

From: Trevor.Spice@costain.com
Date: 18/06/2008 8:57
To: <simon-banks@tiscali.co.uk>
Cc: <a34wolvercote.project@costain.com>
Subj: A34 Wolvercote Viaduct Replacement

Dear Mr Banks

Thank you for attending the recent exhibition on the above scheme and completing the comments form

In response to your suggestions

- A) 'Both cycle tracks remain open if at all possible' - We are currently reviewing the cycle tracks but will try to keep the Southbound open whenever possible. We shall need to close one of the footpaths when working overhead on the viaduct but will bear in mind your and other cyclists wishes.
- B) 'Potholes are flush filled on North track west of road works' - I have liaised with Oxford City Council who is responsible for the track for potholes to be filled, path levelled at manhole covers, grass cutting etc.
- C) 'Good quality detour tracks' - During demolition/construction of the viaduct any diversion of the path will be to the same standard it currently is. I can assure you we shall not use plywood
- D) 'Mud is removed from the track at 3pm daily' - We have a nominated person to ensure the track does not become blocked and any debris is cleared from it during our works period.
- E) 'Pelican Crossing is installed' - As I am sure you are aware we have installed a temporary signalised crossing about 150 metres east of the viaduct. It is currently under review but appears to be working well.
- F) 'Measures taken to protect Wytham to Wolvercote route' - The following has been agreed with Oxford County Council and Thames Valley Police: Temporary Traffic Orders would be required (TTRO's) to enable a planned response in the event of a major incident that would cause significant tailbacks of traffic on the A34 and potential for "Rat Running" through Wytham village. The Police have agreed the following: An escalation plan would be implemented following consultation with Costain, OCC and the Police. Stage 1 would be to close the left turn into Wytham village from the A34 at its junction with the A34. Stage 2 would be to close the access and egress onto the A34 from Wytham village. I would stress that this would not be a "nee jerk" reaction, rather a planned escalation following a prolonged blockage of the A34. We will also have CCTV cameras and a 24 hour operating control room, along with FREE breakdown recovery service and average speed cameras to minimise our impact on the road user. We have received the TTRO for the above contingencies, and once the narrow lanes are implemented on the A34 the equipment to close the Wytham turn will be available on site. The current date for the full installation of the narrow lanes on the A34 is the 25th of June. (The full implementation may be further delayed from this date as we feel we may only need a short section initially , ie same as Northbound to enable us to carry out our works and ensure as little as change as possible to the travelling public) We currently have a short section of the A34 prior to Wolvercote viaduct on the northbound carriageway narrow to enable access into the south abutment. This has not caused any significant delays, so we envisage that extending these narrowed lanes should not cause further delays to the existing traffic flows. We will continue to monitor the traffic flows throughout the life of the project and adjust the traffic management as the project develops to maximise traffic flows through our road works.

I hope the above answers your comments

May I take this opportunity of thanking you for your interest in the scheme and taking the time to attend the exhibition

Regards

Trevor

Trevor Spice

Community Relations Manager

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