

What is the cost of the scheme?

The total estimated cost of WCTIS is **£22m**, and for WCWCI (walking and cycling) the estimated cost is **£1.6m**.

Who is paying for the scheme?

The funding is coming from a central government growth deal, via GFirst LEP, and is subject to approval of the Full Business Case (FBC).

What is the Full Business Case (FBC)?

The FBC is a document prepared by the Project Team and issued to the GFirst LEP for approval. The FBC includes an assessment of whether the scheme is fit for purpose and meets central and local government policies, it discusses what options have been considered, how options have been developed and if the scheme represents good value for money.

Why can't these funds be spent on routine maintenance, such as filling potholes?

These funds are specifically allocated for “Transformative Projects” that will drive economic development. The projects are focussed on transport infrastructure, skills infrastructure, business growth and to prepare sites for housing and business use.

These works are going to disrupt my journey, what are you going to do about this?

We will be maintaining access to businesses and residents, and will be working hard to minimise disruption to the general public. Lane closures will not take place during the morning and evening peaks.

GCC are also developing a Travel Plan for the A40 corridor, and are working with key employers and stakeholders in the area to encourage use of public transport, and to promote where possible a reduction in the need to travel by car in the peak periods. As the Travel Plan develops, information will be added to the WCTIS website.

How will you avoid creating excessive noise & air pollution during construction?

As part of the tender process for the contractor, GCC will define the requirements for methods of working in line with our carbon emission reduction commitments. GCC will also work with the contractors throughout the construction period to minimise the impact of noise and air pollution for residents and businesses.

Have you considered the potential environmental impacts of the scheme?

Yes, site survey work is in progress and will continue in order to assess the potential environmental impacts of the scheme, and determine how the design can mitigate any impacts. In May 2019 the County Council declared a climate emergency, and all major projects have to align with the carbon neutral ambitions for Gloucestershire.

How will our feedback be used to develop the designs?

As for Phases 1 and 2, all feedback from the public will be taken on-board by the design team. Where feasible and if in line with the overall aims of the scheme, changes will be made between the current drawings and the final designs. This will apply for Phases 3 and 4, and the walking and cycling designs. **Relevant** changes were made to Phases 1 and 2 as a result of the public share feedback, including introducing a formal pedestrian crossing on Fiddlers Green Lane.

Why are you sharing information on this scheme when works at Arle Court haven't started yet?

Early engagement with key stakeholders and the wider public is key to delivering transformational highway improvements. This input is critical to shaping this project and this is why we holding these events some way ahead of proposed construction. Works at Arle Court roundabout and along the eastbound Golden Valley (A40) will be starting in May. GCC undertook similar public share events for these works last year and those events played an important part in informing the scheme design and addressing concerns of local residents, businesses and commuters. Further details of these forthcoming works are available here; <https://www.gloucestershire.gov.uk/highways/major-projects-list/west-cheltenham-transport-improvement-schemes-uk-cyber-business-park/>

Full information is available on the website: <http://www.gloucestershire.gov.uk/WCTIS>

