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Moreton-in-Marsh Initial Feasibility Study

Report

22/07/26

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1. Introduction

1.1 Overview of Study

Moreton-in-Marsh is a market town within the Cotswolds District in Gloucestershire, lying within the Cotswolds National Landscape. It is situated on the strategic A429, mid-way between Cirencester and Warwick, and is bisected by the A44 running between Evesham and Oxford. The town has a local railway station with regular services to London, Hereford, and Worcester.

There has been significant growth of new housing within the last decade in the Moreton-in-Marsh area, and further development is proposed as part of the new Cotswold Local Plan (2026-2043). The low-capacity nature of the strategic link roads that pass through the historic centre, coupled with interactions with town centre parking, a high percentage of heavy goods vehicles and low town centre roundabout capacities result in traffic congestion. This is exacerbated further by a significant number of pedestrians crossing the High Street (A429) throughout the day using the signalised crossing. In the absence of mitigating measures, additional local plan housing will likely exacerbate the existing issues.

An options identification and appraisal process to identify solutions to the current and predicted future transport challenges commenced in 2024 with a Phase 1 Feasibility Study produced by WSP in September 2025. Stage one of this process identified a long list of potential options and applied a short-listing process to recommend options that should be taken for high-level design and costings as well as more detailed transport modelling to inform further options appraisal.

This technical note forms the second part of this two-stage process. A selection of sustainable, behavioural, and infrastructure options identified in phase one are further developed into packages and tested using the existing Gloucestershire Countywide Multi Modal Model (GC3M). Selected options are taken to initial high-level design and costings to guide future discussion.

1.2 Context

Moreton-in-Marsh is a historic market town in the Evenlode Valley, within the Cotswolds District. See Figure 1-1 for a map, providing geographic context. As of the 2021 census, it had a population of 5,015, up 44% from 3,493 in the 2011 census. The town is home to the Fire Service College which occupies the site of an old World-War II era airfield to the east of the town. Recent housing development have resulted in significant numbers of new dwellings being built to the east (between the historic centre and Fire Service College) and to the south (between the A429 and railway line).

The A429 is a key strategic route passing north/south through the High Street and historic market square centre. The A429 is bisected by the A44 at two offset mini roundabouts at the southern end of the High Street. The historic nature of the town centre limits options for junction layout improvements given a lack of space. Currently, the volume of traffic means both roundabouts are close to capacity. The expected growth due to Local Plan developments may result in these junctions being significantly over-capacity before any mitigating actions.

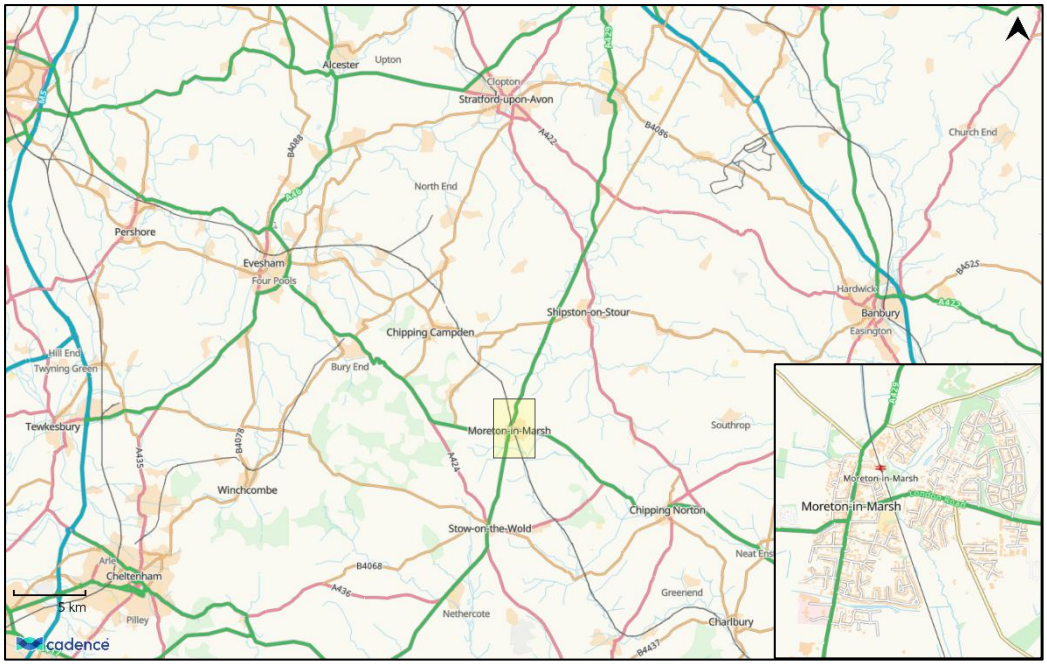


Figure 1-1 Geographical Context

Cotswold District Council (CDC) are currently preparing their new Local Plan. Several different housing allocations are being investigated for the 2043 local plan time horizon. In addition, there will be land allocated for employment and supporting infrastructure alongside the housing growth.

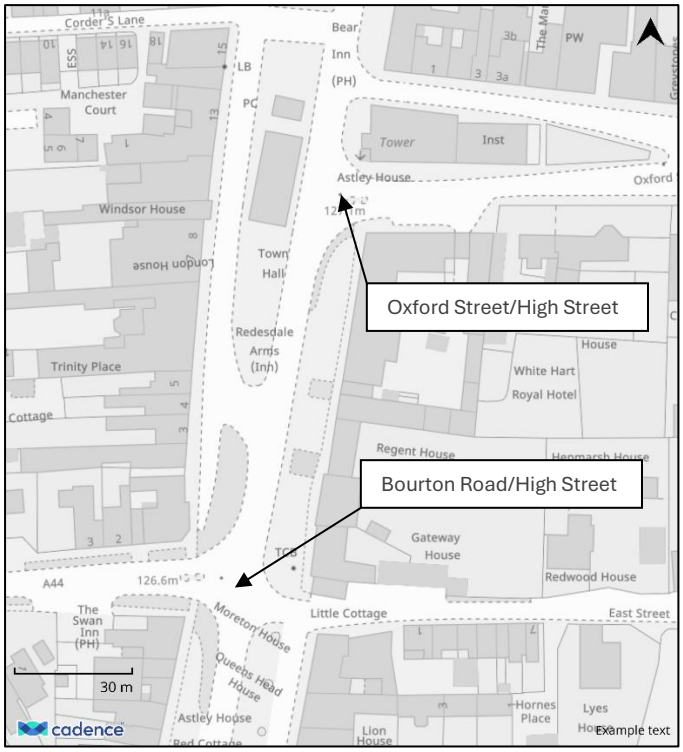


Figure 1-2 Mini Roundabouts

The existing historic centre currently experiences traffic congestion, especially including and between the two mini-roundabouts (Bourton Road/High Street and Oxford Street/High Street) where the A44 and A429 meet, see Figure 1-2. The low-capacity nature of the A429 and A44 through Moreton-in-Marsh, coupled with interactions with town centre parking, a high percentage of heavy goods vehicles and low roundabout capacities result in queued traffic on the roundabout

approaches. This is exacerbated further by a significant number of pedestrians crossing the High Street (A429) throughout the day using the signalised crossing just to the north of the Oxford Street/High Street mii roundabout.

1.3 Model Summary

The Gloucestershire Countywide Multi Modal Model (GC3M) owned by Gloucestershire County Council has been chosen for the CDC local plan transport evidence base modelling. The GC3M is an integrated multi-modal model that includes a Variable Demand Model (in Visum), a Highway Assignment Model (in SATURN), and a public transport Model (in Visum). It has a 2019 base year and has a forecast years of 2043 for the local plan transport evidence base. The modelled periods include morning peak (8am to 9am), inter-peak (10am-4pm) and evening peak (5pm to 6pm). As part of the Local Plan work a 2024 present year validation exercise has been undertaken. Given the known prevalence of strategic trips and the use of the GC3M model for the local plan work, the GC3M is considered the most appropriate tool to undertake strategic transport modelling exercise for this Moreton-in-Marsh initial feasibility assessment.

2. Background and Study Context

2.1 Overview of the current Highway Infrastructure

Understanding the current traffic conditions is important for both helping define what the current congestion issues are and their likely causes. It also provides a baseline for the current traffic flow from which incremental traffic growth from the model can be applied to forecast future conditions.

2.1.1 Local Highway network

Moreton-in-Marsh is located on the intersection of the A429 Chippenham to Warwick Road and the A44 Oxford to Evesham Road. The A429 follows the route of the Roman Fosse Way for much of its length and as such is a linear road with few significant bends or deviations. The extent around Moreton-in-Marsh is a typical single carriageway road with a single lane in each direction. The A44 is a less direct route due in part to the more elevated topography on either side of the Evenlode Valley. Both roads meet at an offset junction within the historic centre of Moreton-in-Marsh where two mini roundabouts are separated 95 metres apart. The mini roundabouts are significantly constrained by historic buildings on either side which limit further expansion. This is especially true on the northern mini roundabout which is located directly adjacent to Redesdale Hall (19C, Grade II listed), Curfew Tower (16C, Grade II listed) and White Hart Hotel (19C, Grade II listed). Minor road changes between 2016-2017 have included the centreline between the two mini roundabouts being replaced with a wider strip of dark grey coloured tarmac and the installation of cobbled surfaces to improve the delineation of the roundabout turning circle.

2.1.2 TomTom MOVE Data

Historic vehicle movement data was extracted from the TomTom MOVE platform. This data is from selected vehicles equipped with telematic devices that report GPS derived location via GPRS for analysis by TomTom. Therefore, this dataset forms a sample of vehicle movements and may have certain biases towards particular vehicle types (potentially favouring newer or commercial vehicles). It is however a valuable source of long-term strategic trends in vehicle movement.

2.1.2.1 Junction Analytics

The TomTom MOVE Junction Analytics function allows turn counts for junctions to be produced for user-defined time periods. The service allows for geofences to be created which represent locations where junction movements will be subsequently recorded. Using this capability, one-week

observations were made for both mini-roundabout junctions on the A429 within the town centre, these being;

- Southern roundabout – A429 (Fosse Way/ High St) / A44 (Bourton Road)
- Northern roundabout – A429 (High Street) / A44 (Oxford Street)

Data was collected for weekdays during January 2026 and for the following time periods,

- AM – 0700 - 1000
- IP – 1000 - 1600
- PM – 1600 – 1900

Note that January is a non-neutral month with regards to data collection. This period was required for integration with the project timetable. However, as only movement patterns and percentages rather than absolute flows are being analysed, it is not expected to have an adverse impact on conclusions established from this data.

The data shows that for the AM period, on the southern roundabout, the majority flow consists of south-bound traffic passing straight over the roundabout. A similar level of flow is provided by northbound traffic passing straight over the roundabout. 26% of southbound traffic turns right to Bourton Road (westbound, towards Broadway), impinging on the northbound flow of the A429 whilst most traffic approaching the roundabout from Bourton Road takes the first exit, north on the A429 towards the northern roundabout. The patterns match observations made during the site visit where it was noted that as most movements on this roundabout were straight-ahead and not interacting with each other, a high flowrate was maintained.

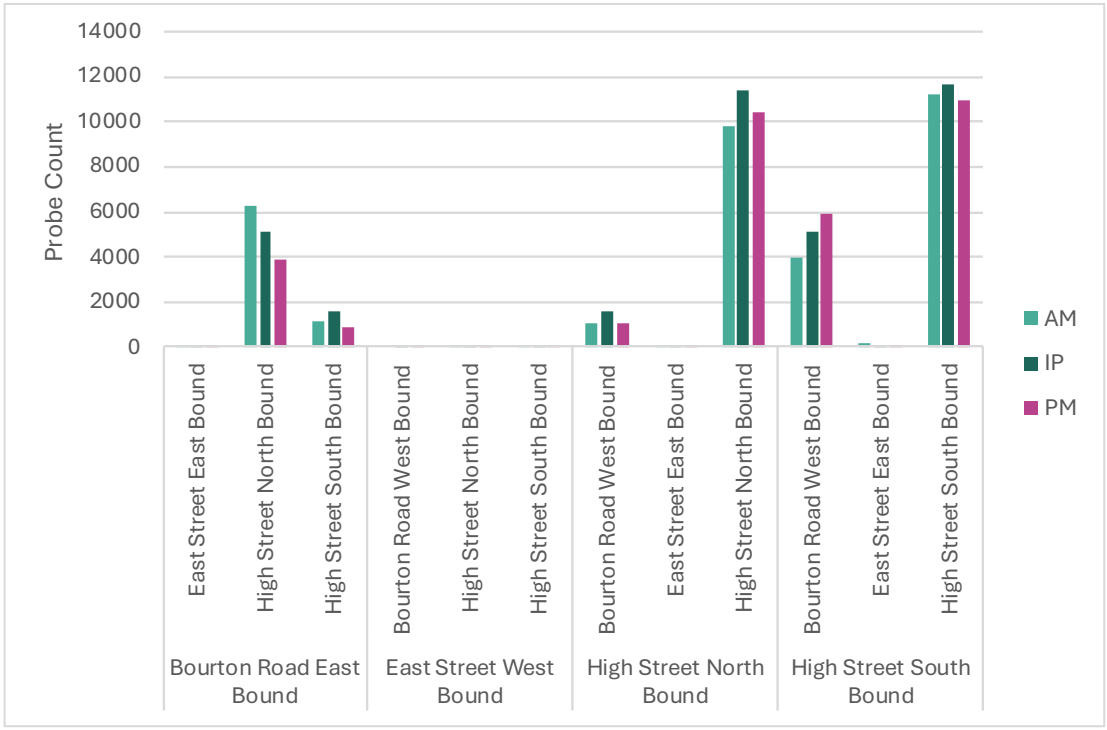


Figure 2-1 Traffic Flows by Turning Movements by Time Period (Southern Mini-Roundabout)

Approach	Movement	AM	IP	PM
Bourton Road East Bound		22%	18%	14%

East Street East Bound	→	0%	0%	0%
High Street North Bound	↱	85%	85%	76%
High Street South Bound	↴	15%	15%	24%
East Street West Bound		**0%**	**0%**	**0%**
Bourton Road West Bound	←	42%	0%	18%
High Street North Bound	↰	58%	63%	62%
High Street South Bound	↲	0%	37%	20%
High Street North Bound		**32%**	**35%**	**34%**
Bourton Road West Bound	↰	8%	10%	12%
East Street East Bound	↱	0%	0%	0%
High Street North Bound	↑	92%	90%	88%
High Street South Bound		**45%**	**46%**	**51%**
Bourton Road West Bound	↵	26%	26%	30%
East Street East Bound	↳	0%	1%	1%
High Street South Bound	↓	74%	73%	69%

Table 2-1 Turning Movements (Southern Mini-Roundabout)

For the northern roundabout, a similar pattern is shown with the majority flows being A429 traffic continuing directly over the roundabout. However, there are considerable volumes of northbound traffic turning right onto Oxford Street and thus blocking southbound traffic and a smaller though notable number of movements from Oxford Street turning right onto High Street northbound.

The PM period again sees very similar patterns. As was confirmed during the site visit, these right-turning movements on the northern roundabout can lead to occasional traffic building up and blocking the southern roundabout.

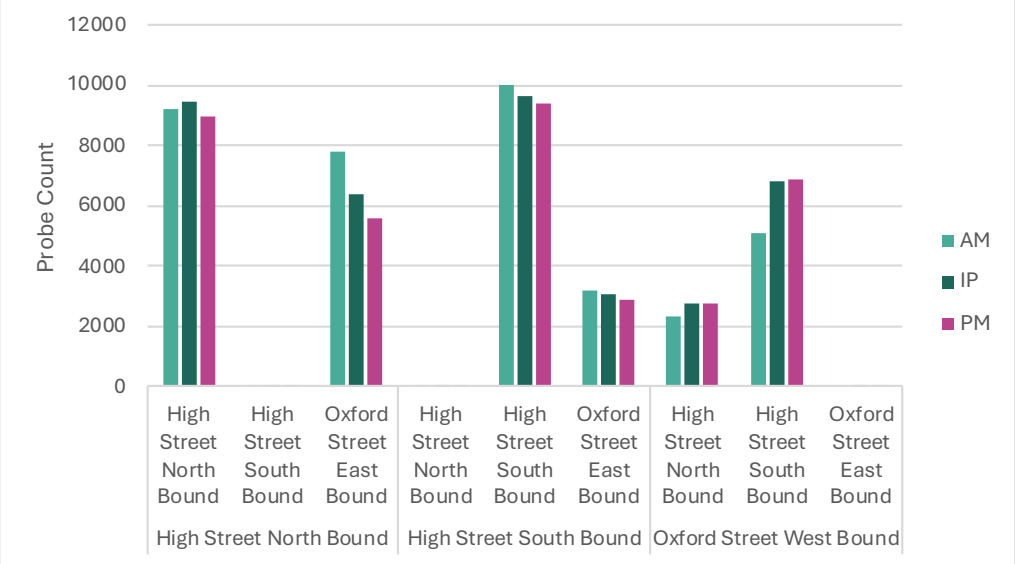


Figure 2-2 Traffic Flows by Turning Movements by Time Period (Northern Mini-Roundabout)

Approach		AM	IP	PM
High Street North Bound	**Movement**	**45%**	**42%**	**40%**

High Street North Bound	↑	54%	60%	61%
High Street South Bound	↶	0%	0%	0%
Oxford Street East Bound	↱	46%	40%	38%
High Street South Bound		**35%**	**33%**	**34%**
High Street North Bound	↺	0%	0%	0%
High Street South Bound	↓	76%	76%	77%
Oxford Street East Bound	↳	24%	24%	23%
Oxford Street West Bound		**20%**	**25%**	**26%**
High Street North Bound	↰	31%	29%	28%
High Street South Bound	↧	69%	71%	72%
Oxford Street East Bound	↳	0%	0%	0%

Table 2-2 Turning Movements (Northern Mini-Roundabout)

2.1.2.2 OD Analysis

The TomTom MOVE OD Analysis function acts like a standard "select-link" analysis. This allows the user to identify a specified directed link, and the software will calculate the trips per network link that traverse the selected link, as well as indicating the distribution of those trips. The resultant tree-like network helps identify those links within the network mostly associated with through-trips (this does not directly infer trip origin or destination).

The OD Analysis function was used to identify trips using the A429 link between the northern and southern mini-roundabouts in both a north-bound and south-bound direction and repeated for both AM and PM time periods. As can be seen in the figures below, there is a very similar pattern in both northbound and southbound directions and for both time periods. Longer distance strategic trips make up a significant proportion of vehicles travelling through Moreton-in-Marsh. Whilst longer distance A429 trips from/towards Cirencester and Warwick make a substantial volume of traffic, smaller and more local trip volumes are also associated with the A44 from both Evesham and Chipping Norton directions. See Figure 2-3 through to Figure 2-6 for the select link analysis by time period and direction on Fosse Way (between the two mini roundabouts).

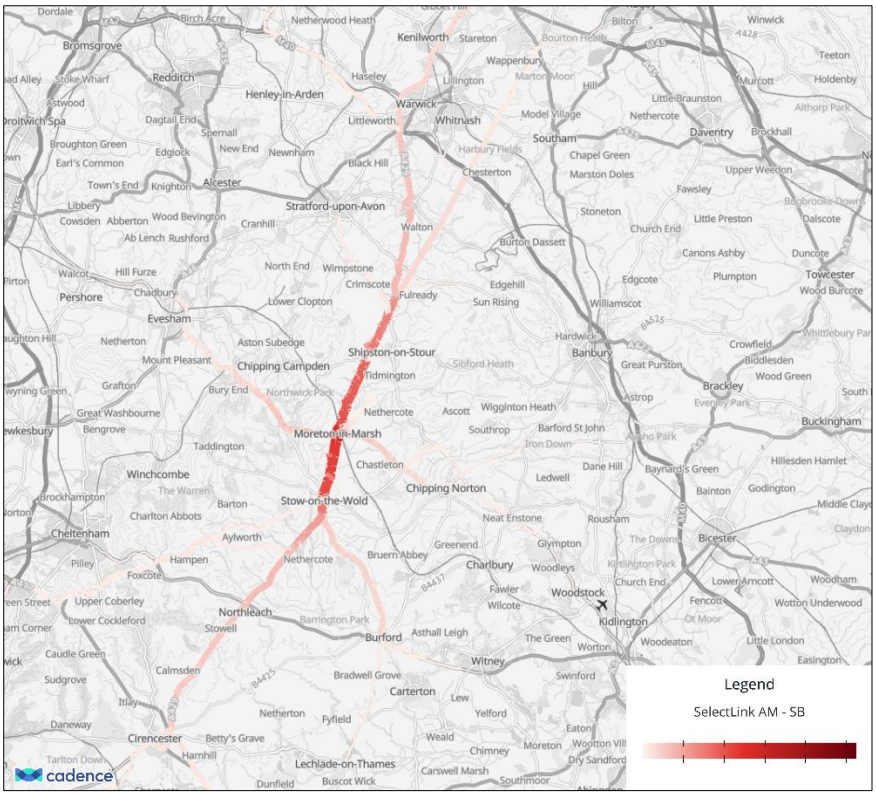


Figure 2-3 Select Link Analysis SB on Fosse Way in Morning Peak

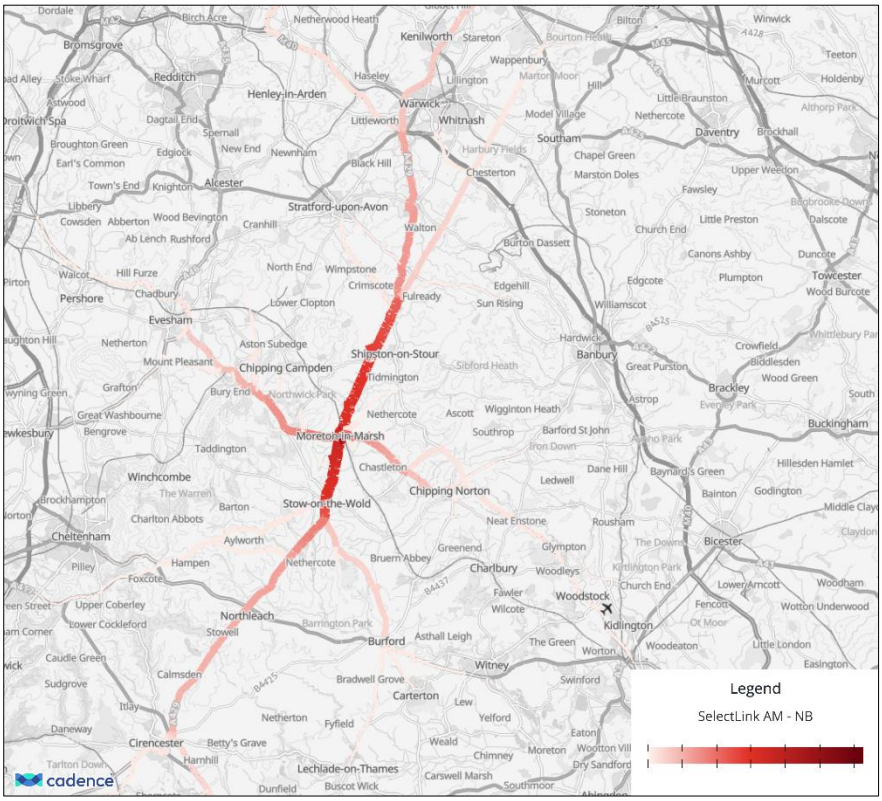


Figure 2-4 Select Link Analysis NB on Fosse Way in Morning Peak

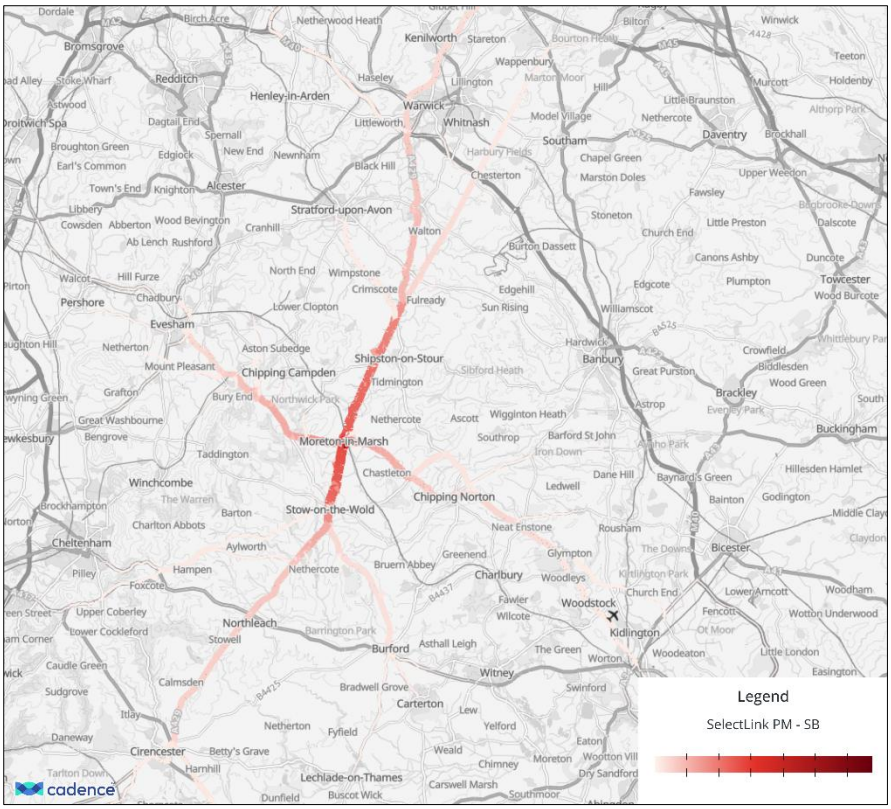


Figure 2-5 Select Link Analysis SB on Fosse Way in Evening Peak

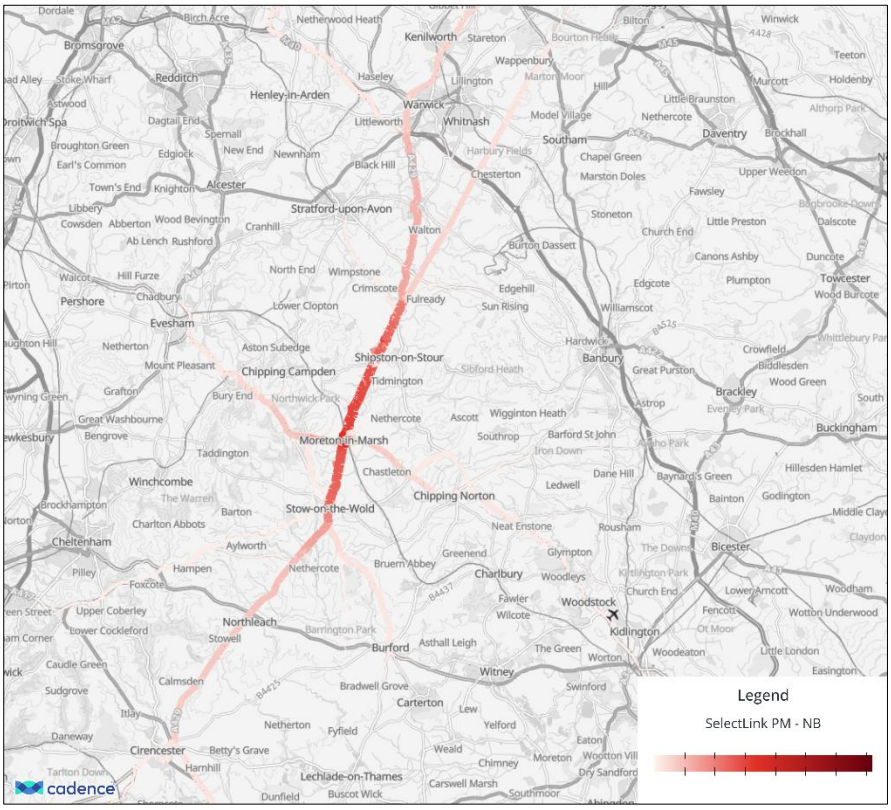


Figure 2-6 Select Link Analysis NB on Fosse Way in Evening Peak

2.1.3 Manual Traffic Counts

A manual classified turn count was conducted for a single day on Thursday 27th November 2025. The weather was dry and there were no observed traffic incidents directly within the town of Moreton-in-Marsh. It is noted that temporary traffic lights were in operation on the A429 on the northern approach to Stow-on-the-Wold, although this is some 6 kilometres to the south. These were related to long-term roadworks and were not judged to significantly impact traffic flow within Moreton-in-Marsh, especially given the lack of route choice.

Observations were made for two periods,

- AM – 0800 - 0900
- PM – 1700 - 1800

Figure 2-7 shows observed turning flows for the northern mini roundabout. This shows a greater proportion of right turning traffic onto the A44 compared to TomTom MOVE data, especially in the AM. These right-turn movements will compromise the flow of southbound traffic straight through this roundabout.

Figure 2-8 shows turns for the southern roundabout. Flows incoming along the A44 Bourton Road primarily turn north as a large proportion is expected to be through-traffic on the A44.Whilst the largest flows are directly across the roundabout on the A429 which helps to avoid vehicle interaction, significant numbers of vehicles are approaching southbound and turning right onto the A44; These movements interact with traffic continuing straight ahead on the A429.

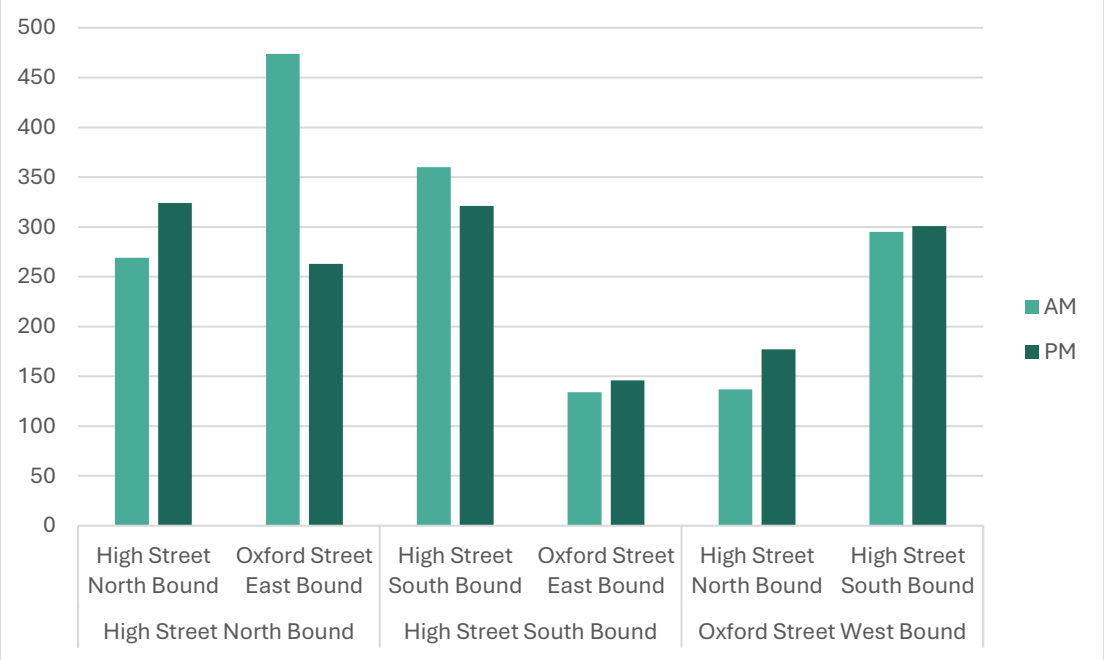


Figure 2-7 Manual Turn Count Flows for the Northern Mini Roundabout

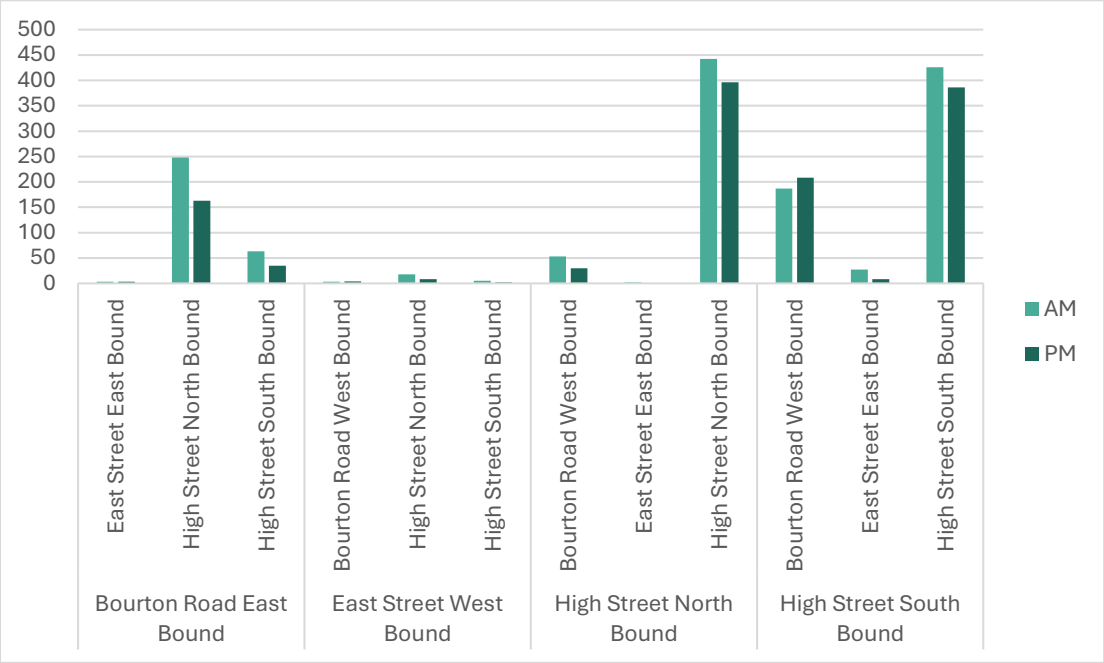


Figure 2-8 Manual Turn Count Flows for the Southern Mini Roundabout

2.1.4 Existing Surveys

During May 2025, additional manual classified count surveys were conducted at the two mini-roundabouts in Moreton-in-Marsh. These showed similar pattern to the manual survey previously described. In addition, queue length surveys were undertaken in both the AM and PM periods with queues categorised as between 1-10 and > 10 vehicles.

For the northern roundabout (junction with London Road) in the AM period, Queues quickly build from the north, rapidly exceeding 10 vehicles. Queues from London Road also frequently exceed 10 vehicles though peak later. Queues from the south rarely exceed 4 vehicles which is unlikely to exceed the 95 metres separation between northern and southern roundabouts.

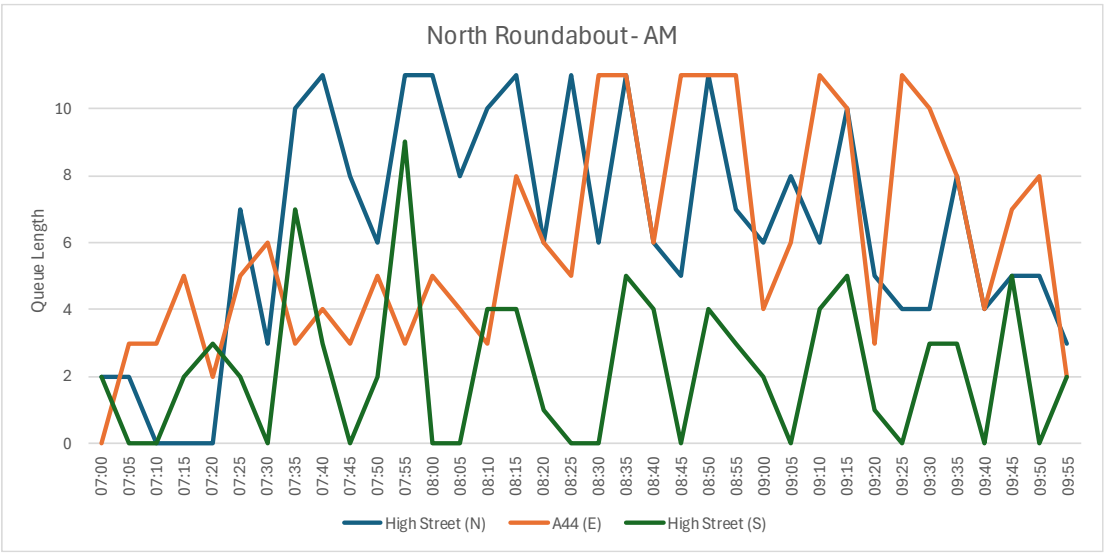


Figure 2-9: North roundabout (AM) - Queue length

During the PM period, queues from the East are initially high, exceeding 10 vehicles, before decreasing rapidly. Queues in other directions are typically less than 6 vehicles.

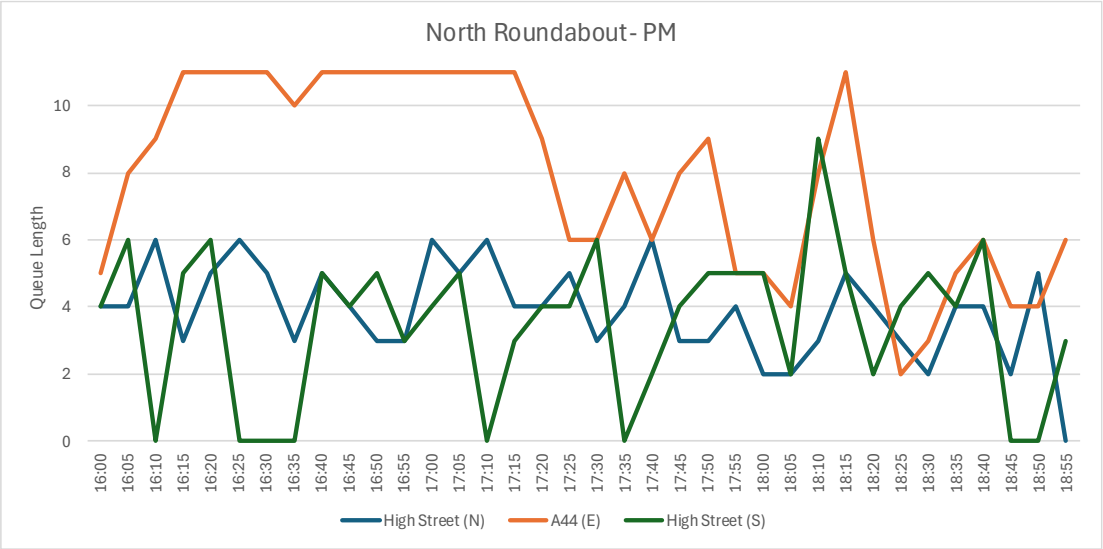


Figure 2-10: North roundabout (PM) - Queue length

For the southern roundabout in the AM period, queues are less significant, rarely exceeding 10 vehicles for any arm. However, queuing from the north can exceed 10 vehicles which risks blocking back through the northern roundabout. This pattern was observed during the site visit on occasions though tended to clear rapidly.

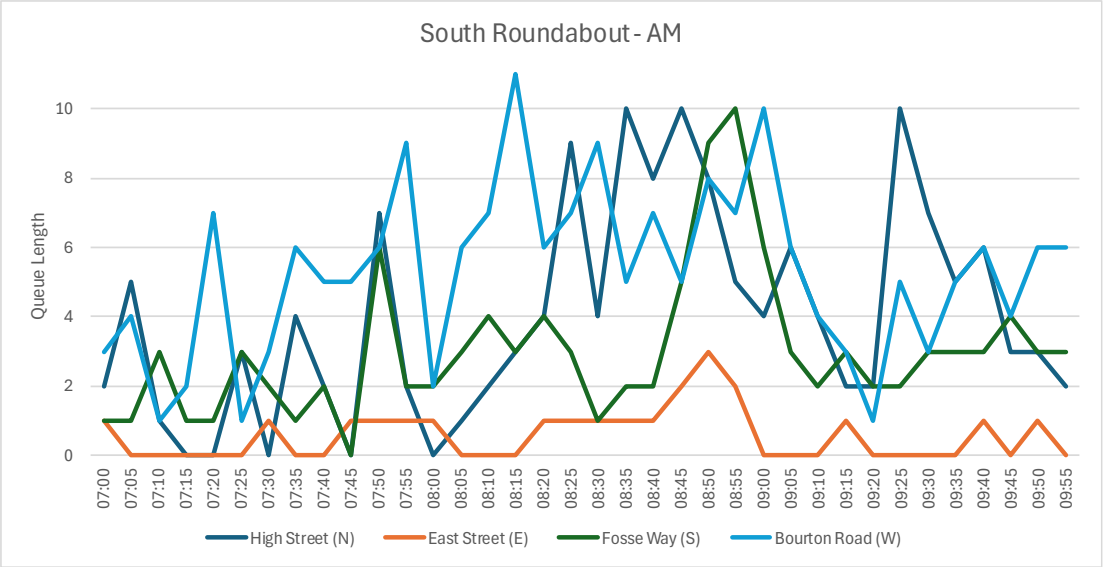


Figure 2-11: South roundabout (AM) - Queue length

For the PM period, queuing from the south, down Fosse Way can regularly exceed 10 vehicles whilst again there is a risk of long queues from the north blocking back to the southern roundabout.

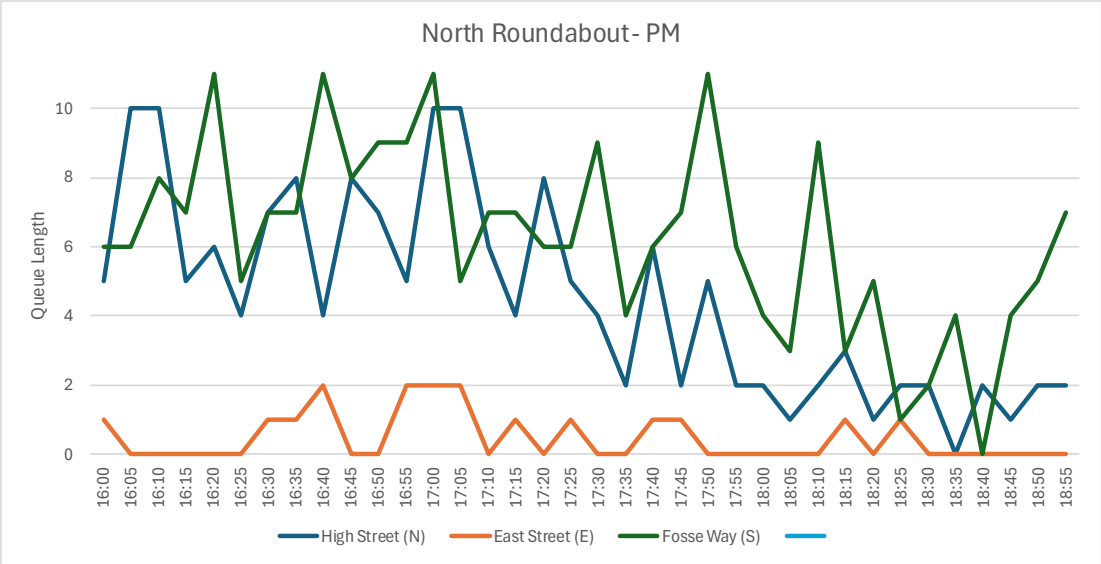


Figure 2-12: South roundabout (PM) - Queue length

Table 2-3 shows the average vehicle composition for all observed turning movements. OGV1 and OGV2 vehicles account for a higher proportion in the AM peak (10%) than in the PM peak (3%). LGV proportions are also slightly higher in the AM peak, while bus/PSV volumes remain low at 1% in both peaks.

Table 2-3: Average vehicle type

	Car	LGV	OGV1	OGV2	PSV	MCL	PCL
AM	75%	14%	6%	4%	1%	1%	0%
PM	83%	12%	2%	1%	1%	1%	0%

OGV1 includes rigid vehicles with two or three axles such as larger ambulances, tractors, box vans and mid-sized trucks. Absolute numbers of OGV1 and OGV2 vehicles using the A44 at each mini roundabout is between 30 and 70 vehicles per hour depending on the period, with the majority being OGV1 vehicles.

2.2 Overview of the Existing Public Transport Network

2.2.1 Bus

Moreton-in-Marsh is served by a limited number of bus services that make local stops on the A44, A428 and at the railway station. Services include Routes 1, 1A, 2, 2A, 51 and 51A operated by Stagecoach and which provide services to Stratford-upon-Avon via Draycott, Broadway and Chipping Norton on a variable one-to-three-hour weekday frequency. Other routes include a once per day service to Shipston on Stour (route 6) and an hourly service operated by Pulman Coaches between Cheltenham and Chipping Norton. As can be seen from the figure below which shows a 45-minute walk and bus isochrone from the market square for a weekday morning, the current frequency and range of bus services limit the choice of destinations accessible by bus. The lack of choice and irregularity in timings is likely to dissuade individuals from Moreton-in-Marsh choosing bus as a commuting mode. This is shown in the 2011 (pre-covid) Census commute to work data where less than 2% of individuals used bus as a commuting mode of travel of which Stow-on-the-Wold was the only reported destination.

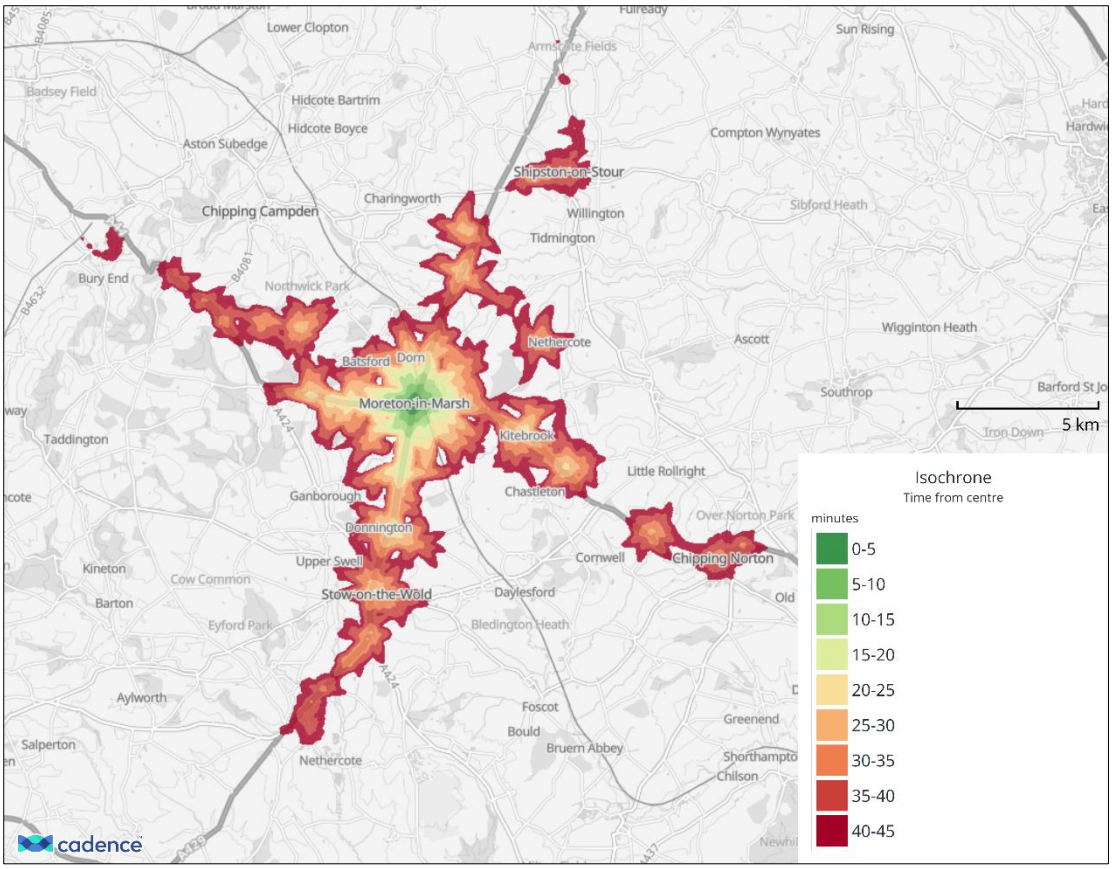


Figure 2-13 Walk and Bus Isochrones from Moreton-in-Marsh Market Square (typical weekday morning)

2.2.2 Rail

Moreton-in-Marsh has a railway station situated to the northeast of the historic centre though now largely surrounded by new housing developments. The station forms part of the Cotswolds Line that runs between Oxford and Hereford, with destinations including,

- London Paddington – Approx. 20 trains per day, Journey time approx. 1 hour 30 minutes.
- Oxford – Approx. 20 trains per day, Journey time approx. 30 minutes.
- Worcester – Approx. 20 trains per day, Journey time approx. 1 hour 30 minutes.
- Hereford – Approx. 15 trains per day, Journey time approx. 30 minutes.
- Great Malvern – Approx. 15 trains per day, Journey time approx. 55 minutes.

The isochrones shown in Figure 2-14 show destinations accessible within 1 hour by rail from Moreton-in-Marsh with Pershore, Evesham and Oxford being key accessible destinations.

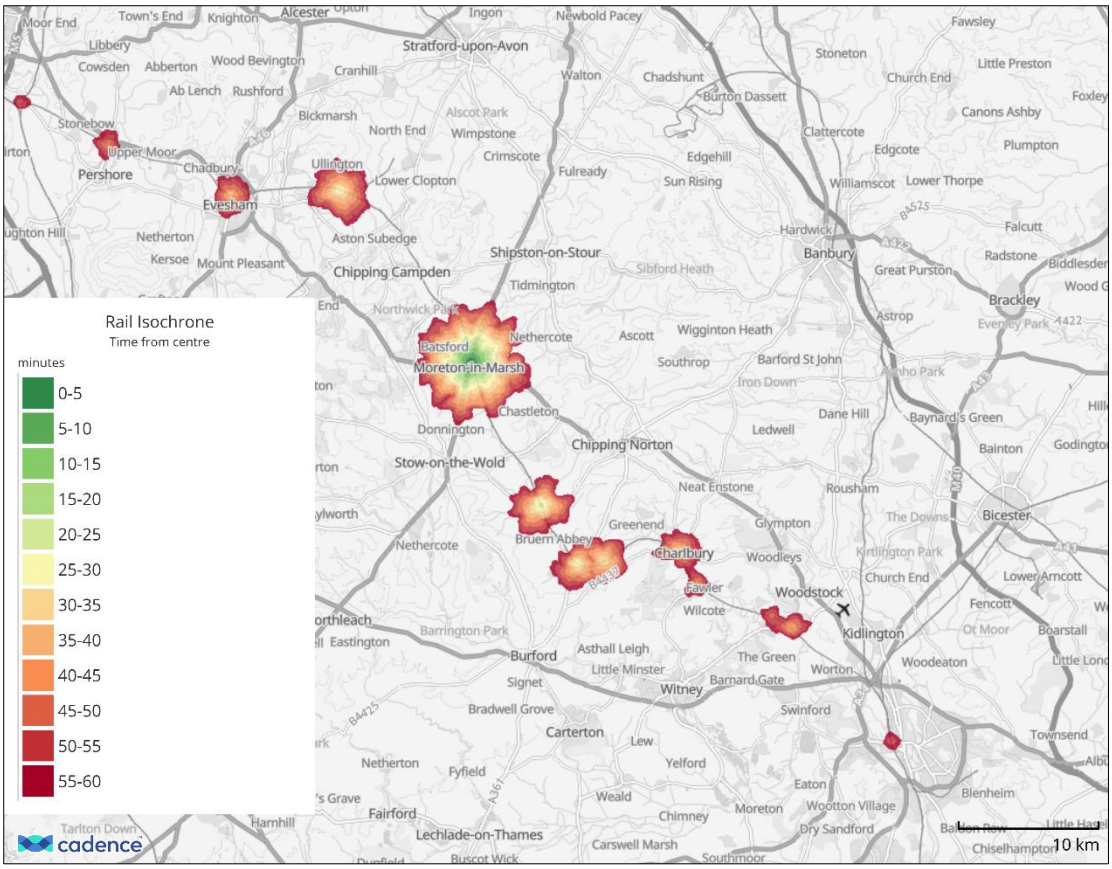


Figure 2-14: Rail isochrones from Moreton-in-Marsh

In the 1970's, 25 miles of the route from Moreton-in-Marsh in the Hereford direction was converted to single track. Improvement work since 2011 has led to the section between Moreton-in-marsh and Evesham reopening as a double track line. Future potential improvements include track doubling between Wolvercote to Hanborough and Evesham to Pershore which will allow for an increased frequency of Oxford to Worcester services to every 30 minutes.

Work is currently progressing on construction of the Transport Hub adjoining the station carpark (Figure 2-15). This will provide additional parking capacity and improve accessibility and facilities for public transport.

Figure 2-15 Moreton-in-Marsh Transport Hub

The chart below shows ticket sales associated with Moreton-in-Marsh station. After remaining relatively flat, usage began to increase from about 2011. This may be attributed to the line improvement works as well as the rapid growth in dwellings experienced by the town in this period. Usage dropped significantly during the COVID19 pandemic period. Whilst usage has recovered, by 2023 it was only up to approximately 2015 usage levels, potentially related to increased rates of working from home.

Whilst the latest 2021 census commute to work data is heavily influenced by the impact of the COVID19 Pandemic, the older 2011 Census data does not fully reflect the increasing levels of patronage for the station. However, 2011 census output area zones associated with Moreton-in-Marsh showed up to 5.2% of commuters choosing rail; Destinations being principally Oxford and London.

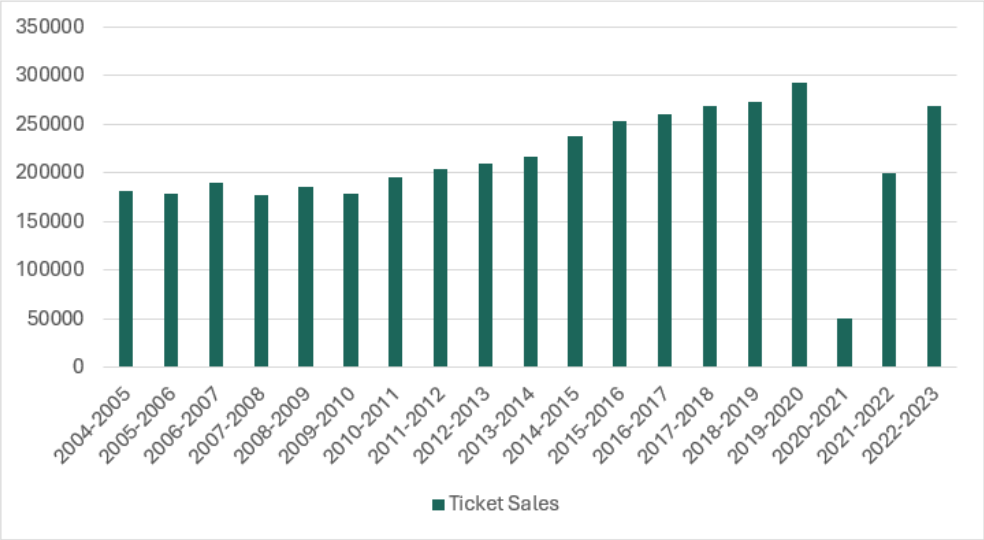


Figure 2-16 Moreton-in-Marsh Railway Station Ticket Sales

2.3 Overview of Active Travel Provision

Moreton-in-Marsh lies within the relatively flat Evenlode Valley. Whilst it is situated on or near roads with significant vehicular traffic (A429, A44), it does have a growing network of dedicated walking and cycling links, with some associated with new housing developments. These are increasing the ease with which residents can make short trips to destinations such as local shops and public transport connections. Moreton-in-Marsh lies over 5 miles from Stow-on-the-Wold (the nearest settlement of significance), cycle times are 22 minutes via the busy A429 Roman Road or 32 minutes via quieter lanes. The lack of easily cyclable work destinations is evidenced in the 2011 Census commute to work dataset where only 27 respondents from the Moreton-in-Marsh area choose bike as a commute method.

Moreton-in-Marsh lies within the Evenlode Valley of the Cotswolds and is partl in the Cotswolds National Landscape area. Popular with tourists, it offers leisure cycling including routes 442 and 48 of the National Cycle Network, both of which follow roads shared with vehicle traffic. The location of these routes, typically away from areas of population or employment make them of less use for commuting purposes.

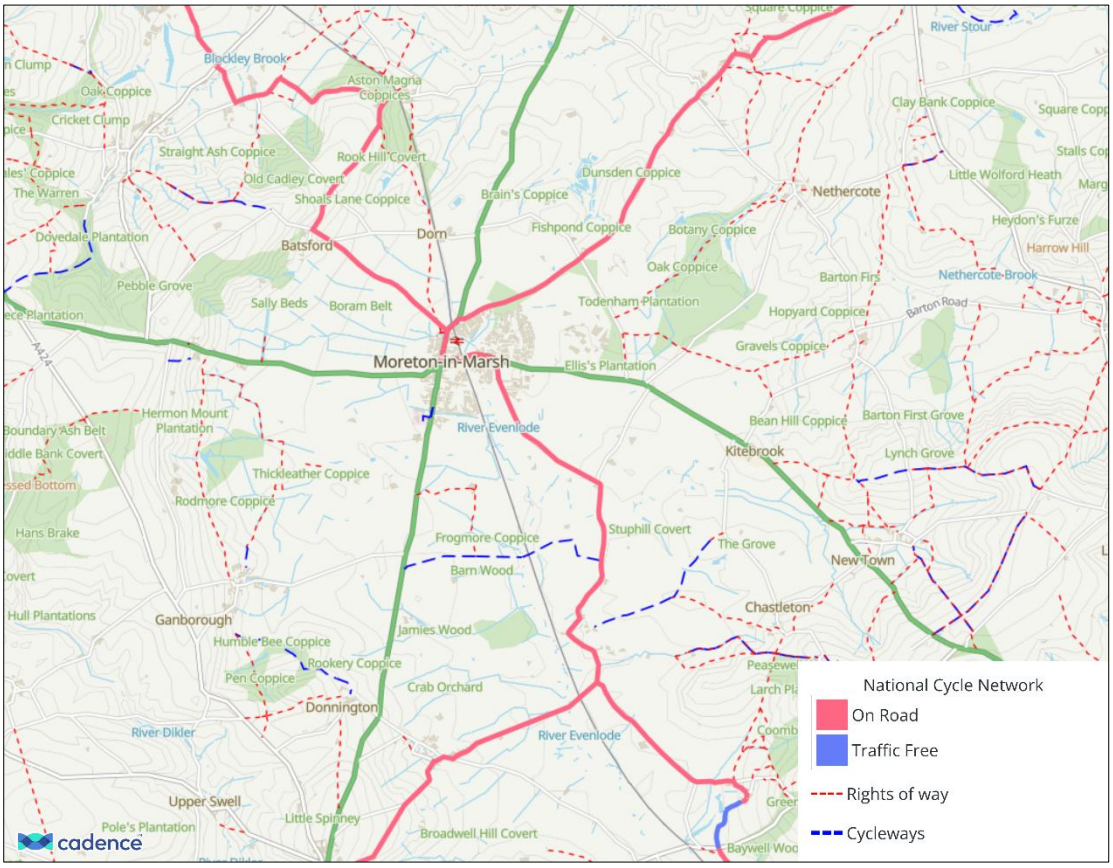


Figure 2-17: Cycle route in and around Moreton-in-Marsh

2.4 Overview of Moreton-in-Marsh Parking

2.4.1 Existing Parking Facilities

Moreton-in-Marsh has existing parking facilities, located along the High Street, at the Old Markey Way and at the Railway Station.

2.4.1.1 High Street Parking

The key parking location for the centre of Morton-in-Marsh is currently the High Street between Bourton Road to the south and the Co-op supermarket to the north. Parking is organised between

areas of parallel and perpendicular bays. These are formed either alongside the High Street or in the market square centre. Spaces within the market square are typically marked though other areas are un-marked and ad-hoc leading to a level of variability in parking capacity dependant on driver's use of space. Whilst some sections appear uncontrolled, others have a limitation of 2 hours parking Monday to Friday between 0800 and 1800. There is no parking charge. The diagram below shows how spaces are split between areas of the high street noting that counts are estimates based on manual counts.

Figure 2-18: High Street parking bay locations

2.4.1.2 Old Market Way Car Park

The Old Market Way car park is a pay and display car park consisting of 50 spaces includes,

- 3 disabled bays
- 2 EV charging bays
- 2 dedicated short stay (20 mins) bays

The car park is intended as a long stay car park with current charges being,

- 30 mins - £0.80

- 1 hour - £1.20
- 2 hours - £2.40
- 10 hours - £3.40

Located close to the railway station and High Street, this car park gives additional parking capacity.

2.4.1.3 Railway station

The railway station currently has 128 parking spaces. This are in marked bays parallel to the road. Parking is charged via either pay & display machine or app purchase. The car park is open 24 hours, and pricing is charged at a weekday day rate of £5.00.

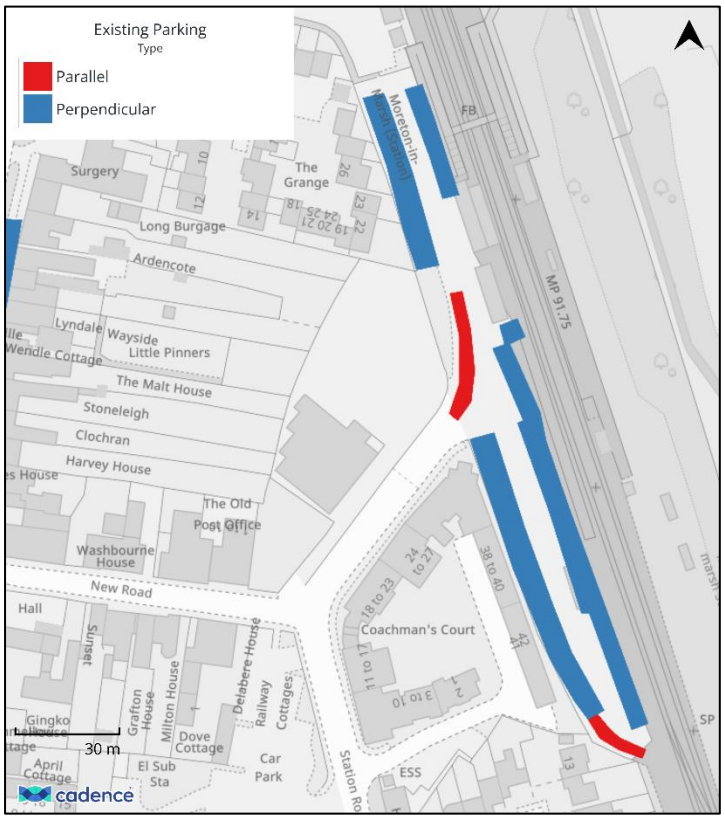


Figure 2-19: Railway station parking

2.4.1.4 Ad-hoc Parking

Additional ad-hoc parking opportunities exist within walking distance of the town centre. Mostly located on residential streets, these are non-official with limited restrictions though often unsuitable due to narrow streets and property access.

2.4.2 Current Parking Issues

Moreton-in-Marsh has several parking related issues which include key town centre parking locations being over-capacity and issues related to the layout of current parking infrastructure.

2.4.2.1 Parking Utilisation

The graphs below represent work undertaken by AtkinsRéalis in 2023 in support of the Transport Hub[1]. This shows levels of short stay (SS), medium stay (MS), and long stay (LS) parking, as well as available capacity. This is displayed for AM, interpeak and PM periods for four zones in and around Moreton-in-Marsh.

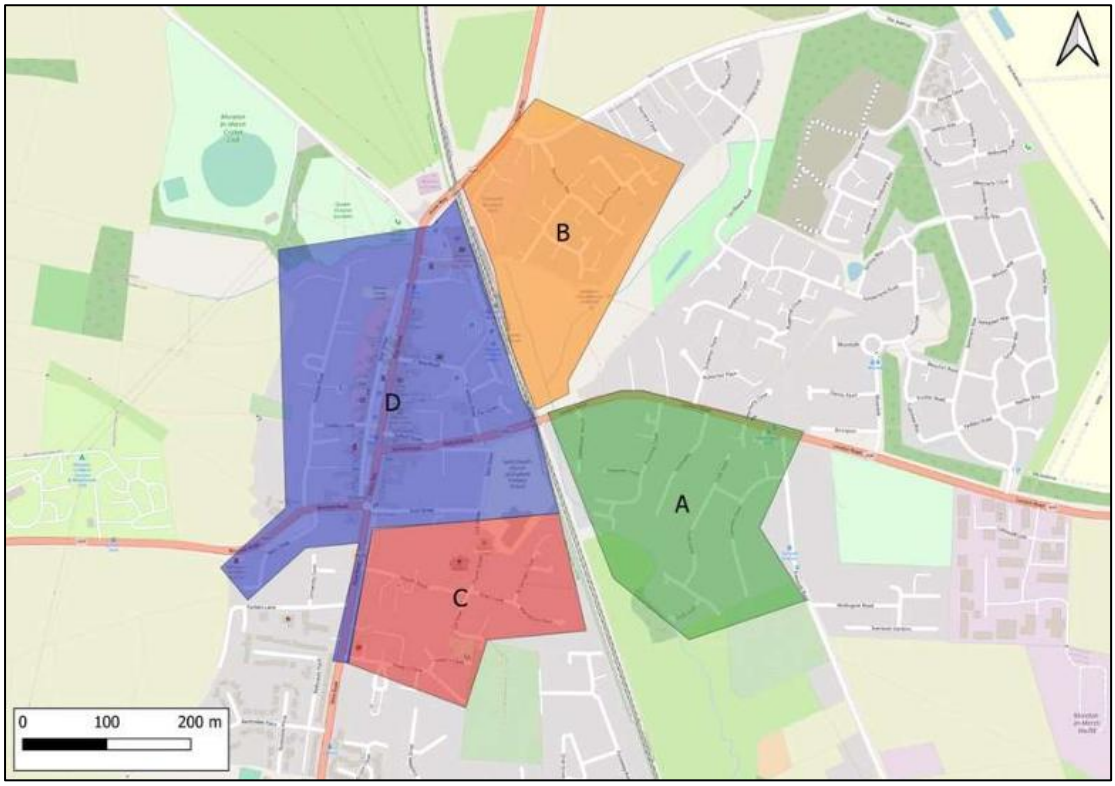


Figure 2-20: Parking utilisation survey zones

[1] https://moretoninmarshtowncouncil.gov.uk/wp-content/uploads/2024/08/ZoneDataAnalysis.pdf

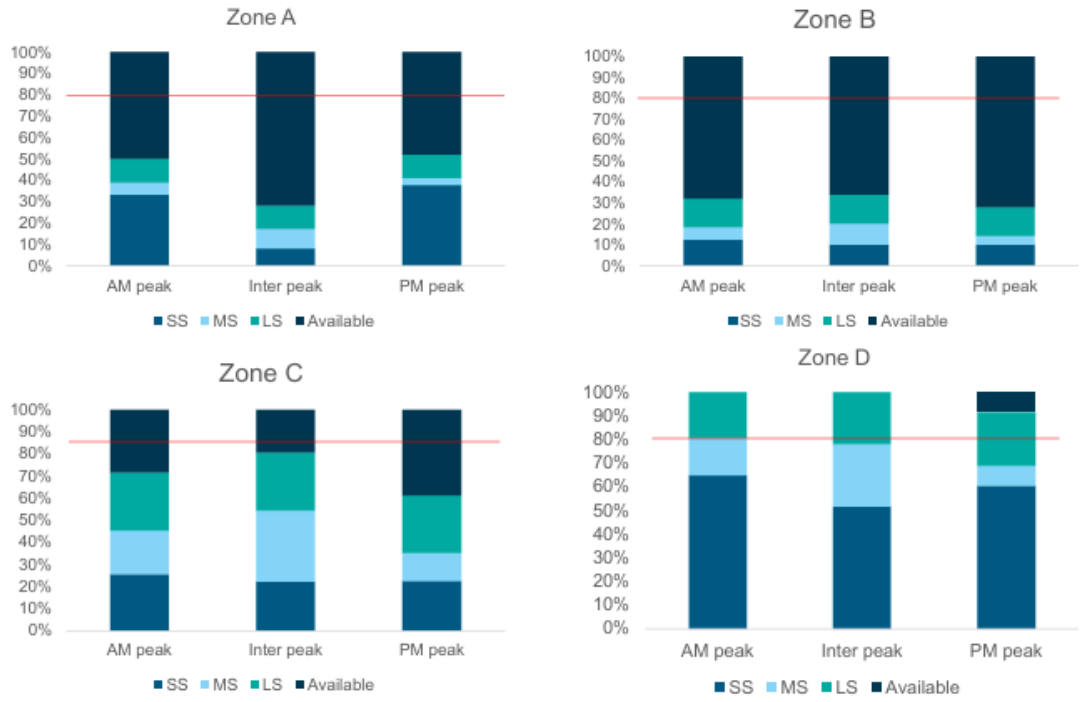


Figure 2-21: Parking utilisation survey results

The results show availability for Zone A (residential area) dropping during the inter-peak period. This likely corresponds to residents using their car during the working day. Such a pattern is not visible for the other primarily residential zones of B and C where usage remains consistent for all three periods. This may indicate some overspill from congested High Street and railway station parking. This is further indicated by zone D that represents High Street and railway parking where all capacity is taken for AM and inter peak periods and availability is less than 10% for the PM period.

Site visits and Historic Google Streetview imagery show that during the 0900 to 1700 period, parking at both the High Street and railway station is heavily utilised with little availability. This may result in cars queuing onto the A429 obstructing through-traffic or having to make multiple passes down the High Street to find available parking.

2.4.2.2 High Street Parking Layout

Parking overhanging carriageway

Existing parking spaces are often small and not of suitable size for modern vehicles. This can lead to vehicles overhanging into the carriageway. This reduces road space, with the potential to cause visibility hazards for through-traffic.

Figure 2-22: Parking overhanging carriageway

Unrestricted parking

The lack of parking restrictions for significant sections of the High Street leads to long stay parking that would be better suited to other locations such as the Transport Hub parking site. It has the effect of reducing capacity for short stay users which impacts on accessibility to High Street shops and businesses.

Figure 2-23: Unrestricted parking

Pavement parking overhanging footway

Similar to issues regarding vehicles overhanging into the road, the areas of perpendicular parking often result in vehicles overhanging the pavement. This is a hazard where vehicle / pedestrian interaction occurs and restricts the pavement width which is of special concern for pedestrians with sight and mobility issues and those with pushchairs. It is also an issue for the free flow of pedestrians during periods of significant tourist demand.

Figure 2-24: Pavement parking overhanging footway

Parking on Footway and verges

The limited and ad-hoc nature of parking leads to misuse where individuals may attempt to find additional space by parking on grass verges and other spaces not designed for parking. This leads to degradation of the surfaces and in addition, such vehicles could be an additional hazard for pedestrians and other motorists as vehicle and pedestrian access is narrowed and sightlines obscured.

Figure 2-25: Parking on Footway and verges

Figure 2-26: Parking on Footway and verges

Both parking design and capacity impact the flow of through-traffic through the town centre. The current location of some parking bays that cause larger vehicles to overlap the road causes a narrowing of the carriageway, limiting capacity. The over-capacity nature of the High Street car-park

and current access from the High Street leads to additional circulation as drivers search for spaces whilst the limited access and egress onto the A429 leads to issues with traffic turning and blocking back onto the carriageway.

2.4.3 Planned Schemes

Several improvement schemes have been developed. Some of these such as the Transport Hub are currently being developed.

2.4.3.1 GCC draft parking zones strategy (2024)

Contains a proposal for parking zones to be established within Moreton-in-Marsh. This would involve an inner zone of controlled parking (7 days a week) to prioritise retail, residents and visitors (marked in red). An outer zone would have lower restrictions on use, favouring long stay parking and residents (marked in blue).

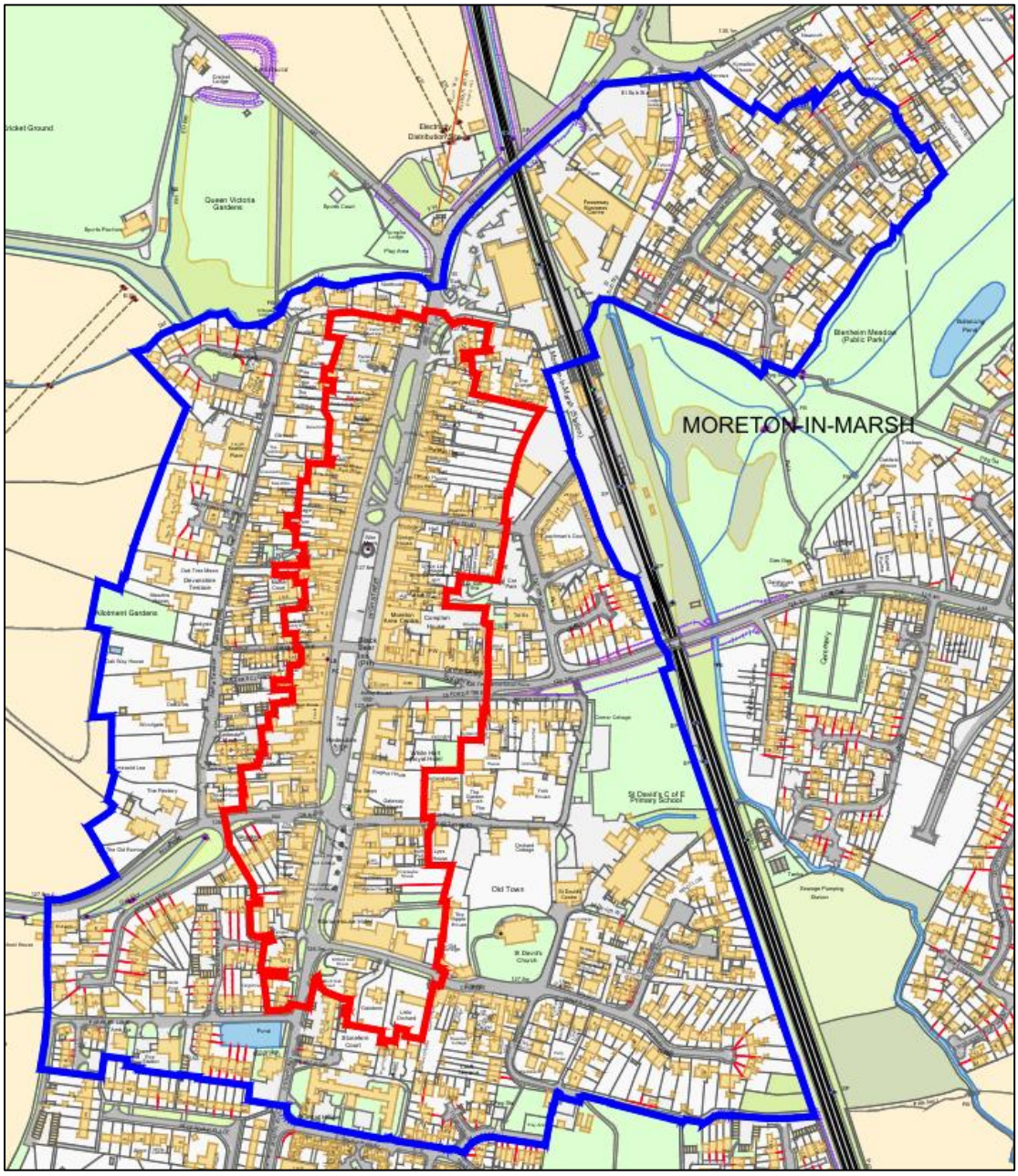


Figure 2-27: Proposed parking zone boundaries

2.4.3.2 CDC parking strategy (2025-2028)

This document seeks to ensure that parking within the Cotswold area will fulfil future needs. Through surveys, it identified that most people park for between one or two hours and travel under two miles. Shopping is the main driver of parking demand. The document lists as actions to support the Town Council to encourage, facilitate or enable the development of appropriate car parking and to develop new linear parking on the High Street to avoid vehicle overhang and improve pedestrian access.

2.4.3.3 Transport hub

The Moreton-in-Marsh Transport Hub is an ongoing project designed to improve town centre parking and encourage more active and sustainable transport. The scheme has involved the purchase of additional land with construction work currently ongoing. The project will involve a re-planning of the existing car park site with,

- 164 spaces (including 9 disabled, 1 staff and 2 Network Rail spaces)
- 10 electric vehicle charging points including 2 allocated to disabled spaces
- Cycle and motorcycle parking
- Taxi rank
- New drop off area
- Dedicated bus areas
- Walkway to town centre

Figure 2-28: Transport Hub

The upgraded site will increase parking capacity by approximately 50 vehicles and is expected to encourage more long-stay parking, helping free up limited High Street parking for short stay purposes.

2.4.3.4 Make Moreton Accessible

The “Make Moreton Accessible” plan has been produced by Moreton-in-Marsh Town Council. It is intended to improve the accessibility of Moreton following the introduction of the Transport Hub which is expected to divert long-stay parking away from the High Street. The high-level plans intend to improve safety and setting with enhancements to road layout and pedestrian access.

2.5 Overview of the Phase 1 study

WSP undertook Stage 1 of the Moreton-in-Marsh Feasibility Study in September 2025. The purpose of the Stage 1 work was to conduct a high-level options identification and appraisal process for solutions to Moreton-in-Marsh’s current and potential future traffic congestion issues. The stage 1 report forms the first part of a two-part process (this report being the second stage), with the second stage including transport modelling, a more detailed route design for a potential new road corridor to bypass the town centre, and initial costings and funding options.

The report outlines existing stakeholder engagement related to Cotswold District Council’s Local Plan. This has taken the form of public meetings, surveys and workshops with the last recorded event being a community feedback session on the 12th of February 2025.

A constraints mapping exercise was conducted before an options identification process analysed key challenges relating to delivery of new transport infrastructure. This includes environmental, engineering and infrastructure, land use, existing transport infrastructure, topography and community functions.

Environmental constraints include the presence of Wolford Wood and Old Covert Sites of Special Scientific Interest (SSSI) and Ancient Woodland; Their Impact Risk Zone extends out to Moreton-in-Marsh town centre. In addition, the area contains numerous heritage assets including listed buildings, scheduled monuments, registered parks and gardens and the adjacent Cotswold National landscape. Flood risk within the Evenlode Valley is noted.

Engineering and infrastructure constraints include the presence of existing power infrastructure and the requirement for road-based interventions to potentially cross both the River Evenlode and railway line.

The options identification process in Stage 1 involved the collation of a longlist of measures, informed from previous studies, Local Plan consultation and community engagement. The longlist is categorised into the following themes:

- Sustainable Measures – 16 options
- Behavioural Change Measures – 6 options
- Infrastructure Measures – 9 options

Many of the identified sustainable/behavioural options are low-cost/low-impact, reasonably generic though still of value to include. The highways options are high-value and high-risk though heavily constrained by the town’s environmental and heritage context. Some options are noted as being unlikely to be feasible, such as active travel on Oxford Street being limited by width and safety constraints whilst other options such as a new southern railway station are expected to have extremely high-cost barriers to adoption.

From this long-list, a sifting exercise using a Multi-Criteria Assessment Framework (MCAF) assessed each option against the following themes,

- Strategic Alignment,
- Acceptability,
- Deliverability, and
- Affordability

For each category, scoring was conducted on a 7-point scale ranging from -3 to +3. Scores were summed by category per option with the top 10 options as shown below,

Table 2-4: Phase 1 MCAF results

ID	Scheme name	Scheme Objectives	Accessibility	Deliverability	Affordability	Overall Score
19	Controlled Parking Zone (including parking charges and limited waiting restrictions) in the town centre to manage traffic demand	7	0	2	0	9
10	Improved walking and cycling connections along Evenlode Road	5	2	1	-1	7
29	Full Eastern Link Road between Fosse Way (A429) north and south – Outer Link Road	10	3	-1	-5	7
11	Improved connections from the National Cycle Network to potential development sites	5	2	1	-1	7
14	Increase frequency of existing bus services (double existing frequency of all services connecting to Moreton-in-Marsh).	4	2	2	-1	7
1	Active travel link along London Road (A44) up to 20mph area	5	1	-1	1	6
7	Improve active travel connections to Moreton-in-Marsh railway station	4	2	2	-2	6
23	Mini roundabouts on Fosse Way (A429) at Fosseway Avenue and Redesdale Place	2	2	2	-1	5
17	Park and Ride and town centre long stay car park by Caravan Park at Bourton Road (A44)	4	2	0	-1	5
20	Limiting HGV movements on London Road (A44) to only essential vehicles allowing further reallocation of road space and traffic calming measures.	3	0	2	0	5

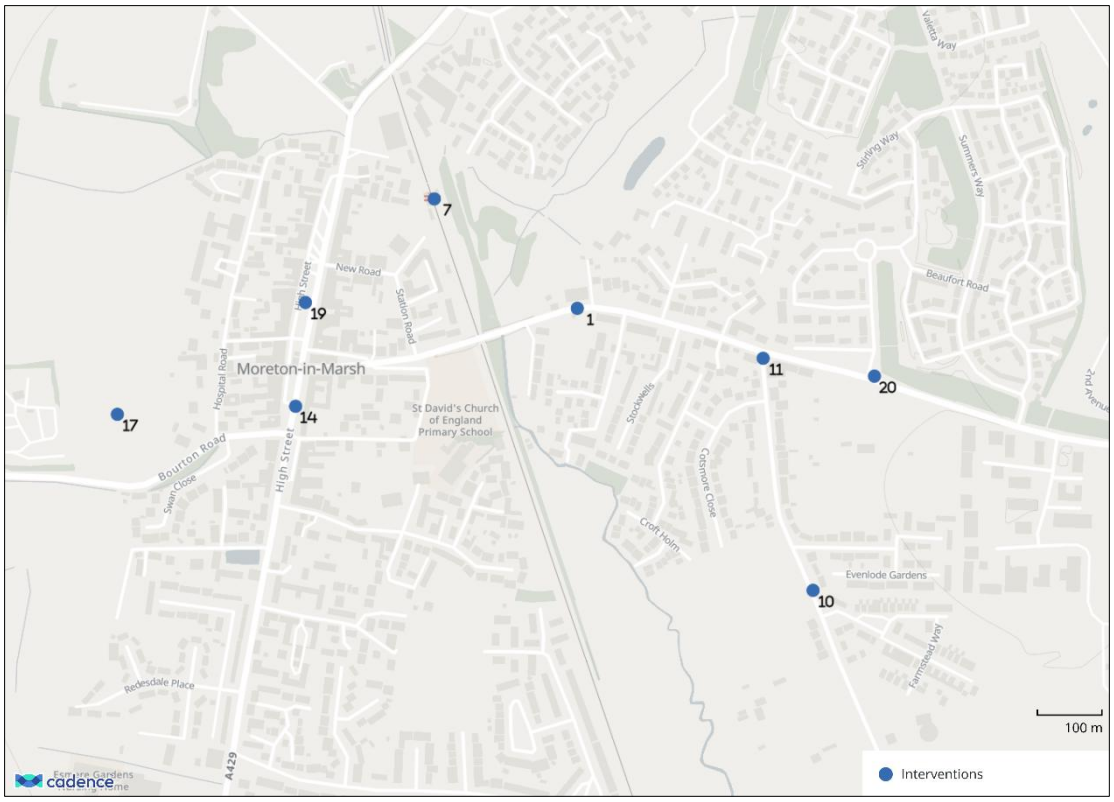


Figure 2-29: Intervention locations

Whilst the highest attainable score is 28, the highest scoring option only achieved a score of 9 with low differentiation among the top 10 scoring options.

It is noted in the text that whilst these options are likely to have the greatest impact on the existing and future transport conditions, they are likely to require packaging with other measures.

The GC3M was used to investigate future year traffic conditions for a Do-Nothing model for 2041 and 2061. In addition, a Do-Minimum (DS) scenario (with Local Plan developments though without mitigations) was tested. The DS is a simple spreadsheet model that takes DM link flows and applies development trips generated from TRICS derived trip rates and distributed based on trip length distributions (TLDs) taken from the National Travel Survey (NTS)

2.6 Overview of the GC3M model

The Gloucestershire Countywide Multi Modal Model (GC3M) is a strategic transport model consisting of,

- A variable demand model (VDM) – developed using Visum
- A highway assignment model (HAM) – developed using SATURN
- A public transport assignment model (PTAM) – developed using Visum

The model has a base year of 2019 having been calibrated using pre-COVID data and represents a neutral weekday.

The HAM and PTAM consist of three time periods. The HAM covers the following peak hours,

- AM peak hour – 0800 to 0900
- IP average hour – 1000 to 1600
- PM peak hour – 1700 to 1800

The VDM covers 24-hours on a neutral weekday and forecast trip generation, trip distribution, mode share and time period choice.

Moreton-in-Marsh is located outside of the Area of Detailed Modelling (AoDM) though within the Fully Modelled Area (FMA) though it is still modelled in similar detail to locations within the AoDM.

Moreton-in-Marsh has sufficient network detail within the GC3M with all major roads (A44 and A429) and some local roads (Todenham Road and Evenlode Road) being modelled.

Moreton-in-Marsh is located largely within a single model zone which will have an influence on the assignment of local trips, especially intra-zonal trips. As part of this study, the zoning has been disaggregated and the zonal connectivity reviewed and updated within and around Moreton-in-Marsh.

The GC3M will be used to analyse the relative performance of scenarios. This will be achieved by analysing link volumes compared to modelled link capacity and analysing the performance of key junctions. It can also be used to extract forecast travel times that will be used to compare the impact of scenarios and interventions on the strategic network.

The GC3M is however a strategic model and as such has several limitations common to most similar models at this scale. The lack of a dedicated active travel model and the inability to accurately model shorter active trips at a strategic scale necessitates the modelling of improvements to the active travel network though broader assumptions applied at the demand level. In addition, the model is expected to under-estimate the impact of parking related delays to the High Street as such detailed analysis of the interaction with parking cars would require microscopic level modelling.

2.7 Cotswold Local Plan

Cotswold District Council is preparing a new Local Plan for 2026 to 2043, which will establish the planning framework for development and land use across the district. The Plan will set out both strategic priorities and locally tailored policies to guide growth and change. Moreton-in-Marsh, as a sustainable rural settlement, is proposed to have a significant strategic allocation of dwellings which will generate trips that, if left without any mitigating actions, would have an impact on the local road network that is currently approaching capacity.

2.8 Key Transport Issues

The TomTom data clearly shows that strategic through-traffic dominates the A429 at Moreton-in-Marsh. The turn count analysis shows right-turn conflicts driving delay at the northern mini-roundabout whilst the queue data shows the potential for queue interaction as traffic has the potential to block back through the adjacent roundabout.

The High Street shows lower inter-peak volumes though study visit observations backup reports of congestion in this period. This can be attributed to parking related obstructions from what is a frequently over-capacity parking location, as well as a higher number of

pedestrians crossing the high street using the signalised crossing to the north of the High Street / Oxford Street mini roundabout.

Parking in the town centre is heavily constrained and is having an impact on the smooth flow of through-traffic through the town.

There are currently limited mode alternatives with low bus usage a driver for reduced services which then further reduces demand and limited low or no traffic cycle links away from busy roads.

3. Scenario Development

3.1 Overview of scenarios

The following three do-something scenarios, shown in Table 3-1, have been identified for transport modelling and assessment. The Do Something (DS) scenarios test both sustainable interventions and an additional link street which would provide multi-modal access for neighbouring sites with a 30mph speed limit. The link street is tested in two parts; both the south-east only segment as well as the full eastern route (see section 4 for more details regarding the link road). All scenarios are for a 2043 future year which coincides with the Local Plan.

Scenario	Scenario Description	Details
DS1	2043 FY Local Plan + sustainable interventions around Moreton	Do Something scenario Demand testing 1,500 dwellings for local plan allocation Includes behavioural and sustainable (non-infrastructure) interventions
DS2	2043 FY Local Plan + sustainable interventions around Moreton + south-east Link street	Do Something scenario Demand testing 1,962 dwellings for local plan allocation In addition to the behavioural and sustainable interventions, to also include a south-east link street
DS3	2043 FY Local Plan + sustainable interventions around Moreton + Full eastern Link street	Do Something scenario Demand testing 3,100 dwellings for local plan allocation In addition to the behavioural and sustainable interventions, to also include a full eastern link street

Table 3-1 Do-something scenario description and details

3.2 Behavioural and sustainable Interventions for All Do-Something Scenarios

Table 3-2 summarises the sustainable and behavioural transport interventions included within all the Do Something modelling scenarios. The interventions focus on demand management, active travel, public transport enhancements, and HGV restrictions. Individual interventions are discussed in more detail later in this chapter.

Option Name	Purpose
Controlled Parking Zone in the town centre to manage traffic demand	Moving a proportion of vehicle trip destinations away from town centre. Improved parking access not impacting A429 through-traffic
Park and Stride car park, provisionally located to the north of the town centre	
Improved walking and cycling connections along Evenlode Road	Moving short distance local trips from car to cycling and walking
Active travel link along London Road (A44) up to 20 mph area	
Blenheim Meadows AT Routes Upgrade	
Active improvements between southern developments and town centre potentially via upgrade of existing paths via allotments and East St	
Improve active travel connections to Moreton-in-Marsh railway station	
Increase frequency of existing bus services	Moving longer distance trips from car to bus and rail
Bus-Rapid-Transit Route C09/C08 Moreton-in-Marsh to Cheltenham	
Moreton-in-Marsh railway station improvements	
Discouraging HGV movements on London Road (A44) to only essential vehicles allowing further reallocation of road space and traffic calming measures	Reducing HGV movements in the town centre and releasing space for active travel users

Table 3-2 Sustainable and behavioural interventions

3.2.2 Parking Interventions

This includes two interventions, a controlled parking zone and a park & stride site. The controlled parking zone includes improvements to parking within the town centre whilst the park & stride offers additional parking capacity.

3.2.2.1 Controlled Parking Zone in town centre

This option includes parking charges and limited waiting restrictions within the town centre to manage traffic demand. The option was shortlisted in the first phase of this work after coming top in the long list following the multi-criteria assessment. It scores highly for scheme objectives, positively for deliverability and neutrally for acceptability and affordability. Whilst some businesses may have concerns regarding restrictions to parking, these are likely to be offset by the enhanced parking proposed through the park & stride intervention and that already being introduced through the transport hub. It has the potential to enhance the historic town centre, making it more attractive to visitors and residents by reducing congestion and parking obstructions. It will remove a significant

source of town centre congestion where parking vehicles obstruct the flow of A429 traffic leading to enhanced journey time reliability. This is a technically and feasibly deliverable intervention having been delivered successfully in other town centres with similar issues. Concept designs include rationalising car parking along and adjacent to the High Street through formalising parking bays and the implementation of a Restricted Parking Zone in the central area, avoiding the need for double yellow lines through the historic centre area. This would allow for 120 parking bays consisting of 64 parallel and 56 chevron/perpendicular bays.

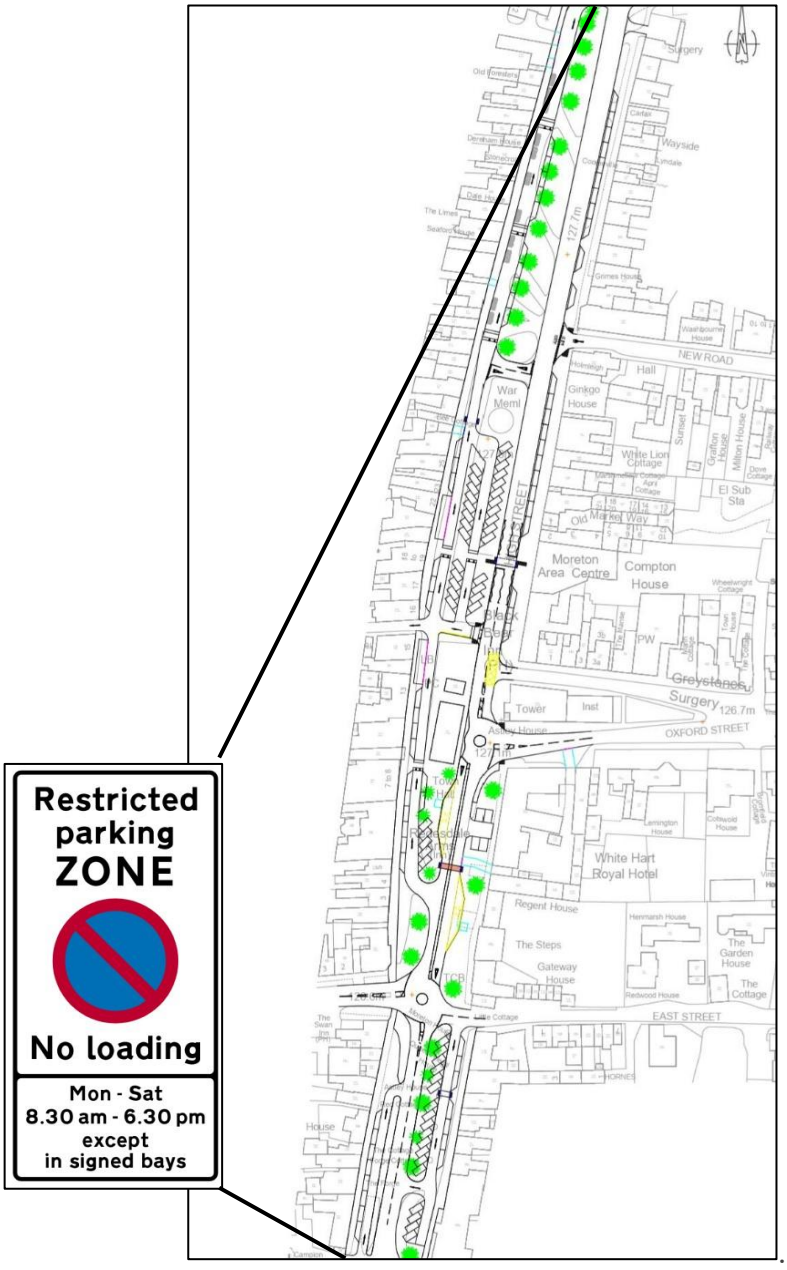


Figure 3-1: Potential new parking layout

3.2.2.2 Park and Stride car park

The Park & Stride intervention was shortlisted in the first phase of work where it is likely to enhance the economic vibrancy of the town centre and work effectively with restrictions to existing parking. A suitable site located to the north of the town centre could offer pedestrian access to the length of the High Street within a 10-minute walk. initial concept designs indicate the feasibility of an 84 to 96 space car park, including designated disabled parking bays and approximately 4-5 electric vehicle charging points within an acceptable sized area of land. In addition to the car park, the intervention would include enhanced pedestrian access to the town centre. This would include side road entry treatment such as raised and coloured road tables and enhanced footpath surfacing including tactile paving at road crossings.

3.2.3 Active Travel Interventions

This package of interventions is related to improving active travel links in and around Moreton-in-Marsh. They are designed to help connect new and existing areas of housing with destinations including the town centre, public transport sites and employment sites. These help form a growing network of active travel connectivity around Moreton-in-Marsh with low traffic links which should encourage mode shift for local short trips away from cars to walking and cycling. The map below shows how these planned interventions form connectivity both with themselves, the existing active travel connections, and cycle tracks proposed as part of the link road intervention.

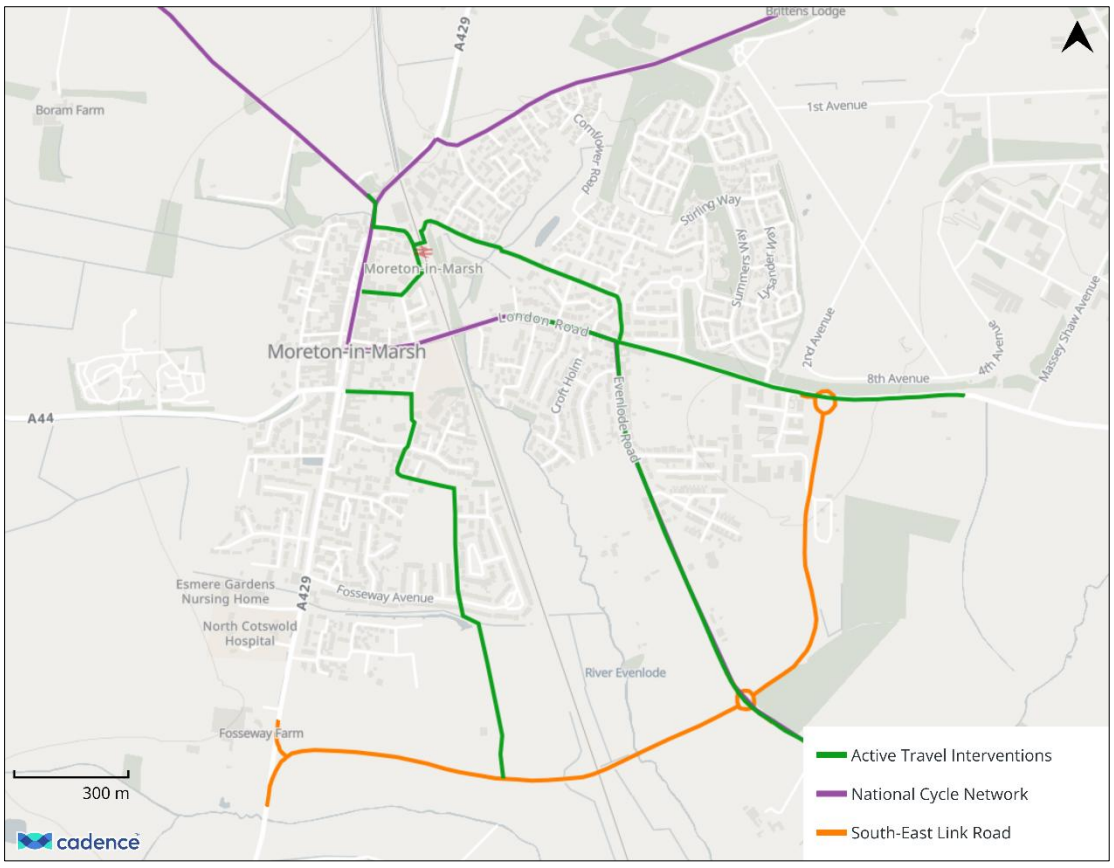
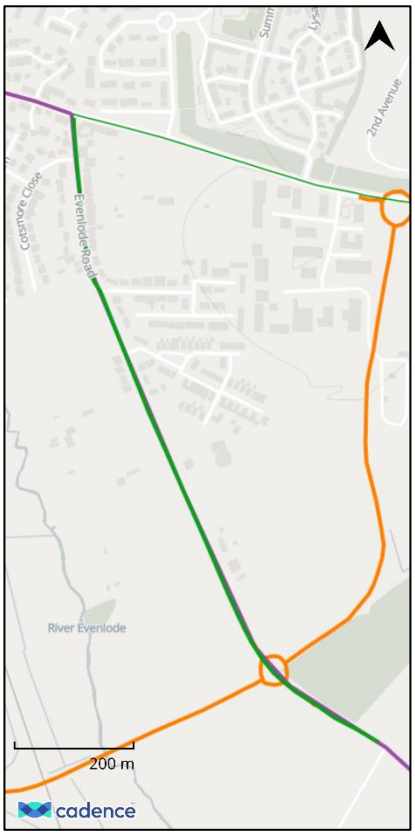


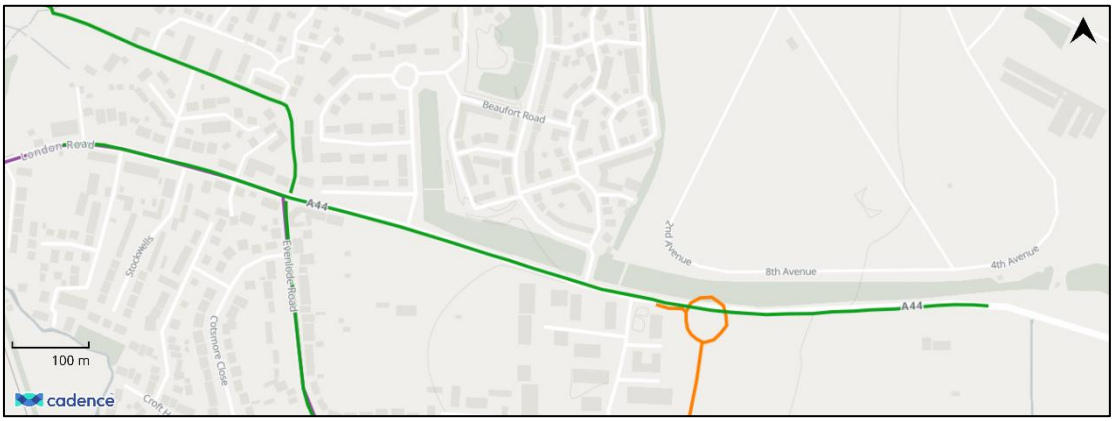
Figure 3-2: Active travel interventions

3.2.3.1 Improved walking and cycling along Evenlode Road

This intervention scored well in the first phase of work and was shortlisted due to its focus on encouraging mode shift, supporting strategic housing and employment development and improving air quality and the local environment. Whilst there may be some road space limitations within the already developed section of Evenlode Road, the additional housing developments proposed by the local plan will necessitate the widening of the section further south allowing for space to be made available for active travel. The active travel link will connect at the northern end with the proposed London Road active travel improvements and at the southern end with the active travel provision of the proposed link road intervention. This, and other associated proposed or existing links will allow low traffic active travel between the new developments proposed as part of the Local Plan along Evenlode Road to employment sites at the Cotswold Business Park, the transport hub at the railway station, the northern end of the High Street and facilities such as schools planned for the Fire Service College site.



3.2.3.2 Active travel link along London Road (A44)



This intervention would see active travel improvements for 1.2 km from 170 metres west of the Fire Service College entrance, west along the A44 to the start of the 20-mph zone. This section has been judged to offer suitable space to implement such measures, however the approximately 400 metre section further west along Oxford Street to the junction with the High Street is too heavily constrained by nearby buildings to offer improvements to be taken further. The identified section does however allow for connectivity with other current and proposed active links forming a network that would include connectivity from the Business Park to the railway station, transport hub and northern section of High Street.

3.2.3.3 Blenheim Meadows AT Routes Upgrade

This intervention helps join Moreton-in-Marsh railway station with developments to the east of the town. By providing enhancements to existing active travel connections, this helps

define a complete and more usable network of low and no vehicle active links. This upgrade connects the proposed London Road active improvement to both the station and northern part of the high street. It bypasses the narrow section of London Road further west that is unsuitable for the installation of cycle facilities and aids connectivity to local plan and existing residential areas as well as proposed developments on the Fire Service College site and the existing Cotswold Business Park.

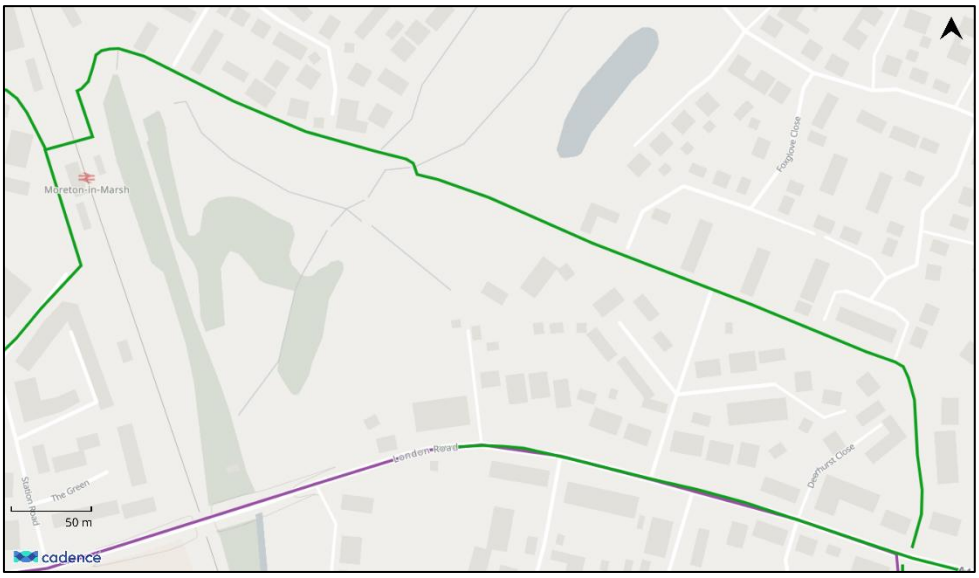
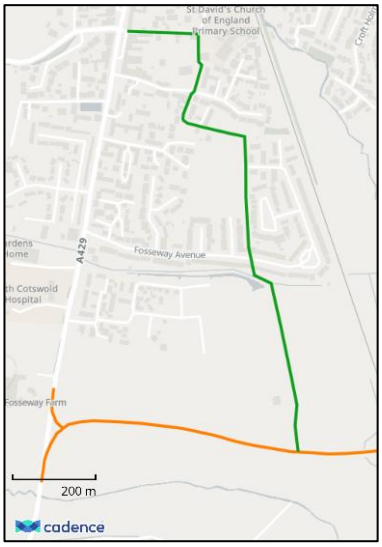


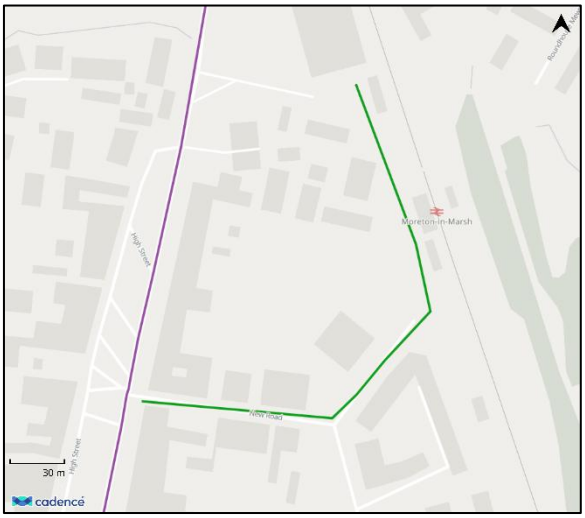
Figure 3-3: Blenheim Meadows AT routes upgrade

3.2.3.4 Active improvements between southern developments and town centre

This additional intervention includes approximately one kilometre of enhanced connectivity to existing paths, tracks and low traffic roads between the town centre and new developments to the south of the town. It would run from East Street via Old Town Road, Fosseway Avenue and the existing right of way to its intersection with the southeast section of the link road. This link will offer a safe and low traffic route for active travel for these new developments that avoids the busy A429, encourages a shift to active travel for short local trips. It also offers low or no traffic connectivity between the southern end of the high street and active links proposed as part of the link road intervention.



3.2.3.5 Improve active travel connections to Moreton-in-Marsh railway station



This intervention scored well in the phase 1 long list and was proposed for the short list of schemes. Consisting of 0.3 km of improvements, this would help link the station and transport hub to the high street, improving the existing network of active travel routes.

3.2.4 Public Transport Interventions

3.2.4.1 Increase frequency of existing bus services

This intervention which sees the doubling of frequency for existing services connecting Moreton-in-Marsh was shortlisted as part of the phase one work. It will help encourage modal shift from car to public transport, support strategic housing and employment and improve air quality for the local environment. It would however require suitable funding for an increased fleet and staff and a willingness from operators to increase service frequency.

3.2.4.2 Bus Rapid Transit (BRT) Route to Cheltenham

Separate work undertaken on behalf of Gloucestershire County Council proposes a BRT/Express bus network serving Cheltenham, Gloucester and surrounding areas. The current plans include a Cheltenham to Moreton-in-Marsh service with a frequency of 0.75 buses per hour between 0700 and 1600, and 1 bus per hour between 1600 and 1800. Such a service would help shift car traffic to public transport. Whilst this would only be effective for a narrow corridor around BRT stops, it is noted that the 2011 census showed nearly 200 commute trips from Moreton in Marsh to the Stow-on-the-Wold / Bourton-on-the-Water area and a smaller number (near 40) travelling as far as Cheltenham.

3.2.4.3 Moreton-in-Marsh railway station improvements

Future facilities improvements are planned for Moreton-in-Marsh station. These are yet to be fully defined though are expected to make the use of the station and rail travel more attractive and help further encourage a modal shift from car use.

3.2.5 HGV Interventions

3.2.5.1 Reducing HGV movements on London Road (A44)

This intervention scored well in Phase One and was shortlisted. It consists of 1.2 km of traffic calming with speed cushions between the A44 junction with the high street and the

Cotswold Business Village. It should help improve local air quality and the environment. It also intersects with the proposed active travel improvements to London Road and extends to the High Street junction which is too narrow for active travel improvements thus helping reduce and slow traffic. Whilst HGV restrictions may be considered, this would require a TRO that may be harder to establish.

3.3 Behavioural and sustainable Interventions for Full Link Street Do-Something Scenario

The following interventions are designed to be applied to the full link street scenario. In this instance, the link street will be taking strategic traffic away from the High Street. These interventions are designed to encourage and complement this, reducing vehicle movements in the town centre and making space available for active travel and public realm improvements. Ultimately, it is considered that the full link street is needed to make these interventions viable.

Option Name	Rationale
Installation of additional pedestrian crossings and timing update on existing crossings to favor pedestrians	Encourage active travel in the town centre, discourages strategic traffic in town centre and encourage shift to link street
HGV weight/size restrictions on A429 in town centre to encourage use of link road	Makes HGV traffic use the link street, avoiding the town centre.
Traffic calming measures on A429 in town centre (could include shared space, speed tables, capacity reduction through width/geometry changes etc.)	Encourages active travel in the town centre, enhances the town centre environment, encourages strategic traffic to use the link road
Declassification of existing A429, classification of link road as A429, updated signage encouraging use of link road	Encourages strategic traffic to use the link road
Removal of mini-roundabouts giving priority to east/west A44 traffic	Encourages strategic traffic to use the link street, enhances flow of east/west traffic

Figure 3-4: Additional interventions

3.3.1 Installation of additional pedestrian crossings and timing update on existing crossings

This intervention is intended to both make active travel easier within the centre of Moreton-in-Marsh as well as adding a time penalty to favour the link street. There is currently only a single pedestrian crossing between the southern mini roundabout and the top end of the High Street. Coupled with current high traffic volume, this forms a barrier for pedestrian access across the High Street. By adding an additional crossing and adjusting timings to favour pedestrians, this will make the town centre more pedestrian friendly and be beneficial to local shops and businesses. It will also add delay and variability to drive times through the town centre. This will help drive more through traffic to use the link road and encourage it's routing by vehicle navigation systems that should favour the lower speed

variability of the link road. It would also result in changing the environment of the Town Centre to be more pedestrian friendly and focused, changing its sense of place.

3.3.2 HGV weight/size restrictions on A429 in town centre

The full link route will give an additional route for strategic north/south HGV movements. The current High Street is not suitable for HGV movements as is heavily constrained by historic buildings. An HGV restriction located north of the two mini roundabouts would force HGV movements to use the proposed link street which would be designed to a more modern standard. It should be noted that the link street is intended to be built as part of the Local Plan developments with residential frontages. Whilst having HGV movements on a residential street may not be fully desirable, it may be a better solution than the constrained High Street with its large level of pedestrian activity. This should result in added safety benefits. It should be noted that the link street will include dedicated walking and cycle infrastructure protecting active users from direct exposure to HGV movements. Whilst such a ban may potentially require a TRO, this may be achieved at the same time as the proposed re-classification of the link road as the A429. It is noted that there may be some disbenefit for HGV traffic travelling east-bound along the A44 and north-bound up the A429 and vice/versa. This relatively small volume of traffic (see previous Manual Traffic Counts discussion) would be required to route south at the A429 and join the link road adding to journey length.

3.3.3 Traffic calming measures on A429 in town centre

This intervention is designed to act in a similar way to the proposed additional pedestrian crossing facility by adding delay and variability to drive times through the high street and thus favouring the link street as a strategic route. It also takes advantage of a reduction in traffic volume along the high street allowing potential road-space re-allocation for pedestrian use and making the town centre environment more friendly for active use. This may be achieved through options including shared space, speed tables, and capacity reduction through width/geometry changes etc.

3.3.4 Declassification of existing A429, classification of link road as A429, updated signage

The full link street would become the obvious north/south strategic route as it is engineered to a modern standard with standard compliant roundabout junctions. The concept design includes priority to the link street from the existing A429. Therefore, reclassifying the link street as the A429 would make this the obvious route choice for drivers and encourage it's selection by vehicle navigation systems. Additional signage would also encourage it's use by through-traffic.

3.3.5 Removal of mini-roundabouts giving priority to east/west A44 traffic

The link street will largely benefit north/south A429 traffic with no real benefit for east/west A44 traffic. With north/south traffic largely moved to the link-street it becomes possible to consider converting the two mini-roundabouts to priority junctions that favour east/west A44 traffic. This would be beneficial to such east/west movements and additionally add delay to north/south movements encouraging use of the link street. In addition, a priority junction design may require less space allowing reallocation of limited road space to pedestrians in a central part of the town centre.

4. Link Street Concept Design Development

4.1 Role of the Link Street

The link street is intended to act as a residential-facing distributor road for the developments proposed as part of the local plan. It will help direct trips associated with these new developments away from the historic centre and so reduce the impact of additional traffic on the existing min-roundabouts. The link street will also have provision for dedicated walking and cycling links achieved using pavements and off-carriageway cycle facilities that will connect to current and proposed active links.

The link street is proposed in two variants. A shorter south-east route will cover the quadrant between the A429 Roman Road and the A44 London Road. This section will traverse the River Evenlode and existing railway line. A full link street option will complete the eastern side by passing through land within the Fire Service College to join Roman Road north of the town centre. This full link street will then act as the main through-route for strategic traffic passing through the town.

The route has been selected to make best use of land available for local plan housing developments, as well as being aware of environmentally sensitive sites and following an alignment that is sensitive to construction costs.

4.2 Constraints

Figure 4-1 illustrates the physical and environmental constraints in the vicinity of the proposed link street alignment, which is shown in red. The figure identifies key constraints including electricity transmission lines, watercourses, Sites of Special Scientific Interest (SSSIs), National Landscape, scheduled ancient monuments, historic parks and gardens, and SSSI risk zones.

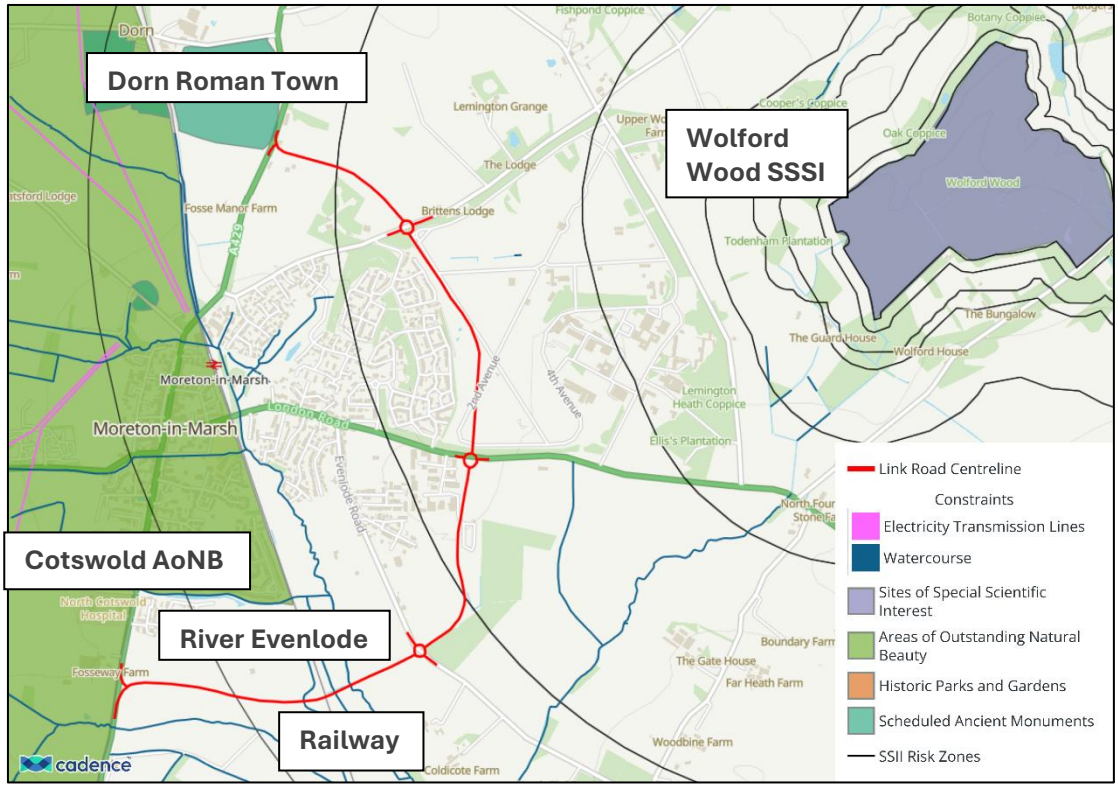


Figure 4-1 Link Road Physical Constraints

The proposed route crosses the River Evenlode and railway line in its southern section. It interacts with existing road links on the A429, Evenlode Road, A44 and Todenham Road. Its potential alignment runs within the outer bounds of the SSI risk zone of Wolford Wood.

4.3 Design Principles and Standards

The concept design for the proposed link street has been developed in accordance with the relevant national and local design standards to ensure that the scheme delivers a safe, accessible and context appropriate transport corridor. The design approach draws from the Manual for Streets 1 and 2 (MFS) and the Manual for Gloucestershire Streets which place great emphasis on balancing movement and place, integration with surrounding development, and creating streets that are safe and attractive for all users. The walking and cycling design are informed from the Local Transport Note (LTN) 1/20 whilst the Design Manual for Roads and Bridges (DMRB) guides alignment and technical design. This all reflects both the strategic nature of the connection and its interaction with local movement networks.

Where the link road interfaces with existing local streets and where design objectives extend beyond vehicular movement into areas such as placemaking, active travel integration, or frontage access, guidance from Manual for Streets 1 and 2 has been applied. These documents emphasise the creation of streets that balance movement and place, promote lower vehicle speeds where appropriate, and support pedestrian-friendly environments. This ensures that the scheme responds to the specific needs of adjacent communities and urban design considerations.

Given the scheme's commitment to high-quality active travel provision, the design incorporates the principles of LTN 1/20, which emphasises, direct, safe, comfortable and

attractive walking and cycling routes. Segregation, junction treatments, and crossing facilities have been considered to meet the standards required for inclusive cycling and to support mode shift.

Local priorities and context-specific requirements have been addressed through reference to the Manual for Gloucestershire Streets. This ensures the scheme aligns with county policy, integrates with the local transport network, and supports long-term asset stewardship.

As a new section of highway intended to accommodate through-traffic movements while supporting local accessibility, the scheme geometry has been informed by the DMRB standards. This includes horizontal and vertical alignment, visibility, drainage, pavement, and junction strategy. These standards establish the normal minimum requirements for designing roads that form part of the wider highway network and ensure consistency, operational performance, and safety.

The combination of these standards ensures that the concept design is robust, fully compliant with national best practice, and sensitive to local context. As the scheme progresses into preliminary design, further refinement will be undertaken to meet detailed technical requirements, undertake safety audits, and align with stakeholder feedback.

4.4 Integration with Local Plan Development Sites

The high-level alignment of the link road has been selected to support the planned growth set out in the Local Plan by providing direct connectivity to key development sites, facilitating access to the existing highway network and enabling the integration of sustainable transport to serve future residential and employment areas.

4.5 Link Road Alignment Development Process

The development of the link street alignment has been revised, as initial high level design work has progressed. Figure 4-3 illustrates the initial alignment. Here, the route generally follows the eastern and southern edges of the town, connecting key approach corridors. The alignment passes through currently agricultural land to the south before connecting with the A44 London Road corridor to the east of Moreton-in-Marsh. It then follows the A44 eastbound to take a route along the eastern side of the Fire Service College site before returning west along Todenham Road and turning north-west towards Fosse Way Road.

Figure 4-3 illustrates a progression of this alignment that has been identified for testing in the modelled scenarios described in this report. This alignment differs in that the route takes a significantly more direct route across the Fire Service College site, potentially re-purposing one of the original runways, before joining Todenham Road. This route removes the requirement for two junctions, avoids the need to enhance the existing A44 and Todenham Road and reduces the length of the link street by 2.7Km. This will significantly reduce construction costs and in the case of the full link street option, offer a more direct alternative route to through traffic that will encourage greater usage.

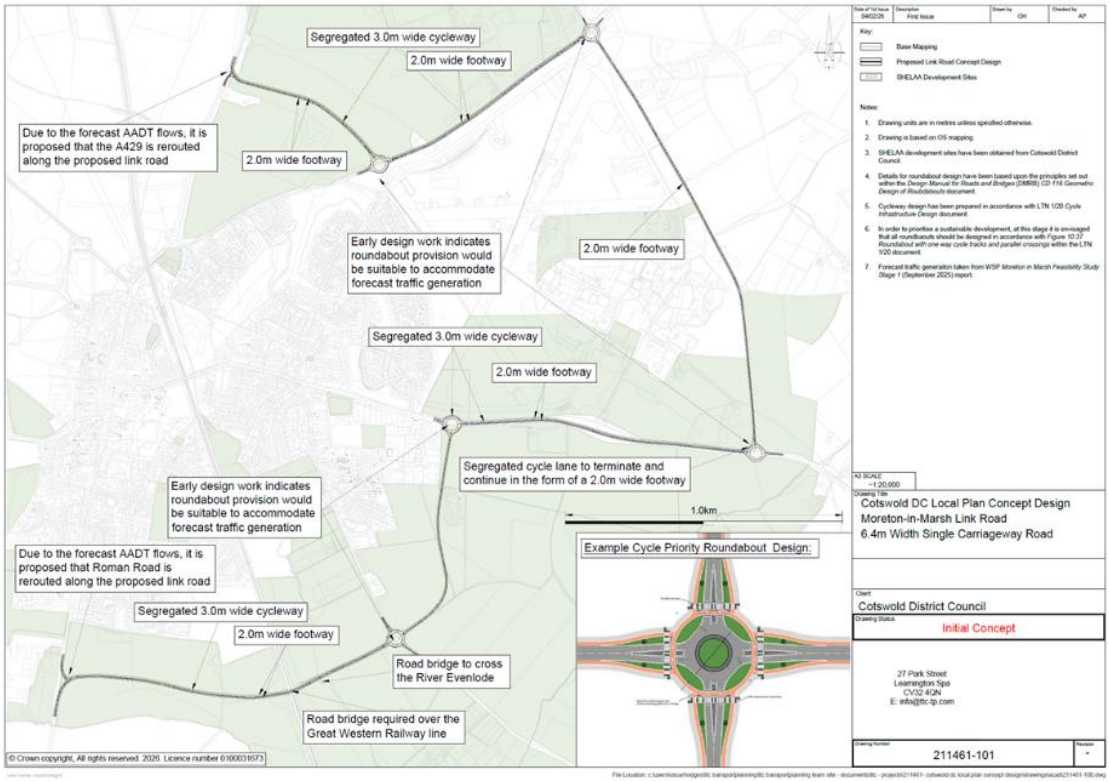


Figure 4-2: Initial Full Link Street Alignment

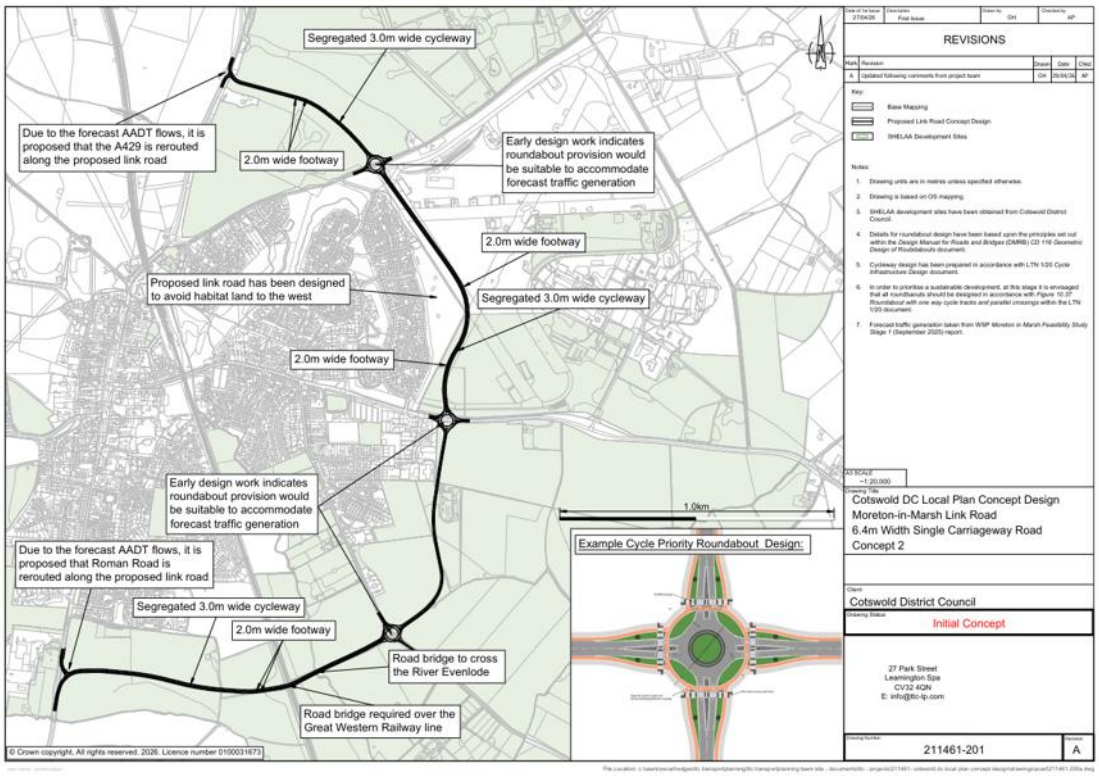


Figure 4-3 Final Full Link Street Alignment

4.6 Junction Types and Locations

Figure 4-4 illustrates the overall scheme extent together with the location of the proposed junctions along the link street. Five junctions are identified, providing connections between the new link street and the existing highway network. Junctions 1 and 5 form the northern and south-western connections to the A429 Fosse Way Road. Junction 2 provides connections to Todenham Road while Junctions 3 connects the link street to the A44 London Road at the eastern approach to Moreton-in-Marsh, supporting east–west movements and access to the town centre. Junction 4 provides a connection with Evenlode Road. The full link street includes junctions 1-5 whilst the southeast link road only includes junctions 3-5. The proposed junctions with their corresponding location as shown in Figure 4-3 are listed below:

- Junction 1 - A429 Fosse Way & Link Street
- Junction 2 - Link Street & Todenham Road
- Junction 3 - A44 London Road & Link Street
- Junction 4 - Link Street & Evenlode Road
- Junction 5 - Link Street & A429 Stow Road

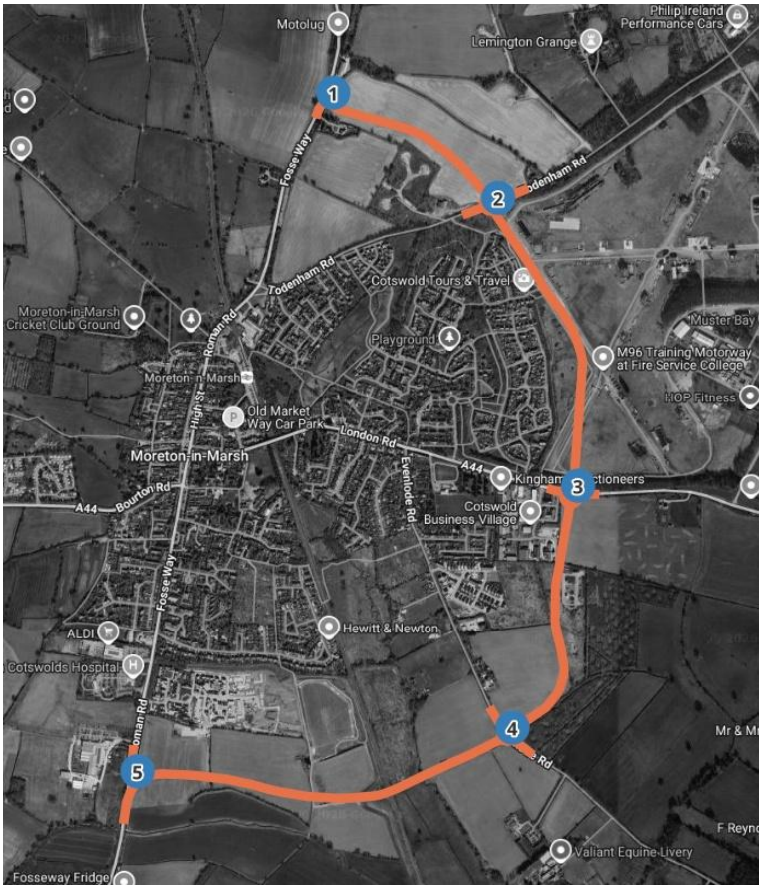


Figure 4-4 Link Street Alignment and Junctions

Principles set out within the Design Manual for Roads and Bridges (DMRB) were used to identify the indicative suitability of different junction types at concept design stage. It

should be noted that the concept design has been developed in accordance with Manual for Streets 1 & 2, Manual for Gloucestershire Streets and LTN1/20 standards to inform the provision for pedestrians and cyclists along the route.

The diagram in Figure 4-5 illustrates the proposed junctions along the link road, showing their relative position within the traffic flow thresholds defined for priority junctions, roundabouts, and grade-separated junctions. Junctions 1 and 5 fall within the priority junction suitability range while the rest of the junctions fall within the roundabout suitability range. As shown in the diagram, Junction 3 is likely to experience higher traffic demands compared with the other junctions on the link road and may be more sensitive to future traffic growth.

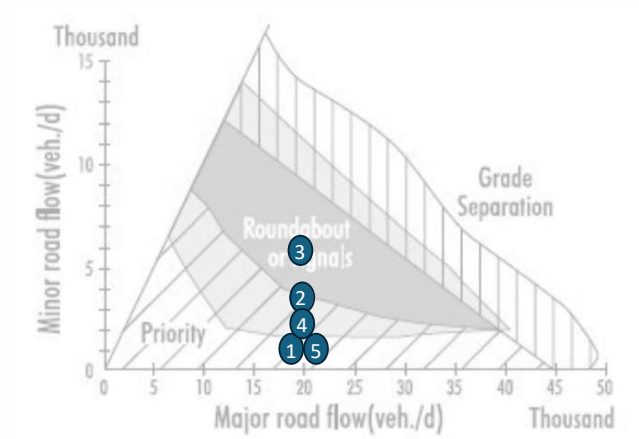


Figure 4-5 Link Street Alignment and Junctions

Figure 4-9Figure 4-6 and Figure 4-7 present the form of the proposed junctions with the existing A429 at the northern and southern ends of the link Street. These are priority junctions with the link street taking priority. This new alignment will encourage more through-traffic to use the link street, especially in its full configuration.

Figure 4-6: Junction 1 - Indicative Form

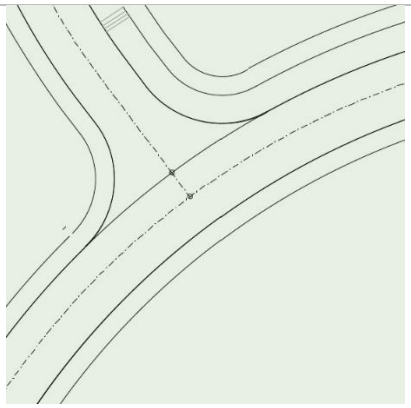


Figure 4-7: Junction 5 - Indicative Form

Figure 4-8 shows the configuration for other junctions within the proposed link street. These take the form of cycle priority roundabout junctions with parallel crossing facilities for pedestrians and cyclists, zebra crossing for pedestrians across cycle paths and space for cyclists ahead of zebra crossings.

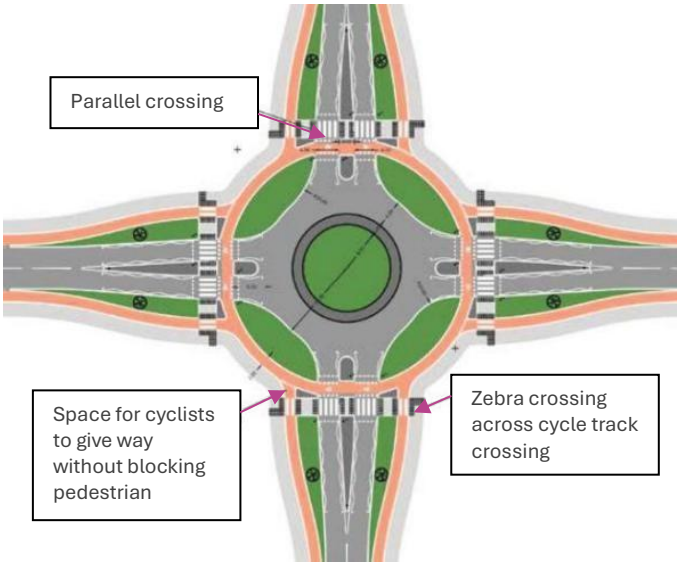


Figure 4-8: Junction 2-4 indicative form

4.7 Proposed Street Sections

The scheme has been split into two main sections, as outlined below,

- Southeastern Link (2,776m): Links A, B and Junction 3, 4, and 5
- Full Eastern Link (5,022m): Links A, B, C, and D and Junction 1, 2, 3, 4, and 5

These sections, comprising the links and junctions identified above, are illustrated in Figure 4-9.

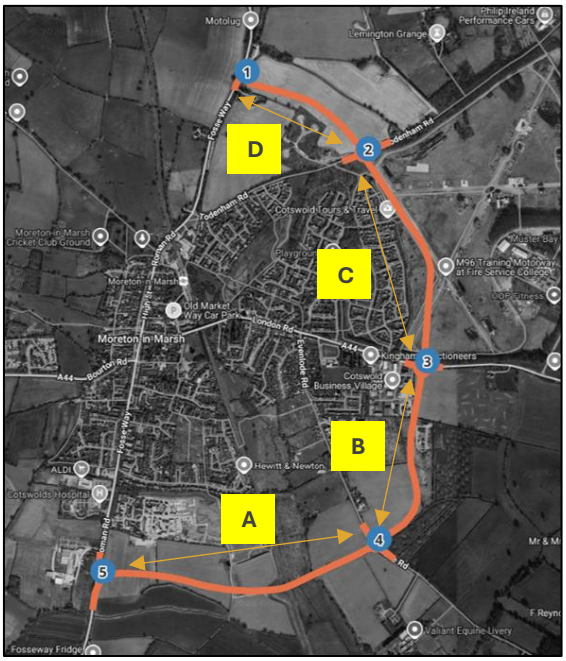


Figure 4-9 Link Street Alignment with Denoted Links/Sections (A-D)

The street cross-section for Sections A and D is illustrated in Figure 4-10. The cross-section shows an arrangement comprising segregated provision for pedestrians and cyclists alongside the two-way carriageway. The layout includes 2m footways on both sides of the carriageway, a 3m cycleway, and two 3.2m traffic lanes. This arrangement reflects a balance between accommodating vehicular traffic and providing safe, continuous, and high-quality infrastructure for active travel users.

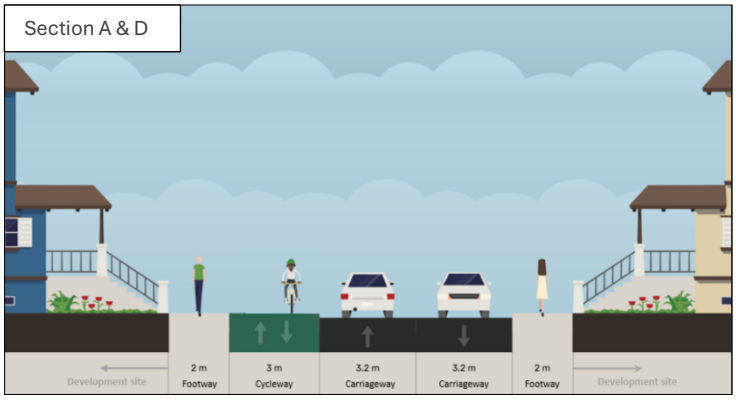


Figure 4-10 Proposed Street Sections (Sections A & D)

Similarly, Figure 4-11 shows the street cross-section for Section B, comprising a 2m footway on one side of the carriageway, a 3m cycleway and a two-lane carriageway with 3.2m lanes. This layout still provides dedicated paths for pedestrians and cyclists.

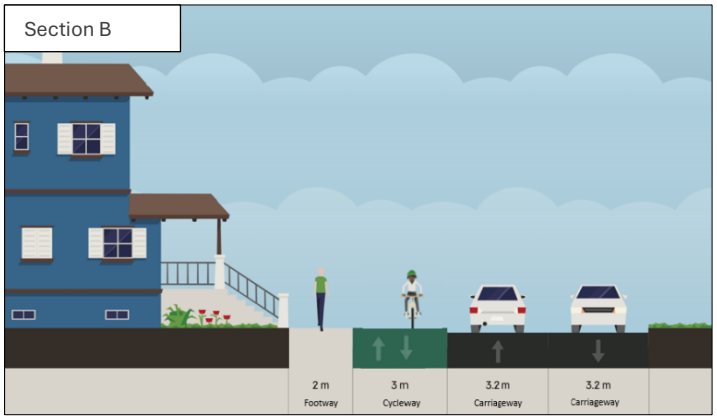


Figure 4-11 Proposed Street Sections (Section B)

Figure 4-12 presents the street cross-section for Section C. This is broadly consistent with that shown for Sections A and D, comprising a two-lane carriageway with 3.2 m lanes, 2.0 m footways on both sides, and a 3.0 m segregated cycleway. In this section, the cycleway is located on the opposite side of the carriageway.

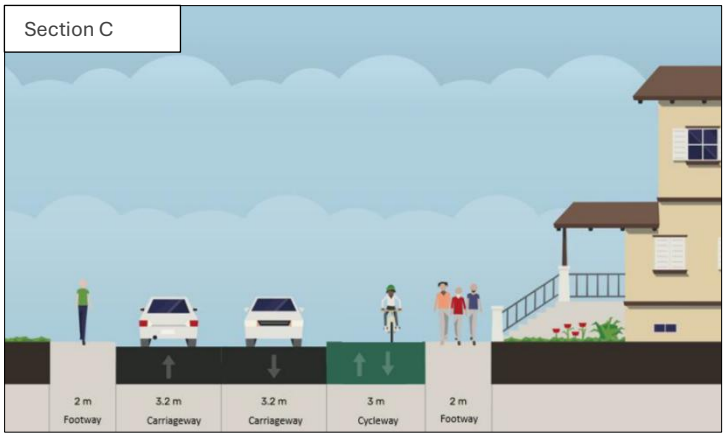


Figure 4-12 Proposed Street Sections (Section C)

4.8 Design Strategy and Concept Design

The concept design defines the proposed scheme layout and key components for the proposed new link street around Moreton-in-Marsh, and it establishes the overall scope and design assumptions. The full new link street extends for approximately 3.7km (of which the southeast section is approximately 1.9 kilometres) and includes two bridge structures (over the Great Western railway and River Evenlode). The scheme interfaces with the existing highway at five locations and includes two sections where the new alignment replaces existing parts of the road network (A44 and Todenham Road).

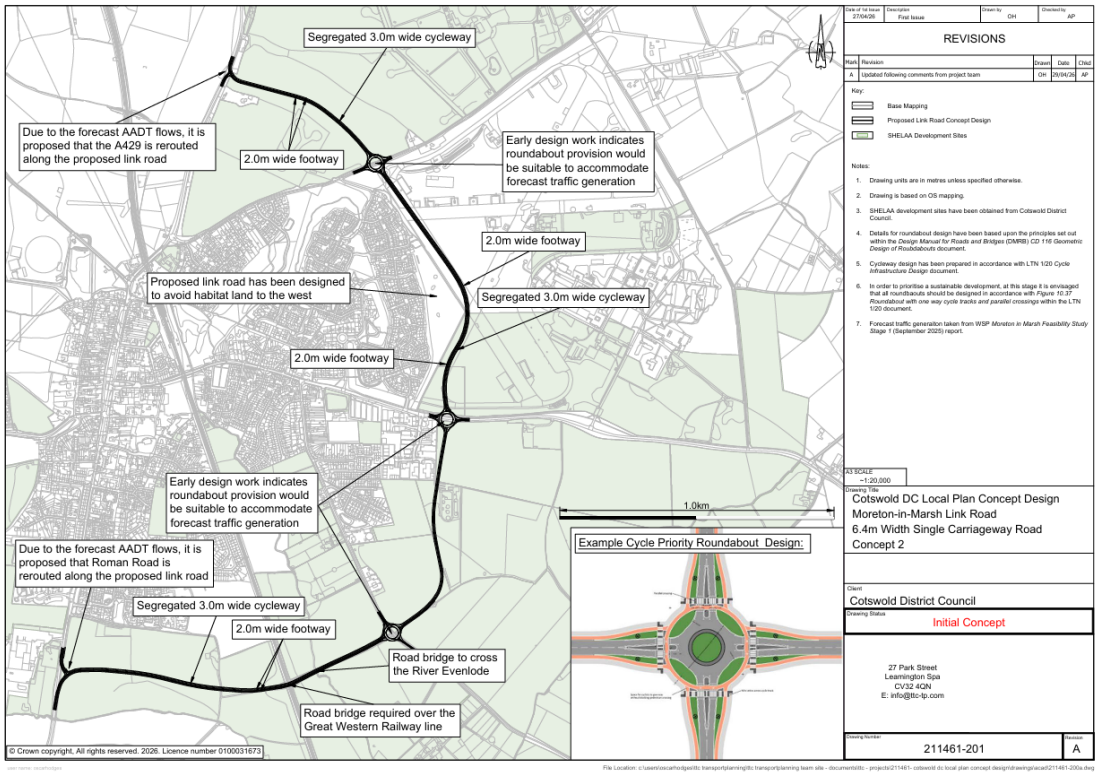


Figure 4-13 Concept Design

4.9 Initial Cost Estimation

To support the feasibility assessment and provide an indication of the relative affordability of the different link street options, an initial high-level cost estimation exercise has been undertaken. The purpose of this exercise is not to establish a definitive scheme budget, but rather to provide an order-of-magnitude estimate suitable for comparing options and informing future decision-making

The cost estimates have been derived from the concept designs developed as part of this study and are based on the current understanding of the proposed route alignments, junction arrangements, highway works, active travel infrastructure and major structures. Consideration has also been given to the requirement for crossings of the River Evenlode and the railway line, together with associated enabling works.

At this stage of scheme development, the available information is limited, and a number of assumptions have been applied regarding construction methods, extents of works and engineering requirements. The estimates should therefore be regarded as indicative only and suitable for feasibility and option appraisal purposes. As the scheme progresses, further design development, surveys, stakeholder engagement and environmental assessment will be required, all of which may influence the final scheme costs.

A summary of the assumptions, methodology and cost estimates is provided in Appendix A - Link Street Cost Estimate and should be read alongside the concept designs presented within this chapter.

4.10 Modelling Development Process

The modelling process investigated several different scenarios in an iterative way with each scenario guiding future modelling.

The initial set of scenarios involved testing 4,000 homes, simulating a theoretical 2061 build-out beyond the date of the Local Plan. This was intended as a worst-case scenario that would stress test the network. The distribution of dwellings was based around 1,712 dwellings with identified locations as part of the local plan with a further 2,300 dwellings beyond the plan period. This identified that without any interventions, the mini roundabouts would be totally saturated with volume / capacity ratios (V/C) exceeding 105% for all arms on the northern roundabout. It also identified that whilst the sustainable interventions made a small improvement, all arms still maintained a V/C above 100%. The south-eastern link street was effective at lowering V/C though values were still above 90% in the AM period with only the full link street able to significantly reduce V/C on the mini roundabouts, with all arms below 60%. It should be noted that at this point in intervention development, the northeastern section of the link street was modelled to run to the eastern perimeter of the Fire Service College. This increased its length and so also its cost, whilst reducing its benefit for through-traffic.

Further scenario testing involved an adjusted northeastern section of the full link street route that passes along a more direct path through the Fire Service College. This will offer cost savings and a more attractive and direct route to through-traffic. Demand was modelled for a 2043 build out and was subsequently modified to test levels that could be more compatible with the road network being tested,

- DS1 – No link street– 1,500 dwellings
- DS2 – South-east link street– 1,962 dwellings
- DS3 – Full link street– 3,100 dwellings

The development process and results from this final iteration of the modelling exercise is presented below.

4.11 Method used to estimate additional trips

The methodology for estimating trip rates has been taken from work undertaken for both the SLP and Cotswold Local Plan Transport Evidence Base and is described in detail in the Spatial Options Assessment Technical Note[2]. Trip rates adopted for this study were taken from the latest Transport Evidence Base values at the time of modelling.

For the dwelling numbers associated with the different scenarios identified in Section 4.10 above, the proposed developments have been categorised as 'Village' type using the definitions established and used for the SLP and Cotswold Local Plan transport evidence base. This category is based on surveys from the TRICS database of sites with a population of less than 5,000 within one mile. The residential car trip rates used for the village category are outlined in Table 4-1. The trip rates used for the employment sites are shown in Table 4-2. The employment sites trip rate assumes a 50/50 split between B2 (industrial estates –

[2] Cotswold Local Plan – Transport Evidence Base – Spatial Options Assessment Note (10/02/26)

general industry) and B8 (warehousing – storage and distribution) land use types as has been applied for both the SLP and Cotswold Local Plan Transport Evidence Base.

Car								
AM (0800-0900)			IP (1000-1600)			PM (1700-1800)		
O	D	Total	O	D	Total	O	D	Total
0.364	0.128	0.492	0.123	0.129	0.252	0.133	0.303	0.436

Table 4-1: Residential (Village Type) Car Trip Rates

Car								
AM (0800-0900)			IP (1000-1600)			PM (1700-1800)		
O	D	Total	O	D	Total	O	D	Total
0.013	0.048	0.061	0.204	0.156	0.360	0.060	0.020	0.080

Table 4-2: Employment Car Trip Rates

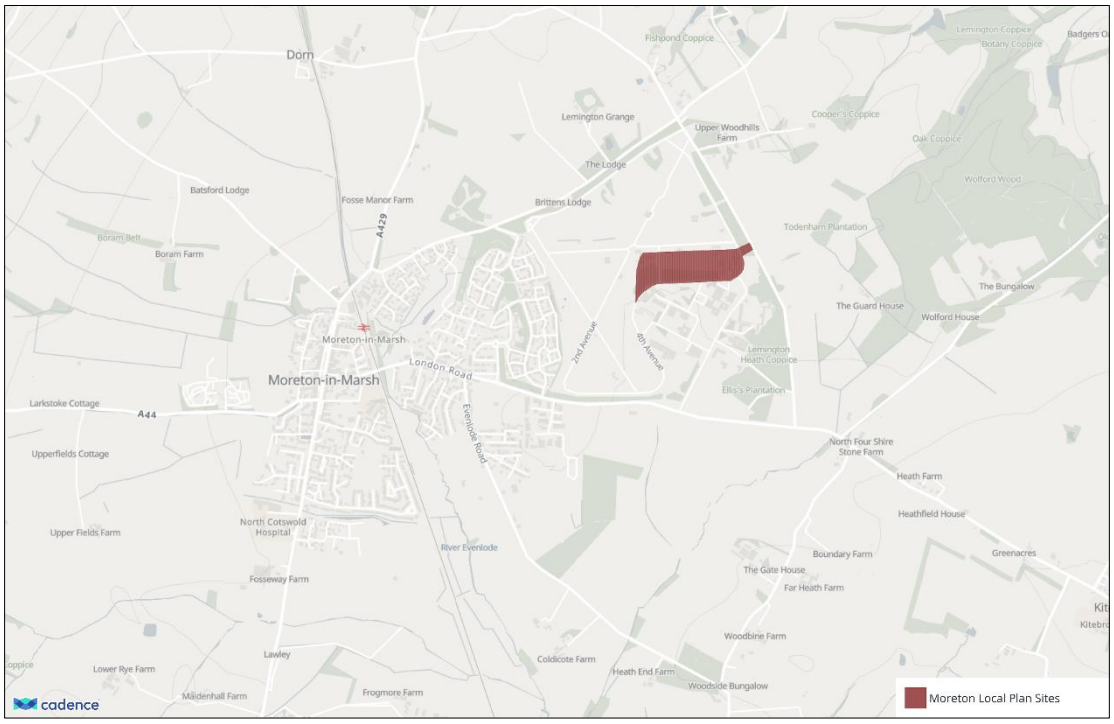


Figure 4-14: Proposed Moreton-in-Marsh Employment Site

Figure 4-14 displays the employment site tested in Moreton-in-Marsh. Figure 4-15 shows the locations and breakdown of the proposed residential developments for Moreton-in-Marsh.

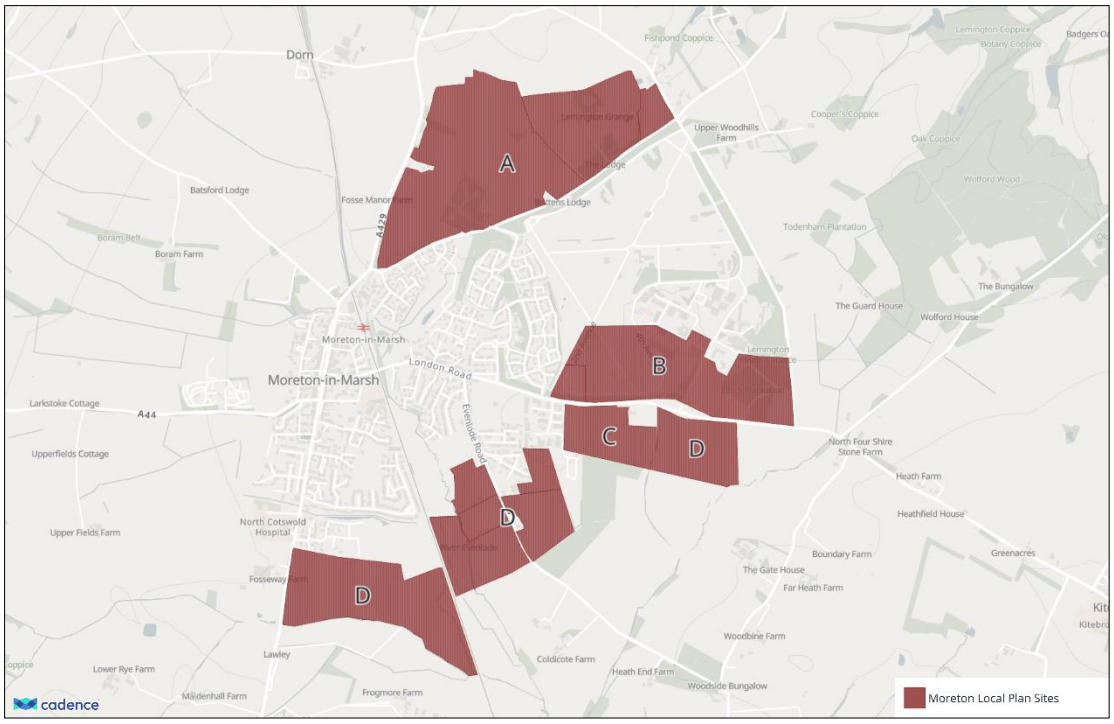


Figure 4-15: Proposed Moreton-in-Marsh Residential Developments

The table below represents the breakdown of the proposed residential development shown in Figure 4-15 The three scenarios represent different levels of development. It should be noted that the dwellings within development Site A are not included in DS1 and 2 and are only represented in DS3, where the full link street is modelled. The development sites included in DS1 and 2 were selected following analysis to identify the level of residential development that could be supported by the corresponding scheme. This identified the ability of the southern site, D, to hold more dwellings with less adverse impact on the two mini roundabouts. This in part is due to the location allowing direct access to the A429 south of the centre of Moreton-in-Marsh.

Development Site	DS 1 ,	DS 2	DS 3
	Dwellings	Dwellings	Dwellings
A	0	0	1,138
B	638	638	638
C	195	195	195
D	667	1,129	1,129
Total	1,500	1,962	3,100

4.12 Changes to trip patterns, mode share and distribution

The proposed developments have been assigned trip distribution patterns and mode shares based on the average characteristics of the three adjacent model zones. This approach was adopted on the basis that these neighbouring zones are considered representative of the proposed development locations in terms of travel behaviour and accessibility.

4.13 Integration of new trips into the model

Trip rates were applied to the proposed dwelling numbers to estimate the corresponding number of trips associated with each development. The resulting trip ends were then incorporated into the SATURN model by assigning each development to new zones located in their appropriate geographic positions within the network.

A furnessing process was undertaken to distribute the trip end across the demand matrices. The modelled network was updated to ensure a proper representation of access to the surrounding network and the redistribution of demand onto identified relevant model links. A similar method was applied to the employment developments.

4.14 Network Changes for the Link Road

The proposed link street, highlight with a dark green border in Figure 4-16, was incorporated into the SATURN model network. Note that the alignment is consistent with the schematic nature of a strategic model. The coding reflects the proposed alignment and connections to the existing network. The figure shows the full link street, for DS2, only the southeast quadrant is coded.

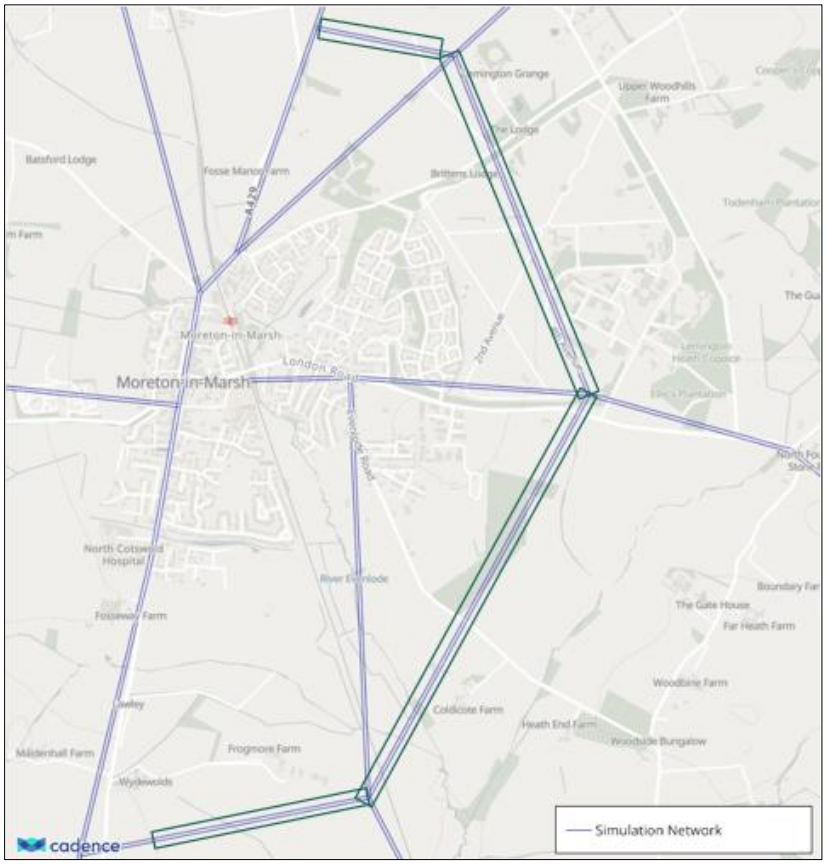


Figure 4-16: Link Road Modelled on SATURN

4.15 Description of the proposed network changes

The Link Street shown in the section above was modelled as a local street with speed of 30 mph and 1,600 capacity, capturing traffic associated with the proposed developments and providing an alternative route through the study area. This reflects the intention for this to be a residential street with local traffic joining from associated dwellings. In addition, Evenlode Road was also recoded to simulate a local residential access road serving the proposed developments, with adjustments made to the link speed and capacity characteristics.

For DS3, the two mini-roundabouts in this scenario were respectively changed into priority junctions as vehicles are expected to shift towards using the new alignment, reducing the traffic on the location of the two mini-roundabouts.

5. Modelling Results

5.1 Key performance indicators

5.1.1 Traffic flow on key links

The volume to capacity ratio (V/C) is one of the most widely used measures of link performance and congestion. It compares the modelled traffic flow (volume) on a link against its theoretical capacity as defined in the model.

It's common to compare V/C against thresholds. DfT TAG guidance does not publish official threshold values though typically,

- Low V/C (< 0.50): Free-flow conditions. Vehicles can travel at their desired speed, unaffected by others.
- Moderate V/C (0.50 - 0.79): Stable flow. Drivers notice other vehicles, and manoeuvrability becomes slightly restricted, but speeds remain steady.
- High V/C (0.80 - 0.99): Unstable flow. The link or junction is approaching its limit. Minor disruptions can cause significant, sudden queues and delays.
- V/C >= 1.00: Breakdown flow (Oversaturation). Demand exceeds capacity. Queues grow continuously until the demand volume drops back below capacity.

The following describes V/C for the modelled scenarios in both the AM and PM periods. Link capacity has been taken from the GC3M model and has been reviewed within the Moreton-in-Marsh area as appropriate. Link capacity for the link street intervention assumes a residential road with frontages where there may be interaction between passing motorists and residents accessing the road.

5.1.1.1 Do-Something 1 (DS1) Scenario

Figure 5-1 shows V/C for the DS1 scenario in both AM and PM. This includes the additional local plan demand as well as behavioural and sustainable interventions.

In the AM period, flow in both directions on the A429 south of Moreton-in-Marsh, on the A44 Bourton Road and on the A429 north of the town is < 0.5 V/C with traffic flowing well.

Within the town itself, congestion is shown with the link between the mini roundabouts at 0.89 northbound and 0.70 southbound V/C ratios, respectively. The High Street has a V/C of 0.75 northbound and Oxford Street is showing severe problems with a V/C of 1.01 on the approach to the northern mini roundabout.

The PM period shows similar trends though slightly lower V/C values. However, each link remains in a similar threshold range to the AM.

For both AM and PM periods, there is shown to be high, unstable flows in and around the High Street. Flows are likely to be very unstable due to the risk of disruptions caused by adjacent junctions, pedestrian crossings and cars attempting to park or manoeuvre in the High Street. There is a significant risk of queues forming and blocking back through the mini-roundabouts leading to delays on other approaches. Evenlode road shows a low V/C at circa 0.10 indicating free-flow conditions.

A initial test comparing the impact of the behavioural and sustainable interventions in DS 1 against a do-nothing scenario shows that per average movement, V/C improves by 4% for the northern roundabout in the AM period and 2% for the PM period. The southern

roundabout shows an improvement of 1% in the AM and 0.3% for the PM period. It can be seen that applied alone, the behavioural and sustainable interventions are not capable of making significant improvements to traffic flow through the town centre.

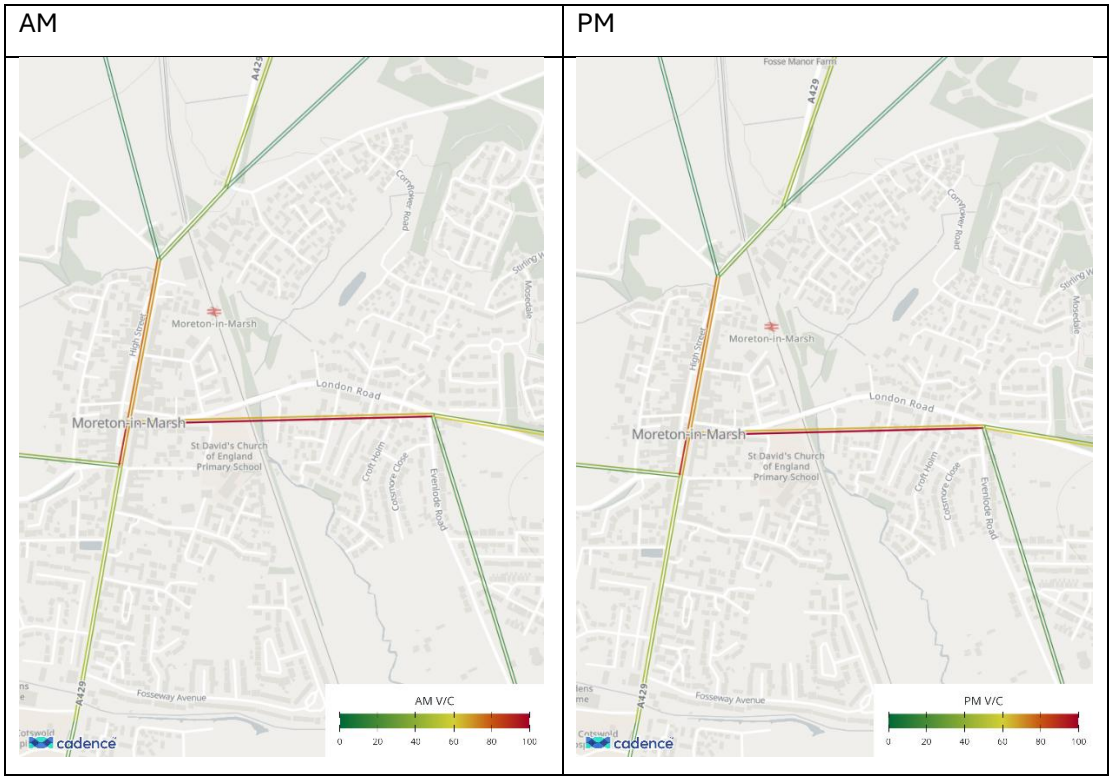


Figure 5-1: DS1 - V/C

5.1.1.2 Do-Something 2 (DS2) Scenario

Figure 5-2 shows link V/C ratio for DS2, this includes the southern link street. In the AM period, improvements can be seen with southbound traffic between the two mini-roundabouts at 0.56. Northbound traffic on this link is moderate at 0.56. The High Street has moderate V/C in both directions though is higher northbound. Whilst Oxford Street V/C is much improved, it is still 0.89 in the westbound direction towards the town.

PM period performance is similar to the AM. V/C increases in both directions between the mini roundabouts though remains moderate. Southbound flow on the High Street increases to 0.8 which does increase the risk of queuing whilst Oxford Street is high though slightly improved.

Evenlode road shows a lower V/C from DS1 as local traffic benefits from the southeast link road.

These results indicate that the south-east link road is having a significant impact on improving traffic flow throughout the centre of Moreton-in-Marsh. V/C levels are now generally moderate and unlikely to cause concern with operation of local junctions. However, there is still a risk of southbound traffic queuing on the approach to the northern roundabout and queues on the westbound Oxford Street approach.

5.1.1.3 Do-Something 3 (DS3) Scenario

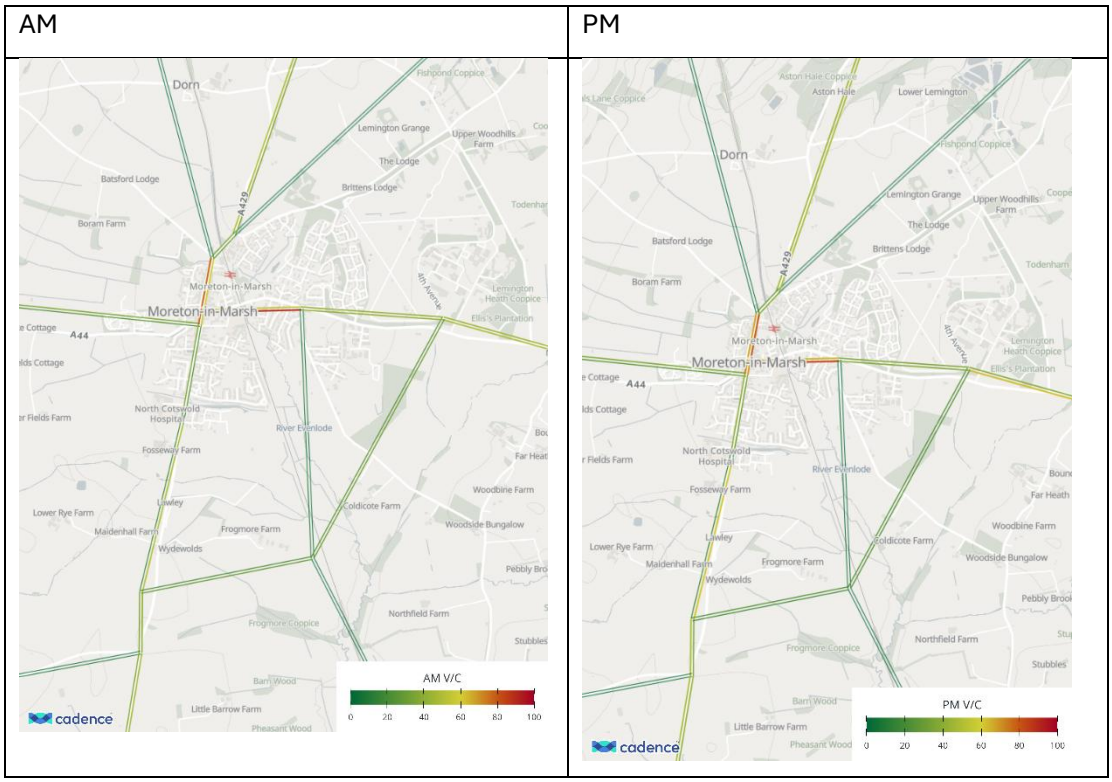


Figure 5-2: DS3 - V/C

Figure 5-3 shows V/C for DS3 (with full link street and other associated interventions). In the AM, V/C is low to moderate between the two mini-roundabouts and low on Oxford Street. It is low northbound on the high street though moderate southbound. V/C on the full link road is low to moderate for all links. PM is similar though noting increased V/C on the A44 westbound on the approach to the link road roundabout.

These results indicate the full link street is making a significant benefit to the reduction of traffic within Moreton-in-Marsh and is directing significant levels of through traffic away from the historic centre. The link street is operating well and well within its design capacity.

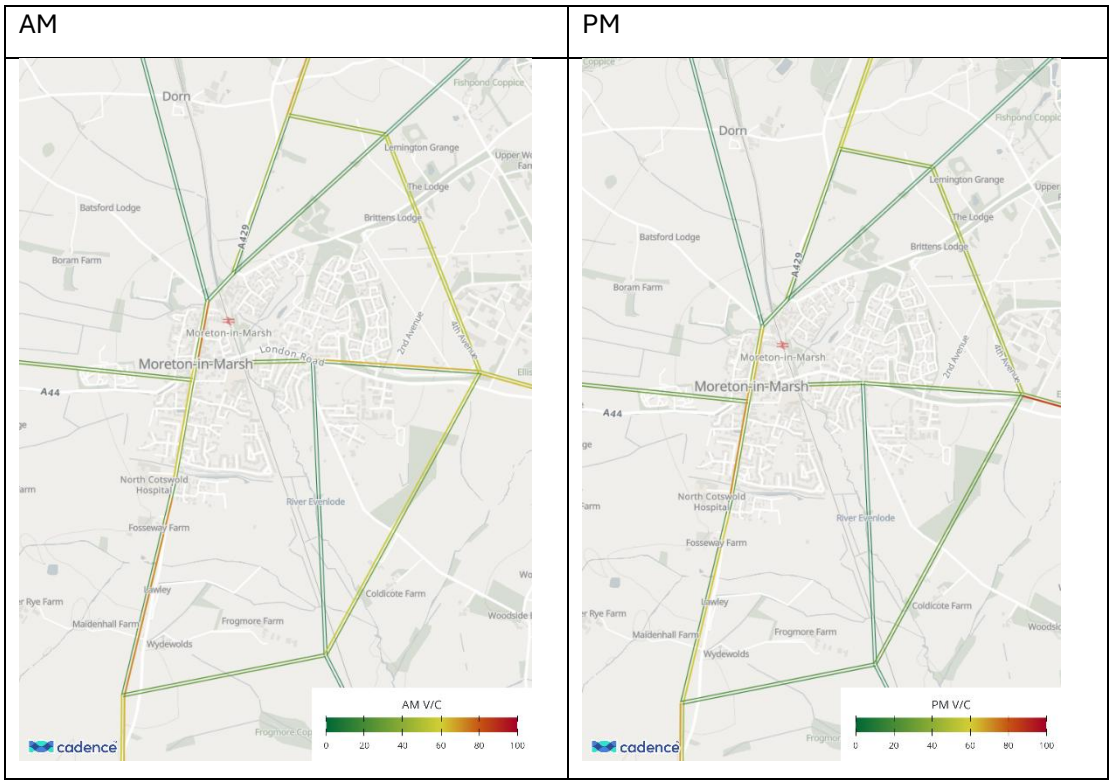


Figure 5-3: DS 3 - V/C

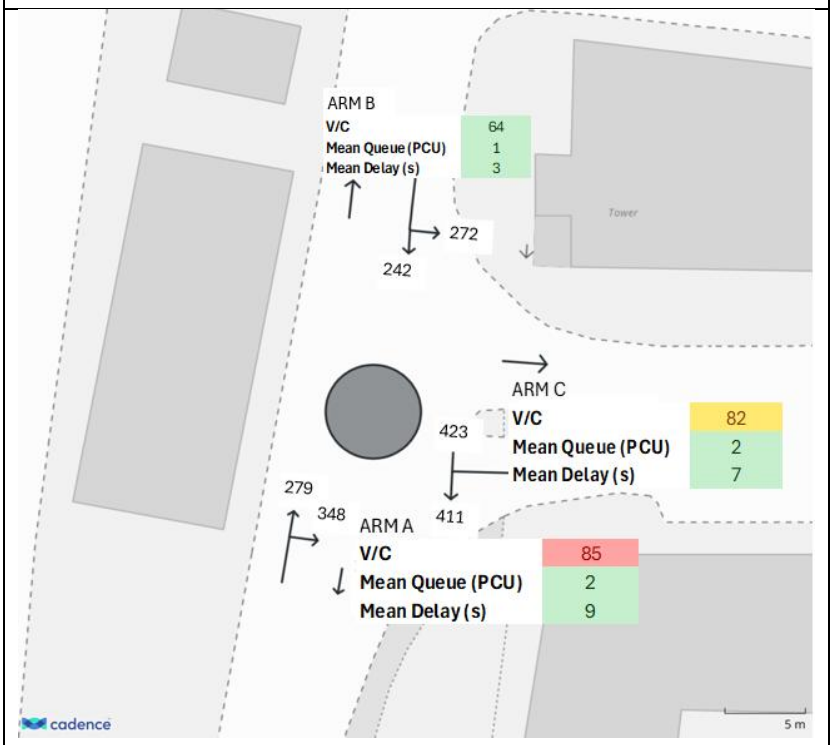
5.1.2 Junction performance

The two mini roundabouts that form the intersection of the A44 and A429 within the historic centre of Moreton-in-Marsh are known as a significant source of congestion due to their high throughput and geometry constrained by surrounding buildings which limits capacity as described in Section 2.1.1. Existing observations and traffic data indicates these to be the junctions currently experiencing poor performance and likely to be significantly impacted by further future development.

Junction performance for the two mini roundabouts is calculated for each roundabout arm. An adjustment considers the entry width for each arm as well as conflicting flow. Each arm is given a turn V/C value, mean queue length in PCU (car-equivalent vehicles) and a mean delay in seconds.

DS1 results are shown in Figure 5-4 for the AM period and Figure 5-5 for the PM period. The northern roundabout shows a high V/C of 0.85 and mean queue length for the northern approach. This indicates an unstable flow that is at risk of forming queues that can block-back through the southern roundabout causing further congestion. West bound traffic on Oxford Street shows a high V/C as it is likely impeded from joining the roundabout by through-traffic on the A429 southbound. Whilst the PM period is improved, there is still a significant risk of northbound traffic blocking back through the southern roundabout and southbound traffic queuing up the High Street.

North Mini Roundabout



South Mini Roundabout

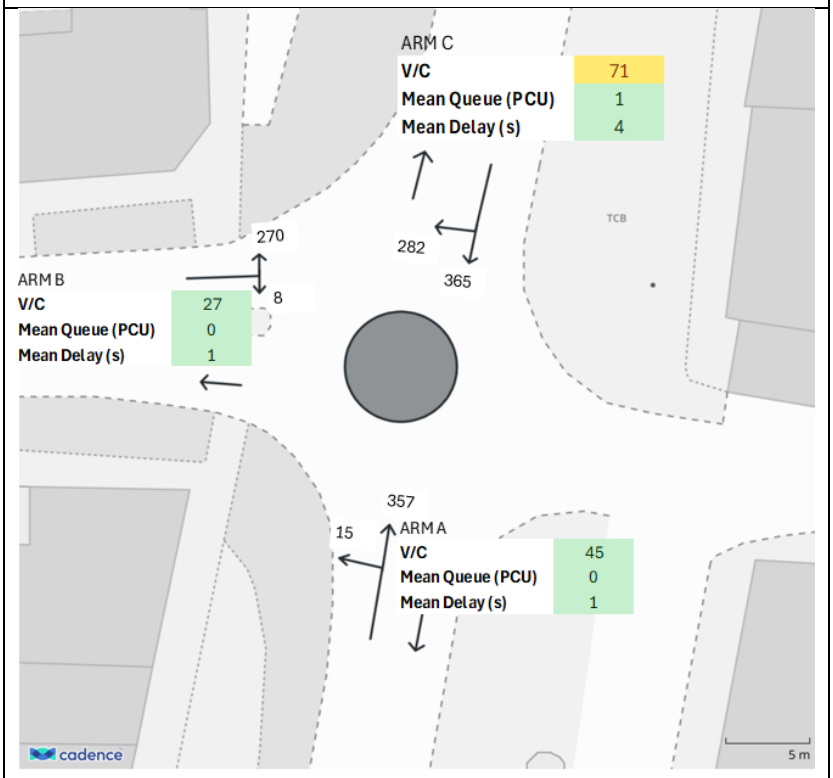
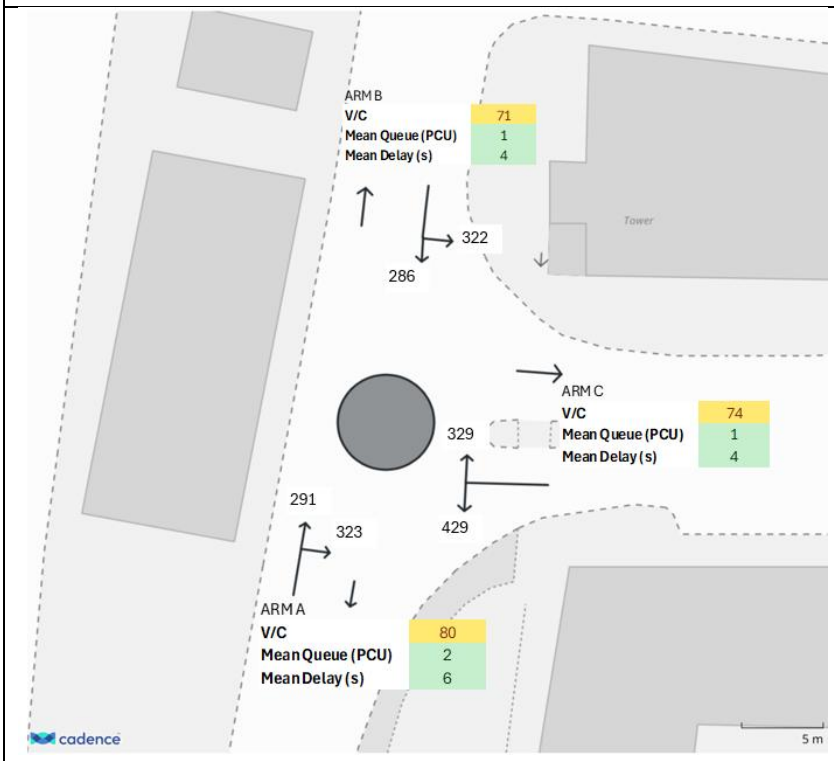


Figure 5-4: DS 1 (AM) - Mini-roundabout performance

North Mini Roundabout



South Mini Roundabout

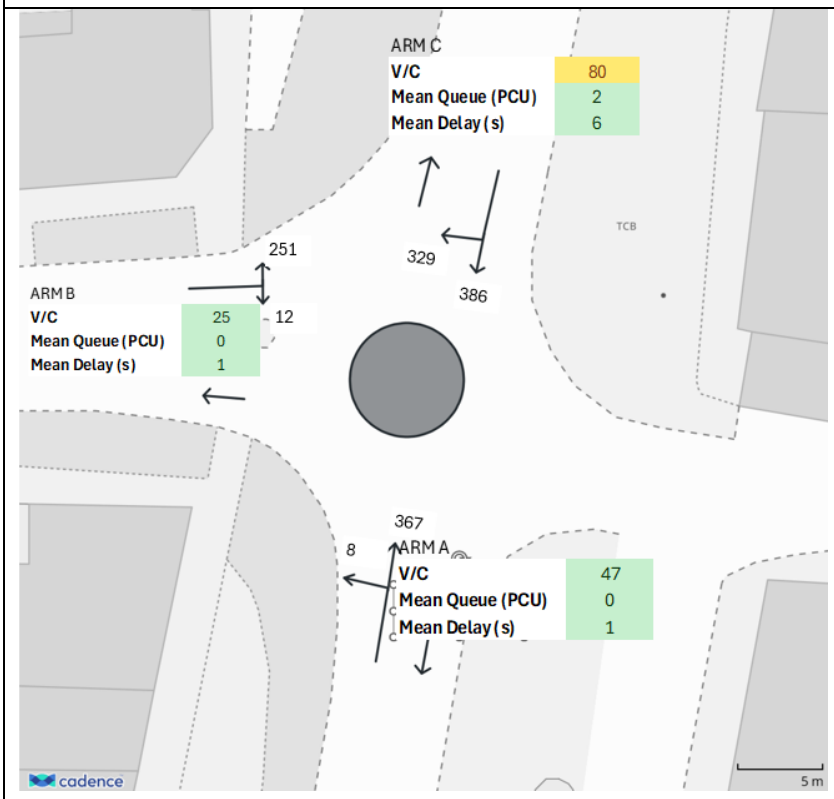
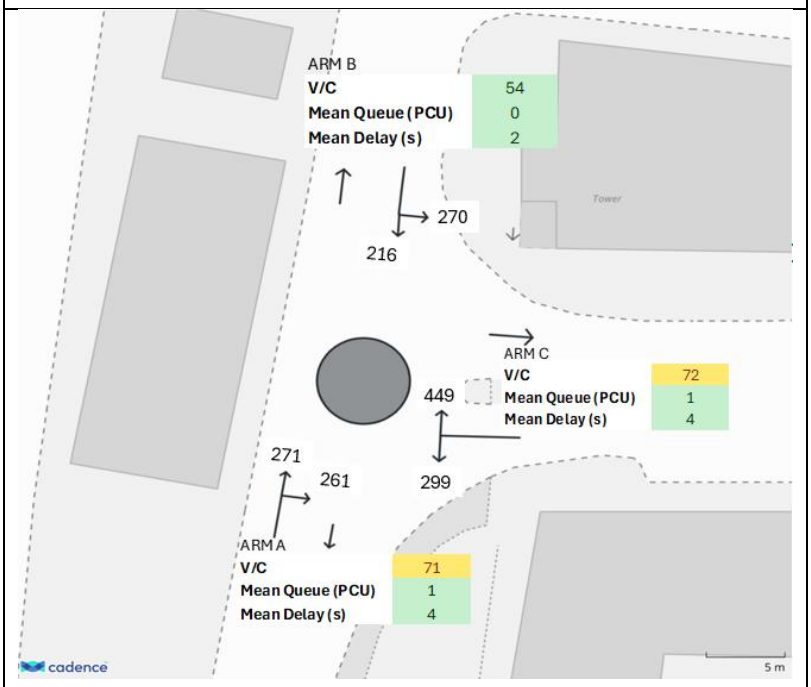


Figure 5-5: DS 1 (PM) - Mini-roundabout performance

Figure 5-6 and Figure 5-7 show results for DS 2 (with south-east link street). Severe issues have now been resolved, and conditions are good to moderate for all arms. Queues are shorter and the risk of blocking back through the roundabouts has been significantly reduced.

North Mini Roundabout



South Mini Roundabout

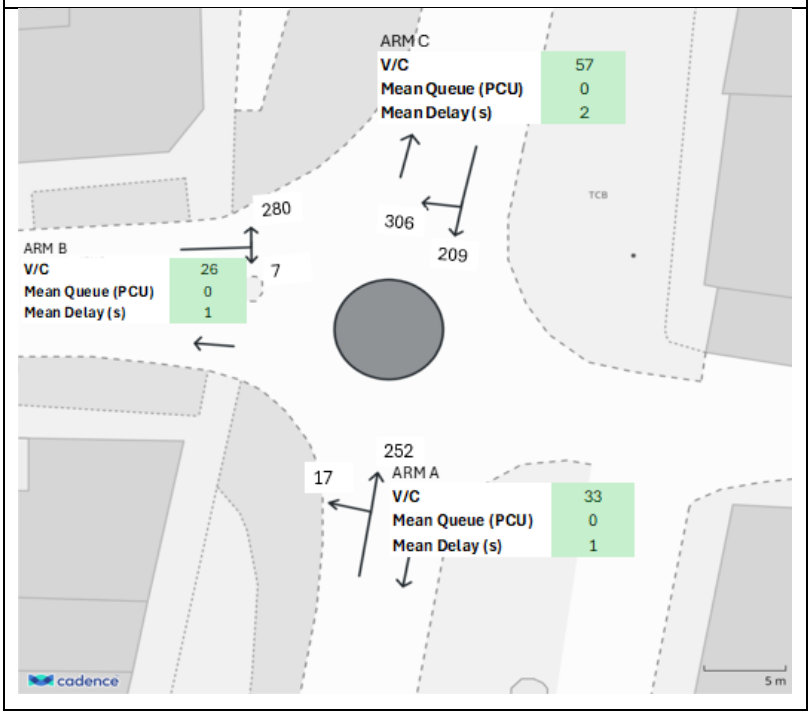
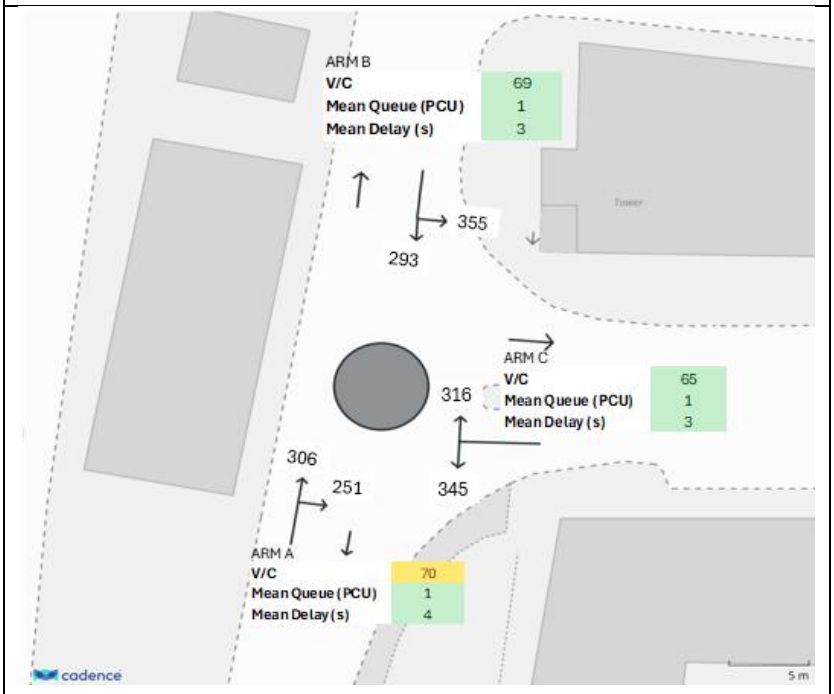


Figure 5-6: DS2 (AM) - Mini-roundabout performance

North Mini Roundabout



South Mini Roundabout

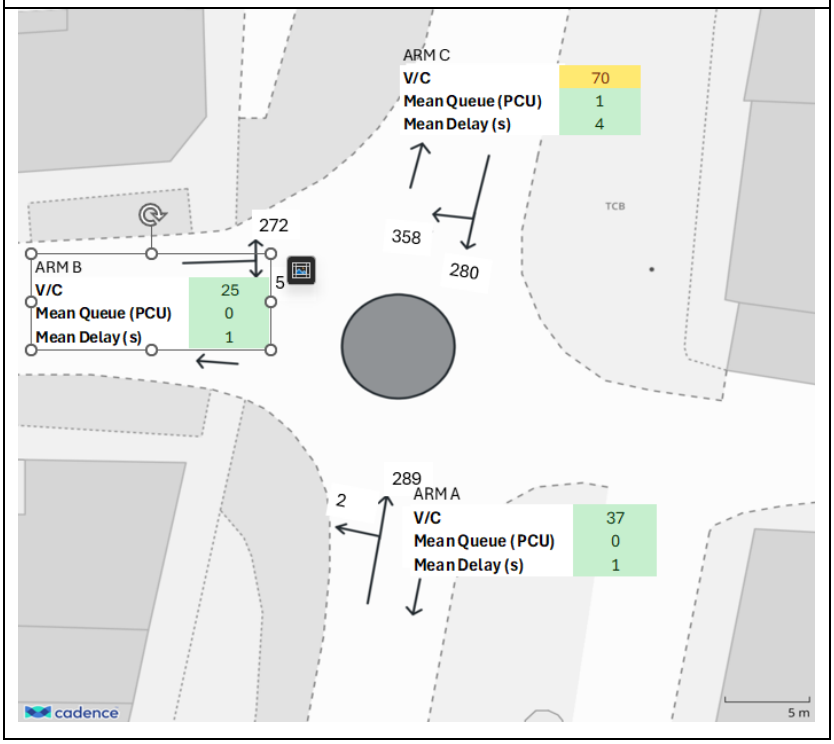
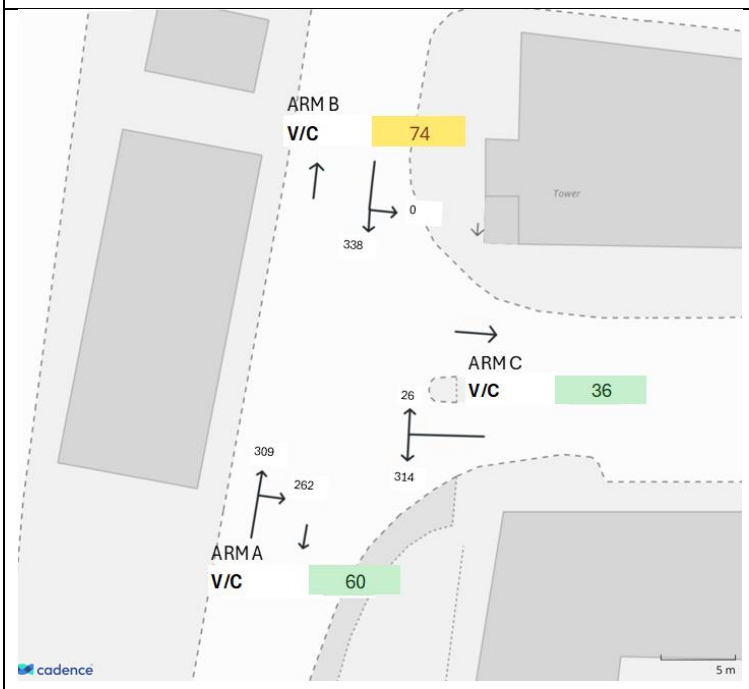


Figure 5-7: DS2 (PM) - Mini-roundabout performance

Figure 5-8 and Figure 5-9 show results for DS3. This includes the full link street as well as replacing the mini roundabouts with priority junctions. V/C is generally good though is moderate on the A429 southbound approach to the northern roundabout. The results

indicate that this new junction alignment is running well and is allowing the free flow of A44 traffic now that more strategic A429 traffic has been re-routed around the link street.

North Mini Roundabout



South Mini Roundabout

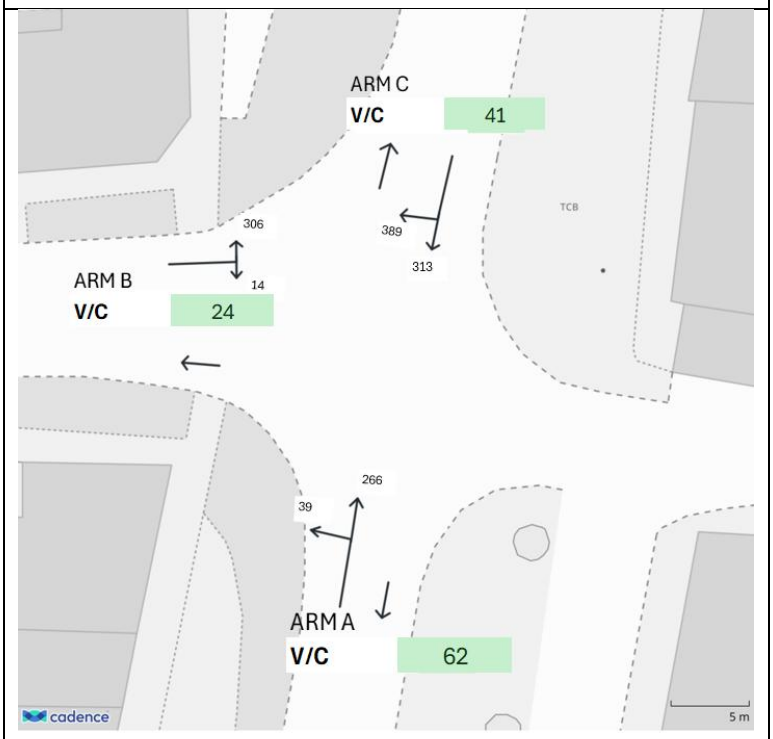
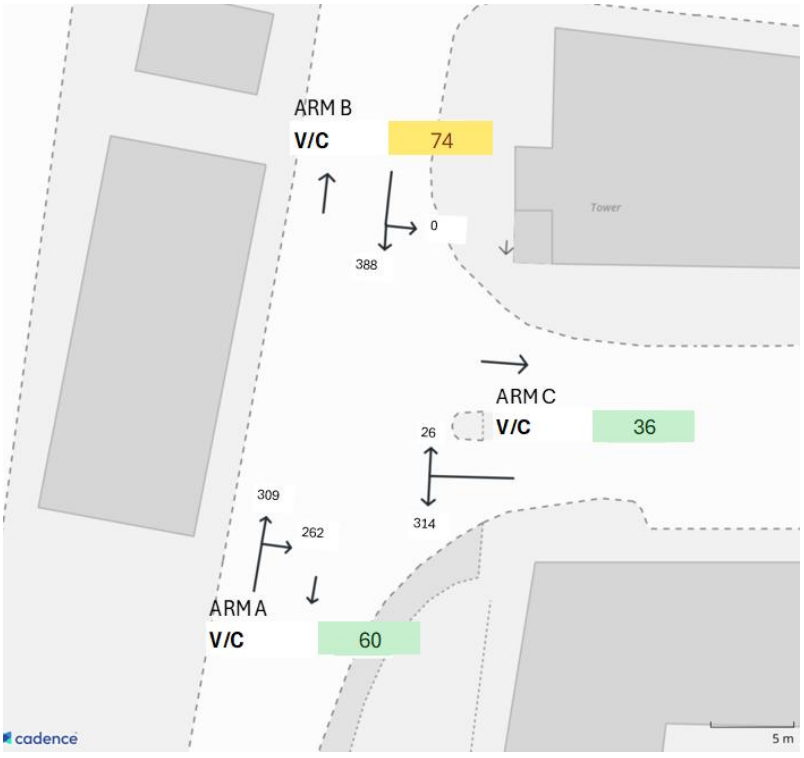


Figure 5-8: DS3 (AM) - Mini-roundabout performance

North Mini Roundabout



South Mini Roundabout

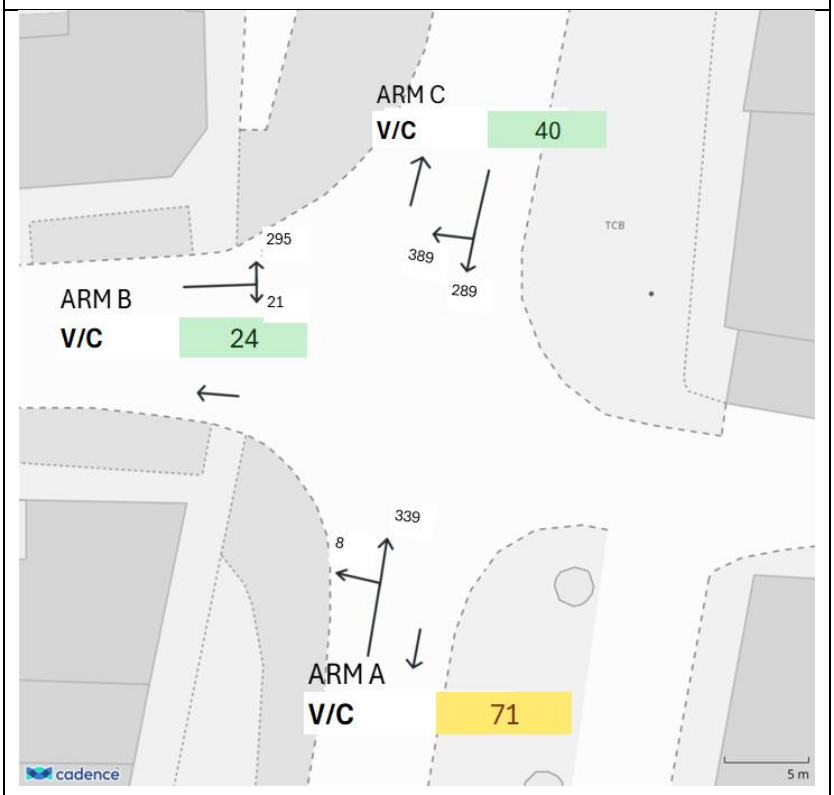


Figure 5-9: DS3 (PM) - Mini-roundabout performance

5.2 Impact on Local Parking

Parking plays a critical role in both the operation of the High Street and the overall performance of the transport network in Moreton-in-Marsh. The evidence presented in Chapter 2 demonstrates that existing parking conditions are already highly constrained and contribute directly to congestion, particularly within the historic core. The modelling results in Chapter 6.1 therefore need to be interpreted alongside these existing conditions to understand how future traffic flows will interact with parking demand, layout and behaviour.

5.2.1 Existing parking constraints and their interaction with traffic flow

The High Street currently operates as a combined traffic corridor and primary town centre parking location. Parking is heavily utilised throughout the working day, with the High Street car park effectively at or near capacity.

This over-capacity condition results in several operational issues which directly affect traffic flow:

- Vehicles circulating on the High Street searching for spaces, increasing traffic volumes and slowing progression for through-traffic.
- Vehicles waiting to enter or exit parking spaces, interrupting through-traffic.
- Physical encroachment into the carriageway where parking bays are undersized, reducing effective road width.
- Informal or ad-hoc parking practices, including footway and verge parking, further constraining movement.

These effects are compounded by the constrained historic street environment, where junction capacity is already limited and there is minimal opportunity to increase carriageway width.

As identified in Chapter 2, parking-related activity is therefore a key contributor to congestion, particularly during inter-peak periods when traffic demand alone would not otherwise suggest severe delay.

5.2.2 Relationship between modelled flows and parking impacts

The modelling results in Section 6.1 show that, under the DS 1 scenario (sustainable and behavioural interventions only), traffic conditions within the High Street remain close to unstable flow conditions, with V/C values of up to 0.89 between the mini-roundabouts and high values on Oxford Street.

Crucially, these strategically modelled results do not explicitly capture the full impact of parking activity (e.g. circulation, manoeuvring delays, or temporary obstructions). As such, the modelled V/C values are likely to underestimate real-world congestion where parking pressure is high. The High Street is therefore likely to continue experiencing frequent stop-start conditions, increased variability in journey times, and periodic queue formation associated with parking manoeuvres and access.

Given the already over-capacity nature of town centre parking, the addition of Local Plan growth without intervention would further intensify parking demand and associated disruption. This reinforces the conclusion that parking activity is a key driver of observed congestion levels.

5.2.3 Impact under south-east link street scenario

The introduction of the south-east link street (DS 2) results in a reduction in traffic flow through the High Street, with V/C values falling to moderate levels (approximately 0.56 between the mini roundabouts).

This reduction in through-traffic has two important implications for parking:

1. **Reduced sensitivity of traffic flow to parking disruption**
   With lower background traffic volumes, the High Street becomes less prone to network-wide instability from localised events such as parking manoeuvres. Queue formation remains possible but is less likely to propagate along the High Street.
2. **Potential increase in parking attractiveness**
   Improved traffic conditions may make the High Street more attractive for short-stay trips, potentially increasing demand for parking unless managed. Without intervention, this could offset some of the operational benefits of reduced through-traffic through increased circulation and manoeuvring activity. This is addressed in part by interventions including Park & Stride, and improved parking plan for the centre.

While the south-east link street improves overall traffic conditions, the persistence of moderate to high V/C values on the High Street indicates that the High Street remains sensitive to disruption. Given existing parking pressures, parking-related activity would continue to influence operational performance.

5.2.4 Impact under full link street scenario

The full link street scenario (DS 3) produces a more substantial reduction in traffic through the town centre, with V/C values falling to low or moderate levels across the High Street and Oxford Street.

This represents a fundamental shift in the function of the High Street; from a strategic through-route carrying significant north–south traffic to a more locally-focused street with reduced strategic demand.

In this context, the relative impact of parking becomes more pronounced in shaping local traffic conditions rather than strategic network performance. Key outcomes include:

- **Greater capacity to accommodate parking activity**
  Lower traffic volumes reduce the likelihood that parking manoeuvres will trigger network-wide delay or blockages between the two junctions.
- **Opportunity for reallocation of road space**
  With reduced through-traffic, there is greater scope to rationalise parking layouts, formalise bays and address issues such as overhang and informal parking, which currently constrain capacity.
- **Improved compatibility between movement and place functions**
  The High Street can better function as a town centre environment where parking, pedestrian activity and local access are prioritised over through-movement.

However, it is important to note that if parking demand remains unmanaged, localised congestion may still occur. Even under lower traffic conditions, high parking utilisation can still generate circulating traffic, short-duration obstructions, and conflicts with pedestrians and cyclists.

5.2.5 Interaction with proposed parking interventions

The behavioural and sustainable intervention package includes the introduction of a Controlled Parking Zone and a Park & Stride facility. These measures are intended to directly address the parking issues outlined above by:

- Reducing long-stay parking on the High Street,
- Increasing turnover of spaces,
- Relocating longer-duration parking away from the town centre,
- Reducing the need for vehicles to circulate in search of spaces.

In combination with the link street scenarios, these interventions are critical to realising the full benefits of reduced through-traffic. Without parking management, improvements in traffic flow could be partially eroded by increased parking demand and associated activity.

5.2.6 Summary

Parking is a key determinant of traffic performance in Moreton-in-Marsh, particularly within the High Street. Existing over-capacity conditions generate significant disruption to traffic flow through circulation, manoeuvring and physical constraints.

The modelling results demonstrate that:

- Under scenarios without a link street, parking pressures will continue to exacerbate unstable traffic conditions.
- The south-east link street reduces traffic volumes but does not eliminate the sensitivity of the network to parking-related disruption.
- The full link street substantially reduces through-traffic, creating an opportunity to improve parking operation and rebalance the High Street towards local access and place-making.

Effective parking management is therefore essential across all scenarios. In particular, the combination of reduced through-traffic and controlled parking measures offers the greatest potential to improve both traffic flow and the overall function of the High Street.

5.3 Impact on Strategic Journey Times & Bus Routes

To assess the scenario impact on network journey times, 10 directed journey time routes were created. These all either start, end or pass through Moreton-in-Marsh and align with local bus services. They all follow the existing A429 through Morton-in-Marsh High Street (even when a link street is modelled) to be consistent and to follow the expected path of a future bus service.

Change in journey time is compared against trigger values derived from Traffic Commissioner guidance for buses which is also utilised as part of the Cotswold Local Plan transport evidence base.

Change in bus route end to end journey times		Impact on bus service vehicles/frequency		
		no frequency change	1 less bus per hour	>2 less buses per hour
0-5 mins	**Low**	Low	Medium	High
5-10 mins	**Medium**	High	High	High
>10 mins	**High**	High	High	High

Table 5-1: Journey time route comparison - time increase (minutes)

Route	From	To	Km	S1-S2 AM	S1-S2 PM	S1-S3 AM	S1-S3 PM
1	Moreton-in-Marsh	Broadway (B4632)	14	0.0	0.0	0.0	-0.2
1	Broadway (B4632)	Moreton-in-Marsh	14	-0.1	0.0	-0.3	-0.1
2	Moreton-in-Marsh	Stow-on-the-Wold	7	1.0	1.0	2.3	1.6
2	Stow-on-the-Wold	Moreton-in-Marsh	7	0.6	0.9	1.8	2.3
3	Moreton-in-Marsh	Chipping Norton	13	0.6	0.7	0.1	-0.2
3	Chipping Norton	Moreton-in-Marsh	13	-0.2	0.5	-1.4	-0.3
4	Moreton-in-Marsh	A429/B4035	8	0.0	0.0	0.3	0.4
4	A429/B4035	Moreton-in-Marsh	8	-0.2	0.0	0.3	0.1
5	Stow-on-the-Wold	A429/B4035(without link)	15	0.7	1.0	2.4	2.9
5	A429/B4035	Stow-on-the-Wold	15	0.9	1.1	2.9	2.1

Table 5-1 shows the time difference in minutes for,

- With no link street (S1) and with a southeast link street (S2)
- With no link street (S1) and with a full link street (S3)

As expected, travel time west along the A44 to Broadway remains unchanged, so does the time travel north to the junction with the B4035 near Shipston-on-Stour. Travel time east along the A44 to Chipping Norton reduces by approximately 0.5 minutes with the southeast

link street though shows a 1.4-minute improvement west bound in the AM period with the full link road. The greatest increase in travel time is to Stow-on-the-Wold with a 0.6-to-1.0-minute increase with the south-east link street though increasing to 1.6 to 2.3 minutes with the full link street. This will be related to the revised priority of the A429 junction with the new link road in S2 and the revised layout for the mini roundabouts in S3.

Whilst general traffic may be able to benefit from the new link street, bus traffic is likely to remain on Roman Road and the High Street to serve Moreton in Marsh. The identified reduction in travel time is less than five minutes and so falls within the low threshold established in the Traffic Commissioner guidance and will be mitigated by an increase in service frequency as proposed as part of the public transport interventions. Neither of the proposed link street options are therefore considered to have an undue detrimental impact on bus service times.

5.4 Interpretation of results

The modelling results provide a consistent and coherent picture of the transport challenges in Moreton-in-Marsh and the relative effectiveness of the tested intervention packages. When considered alongside the existing evidence on traffic behaviour, parking constraints and network characteristics, several key themes emerge regarding network performance, scheme effectiveness and the role of different intervention types.

5.5 Overall network behaviour

Across all scenarios, the results confirm that the existing A429 corridor through the High Street is operating close to, or beyond, its effective capacity under future demand conditions. Under the DS 1 scenario (behavioural and sustainable interventions only), V/C ratios remain within the high to unstable range in the town centre, particularly between the two mini-roundabouts and on the Oxford Street approach.

This indicates that, while demand management and sustainable interventions provide some benefit, they are insufficient in isolation to address the operational issues and constraints of the existing network. The High Street continues to function as both a strategic through-route and a local access corridor, and this dual role leads to inherent conflict between movement and place functions.

Furthermore, it is important to recognise that the strategic model does not explicitly capture localised disruptions such as parking manoeuvres, pedestrian activity or short-duration obstructions. As such, real-world conditions are likely to be worse than the modelled outputs suggest, particularly during peak and inter-peak periods when parking demand is high and space is constrained. For more detailed analysis of these interactions a micro-simulation model would need to be developed.

5.6 Effectiveness of sustainable and behavioural measures

The results demonstrate that sustainable and behavioural interventions play a valuable supporting role in managing demand and encouraging modal shift, but their impact on network performance is incremental rather than transformational. These measures help to reduce traffic growth and provide alternative travel choices, but they do not materially change the underlying capacity limitations of the High Street corridor.

This reinforces the conclusion from Phase 1 that such interventions are most effective when delivered as part of a wider package, rather than as standalone solutions. In particular, their

benefits are maximised when combined with infrastructure that reduces through-traffic and allows the local network to operate more efficiently.

5.7 Impact of the south-east link street

The introduction of the south-east section of the link street (DS 2) represents a step change in network performance. The modelling shows a clear reduction in traffic volumes through the town centre, with V/C ratios falling to moderate levels across key links and improvements in junction performance.

This indicates that the scheme is effective at redistributing local development-related traffic and reducing pressure on the existing High Street corridor. The reduction in traffic volumes also decreases the likelihood of network instability and blocking back between the two mini-roundabouts, which is a key existing issue.

However, the results also show that some constraints remain. Key approaches, particularly Oxford Street and the northern roundabout, continue to operate at relatively high levels of utilisation. This suggests that while the south-east link street addresses a proportion of demand, it does not fully resolve the influence of longer-distance strategic through-traffic, which continues to pass through the town centre.

As a result, the High Street remains sensitive to disruption, and the overall performance of the network is still influenced by localised factors such as parking activity and junction conflicts.

5.8 Impact of the full eastern link street

The full link street (DS 3) delivers the most significant improvement in network performance across all assessed metrics. The modelling shows that V/C ratios across the High Street, Oxford Street and the wider town centre network fall to low or moderate levels, indicating stable operating conditions with a reduced risk of congestion and queue formation.

This reflects a fundamental redistribution of traffic, with a substantial proportion of strategic north–south movements diverted away from the town centre onto the new route. The link street therefore successfully fulfils its role as a strategic route while also serving local development areas.

Importantly, the reduction in through-traffic enables complementary changes to the town centre network, including alterations to junction layouts and the potential reallocation of road space. This allows the High Street to transition from a predominantly traffic-dominated corridor to a more balanced environment that better supports local access, active travel and place-making.

5.9 Junction operation and network resilience

The improvements in link performance are mirrored by improvements in junction operation. Under scenarios without a link street, both mini roundabouts are shown to operate under stress, with high V/C ratios, longer queues and a risk of blocking back between junctions.

The introduction of the south-east link street significantly reduces these issues, improving conditions to good or moderate across all arms.

Under the full link street scenario, the removal or reconfiguration of the mini roundabouts further improves performance, allowing A44 movements to operate more efficiently and reducing conflict with A429 traffic.

These findings highlight the importance of addressing both link capacity and junction design when seeking to improve overall network performance. The results also demonstrate that reducing traffic demand on key corridors enhances network resilience, making the system less sensitive to disruption and more capable of operating reliably under varying conditions.

5.10 Relationship with parking and local conditions

A key insight from the results is the strong interaction between traffic flow and parking conditions in the town centre. Even where modelled traffic volumes fall within acceptable ranges, the presence of high parking demand and associated activity can continue to generate localised congestion and variability in journey times.

This is particularly relevant for scenarios without a full link road, where the High Street remains relatively busy and sensitive to disruption. In these cases, effective parking management is essential to ensure that the benefits of reduced traffic demand are not offset by increased circulation and manoeuvring activity.

Under the full link road scenario, the reduction in through-traffic creates an opportunity to better manage parking and rebalance the street environment. However, without complementary parking interventions, there remains a risk that localised congestion could still occur.

5.11 Implications for scheme development

The modelling results clearly demonstrate that:

- **Infrastructure is required to address structural capacity constraints**, with the link street providing the most effective mechanism for reducing through-traffic.
- **Sustainable and behavioural measures are necessary but not sufficient** on their own and should be delivered alongside infrastructure to maximise their impact.
- **Parking management is a critical component** of any overall strategy and is required across all scenarios to support network performance.
- **The full link** street **option provides the greatest overall benefit**, offering a comprehensive solution that improves traffic flow, enhances network resilience and enables broader placemaking objectives.

Overall, the results support a combined approach that integrates infrastructure provision, demand management and local network interventions. This approach provides the greatest opportunity to address both current and future transport challenges in Moreton-in-Marsh while supporting wider planning and urban design objectives.

6. Stakeholder Engagement

6.1 Gloucestershire County Council

Gloucestershire County Council, as the statutory highway authority for the Cotswold District (including Moreton-in-Marsh) has been engaged as a stakeholder at key stages in this piece of work. They were involved in drafting the original scope of the commission and have been engaged with in the modelling process. This engagement has taken the form of a round table exercises conducted on-line where results of the modelling were shared and discussions about the impact and direction of the work took place.

These discussions helped shape the behavioural and sustainable interventions package, allowing it to better reflect achievable and realistic interventions. Comments regarding the importance of parking availability and access to the centre of Moreton in Marsh helped the development of the parking interventions. These ensure that the town centre businesses are still served by a wide range of high-quality parking locations that encourage access whilst no longer detracting from the through-movement of traffic through the historic centre. Discussions regarding the impact of any potential link street on the flow of buses helped guide the analysis on the impact on strategic journey times. Whilst some routes were shown to be negatively impacted, these are well within the adopted criteria and will be mitigated by an increase in bus frequency as proposed within the interventions.

It is expected that the good working relationship achieved with Gloucestershire County Council will be continued as this work is further progressed.

6.2 Network Rail

Engagement has also been undertaken with Network Rail. Feedback was received via email on 29 February 2024 and 11 February 2026, reiterating earlier comments provided to the project team. Network Rail's comments have focused primarily on design and asset protection considerations associated with the construction of a road bridge over the railway. They noted that, where a new public bridge is proposed, consideration would be given to whether there are opportunities to stop up or divert existing level crossings in the vicinity, subject to feasibility and network requirements.

In addition, it was confirmed that any new bridge would be required to accommodate potential future overhead electrification, requiring a minimum gauge clearance of 5.1 m (from the top of rail to the underside of the bridge structure). Network Rail also advised that, should the scheme progress, a range of legal agreements would be required, and they highlighted potential financial implications associated with land value uplift, particularly where a new bridge facilitates or enhances development opportunities adjacent to the railway. It was also advised that more detailed engineering advice on bridge design and construction methodology would typically require the establishment of an asset protection agreement, which would incur additional costs and would be progressed should the scheme move beyond feasibility stage.

Network Rail confirmed on 11 February 2026 that no further comments were required at this stage beyond those previously provided, noting that their position remains unchanged.

6.3 Environment Agency

Early engagement has been undertaken with the Environment Agency (EA) to support the development of the feasibility study and to understand potential environmental considerations associated with the proposed link road.

An initial discussion was held via Microsoft Teams on 20 February 2026, involving representatives from the Environment Agency, Cotswold District Council, and the project team. The purpose of the meeting was to provide a high-level overview of the proposed scheme and to enable the Environment Agency to outline potential requirements and considerations at this early stage.

During the discussion, it was made clear that the project is at an initial design stage, which was acknowledged by the Environment Agency. They expressed their willingness to engage as the project develops.

Initial observations raised by the Environment Agency included flood risk and scour around river crossing, and the potential for PFAS risk at Fire College. These matters have been noted as key environmental considerations and will be subject to further assessment and consultation as the design is progressed beyond feasibility stage.

7. Conclusions

This initial feasibility study has assessed a range of infrastructure, behavioural and sustainable transport interventions to address existing and future transport challenges in Moreton-in-Marsh, associated with Local Plan growth and increasing strategic traffic demand.

It should be noted that this study does not in itself confirm if the land is available, it simply tests the feasibility of the most promising options, should it come forward in the future, any scheme would need to be subject to more detailed work.

7.1 Key findings

The analysis confirms that the current highway network, particularly the A429 corridor through the High Street and its two mini-roundabouts, is operating close to capacity under present conditions and is forecast to experience significant deterioration without intervention. Strategic north–south through-traffic, combined with constrained junction geometry and high levels of parking activity, creates a network that is highly sensitive to disruption and prone to congestion.

Sustainable and behavioural interventions, including parking controls, active travel improvements and public transport enhancements, provide important supporting benefits. These measures help to manage demand, encourage modal shift and improve local accessibility. However, the modelling demonstrates that, in isolation, they are not sufficient to address the underlying structural capacity constraints of the network.

7.2 Performance of link road options

The introduction of new infrastructure in the form of a link street provides a step change in network performance by redistributing traffic away from the historic town centre.

- **South-east link** street
  The south-east link street delivers a significant improvement in traffic conditions, reducing volumes through the High Street and improving junction performance at the mini-roundabouts. V/C ratios fall to more moderate and acceptable levels, reducing the likelihood of queuing and blocking back between junctions. While some constraints remain, particularly on key approaches such as Oxford Street, overall network performance is substantially improved, and the risk of severe congestion is reduced.
- **Full eastern link road**
  The full link street option provides the greatest overall benefit in transport terms. It results in a fundamental redistribution of strategic north–south traffic, with significant reductions in flow through the town centre. This leads to stable operating conditions across the network, improved junction performance and enhanced opportunities to rebalance the High Street towards local access, active travel and place-making.

7.3 Balance of performance and deliverability

While the full link street delivers the best network performance, it is also the most complex and costly option. The route length and requirement to cross key physical constraints such

as the railway and River Evenlode mean that the full scheme is likely to present significant challenges in terms of cost, deliverability and funding.

In contrast, the south-east link road represents a more proportionate intervention which would directly serve the proposed development sites. It achieves a large proportion of the transport benefits associated with the full link street, particularly in terms of relieving pressure on the town centre and improving network resilience, while being shorter and more likely to be deliverable within realistic funding constraints.

7.4 Role of complementary measures

Across all scenarios, the importance of complementary interventions is clear. In particular:

- **Parking management** is essential to address the significant impact of parking activity on High Street operation and to ensure that improvements in traffic flow are not offset by circulation and manoeuvring.
- **Active travel and public transport enhancements** are important in supporting mode shift and improving accessibility for residents, particularly in the context of planned housing growth.
- **Town centre interventions** become increasingly viable where traffic volumes are reduced, enabling improvements to public realm, safety and overall town centre function.

7.5 Implications for Local Parking

Parking is a key factor influencing both traffic conditions and the operation of the High Street in Moreton-in-Marsh. The analysis undertaken as part of this study demonstrates that the interaction between parking demand and traffic flow remains important across all scenarios, although the nature of this interaction changes significantly depending on the level of infrastructure intervention provided.

Under DS1 (Sustainable and Behavioural Measures Only), the High Street continues to operate under high levels of traffic demand and remains highly sensitive to parking-related disruption. Vehicles searching for spaces, waiting to manoeuvre into bays, or emerging from parking spaces would continue to have a disproportionate impact on traffic flow. Given the constrained nature of the High Street and the existing over-capacity parking conditions, parking activity would remain a significant contributor to congestion and journey time variability. Parking management measures would therefore be essential simply to maintain acceptable operating conditions.

Under DS2 (South-East Link Street), reduced through-traffic lowers the sensitivity of the network to parking-related disruption. Parking manoeuvres and circulation traffic would still affect conditions on the High Street, but the risk of these impacts escalating into broader network-wide congestion would be significantly reduced. Improved traffic conditions may also increase the attractiveness of the High Street as a destination, potentially placing additional pressure on parking demand which may be helped by appropriate parking management measures and the provision of alternative parking facilities such as the Transport Hub and potential Park & Stride.

Under DS3 (with the full eastern link street), the reduction in strategic through-traffic fundamentally changes the relationship between parking and traffic flow. The High Street becomes considerably less sensitive to parking activity, as lower traffic volumes mean that

parking manoeuvres are less likely to create significant delay or network disruption. At the same time, the reduced traffic environment creates opportunities to improve the quality and operation of town centre parking through formalised layouts, better management and public realm enhancements. The attractiveness of the High Street as a local destination is also likely to increase, supporting local businesses and town centre vitality whilst reducing the adverse transport consequences associated with parking demand.The link street options provide a substantial improvement, whilst the sustainable and behavioural measures alone are unlikely to adequately address existing parking-related traffic issues.

7.6 Implications for Local Plan Housing Delivery

A critical component of this study is to understand the extent to which the transport network can support the scale and distribution of housing growth proposed within the Local Plan. The modelling scenarios (DS1, DS2 and DS3) provide a clear indication of the relationship between infrastructure provision and the level of development that can be accommodated without resulting in unacceptable transport impacts.

Do Something 1 (DS1)– Sustainable and Behavioural Interventions Only (1,500 dwellings)
Under Scenario DS1, development is limited to 1,500 dwellings, primarily associated with sites B, C and a reduced proportion of Site D, with no allocation at Site A. The modelling results demonstrate that, even at this reduced level of growth, the network continues to operate under high to unstable conditions within the town centre, particularly along the High Street corridor and at the northern mini-roundabout. The strategic nature of the model is expected to underestimate issues related to blocking back and parking related problems in the town centre. This indicates that the existing network, even when supported by sustainable and behavioural interventions, has limited capacity to accommodate further growth at this scale. As such, DS1 is somewhat beyond the upper bound of development that could be supported without new infrastructure and would likely constrain Local Plan ambitions both in terms of scale and spatial distribution.

Do Something 2 (DS2) – South-East Link Street(1,962 dwellings)
Scenario DS2 increases development capacity to 1,962 dwellings, incorporating additional growth at Site D while still excluding Site A.
The introduction of the south-east link street significantly improves network performance, reducing traffic volumes through the town centre and bringing most links and junctions into moderate and stable operating conditions. This demonstrates that the south-east link street enables a meaningful uplift in housing delivery, allowing a broader range of Local Plan allocations to come forward while maintaining acceptable network performance. However, the persistence of some higher stress locations (notably Oxford Street and the northern roundabout) indicates that this scenario does not fully mitigate the influence of strategic through-traffic. As a result, further large-scale expansion beyond this level of growth would likely reintroduce network instability.

From a planning perspective, DS2 therefore represents a balanced and deliverable scenario, supporting a substantial proportion of the Local Plan housing requirement while remaining proportionate in terms of infrastructure cost and complexity. It enables delivery of multiple sites (B, C and D) with improved accessibility and reduced impact on the historic core.

Do Something 3 (DS3) – Full Eastern Link Street (3,100 dwellings)
Scenario DS3 accommodates the full tested development quantum of 3,100 dwellings, including the introduction of Site A alongside Sites B, C and D.

The full eastern link street delivers a step change in network performance, diverting a significant proportion of strategic traffic away from the High Street and resulting in low to moderate V/C ratios across the network. This creates a stable transport environment capable of supporting the full scale of Local Plan growth tested, including more peripheral or larger strategic allocations such as Site A. Importantly, this scenario also enables a redefinition of the High Street's role, allowing it to function more effectively as a local access and place-based environment rather than a strategic corridor. This has wider benefits for urban design, active travel and town centre vitality, alongside the capacity to support higher levels of development. As a result, this option should continue to be explored beyond the plan period, with safeguarding for an efficient route for this section

On this basis, while the full link street provides the greatest flexibility for accommodating long-term housing growth, the south-east link street offers a proportionate and pragmatic solution, enabling a substantial level of development consistent with Local Plan objectives while maintaining deliverability in terms of cost and environmental constraints.

7.7 Scenario Comparison

A complete comparison overview for the tested scenarios is presented in Table 7-1.

Table 7-1: Scenario comparison overview

Assessment Area	DS1 – Sustainable & Behavioural Measures Only	DS2 – South-East Link Street	DS3 – Full Eastern Link Street
Development Capacity Tested	1,500 dwellings	1,962 dwellings	3,100 dwellings
Traffic Relief in Town Centre	Limited improvement. High Street and northern mini-roundabout remain under significant pressure.	Significant improvement. Considerable reduction in traffic through the town centre.	Significant improvement. Strategic traffic largely diverted away from the High Street.
High Street Operation	Remains close to unstable conditions and sensitive to disruption.	Operates well under moderate conditions.	Operates under low to moderate stress with substantially improved conditions.
Mini-Roundabout Performance	High V/C and queueing risk remains, particularly at the northern roundabout.	Significant improvement with shorter queues and better operation.	Traffic reduction enables alternative junction arrangements and improved operation.

Assessment Area	DS1 – Sustainable & Behavioural Measures Only	DS2 – South-East Link Street	DS3 – Full Eastern Link Street
Accommodation of Strategic Through-Traffic	No change. Strategic traffic continues through the town centre.	Some benefit. Some locally generated traffic diverted	Strong benefit. Provides an alternative route for strategic north-south traffic.
Support for Local Plan Growth	Limited. Performance suggests this scenario is beyond, or very close to, the practical limit of development without new highway infrastructure.	Good. Supports a meaningful increase in housing growth while maintaining acceptable network performance.	Good. Supports the full scale of growth tested within the study.
Impact on Parking & High Street Function	Existing parking issues remain a significant source of congestion and operational instability.	Parking-related impacts reduced but remain an influence on network performance.	Opportunity to improve parking management, public realm and High Street function through reduced through-traffic.
Town Centre Placemaking Opportunities	Limited opportunities due to continued traffic volumes.	Some opportunities for improvement as traffic volumes reduce.	More opportunities for public realm enhancement, active travel and town centre renewal.
Relative Cost	Low	Medium	High
Relative Delivery Complexity	Low	Medium	High
Key Advantages	Lowest cost; quickest to implement; supports sustainable travel objectives.	Delivers substantial transport benefits; supports additional housing growth; more proportionate	Greatest transport benefits; accommodates highest growth; transforms town centre conditions;

Assessment Area	DS1 – Sustainable & Behavioural Measures Only	DS2 – South-East Link Street	DS3 – Full Eastern Link Street
		and deliverable than the full route.	provides long-term strategic solution.
Key Disadvantages	Does not adequately resolve existing capacity issues; limited growth potential.	Does not fully remove strategic traffic from the town centre.	Highest cost; greatest environmental, engineering and delivery challenges; longer implementation timescale.
Overall Assessment	Insufficient as a standalone solution.	Balanced and pragmatic option for the Local Plan period.	Long-term transport solution for Moreton-in-Marsh.

8. Overall conclusion

The study demonstrates that a combined approach is required to address both current and future transport challenges in Moreton-in-Marsh. Sustainable and behavioural measures alone are not sufficient, and some form of infrastructure intervention is required to reduce through-traffic and improve network performance.

The full eastern link street provides the most comprehensive transport solution and delivers the highest level of network benefit. However, when considering cost, complexity and deliverability alongside transport performance within the Local Plan period to 2043, the south-east link street represents a balanced and pragmatic option.

On this basis, the south-east link street, supported by a package of parking, active travel and public transport interventions, is considered to provide an acceptable and realistic solution to the town's immediate transport challenges, while retaining the potential for the full eastern link street should additional funding or requirements emerge.

Appendix A – Link Street Cost Estimate

The cost estimates presented in this appendix have been prepared solely for the purposes of this initial feasibility study and are intended to provide an indication of the potential order-of-magnitude costs associated with the proposed interventions. The estimates have been developed using the information available at the time of assessment and are based on concept-level designs only.

The estimates should therefore be considered indicative and suitable only for strategic comparison of options. As the scheme progresses through subsequent stages of design and development, further engineering, environmental, land, utility and stakeholder information will become available which may materially affect the anticipated costs.

Consequently, the estimates presented are intended to inform strategic decision-making and support comparison of the relative affordability and deliverability of the scenarios tested within this study.

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COTSWOLD DC LOCAL CONCEPT DESIGN – MORETON IN MARSH LINK ROAD
MORETON-IN MARSH LINK ROAD

Order of Cost Estimate Nr 2.02

for

Cotswold District Council

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Version	Date	Author	Comments
2.02	12/06/2026	A.Halcarz	Full cost and credits page updated.

Agreement for cost provisions for the following key items to be discussed

Archaeology Works
Flood Mitigation Costs
BNG Works
Accommodation works to Sewage Treatment Works
Cycle Priority Roundabouts
Advice on bridge structure spans to be provide by TTC
Volume of fill material for bridge approaches
Land cost calculation to be agreed

COTSWOLD DC LOCAL CONCEPT DESIGN - MORETON IN MARSH LINK ROAD

Cotswold District Council

DOCUMENT REF

BENTLEY
PROJECT MANAGEMENT

DOCUMENT CONTROL

QMS CHECKS & APPROVAL

Ref	Name	Signed
Prepared By	Andy Holcarz	
Comp Checked By	Callum Donoghue	
Authorised By	Tom Mascari	

REVISION HISTORY

Date	Version	Status	Prepared By	Issued To	Date of Issue
10.3.26	1	Draft	Andrew Holcarz	Karl Jarvis / Edward Whittaker	10.3.26
27.4.26	1.01	Draft	Andrew Holcarz	Karl Jarvis / Edward Whittaker	28.4.26
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8.6.25	2.01	Draft	Andrew Holcarz	Matthew Britton	8.6.26
12.6.25	2.02	Draft	Andrew Holcarz	Allan Keller	12.6.26

Moreton in Marsh - Cost Plan Nr 2.02.xlsx MPA2.52/RevC

COTSWOLD DC LOCAL CONCEPT DESIGN - MORETON IN MARSH LINK ROAD
Order of Cost Estimate Nr 2.02
12/06/2026

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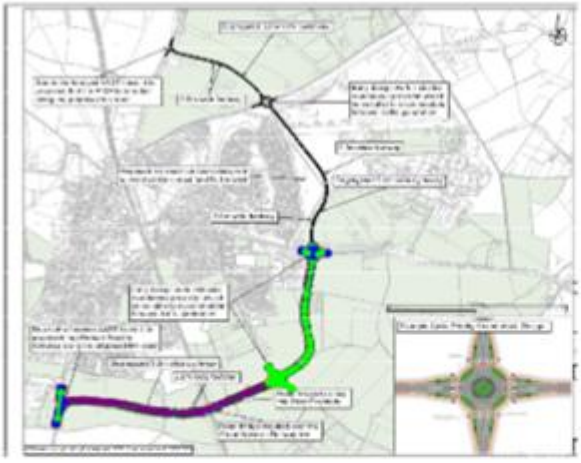
SECTION 1: INTRODUCTION

The following order of cost estimate has been produced for a proposed new link road around Moreton in Marsh in the Cotswolds. The objective of the scheme is to provide mitigation for the existing highway network in Moreton and to cater for future residential development traffic generation that is expected for the area. The scheme totals 4.6km incorporating two bridge structures (over the great western railway and River Evenlode). The scheme has 5nr intervention with the existing highway network and a section of road through the fire college. The scheme has been split into two main sections noted below:

South Eastern Link (2,671m)



Northern Link - 1967m

Please note that costs have been produced with no engineering input and therefore costs should be considered as high level order of cost only. All assumptions have been documented below which have been based our previous experience of similar schemes. Please note any changes to the assumptions below may have a significant impact on the cost plan total. We would recommend that all cost assumptions are confirmed by the engineering team as part of this process.

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Viability Cost Assumptions

Bentley have priced the scheme based on experience of the likely costs for the construction of a scheme of this complexity and scale. The costs then include a deduction for a standard residential estate road at 5.5m wide and 2m footpath each side for the majority of the road length leaving a remaining cost which is considered extra over from a standard residential estate road. This is deduction is made on the basis that the road has direct frontage development.

A section of 602m of road along the Northern Section (highlight in green above) is included at full cost as it is not considered that residential development will be required adjacent to the highway within this area.

The extra over costs included in this cost plan will therefore capture:

a) New structures required over rail and water.
b) Extra over costs to reflect releatic site conditions which should be included for budget purposes at this stage (e.g. abnormal earthworks, capping to roads
c) Extra over costs to reflect enhanced specification likely to be required on the project (e.g increase road thickness)

SECTION 2 : EXCLUSIONS

The following exclusions should be noted: -

1 - Costs associated if delays in obtaining a planning consent
2 - Disposal of material non-hazardous or contaminated material off site
3 - Foul water drainage works
4 - Commuted Sum and Maintenance Costs (beyond 5% allowance)
5 - Ecological mitigation works (beyond allowances)
6 - Archaeological mitigation works (beyond allowances)
7 - Utility diversions and trenches etc (beyond allowances)
8 - Off site utility reinforcements
9 - Drainage diversions
10 - Dealing with high water table
11 - Client Contingencies
12 - VAT (including any non-recoverable VAT)
13 - Compensation associated with working on 3rd party land
14 - Financing and Interest
15 - Legal Costs
16 - S106 obligations/contributions
17 - Ground stabilisation and other remediation works
18 - Contamination to ground water
19 - Dealing with ground gases
20 - Flood mitigation measures
21 - Optimism Bias
22 - Adoption and preadoption costs
23 - Invasive species
24 - Dealing with historic mine workings
25 - Traffic Signals
26 - Allowance for further works to accommodate private development
27 - Large volumes of surplus topsoil/subsoil off-site (beyond allowances)
28 - Pumping to surface water
29 - Electronic Signage / Comms
30 - Further off-site junction improvements
31 - Framework fees (8.5% OH&P included)
32 - Part 1 Claims
33 - Inflation
34 - Major Road Diversions

35 - Accommodation works to the sewage treatment works.
36 - Landscape Maintenance Costs
37 - Impact of adjacent SSSI site
38 - Remedial works to the fire service college land to facilate highway works (including removal of existing hardstanding)
39 - Historic Costs and Spend to Date

SECTION 3 : ASSUMPTIONS
The following assumptions should be noted: -

100 Prelims
Main Contractor Prelims have been based benchmarked data from other similar public sector schemes.
Provision has been included for a haul route to be constructed alongside the main carriageway. It has been assumed that the Haul Route can remain in-situ and re-used for permanent construction (e.g. beneath the 5m wide footpath).

Specific Prelims also as follows have been included in the cost plan: -

1) Temporary Works Budget
2) Traffic Management Budget

200 Site Clearance
The Cost Plan includes for specific site clearance items along the route as follows: -
1) General site clearance across the whole site
2) Demolition for small farm building.

300 Fencing
An allowance for 551m of acoustic fencing has been included along link A only. No design input has been provided to confirm the extent of acoustic fencing on the scheme and therefore this is an allowance only.

It is assumed that highway fencing is not required due to the nature of the road construction.

500 Drainage
Drainage costs have been benchmarked against other similar schemes. It is assumed that no below ground storm water attenuation will be required.

600 Earthworks
It has been agreed that a 430mm thick capping layer should be included. It has been assumed that this is imported material.

No engineering input the earthwork costs should be considered as high level provisional sum item only.
Topsoil assumed to be excavated across the site at a depth of 300mm.
It has been assumed that 50% will be retained on-site with the balance disposed off as inert material.
Subsoil quantities allow for excavation to the depth of the road depth (740mm) which is assumed to be taken off-site. A further cut of 2m of the red-line area (for 50% of the site) is assumed which is then disposed on-site.

As noted the earthworks costs will be provisional until the Engineer provides high level cut/fill volumes for the site.

700 Pavements
Costs are based 250mm thick sub-base.
Road construction based on 260mm base course, 65mm binder and 35mm surface course.
Roads are assumed 6.4m wide.

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1100 Kerbs, Footpaths and Paved Areas
All areas of the highway include a 2m footpath both sides and 3m cycleway.
No allowance has been included for PROW.
No allowance has been included for the cycle priority roundabouts shown in the Design Concept Presentation.

1200 Road Markings & Signage
Road markings / signs are based on benchmarked costs from other schemes at this stage.
Consequential signage - This is currently excluded from the costs.

1300 Street Lighting
It is assumed that the full length of the carriageway will have the provision of street lighting, at 30m intervals both sides.
It is assumed that the 5m wide cycleway/pedestrian footway will not required a separate lighting system.

2500 Structures
The project includes 2nr structures as follows: -

Rail Crossing Rail Line: Assumed span 42m x 13.4m
Bridge over River Evenlode: Assumed span: 13m x 13.4m

No bridge span information was provided at this stage therefore bridge spans have been assumed. Bentley have included an allowance based on the approx crossing length, however, this should not be relied upon for an accurate cost plan. It is recommend that this is firm up with an Engineers assessment.

2700 Provisional Sums
The following provisional sums have included in the cost plan should be discussed in further detail in order assess if the values included are suitable for the project:

1. £1,300,000 for archaeology works
2. £360,000 for Ecology Mitigation works.
3. £2,500,000 for Land Costs (including compensation costs)
4. £2,500,000 Stats Diversions

We would note that the above costs could vary significantly and should be noted in future risk strategies. These should be considered high level allowances only at this stage.

3000 Landscaping Works
£650k budget allowance has been included for Landscaping.
Future maintenance costs have been excluded form the cost plan.
An allowance for Ecological mitigation works has been included as a provisional sum of £500k. No ecological classification works have been undertaken to date but mitigation works are excepted.

General Assumptions

1 - An allowance for Early Contractor Involvement (ECI) has been included at 3% of the works value.
2 - Overhead and Profit has been included at 8.5% of the total works value.
3 - It should be noted that Land Costs are extremely approximate at this stage and should be reviewed by a qualified Land Surveyor. Bentley have included an allowance based on a similar recent scheme. We would recommend that specialist advise is taken to provide a more accurate representation.
4 - Historic spend has been excluded.

5 - At present risk is included at 25% allowances on all costs. Bentley would recommend that a Quantified Risk Assessment is undertaken to provide a more scientific approach to measuring risk provisions on the project.

6 - Inflation is currently excluded from the cost plan.

SECTION 4: RISKS AND OPPORTUNITIES

1 Risks:
- Impact of the ground investigation report / ground conditions
- Design development and scope
- Earthworks quantities / Earthworks Strategy
- Utility diversions
- Potential for existing utilities at the bottom of the canals.
- Extent of landscaping / biodiversity obligations
- Flood mitigation measures
- Archaeology costs
- Extent of bridge structures

2 Opportunities:
- Further utilisation of the A44 highway Network

SECTION 5: COST BASIS / DESIGN INFORMATION

The Cost Plan has been prepared on using the following information:

ITC

211461-201 MiM Link Road Concept Design

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PROJECT SUMMARY

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FUNCTION SUMMARY

Job Name	: COTSWOLD DC LOCAL CONCEPT DESIGN - MORETON IN MARSH LINK ROAD
Job Location	: Moreton in Marsh
Client	: Cotswold District Council
Cost Base Date	: 1Q-26
Length of proposed road (m) - LINK A	: 2,671
Length of proposed road (m) - LINK B	: 1,967
Total Road Length (m)	: 4,638

DESCRIPTION OF THE WORKS	TOTAL	SOUTHERN ROAD	NORTHERN ROAD	
	£	£	£	
				Comments
- CONSTRUCTION COSTS	28,712,312	19,243,758	9,468,554	
CONSTRUCTION VALUE (INCLUDING OH&P AND ECI)	**28,712,312**	**19,243,758**	**9,468,554**	
OTHER DEVELOPMENTS				
- LAND COSTS /COMPENSATION PAYMENT (Provisional Sum)	2,500,000	1,439,737	1,060,263	
- LEGAL FEES	500,000	287,947	212,053	
- STATS DIVERSIONS (PROVISIONAL SUM)	2,000,000	1,151,790	848,210	
- PART 1 CLAIMS	1,000,000	575,895	424,105	
			-	
PROFESSIONAL FEES			-	
- PROFESSIONAL FEES BUDGET	7,178,078	4,810,940	2,367,138	Including planning, design, land agent, business case, Project Management, Cost Consultant, Supervision etc
- PUBLIC INQUIRY	500,000	287,947	212,053	
- NATIONAL HIGHWAYS - BONDS, SUPERVISION, INSPECTIONS FEES AND COMMUTED SUM	Excluded	Excluded	Excluded	
- NETWORK RAIL COSTS	1,200,000	1,200,000	-	
- SURVEYS/ENABLING WORKS	Included	Included	Included	
- LOCAL AUTHORITY COMMUTED SUMS & MAINTENANCE	1,435,616	962,188	473,428	
			-	
RISK				
- RISK ALLOWANCE: 25% ALLOWANCE (PERCENTAGE BASED ONLY AT THIS STAGE)	11,256,501	7,490,050	3,766,451	
- OPTIMISM BIAS	Excluded	Excluded	Excluded	
TOTAL INCLUDING OTHER DEVELOPMENT COSTS, FEES, RISK	**56,282,506**	**37,450,252**	**18,832,255**	
INFLATION				
- INFLATION	Excluded	Excluded	Excluded	
SPEND TO DATE				
- HISTORIC SPEND TO DATE	Excluded	Excluded	Excluded	
GRAND TOTAL	**56,282,506**	**37,450,252**	**18,832,255**	

**Note: All figures exclude VAT.*

COTSWOLD DC LOCAL CONCEPT DESIGN - MORETON IN MARSH LINK ROAD
Order of Cost Estimate Nr 2.02
Jun-26
PROJECT SUMMARY

BENTLEY

FUNCTION SUMMARY

Job Name	: COTSWOLD DC LOCAL CONCEPT DESIGN - MORETON IN MARSH LINK ROAD
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Cost Base Date	: 1Q-26
Length of proposed road (m) - LINK A	: 2,671
Length of proposed road (m) - LINK B	: 1,967
Total Road Length (m)	: 4,638

COST A & B | COST A (INCLUDING DEDUCTION FOR STANDARD RESIDENTIAL CREDIT) | COST B (INCLUDING DEDUCTION FOR STANDARD RESIDENTIAL CREDIT)

DESCRIPTION OF THE WORKS	TOTAL					SOUTH EASTERN (2671M)					NORTHERN ROAD (1967m)					
	£	£/m	%	%	%	£	£/m	%	%	%	£	£/m	%	%	%	
			Fees	Construction (excluding risk & inflation)	Development			Fees	Construction (excluding risk & inflation)	Development			Fees	Construction (excluding risk & inflation)	Development	Comments
PRELIMS																
100 PRELIMINARIES	7,128,251	1,537	-	25%	13%	4,512,319	1,689	-	23%	12%	2,615,932	1,330	-	28%	14%	The prelims allowance covers main contractor running costs only; specific prelims such as traffic management, haul route, temporary works have been excluded.
MEASURED WORKS												-				
200 SITE CLEARANCE	198,666	43	-	1%	0%	126,744	47	-	1%	0%	71,922	37	-	1%	0%	-
300 FENCING	182,240	39	-	1%	0%	157,240	59	-	1%	0%	25,000	13	-	0%	0%	-
400 ROAD RESTRAINT SYSTEMS	160,428	35	-	1%	0%	96,257	36	-	1%	0%	64,171	33	-	1%	0%	-
500 DRAINAGE & SERVICE DUCTS	3,331,800	718	-	12%	6%	1,779,022	666	-	9%	5%	1,552,778	789	-	16%	8%	-
600 EARTHWORKS	2,760,110	595	-	10%	5%	1,606,893	602	-	8%	4%	1,153,217	586	-	12%	6%	-
700 PAVEMENTS	1,719,088	371	-	6%	3%	854,231	320	-	4%	2%	864,856	440	-	9%	5%	-
1100 KERBS, FOOTWAYS & PAVED AREAS	1,415,565	305	-	5%	3%	665,493	249	-	3%	2%	750,072	381	-	8%	4%	-
1200 TRAFFIC SIGNS AND ROAD MARKINGS	122,270	26	-	0%	0%	66,775	25	-	0%	0%	55,495	28	-	1%	0%	-
1300 ROAD LIGHTING COLUMNS AND BRACKETS, CCTV MASTS AND CANTILEVER MASTS	50,944	11	-	0%	0%	-	-	-	0%	0%	50,944	26	-	1%	0%	-
1400 ELECTRICAL WORK FOR ROAD LIGHTING AND TRAFFIC SIGNS	344,553	74	-	1%	1%	119,640	45	-	1%	0%	224,913	114	-	2%	1%	-
2500 SPECIAL STRUCTURES	5,818,280	1,254	-	20%	10%	5,818,280	2,178	-	30%	16%	-	-	-	0%	0%	-
2700 ACCOMMODATION WORKS, WORKS FOR STATUTORY UNDERTAKERS, PROVISIONAL SUMS AND PRIME COST ITEMS	1,450,000	313	-	5%	3%	835,047	313	-	4%	2%	614,953	313	-	6%	3%	-
3000 LANDSCAPE AND ECOLOGY	1,010,000	218	-	4%	2%	581,654	218	-	3%	2%	428,346	218	-	5%	2%	-
WORKS TOTAL	**25,692,194**	**5,539**	**-**	**89%**	**46%**	**17,219,595**	**6,447**	**-**	**89%**	**46%**	**8,472,600**	**4,307**	**-**	**89%**	**45%**	
CONTRACTOR OVERHEADS																
- MAIN CONTRACTOR'S - PRE-CONTRACT ECI Fee; 3%	770,766	166	-	3%	1%	516,588	193	-	3%	1%	254,178	129	-	3%	1%	Based on 3% ECI
- MAIN CONTRACTOR'S OVERHEADS & PROFIT: FEE @ 8.5%	2,249,352	485	-	8%	4%	1,507,576	564	-	8%	4%	741,776	377	-	8%	4%	Based on 8.5% of all construction costs
CONSTRUCTION VALUE (INCLUDING OH&P AND ECI)	**28,712,312**	**6,191**	**-**	**100%**	**51%**	**19,243,758**	**7,205**	**-**	**100%**	**51%**	**9,468,554**	**4,814**	**-**	**100%**	**50%**	
OTHER DEVELOPMENTS																
- LAND COSTS /COMPENSATION PAYMENT (Provisional Sum)	2,500,000	539	-	-	4%	1,439,737	539	-	-	4%	1,060,263	539	-	-	6%	
- LEGAL FEES	500,000	108	-	-	1%	287,947	108	-	-	1%	212,053	108	-	-	1%	
- STATS DIVERSIONS (PROVISIONAL SUM)	2,000,000	431	-	-	4%	1,151,790	431	-	-	3%	848,210	431	-	-	5%	
- PART 1 CLAIMS	1,000,000	216	-	-	2%	575,895	216	-	-	2%	424,105	216	-	-	2%	
PROFESSIONAL FEES																
- PROFESSIONAL FEES BUDGET	7,178,078	1,548	13%	-	13%	4,810,940	1,801	13%	-	13%	2,367,138	1,203	13%	-	13%	Including planning, design, land agent, business case, Project Management, Cost Consultant, Supervision etc
- PUBLIC INQUIRY	500,000	108	1%	-	1%	287,947	108	1%	-	1%	212,053	108	1%	-	1%	
- NATIONAL HIGHWAYS - BONDS, SUPERVISION, INSPECTIONS FEES AND COMMUTED SUM	Excluded	-	-	-	-	Excluded	-	-	-	-	Excluded	-	-	-	-	
- NETWORK RAIL COSTS	1,200,000	259	2%	-	2%	1,200,000	449	3%	-	3%	-	-	0%	-	0%	
- SURVEYS/ENABLING WORKS	Included	-	-	-	-	Included	-	-	-	-	Included	-	-	-	-	
- LOCAL AUTHORITY COMMUTED SUMS & MAINTENANCE	1,435,616	310	3%	-	3%	962,188	360	3%	-	3%	473,428	241	3%	-	3%	
RISK																
- RISK ALLOWANCE: 25% ALLOWANCE (PERCENTAGE BASED ONLY AT THIS STAGE)	11,256,501	2,427	20%	-	20%	7,490,050	2,804	20%	-	20%	3,766,451	1,915	20%	-	20%	
- OPTIMISM BIAS	Excluded	-	-	-	-	Excluded	-	-	-	-	Excluded	-	-	-	-	
TOTAL INCLUDING OTHER DEVELOPMENT COSTS, FEES, RISK	**56,282,506**	**12,135**	**38%**	**n/a**	**100%**	**37,450,252**	**14,021**	**39%**	**n/a**	**100%**	**18,832,255**	**9,574**	**36%**	**n/a**	**100%**	
INFLATION																
- INFLATION	Excluded	-	-	-	-	Excluded	-	-	-	-	Excluded	-	-	-	-	
SPEND TO DATE																
- HISTORIC SPEND TO DATE	Excluded	-	-	-	-	Excluded	-	-	-	-	Excluded	-	-	-	-	
GRAND TOTAL	**56,282,506**	**12,135**	**38%**	**n/a**	**100%**	**37,450,252**	**14,021**	**39%**	**n/a**	**100%**	**18,832,255**	**9,574**	**36%**	**n/a**	**100%**	

*Note: All figures exclude VAT.

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Description	Qty	Unit	Rate	Total	SOUTHERN ROAD (2671m) - assumed all through development				NORTHERN ROAD - (1967m) 1335M assumed through development				Comments and Assumptions
	COST A & B				COST A (REDUCED COST)				COST B (REDUCED COST)				
				£	QTY	Unit	Rates	Total	QTY	Unit	Rates	Total	
100 PRELIMINARIES													
General Contractor Preliminaries: based on benchmark data													
Management and Staff; labour, security, transport, site accommodation, running costs, employers facilities, living accomodation, sub-contractor attendance, testing	1	Item	4,640,985.83	4,640,985.83		25%	12,707,275.75	3,176,818.94		25%	5,856,667.59	1,464,166.90	
Haul Route													
Topsoil/top layer of material strip for haul route; including deposition on site not exceeding 500m to storage; assumed 4.5m wide; 450mm thick topsoil	1	Item	32,643.91	32,643.91	5,481	m3	3.43	18,799	4,036	m3	3.43	13,844	
Deposition of acceptable material Class 5A in site stockpile; anticipated that there will be a need to move to designated stockpiled areas	1	Item	32,643.91	32,643.91	5,481	m3	3.43	18,799	4,036	m3	3.43	13,844	
Disposal of class 5A; on-site	1	Item	333,101.16	333,101.16	5,481	m3	35.00	191,831	4,036	m3	35.00	141,270	
Haul routes; 6F5; allowed 4.5m wide x 500mm thick; allowance included for 7nr passing places	1	Item	547,237.62	547,237.62	5,481	m3	57.50	315,151	4,036	m3	57.50	232,086	
Repairs to haul route throughout construction; allowance 35% of original cost	1	Item	330,969.31	330,969.31		35%	544,581.43	190,604		35%	401,045.18	140,366	
Reinstatement and Disposal of Haul Route													
Assumed that haul route will remain in place following construction	-	-	Excluded	Excluded	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	
Temporary Works													
Temporary Works budget; temporary bridges etc	1	Item	1,391,400.00	1,391,400.00	2,671	m	300.00	801,300	1,967	m	300.00	590,100	
Temporary Works Design													
Temporary Works Design Professional Fees Budget	1	Nt	Included	Included	1	Nt	Incldued	Included	1	Nt	Incldued	Included	
Traffic Management													
Traffic Management Budget	1	Item	927,600.00	927,600.00	2,671	m	200.00	534,200	1,967	m	200.00	393,400	
Road Diversion Works													
Provisional Sum construction of diversions off-line	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	
Traffic Management: Night Working and TSCO													
TSCO Budget/Maintenance Crew	1	Item	Included	Included	1	Item	Included	Included	1	Item	Included	Included	
TSCO Budget/Maintenance Crew Nights	1	Item	Included	Included	1	Item	Included	Included	1	Item	Included	Included	
Residential Developer Credit													
Allowance for credit for provision of the haul road	1	Item	-1,108,330.86	-1,108,330.86	1	Item	735,184.93	-735,184.93	1	Item	373,145.93	-373,145.93	
TOTAL PRELIMINARIES CARRIED TO SUMMARY				**7,128,250.89**				**4,512,318.94**				**2,615,931.95**	
200 SITE CLEARANCE													

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	COST A & B				COST A (REDUCED COST)				COST B (REDUCED COST)				
				£	QTY	Unit	Rates	Total	QTY	Unit	Rates	Total	
General Site Clearance													
General clearance to the red-line area; including trees, hedges and vegetation removal; including land drainage requirements; 10% added for ancillary areas; for example ponds	1	Item	72,104.75	72,104.75	7.60	hec	5,557.42	42,255.40	5.37	hec	5,557.42	29,849.35	
Fire College Works													
Remediation to the fire service college	1	Item	Excluded	Excluded	-	-	n/a	n/a	1	Item	Excluded	Excluded	
Further Site Clearance													
Removal of redundant signage, street lighting, redundant drainage, breaking out kerbs													
A429 Fosse Way	1	Item	25,000.00	25,000.00	1	Nt	n/a	n/a	1	Item	25,000.00	25,000.00	
Todenham Road	1	Item	25,000.00	25,000.00	1	Nt	n/a	n/a	1	Item	25,000.00	25,000.00	
A44 London Road	1	Item	25,000.00	25,000.00	1	Item	25,000.00	25,000.00	1	Nt	n/a	n/a	
Evenlode Road	1	Item	25,000.00	25,000.00	1	Item	25,000.00	25,000.00	1	Nt	n/a	n/a	
A429 Stow Road	1	Item	25,000.00	25,000.00	1	Item	25,000.00	25,000.00	1	Nt	n/a	n/a	
Other Site Clearance / Demolition works													
Link A Area: Small Farm Buildings	1	Item	25,000.00	25,000.00	1	Item	25,000.00	25,000.00	1	Item	Excluded	Excluded	
Link B: Removal/Relocation of Existing Solar Panels	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	
Residential Developer Credit													
Allowance for standard developer credit for site clearance	1	Item	-23,439.09	-23,439.09	- 2.79	hec	5,557.42	- 15,511.84	- 1.43	hec	5,557.42	- 7,927.24	
TOTAL SITE CLEARANCE CARRIED TO SUMMARY				**198,665.66**				**126,743.56**				**71,922.10**	
300 FENCING													
Temporary Fencing													
Temporary security fencing; assumed 100% required along the route both sides; costs to remove fencing and credit back assumed to be cost neutral	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	Included within temporary works allowance.
Tree protection works	1	Item	50,000.00	50,000.00	1	PS	25,000.00	25,000.00	1	PS	25,000.00	25,000.00	No details at this stage. 1km allowance for phase included.
Permanent Fencing and Gates													
Highway demarcation fencing; 3 rail timber type fencing	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	Highway fencing assumed to be required.
Ancillary fencing to ponds and field access points; post and 3 rail fining	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	
Concrete foundation to timber main and intermediate post; 7m	1	Item	Included	Included	1	Nr	Included	Included	1	Nr	Included	Included	
Metal field gate; allowance 1per km	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	
Vehicle barrier; allowance 1 per 2.5km	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	

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Description	Qty	Unit	Rate	Total	SOUTHERN ROAD (2671m) - assumed all through development				NORTHERN ROAD - (1967m) 1335M assumed through development				Comments and Assumptions
	COST A & B				COST A (REDUCED COST)				COST B (REDUCED COST)				
				£	QTY	Unit	Rates	Total	QTY	Unit	Rates	Total	
Timber stile; 1 per 2km	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	
Acoustic Fencing													
Acoustic Fencing; adjacent to Henmarsah way; 2m high acoustic fencing	1	m	132,240.00	132,240.00	551	m	240.00	132,240.00		-	n/a	n/a	No further allowance for acoustic fencing included.
Residential Developer Credit													
Allowance for standard developer credit	1	Item	n/a	n/a	1	Item	n/a	n/a	1	Item	n/a	n/a	No standard fencing costs included by the developer.
TOTAL FENCING CARRIED TO SUMMARY				**182,240.00**				**157,240.00**				**25,000.00**	
400 ROAD RESTRAINT SYSTEMS													
All Junction Locations													
Allowance for road restraints per junction	1	Item	160,428.40	160,428.40	3	Nr	32,085.68	96,257.04	2	Nr	32,085.68	64,171.36	Assume 4x25m N2-W2 & 8nr P2 terminals +60m P2 barrier. Allowance to be confirmed.
Residential Developer Credit													
Allowance for standard developer credit	1	Item	n/a	n/a	1	Item	n/a	n/a	1	Item	n/a	n/a	No standard fencing costs included by the developer.
TOTAL ROAD RESTRAINTS CARRIED TO SUMMARY				**160,428.40**				**96,257.04**				**64,171.36**	
500 DRAINAGE & SERVICE DUCTS													
Highway Drainage													
Highway drainage; including above ground attenuation requirements	1	Item	4,869,900.00	4,869,900.00	2,671	m	1,050.00	2,804,550.00	1,967	m	1,050.00	2,065,350.00	Benchmark allowance from previous schemes.
Residential Developer Credit													
Allowance for standard storm water drainage credit	1	Item	-1,538,100.03	-1,538,100.03	- 2,671	m	383.95	- 1,025,528.00	- 1,335	m	383.95	- 512,572.03	Assumed 225mm drainage at 1.75m deep, 1200 manholes at 30m centres based on 5.5m wide road. 602m non-fantage road included.
TOTAL DRAINAGE & SERVICE DUCTS CARRIED TO SUMMARY				**3,331,799.97**				**1,779,022.00**				**1,552,777.97**	
600 EARTHWORKS													
Capping													
430mm thick capping layer; assumed 6F2 material	1	Item	851,986.04	851,986.04	8,499	Item	57.73	490,654.31	6,259	m3	57.73	361,331.72	Capping thickness assumed to 430mm thick.
Earthworks: topsoil													
Excavation of acceptable material Class 5A in cutting and other excavation	1	Item	61,252.46	61,252.46	10,323	m3	3.43	35,406.24	7,535	m3	3.43	25,846.22	
Deposition of acceptable 5A material in Site Stockpile	1	Item	89,289.30	89,289.30	5,161	m3	10.00	51,612.60	3,768	m3	10.00	37,676.70	
Disposal of acceptable material Class 5A; allowance for 50% off-site	1	Item	312,512.55	312,512.55	5,161	m3	35.00	180,644.10	3,768	m3	35.00	131,868.45	Assumed 50% of total topsoil generated will be disposed off-site
Earthworks: subsoil													

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Description	Qty	Unit	Rate	Total	SOUTHERN ROAD (2671m) - assumed all through development				NORTHERN ROAD - (1967m) 1335M assumed through development				Comments and Assumptions
	COST A & B				COST A (REDUCED COST)				COST B (REDUCED COST)				
				£	QTY	Unit	Rates	Total	QTY	Unit	Rates	Total	
Excavation of acceptable material excluding Class 5A in cutting and other excavation	1	Item	412,036.24	412,036.24	72,131	m3	3.66	263,998.64	40,447	m3	3.66	148,037.60	Quantity assumed to be based on excavation of road depth, plus an allowance of 2m cut for 50% of site and placed as fill.
Deposition													
Deposition of acceptable material in embankments and other areas of fill	1	Item	381,440.00	381,440.00	51,170	m3	5.00	255,851.00	25,118	m3	5.00	125,589.00	
Deposition of acceptable material in embankments and other areas of fill; allowance for additional handling of material	1	Item	267,008.00	267,008.00	51,170	m3	3.50	179,095.70	25,118	m3	3.50	87,912.30	
Imported Material													
Imported acceptable material Class 1/2 in embankments and other areas of fill	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	
Imported acceptable material Class 6F5 in embankments and other areas of fill	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	
Compaction													
Compaction of acceptable material Class 1/2 in embankments and other areas of fill	1	Item	34,329.60	34,329.60	51,170	m3	0.45	23,026.59	25,118	m3	0.45	11,303.01	
Compaction of acceptable material Class 6f5 in embankments and other areas of fill	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	
Disposal													
Disposal of acceptable material Class 1/2	1	Item	1,270,157.28	1,270,157.28	20,961	m3	35.00	733,620.16	15,330	m3	35.00	536,537.12	Balance of earthworks subsoil quantities assumed to be taken off-site
Breaking out: redundant carriageway													
Breaking out existing carriageway; full construction; disposal off site	1	Item	94,095.00	94,095.00	3,690	m2	18.00	66,420.00	1,538	m2	18.00	27,675.00	
Breaking out existing footpaths; full construction; disposal off-site	1	Item	7,938.00	7,938.00	441	m2	18.00	7,938.00	-	m2	18.00	-	
Residential Developer Credit													
Allowance for standard earthworks to road areas	1	Item	-1,021,934.71	-1,021,934.71	- 2,671	m	255.10	- 681,374.84	- 1,335	m	255.10	- 340,559.87	
TOTAL EARTHWORKS CARRIED TO SUMMARY				**2,760,109.76**				**1,606,892.51**				**1,153,217.25**	
700 PAVEMENTS													
Scarifying, Planing and Burning Off													
Planing out existing carriageway; disposal off site; breaking out carriageway; 100mm	1	Item	Excluded	Excluded	-	m2	3.40	-	-	m2	3.40	-	
Sub-base													

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	COST A & B				COST A (REDUCED COST)				COST B (REDUCED COST)				
				£	QTY	Unit	Rates	Total	QTY	Unit	Rates	Total	
Sub base to roads; 250mm thick in carriageway, carriageway separation, hard shoulder and hard strip	1	Item	494,744.74	494,744.74	4,274	m3	66.67	284,920.91	3,147	m3	66.67	209,823.82	Sub-base assumed 250mm
Pavement													
Base course; 260 thick in carriageway, carriageway separation, hard shoulder and hard strip	1	Item	1,632,576.00	1,632,576.00	17,094	m2	55.00	940,192.00	12,589	m2	55.00	692,384.00	Road build-up based on other similar schemes.
Binder Course; 65mm thick in carriageway, carriageway separation, hard shoulder and hard strip	1	Item	415,564.80	415,564.80	17,094	m2	14.00	239,321.60	12,589	m2	14.00	176,243.20	
Surface course; hot rolled asphalt; 35mm thick in carriageway, carriageway separation, hard shoulder and hard strip	1	Item	593,664.00	593,664.00	17,094	m2	20.00	341,888.00	12,589	m2	20.00	251,776.00	
extra over; high friction surfacing; approaches only	1	Item	133,574.40	133,574.40	2,564	m2	30.00	76,924.80	1,888	m2	30.00	56,649.60	
Tack Coat													
Tack coat	1	Item	29,683.20	29,683.20	17,094	m2	1.00	17,094.40	12,589	m2	1.00	12,588.80	
Residential Developer Credit													
Allowance for standard pavement works	1	Item	-1,580,719.58	-1,580,719.58	- 14,691	m2	71.21	- 1,046,110.51	- 7,508	m2	71.21	- 534,609.08	Standard road specification with thinner base course.
TOTAL PAVEMENTS CARRIED TO SUMMARY				**1,719,087.56**				**854,231.21**				**864,856.35**	
1100 KERBS, FOOTWAYS & PAVED AREAS													
Kerbs and Edging													
New kerbs; Aco kerbs to central roundabout; 10% extra over	1	Item	184,238.86	184,238.86	554	m	194.14	107,572.97	395	m	194.14	76,665.89	
New kerbs; HB kerb to both sides of each carriageway	1	Item	530,111.40	530,111.40	5,541	m	55.86	309,520.26	3,949	m	55.86	220,591.14	
Edgings to footways	1	Item	328,820.34	328,820.34	5,199	m	31.37	163,092.63	5,283	m	31.37	165,727.71	
Footways / Cycleways													
Sub base; 160mm thick	1	Item	Included	Included	2,770	m3	Included	Included	2,005	m3	Included	Included	
Geotextile membrane	1	Item	Included	Included	17,314	m2	Included	Included	12,529	m2	Included	Included	
Binder Course; 50mm thick	1	Item	Included	Included	17,314	m2	Included	Included	12,529	m2	Included	Included	
Surface course; 20mm thick	1	Item	1,598,987.94	1,598,987.94	17,314	m2	53.58	927,684.12	12,529	m2	53.58	671,303.82	
extra over for tactile paving areas	1	Item	283,508.50	283,508.50	866	m2	190.00	164,483.00	626	m2	190.00	119,025.50	
Public Right of Way Footpath													
Sub base; 250mm thick	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	
Geotextile membrane	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	
Binder Course; 50mm thick	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	

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	COST A & B				COST A (REDUCED COST)				COST B (REDUCED COST)				
				£	QTY	Unit	Rates	Total	QTY	Unit	Rates	Total	
Surface course; 20mm thick	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	
Edging	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	
Excavation/Desposition	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	
Residential Developer Credit													
Allowance for standard kerbs and footpath credits	1	Item	-1,510,101.76	-1,510,101.76	- 2,671	m	376.96	- 1,006,860.16	- 1,335	m	376.96	- 503,241.60	Assumed 4m2 footpath & 2m kerb and edging per m.
TOTAL KERBS, FOOTWAYS & PAVED AREAS CARRIED TO SUMMARY				**1,415,565.28**				**665,492.82**				**750,072.46**	
1200 TRAFFIC SIGNS & ROAD MARKINGS													
Road Markings	1	Item	69,570.00	69,570.00	2,671	m	15.00	40,065.00	1,967	m	15.00	29,505.00	Benchmarked rates from previous schemes
Road Signs	1	Item	92,760.00	92,760.00	2,671	m	20.00	53,420.00	1,967	m	20.00	39,340.00	Benchmarked rates from previous schemes
Consequential Signage	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	
Residential Developer Credit													
Allowance for standard roadS AND SIGNS	1	Item	-40,060.00	-40,060.00	- 2,671	m	10.00	- 26,710.00	- 1,335	m	10.00	- 13,350.00	
TOTAL TRAFFIC SIGNS AND ROAD MARKINGS CARRIED TO SUMMARY				**122,270.00**				**66,775.00**				**55,495.00**	
1300 ROAD LIGHTING COLUMNS AND BRACKETS, CCTV MASTS AND CANTILEVER MASTS													
Street Lighting													
New street lighting installation; comprising column 10m high; aluminium passively safe columns; including termination	1	Item	386,500.00	386,500.00	89	Nr	2,500.00	222,583.33	66	Nr	2,500.00	163,916.67	
Bollard Lighting to Footpath													
Lighting to PROW	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	
Residential Developer Credit													
Allowance for standard street lighting	1	Item	-335,556.36	-335,556.36	- 89	Nr	2,500.00	- 222,583.33	- 45	Nr	2,500.00	- 112,973.03	
TOTAL ROAD LIGHTING CARRIED TO SUMMARY				**50,943.64**				**0.00**				**50,943.64**	
1400 ELECTRICAL WORK FOR ROAD LIGHTING AND TRAFFIC SIGNS													
Cabling / Feeder Pillars													
Supply & install 6mm 3 Core XLPE/SWA/XLPE cable in ducting (Note - ducting laid in above items)	1	Item	74,208.00	74,208.00	5,342	m	8.00	42,736.00	3,934	m	8.00	31,472.00	
Feeder Pillar; 1nr per 28 street lights	1	Item	29,389.29	29,389.29	2	Nr	6,500.00	14,168.45	2	Nr	6,500.00	15,220.83	
Extra over; 3 phase fillar pillar	1	Item	40,000.00	40,000.00	1	Nr	20,000.00	20,000.00	1	Nr	20,000.00	20,000.00	
Ducting / Chambers for Street Lighting													

COTSWOLD DC LOCAL CONCEPT DESIGN
Order of Cost Estimate Nr 2.02
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BENTLEY

Description	Qty	Unit	Rate	Total	SOUTHERN ROAD (2671m) - assumed all through development				NORTHERN ROAD - (1967m) 1335M assumed through development				Comments and Assumptions
	COST A & B				COST A (REDUCED COST)				COST B (REDUCED COST)				
				£	QTY	Unit	Rates	Total	QTY	Unit	Rates	Total	
Street lighting chambers	1	Item	98,944.00	98,944.00	71	Nr	800.00	56,981.33	52	Nr	800.00	41,962.67	
Trenching for 2nr ducts; 450mm depth in verge; 2 x100mm HDPE ducts	1	Item	788,460.00	788,460.00	5,342	m	85.00	454,070.00	3,934	m	85.00	334,390.00	Assumed 2nr ducts both sides of the road
Trenching for 2nr ducts; 450mm depth in verge; 2 x100mm HDPE ducts; carriageway (road crossings)	1	Item	148,416.00	148,416.00	534	m	160.00	85,472.00	393	m	160.00	62,944.00	
Residential Developer Credit													
Allowance for standard electrical works to street lighting	1	Item	-834,864.22	-834,864.22	- 1	Item	553,787.33	- 553,787.33	- 1	Item	281,076.89	- 281,076.89	Feeder pillar and road crossing deemed abnormal and outside standard costs
TOTAL ELECTRICAL WORK CARRIED TO SUMMARY				**344,553.07**				**119,640.45**				**224,912.61**	
2500 SPECIAL STRUCTURES													
Bridge Structure													
Bridge Structure 1; Rail Bridge (42m x 13.4m)	563	m2	7,800.00	4,389,840.00	563	m2	7,800.00	4,389,840.00	1	Nt	Excluded	Excluded	Bridge Span to be verified by TTC
Bridge Structure 2; Bridge Crossing (13 x 13.4m)	174	m2	8,200.00	1,428,440.00	174	m2	8,200.00	1,428,440.00	1	Nt	Excluded	Excluded	Bridge Span to be verified by TTC
Imported Fill Material for Bridge Abutments	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	Imported fill to be verfied by TTC
TOTAL SPECIAL STRUCTURES CARRIED TO SUMMARY				**5,818,280.00**				**5,818,280.00**				**-**	
2700 ACCOMMODATION WORKS, WORKS FOR STATUTORY UNDERTAKERS, PROVISIONAL SUMS AND PRIME COST ITEMS													
Retaining Structures	1	Item	Excluded	Excluded	1	PS	Excluded	Excluded	1	PS	Excluded	Excluded	Assumed no retaining structures are required.
Off-site Stats Connection for Street Lighting	1	Item	150,000.00	150,000.00	1	PS	86,384.22	86,384.22	1	PS	63,615.78	63,615.78	Provisional Sum to be verfied by specialist consultant.
Archaeology Works	1	Item	1,300,000.00	1,300,000.00	1	PS	748,663.22	748,663.22	1	PS	551,336.78	551,336.78	Provisional Sum to be verfied by specialist consultant.
Flood Mitigation	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	Provisional Sum to be verfied by specialist consultant.
Biodiversity Net Gain Allowance	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	Provisional Sum to be verfied by specialist consultant.
Accommodation works to the existing sewerage team works	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	1	Item	Excluded	Excluded	Provisonal sum: No information at this stage
TOTAL ACCOMMODATION WORKS, WORKS FOR STATUTORY UNDERTAKERS, PROVISIONAL SUMS AND PRIME COST ITEMS CARRIED TO SUMMARY				**1,450,000.00**				**835,047.43**				**614,952.57**	
3000 LANDSCAPING & ECOLOGY													
Landscaping works	1	Item	650,000.00	650,000.00	1	PS	374,331.61	374,331.61	1	PS	275,668.39	275,668.39	
Allowance for site wide landscaping; maintenance etc	1	Nt	Excluded	Excuded	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	
5 Year maintenance to period for Landscaping	1	Item	Excluded	Excuded	1	Nt	Excluded	Excluded	1	Nt	Excluded	Excluded	
Ecology Mitigation Works	1	PS	360,000.00	360,000.00	1	PS	207,322.12	207,322.12	1	Item	152,677.88	152,677.88	
TOTAL LANDSCAPING CARRIED TO SUMMARY				**1,010,000.00**				**581,653.73**				**428,346.27**	
TOTAL BUDGET COSTS				**25,692,194.23**				**17,219,594.69**				**8,472,599.54**	

COST SPLIT TO SHOW FULL COSTS AND CREDITS ARE APPLIED

SOUTH EASTERN ROAD

PRELIMS		FULL COST	IMPACT OF THE CREDITS	COST PLAN WITH CREDITS
100	PRELIMINARIES	5,247,503.87	- 735,184.93	4,512,318.94
MEASURED WORKS			-	-
200	SITE CLEARANCE	142,255.40	- 15,511.84	126,743.56
300	FENCING	157,240.00	-	157,240.00
400	ROAD RESTRAINT SYSTEMS	96,257.04	-	96,257.04
500	DRAINAGE & SERVICE DUCTS	2,804,550.00	- 1,025,528.00	1,779,022.00
600	EARTHWORKS	2,288,267.35	- 681,374.84	1,606,892.51
700	PAVEMENTS	1,900,341.71	- 1,046,110.51	854,231.21
1100	KERBS, FOOTWAYS & PAVED AREAS	1,672,352.98	- 1,006,860.16	665,492.82
1200	TRAFFIC SIGNS AND ROAD MARKINGS	93,485.00	- 26,710.00	66,775.00
1300	ROAD LIGHTING COLUMNS AND BRACKETS, CCTV MASTS AND	222,583.33	- 222,583.33	-
1400	ELECTRICAL WORK FOR ROAD LIGHTING AND TRAFFIC SIGNS	673,427.79	- 553,787.33	119,640.45
2500	SPECIAL STRUCTURES	5,818,280.00	-	5,818,280.00
2700	ACCOMMODATION WORKS, WORKS FOR STATUTORY	835,047.43	-	835,047.43
3000	LANDSCAPE AND ECOLOGY	581,653.73	-	581,653.73
	WORKS TOTAL	22,533,245.63	- 5,313,650.94	17,219,594.69

NORTHERN ROAD

PRELIMS		FULL COST	IMPACT OF THE CREDITS	COST PLAN WITH CREDITS
100	PRELIMINARIES	2,989,077.89	- 373,145.93	2,615,931.95
MEASURED WORKS				-
200	SITE CLEARANCE	79,849.35	- 7,927.24	71,922.10
300	FENCING	25,000.00	-	25,000.00
400	ROAD RESTRAINT SYSTEMS	64,171.36	-	64,171.36
500	DRAINAGE & SERVICE DUCTS	2,065,350.00	- 512,572.03	1,552,777.97
600	EARTHWORKS	1,493,777.12	- 340,559.87	1,153,217.25
700	PAVEMENTS	1,399,465.42	- 534,609.08	864,856.35
1100	KERBS, FOOTWAYS & PAVED AREAS	1,253,314.06	- 503,241.60	750,072.46
1200	TRAFFIC SIGNS AND ROAD MARKINGS	68,845.00	- 13,350.00	55,495.00
1300	ROAD LIGHTING COLUMNS AND BRACKETS, CCTV MASTS AND	163,916.67	- 112,973.03	50,943.64
1400	ELECTRICAL WORK FOR ROAD LIGHTING AND TRAFFIC SIGNS	505,989.50	- 281,076.89	224,912.61
2500	SPECIAL STRUCTURES	-	-	-
2700	ACCOMMODATION WORKS, WORKS FOR STATUTORY	614,952.57	-	614,952.57
3000	LANDSCAPE AND ECOLOGY	428,346.27	-	428,346.27
WORKS TOTAL		11,152,055.20	- 2,679,455.66	8,472,599.54
SUB-TOTAL CONSTRUCTION		33,685,300.83	- 7,993,106.60	25,692,194.23
ADDITIONAL PRELIMS SAVING ON ELEMENTS		1,721,193.93	- 1,721,193.93	n/a
		35,406,494.76	- 9,714,300.54	25,692,194.23
CONTRACTOR OVERHEADS				
-	MAIN CONTRACTOR'S - PRE-CONTRACT ECI Fee; 3%	1,062,194.84	- 291,429.02	770,765.83
-	MAIN CONTRACTOR'S OVERHEADS & PROFIT: FEE @ 8.5%	3,099,838.62	- 850,487.01	2,249,351.60
CONSTRUCTION VALUE (INCLUDING OH&P AND ECI)		39,568,528.22	- 10,856,216.56	28,712,311.66
OTHER DEVELOPMENTS				
-	LAND COSTS /COMPENSATION PAYMENT (Provisional Sum)	2,500,000.00	-	2,500,000.00
-	LEGAL FEES	500,000.00	-	500,000.00
-	STATS DIVERSIONS (PROVISIONAL SUM)	2,000,000.00	-	2,000,000.00
-	PART 1 CLAIMS	1,000,000.00	-	1,000,000.00
PROFESSIONAL FEES				
-	PROFESSIONAL FEES BUDGET	9,892,132.06	- 2,714,054.14	7,178,077.91
-	PUBLIC INQUIRY	500,000.00	-	500,000.00
-	NATIONAL HIGHWAYS - BONDS, SUPERVISION, INSPECTIONS	Excluded	-	Excluded
-	NETWORK RAIL COSTS	1,200,000.00	-	1,200,000.00
-	SURVEYS/ENABLING WORKS	Included	-	Included
-	LOCAL AUTHORITY COMMUTED SUMS & MAINTENANCE	1,978,426.41	- 542,810.83	1,435,615.58
RISK				
-	RISK ALLOWANCE: 25% ALLOWANCE	14,784,771.67	- 3,528,270.38	11,256,501.29
-	OPTIMISM BIAS	Excluded		Excluded
TOTAL INCLUDING OTHER DEVELOPMENT COSTS, FEES, RISK		73,923,858.36	- 17,641,351.92	56,282,506.45
INFLATION				
-	INFLATION	Excluded	Excluded	Excluded
SPEND TO DATE				
-	HISTORIC SPEND TO DATE	Excluded	Excluded	Excluded
GRAND TOTAL		73,923,858.36	- 17,641,351.92	56,282,506.45