Worcestershire County Council

The Worcestershire Network Management Plan

Worcestershire
Local Enterprise Partnership

worcestershire
county council

Contents

Introduction

1.1 Background

Demand to travel continues to rise across Worcestershire, focussed particularly in the county's urban areas. Worcestershire's transport networks perform a vital multifunctional role by supporting local economic activity and growth and connecting communities. The effective management of these networks is essential to ensure the safe and efficient movement of people and goods, whilst limiting negative impacts on the local environment, such as pollution and community severance.

The policies included within Worcestershire's Network Management Plan (NMP) provide the strategic management framework by which Worcestershire County Council will seek to manage our highway network.

1.2 Aims and Objectives

The overarching aim and objectives of the Worcestershire Network Management Plan are:

"To achieve the most efficient use of Worcestershire's transport network assets to deliver consistently reliable journey times, reduced direct and indirect costs and improved road safety."

The Department for Transport's Network Management Duty Guidance specifically requires that this document must be consistent with all relevant legislation and national and local policies and guidance. The key objectives of the Network Management Plan remain those of the Worcestershire Local Transport Plan and have been developed specifically to reflect national and local policy, as outlined in Table 1.1.

Table 1.1 – The Worcestershire Network Management Plan, And How It Will Deliver Against The Worcestershire Local Transport Plan Objectives

Local Transport Plan Objectives	How The Worcestershire Network Management Plan Can Deliver Against These Objectives
To support Worcestershire's economic competitiveness and growth through delivering a safe, reliable and efficient transport network. **The Economic Objective**	The cost of congestion to the national and local economy is a major concern, with access to an efficient strategic transport network a key priority for business and a determining factor in the decision to relocate into or expand in Worcestershire. The Network Management Plan aims to ensure that congestion is not a barrier to economic development by managing demand and maintaining and improving traffic flow on key transport corridors. By working with businesses, the Plan will aim to maximise the efficient movement of goods, provide enhanced travel choices to access workplaces and fully support the land use planning process to ensure future development is accessible by a range of transport modes, and that the effects on traffic congestion are mitigated wherever possible. The NMP will strive to improve network efficiency and the reliability of journey times and costs by: • Network optimisation through traffic demand management, investment in Intelligent Transport Systems and policies which support route planning and the implementation of a clear network hierarchy; • Co-ordinating highway works and event planning; • Preparing and implementing Incident Management and Contingency Plans; • The provision of infrastructure and promotion of alternative travel choices (particularly walking and cycling); • Continued liaison with emergency services, neighbouring Local Transport Authorities, Borough, City and District Councils and freight and passenger transport operators.

Table 1.1 continued...

Local Transport Plan Objectives	How The Worcestershire Network Management Plan Can Deliver Against These Objectives
To limit the impacts of transport in Worcestershire on the local environment, by supporting enhancements to the natural environment and biodiversity, investing in transport infrastructure to reduce flood risk and other environmental damage, and reducing transport-related emissions of nitrogen dioxide, particulate matter, greenhouse gases and noise pollution. This will support delivery of the desired outcomes of tackling climate change and reducing the impacts of transport on public health. **The Environmental Objective**	Increasing vehicular traffic growth, longer journey times, increasing congestion and peak hour spread may result in harmful environmental deterioration as a result of transport-related pollution. The Network Management Plan aims to improve the safety and efficiency of the transport network by improving infrastructure and promoting travel choices. Worcestershire County Council will work closely with Worcestershire Regulatory Services in the development and delivery of the Worcestershire Air Quality Action Plan, with the overarching aim to improve ambient air quality through focussed interventions.
To contribute towards better safety, security, health and longer life expectancy in Worcestershire, by reducing the risk of death, injury or illness arising from transport and promoting healthy modes of travel. **The Health and Safety Objective**	The NMP measures will work to reduce road traffic accidents, promote and increase active travel and enhance community safety and security by: • Ongoing inspection of road works to improve road safety; • Contingency planning for emergencies, incidents and bad weather that effects travel within the county; • Increasing walking and cycling levels; • Providing real time information to give early warning of hazards or issues relating to the highway.

Table 1.1 continued...

Local Transport Plan Objectives	How The Worcestershire Network Management Plan Can Deliver Against These Objectives
To optimise equality of opportunity for all of Worcestershire's citizens with the desired outcome of creating a fairer society. **The Equality Objective**	The NMP aims to improve access to the workplace, education, local facilities and services whilst improving road safety for motorists, vulnerable road users and pedestrians. The NMP will ensure the provision of advanced information of planned works or events and real time information to give early warning of hazards or issues relating to the highway. The NMP will help to ensure that children and young people are supported in gaining access to education, training and employment. A key objective of the NMP is to ensure that the same standards, approaches and priorities are applied to all activities on the network.
To enhance the quality of life for Worcestershire's residents by promoting a healthy, natural environment, for people, wildlife and habitats, conserving our historic built environment and preserving our heritage assets. **The Quality of Life Objective**	The NMP aims to help protect the natural and historic environment within our county, by reducing the adverse effects associated with congestion. This will enhance the overall quality of life and physical environment in Worcestershire. Advance and real time information enables greater journey planning and improves quality of life by maximising travel choices and can increase the use of active travel.

The target audience for this Plan includes a wide range of stakeholders, consisting of Councillors, transport network users across all modes of transport, the voluntary sector, the Department for Transport, local authority partners, passenger transport users and operators, Highways England and regulatory bodies. To be thorough and robust, this policy document by necessity covers a wide range of often technical issues. The level of technical detail is necessary to ensure the document is precise and unambiguous.

1.3 **What is the Network Management Duty, and how does it affect Worcestershire County Council's service delivery approach in this area?**

The Network Management Act (2004) requires Local Transport Authorities to appoint a designated Traffic Manager who is responsible for the delivery of the Network Management Plan. Contact details for the current designated Traffic Manager are available online.

Worcestershire County Council is an active member of the West Midlands, Shires and Unitaries Traffic Management Forum. The vision of the Forum is to:

'Continue to improve delivery of the Network Management Duty through cross-boundary working and using best practice principles, thereby enabling consistency, efficiency and effectiveness'.

As travel demand increases, so does congestion in areas of the network with more limited capacity, typically in constrained central business districts in urban centres and at junctions.

Local Transport Authorities increasingly seek to make better use of their existing assets, by adopting policies that improve traffic flow such as:

- Technological innovation;

- Junction improvements;

- Encouraging use of alternative modes of transport.

2. What is Congestion, and How do we Tackle it?

2.1 Introduction

Put simply, traffic congestion occurs where the level of demand to use part of a given transport network exceeds its available capacity. There are numerous factors which can cause capacity constraint and subsequent congestion. The following sections explore each of these causes in detail, and set out the policies by which Worcestershire County Council will seek to minimise their effects on network efficiency.

2.2 Physical Capacity Constraint

As with other parts of the country, there are several areas in Worcestershire, mainly the urban centres, where congestion is experienced during the morning and evening peak. This is normally because these parts of the network are in narrow, historic streets which have evolved for use by traffic, rather than being designed for this purpose. Capacity issues account for 65% of congestion in the county, with the main focus being Worcester City Centre.

The main focus to tackle congestion in these areas will be to introduce the latest technological measures and junction improvements to improve traffic flow and by encouraging use of alternative modes of transport.

2.3 On-Street Parking

In some areas, on-street parking can result in significant capacity constraint. Where this is the case, the County Council will act by imposing measures to maintain traffic flow, such as parking restrictions or redesign of the highway.

2.4 Incidents

Congestion can be caused by adverse weather, collisions, events or other temporary occurrences which effectively block the highway. The effect of incidents accounts for approximately 25% of congestion experienced across Worcestershire's transport networks. The County Council seeks to minimise these impacts through the following measures:

- Public Information dissemination through a variety of media (Internet, Apps, Social Media and Variable Messaging Signs);

- Contingency and operation plans for extreme weather conditions. These include:

  - Winter Maintenance Plan

  - Operation plans for flooding and high winds

- Event management to co-ordinate effectively in advance;

- Emergency Contact arrangements to deal with incidents;

- Immediate contractor response unit to remove any obstruction or repair any highway defect;

- Traffic Management to divert traffic from problem area;

- Liaison with external parties such as the police and utilities to reduce and monitor effect.

2.5 Road Works

We understand that road works cause concern, however they only account for 10% of congestion issues and are often unavoidable. In the public view, these are easily the most irritating as it not always possible for users to factor in the impacts on journey times. Road works are likely to be caused by new developments, infrastructure additions, changes or faults, utility works and drainage matters. As a member of the West and Shires Permit (WASP) scheme, those wishing to carry out works on the highway for road works in Worcestershire need to apply for a permit, to minimise delay to road users.

Legislation has increased the notice period for works, which has contributed towards improved overall traffic management. This is an area Worcestershire has focussed on to ensure that all works on the highway likely to cause congestion are included in the co-ordination processes and associated reduction measures. The permit system involves:

- Regular meetings of all works promoters;

- Control and co-ordination of all uses of the highway;

- Joint working between different parties;

- Limited working at peak times, as appropriate;

- Minimum lengths of carriageway working on key routes;

- Appropriate traffic management ensuring diversion routes free from road works, as appropriate;

- Pursuance of alternative working methods to reduce carriageway occupation requirements;

- No road works on high traffic density routes during events or extremely busy periods;

- Public Information dissemination through the media, letter and signage including Variable Messaging Signs and Real Time Information Systems.

3. The Network Management Toolkit

3.1 Introduction

In line with the objectives identified above, the DfT Network Management Duty Guidance sets out specific criteria that a local highway authority NMP will need to incorporate:

- Consider the needs of all road users, including statutory undertakers and all modes of travel;

- Co-ordinate and plan highway works and known events;

- Gather highway network information, analyse and inform all stakeholders;

- Develop contingency plans and incident management plans;

- Mitigate traffic growth;

- Liaise and consult with all stakeholders;

- Ensure parity between all undertakers of works on the highway;

- Monitor and review.

The following sections of this plan highlight the core of the authorities' issues, actions and performance in relation to implementing the Network Management Duty.

In order to maximise use of the network for all users through reduced congestion, Worcestershire will pursue the following interventional measures:

- Network Definition and Management – Partnership working with a wide range of relevant organisations to improve network efficiency. Implementation of a network hierarchy, underpinned by a robust freight management approach to support the efficient movement of freight around Worcestershire;

- Transport Telematics (Technology) – Harnessing the significant opportunities offered by transport telematics (technology) to support more efficient management of transport networks, enable more efficient monitoring and management of travel networks, as well as promoting increased travel choice;

- Travel Choices – A comprehensive travel choices programme, to support increased use of walking, cycling, car sharing and passenger transport to make more efficient use of existing highway capacity.

- Capacity Enhancement – We will aim to fund and deliver capacity enhancements at key pinch points to support development growth, address poor air quality issues and tackle congestion.

The following sections set out Worcestershire County Council's policies in each of these subject areas, which collectively will enable and support the authority's designated Traffic Manager to implement the statutory Network Management Duties as outlined in the Traffic Management Act (2004) in Worcestershire.

4. Network Definition and Management

4.1 Introduction

The Network Management Duty requires authorities to "determine specific policies or objectives in relation to different roads or classes of road in their road network". This will provide greater balance for competing demands whilst continuing to manage the network efficiently. The Network Management Duty guidance leads to the development of hierarchies to allow the various uses of different sections of road or types of road to be defined. Worcestershire, as expected by the Network Management Duty, has a clear understanding of the problems on different parts of the network and the needs of different road users, along with balanced policies for addressing them.

The identification of traffic sensitive sections of the highway network is incorporated into the Street Gazetteer based on the criteria set out in New Roads and Street Works Act 1991 (NRSWA). In addition, Worcestershire maintains a GIS database collating a comprehensive suite of transportation information layers covering:

- Local Street Gazetteer;

- Traffic sensitivity based on the parameters set in section 5.4 of the Code of practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters (3rd Edition);

- Sections of network requiring Contingency Plans in accordance with Civil Contingencies Act 2004;

- Roads with Special Engineering Difficulties (SED);

- Car parking strategies and enforcement plans;

- Off Network Tactical Diversion Routes in partnership with Highways England;

- Traffic count data including speeds and journey time data;

- Speed Limits;

- Accident data (STATS19);

- Traffic signals – including queuing data where SCOOT operates;

- Bus services - frequency and patronage levels;

- Cycling - facilities and count data;

- Pedestrian - facilities and flows;

- Traffic calming – including school walking and cycling routes;

- Freight routes - weight restrictions, HGV count data, key freight movement generators;

- Planned development with forecast traffic generation.

This database will continue to be updated to provide an overview of the traffic (all modes) characteristics across the whole network to produce a road hierarchy based on level of use and function and to identify potential traffic congestion hotspots. The database will be regularly updated to enable future reviews of the system as required, to take account of actual, rather than planned changes on the network.

> **POLICY NMP1 – GIS DATABASE OF WORCESTERSHIRE'S HIGHWAYS NETWORK**
>
> Worcestershire County Council will continue to maintain and improve its GIS database of information relating to the quality, condition, status and use of the highways network.

4.2 Primary Route Network (PRN)

The Primary Route Network (PRN) forms the main network of highways in the country for longer distance journeys and links key destinations. The higher level PRN (also referred to as the Strategic Road Network) is the motorway and trunk road network and is administered by Highways England (HE) with funding from Central Government. The lower level is the PRN that is maintained by the local highway authorities with funding from Central Government. The PRN is also supported by District and local Distributor roads within the hierarchy which are maintained by local highway authorities.

The road hierarchy will integrate land use planning with the directing of traffic to suitable routes by ensuring that the highway design and layout reflects their relevant function. Investment in the network is targeted to adapt the highway to increase its ability to reflect the needs of different users. An effective PRN is vital for longer distance journeys and crucial to the economic well-being of Worcestershire and the region. As such, Worcestershire County Council will strongly resist the provision of any new accesses onto the PRN by developers, and will support closure of existing accesses wherever possible (with suitable alternative access options provided) to improve the efficiency of this strategically important network. Figure 4.1 (overleaf) shows Worcestershire's PRN.

POLICY NMP2 – PROTECTION OF WORCESTERSHIRE'S PRIMARY ROUTE NETWORK

Worcestershire County Council will take all necessary steps to protect the efficient operation of its Primary Route Network, and will not permit any new accesses onto this network to be provided, unless with prior written agreement.

Worcestershire County Council will support any feasible opportunities as they arise to close existing accesses onto the Primary Route Network and relocate these to less strategically important routes.

FIGURE 4.1 - WORCESTERSHIRE'S PRIMARY ROUTE NETWORK (main A roads)
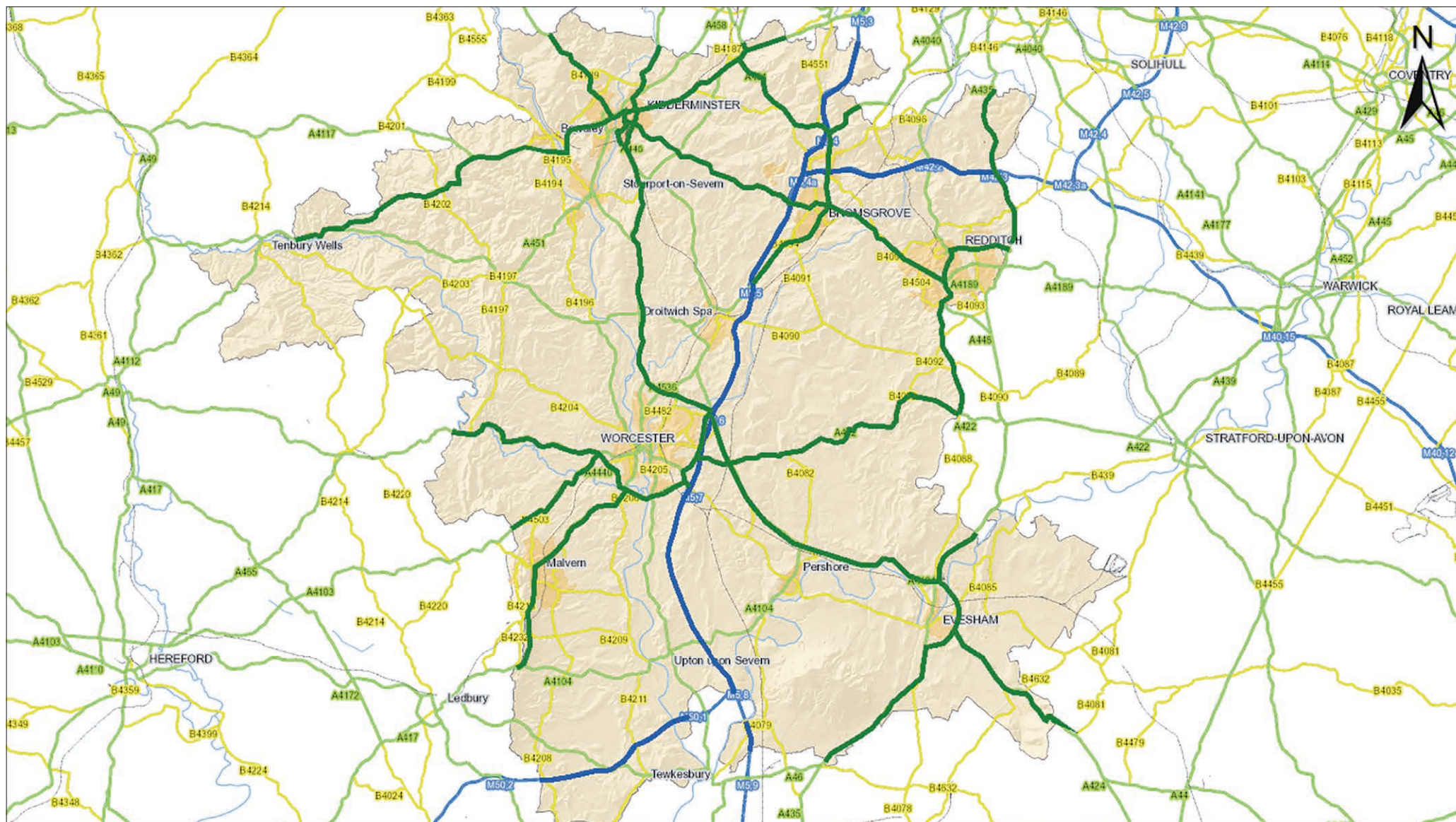
Key:

Primary Road Network (A roads) ━━━ Motorway network (SRN) ━━━

4.3 Planned Works

Worcestershire's Streetworks Team is responsible for issuing permits for planned works on the highway and for the granting of licences for skips and scaffolding. The team continuously reviews the impact of works and events on the highway network through a road space booking system. Their role is to ensure that combinations of works, events or obstructions are co-ordinated to reduce disruption by providing an optimum solution for occupation demands on the highway in accordance with the Traffic Management Act (2004).

As both external and internal works are recorded on the road space booking system the following information is requested:

- Minimum duration of works;

- Works completed as notified;

- Collaborative working;

- Staggered working;

- Minimum Traffic Control lengths;

- Public notification arrangements.

In addition, regular inspections are carried out to ensure works are being carried out safely and to a standard not to require further highway occupation for repair.

Worcestershire's street gazetteer provides a wide range of information on the status and condition of every part of the County's highway network including the level of traffic sensitivity. The street gazetteer will continue to provide the basis for the layering of further highway and transportation data. Once a permit has been applied for to carry out works at a specific location on the highway, the Works Notification Team identifies the traffic sensitivity of the location and the measures and conditions to minimise disruption.

The County Council website has links to www.roadworks.org which shows planned road works, road closures and licensed skips and scaffolds on the highway, as well as temporary traffic lights, lane closures and events affecting the highway.

4.4 Co-ordination and Improvement Meetings

The County Council's Works Notification Team receives information from those responsible for planning works on the highway, which includes maintenance teams, improvement scheme teams, utility companies, developers and the street lighting team. This information is collated and the results merged, with Worcestershire County Council then holding quarterly coordination meetings with those planning works and the West Mercia Police traffic management team. These meetings aim to minimise disruption by identifying the traffic sensitive locations, potential roadspace sharing opportunities and possible conflicting highway occupation requirements to agree a future schedule of major works and events on the highway. The quality of works and noticing is also discussed with improvements pursued where appropriate.

Worcestershire County Council provides licences and co-ordinates temporary traffic signals, road closures, NRSWA (1991) Section 50, Highways Act Section 171, skips and scaffolding ensuring minimum disruption to the highway network.

Keeping strategic traffic moving as freely as possible across administrative boundaries is a priority and Worcestershire is actively involved in the Midlands Service Improvement Group (MSIG), Shires and Unitaries Traffic Manager Group (WMS&U TMG), Regional Highways & Utilities Committee (HAUC), Joint Authorities Group (JAG) and West and Shires Permit (WASP) Scheme.

Worcestershire liaises with neighbouring authorities and Highways England to ensure an ongoing strategic approach to network management policies. An automatic notification to relevant neighbouring authorities is given on cross-border roads. Similarly, constant liaison with Highways England ensures works on the trunk road and motorway network that could impact on Worcestershire's highway network are suitably managed (including the identification of diversionary routes). The National Traffic Control Centre's (NTCC) Traffic Information System automatically informs all relevant organisations of incidents on the motorway, trunk road network or local roads respectively to reduce the impact on the road network as a whole.

4.5   **Events**

Worcestershire has a visitor-focussed economy, so it is unsurprising that there are a large number of events that take place on a regular basis. These events are entered on www.roadworks.org under the events tab with co-ordination and public notification as detailed above for road works. Major annual events have their own working groups which include safety and traffic management as a major part of the organisational arrangements, for example, the Worcester Victorian Christmas Fayre.

In addition there are numerous sporting facilities that attract large visitor numbers such as Worcestershire County Cricket Club, Worcester Racecourse and Worcester Rugby Club. Measures have been put in place to manage traffic flows when events take place including temporary traffic management to direct traffic, additional park and ride/walk sites have been established and special bus services. As Major Trip Generators these venues will be expected to work with the County Council on Travel Choices to reduce their impact on the road network, congestion and parking in the locality.

In addition to these major events there are numerous smaller events such as runs, rides and rallies which can have a major impact on the highway and therefore require planning to pursue any traffic management and safety measures. Whilst all known events are managed there are some events that do not require notification but can cause traffic issues such as car boot sales. Where these occur regularly at known locations then liaison with the organiser is quickly established and safety and traffic management measures implemented.

4.6   Information on Street Works

The computer software system ETON collects and co-ordinates data for statutory notices including the county's own maintenance and improvement works, developer works, and other party's works under licence. Utilities can view the system to co-ordinate their own works. This system which the County now uses permits greater control and a consistent approach across the whole region making it easier for utilities to plan their works.

For road closures a statutory process is followed through the County Council, which includes advertisement in local papers and notices on site to ensure the public are kept fully informed. The weekly Road Works Report covers the week ahead and is distributed to the emergency services, public transport operators, District and County Councillors, adjacent local authorities, local media (radio and press) and county and district council staff.

Where possible, the public is kept informed of works through local signing and letter drops to affected residents. When major works are planned, meetings are held with amongst others the police, local traders and Councillors to develop a traffic management plan to minimise the effect of the works. This meeting will ensure extensive media coverage and advance signage is put in place.

Worcestershire subscribes to www.roadworks.org which provides a high quality mapping system identifying road works for the whole country and provides a consistent system across the local traffic manager region.

Further to this, the County Council works with key stakeholders to gather highway network information and to keep them informed of traffic flows, planned road works, closures and events, as well as consulting on proposed diversionary routes and highway improvement schemes. Information gathered from key stakeholders includes:

- West Mercia Police, Traffic Division: notification of incidents and the subsequent update on clearance of congestion;

- Passenger transport operators: data on bus reliability, patronage levels and identification of congestion hotspots;

- Other Local Highway Authorities: incidents, planned road works and closures, events and weight restrictions that effects Worcestershire's highway network, and dissemination of best practice in Network Management through various meetings such as the traffic managers group WMU&S TMG, Midlands Service Improvement Group (MSIG), HAUC and JAG;

- District Councils: notification of events and activities that could cause congestion;

- Civil Parking Enforcement monitoring information and hotspot identification, car park usage data and future land use planning and planning applications that affect the highway network;

- Highways England: incident notification, including CCTV coverage of M5 junctions;

- Freight haulage organisations: information on highway network problems experienced;

- Police: information on highway network problems experienced, specifically emergency issues such as accidents;

- Buses: information on highway network congestion locations.

4.7   Strategic Parking Policy and Modal Hierarchies

If not managed efficiently, free, unrestrained parking can be a major cause of congestion.

Free on-street parking encourages people to drive rather than to walk, cycle or use public transport. This increases the numbers of vehicles on the road network, and also increases the number of vehicles looking to park in urban centres.

As demand for on-street parking increases, available highway capacity decreases. This can lead to serious localised congestion issues, as well as inhibiting access for local residents and businesses.

Similarly as car use increases, passenger transport demand and provision declines. This results in steadily reducing access to urban centres, which can lead to economic decline if not addressed.

The following policies set out Worcestershire County Council's approach to managing on-street parking and modal hierarchies, to meet its statutory duties as set out in the Traffic Management Act (2004).

POLICY NMP3 – ON-STREET PARKING

Worcestershire County Council will work with transport operators, neighbouring traffic authorities and the Worcestershire Borough, City and District Councils to develop and deliver parking policies in each area which support local economic activity and growth, whilst maintaining the safe and expeditious movement of traffic on the highway network.

Worcestershire County Council will pursue this in the following ways:

- Civil Enforcement Parking operation in partnership with affected residents, businesses and visitors;

- Coordination with off-street parking enforcement management to ensure a comprehensive and complementary approach;

- Working with the Worcestershire Borough, City and District Councils to manage vehicular parking demand, particularly on key arterial corridors, and to discourage on-street commuter parking in congested town and city centres. This will be achieved through the application of supply and pricing mechanisms, the encouragement of the use of public transport, enhanced provision of 'off-street' parking capacity, flexible working patterns and active travel modes;

- Allocating parking permits or waivers with clear conditions of use, based on transparent and consistent principles, to give priority in accordance with the defined hierarchy of parking enforcement;

- Maximising the potential of technology to support an effective and efficient parking management operation.

POLICY NMP4 – FOOTWAY (PAVEMENT) PARKING

Footway parking causes a range of access and safety issues, particularly for wheelchair and buggy users. Worcestershire County Council will work with the Worcestershire Borough, City and District Councils to identify areas of the highway network where current traffic management measures encourage inappropriate parking/access restriction, and support enforcement of footway parking where:

- Suitable road width exists to park a vehicle wholly on the road without causing an obstruction to other users;

- Parking on the footway does not leave a minimum gap of at least one metre to allow users of the footway to pass safely and/or does not provide sufficient road width for public service vehicles (such as fire engines and refuse collection vehicles) to pass;

- Vehicles are causing damage to the footway and/or to grass verges.

POLICY NMP5 – TRANSPORT MODAL (USER) HIERARCHIES

Worcestershire County Council will use transport modal (user) hierarchies to inform its approach to the treatment of main transport routes and route networks in urban and rural areas in to maintain the safe and expeditious movement of traffic on the highway network.

MAIN ROUTES (Defined as all A-Class Roads and Trunk Roads, certain B-Roads which have been prioritised for freight use, but excludes Motorways)	URBAN AREAS (Defined as all roads and streets which do not fall under the Main Routes category in urban areas)	RURAL AREAS (Defined as all roads and streets which do not fall under the Main Routes category in rural areas)
Commercial Vehicles	Pedestrians	Pedestrians
Passenger Transport and Motorcycles	Cyclists	Cyclists
Drivers with Disabilities	Passenger Transport and Motorcycles	Passenger Transport and Motorcycles
General Traffic	Drivers with Disabilities	Drivers with Disabilities
Pedestrians	Commercial Vehicles	General Traffic
Cyclists	General Traffic	Commercial Vehicles

POLICY NMP6 – TRAFFIC MANAGEMENT IN RURAL AREAS

Worcestershire County Council will pursue traffic management schemes in rural areas where these can be shown to both meet local needs and wider strategic transport aims and objectives.

POLICY NMP7 – IMPROVING RURAL ACCESSIBILITY

Accessing services and other key trip attractors can be challenging for those living in rural areas. Worcestershire County Council will work with communities and partner organisations to identify measures that can help to address this challenge, and will work with the same partners to seek funding for/delivery of such measures, including:

- Consolidation and expansion of community transport programmes;

- Improved 'rural interchanges' between services (such as buses, community transport and taxis).

4.8 Incident Management and Contingency Planning

The County Council and traffic management partners have to deal with unplanned incidents and emergencies on the highway including:

- Emergency utility works e.g. major gas, water leaks;

- Flooding and other extreme weather incidents;

- Road Traffic Collisions (RTCs);

- Accidental and malicious damage to highway assets;

- Spillage, e.g. chemicals, lorry loads etc.;

- Traffic signals failure;

- Motorway lane and total closures.

Any of the above unplanned incidents can cause traffic congestion and disruption. The two Area Response Teams will continue to ensure that the highway network is made safe following an incident including road closures and diversions, traffic management, clearing of debris from the carriageway and arranging for repairs. The teams are 'on call' to ensure that incidents outside the authority's normal hours of operation are attended. During normal operating hours this duty has been absorbed into the standard duties of the officers involved.

The County Council considers the provision of real time information as a key tool in the management of unplanned incidents. Notification of unplanned incidents comes from a number of sources, including the utility companies, emergency services and the public.

The County Council's toolkit for responding to unplanned incidents includes:

- Road closure;

- Diversion routes;

- Repair;

- Warning signs on the highway;

- Public information through local radio and website.

The incident feedback process is activated following any major incident which starts with a recorded meeting to discuss the issues raised and listing the appropriate actions to improve services. This process will include analysis of comments from previous incidents to ascertain if procedures are improving the process. The nature and size of the incident will determine whether the feedback sessions extend beyond the Network Management Group and include much wider representation e.g. emergency planning, emergency services and the media.

Worcestershire will continue to exchange updated emergency contact details with the police and National Traffic Control Centre. In conjunction with Highways England we undertake an annual review of the contents of the Detailed Local Operating Agreement which contains this information. The County Council also publishes Emergency contact numbers and distributes them to wide variety of stakeholders and partners.

Key partners across the county including the Police, Worcestershire County Council, Health Authority, Energy Supply Companies, Severn Trent Water and District Councils follow an incident management protocol based on the following level of emergency:

- Bronze Control – partners and identified stakeholders are alerted by email/phone call of a potential incident/emergency. This is often instigated by the Police but can be other partners e.g. health alert will originate from the Health Authority;

- Silver Control – a meeting is called to bring the appropriate partners/stakeholders together to agree the response to an incident/emergency;

- Gold Control – ongoing emergency response required to a major incident that is a threat to public safety.

The County Council works closely with the West Mercia Police to ensure that congestion and disruption caused by the movement of abnormal loads is kept to a minimum. Where possible movement is kept to non-traffic sensitive times of the day and will avoid parts of the network affected by planned events. The County Council also uses its records to help operators identify other owners of structures which might be affected by the abnormal load movements.

With respect to plans for Chemical factory incidents Worcestershire's Emergency Planning Team have two Control of Major Accident Hazard (COMAH) plans. The diversion routes and traffic management are co-ordinated through our Highways Maintenance Units with signage and road closures put into place by our highway Area Response Teams.

Worcestershire's Traffic Manager liaises with the Emergency Planning Team to ensure highway and transport actions are incorporated into contingency plans.

The Civil Contingencies Act (2004) defines an emergency as:

- An event or situation which threatens serious damage to human welfare;

- An event or situation which threatens serious damage to the environment;

- War or terrorism which threatens serious damage to security.

The Traffic Management Act 2004 places a duty upon the Local Traffic Authority to ensure that contingency plans are in place 24 hours a day to support emergency services during major incidents, accidents and emergencies and take account of the relative importance of different roads to the various road users. When the immediate period has passed, the Local Authority will play a major role in restoring normality to the community and to the affected area. The multi-agency contingency plans and community risk register are continually maintained with further investigations undertaken to identify vulnerable, strategic and sensitive parts of the highway network. This work will update the contingency plans and assess the implications for the whole transport network including neighbouring authorities' networks and those routes controlled by the Highways Agency.

In considering arrangements for meeting this duty the County will consider the effects of our actions on the Motorway and Trunk Road network and the measures that could be taken to mitigate any adverse effects. All parties will ensure that their arrangements for meeting the traffic management duty are compatible and tactical diversion routes have been agreed with Highways England.

We will develop a generic contingency plan framework, using the Highways England framework as a guide to best practice to use for all developed specific Contingency Plans. The framework used by Highways England will be used as a guide to best practice. All of the County's Primary Route Network will be covered by a Contingency Plan.

4.9 Flooding

Worcestershire is susceptible to flooding throughout the County with the rivers Avon, Severn and Teme being most notable in relation to the flooding events experienced in recent years. As there are a very limited number of road crossings of these rivers, it can lead to severe highway network problems if any one of these bridges becomes impassable.

Two drainage groups deal with flooding/land drainage issues throughout the County. The Worcestershire Land Drainage Group looks at general issues and ongoing improvements and the Flood Risk Management Strategic Coordinating Group considers flooding/land drainage from a strategic perspective and how partnerships with relevant agencies can provide a solution. Both groups contain representatives from Worcestershire County Council, the Worcestershire District Councils, National Farmers Union, Severn Trent and the Environment Agency with Land Owner and Drainage Board representatives also attending the Partnership meetings.

The Environment Agency has compiled detailed maps of flood areas based on recent floods. Extensive flood defences have now been installed in a number of locations to protect the built environment from all but the most severe flooding events in Worcestershire.

4.10 Winter Maintenance

The County Council is responsible for providing a winter service on adopted public highways except for motorways and trunk roads. The winter service provides treatment to the highway network to mitigate the effects of ice and snow and to maintain traffic movements, whilst minimising the impact of the service operations on the environment.

Worcestershire County Council Winter Service Policy is available on the County Council website. This policy sets out the principles the County Council uses to meet its obligations and duties in respect of the winter service. It highlights the categories of roads to be treated, in what order of priority and how quickly, to ensure that the treated network maximises safe travel throughout the county.

The objectives of the winter service, so far as is reasonably practicable, are to:

- Ensure the safe movement of vehicles and pedestrians on the highway network;

- Minimise delays, accidents and damage to the highway resulting from ice and snow;

- Undertake the winter service effectively and efficiently within the limitations of finite resources according to network hierarchy and severity of weather conditions.

Weather information is obtained from specialist forecasters, roadside monitoring stations and in unpredictable circumstances supplemented by patrol inspections.

Winter Service operations will give priority to routes comprising the Principal Road Network, main and secondary distributor roads, links to villages, major bus routes, emergency service locations and reasonable proximity to schools.

Precautionary salting is carried out on approximately 30% of the road network in advance of hazardous conditions and at night where possible to minimise disruption. Precautionary routes are reviewed annually by the winter service manager taking into account any service requests received or difficulties encountered in delivering the service during the previous winter season.

The Precautionary Network is pre-defined and comprises:

- The Principal Road Network, Main Distributor roads and Secondary Distributor roads (as defined in the carriageway hierarchy);

- Commuter routes (rural roads carrying more than 2,000 vehicles per day);

- Locally Important roads in the carriageway hierarchy and at least one route in to all villages so far is as reasonably practicable;

- Major bus routes;

- No greater than 500m from a school;

- Emergency Service locations – police stations, fire stations, hospitals and ambulance stations.

Secondary Routes may be treated in exceptional conditions after operations are complete on the Precautionary Network subject to available resources. The Secondary Network is pre-defined and comprises:

- Less important local, village and estate distributor roads having significant traffic flows;

- Minor bus routes (in urban areas roads with 7 or fewer service buses per hour and in rural areas 1 or fewer service buses per hour);

- School transport routes operated by Worcestershire CC.

Priority for snow clearance is given to classified A roads followed by B roads on the precautionary network. During prolonged periods of adverse conditions footways and cycle ways in town centres are cleared according to network hierarchy and resources being available.

In the event that salt stocks approach critical levels, a Silver Control is called and salt conservation measures initiated.

Grit bins will normally be provided and maintained with stocks of salt/grit mixture where they provide a necessary improvement to road safety and benefit to the community subject to assessment of each location using consistent methodology and available resource. A Winter Service Operational Plan is maintained that details the procedural and functional arrangements necessary to provide the service in accordance with this Policy. The Operational Plan is reviewed annually after the end of the winter season. The Operational Plan includes such things as:

- Details of the precautionary and secondary routes;

- Precautionary decision matrix;

- Arrangements for communications between the Winter Service Supervisors, contractors, inspectors and emergency services;

- Procedures for linking to weather forecasters and Bureaux services;

- Procedure for recording daily decisions and actions during the winter season;

- Record of current Winter Service fleet vehicles and equipment;

- Pre-season fleet preparation activities;

- Inspection routes;

- Snow clearing zones and arrangements;

- Prolonged severe weather arrangements;

- Salt restocking arrangements.

In addition to this Worcestershire County Council will ensure comprehensive liaison is undertaken with second-tier organisations and other bodies to ensure that they are aware of the NMP when exercising their powers and to avoid possible strategy conflicts. It is imperative that this Stakeholder Engagement is used in the decision-making process and in the delivery of initiatives relating to the network management. With regular input the County is confident of the delivery of strong policy and appropriate actions to improve the network for all users.

4.11 **Whole Authority Approach**

The County Council provides a daily spreadsheet update of all works being carried out on the highway network including skip and scaffold licences and temporary traffic signals. This information is collated and disseminated through liaison with internal teams and external stakeholders to ensure information regarding activities on the network is consistent and accurate.

The Traffic Manager liaises with key staff across the County Council including:

- Emergency Planning, for input to emergency plans;

- Strategic Transport Planning to influence future plans to manage and invest in Worcestershire's transport networks;

- Corporate communications in relation to managing planned major events.

4.12 **Government Agencies**

Worcestershire County Council maintains regular liaison with the Department for Transport (DfT) and Highways England to ensure that we are working to national guidance and best practice and to share information and data on performance monitoring and strategic transport planning.

Worcestershire has a strong partnership with the Traffic Management Division of the West Mercia Police to deal with incidents affecting the highway. Joint procedures have been developed between Highways England and the West Mercia Police for the management of incidents on the motorway network including set diversion routes.

4.13 Stakeholder Management

Worcestershire County Council's Highways Control Centre (HCC) responds to enquiries from the public and is linked to the single access point for public information at the Worcestershire Hub. The HCC is supported by a team of County Highways Liaison Engineers covering six specific areas of the County who liaise directly with Councillors and the communities that they serve and represent.

The Development Control Team works closely with District Planners and developers to review planning applications prior to approval, to ensure that any substantial effect on traffic flow is adequately assessed and appropriate actions are within planning approval.

Worcestershire works closely with Worcestershire Regulatory Services in the development and delivery of the Worcestershire Air Quality Action Plan, which has been developed to tackle the public health issue posed by deteriorated air quality, as a result of vehicular emissions.

Worcestershire County Council continues to work closely with the bus companies to ensure they are kept up to date with any highway works that may disrupt bus services and to ensure that their concerns are taken into consideration when programming works.

Worcestershire continues to attend regional HAUC meetings, with adjacent local authorities and utility companies to discuss any issues that may arise on the network and our implementation of the TMA 2004. Worcestershire will work with all statutory undertakers to encourage the joint occupation of road space, to improve forward planning and minimise highway network obstruction.

Consultation is undertaken with all relevant parties prior to individual plans and policies being agreed by the County Council. This usually includes the public and relevant user groups. The ongoing development of Local Transport Plans has involved a comprehensive consultation with a wide range of stakeholders, partners, interest groups and the general public.

4.14 Cross Boundary Engagement

Worcestershire's Traffic Manager is actively involved in the West Midlands (Shires & Unitaries) Traffic Managers Group to ensure a consistent approach to the network management duty across the West Midlands. This group inputs to the National Traffic Managers Forum and follows the national guidance framework.

Worcestershire has representatives on the Midlands Service Improvement Group (MSIG), which is made up of 30 authorities across the Midlands and shares best practice arrangements relating to the Network Management Duty.

A transport access strategy has been agreed between the County Council, West Midlands Combined Authority and Birmingham City Council which covers access to the Longbridge area by rail, bus, cycle and on foot. Also included are measures to reduce the impact of traffic growth on roads located in Worcestershire caused by the Longbridge development including Junction 4 of the M5 and Junctions 1 and 2 of the M42 located within Worcestershire.

Worcestershire County Council works in partnership with neighbouring local highway authorities and Highways England on a range of issues. From local agreements within the Winter Service Policy to cross border contingency plans and specific consultation on planned events we work closely with the neighbouring highway authorities to manage our adjoining networks. Whenever necessary we also liaise with our own and neighbouring District Councils.

4.15 Ensuring Fairness and Standardisation of Practice

Worcestershire County Council has established a street works inspection procedure that covers WCC highway works and statutory undertakings to ensure that performance monitoring of works against standards is carried out, on a six monthly basis.

Worcestershire HAUC meetings take place between the Street Works Inspection Manager, statutory undertakers and the County Council's maintenance engineers, highway improvement project officers and works contractors. These meetings enable open discussions on performance against standards and benchmarking.

Through our software system EXOR we receive notices for all works from statutory undertakers and our own highway maintenance and improvements teams. We have increased our staff resources in programming of highway maintenance and improvement works to enable noticing to take place for all internal works through the introduction of a permit scheme.

The Street Works teams sit within the Network Control Unit and as such are separate from the units involved in highway maintenance and improvement. This helps the Street Works Team to remain impartial in ensuring adequate notice, co-ordination and inspection of works on the highway. The Street Works Notification Manager liaises with the Traffic Manager and a range of bodies in the discharge of duties.

Worcestershire's Traffic Manager is actively involved in the West Midlands (Shire and Unitaries) Traffic Managers Group (WM(S&U)TMG), formed in 2005 with the aim of developing a regional approach to the implementation of the Network Management Duty.

As part of this group, Shropshire Council set up a common permit scheme that allows each authority to join the scheme in line with their priorities enabling the same scheme to operate across the region.

4.16 Management of Freight Movements

Freight is produce or goods that are transported to markets, by road, rail, water or air. Such movements are essential to ensure that the goods and services that people need to enjoy a high quality of life are made accessible to people, whilst promoting economic growth.

In Worcestershire, the majority of freight is transported by road, particularly as this is relatively cheap and provides the greatest access to all areas of the county. Technological advances have led to Heavy Goods Vehicles (HGVs) becoming more fuel efficient and quieter. However, the rising cost of fuel and the environmental impacts of road transport have led freight operators to use alternative options such as smaller vehicles and 'just in time' delivery practices, as well as cycle, rail and water alternatives; the latter particularly for food, bulk goods, recyclables and waste.

4.17 Partnership Working for Freight

Worcestershire County Council works in partnership with freight operators, the Freight Transport Association and Road Haulage Associations and neighbouring highway authorities to improve the efficiency of freight movement around Worcestershire. Such partnerships provide an invaluable platform to focus resources on the delivery of the aims and objectives of local policy.

POLICY NMP8 – PARTNERSHIP WORKING FOR FREIGHT

Worcestershire County Council will continue to work with partner agencies and organisations to manage and improve the efficiency of freight movements in Worcestershire.

4.18 Monitoring Freight Movements

The County Council collects data on freight movements in Worcestershire, to inform its strategic approach to managing freight movement efficiency. This information includes:

- Numbers of freight movements on key routes, both absolute volumes and as a proportion of all traffic, including seasonal variance;

- The road network currently available for use by goods vehicles, including those routes with height, weight and access restrictions;

- Vehicle types;

- Vehicle size, height and weight;

- Origin and destination data;

- Length of stay;

- Carrier type (e.g. refrigerated lorries);

- Driver nationalities;

- Freight accident patterns, including bridge strikes;

- Theft patterns.

POLICY NMP9 – MONITORING FREIGHT MOVEMENTS

Worcestershire County Council will collect data on freight movements across the County to inform the County Council's strategic approach to managing, maintaining and investing in its transport networks.

This data will be used to influence decision making and to support bids for funding to enhance infrastructure, services and facilities for freight in Worcestershire, as well as measures to improve the efficient movement of freight in the County.

4.19 Road Freight Parking and Layover Facilities

The provision of parking and layover facilities for road freight is critical to enable its safe and efficient movement, and can deliver the following benefits:

- Provide opportunities for freight drivers to take legally mandated breaks and overnight stopovers;

- Promote enhanced safety for road freight operations, as drivers remain alert;

- Provide opportunities for drivers to access necessary facilities (washrooms, refreshments etc).

Illegal and unauthorised lorry parking in Worcestershire has reduced considerably with the development of enhanced information for road freight operators. However, where this practice continues, it is largely because some drivers choose to avoid purpose-built service areas to keep costs down, parking in unsuitable locations, such as residential areas.

POLICY NMP10 – ROAD FREIGHT PARKING AND LAYOVER FACILITIES

Worcestershire County Council will work with operators, developers and the wider industry to ensure that suitable parking and layover facilities are provided to support efficient road freight operation.

Where inappropriate road freight parking is causing issues, Worcestershire County Council will work with relevant partners to take action to tackle this.

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5. Transport Telematics (Technology)

5.1 Introduction

Transport Telematics (technology) has a strong role to play in improving the safety and efficiency of our transport networks. Worcestershire County Council has invested heavily in technological measures to enable it to monitor and manage traffic flow more efficiently; recognising that improving access to travel information can deliver significant improvements to journey times and reliability.

5.2 Gathering and Disseminating Travel Information

The County Council monitors traffic flows across the county's road network through:

- Permanent and temporary loop vehicle detectors for traffic volumes;

- Manual counts for recording directional flows at junctions;

- Journey time surveys;

- Speed surveys;

- Origin-destination roadside interview surveys;

- Mobile CCTV cameras for all traffic movements including freight and pedestrian;

- Utilising SCOOT ASTRID database for traffic flows at signalised junctions.

In addition we have implemented Urban Traffic Management and Control systems such as Bluetooth and GPS enabled bus ticketing systems to give continuous real time journey time data and we plan to upgrade SCOOT traffic signals control system to provide traffic flow data at signalised junctions.

The large amount of traffic data collected requires a framework to collate data to identify congestion and inform the development of solutions to reduce congestion. Worcestershire has summarised the large amount of traffic data collected by inputting the information as layers on the GIS based network hierarchy map and also by producing reports that summarise the County's traffic data.

5.3 Identifying Congestion Hotspots

Key congestion hotspots throughout the county have been identified through the analysis of a mixture of traffic flow and speed information, road design capacity, journey time data and queuing data from traffic signal operations and declaration of Air Quality Management Area status. There are some opportunities to improve junction capacities, and these will be raised for inclusion in successive iterations of Worcestershire's Local Transport Plan.

5.4 Intelligent Transport Systems

Intelligent Transport Systems are information and communication technologies applied in the field of road transport and include infrastructure, vehicles and users, traffic and mobility management and link into other modes of transport. Worcestershire's transport policy makes full use of Intelligent Transport Systems (ITS) to assist in tackling congestion.

At the hub of this ITS Policy is Urban Traffic Management Control (UTMC), which provides the facility to integrate a wide variety of information on highway network conditions from numerous sources/systems to support network management and provide comprehensive travel information across a wide range of communication channels. Through this monitoring it can predict future highway network traffic levels giving essential information for Network Management and development planning.

ITS can reduce journey times which in turn improves safety and reliability, reduces emissions and ensures more accurate travel information; important factors for the county's economy. In addition ITS can provide advanced incident warning, to support more informed travel choice.

Worcestershire will continue to develop and improve Intelligent Transport Systems to support strategic planning and the delivery of infrastructure and new developments. Best practice in this field is crucial in improving service delivery and it is imperative that the County, in partnerships with the Districts are monitoring the latest developments in ITS. As appropriate, Worcestershire will update or install the latest proven systems applicable to the needs of the county and to achieve the above ITS priorities.

Safety on the highways network and public transport is a priority for Worcestershire and ITS will be utilised at every opportunity to ensure that all forms of transport are safe and convenient to use. ITS technology will help to prevent accidents, give clear directions and provide important information to avoid incidents.

Worcestershire will ensure that the different areas of ITS will be coordinated when appropriate. This will be particularly appropriate for major events, sporting venues, major trip generators and incident planning as well as ensuring emergency vehicles have complete access and support. The co-ordination of ITS will also be crucial in the movement of freight, goods and services from the county to ensure local business can thrive and reduce costs.

Worcestershire will also work with neighbouring authorities on continuous cross-boundary ITS to ensure the continuation of effective travel information and traffic management. An important element of this will be best practice and the sharing of information and processes. This will be achieved from ongoing dialogue and regular meetings with adjoining authorities.

POLICY NMP11 – TRANSPORT TELEMATICS

Worcestershire County Council will continue to invest in a range of transport telematics systems to support more intuitive and efficient traffic management across Worcestershire's transport networks.

6. Travel Choices

6.1 Introduction to Travel Choices

National and local policies promote the implementation of sustainable (particularly active) transport as an important element in meeting current and future transport demand. As such, the implementation of sustainable transport is directly relevant to this Network Management Plan as an essential tool to support fulfilment of Worcestershire County Council's statutory duties under the Traffic Management Act (2004).

The Network Management Plan recognises that investment in travel choices has a strong role to play in increasing the efficient use of limited transport network capacity. The following policies set out Worcestershire County Council's approach to delivering enhanced travel choices:

POLICY NMP12 – TRAVEL CHOICE PARTNERSHIP WORKING

Worcestershire County Council will work closely with partners including District Councils, employers, schools, bus companies, train operating companies, Highways England, the Department for Transport and the Department of Health, to support enhanced travel choices, by improving access to information and implementing transport infrastructure and service enhancements and encouraging travel choice.

POLICY NMP13 – FUNDING FOR TRAVEL CHOICES MEASURES

Worcestershire County Council will work with partners to secure funding to support delivery of interventions to support enhanced travel choices.

POLICY NMP14 – IMPROVING ACCESS TO INFORMATION TO SUPPORT TRAVEL CHOICE

Worcestershire County Council will continue to provide and expand access to high quality, comprehensive travel information for all. It will do this by working with a range of partners, and will ensure that this information is made available via a range of media using accessible formats.

POLICY NMP15 – PRODUCTION OF A TRAVEL INFORMATION MARKETING STRATEGY

Worcestershire County Council with the support of partners will develop a comprehensive Travel Information Marketing Strategy to ensure that Worcestershire's travel information is provided in a consistent, easily accessible and recognisable range of formats.

POLICY NMP16 – TRAVEL CHOICES BRANDING

Worcestershire County Council and partners will use the well-known Worcestershire Travel Choices branding to coordinate all transport-related marketing and information activities undertaken to promote travel choice measures. Worcestershire County Council will seek to apply the Travel Choices branding consistently and work with partners to secure funding and review resources to ensure that they remain in place over time at the following locations:

- Bus Stops, Bus and Rail Stations;

- Passenger Transport Timetables;

- Walking, Cycling and Passenger Transport Maps;

- All transport-related publications;

- Major Trip Generators;

- Places of education.

POLICY NMP17 – TRAVEL CHOICES MAJOR TRIP GENERATOR WORKING

Major Trip Generators contribute to a thriving economy but can have an effect on congestion, parking and their locality, issues that will remain unless tackled as part of an ongoing process. Worcestershire County Council will develop close working relationships with Major Trip Generators and, with partners, provide the necessary support to increase Travel Choices at their location. This improved process will help raise awareness of their local and county-wide impact, encourage problem-solving, share best practice and provide a much greater arena for marketing, promotion of services and the supply of information and incentives.

POLICY NMP18 – TRAVEL PLANNING

Worcestershire County Council will continue to promote and support major trip attractors and generators to develop effective travel plans to manage and mitigate their transport-related impacts on Worcestershire's transport networks.

Worcestershire County Council will require all new developments to implement an effective travel plan as a planning condition under a Section 106 agreement, pursuant to the Town and Country Planning Act (1990) which will include the use of a bond, in line with best practice.

For existing locations, Worcestershire County Council will consider revenue avenues to support the delivery of Travel Plans at Major Trip Generators, Education Establishments and organisations with an operational Travel Plan.

Worcestershire County Council continues to work with Modeshift STARS (www.modeshiftstars.org), the national online School Travel Plans development and monitoring tool. This is available to all educational establishments in Worcestershire for free, to enable them to develop effective School Travel Plans which limit potential conflicts between different transport modes, as well as to support greater take-up of healthier active travel.

POLICY NMP19 – STATION TRAVEL PLANS

Train travel is often the preferred modal choice for many commuters and visitors to urban centres, as it offers a reliable, fast commuting option. In many cases, rail season tickets offer a cheaper alternative than equivalent car-based commuting options.

Demand for car parking near stations has increased dramatically, and many car parks are often at or over capacity. Commuters are also price-sensitive, so will often choose to park in nearby residential streets to reduce their costs, which often leads to conflict with local residents.

Worcestershire County Council will work with partners in the rail industry to prepare and deliver effective Station Travel Plans, which seek to enhance travel choices to access rail stations. Typically, this includes improvements to walking and cycling (active travel) infrastructure and information, but also bus and community transport facilities and car park capacity improvements.

POLICY NMP20 – PARTNERSHIP WORKING FOR TRAVEL CHOICES

Worcestershire County Council will work with the City, District and Borough Councils, employers, schools, transport operators, Highways England, the Department for Transport and the Department of Health, to identify, secure funding for and deliver Travel Choice enhancement programmes.

These programmes could include initiatives such as Bikeability training, travel training, travel planning, improved information, bicycle storage and hire schemes and other supporting measures.

Wherever possible, opportunities will be sought to combine the delivery of such programmes alongside existing or new infrastructure investments, in line with best practice.

POLICY NMP21 – CAR SHARE DATABASE PROVISION

Worcestershire County Council will continue to support the provision of the Worcestershire car share database, as a valuable tool to assist in promoting travel choices:

www.worcestershire.liftshare.com

**POLICY NMP22 – ROAD SAFETY EDUCATION AND TRAINING PROGRAMME**

Worcestershire County Council will continue to work with the Safer Roads Partnership in West Mercia to monitor best practice and implement the Road Safety Education and Training Programme.

Where possible, the County Council will seek support to deliver the Road Safety Education and Training Programme from partners, school employees and volunteers. Mechanisms such as classroom speed awareness training, promotional activities, pedestrian and cycle training and transitional walks will be used.

Worcestershire County Council will continue to provide a School Crossing Patrol to assist pupils to cross the road in a number of locations around the county.

POLICY NMP23 – BIKEABILITY CYCLE TRAINING

Worcestershire County Council will continue to provide Bikeability national cycle training to pupils across Worcestershire, subject to funding being available.
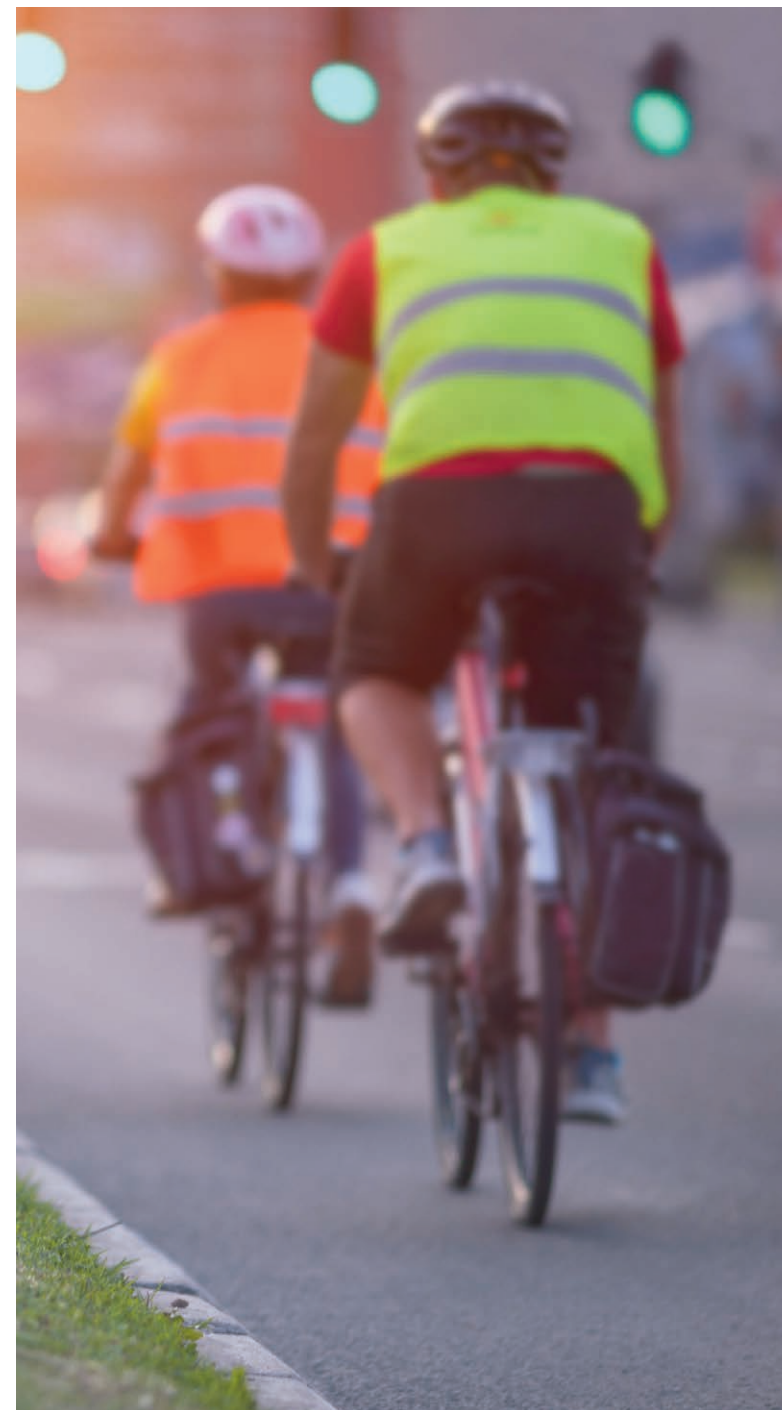
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Worcestershire
Local Enterprise Partnership

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