

Need for the Scheme

At present, this section of the A430 Gloucester South West Bypass is a congestion point. With only two traffic lanes it represents a bottleneck in Gloucester's highway network, and as a result traffic is forced on to alternative routes through the City Centre causing congestion, reducing journey time reliability and creating potentially unsafe environments.

The proposal is reacting to significant redevelopment in the immediate local area and across Gloucestershire, including proposals as part of the Joint Core Strategy and developments within Gloucester. There is significant demand for access to this section of the network and for through traffic, including routes to the south including M5 J12, and to the A40 including the Forest of Dean and M5 North/M50 to the north.

Without improvements to the A430 Llanthony Road, the current problems of congestion and poor journey reliability will continue, and deteriorate. As a result, air quality would decline and access to planned and potential future development would be significantly hindered.

Traffic conditions are such that the peak periods are significantly congested and traffic often completely fills the SW Bypass back to the traffic lights at Over Causeway, and does not become freer flowing until further west at Hempsted.

Economic Growth

In recent years, Gloucester Quays and Gloucester Docks have seen significant private investment for both residential and commercial development. Continued investment is significantly more likely if the transport infrastructure is not a barrier or capacity constraint. The Gloucester South West Bypass (GSWB), Netheridge, Hempsted and Castlemead sections were built to standards, at the time of construction, determined by the funding available and known levels of committed development, with recognition that constrictions remained on the network. The completion of this stage of the GSWB would provide business confidence that there is continued investment in the local road infrastructure.

Funding

The estimated cost of the complete scheme is £4.97M with the scheme being funded from 2 main sources:

1. GFirst LEP - £2M Growth Deal funding to enable preliminary design, surveys and purchase of the land. This is subject to approval of a full business case.
2. GCC - £2.97M Capital funding to enable contract procurement and delivery of the road improvement scheme. (This includes £125K S106 contribution from the Hunt's Grove development).

Full Business Case

The Full Business Case (FBC) process is designed to ensure that investments are directed at the right schemes and that these are managed and delivered in the best way. This ensures that transport investment addresses important issues in an effective way, delivering value for money.

The core of each stage of the FBC is the 5-Case Model which ensures that schemes:

- Are supported by a robust case for change that fits with wider public policy objectives – the 'strategic case'
- Demonstrate value for money – the 'economic case'
- Are commercially viable – the 'commercial case'
- Are financially affordable – the 'financial case'
- Are achievable – the 'management case'.

Gfirst LEP

Set up by central Government in 2011 to work with local businesses, local voluntary organisations and Local authorities, the role of GFirst LEP (Gloucester First Local Enterprise Partnership) is to drive sustainable economic growth in the county, and by doing so, create jobs and business opportunities.

Run by a voluntary board of senior executives and elected representatives from Business and Local Authorities and a full time staff of 18 people. Based in the Growth Hub at the University of Gloucestershire. The LEP also supports a number of business sector groups that provide opportunities for business to "talk to government" directly.

