

Annex 2

Oxfordshire County Council

Network Management Plan

2023 – 2028

Summary Document

1. Introduction

The Network Management Plan 2023 to 2028 explores how the Network Management Team will implement national legislation and local priorities when managing and coordinating the network as the Traffic Authority.

The Plan is divided into distinct parts:

- Foreword from Cllr Andrew Gant – Cabinet Member for Highway Management
- Legislation relating to the Service
- The Network in Oxfordshire
- Primary Considerations
- Objectives of the Service
- Network Management Service
- Decision making framework
- Managing the Network – Planned approaches
- Managing the Network – Reactive approaches
- Data
- Infrastructure maintenance and Investment
- Future Ambitions
- Annexes

This summary document gives a brief overview of the detail within the Network Management Plan

2. Foreword

Cllr Andrew Gant introduces the Plan and rehearses the upcoming challenges for the network and the need for a plan.

3. Legislation

The key legislation controlling management of the network are:

- The Highways Act 1980
- The Road Traffic Regulation Act 1984
- The New Roads and Street Works Act 1991
- The Traffic Management Act 2004

The key enabling act for the management of the network is the Traffic Management Act 2004. The Plan rehearses how we will implement the powers available to the County Council.

4. The Highway Network

The Plan explores the types and status of the network in Oxfordshire and the modes of travel employed, together with the urban/rural nature of the County. The plan provides detail on the classifications of the roads on the network.

5. Primary Considerations

The Plan considers the key considerations and challenges effecting the County including:

- Climate Change
- Growth
- The level of activity on the network
- Road Safety
- Performance management

6. Objectives

The overall aim of the Network Management Plan is to provide a holistic approach to network management to deliver positive outcomes for our local economy and quality of life.

Key objectives include:

- Minimising disruption to those travelling on the network
- Provision of quality information to the travelling public, taking direct and proactive action to reduce disruption
- To support active travel schemes
- Increase journey time reliability and minimise end-to end public transport journey times
- To effectively coordinate all network activity to maximise the effective use of road space

7. Network Management Service

Having set the objectives, the Network Management Plan examines the component parts of the Network Management Team and the role that they play in providing services to achieve the objectives. The component parts are:

- Network Coordination – Road/Street Works and Event Management
- Parking Management – Civil Parking Enforcement, Bus Gate Enforcement, Controlled Parking Zones
- Traffic Control Centre – managing data and information sharing

8. Decision Making Framework

The Plan considers how we will make decisions, based on legislative requirements and local policies, and provides for a hierarchy for priority of works as follows:

- 1. Emergency repairs to facilitate safe conditions, ensure utility supplies or to prevent an “emergency situation”**
- 2. Works of national importance (HS2 and EWR)**

3. **County Council new and improved infrastructure projects**
4. **Digital connectivity infrastructure projects**
5. **Large scale public events**
6. **Major utility infrastructure and works**
7. **Small scale utility works (minor and standard)**
8. **Highway maintenance activities**

In addition to establishing a works hierarchy, the Network Management Plan provides for a user hierarchy to support the long-term goals and aspirations of the Council and guides, subject to what is possible on site, priority for traffic movements. The hierarchy is:

- Walking and wheeling (including running, mobility aids, wheelchairs, mobility scooters and pushchairs)
- Cycling and riding (bicycles, non-standard cycles, e-bikes, cargo bikes, e-scooters, and horse riding)
- Public transport (bus, scheduled coach, rail, and taxis)
- Motorcycles
- Shared vehicles (car clubs and car-pooling)
- Other motorised modes (cars, vans, and lorries)

9. Managing the Network – Planned Approaches

Having established the works and user hierarchies, the Plan explores how we will implement these to planned activities on the network, the actions we will take in relation to Permits to work on the network, how we will communicate with stakeholders, how freight will be routed, and how this will be monitored, how we will manage the parking asset in a planned way and how the Traffic Control Centre will monitor the network and solve problems. The Plan details our expectations regarding communications from Works Promoters to residents and stakeholders for each level of activity.

10. Managing the Network – Reactive Approaches

Not all activity on the network comes from planned events. The Network Management Plan details our response to unplanned and emergency activity in order to:

- Minimise disruption
- Minimise response times
- Provide effective traffic management information
- Provide and implement pre-planned contingency arrangements to assist the travelling public.

11. Data

The Network Management explores how we obtain and use data to assist in the management of the network.

12. Infrastructure maintenance and investment

The section of the Network Management Plan considers our ongoing commitment to the network, our plans to maintain the enhance existing systems to maximise benefits with a look to future development during the life of the Plan

13. Ambitions for the Service

The final section of the Network Management Plan looks to the future and our ambitions for the Service and the network.

- Manage the network in accordance with the Traffic Management Act 2004
- Ensure that our services match the needs of the network user's hierarchy
- Upgrade systems to take advantage of the best technology available to provide enhancements to the management and flow of traffic
- Plan and implement traffic management strategies to deal with planned and unplanned traffic events
- Improve and enhance communications with stakeholders to ensure that accurate and useful traffic and travel information is relayed to highway users
- Work with local communities to improve parking management, ensuring that the right restrictions are in the right places, suitable parking is available to support local communities and that active and public transport are promoted and enhanced
- Enforce restrictions, bus gates and resident parking in a consistent manner across the County
- Manage and coordinate highway works to maximise the opportunities for Works Promoters whilst minimising and mitigating against congestion in accordance with the hierarchy for priority works
- Challenge poor practice and improve the performance of those working on the highway
- Apply for and implement additional civil enforcement powers as they become available to the authority including Part 6 of the Traffic Management Act 2004
- Undertake a feasibility study for Lane Rental in Oxfordshire
- Create greater efficiencies in the service via automation and realigning services to priorities
- Explore the feasibility for 7 day working to align services with user expectations
- Implement Traffic Management Act 2004 – Part 6 powers