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Network Management Plan 2014

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Section 1

Introduction

Contents

Barnet is London's second most populous borough, with 356,000 residents recorded in the 2011 census. Barnet's story is one of aspirant growth. The local population has grown by 41,800 (+11.5%) between 2001 and this growth is forecast to continue over the coming decade as a consequence of regeneration and recent high birth rates.

Transport and successful network management is vital to maintaining economic prosperity and our ability to meet the needs of our growing population. We share many of the transport challenges experienced across London; increasing traffic congestion, balancing the needs of road users and pedestrians, and a perception that public transport is overcrowded unreliable and expensive. Additionally, we face more local challenges to improve the transport infrastructure to support our ambitious regeneration programme.

Situated in north London Barnet is the fourth largest London borough in terms of area. It has boundaries with five other London boroughs (Camden, Brent, Haringey, Harrow and Enfield), and also with the district of Hertsmere in Hertfordshire. The borough does not have a single centre; the largest town centre, Edgware, is situated at the extreme north west of the borough at the boundary with the London Borough of Harrow.

There are, however a large number of district centres, and the Brent Cross Regional Shopping Centre is situated in the south of the borough.

The M1 corridor along the west side of Barnet forms a main route from North London to the rest of the country. Freight sidings are also available at Cricklewood in the south west of the borough permitting rail freight to and from the East Midlands, Central London and the South Coast.

The road network in Barnet is dominated by the corridor of radial routes along the west side of the borough that incorporates the M1, A1, A41 and A5, and the orbital A406 North Circular Road. The A1000 and A598 link many of the borough's town centres, but also cater for radial movements through the borough.

Many of the main roads operate above their design capacity for much of the working day and at peak times they are regularly heavily congested. Any incident on or in the vicinity have a significant impact on traffic movements as traffic diverts on to local roads. The A406 particularly suffers significant congestion between its junctions with the A5 and A1 and at the eastern side of the borough adjacent to Enfield.

Picture and Location caption tbc in final version



Section 1

Introduction

Some 914,000 trips are made by Barnet residents each day (LTDS 2006-09) of which 50% are made by car or motorcycle, 11% by bus, 1% by bicycle and 29% on foot (other trips are by rail or tube etc).

52% of trips by Londoners originating in Barnet are wholly contained within borough, 11% are to other North London boroughs (Haringey, Enfield or Waltham Forest), 32% to locations elsewhere in London and 5% to destinations outside London.

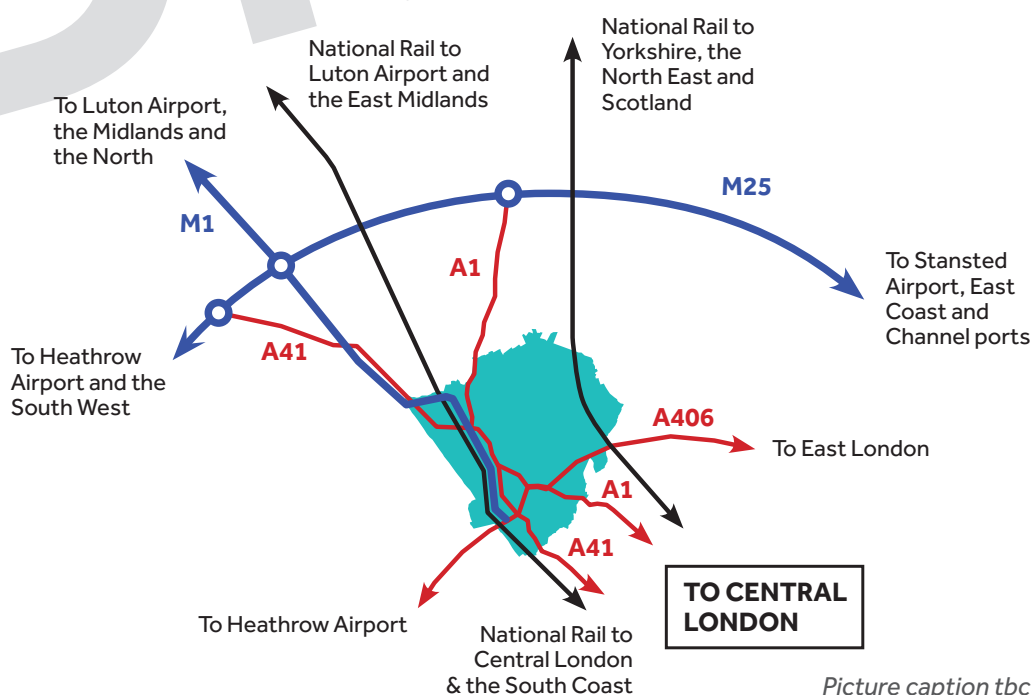
This first Network Management Plan is principally focussed on setting out the Authority's opening position and baseline approach to dealing with congestion and disruption on the network.

Most members of the public when asked to define congestion describe it in simple terms based on real life situations that they themselves have experienced such as:

“Long lines of queuing, slow moving or static traffic that cause frustration and delays to their journey”.

In simple terms 'congestion' can be caused by too much traffic for the road to cope with or incidents such as works on the highway or accidents that disrupt normal conditions. Some situations are difficult or perhaps impossible to predict but others can be tackled either by being forward thinking with policies or planning or by good communication and coordination for network operational management.

This Network Management Plan sets out the legal duty for network management and the LBB coordinated approach to mitigating congestion under the direction of the Traffic Manager.



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Section 2

Traffic Management Act

2.1 Background

The Traffic Management Act (TMA) 2004 was introduced to address a number of traffic related issues that needed to be resolved. The TMA amends sections of the New Roads and Street Works Act 1991 which imposed controls on Statutory Undertakers opening the highway.

The main components of the TMA are:

- Traffic Officers for England and Wales (Introduction of Civilian Traffic Officers)
- Network Management by Local Authorities (Network Management Duty/Traffic Manager)
- Permit Schemes (Details of permit schemes for streetworks)
- Streetworks – update to the 1991 Act
- Highways and Roads – strategic roads in London;
- Civil Enforcement of Traffic Contraventions (Introduction of civil penalties)
- Miscellaneous and General (Minor alterations to existing registration)

Although all of these issues affect local authorities, it is the **Network Management Duty**, and the **Traffic Manager** role, as set out in part 2 of the TMA that are the drivers and basis for the **Network Management Plan**.

The Traffic Manager role is primarily aimed at reducing delays and traffic congestion which result in major disruption to life and business.

The general thrust of the Network Management Duty includes:

- (a) A designated Traffic Manager to manage all activities on the highway in such a manner that disruption is kept to a minimum: and
- (b) That the Authority is able to demonstrate an effective monitoring regime.

The TMA is aimed at all parties who make use of the highway and not just statutory undertakers. This includes other departments within the council whose activities affect the highway, including importantly Barnet's own highway maintenance (DLO) division.

For completeness the TMA legislation includes intervention powers by the national authority to appoint a Traffic Director, if the local authority fails to carry out its duties correctly. If applied the Authority will be charged.

Section 2 Traffic Management Act

2.2 Traffic Manager Duty

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

- (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.

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

- (c) The more efficient use of their road network; or
- (d) The avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority.

Such action may involve 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 (whether or not the power was conferred on them in their capacity as a traffic authority).

This legal duty forms the basis for the terms of reference, responsibilities and objectives and performance outcomes for the Traffic Manager, as set out in Section 3 of this Network Management Plan.

The duty specifically includes the requirement to take into account any action they may take that may affect a road in an adjoining authority or of a trunk road that may pass through their authority. In turn, any adjoining authority or the Trunk Road Authority must take into account any actions they take on their roads that may affect the network in the London Borough of Barnet.



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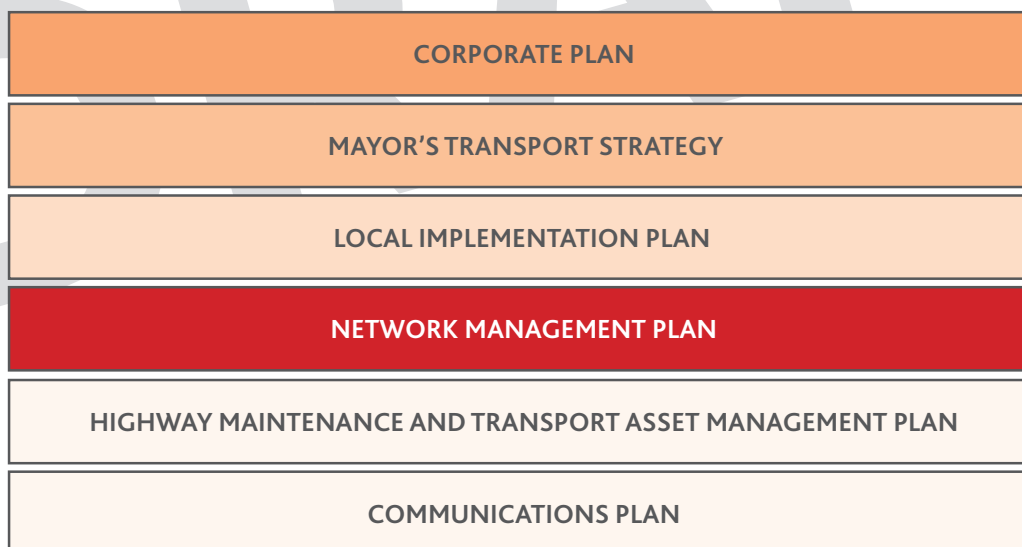
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2.3 TMA Context

The Traffic Management Act (TMA) does not exist or operate in isolation. Local Authorities have a further range of legislative powers and duties by which the management of congestion is implemented and the duty includes a requirement to take into account any impact on adjacent networks.

The TMA and specifically the Network Management Duty and Plan must be approached within the overall context of national, regional and local policies and legislation. Some tasks will be the sole responsibility of the Council to undertake directly whilst other actions will necessitate liaison and consultation with numerous stakeholders to tackle the reduction in congestion throughout the region.

This plan needs to be read in conjunction with the suite of strategies that underpin the Development and Regulatory Services (Re). It identifies the measures for optimisation of the Highway network and congestion relief in response to the Traffic Management Act 2004 and to achieve the Local Implementation Plan objectives. It is a five year plan based on a ten year vision for the safe and efficient movement of people and goods to enhance the economy facilitate regeneration and improve quality of life whilst protecting the environment. The aim is to secure public confidence in journey time reliability by the most appropriate modes and along the best routes. This will ensure that traffic flows on the right roads to protect the over used elements of the network.



Section 2

Traffic Management Act

Role of Transport for London (TfL)

The plan covers the whole of Barnet but recognises the need to provide traffic control that helps to minimise congestion in the surrounding areas. Within Barnet there are shared responsibilities for management of the transport network. Transport for London (TfL) and the Highways Agency (HA) are responsible for the trunk roads and Motorways. TfL is an executive agency of the Greater London Authority and reports to London's Mayor, who has responsibility for transport policy in London. Its remit is unique in Britain and has five primary aspects:

- Provider of public transport – both by direct operation of the Tube and by the acquisition and performance management of bus services with a combined route length of some 7,000km. TfL also has interests in other forms of mass transit, such as the Docklands Light Railway, Crossrail, Trams and River Services.
- Highway authority under the Highways Act 1980 and Greater London Act 1991 - maintaining the fabric and operation of the **Transport for London Road Network (TLRN)**, a network of 580km of the busiest main roads, recognisable as London's Red Routes.

- Signals operator - maintaining and programming the operation of all of London's 4,800 sets of traffic lights.
- Strategic transport authority - executing Mayoral policy on transport, in partnership with and by co-ordination of the other 34 highways authorities for London's 13,000km road network.
- Public carriage Office licences London's Taxis and Private Hire vehicles - providing more than 160m journeys a year.

The Strategic Road Network (SRN) is a network of strategic roads within London which was derived under the TMA. Highway and Traffic authority for the SRN remains with the Borough Councils.

However, TfL will have strategic oversight of these roads and has one month in which to approve or object to schemes or major works on these roads. The partnership with TfL is therefore vital to success.

Length Km	% of road length	Characteristics
580	5	TLRN - Major roads carrying about 1/3 of traffic of goods, vehicles and people for which TfL is the local Traffic and Highway Authority.
520	4	SRN - Initiated by the Secretary of State for Transport, modifiable by the Mayor by agreement with the Borough Councils. Owned and operated by London Boroughs, subject to statutory TMA notifications to TfL.
Approx 2000	16	Network of Interest (NOI) - An unofficial network used by TfL as the focus of its activities (eg. The management of unplanned congestion through the London Traffic Control Centre). Comprises TLRN, SRN, the remainder of the Borough Principal Road Network and a few additional roads important to major bus routes.
Approx 12,420	95	Local Access Roads (LAR) - All roads other than the TLRN but including the SRN and NOI for which the London Borough Councils are the local Traffic and Highway Authority.

Road Network in London

2.4 London Borough of Barnet Perception of Congestion and Disruption

This first Network Management Plan is fundamentally established on the basis of defining the baseline situation for congestion and disruption against which improvements will subsequently be assessed. The measurement of congestion and disruption must account for personal perception and differing perspective through a range of stakeholders. The establishment of an agreed baseline in terms of 'definitions' has been based on capturing a collective opinion from key internal stakeholders.

In December 2013 and January 2014 consultation with a broad range of internal departments via two interactive workshops provided opinions and perceptions on the causes of congestion on the LBB network. Detailed notes were produced for these workshops, copies of which can be obtained from the Traffic Manager. The workshops provided the basis for the production of the Network Management Plan and the foundation for longer term key aims:

- To involve, from the outset, those who will ultimately own and deliver the implementation action plan
- To capture specific information to complete the Barnet Network Management Plan and to collect key reference documents for the Plan
- To capture and map the particular organisational interface issues that will influence TMA legislation compliance (internal and external)
- To continue to identify, capture and refine actions in the implementation action plan
- To appreciate the strategic network performance roles and responsibilities of the Traffic Manager under the TMA
- To develop an outline Project Plan to direct and focus actions and resources.

A clear consideration stemming from the consultation was the need to effectively differentiate between what is congestion and what is disruption and LBB/Re stakeholders devised the following statements:

Congestion

In this plan, congestion is considered to have occurred when **'road capacity is exceeded by high volumes of traffic leading to a breakdown of traffic flow, a reduction in average speeds, and the subsequent formation of queuing on the network. At this point all road users may experience unreliable journey times, adverse safety implications caused by driver frustration and a reduction in service quality based against expected provision'**.

Output captured from the two workshop consultations identified several locations within Barnet that experience extensive and frequent congestion especially during the morning and evening peak commuter periods. The Network Management Plan's first Congestion Map establishes a first baseline and managed system for the congestion improvement plan to consider and tackle the key problem locations. Refer Section 4.

Section 3

Traffic Manager

3.1 Terms of Reference

The Barnet Traffic Manager will:

1. Oversee the implementation of the TMA by Re. on behalf of LBB and co-ordinate input on progressing the TMA, and the Network Management Duty (the 'Duty') in particular, into the Mayor's Transport Strategy/ Annual Progress Report Process;
 2. Review, propose and co-ordinate arrangements for the management of the local road networks. The objective being to secure the safe and expeditious movement of traffic within Barnet and to facilitate the safe and expeditious movement of traffic from and on to neighbouring authority networks. This will have regard to the practicability and other obligations, policies and objectives of the constituent local authorities. Traffic includes all road users: pedestrians and cyclists as well as motorised vehicles, whether engaged in the transport of goods or people, business or pleasure;
 3. Co-ordinate arrangements for making the best use of existing road space for the benefit of all road users; considering actions that would make more efficient use of the network, avoiding, eliminating or reducing congestion or disruption thereby improving journey reliability;
 4. Co-ordinate the occupation of the highway by Street and Road Works, special/planned events and other obstructions/incursions that may interfere with the safe and free flow of traffic. Due account being given to the statutory rights and reasonable demands of those parties needing to enter the highway, maintain or upgrade equipment within it;
 5. Determine policies, procedures, targets and objectives for improving traffic movement on local road networks;
 6. Identify proposals for monitoring the effectiveness of arrangements and actions established to meet the requirements of the TMA and the Duty;
 7. Establish and maintain working relationships with Traffic Managers in other authorities, TfL and its agents, stakeholders including the emergency services, utilities and bus operators who would have an interest in or be affected by the TMA or the Duty;
 8. Review the work and practices of other local traffic authorities in responding to the TMA and to implement best practice as appropriate;
- Review all strategies and planning designed to meet requirements of both the TMA and Duty to determine their consistency with wider local, regional and national policies and guidance (including Codes of Practice and Best Value Performance Indicators).

3.2 Responsibility

The Traffic Manager is responsible on behalf of the LBB for the following actions, in accordance with the TMA (2004):

- Identify and investigate activities and situations which are causing, or have the potential to cause, significant road congestion or other disruption to the movement of traffic;
- Consider possible actions that can be taken in response to, or in anticipation of anything identified;
- Determine specific policies or objectives in relationship to different roads and classes of roads in the authority's road network;
- Monitor the effectiveness of the authority's organisation, decision making processes and implementation of its decisions;
- Assess the performance of the management of the authority's road network;
- Set up and manage performance measurements to monitor the key aspects of network management;
- Keep under review the effectiveness of the arrangements in place for network management.



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3.3 Stakeholder Network

This Network Management Plan recognises the fundamental importance of the influence of a range of:

- Internal groups
- Decision making processes
- External organisations
- Documents (legislation, plans, policies and directives)

on the successful implementation of the Network Management Duty, collectively these are the 'Stakeholder Network'.

The stakeholder network will ensure the effective delivery of the Network Management Duty and it is the responsibility of the Traffic Manager to help plan for and reduce congestion on the highway network.

The fundamental importance of the stakeholder network is to build trust and support between active members, providing capacity to manage change from a collective stance.

The stakeholders must be aware of the role, responsibilities and objectives of the Traffic Manager.

The Traffic Manager's role in the stakeholder network is to act as the hub within this network and connect those who have a shared interest in the issue, disseminate information, and encourage further discussion. It is important that effective relationships are built allowing for a clearer framing of the traffic issues to be developed, and also ensure the commitment of individuals and organisations to get engaged.

The development of the NMP has focused on documenting the necessary integration and structure between key stakeholders, communication channels and Re./Barnet's management structures and has been developed and determined following staff consultation.



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Section 3

Traffic Manager

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The series of 3 diagrams/charts that follow in sections 3.3, 3.4 and 3.5 are designed to be considered collectively to highlight the 'strategic hub' role of the Traffic Manager denoted by the symbol.

Traffic Manager

The stakeholder network is reflective of the complexities inherent in influencing and managing the ever present potential for congestion and delay on a live highway network.

The stakeholder network comprises a mixture of:

- Organisations
- Designated organisational roles/people
- Documents - policies, procedures & Guidance

It is a vital component of the Communication Plan that current details are maintained. Details of influence points, contact point details are controlled and maintained via this NMP.

The latest details can be found in Appendix G.

Section 3 Traffic Manager

Within LBB/Re Highways/Infrastructure

Traffic Manager
Event management
Parking enforcement
Fleet management
Green spaces / trees
Travel Plans
School Travel Plans
T + D
Road Safety Education

Refuse/Recycling
Borough road works

LIP
LOPS
NMD
LBB's
Enforcement Policies
Highway Planning
Environmental schemes
Highway Maintenance

Within Barnet Council

Child & Social services
Transport - star bus
Planning and regeneration
Councillors and elected members
Green spaces / trees
Travel Plans
School Travel Plans
SMOTS

Parking enforcement
Borough transport services
(for social services)
Borough PR event

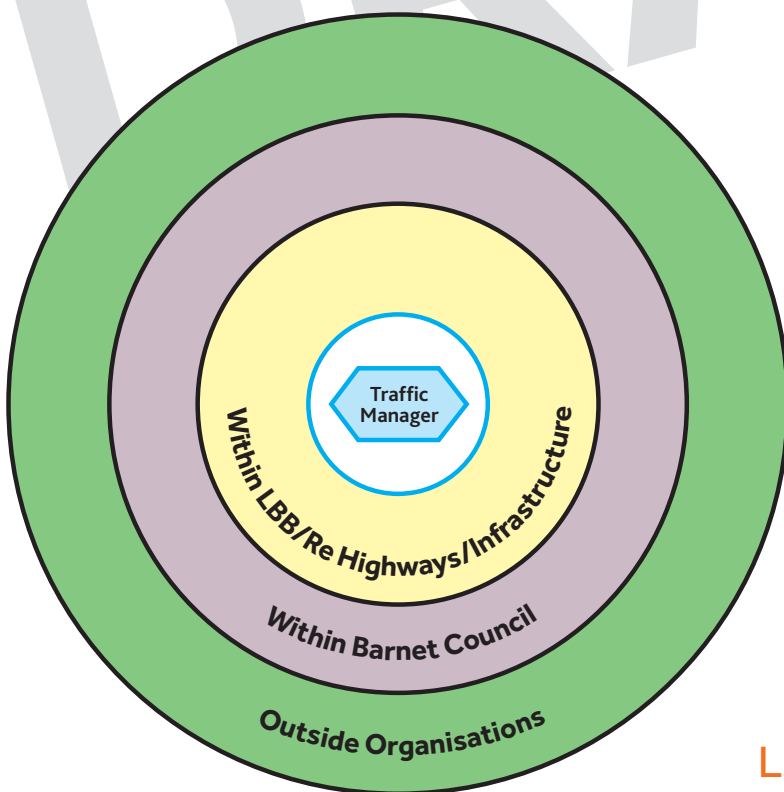
Administration i.e. cabinet
Resident Crps
Community Crps Eg. growth
Town Centre Teams
Incidents/emergencies
Strategic regeneration
Medial facilities

Outside Organisations

Educational establishments
Road users
Utilities
TfL / GLA
Government, DfT, Policies
Tubes, trains, coaches and buses
Saracens
Environment Agency
Education
Inspections Act
Faith Organisations

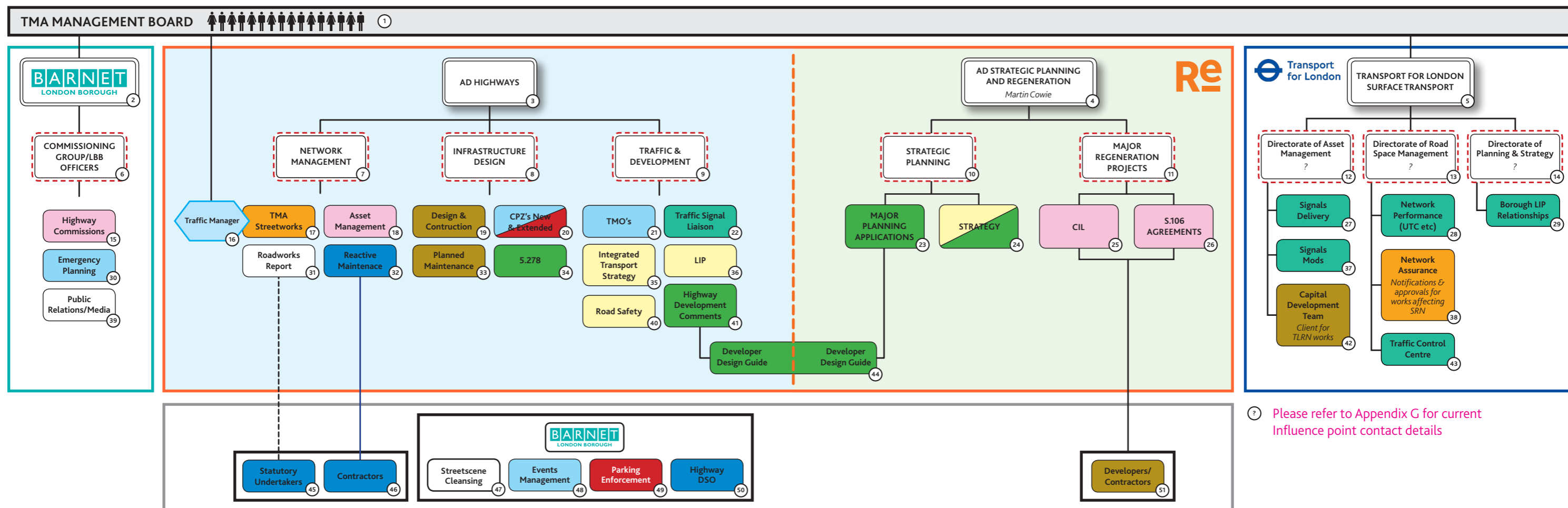
Public (inc diverting)
Events
Emergency services
Accidents
Census/Police enforcement
Utilities road works
Highway Agency
Herefordshire
Other boroughs
TfL signals
Strategic modelling
Cycling groups

London major - MTS
Police and LFB/Ambulance
Blue light SUCS
Neighbouring Road Authority
MPs
GLA members
Developer
Vehicles in accidents/planned works



LBB/Re Stakeholder Network

3.4 TMA Influence Points/Connectivity



The London Borough of Barnet (LBB) organisation comprises the Council Commissioning Group and the Joint Venture partner service provider **Re**. Re. comprises for TMA purposes:

- Highway Group
- Strategic Planning and Regeneration Group.

The Council through Re. works closely with the key stakeholder Transport for London TfL.

There are key internal stakeholders located in all three groups. The figures illustrate the formal lines of management and communication between the teams. Nine sections have been identified as having a major role in influencing, managing and controlling congestion and disruption on the network.

Traffic Management

This group deals with all aspects of traffic management including regulation orders, applications for road closures, events and applications for 3 way temporary traffic signals.

The Traffic Management team is in the Traffic and Development Group.

TMA Streetworks

This group has a number of roles but under the New Roads and Streetworks Act its main job is to ensure that all activities on the road network are co-ordinated, the highway network is not unduly disrupted and the fabric of the asset (road) is not compromised by utility companies. The Streetworks team manage the ETON system of noticing for works on the highway network and need to ensure parity of approach.

The Streetworks team is in the Network Management Group.

Parking Services & Enforcement

This group operates the civil parking enforcement (CPE) system which in the context of the TMA is a key aspect of managing congestion by preventing obstructive parking.

The Parking/CPE team is in LBB Streetscene.

Infrastructure Asset Management

This group is responsible for the Highway/Transport Asset Management Plans (HAMP/TAMP) and Asset Management Policy.

The Infrastructure team is within Infrastructure Design.

Traffic Control Room/Telematics (Traffic Signals/UTC)

This team deals with the critical Intelligent Transport System ITS technology.

The Telematics team is in Transport for London.

Highway Maintenance (Works Repairs)

The group is responsible for reactive safety defect repairs to the network and for planned maintenance resurfacing programmes. The Group includes the Cardiff in house DSO contractor.

The Highway Maintenance team is Network Management.

Development (Highway Comments)

This group deals with the interface with the planning process as a statutory consultee. One of the main aims is to ensure that the highway network is not compromised during the land use planning process and that any future potential for congestion is considered and tackled through improved Section 106 infrastructure/Community Infrastructure Levy (CIL).

There are Highway Development teams in both the Planning and Highway Groups.

Transportation Strategy/Road Safety

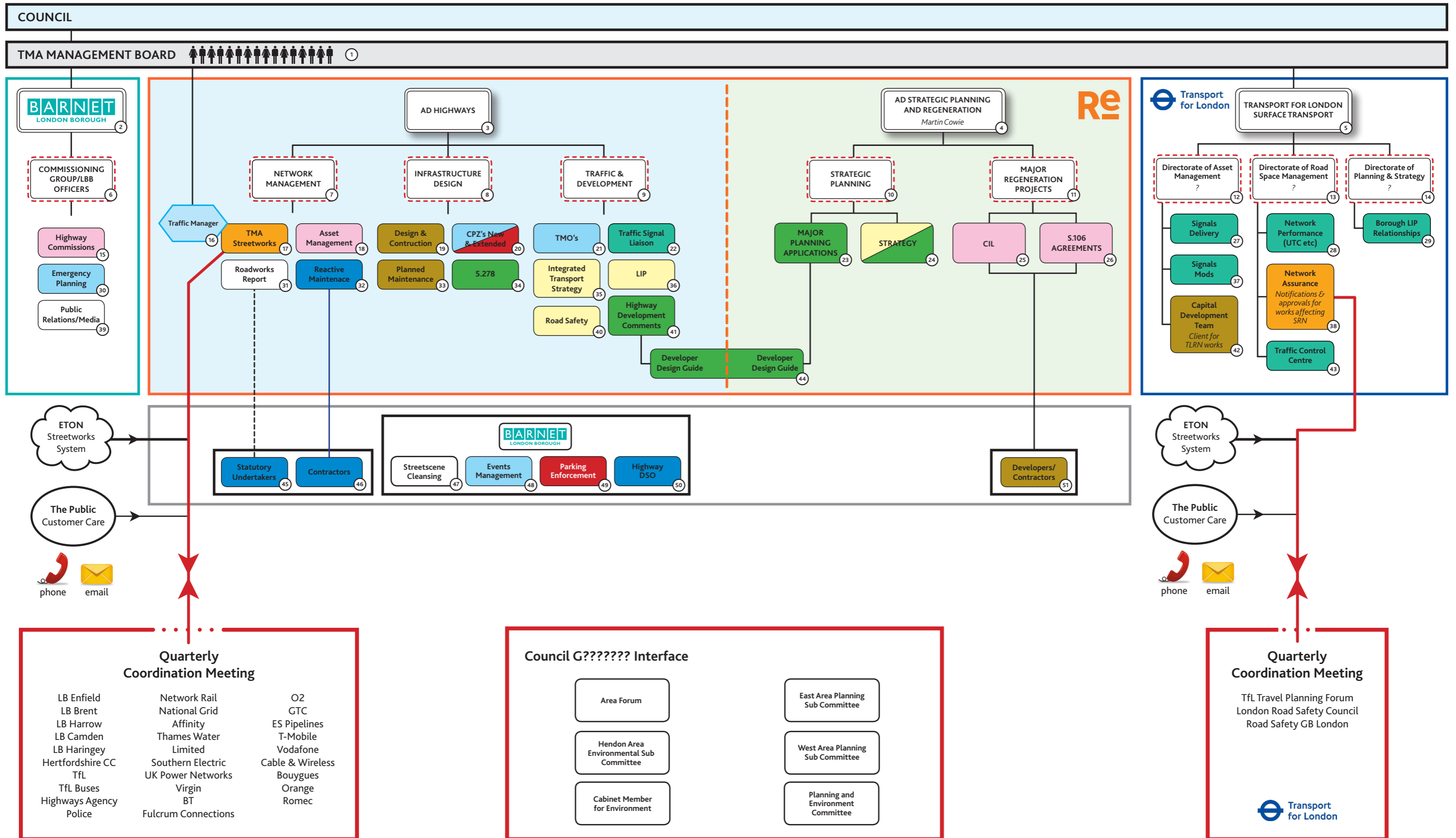
This group is the key integrated/sustainable transport policy and strategy team and a direct communication channel with the Wales Assembly Government and the Regional Transport Authority - the South East Wales Transport Alliance (SEWTA). It is this group which in the context of the TMA addresses the role of congestion/disruption as part of the overall policy for a Sustainable Travel City.

The Transportation Strategy team is in the Traffic and Development Group.

Infrastructure Design & Construction

This group designs and project manages key infrastructure projects and as such influences coordination of works and traffic management and the impact of hard engineering on network management.

The Infrastructure Design Team is in the Highways Group.



3.6 London Borough of Barnet Traffic Manager

The designated Traffic Manager is Liam Davies.

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Section 4

Network Performance

Part 2 Network Management of the TMA requires local traffic authorities to monitor the effectiveness of the actions and the processes put in place to deliver key requirements, as outlined previously within this plan. The TMA Duty and the role of Traffic Manager requires existing performance measurement to be developed to more specifically look at 'congestion' and to address the distinction between vehicle and pedestrian 'congestion/delay' based key performance indicators.

There is no single indicator that encapsulates and measures the impact on users of vehicle congestion but a combination of indicators when presented and analysed collectively, can monitor the impact of, and trends, in traffic congestion to targeted parts of the network.

4.1 Performance objectives

The overall aim is to manage traffic flow to provide reliable journeys by all modes. This will be achieved through:

- Reduce the need to travel.
- Secure safer transport networks.
- Establish reliable journey times on key route corridors.
- Provide better information on transport options and improve the attractiveness and use of a choice of transport modes including public transport, walking and cycling.
- Increase capacity at congestion hot spots and maximise the efficiency of the local road network.
- Take the opportunities presented by the regeneration areas to deliver high quality transport provision and mode choice.
- Comply with our duties under the Traffic Management Act 2004.

4.2 Barnet's Congestion

In the context of users of the network there are three distinctive aspects needed to achieve an effective monitoring programme to address the requirements of the TMA:

- Vehicle congestion
- Pedestrian congestion
- Cyclists

Further detail regarding these 3 items can be found within **Appendix A**.

"We aim to provide the best infrastructure and systems to facilitate reliable journeys and keep Barnet moving for the well being of those who live and work in the borough."

Barnet's "Freeflow approach" demands a balanced approach to the allocation of road space. It in no way precludes the reallocation of road space to certain modes, but recognises that the multiplicity of demands on that space, particularly given the conflicting demands inherent in the large number of town centres situated on main roads in Barnet, is such that there cannot be a presumption towards reallocation of space to any particular mode.

Barnet's preferred approach is to review roads as a whole rather than focussing on a single mode, considering the needs of all users in the process. The aim is to strike a balance between competing priorities that supports the vitality and viability of our town centres and the need for distribution of goods and people. The LIP sets out proposals to facilitate this through a series of corridor studies that will incorporate investigation of appropriate measures for London Cycle Network+ (LCN+) routes and bus priority proposals.

The key elements of our network management activity will be focused on planned initiatives to relieve and prevent further congestion and interactive control to minimise congestion in the face of events or incidents.

Section 4

Network Performance

The workshops have established the initial Congestion Map and 10 vehicle congestion indicators deemed appropriate for the particular characteristics of the London Borough of Barnet network. These have been outlined in table 4.1.

Ref.	Indicator
VCM1	Journey Time (delay compared to optimum journey time)
VCM2	Vehicle Queue Length
VCM3	Traffic Data Collection: Volume
VCM4	Traffic Data Collection: Average Speed
VCM5	Road User Satisfaction
VCM6	Accident Data Monitoring
VCM7	Air Quality Measurement
VCM8	Customer Care Complaints
VCM9	Public Transport Usage
VCM10	Network Availability

*Table 4.1:
Vehicle Congestion Monitoring (VCM) Indicators*

Section 4

Network Performance

4.3 Congestion Map and Congestion Improvement Plan

Appendix B contains the initial NMP Congestion Map. The Congestion Map exists in electronic GIS format for ease of live management, amendment, addition and update. The Map comprises 15 initial sites around the London Borough of Barnet which were highlighted during workshop exercises and is an important aspect of the Network Management Plan as it is the basis for the improvement dimension of the NMP.

Each site location is supported by relevant information:

- Description of the congestion problem and precise location.
- A priority status for each site based on relative severity or impact on the network and urgency for improvement (highest priority is red).
- The type of solution needed and stakeholders needed to implement the solution (resources & indicative costs).
- The congestion performance measurement indicators that apply to monitor improvement.

The Congestion Map is used in conjunction with the Congestion Improvement Plan (see Appendix E for initial improvement plan) which is the basis for the necessary monitoring programme.

The Monitoring Programme to assess the performance of the Authority in implementing its Improvement Plan will consider:

The appropriate KPI or 'bundle' of KPIs used to quantify and measure congestion at a given location.

The Traffic Manager will maintain an appropriate Improvement Plan commensurate with budget resources.

4.4 Performance Indicators

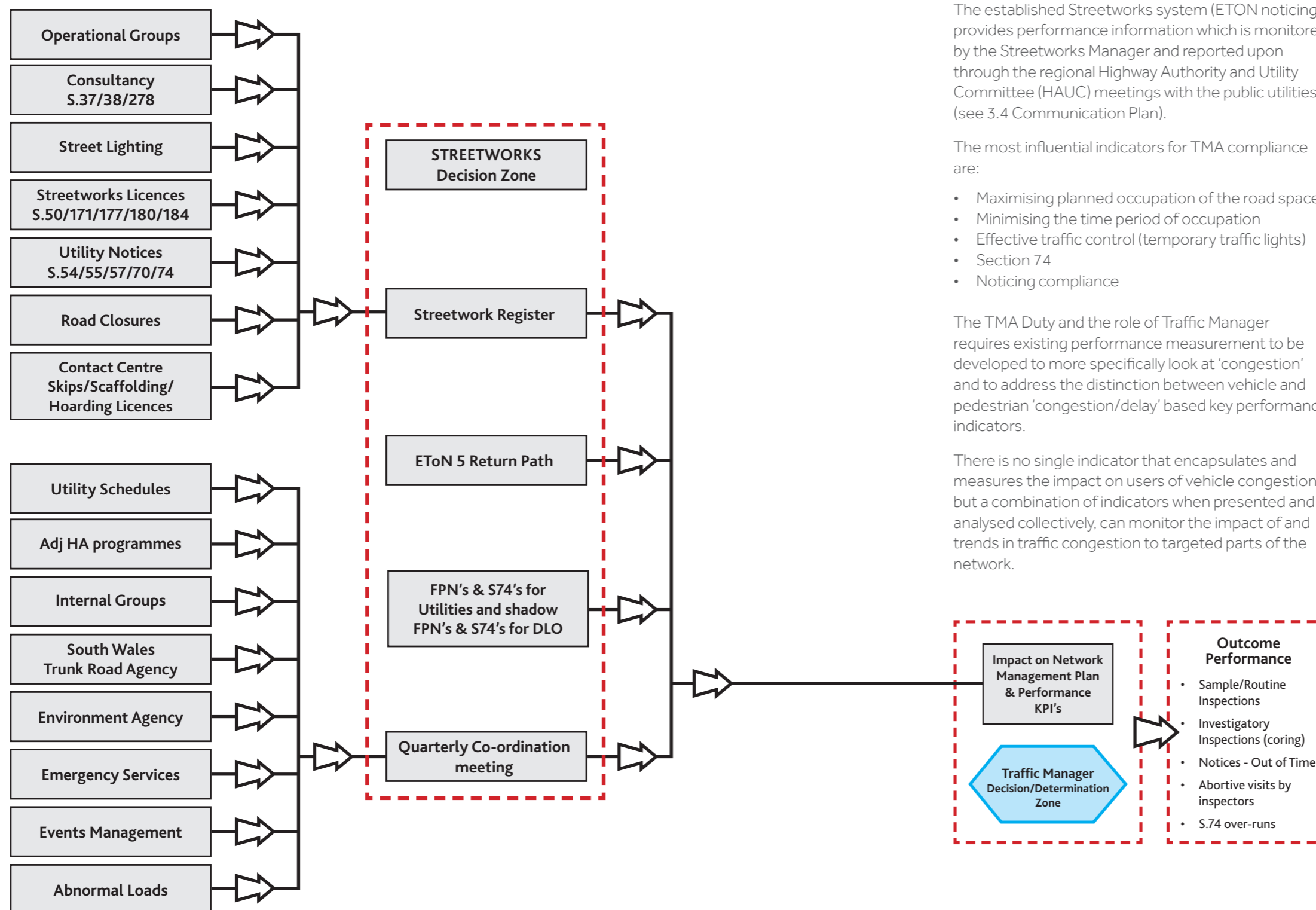
The Barnet TMA Network Management Plan is required to use appropriate performance indicators to monitor service improvement year on year specifically in respect of network management and congestion and disruption.

The choice of performance indicators for the LBB is particularly important in the context of integrated transport high levels objectives and the existing key policy and programme document Mayors Transport Strategy

The Mayor of London's vision for London is to make the Capital an exemplary sustainable world city based upon a strong and diverse economic growth, social inclusivity to allow all Londoners to share in London's future success, and fundamental improvements in environmental management and the use of resources. Achieving this vision of London as an exemplary sustainable world city will make London:

- A prosperous city: in which all share the benefits of wealth created in London's dynamic economy;
- A city for people: a liveable city of safe, attractive streets, where goods and services are within easy reach and where everyone feels safe and secure;
- An accessible city: with fast, efficient and comfortable means of transport, and access to affordable homes, education and training, health, leisure and recreation;
- A fair city: showing tolerance and abolishing all forms of discrimination, where neighbourhoods and communities have a say in their futures; and
- A green city: making efficient use of natural resources and energy, respecting the natural world and wildlife, using to the full the varied patterns of open space, eco-friendly design and construction methods, recycling waste and creating new 'green industries'.

4.4 Performance Indicators and Targets



The established Streetworks system (ETON noticing) provides performance information which is monitored by the Streetworks Manager and reported upon through the regional Highway Authority and Utility Committee (HAUC) meetings with the public utilities. (see 3.4 Communication Plan).

The most influential indicators for TMA compliance are:

- Maximising planned occupation of the road space
- Minimising the time period of occupation
- Effective traffic control (temporary traffic lights)
- Section 74
- Noticing compliance

The TMA Duty and the role of Traffic Manager requires existing performance measurement to be developed to more specifically look at 'congestion' and to address the distinction between vehicle and pedestrian 'congestion/delay' based key performance indicators.

There is no single indicator that encapsulates and measures the impact on users of vehicle congestion but a combination of indicators when presented and analysed collectively, can monitor the impact of and trends in traffic congestion to targeted parts of the network.

Performance Indicators: Carriageway/Vehicles

This first Network Management Plan adopts 4 vehicle indicators deemed appropriate for the particular characteristics of the Monmouthshire network and traffic patterns:

- VCM1 Delay compared to optimum journey time;
 - VCM2 Vehicle queue lengths;
 - VCM3 Traffic data collection; and
 - VCM4 Road user satisfaction
- Refer to table 4a

Performance Indicators: Footways/Pedestrians

The following two indicators are used to assess pedestrian congestion:

- PCM1 Pedestrian data collection (queue length/flows/waiting times); and
- PCM2 Pedestrian User Satisfaction

Section 4

Network Performance

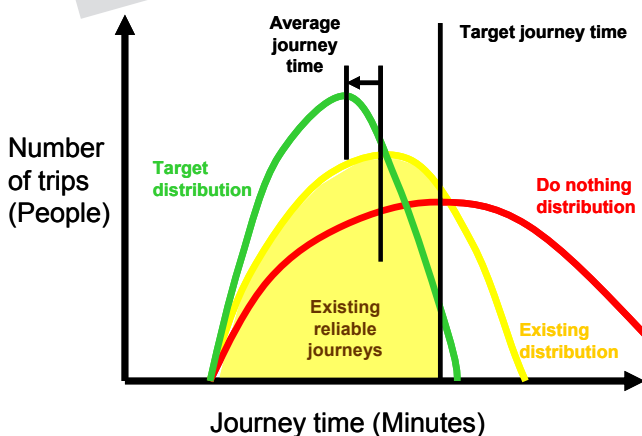
The London Plan

The London Plan is the spatial development strategy for London. It underlines the guiding transport objectives set out in the Mayors Transport Strategy. The London Plan outlines the following five transport policy areas which are supported by the London Borough of Barnet:

- Closer integration of transport and spatial development;
- Enhancing international, national and regional transport links;
- Better public transport in London;
- Reducing congestion and making better use of London's streets;
- Improving freight movements and the distribution of goods and services.

Key performance indicators can be found in the following policy documents

- Barnet Local Improvement Plan
- The London Plan
- The Community Plan for Barnet



Journey Time Distribution Diagram

4.5 Data Management Systems

Relevant performance indicators will be determined based on easy to collect data. Challenging but realistic targets will be set to represent the desired outcomes. These will be publicised internally and externally to seek wider ownership of the problems and solutions.

To comply with the Network Management Duty and avoid Government intervention the Council, as the Traffic Authority, has a duty to: identify congestion and disruption to traffic flow, monitor the effectiveness of actions and assess their performance in managing the network.

There are two types of PI to be considered:

- Those that indicate how well the outcomes are being achieved; and
- Those that measure how well a borough is doing in implementing the measures that are intended to achieve the desired outcomes.

Congestion targets have been previously set for Barnet in the LIP based on traffic growth targets and improving bus journey times and reliability. Barnet Strategic Partnership will consider the need to adopt the new national indicator NI 167 "Congestion – average journey time per mile during the morning peak" as one of the Local Area Agreement indicators.

However on its own NI 167 may not be sophisticated enough to give a complete picture of network performance. The national indicator for Passenger Transport Reliability is currently based on the departure time tolerance at key stops. This is NI 178 Bus services running on time which measures bus departures within a one minute early 5 minutes late envelope or the excess waiting time where frequent service exist.

Section 4

Network Performance

Picture and Location caption tbc in final version



Simply driving down average journey times for all traffic flow is likely to be detrimental to sustainability as single occupancy private car use could increase. Therefore journey time reliability will be discussed with TfL with the view to establishing a new set of indicators to demonstrate excellent performance. To recognise the increasing demand for travel the number of trips will be based on the total number of people travelling along the link and not just the number of vehicles. To give a strong positive message the target will be to achieve 95% of all trips within the target time with, if possible, a small reduction in the average journey time. Ultimately the aim is to monitor reliability per person seamlessly across all modes.

Six main road routes within the borough's control have been identified for journey time monitoring twice each year. Initial surveys on these routes were carried out in March 2007, with a second set of surveys undertaken in September and early October. The 2008 results are currently being analysed.

Routes:

- A5100 - A5109 - A109 (A5 to Betstyle Circus)
- A1000 (Kitts End Road to borough boundary (south of borough))
- A411- A110 (A1 to Cat Hill Roundabout)
- A407 Cricklewood La - A598 - A504 East End Road (A5 – A1000)
- A5 (A41 to Cricklewood Lane)
- A1003-A598-A504 Hendon La/Finchley La/Station Road (Betstyle Circus – A5)

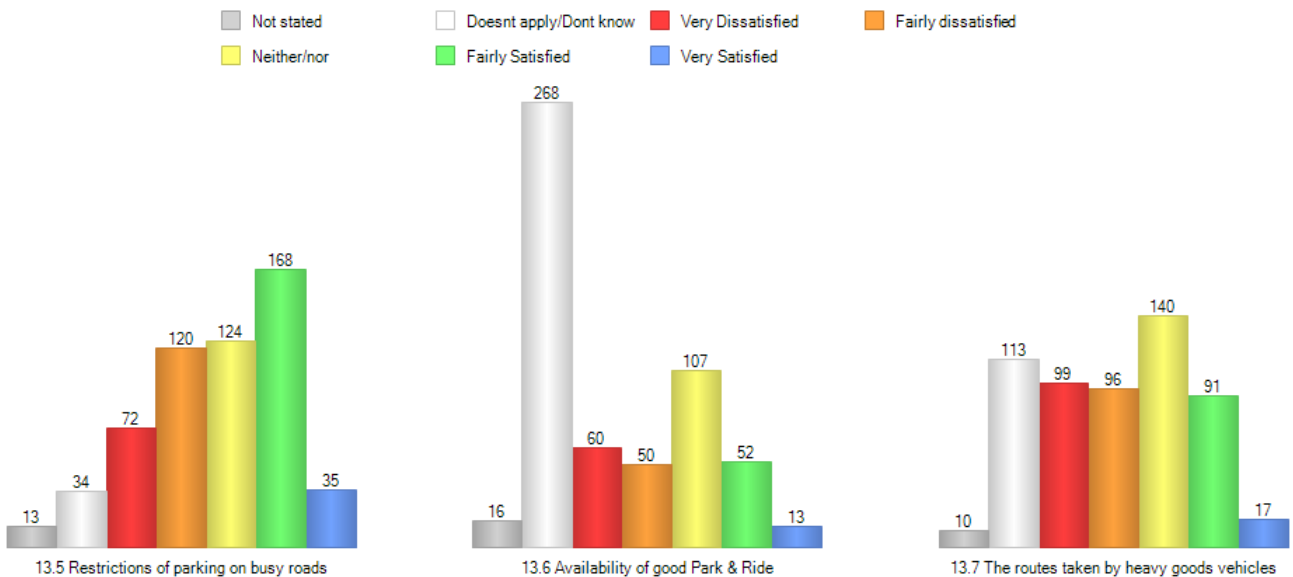
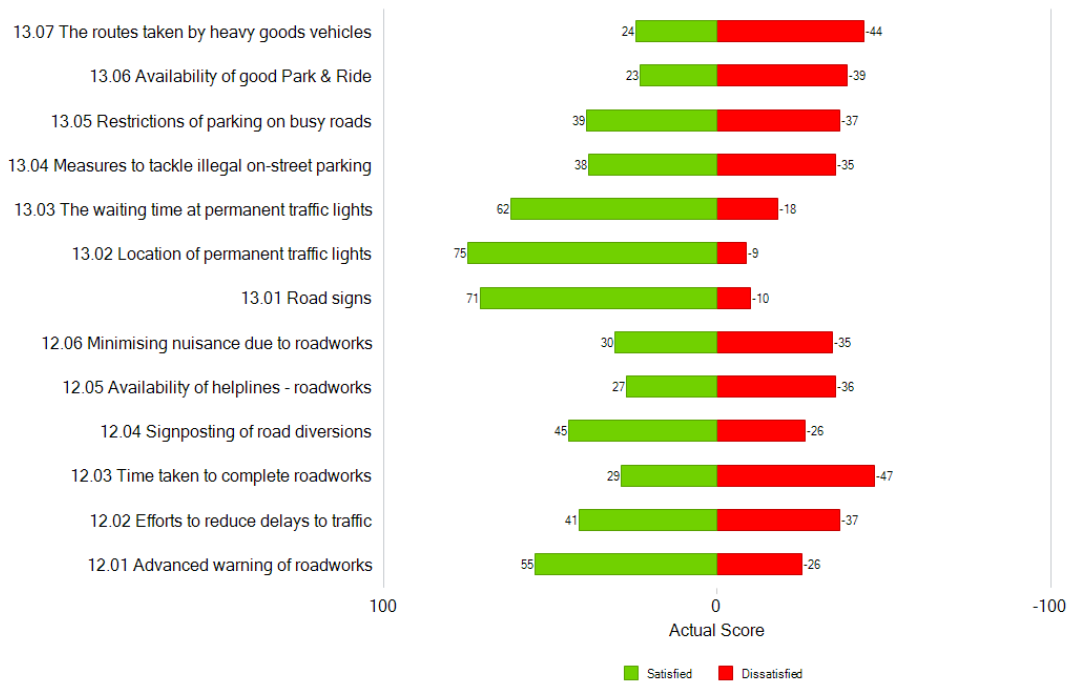
Average journey times have been calculated for each route in each direction for the am and pm peak periods. From these results a total average journey time has been derived for each peak period. In addition notional minimum and maximum figures have been derived by examining the average journey times achieved on each of the two survey days and separately totalling the larger and smaller values.

Section 5 Monitoring and Review

5.1 Baseline

In a 2005 Citizens Panel survey 70% thought that reducing traffic pollution is very important and a further 26% felt it is important. The areas where the respondents felt they experienced the worst congestion are as follows:

- North Circular (no specific location on A406 identified)
- Whetstone
- Tally Ho
- Henley's Corner
- Golders Green (no specific location identified)



5.2 Action/Risk Summary

The Traffic Manager will maintain a live document to capture and manage a general actions list aimed at developing and improving the NMP service.

5.3 Improvement Plan

The Traffic Manager is responsible for the implementation of an appropriate service improvement plan to achieve the Network Management Plan performance targets. The initial plan is included in Appendix C.

The Traffic Manager will report quarterly to the TMA Management Board on progress against the plan.

5.4 Annual Review

The Network Management Plan is subject to an annual review. It is proposed that this will take the form of an annual progress report encompassing the following items:

- Output data established in relation to the Performance Indicators including a comment on progress made for each of the items
- Updated communication, stakeholder network and management structure plans illustrating changes made throughout the year
- The latest iteration of the risk action plan, improvement plan and congestion intervention plan
- Any proposed recommendations to improve the process of ensuring the successful implementation of the Network Management Plan

The proposed forward programme of reviews is

- March 2015
- March 2016
- March 2017

5.5 Key Project Information

A schedule of documents, organisations, meetings and key contacts is included in Appendix G.

Appendices

- Appendix A** NMP Performance Indicators (background and definitions)
- Appendix B** Congestion Map*
- Appendix C** Congestion Improvement Plan (Locations, Schemes, Solutions)*
- Appendix D** Strategic Performance Indicators (TfL)
- Appendix E** Action Schedule (risk register)*
- Appendix F** Project Planner; Service Improvement Planner*
- Appendix G** Schedule of Influence Points - Documents, Organisations, Meetings and Key Contacts (Diagram 3.4)
- Appendix H** Re TMA Project Team
- Appendix I** London Permit Scheme Objectives Overview

*The Congestion Maps and Action Plan are live documents maintained in electronic format. Contact the Traffic Manager and/or Streetworks Manager for the latest version.

Contact Details:

Traffic Manager Liam Davies

Telephone 02083 593005
Email liam.davies@barnet.gov.uk

Streetworks Manager Streetworks Manager

Telephone 02083 593005
Email liam.davies@barnet.gov.uk

Appendix A

NMP Performance Indicators (background and definitions)

- VCM1** Journey Time (delay compared to optimum journey time)
- VCM2** Vehicle Queue Lengths
- VCM3** Traffic Data Collection: Volume
- VCM4** Traffic Data Collection: Average Speed
- VCM5** Road User Satisfaction
- VCM6** Accident Data Monitoring
- VCM7** Air Quality Measurement
- VCM8** Customer Care Complaints
- VCM9** Public Transport Usage
- VCM10** Network Availability

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Vehicle Congestion Monitoring (VCM) Indicators

VCM1: Delay compared to optimum journey time

This is considered to be the traditional congestion indicator often used by transport agencies and local authorities alike and is defined as the average time lost per vehicle kilometre. The measure is defined as the difference in travel times along roads between free-flowing conditions and the actual average travel times across the day.

The application of journey time surveys on strategically identified routes provides a means to analyse changes in duration of actual trips over time, and subsequently help quantify reliability on the highway network. Applicable to the private car and public transport (principally bus journeys), reliability measures are arguably the most useful measure of congestion from a customers perspective providing the provision of information is presented in a clear format.

VCM2: Queue Lengths

To assess the impact of traffic at junctions and roundabouts, observed static queue lengths can be ascertained at strategically important locations. This further addresses the perceived level of congestion by the travelling public as well as allowing for monitoring relative change over a designated period of time.

VCM3: Traffic Data Collection

Increases in road traffic flows can potentially lead to greater variability of highway travel times. Subsequently the analysis of data received from fixed traffic count sites allows for long term trend information to be analysed as well as assess the effect of temporary changes to the road network (road closures, road works, flooding etc.) against the annual average. The data can be measured against the other vehicle congestion indicators to ascertain a comprehensive outline of congestion within the region.

Where specific congestion hotspots have been identified the assessment of traffic data can also be undertaken utilising temporary traffic count sites on either a long or short term basis.

VCM4: Road User Satisfaction

To record the perception of road users, satisfaction questionnaire / surveys will provide a qualitative assessment of existing vehicle congestion issues. Responses can be formulated and cross referenced against the quantitative indicators outlined to determine applicable actions.

In relation to specific locations / routes, the surveys would be required to record perceived levels of satisfaction based several attributes that could potentially affect vehicle congestion and delay during a journey, including (but not necessarily limited to):

- Perceived congestion levels;
- Adequate provision and positioning of signs;
- Notice of road works;
- Reduction of accidents;
- Reasons for possible journey delay (road works, accidents, breakdown, congestion, bad weather, road closure, diversions, speed restrictions, slow vehicles)

Each attribute would be rated on a five point Likert scale (1 = very good, 2 = good, 3 = neither good nor bad, 4 = bad, 5 = very bad). The number of responses in each category will then be weighted (1, 0.5, 0, -0.5, -1) respectively, enabling a total level of satisfaction to be calculated. This results in the range 1 to -1.

A value of 1 would indicate all of the respondents considered the attribute very good, where as -1 would indicate all respondents considered the attribute very bad. A value between 0 and 1 indicates a positive satisfaction, where as a value between -0 and -1 indicates a negative response.

VCM5: Accident Data

Review accident data collected at specific junctions and/or specific route sections over a given period of time (usually the last 5 year period is used within Transport Assessments) allowing traffic accident hotspots to be mapped.

The occurrence of traffic accidents also has the ability to severely disrupt traffic flow and improvements made to junctions and sections of applicable road can help necessitate improved traffic flow conditions.

VCM6: Air Quality

Liaise with the Local Authority Pollution Control team to ascertain existing monitoring adjacent to the highway network. Increased traffic flow and congestion generally linked to a decrease in air quality. Monitoring enables highway improvements to be environmentally assessed and determine potential success of any highway improvements at affected areas.

The air quality indicator is one of the 68 indicators of the Government's Sustainable Development Strategy. It measures annual levels of pollution from particulates (PM10) and ozone (O3), the two pollutants thought to have the greatest health impacts, as well as the number of days on which levels of any one of a basket of five pollutants were "moderate or higher".

Since December 1997 each local authority in the UK has been carrying out a review and assessment of air quality in their area. This involves measuring air pollution and trying to predict how it will change in the next few years. The aim of the review is to make sure that the national air quality objectives will be achieved throughout the UK by the relevant deadlines. These objectives have been put in place to protect people's health and the environment.

If a local authority finds any places where the objectives are not likely to be achieved, it must declare an Air Quality Management Area there. This area could be just one or two streets, or it could be much bigger. Then the local authority will put together a plan to improve the air quality - a Local Air Quality Action Plan.

VCM7: Parking Analysis

The implementation of parking surveys to ascertain existing number of vehicles parked and identification all illegally parked vehicles.

The survey times and extent of the survey should be established with the survey results clearly presented within a table and/or illustrated on applicable diagrams. Any unusual obstructions (skips, abandoned vehicles etc.) should also be noted and existing parking controls established prior to the survey.

VCM8: Customer Care Complaints

VCM9: Public Transport Usage

VCM10: Network Availability

Pedestrian Congestion Monitoring (PCM) Indicators

PCM1: Pedestrian Data Collection

To assess the impact of pedestrian movements at key controlled and uncontrolled crossing locations, as well as at busy pedestrian intersections with high flows. This allows for the monitoring of pedestrian queues, flows and waiting times over a designated period of time, and helps determine its direct influence and impact on both pedestrian and vehicle congestion.

PCM2: Pedestrian User Satisfaction

To record the perception of pedestrians, satisfaction questionnaire / surveys will provide a qualitative assessment of existing pedestrian congestion issues. Responses can be formulated and cross referenced against the pedestrian data collated to determine applicable actions.

In relation to specific locations / routes, the surveys would be required to record perceived levels of satisfaction based several attributes that could potentially affect pedestrian congestion and delay during a journey, including (but not necessarily limited to):

- Perceived pedestrian congestion levels;
- Average wait at crossing locations;
- Conflict with pedestrians and vehicles;
- Enough space to walk at own pace; and
- System coherence

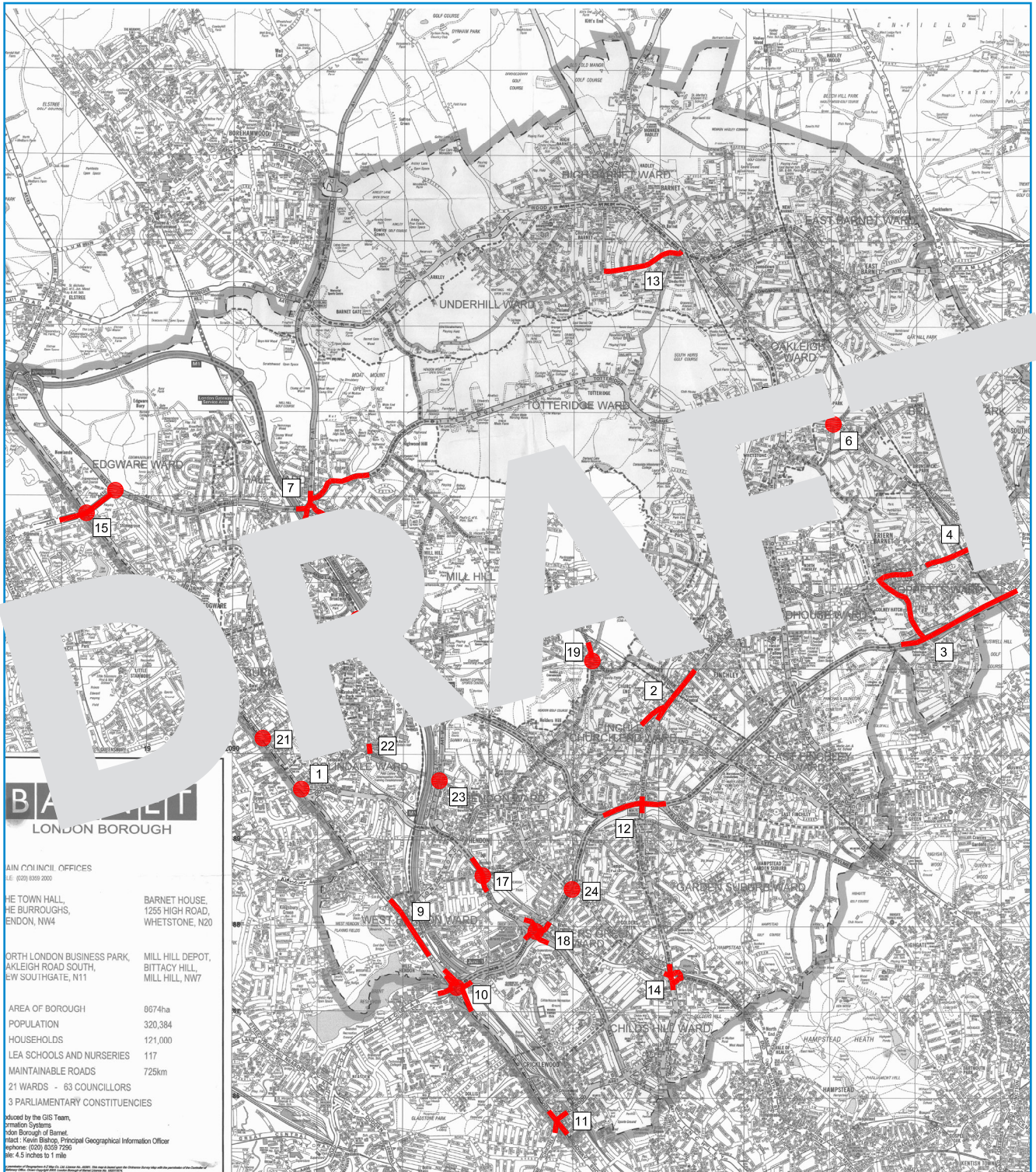
Each attribute would be rated on a five point Likert scale (1 = very good, 2 = good, 3 = neither good nor bad, 4 = bad, 5 = very bad). The number of responses in each category will then be weighted (1, 0.5, 0, -0.5, -1) respectively, enabling a total level of satisfaction to be calculated. This results in the range 1 to -1.

A value of 1 would indicate all of the respondents considered the attribute very good, where as -1 would indicate all respondents considered the attribute very bad. A value between 0 and 1 indicates a positive satisfaction, where as a value between -0 and -1 indicates a negative response.

Appendix B

Congestion Map

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Appendix C

Congestion Improvement Plan
(Locations, Schemes, Solutions)*

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London Borough of Barnet Monitoring Programme											
Ref	Location	Congestion Problem	Suggest solution	Priority Status	Controllable	Potential KPI (VCM & PCM ref) (See Network Management Plan)	Preferred KPI's	Existing data available	Baseline data	Frequency of KPI Data Collection	Target KPI Improvement
1	Collindale Avenue / A5, Finchley Church End Area.	<ul style="list-style-type: none"> Excessive queuing. Future growth in Collindale. 	<ul style="list-style-type: none"> Improved phasing a light TfL input needed. Signalisation of Junction. Brent input - Cross Boundary + Place-making. 	<ul style="list-style-type: none"> Work on going/ plan in place High priority 							
2	East End Road Jct. Regent Park Rd and Ballards Lane/Nether Street.	<ul style="list-style-type: none"> Queuing traffic Weight of traffic 	<ul style="list-style-type: none"> Upgrade signals to SCOOT control. TfL input needed. Investigate under bridge. 	<ul style="list-style-type: none"> Medium priority 							
3	North Circular Rd East Bound at borough boundary with LB Enfield.	<ul style="list-style-type: none"> Junction Bottleneck Long queues Reduced lanes (3 into 2) Signalised junction 	<ul style="list-style-type: none"> Increase lanes Flyover Underpass Better transport + alternatives. 	<ul style="list-style-type: none"> High Priority 							
4	Friern Barnet Road / Station Road Junction	<ul style="list-style-type: none"> Rat Run 	<ul style="list-style-type: none"> Improve junction capacity Linked to 3 	<ul style="list-style-type: none"> High Priority 							
5	High Road Whetstone / Junction Tottenham Lane	<ul style="list-style-type: none"> Weight of traffic/future developments Queuing Safety issues Lane changing Poor geometry 	<ul style="list-style-type: none"> Re-align Junction Look at traffic light phasing Study on-going 	<ul style="list-style-type: none"> High Priority 							
6	Oakleigh Road North / Junction with Middleton Park	<ul style="list-style-type: none"> Right turn block movement creates queues Safety issues for pedestrians Junction too narrow 	<ul style="list-style-type: none"> Widen road No space for improvements 	<ul style="list-style-type: none"> Local issue/ low priority 							
7	Marsh Lane Junction with Apex Corner	<ul style="list-style-type: none"> Queuing Signals on roundabout 	<ul style="list-style-type: none"> Improve signals/modified SCOOT. Limited control. Improve junction layout 	<ul style="list-style-type: none"> TfL involvement/ Controllable Medium priority 							
8	Mill Hill Circus	<ul style="list-style-type: none"> Same as 7 	<ul style="list-style-type: none"> Same as 7 TfL to improve junction. Scheme being drafted. 	<ul style="list-style-type: none"> TfL involvement Medium priority 							
9	A5 West Hendon Broadway.	<ul style="list-style-type: none"> Volume of traffic Regeneration area New large developments 	<ul style="list-style-type: none"> Tied to regeneration work Remove gyratory. 	<ul style="list-style-type: none"> Work on going / plan in place High priority 							
10	Staples Corner A5/A406	<ul style="list-style-type: none"> Excessive queuing Future growth at Brent Cross. 	<ul style="list-style-type: none"> New gyratory planned on part of regeneration scheme. 	<ul style="list-style-type: none"> Work on going / plan in place High priority 							
11	A5 Junction Cricklewood Lane	<ul style="list-style-type: none"> Excessive queuing Future growth at Brent Cross. 	<ul style="list-style-type: none"> Junction improvement planned as part of regeneration scheme. 	<ul style="list-style-type: none"> Work on going / plan in place High priority 							

Ref	Location	Congestion Problem	Suggest solution	Priority Status	Controllable	Potential KPI (VCM & PCM ref) (See Network Management Plan)	Preferred KPI's	Existing data available	Baseline data	Frequency of KPI Data Collection	Target KPI Improvement
12	A1 Junction with North Circular Road	· Queuing traffic · Heavy traffic	· Grade separation Flyover · TTL involvement	Small improvement scheme underway completed. Low priority (long term)							
13	Meys Lane/A1000 Junction.	· Rat Run · Queuing.	· Junction redesign	Medium priority							
14	Golders Green Gyratory.	· Road layout · Bus station traffic · Coaches · Double parking	· TRO's · Review gyratory and minor improvements.	Medium priority							
15	Canons Corner Spur Road Roundabout.	· Volume of traffic	· Re-modification of roundabout	Low priority							
16	A5 Deansbrook Road.	· Predicted future congestion.	· Modify traffic signals.	Low priority							
17.	A41 Queens Road.	· Predicted delays.	· Grade separation.	Low priority							
18	A406/A41.	· Excessive queuing. · Future growth at Brent Cross.	· New gyratory planned on part of regeneration scheme. · Junction improvement planned as part of regeneration scheme.	Work on going / plan in place High priority							
19	Holders Hill Circus.	· Excessive queuing/future growth.	· Planned as part of regeneration.	High							
20	Burns Lane/Graham Park Way	· Excessive queuing. · Future growth in Collindale.	· Improved phasing at light Junction. · TTL input needed. Signalisation of Brent input—Cross Boundary + Placemaking.	Work on going / plan in place High priority.							
21	Montrose Avenue	· Excessive queuing. · Future growth in Collindale.	· Improved phasing at light Junction. · TTL input needed. Signalisation of Brent input—Cross Boundary + Placemaking.	Work on going / plan in place High priority							
22	Realign Aerodrome Road	· Predicted congestion.									
23	A41/Aerodrome Road	· Excessive queuing	· No solution.								
24	A406/Golders Green Road	· Queuing at signals	· Cut and cover scheme	High							

Appendix D

Strategic Performance Indicators (TfL)

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To be completed...

DRAFT

Appendix E

Action Schedule (risk register)

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Reference	Task description	System	Priority (low/medium/high)	Frequency	Effort (days/weeks)	Dependencies	Notes	Owner
1.4.1		1.4.1.1	Low	Once	1 day			
		1.4.1.2	Low	Once	1 day			
		1.4.1.3	Low	Once	1 day			
		1.4.1.4	Low	Once	1 day			
		1.4.1.5	Low	Once	1 day			
		1.4.1.6	Low	Once	1 day			
		1.4.1.7	Low	Once	1 day			
		1.4.1.8	Low	Once	1 day			
		1.4.1.9	Low	Once	1 day			
		1.4.1.10	Low	Once	1 day			
1.4.2		1.4.2.1	Low	Once	1 day			
		1.4.2.2	Low	Once	1 day			
		1.4.2.3	Low	Once	1 day			
		1.4.2.4	Low	Once	1 day			
		1.4.2.5	Low	Once	1 day			
		1.4.2.6	Low	Once	1 day			
		1.4.2.7	Low	Once	1 day			
		1.4.2.8	Low	Once	1 day			
		1.4.2.9	Low	Once	1 day			
		1.4.2.10	Low	Once	1 day			

Appendix F

Project Planner; Service Improvement Planner

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ID	Task Name	Apr '11	May '11	Jun '11	Jul '11	Aug '11	Sep '11	Oct '11	No
1	A Communication of Information								
2	A1 Prepare a documented Communication Plan (via the NMP) covering internal and external key stakeholders								
3	A2 Establish the CCC TMA Management Forum (chaired by the Traffic Manager)								
4	Devise and implement 'Consultation' guidelines								
5	Integrate the weekly Traffic Groups meetings (Paul Thomas)								
6	Incorporate Traffic Management Coordination								
7	Implement a CCC Communications and Notification Strategy recording all works on the highway								
8	A3 Establish operational responsibility for communication through the Cardiff CC Communication Team								
9	A4 Develop the Roadworks Report								
10	Implement 'Traffic light' system to highlight relative congestion disruption potential (time delays)								
11	Add map location search functionality								
12	Ensure planned road closures are included								
13	Review and update internal distribution of the Roadworks Report								
14	Include the calendar of major events								
15	A5 Review the CCC Website to include a combined Travel and Congestion area (Planning your Journey)								
16	Implement current web site functionality to display - Accidents, Events, Incidents and Roadworks								
17	Devise an Instant Alert								
18									
19	B Technology and Systems								
20	B1 Report on the role and benefits of Variable Message Signing (VMS) - BRIEF 1								
21	B2 Undertake a technology options appraisal - systems to monitor congestion - BRIEF 2								
22	B3 Review ANPR technology as a cost effective option to monitor and maintain traffic surveys - BRIEF 4								
23	B4 Research the functionality of the public transport (bus shelter) 'real time' messaging system								
24	B5 Report on the cost benefits of investing in mobile data communication (Mayrise Streetworks)								
25	B6 Explore potential for a Cardiff City specific 'Travel Line/Route Planner' type service - BRIEF 3 (using available information)								
26									
27	C Process and Procedure Improvements								
28	C1 Establish the CCC Control Room as the focal point for operation Network Coordination								
29	C2 Prepare guidelines for registerable works in the highway								
30	C3 Undertake internal training programme (registerable works/advance notification)								
31	C4 Review and confirm that all CCC departments are registering works via Streetworks								
32	C5 Introduction of procedure and protocol for the Network Hierarchy assessment								
33	Establish network review factors								
34	C6 Undertake a review/update of the Emergency Planning Major Incident Plan								
35	Review and formally define diversionary routes								
36	C7 Review and document the forward planning (& planning application) review process								
37	Draft a package of TMA specific observations/requirements								
38									
39	D Data Collection and Monitoring								
40	D1								
41									
42	E Policies and Performance Management								
43	E1 Designate the Cardiff CC Traffic Manager								
44	E2 Establish a GIS based Traffic Manager Information Dashboard - BRIEF 4								
45	E3 Implement an operational procedure to capture KPI information and feedback from the Control Room								
46									
47	F Stakeholder Consultation								
48	F1 Implement action plan to ensure attendance at HAUC meetings								
49	F2 City Centre team to be represented at HAUC meetings								



Project: Cardiff City Council Network M
 Date: Wed 29/06/11

Task Split

Progress Milestone

Summary Project Summary

Deadline

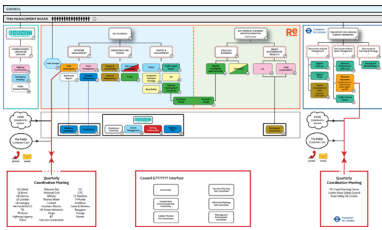
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Appendix G

Schedule of Influence Points:

Documents, Organisations, Meetings and Key Contacts
(Diagram 3.4)

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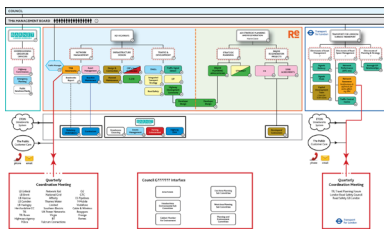


Refer to diagram 3.5 on page 14

Appendix G

Ref	Organisation/Role	Influence Type	Contact Details
1	TMA Management Board Linked to Ref. 16 Traffic Manager	Strategic Direction; Performance Management and ownership of the Improvement Plan	Refer Appendix H for current details
2	London Borough of Barnet Council	Designated Highway Authority	
3	Re. Associate Director -Highways		
4	Re. Associate Director- Strategic Planning & Regeneration		
5	Transport for London		
6	LBB Client Commissioning Team		
7	Network Manager (Highways)		
8			
9	Traffic & Development Manger		Neil.Richardson@barnet.gov.uk 0208 359
10			
11			
12			
13			
14			
15	LBB Highway Commissioner	Interface for approval of NMP by LBB. Sign off of Annual Performance Report	Declan.Hoare@barnet.gov.uk
16	Traffic Manager		Liam.Davies@barnet.gov.uk 0208 359 3005
17	Re. TMA Streetworks Team		NRSWA@barnet.gov.uk 0208 359 6427
18	Asset Management		Chris Chrysostomou 0208 359
19	Construction and Design - Traffic and Development Manager		lisa.wright@barnet.gov.uk 020 8359 3049
20	CPZ's New/Extended – Senior Engineer		Gavin.woolery-allen@barnet.gov.uk 020 8359 7454
21	TMO's – Senior Engineer		Gavin.woolery-allen@barnet.gov.uk 020 8359 7454
22	Traffic Signal Liaison – Senior Engineer		Jane.shipman@barent.gov.uk 020 8359 7226
23			

Missing contact details tbc as part of consultation process

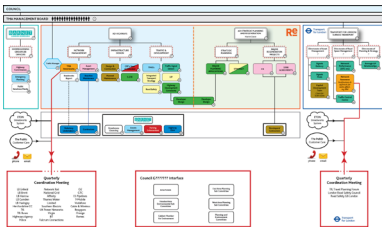


Refer to diagram 3.5 on page 14

Appendix G

Ref	Organisation/Role	Influence Type	Contact Details
24			
25			
26			
27			
28			
29			
30	Emergency Planning Manager		Kate.Solomon@barnet.gov.uk 020 8359 2118
31	Senior Permit Coordinator		Tony Hopkins 0208 359 6427
32	Clerk of Works		Mark Cooper 0208 359
33	Senior Engineer		Shan Vaiti 0208 359
34	Traffic and Development Manager		Gangan.pillai@barnet.gov.uk 020 8359 3044
35	Integrated Transport Strategy - Senior Engineer		Jane.shipman@barent.gov.uk 020 8359 7226
36	LIP - Senior Engineer		Jane.shipman@barent.gov.uk 020 8359 7226
37			
38			
39			
40	Road Safety - Traffic and Development Manager		Lisa.wright@barnet.gov.uk 020 8359 3049
41	Highways Development Comments - Traffic and Development Manager		Gangan.pillai@barnet.gov.uk 020 8359 3044
42			
43	London Streets Traffic Control Centre		(0) 845 850 2621
44	Developer Design Guide – Traffic and Development		Gangan.pillai@barnet.gov.uk 020 8359 3044
45			

Missing contact details tbc as part of consultation process



Refer to diagram 3.5 on page 14

Ref	Organisation/Role	Influence Type	Contact Details
46	Street Scene –Parks, Open Spaces, including highway verges and tree maintenance		Jenny Warren
47	Street Scene - Refuse		Jason Armitage
48	Street Scene - Cleansing		Jason Armitage
49	Parking Enforcement Manager		Paul Bragg
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			

Missing contact details tbc as part of consultation process

Appendix H

Re TMA Project Team

DRAFT

TMA Network Management Plan Board/Project Team	
Service Function	Lead Contact(s)
Traffic Manager	Liam Davies
Streetworks	Tony Hopkins
Planned Maintenance & Asset Management	Chris Chrysostomou
Traffic and Development Manager	Gangan Pillai
Highways Manager, T & D	Neil Richardson
Senior Engineer	Jane Shipman
Principal Engineer	Lisa Wright
AD Strategic Planning & Regeneration	Martin Cowie
Major Regeneration Projects	Mervyn Bartlet
Street Scenes/Parking/Cleansing	Paul Bragg

Appendix I

London Permit Scheme Objectives Overview

The objectives of LoPS were laid out in Section 2 of the Scheme. These are summarised below along with how they have been met within the second and third years of operation.

- 1) To provide an environment to help each of the Permit Authorities operating LoPS to meet their Network Management Duty (NMD);

The LoPS environment through its Committee and Task Forces and Permit Advice Notes (PAN) gives the London Permit Authorities direction and guidance towards meeting their NMD. The London Permit Scheme helps the London Borough of Barnet achieve its NMD by allowing more detailed assessment of the impact works will have on the road network and therefore better decision making when co-ordinating. Opportunities to encourage collaborative working, minimum dig technologies, and appropriate placement of apparatus all lend themselves to the expeditious movement of traffic.

- 2) To support those seeking to minimise disruption and inconvenience across London by encouraging good practice, mutual and collaborative working arrangements, and a focus on coordination and getting it right;

The London Permit Scheme allows for the waiving of permit fees for works promoters carrying out collaborative working and lower fees if carrying out works on traffic sensitive roads at non traffic sensitive times as an incentive for works promoters to co-ordinate and plan their works with minimum disruption. Barnet attends and contributes to the Works Task Force, Permits Practitioners Task Force, Joint Permit Group and Operational Committee and feeds back best practice via its quarterly co-ordination and performance meetings with works promoters. Barnet focuses co-ordination on road closures to identify collaborative opportunities and arranges ad hoc meetings with relevant works promoters to make arrangements for mutual and collaborative works to take place.

- 3) To encourage a high emphasis on safety for everyone including site operatives and all other road users with special emphasis on people with disabilities;

In line with the London Permit Scheme the details contained within permits and their attached conditions help ensure works are carried out safely as planned with a particular emphasis on people with disabilities. Where unforeseen difficulties are encountered new agreements can be confirmed via variations maintaining the emphasis on safety. Inspections are carried out whilst works are in progress to ensure compliance with Safety codes of practice, results are fed back to the works promoters through regular performance meetings. Internal inspections on the London Borough of Barnet's own works are carried out and reports submitted back to monthly contractor meetings to drive improvements in performance. Fixed Penalty Notices and Shadow Fixed Penalty Notices can be issued against breaches in conditions relating to safety in order to improve performance by all work promoters.

Barnet sits on the Works Task Force which as detailed beneath in 2.3 developed the joint inspection exercise which allows areas of best practice to be identified in relation to site safety.

- 4) To encourage a sharing of knowledge and methodology across the industries working within the London Permit Scheme;

The meetings and Task Forces within the London Permit Scheme act as a regular opportunity to discuss and share knowledge and methodology amongst the industries working within the scheme. These are reinforced during performance and coordination meetings at local level.

- 5) To emphasise the need to minimise damage to the structure of the highway and all apparatus contained therein;

Minimum dig techniques and reinstatement agreements can be reflected in the conditions of permits. Barnet has worked with companies such as National Grid to encourage vacuum excavation methods which minimise damage to the structure of the highway and all apparatus contained therein.

- 6) To provide a common framework for all activity promoters who need to carry out their works in London;

The London Permit Scheme allows works promoters to follow a single set of rules. The Task Forces and PANs help resolve issues of interpretation through consensus.

- 7) To treat all activities covered by the scheme and activity promoters on an equal basis.

The London Permit Scheme's Key Performance Indicators and Objective Measures have been set to help ensure equality for all activities and works promoters. The London Borough of Barnet has focused resources on ensuring an even playing field between all activities and works promoters. Permit applications are treated with parity during the review process. Barnet's Fixed Penalty Notice (FPN) scheme introduced in July 2012 to improve performance incorporates shadow FPNs for its own internal works. Barnet's Authority Permit Officer carries out inspections on internally promoted works to drive parity.

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