

Division(s): N/A
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**TRANSPORT DECISIONS COMMITTEE –26 NOVEMBER 2009**  
**CONGESTION MANAGEMENT**  
**CONTINGENCY PLANS FOR A420, A44 AND**  
**A34, A40, A4142, A423 KNOWN AS THE OXFORD RING ROAD**

Report by Head of Transport

### **Introduction**

1. Oxfordshire County Council has a responsibility under the Traffic Management Act 2004 to manage congestion on its network. As a consequence the Coordination Team has identified particular roads, using accident data, freight routes and premium bus routes, to plan agreed contingency routes when it is deemed necessary to close a road following an accident or incident as determined by Thames Valley Police.

### **Method**

2. Thames Valley Police through their control room will contact our Control Room or Standby Officer via email and / or telephone.
3. We will instruct our contractors to attend the scene to set out or remove the appropriate and pre-agreed signage unless an officer of Thames Valley Police has already done so.

### **Consultation**

4. Meetings have been held with County Councillors, Parish Councillors, adjoining authorities, Thames Valley Police as well as Freight and Bus Operators. We have worked with the County Council's Traffic Section in the Area Offices to ensure these proposed routes comply with safety requirements and have highlighted maintenance issues. The routes identified have been agreed by all these parties following some minor alterations.

### **Action**

5. Copies of the agreed routes will be distributed to Parish Councils, Emergency Services, Oxfordshire County Councils Traffic Control Room, Emergency Planning, Adjoining Authorities and the Highways Agency.
6. Discussion with Thames Valley Police, bus operators and local media outlets such as BBC Oxford are in hand to ensure accurate information is disseminated effectively to the travelling public.
7. It is anticipated that as the Traffic Control Room develops, road using groups such as freight companies, coach services and other fleet groups will be

automatically emailed or texted to inform them of closures so they can reroute their vehicles.

## **Future**

8. We envisage continuing development of contingency plans to meet our Network Management Duty. The next routes to be considered will be A4074 and A4130. We will also be looking at plans for individual towns such as Wantage and Witney which suffer respectively from closures of the A34 and A40.

## **How the project supports LTP2 objectives**

9. With the implementation of contingency planning we tackle and manage congestion, create safer roads by identifying alternative routes, thus improving accessibility during restrictions rather than let traffic find its own way.

## **Financial Implications (including Revenue)**

10. There will be minimal impact during normal office hours and a minor overtime, car mileage payment out of hours, which will be covered by stand by teams on the operational aspect of the contingency plan.
11. A cost will be incurred during its set up and implementation for the holding of meetings and cost of manufacture and erection of signage
  - (a) A420 is signed. Cost for implementing diversion signage £20,000
  - (b) A44 unsigned but all work done so signs can be ordered as money becomes available. It is anticipated that this would be in the region of £18, 000
  - (c) Ring Road directional diversion signage incorporated into existing signs so no single cost incurred

## **RECOMMENDATION**

12. **The Committee is RECOMMENDED to:**
  - (a) **approve the development of the proposed contingency routes; and**
  - (b) **Support the work of the Network Coordination team in developing these strategies.**

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Background papers: Nil

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