial review exercise has taken place, whereby the findings from the initial review were submitted to the Department under a technical note on the 3rd July 2006. Following the initial review Halcrow and the Department have validated and refined the assessment criteria and scoring matrix to ensure that outputs are consistent.

3.2 Methodology

The methodology used for the review consists of the following three stages:

1. Establishment of assessment criteria and scoring matrix
2. Search LTPs and identify/index relevant network management duty aspects
3. Undertake initial review of LTPs

3.3 Assessment Criteria and Scoring Matrix

The assessment criteria and scoring matrix are based on the specific requirements on local traffic authorities within the Act in the performance of the network management duty. The specific requirements under the network management duty have been divided into five headings:

1. General
2. The Network
3. Traffic Volume
4. Incident Management
5. Works Management

A group of reviewers have undertaken the indexing and reviewing of the LTPs for evidence of network management, whereby each reviewer has focused on an individual heading in order to make both the indexing and reviewing consistent. The reviewer indexed and reviewed the individual LTPs for search words and phrases for each heading. The search words and phrases are based on paragraph 3.15 of the LTP2 guidance. The search words and phrases for the individual assessment criteria are included at Appendix B.

For the final review the initial indexing and the assessment criteria have been validated and refined. In addition, the reviewers have at the same time as indexing scored the individual LTPs. The LTPs are scored against the assessment criteria on a scoring checklist. The scores have been given “non-existent”, “weak”, “fair”, “good” and “excellent” benchmarks for each of the five headings. The combined scores for the five headings receive similar benchmark scores. The scoring checklists, benchmarks and validated scores are included at Appendices C, D and E with individual assessments at Appendix F.

In order to keep the scoring of the benchmarks simple, they are primarily based on percentages of scoring against the individual assessment criteria.

Benchmark	Score
Non-existent	0%-20%
Weak	20%-40%
Fair	40%-60%
Good	60%-80%
Excellent	80%-100%

3.4 Validation

Within the North West region an initial validation of 4 plans was carried out in all categories in order to check for consistency in the initial review. Following this, it was concluded that further validation was required on all plans within a 5 point shortfall of the category benchmarks, resulting in the validation of a further 3 plans.

In addition, an ambiguity was found in two categories, network and traffic volume. In order to clarify and correct this ambiguity the remaining 2 plans were validated in both categories.

4 Analysis by Assessment Criteria

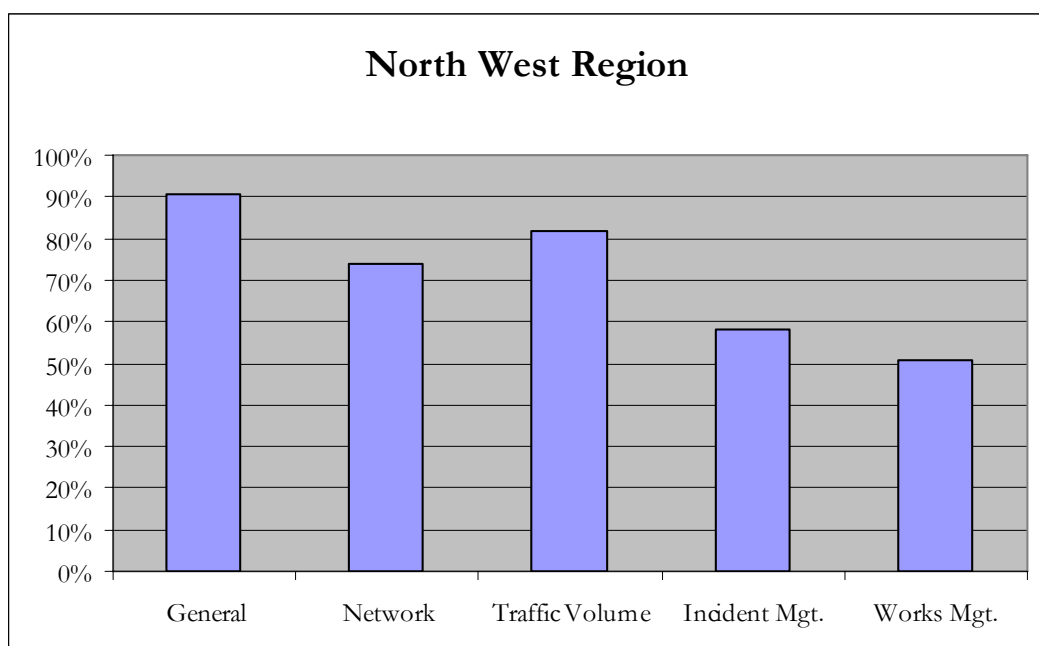
4.1 Introduction

The LTPs assessed range from “fair” to “excellent”. In general there is an understanding of the duty and what it means to the authorities. However, there is a variance between those authorities who simply acknowledge the duty and those who have taken this acknowledgement further, committed themselves and formed strategies to address the duty requirements. Within this section we will analyse LTPs by the five assessment criteria.

The average benchmark for the north west region LTPs was just in the “good” benchmark and it can be concluded that a majority of the plans show a reasonable appreciation of the duty. The benchmark scores range from “fair” to “excellent”, with a majority of the plans (55%) within the “excellent” benchmark. Appendices E and F detail the assessments for the individual LTPs.

Benchmark	Number of LTPs
Non-existent	0
Weak	0
Fair	3
Good	2
Excellent	4
Total	9

Although the overall benchmark was in the “good” benchmark, individual assessment criteria indicate that there are several network management duty requirements which are not adequately addressed by the authorities. The table below indicates that incident management and works management are less well addressed.



4.2 ***General***

This category covers the general requirements and philosophy behind the network management duty and, for the mainstay, is concerned with requirements relating to embedding new structures, processes and a culture of behaviour/thinking into the authority as a whole.

All of the LTPs show a “good” or “excellent” understanding of the general requirements. Most authorities have recognised the need for change in order to fully integrate the network management duty into their organisations. It should be noted that some authorities have already implemented these changes, while others are still in the planning process. Due to the short timescale, inadequate information was collected to review plans on the exact current status of the integration.

4.3 ***Network***

This category encapsulates requirements relating to the authority’s pragmatic day-to-day running of its own network and those of adjacent authorities which its actions are likely to impact upon.

Under this particular assessment, the plans range between “weak” and “excellent” in relation to the daily management of their networks and those networks of adjacent authorities. The majority of the authorities do not have a system in place which informs network users of forthcoming events which may have an impact on traffic flow.

It is disappointing to see that 44% of the plans do not address the issue of road hierarchy for their network and 22% failed to detail travel information provision which are specific requirements under the network management duty and discussed within the Department’s guidance document. Joint working arrangements, co-ordination with adjacent networks and cross boundary co-ordination were covered by all authorities with the exception of one.

4.4 ***Traffic Volume***

This category is primarily concerned with the establishment of the organisational processes necessary to both identify and take action against current and future causes of increasing traffic volume on the network.

Although a majority of the plans show a reasonable coverage of future transport strategies (such as bus, freight, walking and cycling) and also identify areas of the network that are currently under pressure, there are also plans (67%) that do not mention processes to address potential future problems. The plans range between “weak” to “excellent”.

Some plans reference the development of information strategies and systems that are in place and the commitment to maintain and improve such systems. Most references to information relate to bus and bus passenger information system, but which do not have a direct link to network management.

4.5 ***Incident Management***

This category covers both the process and outcome of establishing contingency plans for managing incidents outside of the authority’s control and the working arrangements necessary to implement the same.

The majority of the plans score around average within this category, with some “non-existent” and some “excellent”. Although some of the LTPs discuss cross boundary

working, few address inter-agency cooperation for contingency and emergency planning. In addition, few plans consider possible diversion routes during incidents and emergencies.

4.6 ***Works Management***

This category is concerned with how the authority proactively manages and coordinates works to both minimise disruption to the network and demonstrate parity of treatment between utilities and its own works.

Although all LTPs include some sort of reference to works, very few plans indicate that authorities manage and coordinate these. As many as 67% of the plans fail to acknowledge the need for parity between utility/third party works and those of the authority itself. It should be highlighted that this parity is considered an important factor for the successful application of the network management duty.

4.7 ***Conclusion***

The majority of the LTPs show “good” or “excellent” understanding of the general requirements and philosophy behind the network management duty. Most of the authorities have recognised the need for change. Due to the short timescale for this assessment the exact status of the integration is unknown.

The overall benchmark score in relation to the pragmatic day-to-day running of its own and adjacent network is “good”. Some plans do not address issues such as road hierarchy, travel and events information. All but one of the authorities has cross boundary co-operation, joint working and co-ordination arrangements in place.

Although most LTPs address the requirements in relation to traffic volume well there are still several plans that do not mention processes to address potential future problems. In addition, most reference to information relates to bus and bus passenger information system which do not have a direct link to network management.

Few plans address inter-agency cooperation for contingency and emergency plans and therefore the overall benchmark in relation to incident management is “fair”. In addition, few plans consider possible diversion routes during incidents and emergencies.

Although all LTPs include some sort of reference to works, very few plans indicate that authorities manage and coordinate these. The overall benchmark in relation to works management is “fair”, but it should be highlighted that most plans fail to acknowledge the need for parity between utility/third party works and those of the authority itself.

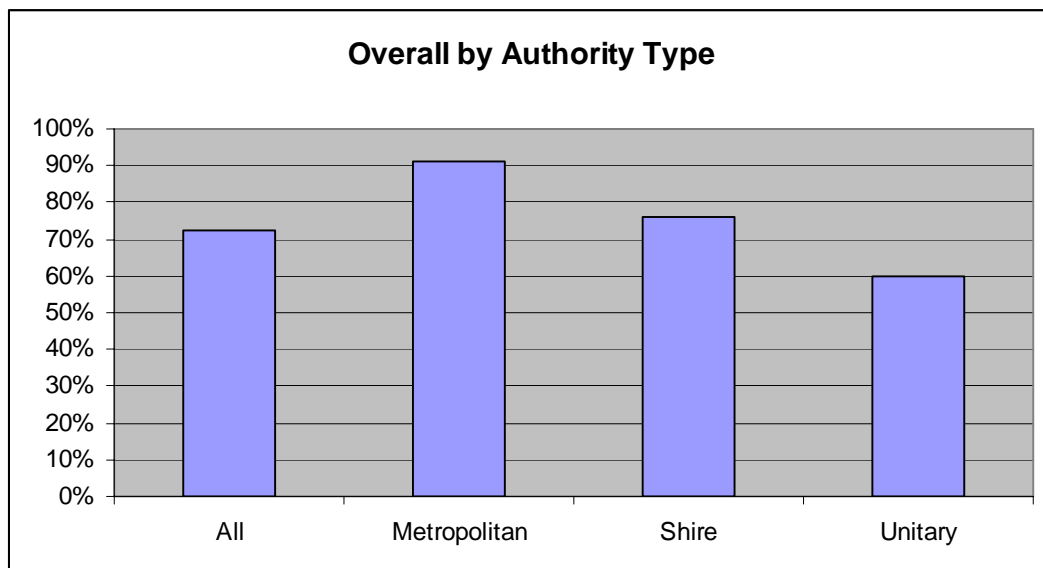
5 Analysis by Authority Type

5.1 Introduction

Following a limited assessment of submitted LTPs last year, it was decided by the Department to assess 82 LTPs in order to take a view on the broad understanding of the duty by the authority and how each is applying it to the broad policy of tackling congestion and give some idea as to how network management has been adopted across the different types of authorities. The following table details the number, by authority, included in the assessment of the North West Region.

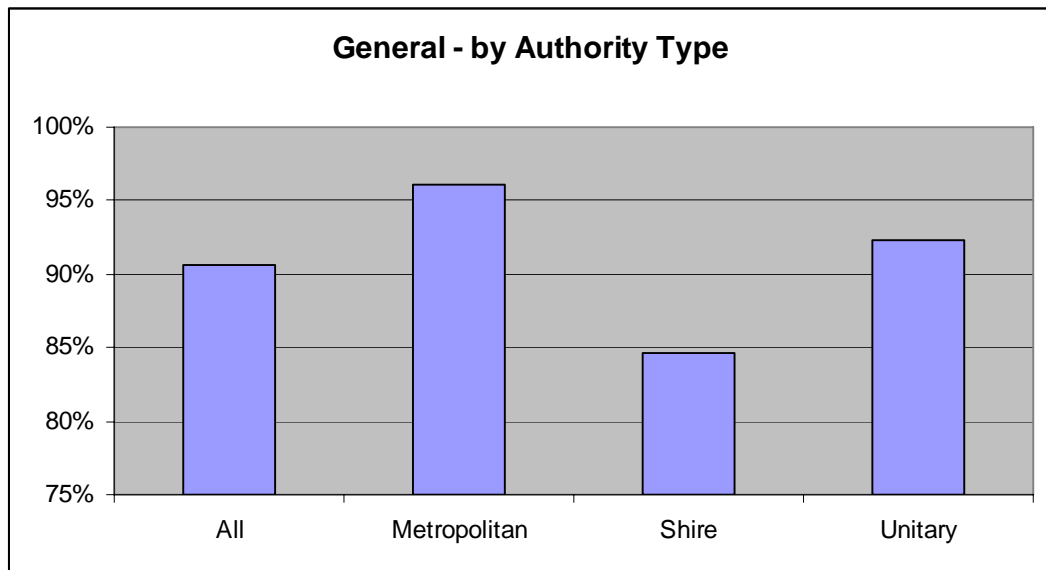
Authority Type	Total Number
Metropolitan Borough	2
Shire County	3
Unitary	4
Total	9

The table below provides an overview of the average benchmark scores by type of authority. The LTPs from the metropolitan boroughs were more comprehensive than those from the shire county and unitary areas with the unitary authorities scoring slightly higher than the shire counties.



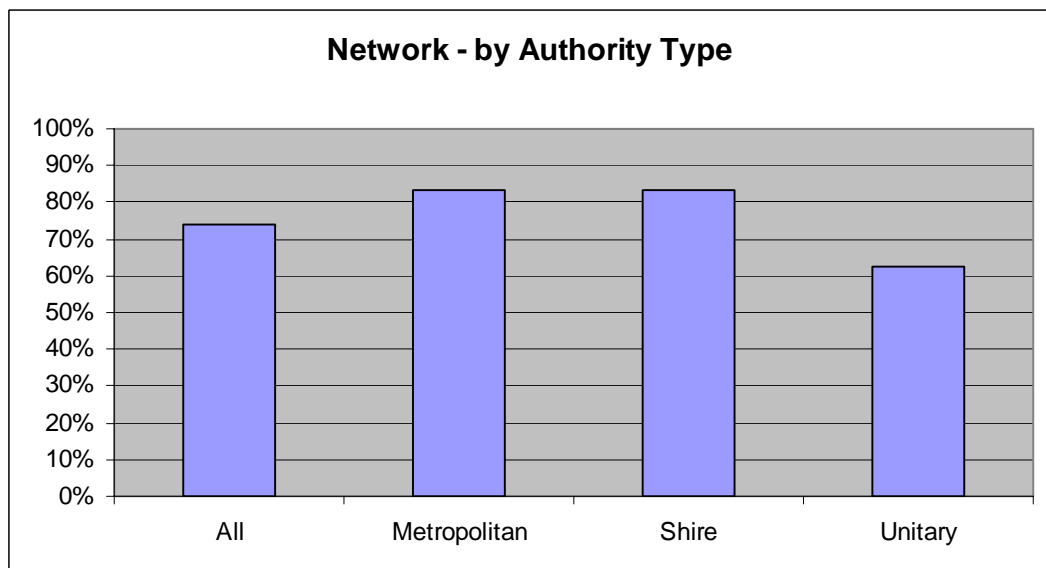
5.2 General

All types of authority did score well under the general, assessment criterion which deals with the general requirements and philosophy behind the network management duty and is concerned with requirements relating to embedding new structures, processes and a culture of behaviour/thinking into the authority as a whole. The metropolitan authorities scored well above the average with the shire counties scoring well below but still within the “excellent” benchmark.



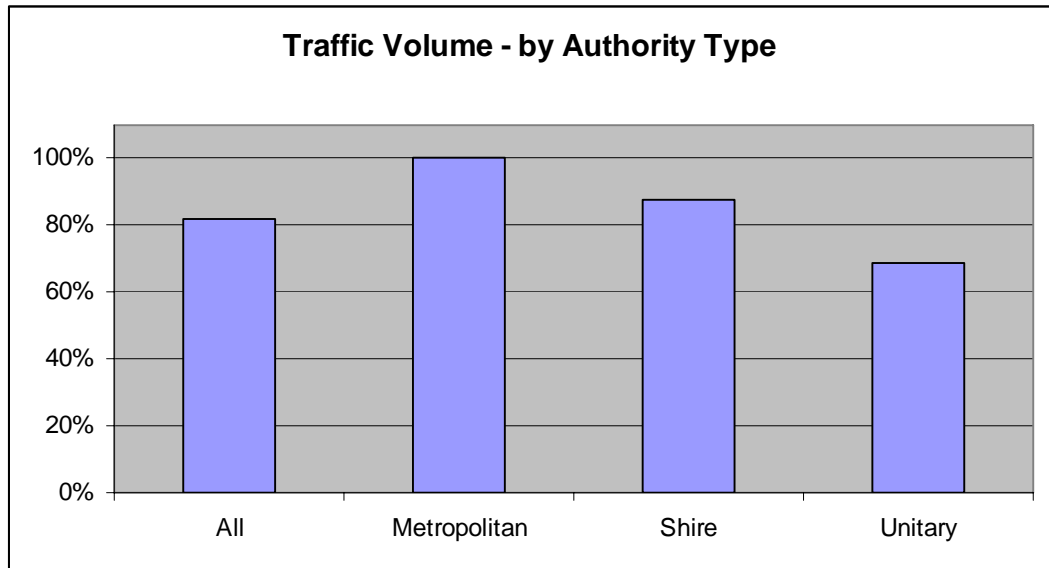
5.3 The Network

The metropolitan and shire county authorities did better than the unitary authorities with respect to network, which encapsulates requirements relating to the authority’s pragmatic day-to-day running of its own network and those of adjacent authorities which its actions are likely to impact upon.



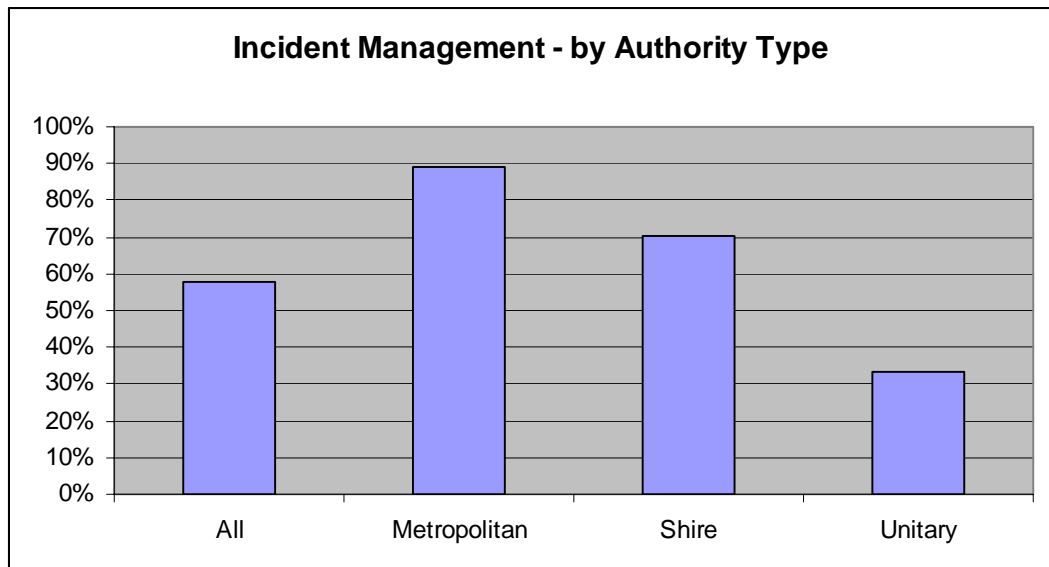
5.4 Traffic Volume

The metropolitan boroughs did considerably better than the unitary authorities with respect to traffic volume, which is primarily concerned with the establishment of the organisational processes necessary to both identify and take action against current and future causes of increasing traffic volume on the network.



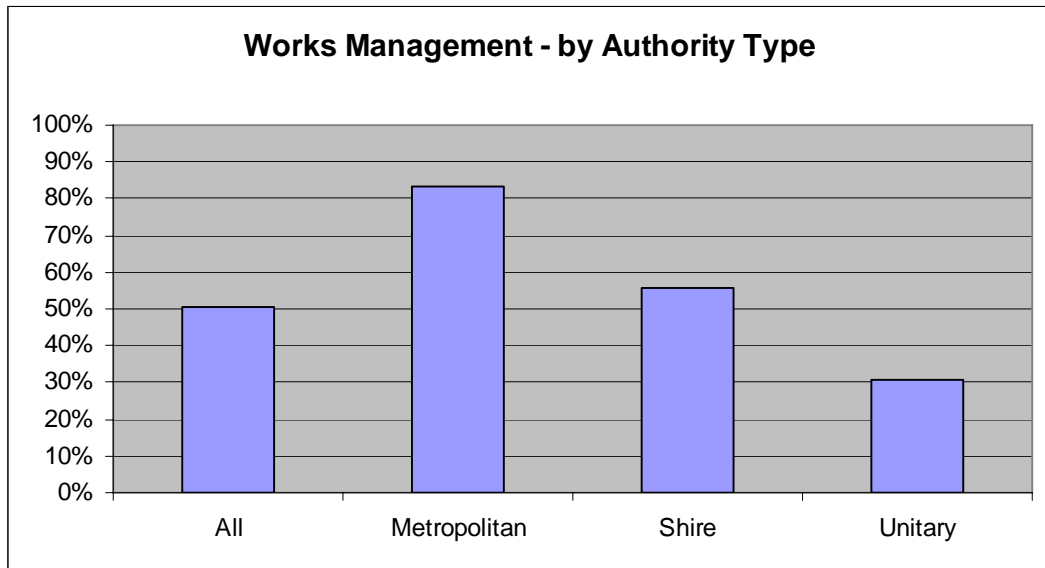
5.5 Incident Management

The metropolitan boroughs scored considerably higher than the unitary authorities with respect to incident management, which covers both the process and outcome of establishing contingency plans for managing incidents outside of the authority’s control and the working arrangements necessary to implement the same.



5.6 Works Management

The plans by unitary authorities were “weak” with respect to works management, which is concerned with how the authority proactively manages and coordinates works to both minimise disruption to the network and demonstrate parity of treatment between utilities and its own works. Although the shire county authorities did better, they were still just “fair” in relation to this assessment criterion with the metropolitan boroughs scoring within the “excellent” benchmark.



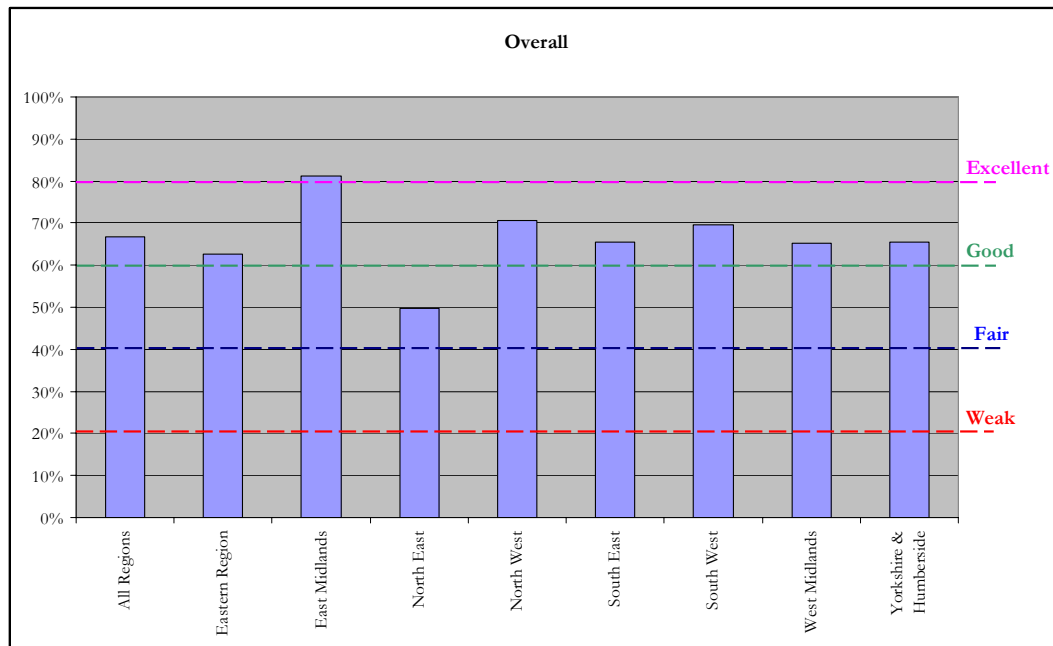
5.7 Conclusion

Overall, the LTPs from the metropolitan boroughs within the North West region are more comprehensive than those of the shire county and the unitary authorities. There is consistent outscoring in all of the assessment criteria. However, the shire counties outscore the unitary authorities in all criteria with the exception of the general category.

6 Analysis against other Regions

6.1 Introduction

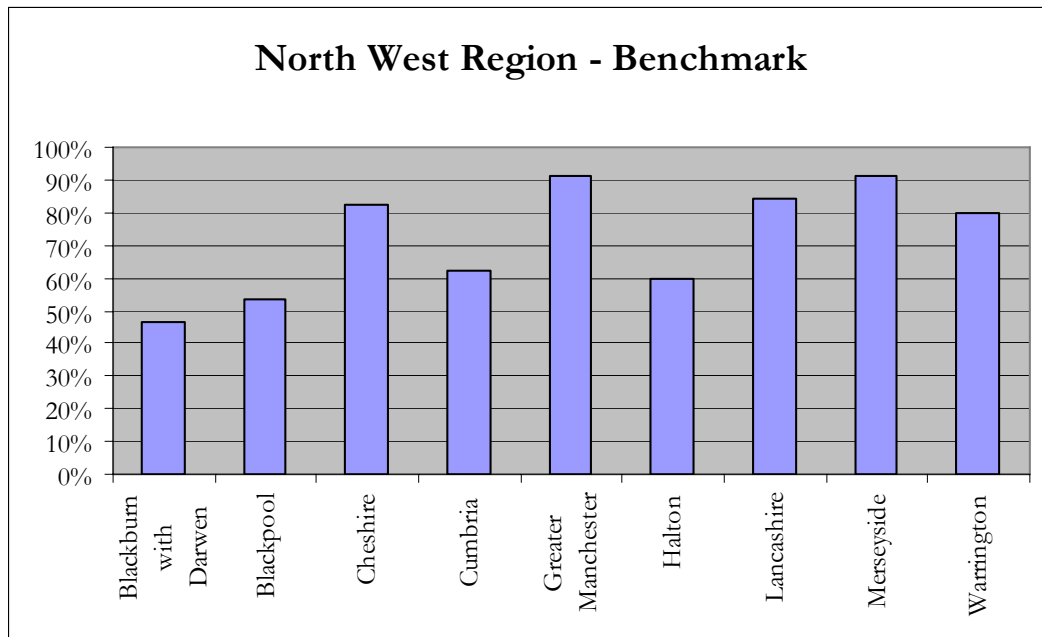
This section documents the findings from an analysis of the LTPs on a region-by-region basis to how the North West region performed in relation to the other areas. The graph provides an overview of the overall average benchmark scores by region, with the East Midlands just over the “excellent” benchmark and the North East just within the “fair” benchmark and the North West region well above the “good” benchmark.



It was notable that in some cases work that is ongoing with respect to network management in certain authorities was specifically excluded from the LTP. For example, the north of England authorities launched a Network Management Plan template at the Street Works Conference held in Cardiff in May last year. The template is to be used by the 13 authorities who comprise the highways side of the North of England Highways Authorities and Utilities Committee (NEHAUC) and is to be used by each in developing network management in their own administrative areas whilst demonstrating a regional cooperation. However, although all authorities refer to this template, only one has included this document with their LTP.

6.2 North West Region

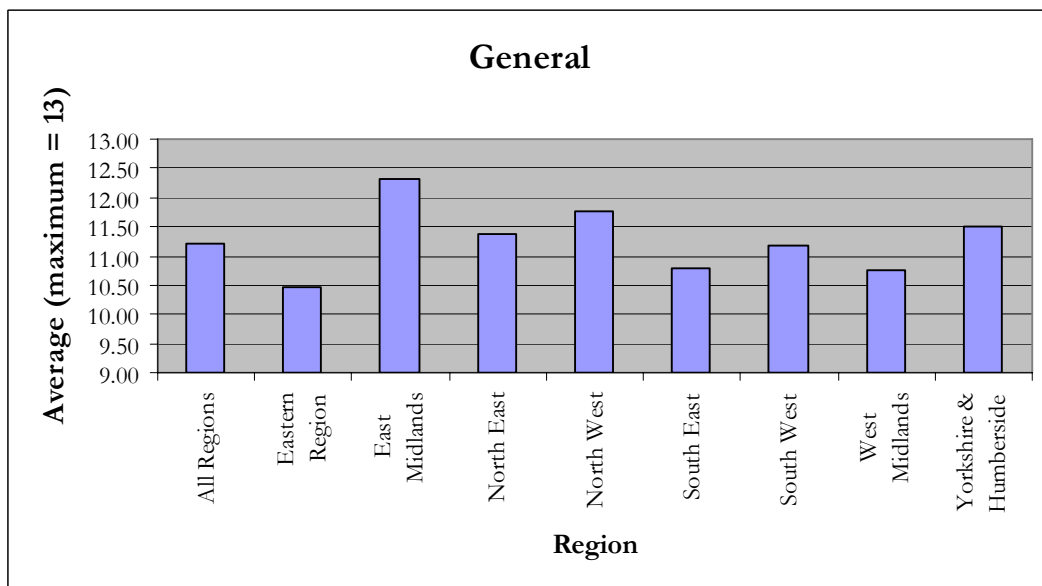
During the review of the North West Region an assessment of 9 LTPs has taken place. The average benchmark score for the region was “good”, with plans ranging between “weak” and “excellent”. Detailed information in relation to the individual LTPs are included at Appendix



Similar to the overall findings in relation to individual assessment criteria, the North West region plans score well on general, network and traffic volume but less well on incident management and works management.

6.3 General

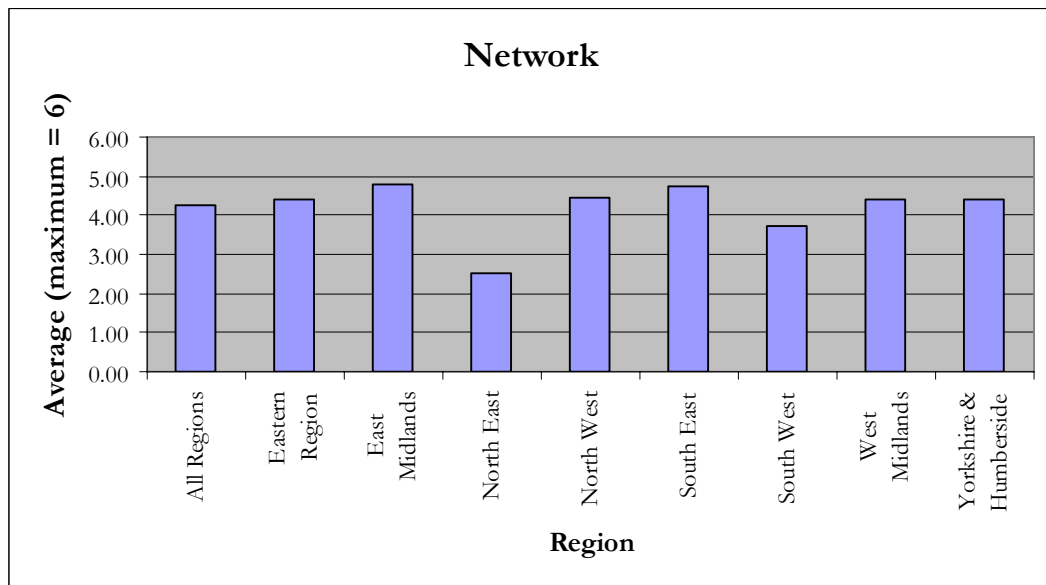
Whilst all of the regions were “good” or “excellent” within the general category, the North West region was above average.



6.4 Network

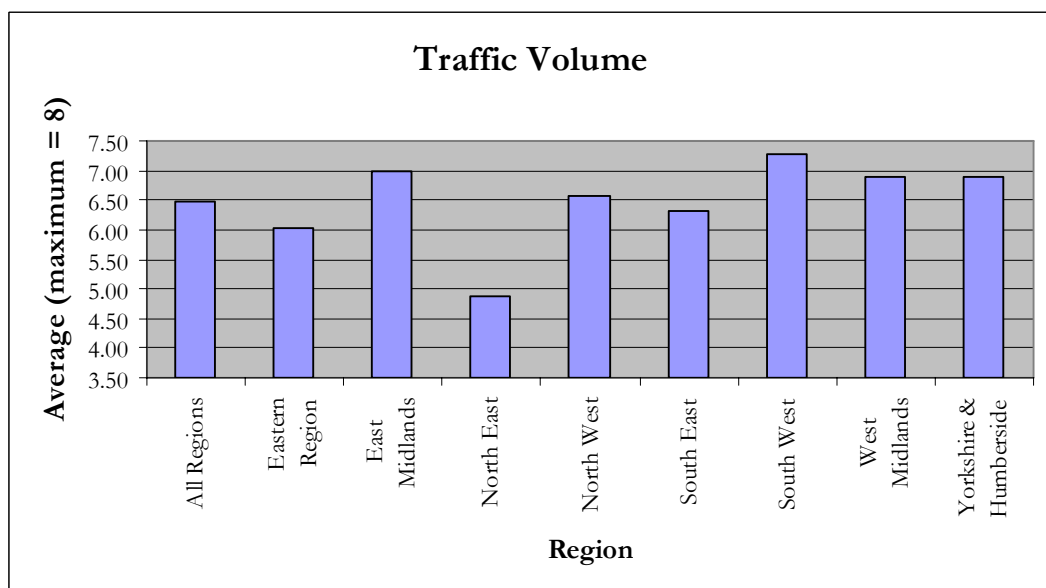
In comparison to the rest of the regions, the North West region was only just above average. All of the authorities were “good” at showing how they manage the day-to day running of

their networks with the exception of Blackburn with Darwen, who were considered to be “weak”.



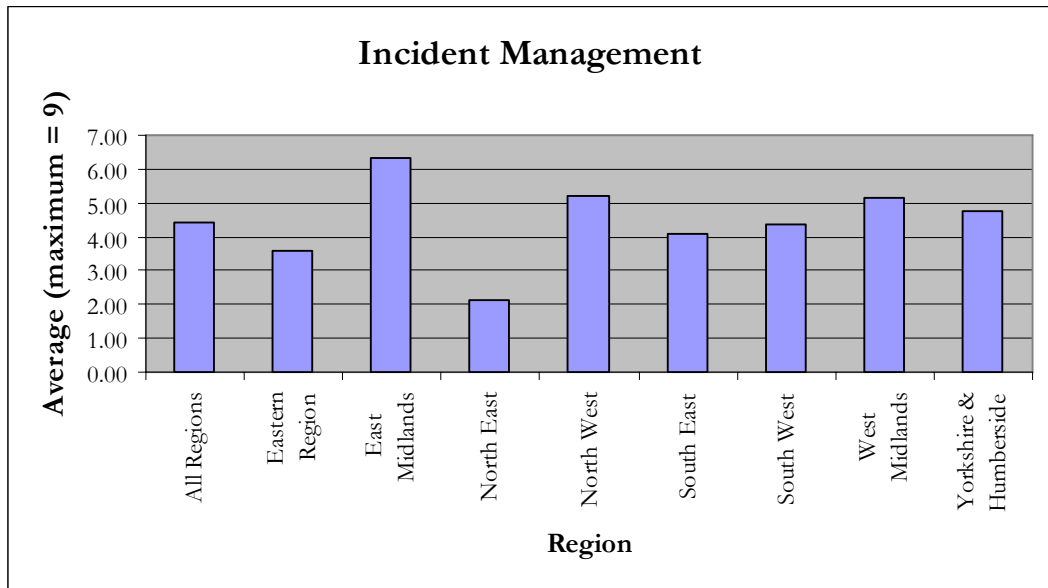
6.5 Traffic Volume

The North West region was above average in comparison with the rest of the regions within this criterion, 7 of the 9 plans were “good” or “excellent” in showing future transport strategies, Blackburn and Darwen failed to cover the issue with sufficient detail and the criterion was “weak” within their plan.



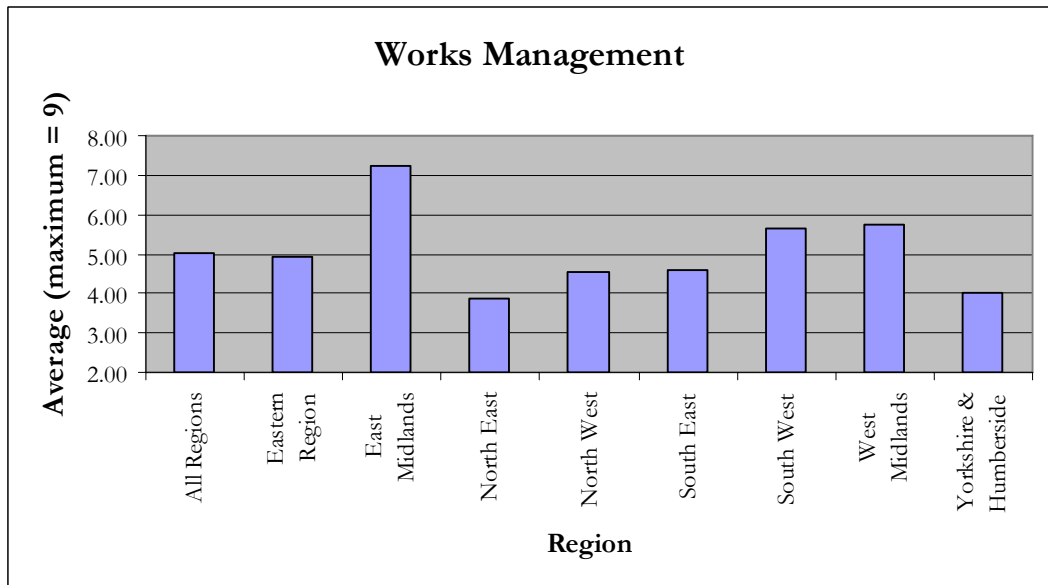
6.6 Incident Management

The North West region was once again above average at showing how incidents are managed, 3 authorities achieved an “excellent” score whilst 2 of the authorities failed to cover the criterion.



6.7 Works Management

The North West region was slightly below average at showing how it manages works within its highways, 3 authorities failed to cover the issue in sufficient detail but Cheshire and Manchester had “excellent” coverage in this criterion.



7 Recommendations

This section provides recommendations based upon the conclusions from the assessments of the LTPs by assessment criteria, by region and by authority type.

7.1 *Overall*

It is clear from the assessment of the LTPs that there is, in general, a reasonable understanding of the duty and what it means to the authorities. However, there is a variance between those authorities who simply acknowledge the duty and those who have taken this acknowledgement further, committed themselves and formed strategies to address the duty requirements. Due to the short timescale for this assessment the exact status of the integration is unknown. It is recommended that feedback be provided on the need for evidence based approach to the duty is included in the LTP.

R1

7.2 *Assessment Criteria*

The majority of the LTPs show “good” or “excellent” understanding of the general requirements and philosophy behind the network management duty. Although most LTPs also address the requirements in relation to traffic volume well there are still several plans that do not mention processes to address potential future problems. In addition, the majority of the LTPs are relatively weak in relation to the pragmatic day-to-day running of its own and adjacent network, contingency and emergency planning, and works management.

It is recommended that feedback is provided to the authorities in relation to their benchmark scores, both positive and negative.

R2

It is also recommended to (re-)issue best practice guidance to the authorities on the individual assessment criteria. This can be done through re-emphasising the information provided in the Network Management Guidance and/or using best practice examples from submitted LTPs.

R3

7.3 *North West Region*

Although most plans were within the “excellent” benchmark scores there were three exceptions. The plans from Cumbria and Halton were “good” whereas the plans from Blackpool and Blackburn with Darwen were “fair”. Most plans followed a similar pattern in relation to the assessment criteria, as discussed above, with general, network and traffic volume requirements well addressed and some shortcomings in the other requirements (incident management and works management).

Other authorities, particular the “excellent” ones, refer out to the establishment of Traffic Managers groups across the individual plans.

Based on the above, it is recommended that guidance is provided to authorities on the inclusion of cross-boundary contact arrangements within the LTP. This should include topics such as contingency and emergency planning.

R4

It is recommended that the inclusion of incident management plans into the LTPs, possibly as an Appendix, is issued as best practice guidance to authorities. This should be done in combination with recommendation R3 above.

R5

7.4 Authority Type

Overall, the LTPs from the metropolitan authorities within the North West region are more comprehensive than those of the shire county and unitary authorities, with consistent outscoring by individual assessment criteria. However, the shire counties outscore the unitary authorities in all criteria with the exception of general. In order to address this, we refer to the recommendations R2 and R3 included at Section 7.2.

R2
R3

E Validated Scores

Assessment of Network Management Duty in LTP

Table of Validated scores

LTP	Region	Type of Authority	Validated	Pre-validation	Reason
North West					
Blackburn with Darwen	North West	Unitary	Fair	Fair	
Blackpool	North West	Unitary	Fair	Fair	
Cheshire	North West	Shire County	Excellent	Excellent	
Cumbria	North West	Shire County	Good	Fair	Network category score revised
Greater Manchester	North West	Metropolitan	Excellent	Good	Network/Traffic Volume category scores revised
Halton	North West	Unitary	Fair	Fair	Validated
Lancashire	North West	Shire County	Excellent	Good	
Merseyside	North West	Metropolitan	Excellent	Excellent	
Warrington	North West	Unitary	Good	Good	

 Validated

 Validated and Revised

 2nd Round Validation

 Validated in Network and Traffic Volume

F Individual Assessments

<i>F.1</i>	<i>Blackburn with Darwen</i>
<i>F.2</i>	<i>Blackpool</i>
<i>F.3</i>	<i>Cheshire</i>
<i>F.4</i>	<i>Cumbria</i>
<i>F.5</i>	<i>Greater Manchester</i>
<i>F.6</i>	<i>Halton</i>
<i>F.7</i>	<i>Lancashire</i>
<i>F.8</i>	<i>Merseyside</i>
<i>F.9</i>	<i>Warrington</i>

F.1 Blackburn and Darwin

This Authority's plan was considered to be fair covering all of the network management duties. It shows that a Traffic Manager has been appointed, the position within the hierarchy and attendance Traffic Managers Group. Liaison between stakeholders is shown to be strong and other departments within the Authority are aware of the impact that the LTP2 may have on its policies.

The Authority works well with the neighbours and recognises the importance and influences of the Highways Agency.

Public consultation and information collection was detailed and the Authority also showed how it shared information with the public, council departments and other external partners. There is evidence to show that targets are set and results are monitored and there was distinction between national, local and regional indicators. There was evidence to show that they recognise interventions which could have an impact on their future performance.

While it was obvious that some joint working arrangements exist, the plan was very weak in providing information of a road hierarchy, demonstrating co-ordination with adjacent networks and cross boundary working in the day-to-day management of its network.

The plan was poor with regard to traffic volume. Traffic growth and a congestion strategy were both covered in adequate detail but there was no evidence that congestion was monitored. There was a cycling strategy in place but a walking strategy is yet to be developed. Freight was mentioned within the plan but there was no clear strategy.

Incident management was non-existent, there being no information on how the Authority deals with unplanned incidents.

Blackburn and Darwin were fairly weak at showing how they manage works within their highways. There was evidence of proactive co-ordination, works scheduling and local/regional co-ordination but it was weak in discussing parity, utilities works and enforcement. The plan does however show that the Authority will explore opportunities to implement permit control systems for all highway network management (works within the highway) and investigate opportunities to work jointly with neighbouring authorities.

F.2 Blackpool

This Authority's plan was considered to be fair covering all of the network management duties. It shows that a Traffic Manager has been appointed, the position within the hierarchy but failed to mention attendance at a Traffic Managers Group. Liaison between stakeholders is shown to be strong and other departments within the Authority are aware of the impact that the LTP2 may have on its policies.

The Authority works well with the neighbours and recognises the importance and influences of the Highways Agency.

Public consultation and information collection was detailed and the Authority also showed how it shared information with the public, council departments and other external partners. There is evidence to show that targets are set and results are monitored and there was distinction between national, local and regional indicators. There was evidence to show that they recognise interventions which could have an impact on their future performance.

The plan demonstrated very good working arrangements for the day to day running of its own network. A road hierarchy is in place, travel information is provided to network users and there was evidence to show joint working and cross boundary co-ordination. There was no information on how network users were informed of events which could have an effect on traffic flow.

Although there were details of transport, cycling and walking strategies as well as ways in tackling congestion, the strategies for congestion and freight were felt to be weak. There was little information on how congestion is monitored and no real detail on how they intend to deal with future traffic growth.

Incident management was very poor, although there were references to the links with the Highways agency in relation to unplanned incidents. It was weak across-the-board on managing incidents outside the authority's control and the working arrangements necessary to implement them.

There was very little reference as to how the Authority manages works within their highway. There were references to local/regional co-ordination but no further information on co-ordination or control of either their own works or those of utility companies.

F.3 Cheshire

This plan was considered excellent, covering the network management duties well. A Traffic Manager has been appointed, his position within the hierarchy has been shown, as has the attendance at a Traffic Managers Group. Liaison between stakeholders is shown to be strong and other departments within the Authority are aware of the impact that the LTP2 may have on its policies.

The Authority works well with the neighbouring authorities and recognises the importance and influences of the Highways Agency. Public consultation and information collection was detailed and the Authority also showed how it shared information with the public, council departments and other external partners.

There is evidence to show that targets are set and results are monitored and evidence to show the distinction between national, local and regional indicators. However there was no evidence to show that they recognise interventions which could have an impact on their performance.

A road hierarchy is described but needs to be updated and there is detailed information on how the Authority co-ordinates with its neighbours and the joint working arrangements it has in place. Travel information is made available for network users. The main weakness is there is little or no information made available to road users with regards to planned or unplanned events

Traffic Volume was covered exceptionally well showing a full set of transport strategies including freight, cycling and walking. The Authority showed how it manages and monitors current congestion as well as how it intends to deal with traffic growth in the future. The main weakness was the lack of a defined congestion strategy.

Incident management was covered reasonably well, demonstrating that a consultation process, contingency plans and information provision were all in place. There was also liaison with Police, emergency services and the Highways Agency. It was, however, weak on detailing emergency planning and diversion routes, and links with transport authorities, for the management of incidents outside the authority's control.

The plan was very good at showing how it managed works and scored very well on this section generally. There was evidence of proactive coordination, works scheduling and enforcement, along with local and regional co-ordination of works. It was, however, weak in its discussion of permits and performance indicators specifically relating to works.

F.4 Cumbria

This plan was considered good, covering most aspects of the network management duties. The plan states that a Traffic Manager will be appointed by the start of the LTP2 but no more information has been given.

The network management duty is hardly referred to although all aspects are covered. The Authority liaises well with external partners and stakeholders, has good inter-departmental arrangements and consults well with other bodies. Public consultation appears to be thorough and the plan shows how it sets targets. Performance indicators are in place but there is no information on how results are monitored.

It is obvious that information is collected but gives no detail and there is no evidence to show that the Authority is aware of interventions which may have an impact of its future performance.

A road hierarchy has been developed and there is detailed information on how the Authority co-ordinates with its neighbours and the joint working arrangements it has in place. There was no information on how the public are informed of events which may have an impact on traffic flow.

Traffic volume was covered in detail. The Authority has produced good transport strategies for walking, cycling and freight. There is strong evidence to show how it tackles and monitors congestion by setting performance indicators. Discussion on traffic growth was considered to be weak.

Incident management was covered in that the Authority has emergency plans and a consultation process in place. Co-operation arrangements with the Highways Agency, Police and emergency services were shown to be strong but diversionary routes, contingency plans and the provision of information of unplanned events were considered weak

With regard to works management, there were references to local/regional co-ordination and works scheduling but there was no other detail to demonstrate how the Authority manages works to minimise disruption.

F.5 Greater Manchester

This plan was considered to be excellent and covered the network management duties well. It shows that a Traffic Manager has been appointed, the position within the hierarchy and attendance at a Traffic Managers Group. Liaison between stakeholders and external partners is shown to be strong and other departments within the Authority are aware of the impact that the LTP2 may have on its policies.

Public consultation and information collection was detailed and the Authority also showed how it shared information with the public, council departments and other external partners. There is evidence to show that targets are set and results are monitored and partnership working is shown to be in practise. There is evidence to show that the Authority is aware of interventions which may have an impact on its future performance.

The plan demonstrated very good working arrangements for the day to day running of its own network as well covering co-ordination with adjacent networks and cross boundary co-ordination. There was evidence to show that the public are informed of events which may have an impact on traffic flow. A road hierarchy is currently being developed.

Traffic volume was covered in detail. The Authority has produced good transport strategies for walking, cycling and freight. There is strong evidence to show how it tackles and monitors congestion and traffic growth by setting performance indicators.

Incident management was covered very well, the Authority has an incident contingency plan, communications with the Highways Agency, the police and other emergency services were shown to be strong and consultation processes are in place. It was however considered weak on details regarding emergency planning and diversion routes in relation to managing.

The plan showed how the Authority managed works within its network and co-ordinated with neighbouring authorities by sharing information on planned and unplanned works. The Authority ensures that parity and impartiality for all that need to work on the highway is consistent. Work scheduling is in place to prevent unnecessary disruption to travellers. The only weakness is in relation to enforcement.

F.6 Halton

This plan was considered to be fair. Information on a Traffic Manager, traffic manager groups and information collection and sharing was regarded as weak. However, it was able to demonstrate that targets are set and results are monitored. National, local and regional indicators are in place along with intervention criteria. The Authority has shown to have interdepartmental arrangements and liaises with external partners.

Within the plan there was evidence to show joint working arrangements, co-ordination with adjacent networks and cross boundary co-ordination in the day-to-day running of its network. A road hierarchy is mentioned but there is no supporting evidence and there is no detail on how the public are informed of events which may have and impact on traffic flow.

Traffic volume was covered in detail. The Authority has produced good transport strategies for walking, cycling and freight. There is strong evidence to show how it tackles and monitors congestion by setting performance indicators and there is a congestion strategy in place.

Halton operates a travel safe scheme in partnership with police and bus operators and will respond to incidents as reported. Information of unplanned incidents is provided to the public via VMS, but there was no information on contingency plans, consultation processes, emergency planning and diversion routes for managing incidents outside the authority's control.

Within networks management there was evidence of proactive co-ordination, works scheduling and performance indicators but it was weak in discussing parity, utilities, road works and enforcement.

F.6 Lancashire

This plan was considered to be excellent covering the network management duties well. It gives a considerable amount of information on the roles of the Traffic Manager and has created the post but gives no more detail. Liaison between stakeholders is shown to be strong and other departments within the Authority are aware of the impact that the LTP2 may have on its policies. The Authority works well with the neighbouring authorities and recognises the importance and influences of the Highways Agency.

Public consultation and information collection was detailed and the Authority also showed how it shared information with the public, council departments and other external partners. There is evidence to show that targets are set and results are monitored and a distinction between national, local and regional indicators. The Authority has shown it recognises interventions that may have an effect on future performances and monitoring.

A road hierarchy is in place and there was evidence to show joint working arrangements, co-ordination with adjacent networks and cross boundary co-ordination in the day-to-day running of its network. There is no detail on how the public are informed of events which may have an impact on traffic flow.

Traffic volume was covered in detail. The Authority has produced good transport strategies including walking, cycling and freight. There is strong evidence to show how it tackles and monitors congestion by setting performance indicators however, there is little information on how the Authority intend to deal with future traffic growth.

Incident management was covered very well, the Authority has an incident contingency plan showing an active management plan for unplanned incidents. Communications with the Highways Agency and the emergency services was evident but there was no reference to liaising with the police

There was evidence of works scheduling and local and regional co-ordination, and proactive co-ordination of works. There was also evidence of enforcement and issues being discussed but was weak in its coverage of road and utilities works and the ability to demonstrate parity regarding works.

F.7 Merseyside

This plan was considered to be excellent covering the network management duties well. A Traffic Manager has been appointed and the position within the hierarchy has been shown as well as the attendance at a Traffic Managers Group. Liaison between stakeholders was shown to be strong and other departments within the Authority were aware of the impact that the LTP2 may have on its policies.

The Authority works well with the neighbouring authorities and recognised the importance and influences of the Highways Agency. Information collection was detailed and the Authority also showed how it shared information with the public, council departments and other external partners, although there was little or no detail on the public consultation programme.

There was evidence to show that targets are set and results monitored and the distinction between national, local and regional indicators was shown. There was evidence to show that they recognised interventions which could have an impact on their performance.

A road hierarchy was detailed and there was detailed information on how the Authority co-ordinates with its neighbours and the joint working arrangements it has in place and information is made available for public transport users. The main weakness was lack of information made available to road users with regards to planned or unplanned events

Traffic volume was covered in detail. The Authority has produced good transport strategies including walking, cycling and freight. There was strong evidence to show how it tackles and monitors congestion by setting performance indicators. Future traffic growth was discussed in detail.

In the event of an unplanned incident emergency and contingency plans were identified as part of the role of the Traffic Manager and Merseyside Traffic Managers group have been established to ensure effective close authority of cross agency working including representatives from police, neighbouring councils, transport authorities and other key stakeholders including emergency services.

The plan was very good at showing how it managed works, there was evidence of proactive coordination, works scheduling and parity, along with local and regional co-ordination of works to cause minimal disruption to network users. It was, however, weak in its discussion of permits and enforcement.

F.8 Warrington

This plan was considered to be good and covered the network management duties very well. A Traffic Manager has been appointed and the position within the hierarchy has been shown as well as the attendance at a Traffic Managers Group. Liaison between stakeholders was shown to be strong and other departments within the Authority are aware of the impact that the LTP2 may have on its policies.

The Authority works well with the neighbouring authorities and recognises the importance and influences of the Highways Agency. Public consultation and information collection was detailed and the Authority also showed how it shared information with the public, council departments and other external partners. There is evidence to show that targets are set and results are monitored and to show the distinction between national, local and regional indicators. There was evidence to show that they recognise interventions which could have an impact on their performance.

The plan provided ample evidence of consultation with neighbouring authorities in respect of Traffic Orders, engineering works and utilities works affecting key cross boundary routes. Equally, the provision of travel information was also well covered in terms of real-time passenger information displays, Traveline and audio information at bus stops for the visually impaired.

However, whilst there was general mention of the establishment of a road hierarchy, no specific details were provided. Similarly, the plan was felt to be lacking in terms of the possession and dissemination of events information.

With the exception of measures relating to traffic growth, traffic volume was well covered. Tackling congestion and congestion monitoring were detailed. A freight strategy was well considered however, cycling and walking strategies only just received adequate coverage in terms of content to receive recognition.

Incident management scored reasonably well and was only regarded as deficient in its consideration of consultation processes and necessary liaison with the Police and other emergency services.

The plan showed how it manages works on its network by means of works scheduling in order to minimise disruption. Good relationships with the utilities was proven but was regarded as lacking in its consideration of proactive works coordination, parity of works treatment, possession of performance indicators, enforcement and permits.