



Environment and Communities Scrutiny Committee	
Report Title:	A429 Task Group Progress Update
Meeting Date:	15 th January 2020
Chairman:	Councillor Rob Bird
Presenting Officer:	Kathryn Haworth
Purpose of Report:	To consider
Planned Dates	
Background documents:	n/a
Appendices	
Recommendations	To note the report

1. Background

1.1. The A429 Task Group presented the task group's recommendations to Cabinet on 8th June 2016. A formal Cabinet response was provided and circulated on 9th September 2016. An update report was provided to Scrutiny on 7th March 2018. Cabinet was generally supportive of the recommendations, and made a few detailed comments for consideration. It was noted that the normal budget setting cycle and processes would need to be followed where funding is required to take forward some of the recommendations.

1.2. This briefing note sets out the recommendations, associated priorities and work programme and progress made to date.

2. Recommendation 1 – Support an asset management approach to maintenance along the A429 to ensure it is maintained to a suitable standard (including cyclical and structural maintenance).

Summary of Cabinet Response:	Gloucestershire County Council (GCC) uses an asset management approach to the maintenance of the highway network which is set out in the Transport Asset Management Plan. This enables the maintenance requirement and funding for all road classes to be understood and targeted. Network deterioration occurs on all roads over time, and the available funding does not always keep pace with the network needs. Gloucestershire currently has an estimated maintenance backlog of £90 million. However, the road hierarchy of the A429 means that it is of strategic importance to the county and the priority of the A road network is recognised in the structural maintenance funding. The hierarchy of the road is also reflected in the standards for safety included in the Highways Inspection Policy. Cyclical and routine maintenance are more dynamic activities as they involve responding to developing network and seasonal conditions across the whole of the county. Within this approach the road hierarchy is also used to prioritise the available maintenance budgets.
Work Programme & Priority:	Officers investigate how to better share information about the cyclical maintenance activities and timetable which are taking place across the network. <i>Short term (6-12 months)</i>
Progress Update:	Complete - A dedicated page was included on the GCC website which covers road maintenance activities including annual cyclical maintenance.

3. Recommendation 2 - Promote the importance of the A429 to the economic health of the vibrant rural community through which it travels; and in the longer term, to seek reclassification of the road as a trunk road

Summary of Cabinet Response:	GCC recognises the importance of the A429 to both the local community and the countywide traffic movements. However, the reclassification of the A429 as a trunk road, and hence the responsibility passing to Highways England, is considered unlikely given the national policy which exists for the trunk road network across the country.
Work Programme	<i>Long term</i>

e & Priority:	
Progress Update:	<p>The publication in October of the report “A Major Road Network for England” does not include the A429 through Gloucestershire as part of the MRN.</p> <p>Officers and LCM have also considered this aspect in more detail and concluded that the likelihood of the A429 being reclassified as a trunk road is very low and hence that the County Council should focus its attention on what opportunities there are for managing HGV traffic and dealing with capacity issues.</p> <p>GCC is currently in the process of reviewing its Local Transport Plan (LTP) with a view to go out to public consultation on January 16th 2020, subject to Cabinet approval on 20th December 2019. It is envisaged that the draft LTP will propose revising the Advisory Route Map by introducing a route corridor weighting, based on HGV traffic flows, without altering the primary route corridor. This will in effect show such routes as the A429 as having a lower weight than freight routes of national significance and clarify the status of the A429. Levels of HGV flows acceptability should be monitored through ‘Lorry Watch’ at a parish and town council level and in consultation with Highways England. The draft revised LTP will be available for review on the GCC website, once the consultation has started.</p>

4. Recommendation 3 - Investigate traffic monitoring requirements to complete any gaps in the current knowledge base, with particular regard to congestion and HGV movements, so that the impact of developments and neighbouring authority plans can be fully understood

Summary of Cabinet Response:	GCC already carry out some limited annual monitoring of traffic volumes on the A429 but it is recommended that a traffic study could be carried out, subject to the budget being identified, to provide an area wide baseline of traffic volumes (including HGVs) and congestion. This could also help to provide a baseline for investigating proposals for weight limits to manage HGV movements.
Work Programme & Priority:	Officers will provide a summary of what data exists, what data gaps there are and the costs for carrying out surveys to enable local councillors to consider whether to contribute highways local funding to carrying these out. <i>Short term (6-12 months)</i>
Progress Update:	Complete - Several additional traffic surveys have been carried out and data is now held for most of the key sites across the A429 and adjoining lorry routes. Data gaps identified, most notably that for the B4450, have been addressed. This data has been used to inform the discussions on the proposed lorry ban in Burford, Oxfordshire and the potential impact on the Gloucestershire network.

5. Recommendation 4 - Explore and maximise funding opportunities from which to support improvements and maintenance on the A429

Summary	The Task Group has recognised that funding opportunities will
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of Cabinet Response:	have to be sought and maximised in order to bring some of the proposals forward over the short, medium and long term. This approach is supported and noted and every effort will be made to ensure that as and when opportunities arise they are utilised.								
Work Programme & Priority:	As and when opportunities arise								
Progress Update:	<p>There has been a significant level of structural maintenance carried out (and programmed before the end of the current financial year) on the A429/A433 since the last update report with resurfacing and retexturing schemes totalling £917k and 7.5km in total length.</p> <p>The Section 106 funds for the A429 are expected to be limited with only the following still held by the authority:</p> <table border="1" data-bbox="475 741 1273 913"> <thead> <tr> <th colspan="2">Fire College, Moreton in Marsh (14/01483)</th> </tr> <tr> <th>Scheme</th> <th>£K</th> </tr> </thead> <tbody> <tr> <td>Removal of footway on railway bridge</td> <td>30</td> </tr> <tr> <td>VAS sign at bridge</td> <td>70</td> </tr> </tbody> </table> <p>It is anticipated that the Chesterton development at Cirencester will enable the improvement of the A429 Cherry Tree junction and the bypass roundabouts.</p> <p>The Cotswold District Council Local Plan Community Infrastructure Levy (CIL) has been in place since June 2019 so funds available through this are limited so far. Rates are £80/sqm for residential development and £60/sqm for retail.</p> <p>Gloucestershire County Council (GCC) has commissioned White Young Green (WYG) to carry out a multimodal corridor study of the A429/A433 corridor. The report provides a detailed review of existing traffic conditions, identifies current issues, provides recommendations for future improvements, and discusses potential funding opportunities. The report is now available under the following link: https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/connecting-places-strategies-cps/</p>	Fire College, Moreton in Marsh (14/01483)		Scheme	£K	Removal of footway on railway bridge	30	VAS sign at bridge	70
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6. Recommendation 5 - Further investigate potential options for managing congestion, resilience and road safety with a view to having a long term plan of improvements in place for the A429.

Summary of Cabinet Response:	A number of detailed proposals were made relating to how to improve road safety. The Road Safety Partnership (RSP) carries out annual monitoring of collision data across the county in order to be able to identify trends and particular locations of concern, as well as how to prioritise safety improvement budgets. The RSP is also looking to better link with parishes so that future road safety messages and education awareness programmes could also be cascaded through parish magazines and newsletters. However,
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	<p>on specific locations/issues raised:</p> <ul style="list-style-type: none"> • The A429 as a whole is currently ranked 49th in the latest ranking of A and B roads. • The location at Kemble does not appear on the latest hotspot analysis in either the lengths or junctions list. It is also likely that the Chesterton Development might change this whole area and the recent safety scheme on the bends north of Kemble should also continue to make a difference. The A436 Bourton junction also does not appear on the latest hotspot analysis – there are 2 injury accidents recorded in the last 3 years. Similarly the A40/A429 Northleach roundabout doe • The A40/A429 Northleach roundabout is currently ranked 104th in the list of junction priorities with 3 slight injury collisions in the past 3 years. • At Broadwater Bottom a more detailed analysis has been carried out by the RSP and a recommendation to consider the addition of a couple of bend warning signs to help highlight the corner to approaching traffic has been made. The use of specific signs to inform traffic what the issues are or message which suggest behaviour changes are preferred and considered more effective than those showing accident numbers. • Whole route treatments for speed limits would need to be investigated and more evidence gathered to understand how appropriate they might be. There are long lengths of straight carriageway with no junctions along the A429 where it is unlikely to be able to meet national guidance for a blanket speed limit. <p>The Task Group also identified a number of detailed proposals for easing congestion including widening the carriageway, building overtaking/crawler lanes and addressing known congestion pinch points such as those at Stow-in-the-Wold and Moreton-in-Marsh. It is unclear how the funding for these would come forward as the majority would be economically unviable for GCC to progress alone but should be considered when development opportunities arise. Similarly, bypasses for Moreton-in-Marsh and Stow-on-the-Wold are unlikely to be economically viable unless they are realised through development. In addition, the inclusion of a plan to provide a pedestrian footbridge at Moreton-in-Marsh over the railway, allowing an improvement to the carriageway over the railway, is included in the Local Transport Plan.</p>
<p>Work Programme & Priority:</p>	<p>It is recommended that officers implement the bend warning sign recommendation at Broadwater Bottom within the next 6-12 months using safety maintenance funding. <i>Short term (6-12 months).</i></p> <p>It is recommended that officers investigate the feasibility of such proposals (including the whole route treatment for speed limits) along the A429 over the next 1-2 years. It is also recommended that an options appraisal be undertaken, subject to identifying the budget, for addressing congestion at pinch points along the A429 to inform future debate and long term planning. It is proposed that the funding for this study is sought in future budget setting cycles.</p>

	<i>Medium term (1-2 years)</i>
Progress Update:	<p>Warning signs at Broadwater Bottom were erected in Jan 2017.</p> <p>There is insufficient evidence to support a wholesale reduction in speed restrictions on the route. However through discussions with the Police they are supportive of managing the existing limits on the route with an increase in mobile enforcement. Cirencester Ring Road will be affected by the progression of the Chesterton development and we will continue to monitor how this might impact speed enforcement and restrictions on the route over this section.</p> <p>Gloucestershire County Council (GCC) has commissioned White Young Green (WYG) to carry out a multimodal corridor study of the A429/A433 corridor. The report provides a detailed review of existing traffic conditions, identifies current issues, provides recommendations for future improvements, and discusses potential funding opportunities. The purpose of the study was to develop a long term vision for the corridor and proposals on how to achieve it. The proposed measures are aimed at addressing both existing issues and problems expected to arise beyond 2031, and ensure that the corridor functions safely for all road users and supports the economy. The report is now available under the following link: https://www.gloucestershire.gov.uk/transport/gloucestershires-local-transport-plan-2015-2031/connecting-places-strategies-cps/</p>

7. Recommendation 6 - Support air quality monitoring at key locations, including Stow-on-the-Wold and Moreton-in-Marsh

Summary of Cabinet Response:	The air quality monitoring funding agreed by Council in February related to areas with higher levels of vehicle pollution (AQMAs) and was subject to match funding from districts. Officers have met District Environmental Health Officers and some, including those from the Cotswolds, did not consider air quality to be a priority for funding or officer time. There is an AQMA in the Cotswolds near the Air Balloon but nothing in the north Cotswolds. Therefore, initially other areas will be prioritised and the position with Cotswold District Council will be reviewed over the coming year to see whether there is scope to work with a school in Moreton or Stow later in the project.
Work Programme & Priority:	Officers to review position with Cotswold District Council over the coming year to see whether there is scope to work with a school in Moreton or Stow later in the project. <i>Medium Term (1-2 years)</i>
Progress Update:	Nothing further to report at this time – GCC are focusing AQ monitoring on schools in Cheltenham, Gloucester and Tewkesbury. The Thinktravel Schools Engagement Team are currently running to capacity and have exceeded their target number of schools. However, there are plans within the budget proposals for 20/21 to extend the capacity of the team which will assist.

8. Recommendation 7 - Further consider the public transport and cycle provision on the A429, and investigate where improvements can be made

Summary of Cabinet Response:	Public transport and cycle provision is a key part of Gloucestershire's Local Transport Plan. In rural areas sustainable travel modes can be more difficult to promote and to achieve meaningful infrastructure provision.
Work Programme & Priority:	Officers investigate the public transport provision (bus and rail) on the A429 with a view to considering improvements for the future – primarily focused on spurs off the Fosse for cycling and links to stations at Kingham and Kemble. It is also recommended that an options appraisal is carried out, subject to the funding being identified, for creating cycling provision along the A429. <i>Medium Term (1-2 years)</i>
Progress Update:	The A429 corridor study referred to under recommendation 5 considers pedestrian, cycle and equestrian infrastructure as well as a public transport provision in chapter 2.

9. Recommendation 8 - Engage with neighbouring authorities in co-ordinating activities from which to progress any long term aspirations relating to traffic movements on the A429 and supporting local road network

Summary of Cabinet Response:	Gloucestershire County Council continues to work closely with neighbouring authorities on issues which have mutual impact
Work Programme & Priority:	Officers and councillors to continue to hold regular (at least annual) liaison with neighbouring counterparts to ensure that there is early discussion about proposals which might affect both authorities. <i>Short Term/Ongoing (6-12 months)</i>
Progress Update:	Oxfordshire County Council are now progressing an experimental Traffic Regulation Order for a weight restriction on the A361 which has the potential to route HGV traffic through Gloucestershire including on the A429. Officers have liaised with Oxfordshire to determine the potential impacts of that scheme and there is an aligned proposal for an experimental Traffic Regulation Order for a weight restriction on the A436 in Adlestrop to protect Stow on the Wold from the HGV traffic. Both orders are programmed to be introduced in Spring 2020.

Appendix A - S106 Funds associated with length of A429 Fosse Way through Gloucestershire

Fire College, Moreton in Marsh (09/04440)			
No	Scheme	£K	Notes
O30041001	Transport Strategy	16	Complete
2469	A44/A429 Roundabouts Phase 1	25	Complete (any GCC funds returned to the programme)
2484	A44/A429 Roundabouts Phase 2	35	Complete + GCC £15k
2261.1	Cycle Route from development to station	200	Significantly complete
2261.2	Footway to bus stop		
2261.3	Bus Shelter at development		
2261.4	RTPI near Railway Station		
2261.5	Bus Shelter near Railway Station		
2261.6	Contribution to new waiting room at railway station		
	Cotswold Friends Community Bus Service	30	Complete
	TOTAL	306	

Fire College, Moreton in Marsh (14/01483)			
No	Scheme	£K	Notes
	Removal of footway on railway bridge	30	
	VAS sign at bridge	70	
2261.1	Cycle Route from development to station	38	Significantly complete
2261.2	Footway to bus stop		
2261.3	Bus Shelter at development		
2261.4	RTPI near Railway Station		
2261.5	Bus Shelter near Railway Station		
2261.6	Contribution to new waiting room at railway station		
	Bus services	32	
	TOTAL	170	

Todenham Road, Moreton in Marsh (14/00948)			
No	Scheme	£K	Notes
2484	A44/A429 Roundabouts Phase 2	3	Complete
2261.1	Cycle Route from development to station	29	Significantly complete
2261.2	Footway to bus stop		
2261.3	Bus Shelter at development		
2261.4	RTPI near Railway Station		
2261.5	Bus Shelter near Railway Station		
2261.6	Contribution to new waiting room at railway station		
	TOTAL	32	