

M5 Junction 10 Improvements Scheme

Public Consultation Report

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Document history

Client signoff

Client	Gloucestershire County Council
Project	M5 Junction 10 Improvements Scheme
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Glossary

All movements junction	A junction is classified as 'all movements', or free-flowing, when all the turning movements through a junction occur on slip roads, with different streams of traffic merging as opposed to coming to a stop.
Equality Impact Assessment (EqIA)	An assessment of whether a policy, project or scheme unlawfully discriminates against a protected characteristic group, as designated under the Equality Act (2010).
Grade separated roundabout	A roundabout constructed above or below the motorway and connects the motorway slip roads to the local roads.
Joint Core Strategy (JCS)	The Joint Core Strategy (JCS) is a partnership between Gloucester City Council, Cheltenham Borough Council and Tewkesbury Borough Council, which sets out a strategic planning framework for the three areas up to 2031.
Tier 1 stakeholders	Stakeholders identified as having a direct influence or interest in the scheme's design and progression.
Walking, Cycling and Horse riding (WCH)	<p>The term Non-Motorised User (NMU) was used in the scheme's consultation materials to refer to road-users such as pedestrians, cyclists and equestrians. The industry now uses the more inclusive term - WCH.</p> <p>As a result, this report will now use WCH when referring to pedestrians, cyclists and equestrians, as opposed to NMU.</p>
Staged Overview of Assessment Report (SOAR)	Report containing a non-technical overview of the existing and future conditions, the assessment of options for the M5 Junction 10 Improvement Scheme, and the results of the non-statutory Public Consultation. It recommends a preferred option to be taken forward into the next stage of scheme development, Preliminary Design.
Optioneering	An iterative process used to identify and assess scheme options.
Strategic Road Network (SRN)	Highways England manages the strategic road network (SRN) in England, comprising motorways and some A-roads.

Executive Summary

Introduction

This Public Consultation Report has been prepared to present a summary of the M5 Junction 10 Improvements Scheme options consultation which ran for six weeks from 14 October to 25 November 2020. In the consultation, three options were presented for M5 Junction 10 and a new link road to west Cheltenham, and a single design for both the A38/A4019 Junction Improvements at Coombe Hill and the A4019 widening.

Summary of options presented at consultation

Scheme element 1: Improvements to Junction 10 on the M5 and a new road linking Junction 10 to west Cheltenham

<ul style="list-style-type: none">Option 2 (purple): Upgrade existing junction with grade separated roundabout centred on the existing junction	<ul style="list-style-type: none">Option 2A (orange): Upgrade existing junction with grade separated roundabout offset to the north	<ul style="list-style-type: none">Option 2B (blue): Upgrade existing junction with grade separated roundabout offset to the south
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Scheme element 2: A38/A4019 Junction Improvements at Coombe Hill

- Option 3:** the existing left turn lane from the A38 onto the A4019 is replaced with a longer traffic-light controlled left turn lane.

Scheme element 3: A4019 widening, east of Junction 10

- Option 1:** the existing single carriageway would be converted to a dual carriageway by widening the road, mostly on the northern side.

The purpose of the options consultation was to:

- Identify a preferred option for a new Junction 10 design and a new link road to west Cheltenham: and
- Ensure that the proposed improvements at Coombe Hill and along the A4019 work for the local community and people who use the local road network.

The findings from the consultation have helped to contribute to the scheme's preferred route announcement (PRA) and will continue to shape preliminary designs for the scheme.

Approach to consultation

Due to the COVID-19 pandemic, no face to face engagement took place; this was in line with government guidelines in place at the time of consultation. Instead, all direct engagement was conducted virtually.

A range of consultation materials were produced to provide detailed information about the proposals, including:

Consultation brochure (hard copy and digital)	Consultation website	Scheme webpage on GCC Highways website	Stakeholder pack (hard copy and digital)
Talking Heads videos	Technical Appraisal Reports (TARs)		

Promotion of the scheme and materials included:



Analysis of responses

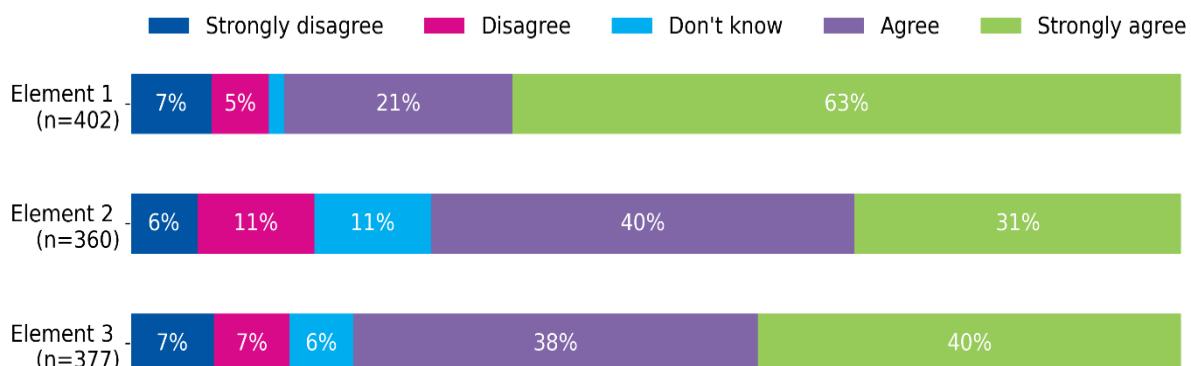
A total of 440 survey responses were received during the consultation period (425 online and 15 hardcopies), supplemented by written responses from Tier 1 stakeholders (18) and members of the public (18).

All the submitted responses were analysed to understand individual views and opinions on the proposals to inform the preferred route announcement and preliminary design.

High-level summary of findings

There was overall agreement from those that responded to the consultation survey (Appendix H) that the scheme was required across all elements.

To what extent do you agree the proposals are required for Scheme element 1: improvements to Junction 10 on the M5 and a new road linking Junction 10 to west Cheltenham, Scheme element 2: A38/A4019 Junction Improvements at Coombe Hill, and Scheme element 3: A4019 widening, east of Junction 10)?



Option 2 (purple) was also identified by survey respondents as the preferred alignment for scheme element 1: improvements to Junction 10 on the M5 and a new road linking Junction 10 to west Cheltenham, followed by Option 2A (orange).

Scheme Element 1: Option preference from consultation survey feedback



The key recurring matters raised across all forms of responses highlighted a strong desire to ensure:



Effectiveness of the consultation

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Analysis suggests that the consultation was effective in capturing:

- A wide range of users from those who never travel on the local network, through to those who use it daily;
- Individuals who live locally to Junction 10;
- A small sample of participants residing further from the scheme extent area;
- Individuals living in very close proximity to both the A4019 and Coombe Hill Junction; and
- Representatives of most social and demographic groups in the area.

Whilst the overall consultation process was deemed effective in targeting all social groups and users, there was evidence of dissatisfaction regarding the lack of live events with divided views over the effectiveness of the web platform. However, in line with government guidelines and to ensure public safety, it was not possible to hold face to face engagement activities. Gloucestershire County Council (GCC) will implement lessons learnt during the next round of consultation, in order to enhance the consultation experience for our stakeholders and the public.

Conclusions and Next Steps

The public consultation demonstrated that there is a level of support for all scheme elements.

Scheme element 1: Improvements to Junction 10 on the M5 and a new road linking Junction 10 to west Cheltenham

Of the three options presented during the public consultation, the preferred option for scheme element 1 was shown to be Option 2 (purple) (37%), followed by Option 2A (orange) (28%). The lowest level of preference was for Option 2B (blue) (6%).

These responses plus matters raised by individuals and organisations have been considered alongside the results of further assessment work to inform the choice of Option 2 as the preferred route. The assessment work is set out in the Staged Overview of Assessment Report (SOAR), which can be found online at www.goucestershire.gov.uk/J10

Scheme element 2: A38/A4019 Junction Improvements at Coombe Hill

As outlined in the SOAR, GCC will now be progressing scheme element 2 (A38/A4019 Junction Improvements at Coombe Hill) as a separate scheme in order to accelerate its delivery programme. Please check www.goucestershire.gov.uk/major-projects for progress updates on Coombe Hill.

Scheme element 3: A4019 widening, east of Junction 10

As a result of feedback gained through the consultation, GCC have undertaken a further review of the impacts and feasibility of widening to the north and has concluded that land take impacts could be reduced if the widening was moved to the south of the A4019. Under this option, the existing property/plot boundaries to the northern side of the A4019 at Uckington would be retained, representing a benefit to the greatest number of local residents.

Feedback collected during this options consultation alongside further technical findings will help to develop more detailed designs for these scheme elements. Stakeholders and members of the public will have a further opportunity to give feedback and voice their opinion on designs for the M5 Junction 10 Improvements Scheme during statutory consultation, expected to be in late 2021. After this consultation, further work will be completed to confirm the scheme before applying for planning consent.

1. Introduction

1.1. Overview

1.1.1. An options consultation, undertaken by Gloucestershire County Council (GCC) for the M5 Junction 10 Improvements Scheme, ran for six weeks from 14 October to 25 November 2020. This was a non-statutory consultation, to gather feedback that would help to identify a preferred option for upgrading M5 Junction 10, and to ensure that the proposed improvements at Coombe Hill and along the A4019 work for the local community and people who use the local road network.

1.1.2. This Report on Public Consultation (RPC) provides a summary of how the options consultation was carried out and how the responses received were analysed. The results of this analysis and an outline of how GCC has considered the responses have also been provided, along with an overview on the effectiveness of the consultation.

1.1.3. The findings of this report have helped to contribute to the scheme's preferred route announcement (PRA) and will continue to shape preliminary designs for the scheme. A further statutory consultation will be held in late 2021 when consultees will have another opportunity to share their views.

1.2. Scheme background

1.2.1. New housing and employment sites are proposed for development to the west of Cheltenham. To unlock these housing and job opportunities, GCC needs to ensure that there is sufficient highway capacity to accommodate the increased motorised and non-motorised traffic it will generate.

1.2.2. An all movements junction has been identified as a key infrastructure requirement to enable the housing and economic development proposed by the Gloucestershire Local Enterprise Partnership's (GFirst LEP's) Strategic Economic Plan and is central to the transport network sought by the council (GCC) in the adopted Gloucestershire Local Transport Plan. The planned housing and economic growth have been included by Cheltenham Borough, Tewkesbury Borough and Gloucester City Councils in the adopted Joint Core Strategy (JCS).

1.2.3. Highways England also identified that improvements to M5 Junction 10 are a critical requirement to maintain the safe and efficient operation of the M5 corridor in their Birmingham to Exeter Route Strategy, whilst enabling the planned development and economic growth around Cheltenham, Gloucester and Tewkesbury.

1.2.4. The objectives are:

- Objective 1: Provide the transport connections and network capacity in west and north-west Cheltenham to facilitate the delivery of housing and economic development sites allocated or safeguarded in the JCS.
- Objective 2: Provide a transport network in the west and north-west Cheltenham area with the levels of service, safety and accessibility to meet current and future needs.
- Objective 3: Provide greater connectivity between the Strategic Road Network (SRN) and the transport network in west and north-west Cheltenham.
- Objective 4: Provide a more integrated transport network by enabling opportunities to switch to more sustainable transport modes within and to west, north-west and central Cheltenham.
- Objective 5: Deliver a package of measures which is in keeping with the local environment and minimises any adverse environmental impacts.

1.3. Scheme timeline

1.3.1. A bid was submitted in March 2019 to Homes England for the Housing Infrastructure Fund (HIF), wherein an investment case was made for the following infrastructure improvements, which together make up the M5 Junction 10 Improvements Scheme:

- Scheme element 1: Improvements to Junction 10 on the M5 and a new road linking Junction 10 to west Cheltenham;
- Scheme element 2: A38/A4019 Junction Improvements at Coombe Hill; and
- Scheme element 3: A4019 widening, east of Junction 10.

1.3.2. An upgrade to Arle Court Park and Ride (now known as Arle Court Transport Hub) was also included as part of the package of improvements funded by Homes England. Gloucestershire County Council has decided to take this forward separately in order to accelerate the programme for this element of the scheme. More information about Arle Court Transport Hub will be made available online as the scheme progresses: www.goucestershire.gov.uk/ACTH.

1.3.3. Funding was successfully awarded by Homes England in March 2020. The project timeline is shown in Figure 1-1.

Figure 1-1 - Overall scheme timeline showing planned progression



1.4. Scheme elements

1.4.1. Several options for each of the elements involved in the M5 Junction 10 Improvements Scheme have been considered. Each have been subject to initial traffic, engineering and environmental surveys and assessments. GCC have worked closely with Tewkesbury Borough Council and Cheltenham Borough Council to understand local constraints and ensure that their aspirations for growth and development are accurately represented in our proposals.

1.4.2. For an option to have been taken forward to options consultation it must have been assessed to achieve the scheme objectives, be affordable and offer value for money. More detail about the optioneering process for each scheme element can be found in the consultation brochure (Appendix G) and supporting technical documents;

- [Technical Appraisal Report - M5 Junction 10 Volume 1;](#)
- [Technical Appraisal Report - Coombe Hill Junction & A4019 widening; and](#)
- [Preliminary Environmental Assessment of Options Report Non-Technical Summary.](#)

1.4.3. Table 1-1 presents a summary of the scheme elements and options that successfully passed through the initial optioneering process and that were presented during the options consultation. The location and detailed drawings of each option are presented in Figure 1-2 and Figure 1-3.

Table 1-1 - Summary of options presented at consultation

Scheme element 1: Improvements to Junction 10 on the M5 and a new road linking Junction 10 to west Cheltenham

Option 2 (purple): Upgrade existing junction with grade separated roundabout centred on the existing junction	<ul style="list-style-type: none"> • Option 2A (orange): Upgrade existing junction with grade separated roundabout offset to the north 	<ul style="list-style-type: none"> • Option 2B (blue): Upgrade existing junction with grade separated roundabout offset to the south
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Scheme element 2: A38/A4019 Junction Improvements at Coombe Hill

Option 3: The existing left turn lane from the A38 onto the A4019 is replaced with a longer traffic-light controlled left turn lane. Pedestrian crossing facilities are improved, and on-carriageway cycle lead-in lanes may be provided. Road lighting provision may be increased to improve safety.

Scheme element 3: A4019 widening, east of Junction 10

Option 1: The existing single carriageway would be converted to a dual carriageway by widening the road, mostly on the northern side. We are also looking at providing a segregated footway and cycleway to the north of the A4019 with appropriate crossing facilities to connect to properties to the south of the A4019.

Figure 1-2 - Location of the M5 Junction 10 Improvements scheme elements and development land at West and North West Cheltenham

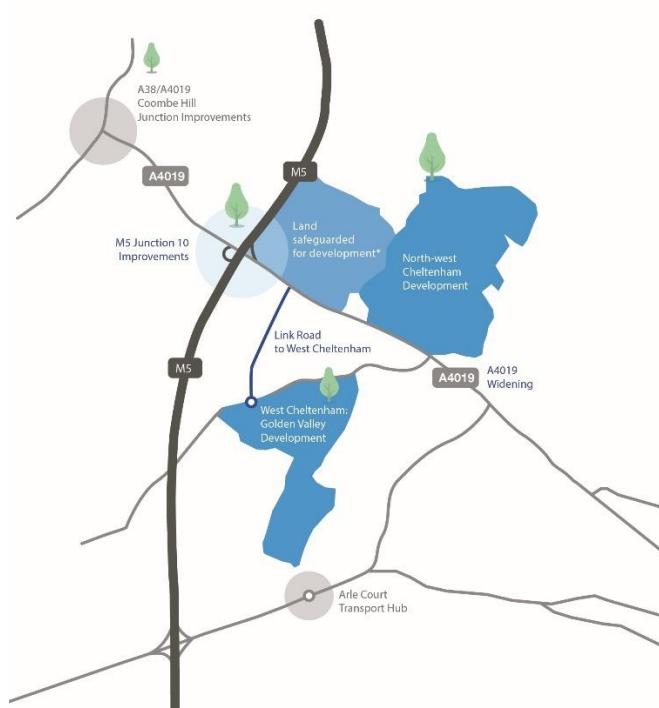
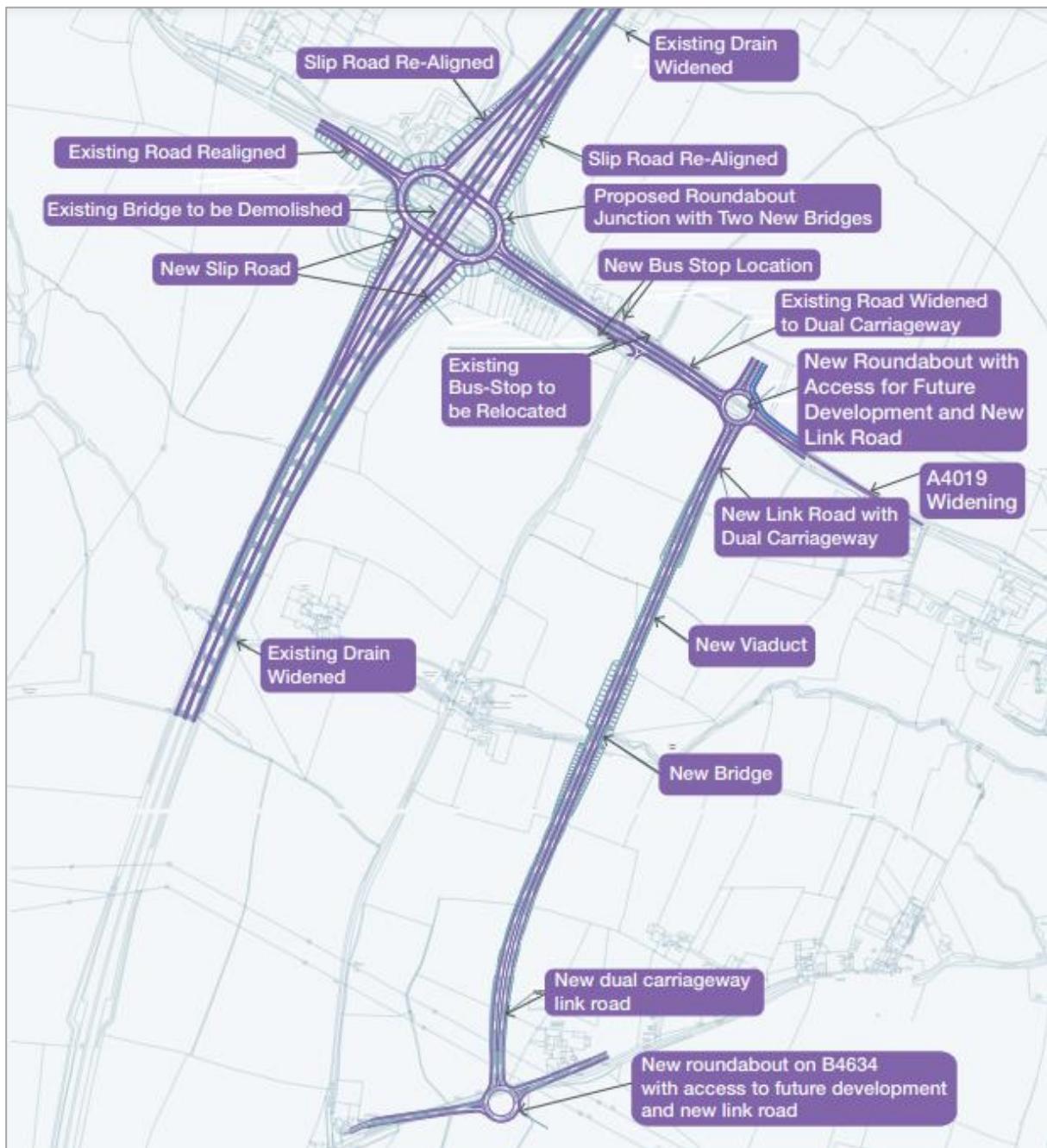


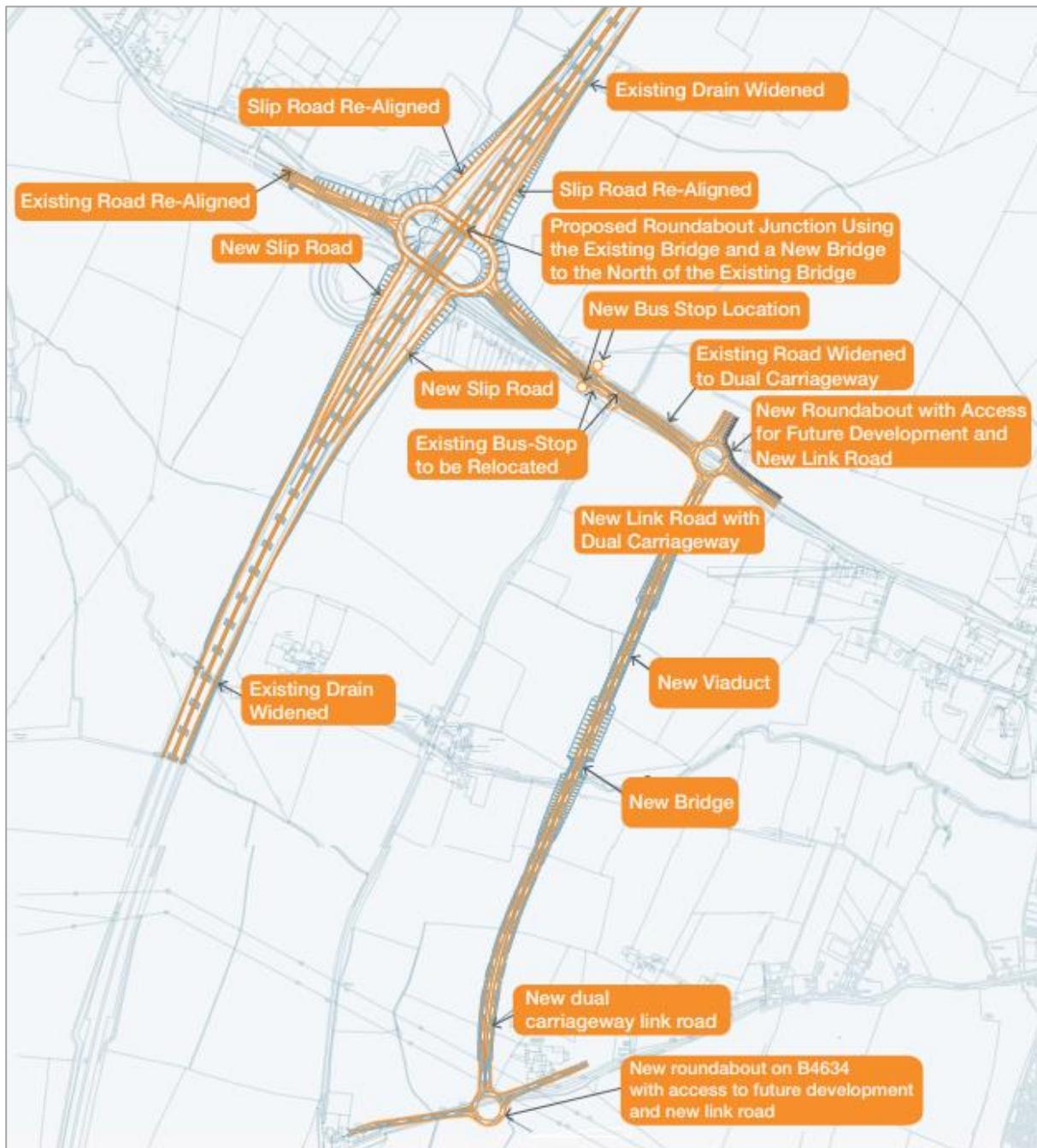
Figure 1-3 - Plans of proposed options presented at consultation

Scheme element 1: Improvements to Junction 10 on the M5 and a new road linking Junction 10 to west Cheltenham

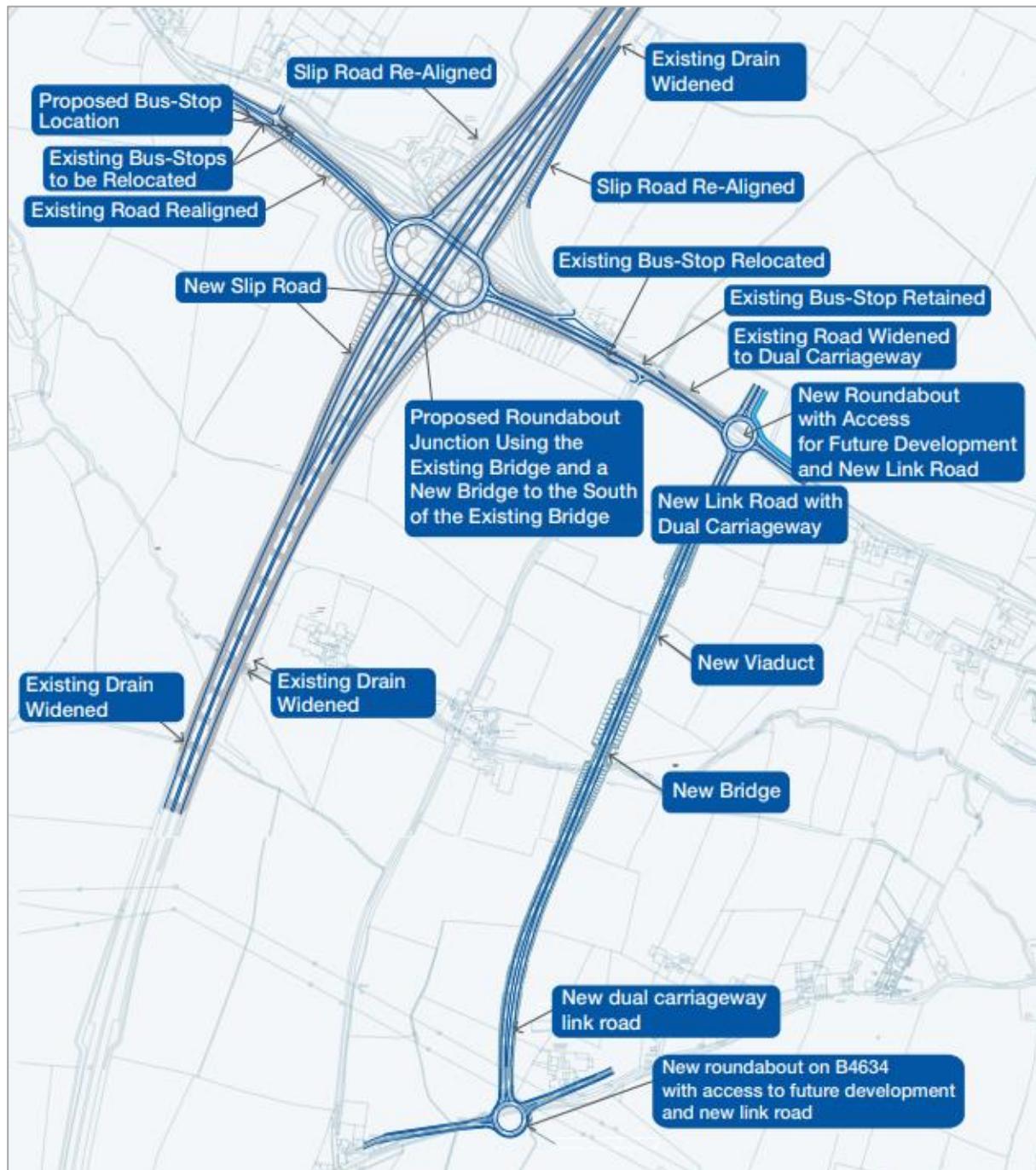
Option 2 (purple)



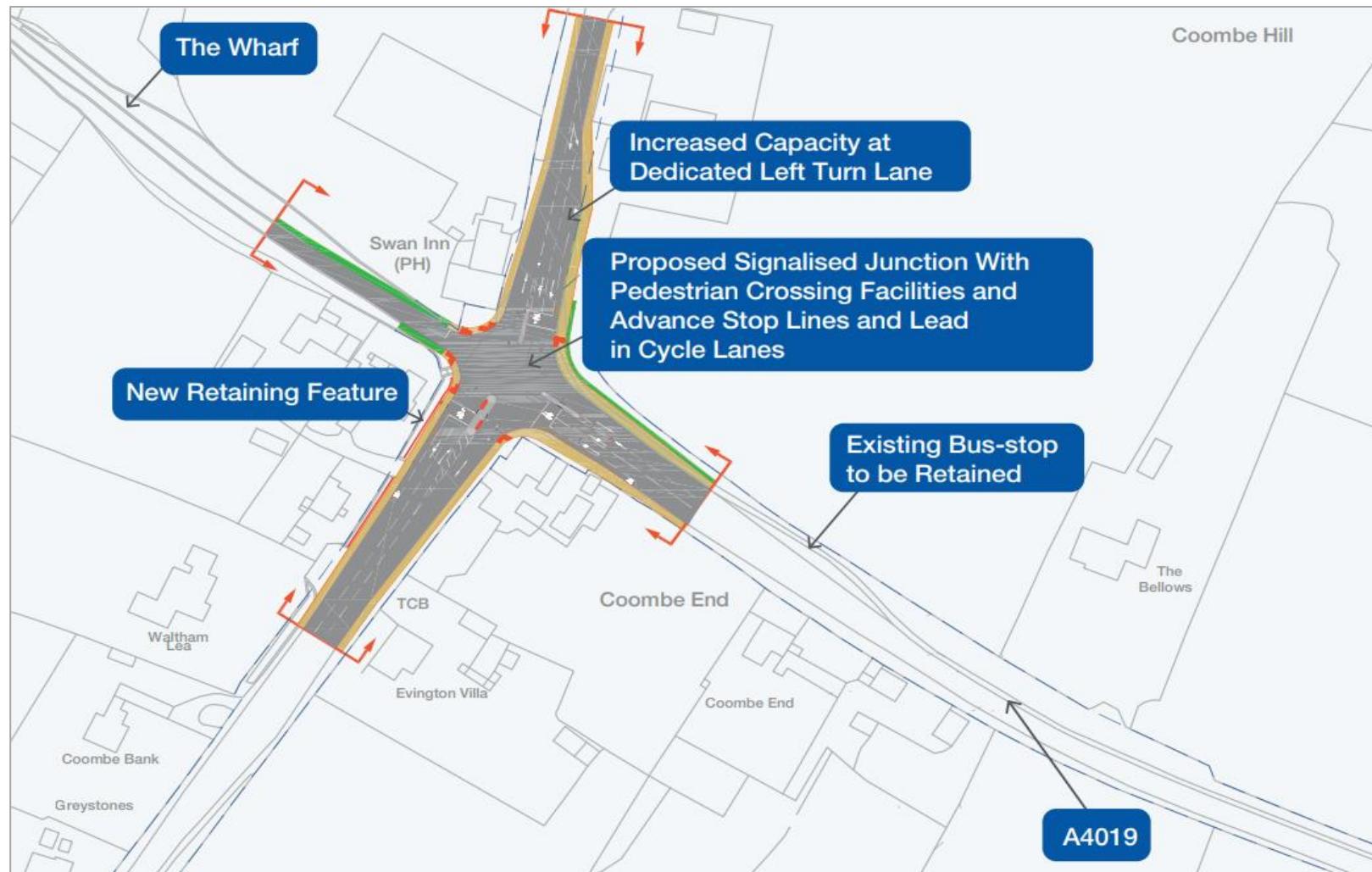
Option 2A (orange)



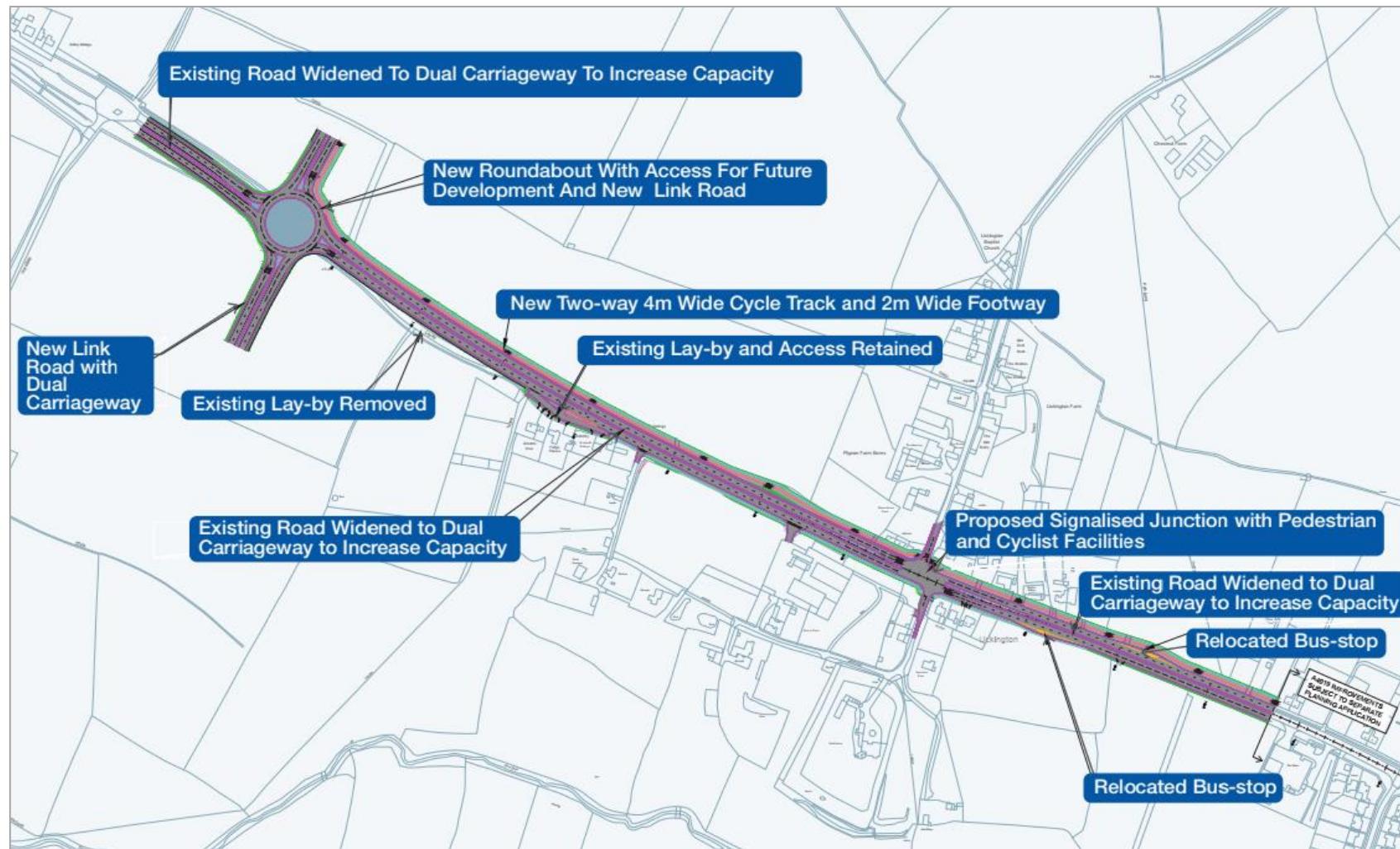
Option 2B (blue)



Scheme element 2: A38/A4019 Junction Improvements at Coombe Hill (Option 3)



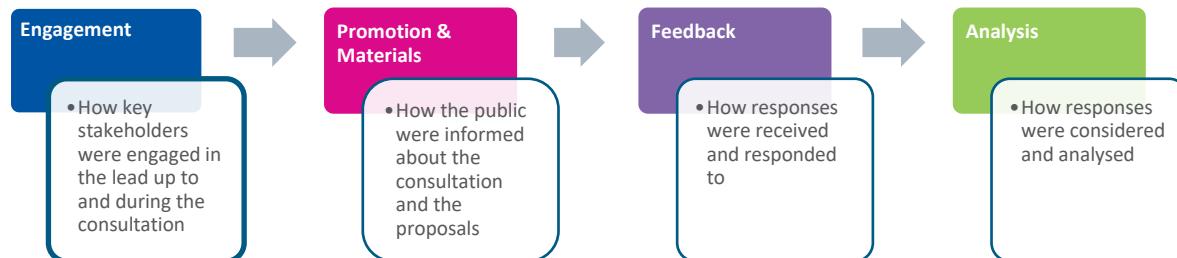
Scheme element 3: A4019 widening, east of Junction 10 (Option 1)



2. Approach to consultation

2.1.1. The M5 Junction 10 Improvements Scheme consultation ran for six weeks from 14 October to 25 November 2020. Figure 2-1 details the overall approach to consultation, which the structure of this section also follows.

Figure 2-1 - Key aspects of options consultation



2.2. Engagement

2.2.1. During a typical consultation, several face to face engagement events would be held locally, allowing stakeholders to learn more about the proposals and to ask the project team questions.

2.2.2. Due to the COVID-19 pandemic, no face to face engagement took place; this was in line with government guidelines in place at the time of consultation. Instead, all direct engagement was conducted virtually, overseen by the scheme's stakeholder engagement team and undertaken by technical experts and project managers for the scheme elements.

2.2.3. Virtual meetings were offered to all Tier 1 stakeholders¹ and members of the wider public were engaged through the promotion and production of consultation materials as is outlined in Section 2.3. Whilst it was not possible to host live events to directly engage with members of the public, they were encouraged to contact the consultation team with general enquiries through a M5 Junction 10 mailbox, or via a designated project helpline.

2.2.4. Table 2-1 presents the Tier 1 stakeholders and summarises the approach to engagement. The table also notes which Tier 1 stakeholders submitted a formal response to the consultation. More information about the formal responses submitted by these stakeholders can be found in Section 3. Whilst not all Tier 1 stakeholders chose to submit a formal response at this project stage, all parties will remain fully engaged as the scheme progresses.

¹ Individuals, groups or organisations identified as having a direct influence or interest in the scheme's design and progression

Table 2-1 - Engagement with Tier 1 stakeholders during consultation period

Stakeholder group	Tier 1 stakeholders	Main methods of engagement	Notes
Local councils, JCS partners and relevant council teams	Gloucestershire County Council	Via 6-weekly Programme and Project Board meetings	Formal consultation response received from several council departments
	Cheltenham Borough Council (CBC)	Targeted notifications via email (pre-consultation and reminders during the consultation period)	Formal consultation response received
	Tewkesbury Borough Council (TBC)	Provision of stakeholder pack Direct engagement with specialist council officers (planning, environment, etc.)	Formal consultation response received
	Gloucester City Council	Member Briefings for GCC/CBC/TBC	N/A
Members of Parliament	Richard Graham (MP for Gloucester) Alex Chalk (MP for Cheltenham) Laurence Robertson (MP for Tewkesbury)	Direct engagement through GCC Targeted notifications	N/A
Statutory Environmental Bodies (SEBs)	Natural England	Targeted notifications Direct engagement with specialist teams	N/A
	Historic England		Formal consultation response received
	Environment Agency		Formal consultation response received
Delivery partners	Highways England	Via 6-weekly Programme and Project Board meetings	Formal consultation response received
	Homes England	Provision of stakeholder pack Direct engagement with specialist teams	N/A
Local land agents	Persimmon Homes Bloor Homes Midlands Land Portfolio	Individual meetings offered to all Targeted notifications	Formal responses also received from Bloor / Persimmon Homes and Midlands Land Portfolio.

Stakeholder group	Tier 1 stakeholders	Main methods of engagement	Notes
	Robert Hitchins		
Landowners and tenants directly affected by the scheme	Residential landowners Commercial landowners CBC land team GCC land team		49 (out of 50 offered) meetings were held, and several landowners submitted formal consultation responses
Parish Councils	Bishop's Cleeve Parish Council	Meetings offered to all Targeted notifications	Formal consultation response received
	Boddington Parish Council		Formal consultation response received
	Elmstone Hardwicke Parish Council		Formal consultation response received, and meeting held
	Uckington Parish Council		Formal consultation response received, and meeting held
	Staverton Parish Council		Meeting held
	Leigh Parish Council		Formal consultation response received, and meeting held
	Swindon Parish Council		Formal consultation response received
	Deerhurst Parish Council		N/A
Others	GFirst LEP	Via monthly Project Board meetings Provision of stakeholder pack Targeted notifications	Formal consultation response received
	Government Communications Headquarters (GCHQ)	Direct engagement through GCC	Formal consultation response received

2.3. Promotion and materials

2.3.1. As well as direct engagement with Tier 1 stakeholders (Section 2.2), the scheme was widely promoted to ensure that the general public and local businesses were aware of, and able to contribute to, the options consultation. A range of consultation materials were produced to provide the public with detailed information about the proposals (Table 2-2).

2.3.2. The primary source of information about the scheme was on a dedicated consultation website (see Appendix C for more details). In line with the recommendations from the scheme's Equality Impact Assessment (EqIA), all promotional and consultation materials were provided in a clear and accessible format, including;

- Using plain English throughout. Where this was not possible, for instance with engineering terms such as 'grade separated roundabout', a definition was provided;
- The use of simplified scheme plans; and
- For those who did not have access to the internet or have difficulty navigating digital materials, physical copies were made available free of charge. These could be requested via email (for those who had access) or by contacting the dedicated phone line.

2.3.3. All consultation materials were designed to meet GCC's branding guidelines and using the M5 Junction 10 Improvements Scheme look and feel.

Table 2-2 - Options consultation: methods of promotion and materials

	Channel	Audience	Purpose	Timescale
Methods of promotion	A5 leaflets - see Appendix D	Residents within 500m of the scheme area received a leaflet through a targeted leaflet-drop	Provided a reminder about the consultation commencing	12 October to 16 October (the week consultation commenced)
		Local road users Strategic Road Network (SRN) users	Promotion of scheme and public consultation	14 October to 26 November 2020 (the consultation period)
	Briefings	GCC Members Cheltenham Borough Council Members Gloucester City Council Members Tewkesbury Borough Council Members	Update on scheme progress and advanced notice of consultation	28 September 2020 to 12 October 2020 (two weeks before consultation commenced)
		GCC Cabinet members		
	Letters or emails - advanced notice	Project team GCC Highways telephone operatives	Background project information	05 October 2020 to 09 October 2020 (the week before consultation commenced)
		Individuals and organisations that had registered for scheme updates or who had already been contacted about the scheme (for ecology survey access, for example)	Promotion of scheme and public consultation	12 October 2020 (two days before consultation commenced)
	Letters or emails - reminder		Provided a reminder about the consultation	06 to 19 November 2020 (halfway point of consultation)
Posters		Displayed at: Cheltenham Borough Council offices Tewkesbury Borough Council offices Cheltenham West Community Fire and Rescue Station Local libraries	Promotion of public consultation	14 October to 26 November 2020 (the consultation period)

	Channel	Audience	Purpose	Timescale
	Press release - see M5 Junction 10 Improvements Scheme page	Local press readers	To outline details of the proposals and the different ways the public could provide comment	12 October to 16 October (the week consultation commenced)
	Social media posts	Social media users	To publicise key details of the consultation, such as timelines, website links and Frequently Asked Questions (FAQs)	14 October to 26 November 2020 (posted during the consultation period): 23 Facebook posts ² , 33 Tweets ³ , 2 Instagram posts (GCC)
Consultation materials	Consultation brochure (hard copy and digital)	All stakeholders and members of the public on the scheme distribution list.	To provide detailed information on scheme background, proposed scheme elements, option selection, scheme objectives, link to the consultation website and survey, the scheme timeline and contact details	14 October to 26 November 2020 (available throughout consultation period)
	Consultation survey (hard copy and digital)	All stakeholders and members of the public on the scheme distribution list.	To gain views and feedback on scheme options	14 October to 26 November 2020 (available throughout consultation period)
	Consultation website - see Appendix C	Internet users	Digital tool serving as the focal point of the consultation by hosting copies of all consultation materials (to view and download), along with interactive scheme maps	14 October to 26 November 2020 (available throughout consultation period)
	Scheme webpage on GCC Highways website	Internet users	Information 'hub' for the scheme - informed residents, stakeholders, local government bodies, and members of the public about the scheme proposals, consultation process and timeline	Live since summer 2019

² GCC: 15 posts, Cheltenham Borough Council: 6 posts, Tewkesbury Borough Council: 2 posts

³ GCC: 16 posts, Highways England: 3 posts, Cheltenham Borough Council: 9 posts, Tewkesbury Borough Council: 2 posts, GFirst LEP: 3 posts

Channel	Audience	Purpose	Timescale
Stakeholder pack (hard copy and digital)	Highways England, GFirst LEP and TBC	To share materials with key stakeholders for their information	14 October to 26 November 2020 (available throughout consultation period)
Talking Heads videos	Internet users	To provide information to stakeholders and public on different parts of the scheme.	14 October to 26 November 2020 (posted during the consultation period on YouTube, the consultation website and publicised on social media)
Technical Appraisal Reports (TARs) (hard copy and digital)	All	To provide technical information about the scheme	14 October to 26 November 2020 (available throughout consultation period)

2.4. Feedback

2.4.1. The promotional and consultation materials outlined that anyone could submit a formal response to the consultation via the following routes:

- Completing the consultation survey (submitted online or as a hardcopy via freepost);
- Submitting supplementary responses (submitted to the Junction 10 mailbox or via post); and
- Contacting the GCC Highways call centre (monitored Monday to Friday from 08:30-16:30).

2.4.2. All formal responses were analysed and responded to as outlined in Section 2.5. There were no formal responses submitted through the GCC call centre.

2.4.3. Consultees were also encouraged to contact the Junction 10 team with general enquiries via the consultation webpage, email or by contacting the dedicated phone line. All enquiries were responded to within seven working days, where possible.

2.5. Analysis approach

2.5.1. All submitted responses were analysed to understand individual views and opinions on the proposals to inform the preferred route announcement and preliminary design (Figure 2-2).

2.5.2. Closed question responses were collated and analysed in detail to understand the overall findings and identify key differences in responses from particular user and social groups (see Section 3).

2.5.3. All free text responses, submitted via the consultation survey or as supplementary written responses, were analysed in two stages:

- **Initial thematic analysis** – all responses were categorised by scheme element then grouped by topic and sentiment to produce a high-level summary of responses presented in Section 3; and
- **Identification of ‘matters’ raised** – individual considerations and suggestions falling within each of the key themes were considered in more detail and where appropriate, combined to form a single overarching matter.

2.5.4. Each matter raised was passed on to members of the M5 Junction 10 technical team who were invited to provide input to help form a comprehensive response to each matter. The team’s responses to each matter raised can be found in Section 5, Appendix A and Appendix B.

Figure 2-2 - Analysis process



3. Responses to the consultation

3.1.1. A total of 440 survey responses were received during the consultation period (425 online and 15 hardcopies), supplemented by written responses, from Tier 1 stakeholders (18) and members of the public (18). Not all respondents answered every question when completing the consultation survey. As such, the response rate (n) is also reported for individual questions.

3.1.2. In this section, key findings, from both the consultation survey and supplementary written responses, are drawn together to summarise feedback regarding:

- **Element 1** - M5 Junction 10 and the link road to west Cheltenham (Section 3.2);
- **Element 2** - A38/A4019 Junction Improvements at Coombe Hill (Section 3.3);
- **Element 3** - A4019 widening (Section 3.4); and
- **Overall comments** on all scheme elements (Section 3.5).

3.1.3. The approach to the analysis is outlined in Section 2.5. For a detailed breakdown of the consultation survey results, please see the Key Findings Report (Appendix I).

3.1.4. As part of GCC's commitment to equality monitoring, some further analysis has also been conducted to identify whether responses to closed answer questions varied between different social and user groups. Notable observations emerging from this analysis have been reported below and a full breakdown of the results are also presented in the Key Findings Report (Appendix I).

3.2. Element 1 - M5 Junction 10 and the link road to west Cheltenham

3.2.1. Participants of the consultation survey expressed a high level of support for Element 1 (Figure 3-1), with 84% agreeing that the proposals for M5 Junction 10 and a link road to west Cheltenham are required.

Figure 3-1 – Scheme Element 1: Level of agreement from consultation survey feedback



3.2.2. Based on the consultation survey alone, Option 2 was identified as the preferred alignment for M5 Junction 10, followed by Option 2A (Figure 3-2). This preference is largely in line with Tier 1 written responses where Option 2 and 2A were most frequently stated as being the preferred option (Figure 3-3).

3.2.3. The design for Option 2 assumes the existing alignment of the A4019 would be maintained and two new overbridges would be constructed to support an all movements junction for M5 Junction 10.

Figure 3-2 – Scheme Element 1: Option preference from consultation survey feedback



Figure 3-3 – Scheme Element 1: Option preference from Tier 1 written responses



3.2.4. Further analysis, presented in the key findings report (Appendix I), suggests these findings are largely consistent across all user and social groups. That said, the results do suggest marginally higher support for the scheme from females, young people, those identifying as disabled and individuals who use the junction more frequently. Option preference is also marginally less distinct amongst participants who stated they never used the junction.

3.2.5. Participants responding to the consultation survey were given the opportunity to provide further explanation as to why they may not have a preference from the proposed options.

3.2.6. These comments were grouped into four themes, described in Table 3-1.

Table 3-1 - Scheme element 1: Reasons for lack of option preference: key themes

Theme	Description
Generally agree	Comment implying the participant had no preference over the preferred route. These individuals identified that priority was simply to ensure the scheme goes ahead.
Generally disagree	Comments were classed as 'generally disagree' where there was a clear lack of support for any of the three options put forward for a number of reasons including environment and financial concerns as well as a lack of consideration for local residents.
Information	Information captured comments highlighting a lack of clarity regarding the differences between options or comments suggesting the differences were marginal and the benefits and drawbacks of each option were not transparent enough.
Alternative preference	This is where respondents' comments had a preference with options not presented within the consultation. For example, they either showed a preference for a previously discounted junction option or put forward a completely new suggestion for the junction improvement.

3.2.7. As shown by Figure 3-4, the majority of comments identified general agreement/disagreement with all options as a reason for lack of preference (total of 59% of responses). Other comments suggested a lack of information clarity and disparity between options made the options hard to differentiate. Finally, some respondents simply stated that their preference lay with options not presented within the consultation. Some additional comments were also identified which were considered as more general feedback, not just relating to Element 1. These have therefore been examined in Section 3.5.

Figure 3-4 – Scheme Element 1: Reasons for lack of option preference: quantitative summary⁴



3.2.8. Some example comments have been presented below to aid the interpretation of Figure 3-4.

3.2.9. All comments have also been considered in detail and collated into a series of 'matters' to which the team have provided an official response. The responses to individual matters raised throughout the consultation can be found in Section 5.

Example comments expressing reason for lack of option preference

⁴ The majority of responses to this question were related to general feedback surrounding the scheme (70%). These comments have therefore not been reported here. Instead, these responses were combined with feedback submitted in responses to Question 15, asking for general feedback. This is summarised in Section 3.5.

Generally agree	Generally disagree	Information	Alternative preference
<p><i>"I don't mind any of the 3 options, as long as it is done. I would start using this junction for my commute into the Cotswolds as it cuts 15 minutes off my commute from Bishops Cleeve into the Cotswolds."</i></p>	<p><i>"They are all too big and destroy too much of the environment. A more sensible plan would be to use the existing bridge to create a junction that is similar to M5 Junction 14."</i></p>	<p><i>"No details have been published which demonstrate the impact of the junction improvements on the road through Stoke Orchard and Tredington."</i></p>	<p><i>"I consider the whole junction should move westwards and a new junction provided exactly as Junction 13, which works perfectly well."</i></p>
<p><i>"Any of the options are preferable as this junction desperately needs upgrading."</i></p>	<p><i>"Disagree with the need to expand this junction. No in-depth assessment of impact upon villages near and including Bishop's Cleeve has been provided."</i></p>	<p><i>"I couldn't see a huge difference between them. As long as you can go south and north, I don't have a huge preference. I am more interested in the route of the link road."</i></p>	<p><i>"I appreciate the rejected options cost too much, but it would be much more efficient in the long run and it would avoid the need of home owners losing their own homes plus the businesses that operate in the units having to close or relocate."</i></p>

3.3. Element 2 - A38/A4019 Junction Improvements at Coombe Hill

3.3.1. As part of the consultation, participants were asked to what extent they agree that proposals are required at the Coombe Hill junction and to what extent they agree that facilities should be provided for pedestrians, cyclists and horse riders.

3.3.2. The majority of participants expressed that they agree the improvements proposed at the Coombe Hill Junction are needed (Figure 3-5), including provisions for pedestrians and cyclists. Support for the provision of horse riding facilities was mixed (Figure 3-6).

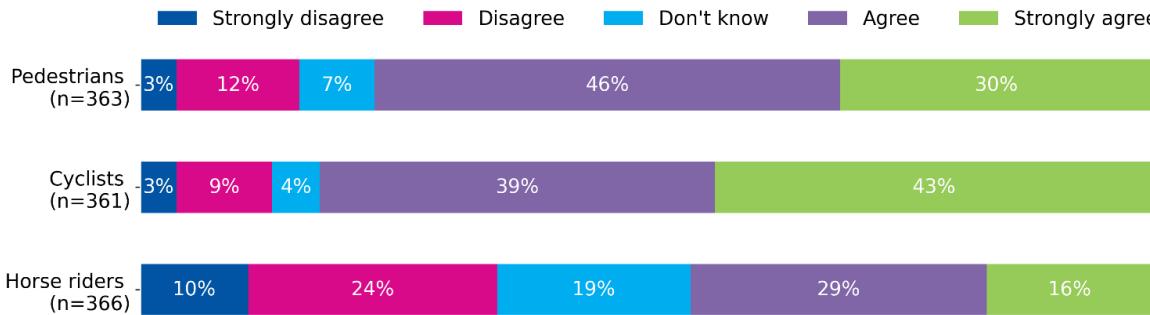
3.3.3. As was the case for Element 1, the overall sentiment of these findings is largely consistent across different user and social groups. However, further analysis suggests the level of support for the scheme is less pronounced amongst participants who stated they never used the junction and those who live in close proximity to Coombe Hill.

3.3.4. There is also evidence of some variation in the overall level of support for the scheme and provision of walking, cycling and horse riding facilities (WCH). For example, individuals who identified themselves as disabled expressed higher levels of support for the scheme in general and in particular for the provision of horse riding facilities (see Appendix I for further detail).

Figure 3-5 – Scheme Element 2: Level of agreement from consultation survey feedback



Figure 3-6 – Scheme Element 2: Level of support for WCH from consultation feedback



3.4. Element 3 - A4019 widening, east of Junction 10

- 3.4.1. Participants were also asked to what extent they agree with the proposals along the A4019 are required including provision for pedestrians, cyclists and horse riders.
- 3.4.2. The majority of participants expressed that they agree the improvements proposed along the A4019 are needed (Figure 3-7), including provision of pedestrian and cycling facilities. Again, support for the provision of horse riding facilities was more mixed (Figure 3-8).
- 3.4.3. Further analysis suggests that support for the proposals on the A4019 was highest amongst those who use the junction frequently and there was less support from those who do not use the A4019, as well as from those individuals who stated they live on the A4019 itself (see Appendix I for details).

Figure 3-7 - Scheme Element 3: Level of agreement from consultation survey feedback

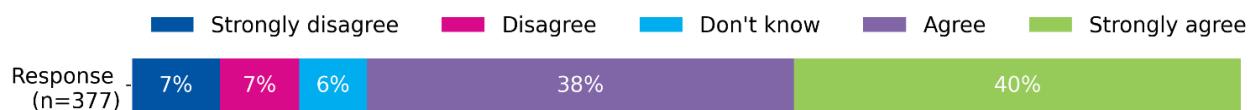
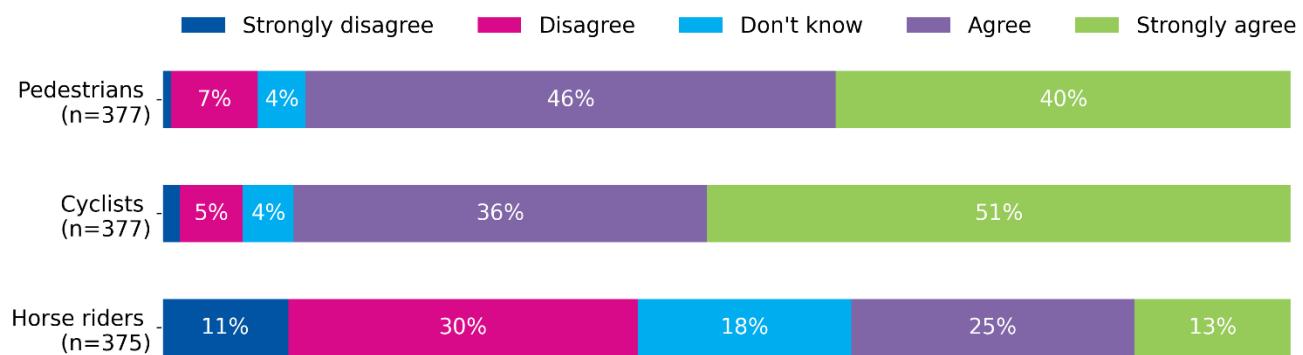


Figure 3-8 - Scheme Element 3: Level of support for WCH from consultation survey feedback



3.5. Overall comments on all scheme elements

- 3.5.1. As part of the consultation survey, a number of questions were also asked to gather feedback on:

- The extent to which participants feel the scheme is likely to achieve its objectives;
- The most suitable locations and infrastructure to provide for pedestrians, cyclists and horse riders; and
- Any further considerations regarding the scheme as a whole.

3.5.2. Survey responses have also been supplemented by additional written feedback from Tier 1 stakeholders and the general public. Where relevant, key insights from these written responses are considered alongside survey findings to provide an overview of the consultation in its entirety.

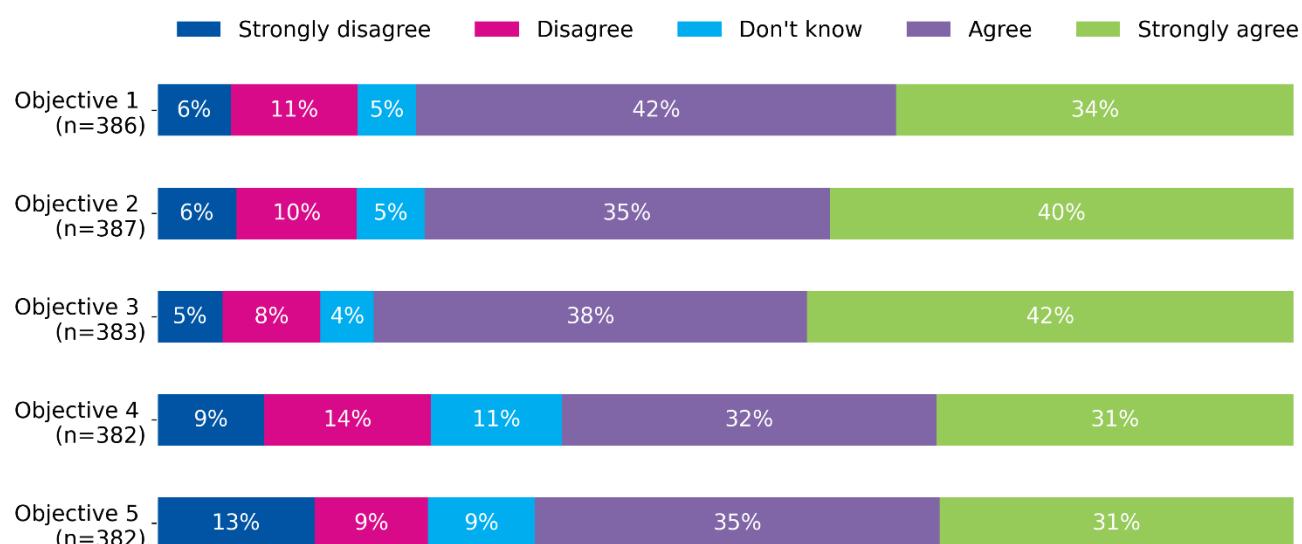
3.5.3. First, participants were asked for their views on whether the overall scheme will achieve the following scheme objectives:

- Objective 1 – Provide the transport connections and network capacity in west and northwest Cheltenham to facilitate the delivery of housing and economic development sites allocated or safeguarded in the Joint Core Strategy;
- Objective 2 - Provide a transport network in the west and northwest Cheltenham area with the levels of service, safety and accessibility to meet current and future needs;
- Objective 3 - Provide greater connectivity between the Strategic Road Network and the local transport network in west and northwest Cheltenham;
- Objective 4 - Provide a more integrated transport network by providing opportunities to switch to more sustainable transport modes within and to west, northwest and central Cheltenham; and
- Objective 5 – Deliver a package of measures which is in keeping with the local environment and minimises any adverse environmental impact.

3.5.4. Generally, there is high confidence in the scheme's potential to deliver all five of the proposed objectives. This is especially true for Objectives 1-3, whereas participants have marginally lower confidence in the scheme achieving Objectives 4 and 5.

3.5.5. Participants responding to the consultation survey were then asked for their comments / suggestions on the most suitable locations and infrastructure to enable the delivery of improved facilities for walking, cycling and horse riding.

Figure 3-9 - Level of agreement that the proposals will achieve objectives 1-5



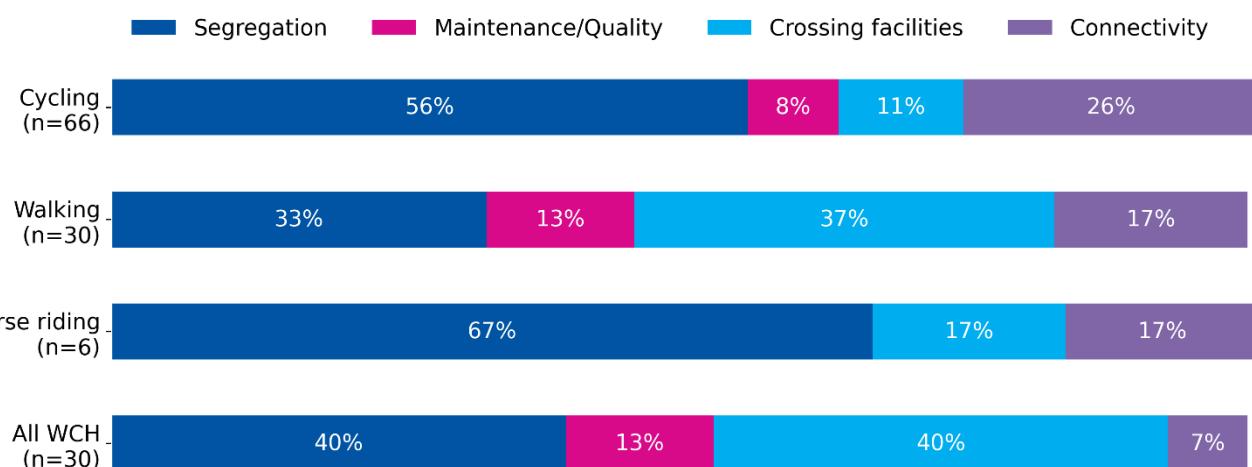
3.5.6. Approximately half of the responses to this question captured feedback expressing general support for WCH provisions. The other half detailed design considerations / suggestions which have been grouped into four key themes as presented in Table 3-2.

Table 3-2 – Suggested design considerations for WCH from consultation survey: key themes

Theme	Description
Segregation	Comments relating to the complete segregation of pedestrians, cyclists and horse riders away from the road. Comments also included further details including recommendations for two-way cycling facilities and recommendations for a 'Dutch style' system which would not only segregate cyclists from other users but would give them overall priority over other modes.
Crossing facilities	Comments include suggestions for small scale crossings across the scheme area, such as traffic lights, as well as the larger scale issue of Junction 10 and how priority would be given to those attempting to cross the motorway.
Maintenance/quality	Comments covering suggestions for the safety, maintenance and design of the proposed WCH facilities. For example, comments regarding the surface of the cycle paths, maintenance of cycle paths, safety aspects including lighting and protection from road users and priority access and design.
Connectivity	This theme captures comments identifying the importance of the connectivity of WCH facilities, noted in the Junction 10 scheme, with the rest of the Cheltenham cycle network. Suggestions were given to expand the network further into Cheltenham, connect the planned routes to existing routes to prevent breaks in the network and how the lanes would flow with the rest of the travel network.

3.5.7. Figure 3-10 provides a quantitative summary of the responses captured within each of the four themes, described in Table 3-2, summarised by mode.

Figure 3-10 – Suggested design considerations for WCH from consultation survey: quantitative summary



3.5.8. This analysis highlights the key priorities for different mode-users. Segregation from other modes and good network connectivity are both high priorities for cyclists, and there is a strong emphasis on the importance of suitable crossing facilities for pedestrian use. Fewer comments were received regarding the provision of horse riding facilities, however there is a clear desire for equestrian routes which offer separation from traffic and suitable crossing points. Segregation and suitable crossing facilities were also the most common topics mentioned when discussing WCH provision in general.

3.5.9. Some example comments identified under each of the four themes are presented below to demonstrate topics covered by the themes in Table 3-2.

Example comments from Question 14

Segregation	Maintenance/Quality	Crossing facilities	Connectivity
<p>“Bicycle lanes on all major or minor roads should always be treated as important as the road upgrades. It’s imperative to encourage both safe and comfortable measures equally for both pedestrians and cyclists. Proper cycle and pedestrian paths, if only on one side, preferably cycling one side and pedestrians the other side.”</p> <p>“This road is currently a nightmare to cycle down. It’s busy and unpleasant. Please, please make a separate lane that is wide enough for cyclists and is NOT shared with pedestrians as this is not helpful to pedestrians either. They need their own safe space.”</p> <p>“Horse riders should be encouraged off major roads and onto lanes for their safety and that of other road users. Cyclist & pedestrians should be encouraged by segregated lanes on all new development”</p> <p>“If cycling provision is going to be made, then it needs to be done properly with proper segregated lanes.”</p>	<p>“Even with the proposed new housing, unless the cycle paths and footpaths are fully segregated, properly maintained and lit, they won’t be used.”</p> <p>“I would really support having segregated cycle lanes, however, to make sure they are the same road surface as often the cycle paths in the area get very rough with things like tree roots pushing them up which makes them unusable.”</p> <p>“Properly and safely segregated routes for pedestrians and cyclists should be provided and then properly maintained.”</p> <p>“If you’re going to do any of this, please do it properly, rather than the usual “that’ll do” solutions like painting cycles lanes on the road or removing car lanes for cycle lanes. We need cars, cycles and pedestrians to all have high quality infrastructure, rather than punishing one group for the “benefit” of others”</p>	<p>“The provision for cyclists, pedestrians and horse riders to cross the M5 currently is totally inadequate. The nearest alternative crossings are quite some diversion away (around 3-4 miles to cross via the B4634, for instance). This is the opportunity to provide a dedicated cycle/pedestrian/horse rider crossing of the M5 alongside the junction.”</p> <p>“Any possibility of safe crossing islands in population centres like Uckington or the west of Swindon Village would be great for local pedestrians.”</p> <p>“Currently using the bridge over the motorway on a bicycle is a terrifying experience owing to the speed of traffic, particularly travelling towards Cheltenham where vehicles are coming off the motorway. The ideal implementation would maybe include a dedicated bicycle / pedestrian bridge / underpass that completely avoids the junction traffic.”</p>	<p>“There is no point having a segregated cycle route within the scheme extents which then stops on the edge of Cheltenham. The cycle facilities along A4019 between PE Way roundabout and the City centre are non-existent.”</p> <p>“An uninterrupted cycle path down the whole A4019 would be amazing.”</p> <p>“The proposed cycle route stops at the new roundabout and does not continue towards Coombe hill. I suggest the new roundabout be made cycle-friendly and that the cycle path continues west on the road.”</p> <p>“Continue the cycle and pedestrian lanes all the way to Sainsbury’s junction, connecting there to local cycle ways and footpaths.”</p> <p>“Any cycling infrastructure needs to be integrated and not just in a small area.”</p>

3.5.10. The consultation also attracted a substantial amount of general feedback, in response to the consultation survey⁵, and through supplementary written responses.

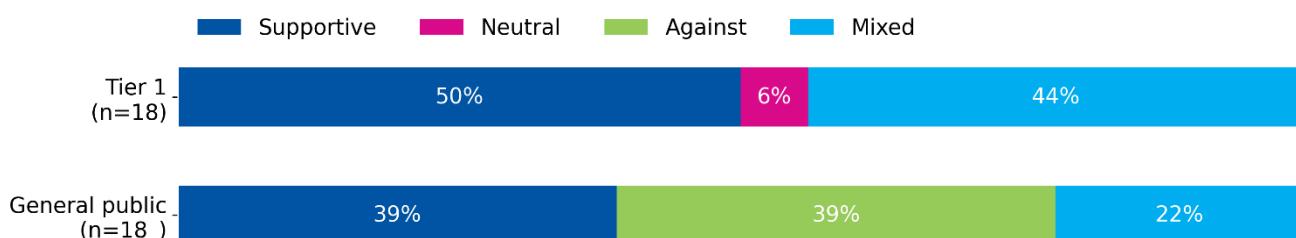
- 18 of our Tier 1 stakeholders took the opportunity to submit written responses to highlight key priorities including:
- **Access:** creating / maintaining access to safeguarded land including the proposed Elms Park development;
- **Climate change:** how the scheme aligns with GCC's climate change emergency;
- **Consultation:** the extent and reach of consultation;
- **Design:** the location of the link road and improvements to the A4019, west of Junction 10;
- **Environment:** wildlife and flooding mitigation measures;
- **Traffic:** the impacts of an increase in traffic on the local road network; and
- **WCH facilities:** the quality of facilities and local connectivity.

3.5.11. Written responses from the general public captured similar issues including:

- **Construction:** the impacts of construction on local residents and traffic;
- **Environment:** the impacts of the proposals on local residents e.g. light, noise, flooding;
- **Land acquisition process:** the impacts on residents who wish to move or remain; and
- **Traffic:** the impacts of an increase in traffic on the local road network.

3.5.12. The overall level of support has been interpreted from each written response and summarised in Figure 3-11. This analysis demonstrates a general feeling of support from our Tier 1 stakeholders and mixed feelings from the general public.

Figure 3-11 – Overall level of support from written responses (from Tier 1s and general public)



Finally, in addition to written responses, a substantial amount of general feedback was provided in response to the consultation survey. Over 300 comments were submitted which have been categorised into eight topics, described in Table 3-3.

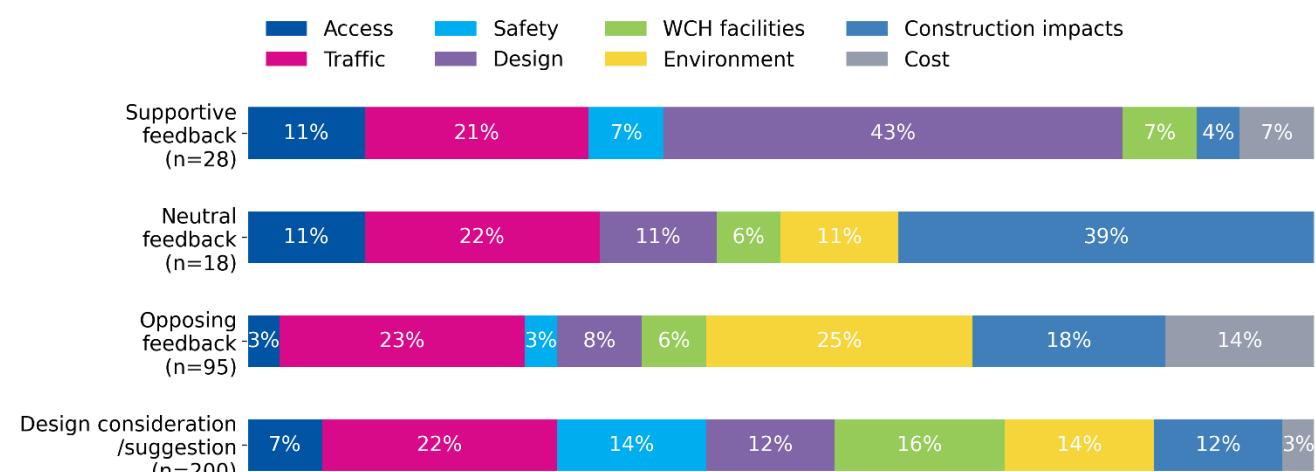
⁵ General feedback was drawn from free text responses to question 4 and 15 of the consultation survey. See the consultation survey for details of all consultation questions.

Table 3-3 - General feedback from the consultation survey: key themes

Theme	Description
Access	Access includes both comments regarding the access into and out of Cheltenham from the M5 and access onto the A4019 from side roads and existing residential properties.
Traffic	Traffic refers to comments discussing the potential impact of the scheme on traffic levels in the local area, including the impact on junction 11 and roads coming into North Cheltenham. Some respondents made suggestions for easing traffic along the A4019 and other local pinch points.
Safety	Safety was raised by several respondents encompassing comments around accident hotspots, speed limits and pedestrian safety. These were mainly design considerations/suggestions to improve the current levels of safety for motorised users and WCH.
Design	Design captures comments regarding specific features of the scheme.
WCH facilities	A majority of comments in this category are design considerations / suggestions for WCH. Some of these comments also discussed the need for all types of sustainable travel to be integrated into the scheme.
Environment	Comments covering a wide range of environmental issues including ecology, pollution, noise and light impacts as well as the impact of exhaust emissions on climate change and risks to green belt land. Comments strongly linked to the need to encourage sustainable travel.
Construction impacts	Responses categorised as impact of construction relate to the need to minimise the overall disruption of the scheme to the local area.
Cost	Any comments referring to the costs of the scheme.

3.5.13. Figure 3-12 provides a quantitative summary of the responses captured within each of the eight themes, summarised by sentiment.

Figure 3-12 – General feedback from consultation survey: key themes



3.5.14. A substantial amount of the comments captured design considerations and suggestions for improving access, traffic flow, safety, integration with WCH and sustainable modes and reducing disruption during construction. Other participants also took the opportunity to raise concerns or express general support for the scheme.

3.5.15. Some highlighted comments identified under each of the eight key themes are presented below to support the interpretation of this analysis.

3.5.16. As stated previously, all comments have also been considered in detail and collated into a series of 'matters' to which GCC have provided an official response. The responses to individual matters raised throughout the consultation can be found in the appendices of this report.

Example comments from Question 4 and Question 15

Access	Traffic	Safety	Design
<p><i>“Junction 10 needs to be upgraded to be able to get on and to exit South and North”</i> (supportive)</p>	<p><i>“I am caught in large amounts of traffic caused by people using junction 11 every day, many of whom wouldn’t need to use that junction if junction 10 were available for them to use as part of their daily commute. As such this improved junction will have huge benefit to people in the wider area too!”</i> (supportive)</p>	<p><i>“Exit at J10 from M5 going south is very dangerous at the moment. I have been involved in an accident there myself. It needs a complete re-think as the existing road layout is not fit for purpose with existing traffic levels.”</i> (supportive)</p>	<p><i>“Long neglected local infrastructure requires prompt remedies.”</i> (supportive)</p>
<p><i>“The main thing as far as I’m concerned is improved links to both Bristol and the Southwest, also Gloucester. Please retain valuable access to A38 both for non-motorway traffic and for those times when the M5 becomes a carpark and needs to be avoided”</i> (neutral)</p>	<p><i>“The scheme should be future proofed for high demand traffic at the initial design stage”</i> (neutral)</p>	<p><i>“The road by the Gloucester Old Spot pub is already heavily congested and difficult to pull out at peak times. The speed that people drive along the A4019 is fast and the junction is dangerous.”</i> (opposing)</p>	<p><i>“I live in Churchdown and regularly use the Staverton Airport - House in the Tree route to access both Tewkesbury and J10 (avoiding the Golden Valley/J11 congestion) and so a good accessibility to and from that lane into whichever solution is decided is paramount to me.”</i> (neutral)</p>
<p><i>“As a homeowner on the south side of the main road who travel into Cheltenham by car it is essential that we are able to come out of our property and turn Right. We are worried that the central reservation will stop this.”</i> (opposing)</p>	<p><i>“Cheltenham needs a proper ring road to alleviate some of the through traffic going through it. I fear this proposal will only serve to add more congestion and pollution to an already congested area, especially if new houses are built nearby.”</i> (opposing)</p>	<p><i>“The current danger spot is where the southbound slip road off the M5 meets the A4019; this area must be lengthened and widened.”</i> (design consideration/suggestion)</p>	<p><i>“Can a bus lane be considered as part of the widening and infra-structure works?”</i> (design consideration/suggestion)</p>
	<p><i>“I would like to see a roundabout introduced between the fire station and the sports arena. without this it will be impossible to turn out right from our property with the expected increase in traffic.”</i> (design consideration/suggestion)</p>		

WCH facilities	Environment	Construction impacts	Cost
<i>“As long as plenty of cycle parking is provided.”</i> (supportive)	<i>“Choose the option with seemingly the least impact on surrounding land”</i> (neutral)	<i>“Minimising the construction impact is vital for all of those who live to the West of Cheltenham, and access it for services, work, and social activities.”</i> (neutral)	<i>“I like the partial reuse of the existing junction infrastructure and the reduced costs associated with that”</i> (supportive)
<i>“Cycle path”</i> (neutral)			<i>“It is utterly crazy to spend 200 million on just this one motorway junction”</i> (opposing)
<i>“Don’t do it – support cycling projects instead”</i> (opposing)			
<i>“Can bike hire be included at Arle Court as a possibility?”</i> (design consideration / suggestion)	<i>“I don’t think in the current climate we should make any road improvements anywhere. We must actively discourage car travel by making it slow and awkward to commute far.”</i> (opposing)	<i>“The amount of disruption will vastly outweigh any future benefits of this scheme. This money should be used to improve public transport and reduce car traffic.”</i> (opposing)	<i>“GCC, politicians, officers and consultants, have a record of failing to deliver projects in a timely manner from routine highway repairs to major projects such as A417 missing link. See comments at 14. Is this likely to be any different?”</i> (design consideration/ suggestion)
	<i>“Concerned that with a wetter climate and more severe rainfall, these events (flooding) will become more frequent and more severe without any changes to the A4019 and with the proposed scheme, even more rainwater will fall onto tarmac (*2) and make this situation much, much worse.”</i> (design consideration/ suggestion)	<i>“The link road needs to be constructed at the same time, else Kingsditch (and particularly traffic coming into Kingsditch from the north and east) will grind to a halt.”</i> (design consideration/ suggestion)	

4. Consultation Effectiveness

4.1.1. This section discusses to what extent the consultation was effective in achieving defined monitoring and evaluation criteria. This has been addressed by considering the following three questions:

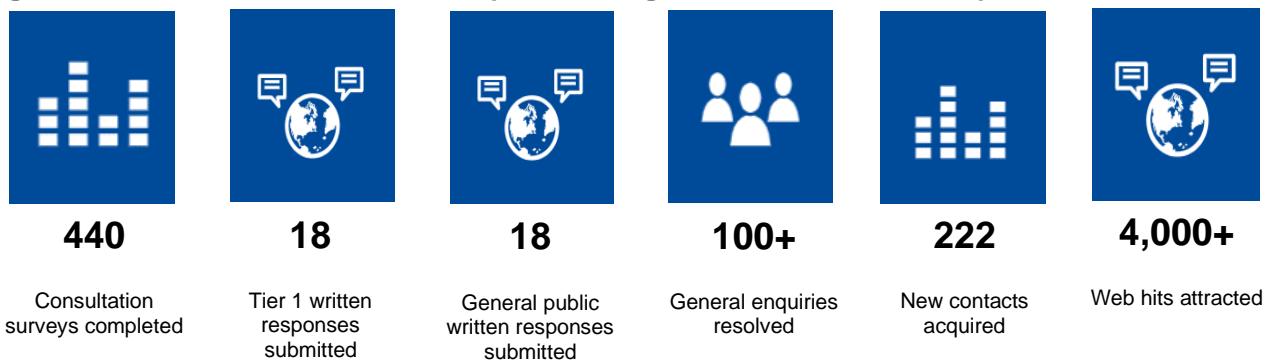
- How many people did we engage with?
- Who did we engage with?
- What did our consultees think about the process?

4.1.2. Evidence applied to answer each question is discussed below. Key conclusions are then mapped back to monitoring and evaluation criteria to summarise the overall effectiveness of the consultation and draw out lessons to be taken forward to the statutory consultation.

4.2. How many people did we engage with?

4.2.1. A high-level summary of the engagement achieved during the 6-week consultation period is presented in Figure 4-1.

Figure 4-1 - Overview of stakeholder response during the 6-week consultation period



4.2.2. In addition to the engagement summarised in Figure 4-1, the project team provided all Tier 1 stakeholders with regular consultation updates prior to, and during, the consultation and met with 49 landowners and four Parish Councils. For a complete Tier 1 engagement record, please see Table 2-1 in Section 2.

Weekly monitoring of engagement status

4.2.3. Website analytics and consultation responses were compiled on a weekly basis throughout the consultation period to monitor the level of engagement and assess the effectiveness of publicity activities.

4.2.4. The bespoke website, which included digital copies of the consultation material, was frequently used. Detailed analysis of web analytics is presented in Appendix C. The key observations were as follows:

- Over the entire consultation period there were over 4000 web hits;
- The highest level of activity was recorded during the first week (1,590 unique visitors), reducing to 287 in week four. Weekly views then gradually increased through weeks five (355) and six (493); and

- Users accessed the website by following social media posts (11%) directly (85%) by using a known web link (e.g. copied from posters, leaflets, emails, letters), or were referred to the site (4%) by following a link from another page⁶. Less than 1% of site users resorted to manual web searches to access the site.

4.2.5. Weekly summaries of consultation responses were used to assess the overall number of participants and the level of engagement by key social groups. Targeted engagement, through direct email to organisations linked to underrepresented groups, was conducted mid-way through the consultation to increase engagement from young people and Black, Asian and Minority Ethnic (BAME) groups, as these were identified as being underrepresented early in the process. This targeted approach was effective in increasing the overall response rate and responses by key social groups.

4.2.6. Throughout the consultation period, members of the public were also able to submit enquiries through the contact form on our consultation website or contact us directly via the Junction 10 mailbox and designated helpline. This was a valuable point of contact with our stakeholders and useful tool to understanding the effectiveness of our engagement activities.

4.3. Who did we engage with?

4.3.1. This question has been answered by analysing responses to monitoring questions included in the consultation survey. These questions are summarised in Table 4-1. A full breakdown of all consultation survey responses is presented in the key findings report (Table 4-1).

Table 4-1 - Questions asked to help us find out who we engaged with

Question Number	Question description
Question 1	How often do you currently use M5 Junction 10?
Question 5	How often do you currently use the A38/A4019 junction at Coombe Hill?
Question 6	Do you live close to the A38/A4019 junction at Coombe Hill?
Question 9	How often do you currently use the A4019?
Question 10	Do you live on the A4019?
Question 21-29	About you & equality monitoring

4.3.2. Questions regarding typical network usage and primary address were asked to enable the analysis of the impact of scheme proximity on stated level of support and effectiveness of the consultation in capturing a representative sample of transport users.

4.3.3. Equality monitoring questions (Questions 21-29) were asked as part of the consultation survey. This is to identify which communities or groups participants might belong to, to enable equality monitoring. Equality monitoring is used to gain an understanding of whether a service is performing well for all users, or whether there is any difference of opinion or experience between different Protected Characteristic Groups (PCGs), defined by the Equality Act 2010⁷.

4.3.4. Response to the questions outlined in Table 4-1 suggest the survey was successful in capturing:

⁶ All website analytics were extracted using google analytics. For many reasons, Google cannot track everything that happens on a web site so all numbers presented in this report should be treated as approximations.

⁷ <https://www.gloucestershire.gov.uk/council-and-democracy/equalities-and-our-duties-under-the-equality-act-2010/equalities-monitoring/>

- A wide range of users from those who never travel on the local network, through to those who use it daily, who are therefore likely to include commuters⁸;
- Individuals who live locally, with the most common postcodes stated by participants being within GL51 (31%);
- A small sample of participants residing further from the scheme extent area with BS (Bristol), WR (Worcester) and HR (Hereford) postcodes;
- Individuals living in very close proximity to both the A4019 and Coombe Hill Junction (likely to be landowners); and
- Representatives of most social groups in the area including BAME groups and young people.

4.3.5. Whilst the survey captured representatives from most social groups, the absolute number of responses received from PCGs could be increased with increased publicity/engagement.

4.3.6. Further analysis of consultation questionnaire responses was conducted to understand if stated preferences/opinion varied across social groups. In general, the overall findings do not seem to have been significantly impacted by demographic variation. Some minor variations have been summarised in the previous Section and full details presented in Appendix I.

4.4. What did our consultees think about the consultation process?

4.4.1. Questions 16-18 (Table 4-2), of the consultation survey, were asked to gain direct feedback regarding the consultation process itself. These questions are reported below and also in the Key Findings Report, alongside all other consultation responses (Appendix I).

Table 4-2 - Survey questions used to obtain general feedback on the consultation process

Question Number	Question description
Question 16	How did you find out about this consultation?
Question 17	From the information provided, do you understand why Gloucestershire County Council is proposing to make these wider improvements?
Question 18	Do you have any further comments on the consultation process?

Question 16: How did you find out about this consultation?

4.4.2. Most people reported they found out about the consultation through public notice or social media, suggesting these publicity streams were successful in increasing the level of engagement with the consultation (Figure 4-2). Those who responded 'other' identified that they found out about the consultation via a range of other means including VMS/A frame signage, email notifications, press releases, local council bodies and word of mouth.

Figure 4-2 - Response to consultation survey question 16

⁸ It is assumed that a majority of commuter users would be daily users of the network, during peak periods. The number of participants who stated that they are daily peak period users was between 10-22%, depending on the area of the local network and the time of day. It is noted that may have changed their travel behaviour at the time of the consultation, due to COVID-19 restrictions. The sample representing commuters may be lower than expected due to reduced traffic volumes meaning that fewer people were likely to drive past the A frame and VMS signs on the motorway and local roads.



Question 17: From the information provided, do you understand why Gloucestershire County Council is proposing to make these wider improvements?

4.4.3. The responses to this question (Figure 4-3) suggest most people felt they either fully or partially understood the need for the proposals, with a very small number of people feeling they did not understand the proposals at all.

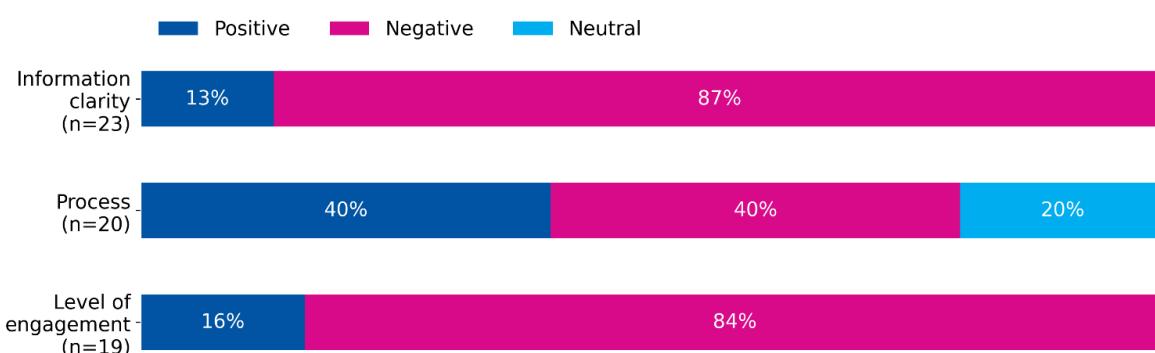
Figure 4-3 - Response to consultation survey question 17



Question 18: Do you have any further comments on the consultation process?

4.4.4. Responses to this question were grouped into three key themes: information clarity, process and level of engagement. The sentiment rating interpreted from comments falling within these three themes is presented in Figure 4-4.

Figure 4-4 - Response to consultation survey question 18: key themes



4.4.5. Whilst some people stated they were happy with the way the consultation was presented, others found the information on the website difficult to navigate and therefore struggled to identify key technical details.

4.4.6. There were also mixed reviews regarding the overall process of the consultation with some participants stating extremely positive reviews, acknowledging the challenges posed by COVID-19, whilst others stated a lack of confidence in the consultation process, particularly regarding the perceived weighting of local views in the decision-making process.

4.4.7. Similarly, some participants were happy with the level of engagement achieved throughout the consultation whereas others stated a clear preference for live consultation events over the online format.

4.4.8. In addition to these key themes, a few participants left comments regarding the question format, and the option selection process. There was a desire for more open questions, and individuals identified a lack of alternative options for consultation.

4.5. Summary

4.5.1. Based on the evidence summarised above, the effectiveness of the consultation in achieving defined monitoring and evaluation criteria is mapped out in Table 4-3. Where these criteria have not been fully met, some recommendations for improving these have been presented in Section 0.

Table 4-3 - Monitoring and evaluation criteria

Criteria	Method	Measure and target	Level of achievement
Number of stakeholders who are consulted on the scheme	All consultation responses recorded Lessons learnt log developed	Number of stakeholders that provide a response to consultation. Target of 300 consultation responses from a range of stakeholders.	High survey response rate (440) including a high number of free text responses; engaged with high number of stakeholders through the J10 mailbox and helpline to understand potential barriers to consultation engagement.
Web coverage and traction	Web analytics and social media data	GCC Communications Team to collect and provide data. Expectation of 1,000 monthly hits, higher during the consultation period.	4000+ web hits during the consultation period, many of which were attracted through social media activity and email communications.
Press coverage	GCC's Communications Team will set up a J10 related subject to tag all coverage which will be recorded	GCC Communications Team to collect and provide data.	Following the release of two press releases, a total of 19 pieces of media coverage were recorded. These included coverage on BCC Radio Gloucestershire and in Highways Industry Magazine.
Equalities and monitoring	Equalities questions in the survey	Analysis of survey responses Response rate across equalities groups that is representative of the local population.	Room for improvement in targeting some demographic groups.
General stakeholder approval	Responses recorded via consultation portal	Analysis of survey responses. A majority positive (+50%) satisfaction rate on the consultation material.	There was evidence of frustration regarding the lack of live events with divided views over the effectiveness of the web platform. However, in line with government guidelines and to ensure public safety, it was not possible to hold face to face events.

5. Gloucestershire County Council's responses to comments

5.1.1. All free text responses, submitted via the consultation survey or as supplementary written responses, were analysed in two stages:

- Initial thematic analysis; and
- Identification of matters raised.

5.1.2. Each matter raised was passed on to GCC who were invited to provide input to help form a comprehensive response to each matter. GCC's responses can be found in the following appendices:

- Appendix A – Matters raised: consultation survey and written responses; and
- Appendix B – Matters raised: Tier 1 responses

6. Conclusion

6.1. Did the consultation achieve its purpose?

6.1.1. The purpose of the consultation was to gather feedback that would help to identify a preferred option for upgrading M5 Junction 10, and to ensure that the proposed improvements at Coombe Hill and along the A4019 would work for the local community and people who use the local road network.

6.1.2. **Reach:** The options consultation had a sizeable response rate despite restrictions in place as a result of the COVID-19 pandemic. Analysis found that the consultation had a wide reach, with responses received from landowners, local residents, businesses and those with a wider interest in the proposed scheme. Attempts to reach a range of social groups were reasonably successful, but it is acknowledged that further targeted engagement with certain groups will be required in order to ensure that responses from are representative of the demographics of the local population in future.

6.1.3. **Engagement:** Virtual and traditional consultation materials publicised the consultation, provided information about the proposed scheme and the multiple ways in which people could have their say. Over half of participants stated that they found out about the consultation through either public notices (posters, press releases etc) or social media posts, indicating that a mixed approach (traditional and virtual) to publicising the event was successful.

6.1.4. The lack of face-to-face consultation events was highlighted by participants as a drawback of the consultation, however, GCC has a responsibility to maintain public safety, therefore all engagement had to be conducted virtually rather than in-person. Some participants commented that the consultation had been well publicised, that information was clear and that commenting on the proposals was a simple process, however others felt that the clarity of information and level of engagement required improvement. Despite this, a considerable number of online surveys were received compared to hard copy surveys, indicating that many participants were able to access the consultation materials virtually in order to provide feedback.

6.1.5. **Effectiveness:** With regard to achieving its purpose, the options consultation is considered to have been successful due to the large volume of feedback gathered on each proposed scheme element. The majority of participants also understood why the improvements were being proposed. All of the feedback received has informed the selection of the preferred route and detailed designs, helping to ensure that the proposals at Coombe Hill and along the A4019 meet the needs of those that live, work and travel through north-west Cheltenham.

6.2. How have your thoughts been considered?

6.2.1. Tables containing a comprehensive list of the matters raised during the consultation are referenced in Section 5 and described in appendices of this report, alongside responses from GCC. All matters raised will be kept under consideration and fed into the ongoing development of the scheme.

6.2.2. Table 6-1 provides a summary of how some of the consultation findings have already been applied, based on recurring feedback received from the options consultation.

Table 6-1 - Application of consultation findings: summary

Participants said that...	As a result, GCC has...
For scheme element 1, Option 2 (purple), was the preferred option.	GCC has incorporated this feedback in its overall decision-making process, along with many other factors including design development, buildability and whole life cost. Following this decision-making process, Option 2 will be taken forward as the preferred option.
Further information about what measures will be used to mitigate any environmental impacts, should be published.	GCC have started to undertake further technical work in order to provide more detailed information about each proposed scheme element. As is standard, the results of this work will be published at the upcoming statutory public consultation in late 2021.
The proposed scheme's impact on flooding in the local area was an area of concern, particularly for local residents.	Flood modelling is being undertaken to allow us to assess the impact of the scheme and allow us to determine any mitigation required. GCC have started liaison with the Environment Agency and other key stakeholders to help us ensure the proposed mitigation is appropriate. The results of this flood modelling and proposed mitigation will be made available at public consultation in late 2021.
The impacts of the proposed scheme on the local road network had not been taken into adequate consideration.	Undertaken further analysis to understand the impacts of the scheme on the local road network. This will allow GCC to determine if any further mitigation measures (e.g. to help prevent rat-running on minor roads) will be required.
The impact of A4019 widening on local residents and landowners living to the north of the proposals was a particular concern.	Undertaken a further review of the impacts and feasibility of widening to the north and has concluded that impacts could be reduced if the widening was moved to the south of the A4019 in certain locations. Under this option, the existing property/plot boundaries to the northern side of the A4019 at Uckington would be retained, representing a benefit to the greatest number of local residents.
Residents living close to the scheme should be able to leave or remain in their property, as per their individual wishes.	Undertaken and will continue to maintain contact with all landowners that may be directly impacted as a result of the proposals. Discussions about the direct impact on individual's land and properties will commence as soon as it is practicable to do so. It always remains the case that, where any third-party land is required to deliver highway works, the council's clear preference is a negotiated settlement route.
High-quality, WCH facilities that increase safety for vulnerable road users should be included as part of the proposals.	Commissioned a 'Walking, Cycling and Horse riding Strategy' for the scheme; this document recommends providing WCH facilities across the motorway, adjacent to the A4019 and the link road. As a result, GCC will look to provide these WCH facilities following the guidance given in Local Transport Note (LTN) 1/20 as well as relevant design standards and other guidance. A Road Safety Audit will also take place during the design stages to identify any safety issues and recommend actions to improve WCH safety as part of the scheme.
They were concerned about disconnect between the access to the Elms Park development and GCC's A4019 proposals resulting in a lack of continuity and consistency for the road network and WCH facilities.	Incorporated the Elms Park development access arrangements into the proposed improvements to the A4019. This will also help ensure that both schemes are constructed with the lowest impact on existing users.

Participants said that...	As a result, GCC has...
Face-to-face consultation events, held locally to the scheme area, would have been beneficial.	Taken this into consideration for the upcoming statutory consultation in late 2021, although any future engagement and consultation will be held in compliance with COVID-19 guidelines in place at the time.

6.3. What are the next steps?

- 6.3.1. The Staged Overview of Assessment Report (SOAR) outlines in detail the process for the selection of the preferred route, as well as presenting any design changes that have been made as a result of the consultation.
- 6.3.2. As also outlined in the SOAR, GCC will now be progressing scheme element 2 (A38/A4019 Junction Improvements at Coombe Hill) as a separate scheme in order to accelerate its delivery programme. Please check www.gloucestershire.gov.uk/major-projects for progress updates on Coombe Hill.
- 6.3.3. The remaining elements of the M5 Junction 10 Improvements Scheme are:
 - Scheme element 1: Improvements to Junction 10 on the M5 and a new road linking Junction 10 to west Cheltenham; and
 - Scheme element 3: A4019 widening, east of Junction 10.
- 6.3.4. Feedback collected during this options consultation alongside further technical findings will help to develop more detailed designs for these scheme elements. Stakeholders and the members of the public will have further opportunity to give feedback and voice their opinion on designs for the M5 Junction 10 Improvements Scheme during statutory consultation, expected to be in late 2021. After this consultation further work will be completed to confirm the scheme before applying for planning consent.
- 6.3.5. When delivering this next stage of the consultation, GCC will implement lessons learnt during the present consultation, in order to improve the consultation experience for our stakeholders and the public.

Appendices

Appendix A. Matters raised: consultation survey

Table A-1 - Matters raised: survey

ID	Scheme element	Matters raised	Response
1	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can the new junction provide better access to north Cheltenham as well as west by linking to the A435?	This is out of scope of the M5 Junction 10 Improvements Scheme.
2	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Why do none of the options help with tailback on the motorway during Race Week? Would it not make sense to make the slip roads longer to avoid this?	Longer slip roads will help with tailback on the motorway, but for a normal weekday traffic it is expected that the proposed arrangements will have sufficient capacity. Planning for special events is outside the current scope of works.
3	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Why are gyratory roundabouts proposed, these are worse for cyclists compared to roundabouts?	A gyratory is a road system that consists of one-way links connected together; this system is not being proposed. A grade separated gyratory roundabout is being proposed for Junction 10, spanning the motorway. The geometric design of this will follow the requirements for normal roundabouts. Segregated facilities and crossing points are currently being considered to allow all non-motorised users, including cyclists, to safely travel across the motorway. These will be developed in the next stage of design.
4	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Why were options 1A and 5 so far north; why was it not kept as close to the existing A4019 bridge as fitting in the slip roads would allow this?	Option 1A was positioned in the same location as Option 1 in the Housing Infrastructure Fund (HIF) bid made to Homes England but incorporated an elongated roundabout rather than a circular one over the motorway. Option 5 was a variation of Option 1, but was moved as far south as possible, with the slip roads starting immediately north of the existing A4019 bridge avoiding its demolition.
5	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	As Options 2A and 2B propose to retain the existing bridge and as this is a dual carriageway, can the redundant carriageway be used as a cycle track?	Walking, cycling and horse riding facilities are an important element for us to develop during the next phase of the scheme. We are investigating various options to provide a safe route across the motorway junction for all users.
6	Scheme Element 1: Improvements to M5	Can the whole junction move westwards and a new junction provided, similar to Junction 13?	It is not possible to relocate M5 Junction 10 west as it would not meet the scheme objectives of supporting development west of Cheltenham with an effective connection to the M5 at Junction 10.

ID	Scheme element	Matters raised	Response
	Junction 10 & link road to west Cheltenham		
7	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can a junction using the existing unused slip roads between Junction 10 and Junction 11 be provided?	It is not possible to relocate M5 Junction 10 south to the existing unused slip roads as it would not meet the scheme objectives of supporting development west of Cheltenham with an effective connection to the M5 at Junction 10.
8	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can a lilo junction using the existing loop be provided? A similar arrangement could be built in the opposite quadrant. A dumbbell roundabout arrangement with free-flow filter lanes for Cheltenham to the north and from the north to Cheltenham could be used.	A dumb-bell roundabout junction (lilo junction) would not meet the forecast traffic flow requirements. This was previously investigated and rejected as an option.
9	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can Withybridge Lane be upgraded to dual carriage with a roundabout connecting to junction 10, with an on-ramp south and an off-ramp north, by means of a single pile bridge which would connect to the link road, be provided?	The project team are reviewing the use of Withybridge Lane in relation to the proposed scheme.
10	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can a single bridge scheme similar to M5 Junction 14 be provided using the existing bridge?	Retaining the existing bridge as the single crossing of the M5 would not meet the forecast traffic flow requirements. This was previously investigated and rejected as an option.
11	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can a jug-handled crossing of slip roads be provided?	Unfortunately, not enough information has been provided to deliver a response to this matter.
12	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can the southbound off-slip be upgraded to match the northbound on-slip?	A southbound off-slip upgraded to match the northbound on-slip would not address the traffic flow requirements.

ID	Scheme element	Matters raised	Response
13	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Why has a new roundabout with 'access for future development' be proposed onto farmland that floods and is therefore entirely unsuitable for development?	This is out of scope of the M5 Junction 10 Improvements Scheme. Information about future development sites can be found in the Joint Core Strategy
14	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Why has a viaduct been proposed on the new link road, this is likely to be raised and will be an eyesore in the countryside?	A structure is required on the proposed link road to enable flood water from the River Chelt to pass under the road and not cause greater flooding upstream, which would occur if the flow of water was blocked by an embankment. The form of the structure will be determined during the next stage of design. Options could include a low viaduct, a series of box culverts, a series of piped culverts, etc. The choice of option will be informed by flood modelling.
15	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	If you're concerned about the taking of valuable agricultural land in the Elmstone Hardwicke area to make a distributor road eastwards (to provide access into the north side of Elms Park and eventually beyond), then why are you not equally concerned about the taking of valuable agricultural land in Boddington parish to make a link road southwards (to provide access into the west side of the Cyber Park)?	The use of agricultural land to develop a link road southward (to provide access into the west side of the Cyber Park) will be considered as part of the west Cheltenham Development.
16	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can a noise reduction surface be used on the M5 near to existing and proposed residential properties?	It is our intention to specify a Thin Surface Course System (TSCS) (low noise surfacing) across the Highways England extents of the site (the strategic road network), apart from surfacing on bridge decks which will likely be Hot Rolled Asphalt (HRA). Surfacing types within local authority extents will need to comply with our material requirements; this will be developed during the preliminary design stage.
17	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can signage (smart technology) be provided on the M5 for people approaching Cheltenham in both directions? These could advise if there is a problem at Junction 10 or Junction	We are proposing a full suite of Variable Message Signs (VMS) for the new junction 10. These would be complemented by the existing VMS at Junction 11 therefore road users will benefit from information to help them choose the best Cheltenham exit to take regardless of their direction of travel.

ID	Scheme element	Matters raised	Response
		11 (and hence to take the other junction), reducing queues.	
19	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Regarding the stretch of road over the M5 junction; this currently has two lanes of traffic in both directions, will this be maintained with the new junction?	The proposed roundabout will have at least two lanes on the circulatory carriageway in both directions. Traffic modelling will determine whether any sections of the roundabout will need additional lanes.
19	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can the junction be built just south of the current junction? Then only farm land has to be acquired.	Relocating the junction south of the existing M5 Junction 10 location would not address the needs of the development west of Cheltenham and the proposal to dual the A4019.
20	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can a bypass route be considered for the A435 and Bishops Cleeve traffic to access the new Junction 10?	This is out of scope of the M5 Junction 10 Improvements Scheme.
21	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Why is the layby being removed if the road is not going through it? It is used by a lot of lorries and vans for breaks and overnight resting. etc. Could the roundabout be moved closer to Junction 10 to allow the layby to remain?	The layby is not currently shown in our concept design as we need to consider the safety implications of having a layby close to the roundabout. We will be reviewing the provision of the layby, including potential alternative locations, in the next stage of the design development.
22	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can a separate bridge over the motorway, which is simpler and more direct route be built for pedestrians / cyclists?	Walking, cycling and horse riding facilities are an important element for us to develop during the next phase of the scheme. We are investigating various options to provide a safe route across the motorway junction for all users.
23	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can facilities to allow horse riders to safely cross the new motorway junction roundabouts be provided, like the tunnel crossing of Junction 12 at Haresfield and Summerhouse Farm?	Walking, cycling and horse riding facilities are an important element for us to develop during the next phase of the scheme. We are investigating various options to provide a safe route across the motorway junction for all users.
24	Scheme Element 1: Improvements to M5	Will there be a dedicated cycle and pedestrian pathway for people to continue their walk / cycle at J10?	Walking, cycling and horse riding facilities are an important element for us to develop during the next phase of the scheme. We are investigating

ID	Scheme element	Matters raised	Response
	Junction 10 & link road to west Cheltenham		various options to provide a safe route across the motorway junction for all users.
25	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	What will happen to the old Junction 10 and trees?	Existing trees will be retained as part of the new scheme where possible.
26	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Will the old materials be recycled with the concrete being used under new carriageways?	The expectation is that materials from existing structures would be re-used as part of the scheme if they are assessed as suitable.
27	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can the drainage and waterways / culverts under the M5 be upgraded as part of the works?	The existing culvert under the M5 is out of scope and will therefore not be changed as part of the proposed Scheme.
28	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Will wildlife experts give advice on mitigation and ways to protect wildlife?	Natural England have been sent a consultation document which outlines the ecological survey work undertaken to-date, the results and conclusions drawn so far. The Scheme is working towards Biodiversity Net Gain (BNG) of 10%. We will reach out to BNG experts for support on this, including 3D landscaping. A tri-part approach to BNG would be possible. However, as the Environment Bill (which sets out the requirements for BNG) is not yet in place, there is no legal mechanism to manage such an approach. But, establishing an agreement with a third party, such as a Local Wildlife Trust, would be a potential approach to finding suitable locations off-site to enable the required BNG threshold to be achieved. We will also endeavour to follow the GCC Biodiversity and Highways Guidance where possible.
29	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can small mammal pipe tunnels be provided under carriageways?	The Scheme is working towards Biodiversity Net Gain (BNG) of 10%. We will reach out to BNG experts for support on this, including 3D landscaping. The initial step will be to understand the baseline biodiversity value of the scheme. We can then determine whether it will be possible/how will it be possible to achieve this within the scheme boundary, and if not, the amount of off-site habitat that will be required. Impacts to all of ecological receptors are being considered, as well as the impact of lighting, opportunities for biodiversity along segregated footways/cycleways where possible, and opportunities for an underpass are also being discussed, to improve

ID	Scheme element	Matters raised	Response
			permeability for species across this road. We will also endeavour to follow the GCC Biodiversity and Highways Guidance where possible.
30	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Why has no analysis on the impact of increased traffic from the south of Tewkesbury, from parishes north of Gloucester and from parishes by or to the west of the River Severn using the Haw Bridge B4213 been undertaken?	A traffic assessment of the local road network is being undertaken to enable us to understand any potential increases in traffic. This will allow us to determine if mitigation measures will be required to help prevent rat-running on any minor roads.
31	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Will traffic from north / west Cheltenham wanting to go south on M5 want to use the new junction? It is too far out the way to the north to access Junction 10 to then come back south on the M5.	With no direct access to the south from the M5 at this location, the only alternative is Junction 11. Depending upon which area within north / west Cheltenham trips (north of town centre/around Princess Elizabeth Way/Bishops Cleeve) are originating and their final destinations, traffic modelling shows that majority of trips will use the new junction to access the M5 southbound. The aim of the scheme is to ensure any forecasted development related traffic doesn't lead to unacceptable performance at local roads and junctions.
32	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	What are the plans for noise mitigation from the link road?	Noise modelling will be undertaken in the next stage of work which will identify requirements for noise mitigation.
33	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	What are the plans to stop speeding on the link road (and the A4019)?	Whilst speed enforcement is currently the responsibility of the Police, on local roads the Gloucestershire County Council Road Safety Team and Camera Enforcement Team provide speed management measures to reinforce appropriate speeds and we understand that this is an important issue. We will be consulting with these teams during the next stage of the design and their feedback along with your comments and those received from the Police, will be considered when we implement the next stage of design.

ID	Scheme element	Matters raised	Response
34	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Light pollution is an issue in the area, will streetlights be installed on the link road?	Carriageway lighting along the majority of the link road is not being proposed at present. A short section of lighting is proposed (approximately 100m) on the approach to each roundabout to enable drivers to identify hazards on the approach to the junction.
35	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Does the link road need to be a dual carriageway (except for very short distances adjacent roundabouts)? Many A-roads in the county are single carriageway including parts of the A40.	This will be considered in the next stage of the scheme (the preliminary design stage).
36	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Will the distributor road you've proposed heading southwards towards the Cyber Park continue further to meet the A40; and if so, will it do so at a new junction west of Arle Court (maybe meeting Corinthian Way) or will it merely meet up with Telstar Road (adding to congestion near GCHQ)?	Continuation of the proposed link road will be considered separately as part of the proposed west Cheltenham development.
37	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can improvements to Withybridge Lane be made instead of a new access road?	The design team are reviewing the use of Withybridge Lane in relation to the proposed scheme.
38	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can the link road connect to the racecourse to take all that traffic out of residential areas and the town centre?	The purpose of the scheme is to unlock development sites set out in the Joint Core Strategy rather than addressing wider traffic issues. An assessment will be carried out to identify any traffic increases on local roads as a result of the M5 Junction 10 Improvements Scheme and suitable mitigation will be provided in line with current guidance.
39	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Will the Cheltenham peripheral link road be constructed simultaneously with the new Junction 10?	It is assumed that this comment is in regard to the 'West Cheltenham Transport Improvement Scheme - UK Cyber Business Park' which is not part of the M5 Junction 10 improvements scheme. Information about the 'West Cheltenham Transport Improvement Scheme - UK Cyber Business Park' can be viewed here: www.goucestershire.gov.uk/wctis
40	Scheme Element 1: Improvements to M5	Can a bypass north of Junction 10 be built?	This is out of scope of the M5 Junction 10 Improvements Scheme.

ID	Scheme element	Matters raised	Response
	Junction 10 & link road to west Cheltenham		
41	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can the junction be moved westwards, and the existing bridge used as a cycle, footway, bridleway and an ecological corridor?	Retaining the existing bridge for a Walking, Cycling and Horse Riding/ ecology corridor would become a maintenance issue. Walking, cycling and horse riding access will be provided in the proposed solution.
42	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can the existing junction and bridge be used with improvements to the feeder roads?	It is not possible to meet the scheme objectives of supporting development west of Cheltenham and providing an effective connection to the M5 at Junction 10 if the existing junction and bridge were used with improvements to the feeder roads.
43	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can a dedicated bicycle / pedestrian bridge / underpass that completely avoids the junction be provided?	Walking, cycling and horse riding facilities are an important element for us to develop during the next phase of the scheme. We are investigating various options to provide a safe route across the motorway junction for all users.
44	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	With regard to the new road / roundabout east of Jn10 parallel to Withybridge lane, can the B4634 be continued across to the B4063 to enable an effective link from Junction 10 (and traffic in the areas east of the M5 between Junctions 9&10) across to Junction 11?	Continuation of the proposed link road will be considered separately as part of the proposed west Cheltenham development.
45	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can Fiddlers Green / Springbank be linked through to Hayden Road?	A link from Fiddlers Green / Springbank to Hayden Road will be considered separately as part of the proposed west Cheltenham development.
46	Scheme Element 1: Improvements to M5 Junction 10 & link road to west Cheltenham	Can a parallel pedestrian / cycle route (of at least shared space standard) be provided along the new link road, with roundabout designs at each end compliant with current infrastructure guidance on segregated crossings?	Walking, cycling and horse riding facilities are an important element for us to develop during the next phase of the scheme. We are currently developing our wider Walking, Cycling and Horse Riding strategy, which includes providing facilities adjacent to the link road and across the motorway. However, funding for the scheme is for unlocking the development sites to the east of M5 Junction 10 and therefore wider active travel improvements may not be possible under this scheme.

ID	Scheme element	Matters raised	Response
47	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	Why are wider lanes for traffic to queue being proposed, this is not an improvement as it does not add any significant capacity to the junction?	The carriageway would be widened for the proposed cycle facilities, creating better turning facilities for HGVs and increasing capacity of the junction. Additionally, the widening should reduce the frequency of traffic blocking left turning lanes on the A4019 and A38 north.
48	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	Can the left (north) lane be kept as give way?	In providing new pedestrian facilities across the A38 north exit, additional carriageway width is required as the central islands (pedestrian refuges) will need to be enhanced to accommodate traffic signal equipment. This means that the size of the carriageway needs to be increased, particularly across the A38, meaning additional land take if the give-way were to be retained. The proposed design incorporates the left turn into the junction arrangement, reducing the amount of land required and improves accessibility for pedestrians. The removal of the give-way will introduce a slight delay for this movement, but this would be offset by providing a left turn filter within the signalling arrangement and new detection, which will make the junction more responsive to varying traffic demands.
49	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	Will an intelligent traffic light system be used both north and south and onto the A4019 at Coombe Hill?	The proposed junction will have traffic lights that run using a Microprocessor Optimised Vehicle Actuation, which dynamically alters signal timings depending on live traffic demands and flows. Additionally, the proposed junction will use kerbside detection, meaning that pedestrian facilities will not be given green lights if someone were to push the button and then walk away, for example. On-crossing detection will also be used, in order to ensure that the time given for pedestrian crossings is optimised for both pedestrians and traffic.
50	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	Will low level lighting be used at Coombe Hill?	We are aware there are environmental considerations relating to lighting provision at Coombe Hill and have incorporated mitigation measures. The existing junction is being enlarged to accommodate increased traffic flows and will be provided with lighting to aid road safety. Facilities for walking, cycling and horse riding will be provided and junction lighting will be introduced to also aid their safety during hours of darkness. Lighting extents will be the minimum available to comply with standard requirements and mounting heights will be restricted as far as practicable. Lighting levels will also be the minimum required to meet the needs of users to help mitigate environmental impact. Luminaires will be mounted to ensure that no upward light is emitted - louvers may also be installed to reduce back light if required.

ID	Scheme element	Matters raised	Response
51	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	At Coombe Hill junction, the filter left hand lane is currently a give way, is this an option to continue to be a give way just with the increased length?	In providing new pedestrian facilities across the A38 north exit, additional carriageway width is required as the central islands (pedestrian refuges) will need to be enhanced to accommodate traffic signal equipment. This means that the size of the carriageway needs to be increased, particularly across the A38, meaning additional land take if the give-way were to be retained. The proposed design incorporates the left turn into the junction arrangement, reducing the amount of land required and improves accessibility for pedestrians. The removal of the give-way will introduce a slight delay for this movement, but this would be offset by providing a left turn filter within the signalling arrangement and new detection, which will make the junction more responsive to varying traffic demands.
52	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	Will cycle lanes leading to Advanced Stop Lines be provided at Coombe Hill?	Feeder lanes on the immediate approach to Advanced Stop Lines are being considered at Coombe Hill as part of the ongoing design development.
53	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	Why are pedestrian facilities being proposed at Coombe Hill, no one walks here?	There is currently demand for crossing provision for the A38 and the opportunity is being taken to improve existing crossing facilities. Limited existing facilities may be discouraging use of the junction by pedestrians.
54	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	Can just a pedestrian route be added to the side of an improved road between the Coombe Hill junction and the Coombe Hill Nature Reserve instead of improvements being made to the junction?	The improvements at Coombe Hill are to address changes to traffic as a result of the construction of the development sites given in the Joint Core Strategy. The opportunity is being taken to also improve crossing facilities for walking, cycling and horse riding.
55	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	Are there significant plans to alleviate noise, in particular by using noise reducing tarmac, tree planting or screening? This needs to extend back some distance from the Coombe Hill junction due to queuing.	Noise modelling will be undertaken during the next stage (preliminary design). This will identify any requirements for noise mitigation.
56	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	Has the traffic leaving the petrol station and the workshop garage at Coombe Hill been considered in the plans?	Traffic leaving from smaller developments including the petrol station or garage hasn't been explicitly considered within the scheme and this is a standard practice. Current study shows that impact of the scheme on Coombe Hill junction is minimal and the proposed design takes into

ID	Scheme element	Matters raised	Response
			consideration all the traffic approaching the junction from the north. As the scheme progresses through future design stages, the layout of accesses and egresses to and from properties and businesses will be designed in increasing levels of detail.
57	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	Traffic flows well at Coombe hill junction so does not require improvement, why has this been proposed?	Initial traffic modelling undertaken showed that with M5 Junction 10 Improvements Scheme in place, some of the traffic using the local road network between Coombe Hill and Gloucester will switch to using the M5 motorway, whilst there will be some additional traffic between Tewkesbury and Coombe Hill. Overall, the traffic reaching the Coombe Hill Junction will be less when the M5 Junction 10 Improvements Scheme is in place. Thus, with some minor alterations to traffic signal timings, the junction should be able to cope with the estimated traffic volumes. A further traffic assessment of the local road network will be undertaken which will allow us to determine if additional mitigation measures will be required.
58	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	The data about collisions at Coombe Hill junction on A38 next to the Swan Pub is incorrect. Insurance Companies deal with 2-5 claims a week from minor knocks due to the petrol station access at the site.	Standard practice is that collision data recorded by the police only includes those that have resulted in injuries to people (Personal Injury Collisions). Minor collisions which resulted in damage only are not included in the data.
59	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	A signalised left turn from A38(S) into A4019 is not necessary, why has this been proposed?	In providing new pedestrian facilities across the A38 north exit, additional carriageway width is required as the central islands (pedestrian refuges) will need to be enhanced to accommodate traffic signal equipment. This means that the size of the carriageway needs to be increased, particularly across the A38, meaning additional land take if the give-way were to be retained. The proposed design incorporates the left turn into the junction arrangement, reducing the amount of land required and improves accessibility for pedestrians. The removal of the give-way will introduce a slight delay for this movement, but this would be offset by providing a left turn filter within the signalling arrangement and new detection, which will make the junction more responsive to varying traffic demands.
60	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	Can the speed limit through Coombe Hill be 30 mph?	Whilst speed enforcement is currently the responsibility of the Police, on local roads the Gloucestershire County Council Road Safety Team and Camera Enforcement Team provide speed management measures to reinforce appropriate speeds and we understand that this is an important issue. We will be consulting with these teams during the next stage of the

ID	Scheme element	Matters raised	Response
			design and their feedback along with your comments and those received from the Police, will be considered when we implement the next stage of design.
61	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	Can pedestrian improvements such as additional footpaths and a crossing near the bus stop where the service goes towards Tewkesbury to get to the Old Spot pub be provided?	We are currently developing our wider Walking, Cycling and Horse Riding strategy, which includes providing facilities adjacent to the link road and across the motorway. However, funding for the scheme is for unlocking the development sites to the east of M5 Junction 10 and therefore wider active travel improvements may not be possible under this scheme.
62	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	Can the proposed cycle path be extended up through Coombe Hill and the dual carriageway towards Tewkesbury, joining up with the existing cycle path that ends at the A38/B4213 lights?	The purpose of the scheme is to provide infrastructure to unlock development sites in north-west and west Cheltenham, therefore, provision of wider cycle facilities through Coombe Hill and the dual carriageway towards Tewkesbury is out of scope for this scheme.
63	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	Will a separate 4m-wide cycle lane be provided through / leading into Coombe Hill?	The purpose of the scheme is to provide infrastructure to unlock development sites in north-west and west Cheltenham, therefore, provision of wider cycle facilities through Coombe Hill is out of scope for this scheme.
64	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	Can a cycle lane be built through Knightsbridge?	The purpose of the scheme is to provide infrastructure to unlock development sites in north-west and west Cheltenham, therefore, provision of wider cycle facilities through Knightsbridge is out of scope for this scheme.
65	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	Will a crossing for all at Coombe Hill be provided?	We are investigating how to provide a crossing for all users within the constraints of the current site. We will also review and take into consideration potential "future proofing" if another future scheme improves walking, cycling and horse riding facilities along A4019 and A38.
66	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	Will pedestrian and cycle facilities extend from Coombe Hill to The Gloucester Old Spot and to the road to Boddington?	The purpose of the scheme is to provide infrastructure to unlock development sites in north-west and west Cheltenham, therefore, provision of wider cycle facilities extending from Coombe Hill to The Gloucester Old Spot and to the road to Boddington is out of scope for this scheme.
67	Scheme Element 2: A38/A4019 Junction Improvements at Coombe Hill	Will consideration be given to the general uplift in traffic volumes towards Coombe Hill, which is an area ridden by horse riders?	Initial traffic modelling undertaken showed that with M5 Junction 10 Improvements Scheme in place, some of the traffic using the local road network between Coombe Hill and Gloucester will switch to using the M5 motorway, whilst there will be some additional traffic between Tewkesbury

ID	Scheme element	Matters raised	Response
			and Coombe Hill. Overall, the traffic reaching the Coombe Hill Junction will be less when the M5 Junction 10 Improvements Scheme is in place. With some minor alterations to traffic signal timings, the junction should be able to cope with the estimated traffic volumes. A further traffic assessment of the local road network will be undertaken which will allow us to determine if additional mitigation measures will be required.
68	Scheme Element 3: A4019 widening	Why has severance for cyclists on the A4019 not been addressed? The parallel cycle and pedestrian route should continue across the new J10 until at least the single carriageway section is reached.	We are investigating various options to provide a safe route across the motorway junction for all users.
69	Scheme Element 3: A4019 widening	Can trees / scrubs planted to screen the duelled road / new houses?	A landscape design is being developed that will provide visual mitigation of the scheme where appropriate.
70	Scheme Element 3: A4019 widening	Can the speed limit be below 40mph on the A4019 between J10 and the Coombe Hill Junction?	Whilst speed enforcement is currently the responsibility of the Police, on local roads the Gloucestershire County Council Road Safety Team and Camera Enforcement Team provide speed management measures to reinforce appropriate speeds and we understand that this is an important issue. We will be consulting with these teams during the next stage of the design and their feedback along with your comments and those received from the Police, will be considered when we implement the next stage of design.
71	Scheme Element 3: A4019 widening	Why has a central reservation been proposed near the fire station? It is essential that the fire station and homeowners on the south side of the main road are able to turn right on the A4019.	This will be considered in the next stage of the scheme (the preliminary design stage).
72	Scheme Element 3: A4019 widening	Has consideration been given to access and exit from Homecroft drive without causing undue delay or extended journey times?	This is out of scope of the M5 Junction 10 Improvements Scheme.
73	Scheme Element 3: A4019 widening	Will there be safe access to the A4019 layby (GL51) which has several houses and businesses?	This will be considered in the next stage of the scheme (the preliminary design stage).

ID	Scheme element	Matters raised	Response
74	Scheme Element 3: A4019 widening	Can Old Gloucester Rd to the West of the large lay by be blocked off ('no through traffic route'), and a new access road run to the new developments?	The purpose of the scheme is to unlock development sites set out in Joint Core Strategy rather than addressing wider traffic issues. An assessment will be carried out to identify any traffic increases on local roads as a result of M5 Junction 10 Improvements Scheme and suitable mitigation will be provided in line with current guidance.
75	Scheme Element 3: A4019 widening	Can the Stoke Orchard to Piffs Elm road be upgraded? It is used very heavily and is unsuitable for increased traffic without an upgrade	This will be considered in the next stage of the scheme (the preliminary design stage).
76	Scheme Element 3: A4019 widening	Has consideration been made to traffic turning right on to Withybridge Lane? This is potentially an accident hotspot.	This will be considered in the next stage of the scheme (the preliminary design stage).
77	Scheme Element 3: A4019 widening	Will there be a road surface that reduces noise levels?	It is our intention to specify a Thin Surface Course System (TSCS) (low noise surfacing) across the Highways England extents of the site (the strategic road network) apart from surfacing on bridge decks which will likely be Hot Rolled Asphalt (HRA). Surfacing types within local authority extents will need to be agreed with the local authority and comply with their material requirements which will be developed during this preliminary design stage.
78	Scheme Element 3: A4019 widening	Have traffic lights been considered coming out of the lane (From Stoke Orchard) next to the Old Spot pub on to the A4019?	This will be considered in the next stage of the scheme (the preliminary design stage).
79	Scheme Element 3: A4019 widening	Will there be a roundabout every 200 yards; this will create poor air quality?	The current design proposals do not include a roundabout every 200 yards. Air quality modelling will be undertaken during the preliminary design stage.
80	Scheme Element 3: A4019 widening	Why has no improvement been made to the A4019 exit left on to the A38? This is too tight for a 40ft articulated vehicle to manoeuvre without moving on to the adjacent carriageway	Improvements have not been proposed on the A4019 exit left on to the A38 as the radius is constrained by the existing property on the corner of this junction. The design of the junction will be designed using vehicle tracking software to determine the swept paths (the simulation of a vehicle movements) of large vehicles.
81	Scheme Element 3: A4019 widening	Can an electric vehicle charging station be provided along the A4019?	This is out of scope of the M5 Junction 10 Improvements Scheme.

ID	Scheme element	Matters raised	Response
82	Scheme Element 3: A4019 widening	What is the proposed speed of the dual carriage?	Whilst speed enforcement is currently the responsibility of the Police, on local roads the Gloucestershire County Council Road Safety Team and Camera Enforcement Team provide speed management measures to reinforce appropriate speeds and we understand that this is an important issue. We will be consulting with these teams during the next stage of the design and their feedback along with your comments and those received from the Police, will be considered when we implement the next stage of design.
83	Scheme Element 3: A4019 widening	How will residents on the south side of the A4019 safely access the bus stop?	Pedestrian crossings will be incorporated into the proposed signal-controlled junctions where necessary. Crossing points will be developed further during the next stage of design.
84	Scheme Element 3: A4019 widening	Has a review of the speed limits on the A38 and the A4019 on the approaches to Coombe Hill and around the junction at Piffs Elm and the road to Boddington and in- depth safety audits been undertaken?	Whilst speed enforcement is currently the responsibility of the Police, on local roads the Gloucestershire County Council Road Safety Team and Camera Enforcement Team provide speed management measures to reinforce appropriate speeds and we understand that this is an important issue. We will be consulting with these teams during the next stage of the design and their feedback along with your comments and those received from the Police, will be considered when we implement the next stage of design.
85	Scheme Element 3: A4019 widening	Why are the proposed new locations for the bus bays at Uckington further east than the current bus bays? This could lead to potential bus users crossing at inappropriate and unsafe places.	This will be considered in the next stage of the scheme (the preliminary design stage).
86	Scheme Element 3: A4019 widening	Why has a right-turn not been considered outside the fire station?	This will be considered in the next stage of the scheme (the preliminary design stage).
87	Scheme Element 3: A4019 widening	Will the speed limit on the new dual carriageway be 50mph or lower to allow vehicles to turn in and out of the layby safely?	Whilst speed enforcement is currently the responsibility of the Police, on local roads the Gloucestershire County Council Road Safety Team and Camera Enforcement Team provide speed management measures to reinforce appropriate speeds and we understand that this is an important issue. We will be consulting with these teams during the next stage of the design and their feedback along with your comments and those received from the Police, will be considered when we implement the next stage of design.

ID	Scheme element	Matters raised	Response
88	Scheme Element 3: A4019 widening	Will there be breaks in the flow of traffic to allow drivers to pull out of laybys safely?	The outputs of the traffic modelling will help to inform the next stage of the scheme (the preliminary design stage) of the A4019.
89	Scheme Element 3: A4019 widening	Can traffic lights at both the Gloucester Old Spot junction and the Uckington/Elmstone Hardwicke junction be provided?	The current proposals include new traffic signals at the Uckington/Elmstone Hardwicke junction. There are currently no plans to install traffic signals at the Gloucester Old Spot junction as part of the scheme.
90	Scheme Element 3: A4019 widening	Have low lying fogs in Cheltenham while the sun is shining been considered?	Low lying fogs have not been considered at this stage, however, the Road Safety Audit process that will take place during upcoming design stages will consider environmental conditions.
91	Scheme Element 3: A4019 widening	Has consideration been given to completing the link from the A4019 at Sainsburys by passing Swindon village and linking to Bishops Cleeve? Traffic from the north would then be able to south towards junction 10 without using Stoke Orchard.	The purpose of the scheme is to unlock development sites set out in Joint Core Strategy rather than addressing wider traffic issues. An assessment will be carried out to identify any traffic increases on local roads as a result of M5 Junction 10 Improvements Scheme and suitable mitigation will be provided in line with current guidance.
92	Scheme Element 3: A4019 widening	Can a roundabout between the fire station and the sports arena be introduced?	To date, the widening of this section of the A4019 is part of the Elms Park development proposals, so was out of the scope of the M5 Junction 10 Improvements Scheme. Now that we are planning to bring the Elms Park development access arrangements proposals into our scope, we will consider suggestions like this during the next stage of design development.
93	Scheme Element 3: A4019 widening	Can the Uckington junction be made a roundabout? This would decrease speeding, create an even traffic flow and be less visually intrusive than traffic lights.	This will be considered in the next stage of the scheme (the preliminary design stage).
94	Scheme Element 3: A4019 widening	Can another road and entrance be built into the back of the new site by Elmstone Hardwick, away from the fire station and towards the new proposed roundabout to ease congestion between Homecroft drive and Sainsburys?	This is out of scope of the M5 Junction 10 Improvements Scheme

ID	Scheme element	Matters raised	Response
95	Scheme Element 3: A4019 widening	Can the dual carriageway extend to the junction of the Gloucester Old Spot, and could this junction be made a traffic light or roundabout junction?	An assessment will be carried out to identify any traffic increases on local roads as a result of M5 Junction 10 Improvements Scheme and suitable mitigation will be provided in line with current guidance.
96	Scheme Element 3: A4019 widening	Where the southbound slip road off the M5 meets the A4019; can this area be lengthened and widened as it is dangerous here?	It is proposed that the existing southbound slip road is removed and replaced with a new southbound off-slip road connecting to a new grade separated gyratory roundabout.
97	Scheme Element 3: A4019 widening	Can traffic light controls, at Piffs Elm Junction be part of this overall scheme? Or a central refuge, and speed restrictions?	An assessment will be carried out to identify any traffic increases on local roads as a result of M5 Junction 10 Improvements Scheme and suitable mitigation will be provided in line with current guidance.
98	Scheme Element 3: A4019 widening	Can the A4019 be a dual carriageway from Coombe Hill to Cheltenham?	Initial traffic modelling did not identify significant traffic increases to warrant upgrading the A4019 west of M5 Junction 10.
99	Scheme Element 3: A4019 widening	Why have large roundabouts been proposed, these are dangerous for cyclists?	We are reviewing the roundabouts (including changing to a different form of junction) to provide safe facilities for cyclists
100	Scheme Element 3: A4019 widening	Why are footpaths and Cycle ways from Bishops Cleeve through Stoke Orchard and then to Cheltenham and Coombe Hill via the Old Spot Junction and Tewkesbury via Tredington not included?	We are currently developing our wider Walking, Cycling and Horse Riding strategy, which includes providing facilities adjacent to the link road and across the motorway. However, funding for the scheme is for unlocking the development sites to the east of M5 Junction 10 and therefore wider active travel improvements may not be possible under this scheme.
101	Scheme Element 3: A4019 widening	How will residents on the south side of the A4019, access the segregated footpath and cycleway on the north side of the A4019?	Residents at Uckington would be able to use the proposed crossing facilities at the Uckington Junction. We are reviewing provision for residents east of Uckington.
102	Scheme Element 3: A4019 widening	Can a cycle path to Tewkesbury via Elmstone Hardwicke be provided?	We are currently developing our wider Walking, Cycling and Horse Riding strategy, which includes providing facilities adjacent to the link road and across the motorway. However, funding for the scheme is for unlocking the development sites to the east of M5 Junction 10 and therefore wider active travel improvements may not be possible under this scheme.

ID	Scheme element	Matters raised	Response
103	Scheme Element 3: A4019 widening	A major route for cyclists seeking a quiet alternative to A38 is Staverton - Boddington - Piff's Elm - Hardwicke - Stoke Orchard. Crossing the A4019 at The Old Spot can be difficult and the increase in traffic that this scheme will encourage can only make it worse. Can accommodation for them at this staggered junction needs to be included in the plan? Possible solutions include a short, widened section with a central reservation/refuge and a Toucan crossing with an off-carriageway path on the southern side of A4019.	We are currently developing our wider Walking, Cycling and Horse Riding strategy, which includes providing facilities adjacent to the link road and across the motorway. However, funding for the scheme is for unlocking the development sites to the east of M5 Junction 10 and therefore wider active travel improvements may not be possible under this scheme.
104	Scheme Element 3: A4019 widening	Can a cycle and pedestrian lane from the Gloucester Old Spot towards Stoke Orchard be provided?	We are currently developing our wider Walking, Cycling and Horse Riding strategy, which includes providing facilities adjacent to the link road and across the motorway. However, funding for the scheme is for unlocking the development sites to the east of M5 Junction 10 and therefore wider active travel improvements may not be possible under this scheme.
105	Scheme Element 3: A4019 widening	Will there be a decent height noise reducing fencing?	Noise modelling will be undertaken as part of the next stage of work (the preliminary design stage). This will identify requirements for noise mitigation. Noise fences will be considered as a noise mitigation measures where appropriate.
106	Scheme Element 3: A4019 widening	This area has flooded due to poor maintenance of drains and ditches - will new future proofed drains be provided?	Flood modelling is being undertaken to allow us to assess the impact of the scheme. This will allow us to determine if any mitigation will be required.
107	Scheme Element 3: A4019 widening	If the deceleration lane for Homecroft Drive is to become a lane of the dual carriageway, what mitigation for noise, light and pollution will there be?	Noise and air quality modelling will be undertaken as part of the next stage of work (the preliminary design stage). This will identify requirements for mitigation. Lighting design is also being developed as part of the next stage of work. Minimising light spill beyond the areas that are required to be lit is a key component of the lighting design.

ID	Scheme element	Matters raised	Response
108	Scheme Element 3: A4019 widening	If you put in traffic lights at the end of Homecroft Drive what will be the increase in pollution levels?	The junction of the A4019 and Homecroft Drive is outside the scope of the Scheme. It is being addressed by a separate planning application.
109	Scheme Element 3: A4019 widening	How will residents on the south side of the A4019 be protected in terms of privacy, increased noise, air pollution and safety?	Noise and air quality modelling will be undertaken as part of the next stage of work. This will identify requirements for mitigation.
110	Scheme Element 3: A4019 widening	What will be done to mitigate the vibration caused by an increased volume of traffic?	It is difficult to mitigate for the effects of vibration.
111	Scheme Element 3: A4019 widening	How much CO2 and other "Greenhouse Gases" will be generated by the construction work?	This will be assessed specifically in the next stage of work.
112	Scheme Element 3: A4019 widening	Will the roads be tree lined to reduce noise to the properties?	Noise modelling will be undertaken in the next stage of work. This will identify requirements for noise mitigation.
113	Scheme Element 3: A4019 widening	Have the roads that connect to the A4019 such as the Boddington Lane and Stoke Orchard Road been considered?	A traffic assessment of the local road network is being undertaken to enable us to understand any potential increases in traffic. This will allow us to determine if mitigation measures will be required to help prevent rat-running on any minor roads.
114	Scheme Element 3: A4019 widening	It seems the studies were done post-COVID-19 when there were back-ups on the motorway. Many people now work from home and employers seem to be adopting these changes. Due to COVID-19, people are working from home more which employers seem to be adopting. As a result, traffic delays are no longer an issue - has this been considered?	We are following the current guidance provided by the Department for Transport (DfT) and Highways England in assessing the scheme. The guidance includes their view on COVID-19 and the long-term effects of Brexit.

ID	Scheme element	Matters raised	Response
115	Scheme Element 3: A4019 widening	Has the impact of the greater road capacity on trip generation / attraction and diversion on roads in the surrounding area been considered as the widening of the A4019 coupled with J10 improvements will bring about a situation similar to Braess' Paradox, resulting in diversions through Stoke Orchard or Tredington?	A traffic assessment of the local road network is being undertaken to enable us to understand any potential increases in traffic. This will allow us to determine if mitigation measures will be required to help prevent rat-running on any minor roads.
116	Scheme Element 3: A4019 widening	Why was the impact that additional traffic will have on the junction by the Old Spot pub and the Old Gloucester Road not considered?	Initial traffic modelling has indicated that there would not be a significant increase in traffic on the A4019 between Coombe Hill and M5 Junction 10 due to the scheme. As a result, it has been determined that dualling of this section of the A4019 is not required. Any adverse effect on traffic to the junction near the Gloucester Old Spot, where the Stoke Orchard to Piffs Elm Road meets the A4019, will be looked into in further detail as scheme progresses and any issues will be addressed to avoid rat-running on any minor roads.
117	Scheme Element 3: A4019 widening	Why has traffic using the Junction 10 and the Old Gloucester Road to access the planned Cyber Park not been considered in your assessments?	The exact connection to the Cyber Park development site will be considered separately during planning application of this development. Current arrangements present a representative view of the scheme which is subject to changes in the future.
118	Scheme Element 3: A4019 widening	Has the impact of traffic relating to the Horse Racing and access to the proposed Elms Park development been considered?	The impact of the Elms Park development has been considered in the traffic analysis. Planning for special events like horse racing is outside the current scope of works.
119	Scheme Element 3: A4019 widening	Why immediately commit resources to the A4019 widening when the impact of the new link road on the volume of traffic travelling into Cheltenham has yet to be tested and progress on the Cyber Park and associated development is way ahead of the proposals for North West Cheltenham?	We need to plan and design for the future to ensure local residents don't face unwanted delays and congestion. Schemes like this take years to build and we are using the standard best practices and guidance to ensure the traffic forecast for the schemes are robust.

ID	Scheme element	Matters raised	Response
120	Scheme Element 3: A4019 widening	What will the impact be on the junction by Aldi and Sainsbury's?	The extent of current scheme doesn't cover this junction, but the A4019/Hayden Road junction is likely to get upgraded when the Elms Park development is constructed. This is reflected in the traffic modelling work undertaken to date.
121	Scheme Element 3: A4019 widening	Will the bus stop at the east end of the layby on the A4019 be kept?	This will be considered in the next stage of the scheme (the preliminary design stage).
122	Scheme Element 3: A4019 widening	Can the speed limit be reduced on the A4019?	Whilst speed enforcement is currently the responsibility of the Police, on local roads the Gloucestershire County Council Road Safety Team and Camera Enforcement Team provide speed management measures to reinforce appropriate speeds and we understand that this is an important issue. We will be consulting with these teams during the next stage of the design and their feedback along with your comments and those received from the Police, will be considered when we implement the next stage of design.
123	Scheme Element 3: A4019 widening	Can a traffic-controlled junction be provided at Homecroft Drive along with a controlled pedestrian crossing?	This will be considered in the next stage of the scheme (the preliminary design stage).
124	Scheme Element 3: A4019 widening	Why are the bus stop located far away from junctions? How will people cross to them?	This will be considered in the next stage of the scheme (the preliminary design stage).
125	Scheme Element 3: A4019 widening	Will Traffic Advisory Leaflet 2/94 "Entry treatments" be followed?	Entry treatments and gateways to delineate roads of different character will be considered as part of the next stage of design.
126	Scheme Element 3: A4019 widening	Can uninterrupted, segregated cycle lanes along the A4019 be provided?	The suggestion that uninterrupted, segregated cycle lanes should be provided along the A4019 will be taken into consideration in the next stage of design.
127	Scheme Element 3: A4019 widening	Can light operated crossings for pedestrians and cyclists be installed near Uckington and Kingstbridge?	Facilities for walking, cycling and horse riding are currently planned for the Uckington Junction.
128	Scheme Element 3: A4019 widening	Can the cycle and pedestrian lanes go all the way to Sainsbury's junction, connecting to local cycle ways and footpaths?	To date, the widening of this section of the A4019 is part of the Elms Park development proposals, so was out of the scope of the M5 Junction 10 Improvements Scheme. Now that we are planning to bring the Elms Park development access arrangements proposals into our scope, we will consider suggestions like this during the next stage of design development.

ID	Scheme element	Matters raised	Response
129	Scheme Element 3: A4019 widening	Can a path on the south side of the A4019 not be provided?	The suggestion that a cycle path should be provided on the south side of the A4019 will be taken into consideration in the next stage of design.
130	Scheme Element 3: A4019 widening	Can a crossing opposite the layby on the south side of the A4019 be provided?	The suggestion that a crossing opposite the layby should be provided on the south side of the A4019 will be taken into consideration in the next stage of design. This may be provided as an uncontrolled crossing (no traffic signals) due to level of demand by WCH and proximity of other traffic signals.
131	Scheme Element 3: A4019 widening	Can a light controlled crossing across the A4019 between the two arms of Hayden Road be provided? This would enable a safe crossing between the Retail Park and the housing estates.	This is out of scope of the M5 Junction 10 Improvements Scheme.
132	Scheme Element 3: A4019 widening	Can separate cycle lanes / pavements / bridle ways be provided along the A4019?	The suggestion that provision for all users should be provided along the A4019 will be taken into consideration in the next stage of design.
133	Scheme Element 3: A4019 widening	Can a dedicated cycle/pedestrian/horse rider crossing on the M5 alongside the junction be provided?	We are investigating various options to provide a safe route across the motorway junction for all users. The proposed cycle lane would commence at the west side of the M5 (at the scheme extent) and then continue east to connect with facilities being introduced as part of the proposed Elms Park development.
134	Scheme Element 3: A4019 widening	Why does the proposed cycle lane along the A4019 stop at the link road?	We are investigating various options to provide a safe route across the motorway junction for all users. The proposed cycle lane would commence at the west side of the M5 (at the scheme extent) and then continue east to connect with facilities being introduced as part of the proposed Elms Park development.
135	Scheme Element 3: A4019 widening	Can a pedestrian controlled crossing be provided at the Moat Lane/The Green junction to allow walkers to continue using the Cheltenham Circular Footpath?	Walking, cycling and horse riding facilities are currently planned for the Uckington Junction.
136	Scheme Element 3: A4019 widening	Why is the proposed cycle track towards North Cheltenham not compliant with current LTN 1/20 in its crossing of the Green, where a changed priority, and a	We will be following the guidance given in LTN 1/20 as well as relevant design standards and other guidance.

ID	Scheme element	Matters raised	Response
		narrower road corner radius would be recommended?	
137	Scheme Element 3: A4019 widening	Why were there no pedestrian / cycle facilities proposed on the A4019 west of the junction leading up to Coombe Hill?	The purpose of the scheme is to provide infrastructure to unlock development sites in north-west and west Cheltenham, therefore, provision of wider cycle facilities on the A4019 west of the junction leading up to Coombe Hill is out of scope for this scheme.
138	Scheme Element 3: A4019 widening	Why are there no facilities for cyclists crossing the A4019 at Piffs Elm / Gloucester Old Spot?	The purpose of the scheme is to provide infrastructure to unlock development sites in north-west and west Cheltenham, therefore, provision of wider cycle facilities on the A4019 west of the junction leading up to Coombe Hill is out of scope for this scheme.
139	Scheme Element 3: A4019 widening	Other than at the new roundabout and the proposed traffic signal junction at Uckington, there are no indications of how pedestrians, cyclists and horse riders will be able to cross the A4019 once it's duelled? How will they cross safely?	Walking, cycling and horse riding facilities are an important element for us to develop during the next phase of the scheme. We are investigating various options to provide safe crossing points on the A4019.
140	Scheme Element 3: A4019 widening	Can horse riders be included on the proposed 4-metre-wide cycleway along the A4019?	The suggestion that provision for all users should be provided along the A4019 will be taken into consideration in the next stage of design.
141	Scheme Element 3: A4019 widening	Can a cycle track leading from the B4634 or Hayden Road junctions to The Green (turn off for Elmstone Hardwicke) be provided?	To date, the widening of this section of the A4019 is part of the Elms Park development proposals, so was out of the scope of the M5 Junction 10 Improvements Scheme. Now that we are planning to bring the Elms Park development access arrangements proposals into our scope, we will consider suggestions like this during the next stage of design development.
142	Scheme Element 3: A4019 widening	Can the cycle track be extended beyond the roundabout to Withybridge Lane and to The Gloucester Old Spot Pub (Stoke Lane) and Staverton turn?	We are currently developing our wider Walking, Cycling and Horse- Riding strategy, which includes providing facilities adjacent to the link road and across the motorway. However, funding for the scheme is for unlocking the development sites to the east of M5 Junction 10 and therefore wider active travel improvements may not be possible under this scheme.
143	Scheme Element 3: A4019 widening	Can pedestrians, horse riders / cyclists be segregated from lorries?	Segregated facilities on the northern side of the A4019 are currently proposed as part of the scheme.

ID	Scheme element	Matters raised	Response
144	General	Can road-runoff be intercepted before it enters the brooks and River Chelt?	Runoff from the carriageway and footways will be collected into drainage ponds and in a minority of locations (such as Coombe Hill) into existing road drainage systems.
145	General	Why is the scope of the traffic assessment so narrow (i.e. why does it not include surrounding villages)?	A traffic assessment of the local road network is being undertaken to enable us to understand any potential increases in traffic. This will allow us to determine if mitigation measures will be required to help prevent rat-running on any minor roads.
146	General	Are you working with Gloucestershire Wildlife Trust to incorporate adaptations (e.g. hedgehog crossings) and to educate people about local wildlife?	Gloucestershire Wildlife Trust were contacted before the options consultation commenced; this provided information about the proposals and the ways the Trust could have their say. The Trust were also sent a reminder halfway through the consultation period. We will continue to engage with Gloucestershire Wildlife Trust in the future.
147	General	Will pedestrian and cycle facilities be designed to comply with the provisions of LTN 1/20?	We will be following the guidance given in LTN 1/20 as well as relevant design standards and other guidance.
148	General	What design standards will be used to ensure safety of all users (pedestrians; cyclists; motorcyclists; cars; vans; heavy farm machinery and lorries)?	We are following the guidance given in the Design Manual for Roads and Bridges (DMRB) and other relevant standards and guidance, such as Traffic Signs Manual and Local Transport Notes; this also includes a requirement for an independent road safety audit
149	General	Can secure bike parking in Cheltenham be provided?	This is out of scope of the M5 Junction 10 Improvements Scheme.
150	General	Can a cycle and pedestrian facilities not be provided in local villages where traffic will increase as a result of the scheme?	The purpose of the scheme is to unlock development sites set out in Joint Core Strategy rather than addressing wider traffic issues. An assessment will be carried out to identify any traffic increases on local roads as a result of M5 Junction 10 Improvements Scheme and suitable mitigation will be provided in line with current guidance.
151	General	Will the changes to the A4019 and Coombe Hill be completed before improvements are made to 10?	Subject to programme confirmation, the A38 Coombe Hill Junction improvements are likely to be delivered before the improvements are made to M5 Junction 10, which should help to address local safety concerns.
152	General	Why does the Options Consultation brochure say "all options are anticipated to provide better connectivity for existing and new users of all transport modes in	Walking, cycling and horse riding facilities are an important element for us to develop during the next phase of the scheme. We are currently developing our wider Walking, Cycling and Horse Riding strategy, which includes providing facilities adjacent to the A4019, link road and across the

ID	Scheme element	Matters raised	Response
		the area" when this is the opposite of the truth for cyclists?	motorway to improve connectivity. We will be following the guidance given in LTN 1/20 as well as relevant design standards and other guidance.
153	General	Why can't money from this scheme needs to be spent on the city centre ring road?	The purpose of the scheme is to unlock development sites set out in Joint Core Strategy rather than addressing wider traffic issues.
154	General	Why can't the £200 million be spend on better things, like COVID-19 or local cycle provision?	The purpose of the scheme is to unlock development sites set out in the Joint Core Strategy; as a result, the funding from Homes England has been ring-fenced so cannot be spent on other things such as the county's response to the COVID-19 pandemic.
155	General	Why is green belt land being allowed to be built on for a dual carriageway, the proposal of a new roundabout and road?	The land where the link road to west Cheltenham and the A4019 widening is proposed was removed from the Green Belt in 2017 after the adoption of the Joint Core Strategy.
156	General	Have the plans for Junction 9 been considered in the options presented?	Other relevant major projects in Gloucestershire, such as the proposals for M5 Junction 9, were considered during the development of the options presented at options consultation.
157	General	Has any consideration been given to combining the schemes for J9 and J10 with the link road being extended to meet the upgraded A46 Ashchurch bypass?	This is out of scope of the M5 Junction 10 Improvements Scheme.
158	General	Does building roads not just generate more traffic?	The proposed improvements will facilitate the delivery of housing and economic development sites allocated or safeguarded in the Joint Core Strategy rather than to improve current levels of congestion.
159	General	Can Gloucestershire County Council change their policy to make traffic flow a priority rather than trying to make people cycle and use public transport?	Maintaining a functioning highway network is the foundation for an integrated transport system. All transport modes in some way interact with the highway network. Providing infrastructure and facilities for more sustainable modes, such as cycling and public transport, is fundamental to the delivery of Gloucestershire's Local Transport Plan (2015-2041) objectives.

ID	Scheme element	Matters raised	Response
160	General	Why are you asking people to comment on the proposals when these comments will not be considered nor make a difference?	All submitted responses were analysed to understand individual views and opinions on the proposals to inform the preferred route announcement and preliminary design.
161	General	Why were the proposals presented in long, complex documents? These were difficult to understand	To ensure that the public were well informed about the proposals, we needed to create a balance between providing enough information and keeping documents concise. That's why the consultation brochure contained a summary of key information, and additional, detailed technical information was also made available in Technical Appraisal Reports (TARs). This is standard practice for options consultation.
162	General	Why were the maps not more user friendly?	As well as providing drawings of the proposed scheme options in the consultation brochure, drawings were also available for the public to view on the scheme's consultation website. We will endeavour to provide larger-scale drawings at statutory consultation.
163	General	Can a separate south access and exit, either north or south of the existing north only access and exit be provided? Why has the Park and Ride that was part of the Transport Plan for the JCS not been included? With the urban extension for the JCS at West Cheltenham currently on hold at the request of Highways England and Homes England, the pressure on the requirement for housing in Cheltenham and Tewkesbury, cannot be addressed until Junction 10 is complete, bearing in mind that under the JCS, an evidence led requirement for housing and employment land, the North West Extension should be completed by 2031, bearing in mind we are nearly in 2021 there is not a single firm proposal to build anything at all. West Cheltenham, Cyber Park and housing associated with it, now looks, in my	A range of alternative design solutions have been considered over the course of a lengthy optioneering and appraisal process, including relocating the junction to the south or north amongst other potential solutions, which concluded that constructing adjacent to the existing was the best option in terms of buildability, cost and environmental. In order to provide a more integrated transport network by enabling opportunities to switch to more sustainable transport modes around Cheltenham, an expansion of, and improvements to the Arle Court Transport Hub (formally known as the Arle Court Park & Ride) are being proposed separately to the M5 Junction 10 Improvements Scheme. The improvements to the existing Park and Ride site have a focus on sustainable transport and providing high quality alternatives to car use. A separate Park and Ride is also being proposed as part of the Elms Park development. The West Cheltenham application is not on hold. The work on Golden Valley development is very much making progress and the council is currently progressing the actions it needs to take in respect of agreeing a preferred developer, alongside this, engagement is taking place in respect of the planning approach and an application is expected next year. This application will need to demonstrate the capacity delivered through the West Cheltenham Transport Improvement Scheme, for which funding was agreed to facilitate the opening up of the cyber central element of the

ID	Scheme element	Matters raised	Response
		<p>opinion, easier to bring forward than the North West urban extension.</p> <p>The improvements to the Coombe Hill Junction, I believe are being put in place for further development in the future.</p> <p>Has the option for building a new junction and closing the current one been dismissed?</p> <p>What is being done to mitigate the levels of traffic on the A4013, Princess Elizabeth Way?</p> <p>Are resident's opinions actually being considered?</p>	<p>Golden Valley development. There is a direct relationship with the delivery of the M5 Junction 10 through the west Cheltenham link road. Any future application will need to articulate the relationship with J10 and the phasing of development in the context of that programme.</p> <p>In respect of North West Cheltenham there is continuing work with regards to transport. This is progressing and will continue to be discussed so that we can better understand next steps from a transport perspective. The outline application does not include a Park and Ride, this was removed some time ago in response to comments from GCC Highways.</p> <p>The Joint Core Strategy transport strategy set out the strategic context for the delivery of all the Joint Core Strategy growth up to 2031, Highways England were fully engaged in the preparation of this, the strategy was agreed as part of the Joint Core Strategy examination.</p> <p>We will be able to understand how best to minimise impact to traffic on the local network during the construction phase once we have a preferred option and to help achieve this we are looking to employ a buildability adviser. They will look at how best to sequence the works to avoid any prolonged closure of the junction in line with the preferred option. As we move through the key stages of the project, we will ensure that we are maintaining contact with you to better understand the local constraints and how we can minimise disruption.</p>
164	General	<p>Why has information about land take not been published?</p> <p>How will residents and service vehicles access properties if the improvements go ahead?</p> <p>Why is so much widening required on the A4019 for pedestrians and cyclists?</p> <p>Has any consideration been given to the local resident health with regard to environmental impacts such as increased light pollution and noise?</p>	<p>We are still in the early phase of the scheme development focused on producing and sharing our concept designs for the main elements of the scheme. Any land acquisition will follow government guidelines that seek to ensure reasonable compensation is paid for any land acquired or any blight on the property.</p> <p>We recognise access to properties is an important issue and will be examining in greater detail as we develop our preliminary design.</p> <p>We only have one route corridor for the A4019, the existing road, to provide a dual carriageway between Junction 10 and Gallagher Retail Park. Our initial design, as shown on the consultation plans, shows widening to the north of the existing road but we need to consider options of widening to the south as we develop our preliminary design. Widening to the north or south requires us to acquire land and we therefore need to balance the various design and access requirements against the land required. The proposals for the segregated footway and cycleway are yet to be confirmed. Whilst we recognise the space segregated facilities require, this</p>

ID	Scheme element	Matters raised	Response
			<p>scheme could provide enhanced facilities that could be expanded in the future.</p> <p>As part of the planning process, we will be carrying out various environmental assessments, including impacts on noise and air quality. Where possible, measure would be provided to mitigate any significant adverse impacts.</p>
165	General	<p>How has the PEAOR concluded that some of the scheme's options will be 'Minor Beneficial' for air quality and 'Slight Beneficial' for noise and vibration?</p> <p>Why was monitoring of air quality only positioned 5km south-west of Junction 10 and not in residential areas, such as Withybridge Gardens?</p> <p>Has any consideration been given to the additional light pollution caused by the new junction?</p> <p>Has the impact of local residents lives and health been fully considered?</p> <p>What will happen to the residents and their properties should option 2 or 2A proceed and demolition of property is required?</p>	<p>With regards to air quality, an assessment of air quality impacts of the Scheme is yet to be made, with the work done to date focussing only on potential comparisons between the design options. The EIA (Environmental Impact Assessment), to be undertaken within the next phase of the design, will include detailed air quality assessment of the chosen Scheme Option. It will assess and report conditions at individual receptor locations and at a full scheme level. This will include modelling the change in pollutant concentrations at specific residences in the vicinity of M5J10, at Withybridge Gardens and along the A4019, for the with and without the Scheme scenarios. The assessment will also consider the impact at other locations within the wider Cheltenham area, including those within the designated AQMA.</p> <p>With regards to noise, the 'slight beneficial' conclusion that is reported in the TAR addresses the Scheme (Option 2/2A/2B) as a whole. The conclusion was made from a high-level appraisal of the option to relocate to the North, the variations of Option 2 (adjacent) and to relocate to the South. Whilst the work undertaken to date noted that there are a number of receptors where noise levels would increase, the assessment has not yet gone into detail of where those impacts were. Refined assessment will be undertaken during the next stage of design, and will highlight areas where there are increases, and decreases, in noise levels. This information will be reported as part of the Environmental Statement, which will form part of the planning application.</p> <p>Regarding monitoring, there is Cheltenham Borough Council and Tewkesbury Borough Council monitoring in the vicinity of the M5 Junction 10 roundabout, including on the A4019 and Withybridge Gardens. In addition, a project specific air quality monitoring survey has been conducted to supplement existing data, including locations on the A4019, east and west of M5 Junction 10, and at Withybridge Gardens. These will be used to verify the modelled outputs in line with DEFRA assessment guidelines.</p>

ID	Scheme element	Matters raised	Response
			<p>As part of the planning process, we will be carrying out various environmental assessments, including impacts on noise and air quality. Where possible, measures would be provided to mitigate any significant adverse impacts.</p> <p>We are still in the early phase of the scheme development, which to date has focused on producing and sharing our concept designs for the main elements of the scheme. Any land acquisition will follow government guidelines that seek to ensure reasonable compensation is paid for any land acquired or any blight on the property.</p>
166	General	<p>Will the major developments be protected from flood risks?</p> <p>Why is there not a 'Park and Ride' option immediately after the M5 exit to prevent bottleneck of traffic further down Tewkesbury Road?</p> <p>Why is this project allowed to be built on Green Belt land?</p> <p>Was the house bought by the Council on Moat Lane a predetermined part of this scheme as a place to locate the new traffic lights?</p> <p>If race days are a particular peak in Cheltenham traffic, why should millions be spent on upgrading Junction 10 as opposed to using Junction 9 more intelligently and a park and ride?</p> <p>Is the project actually vital?</p> <p>Are people the priority in the scheme or is it the roads?</p> <p>Why should local residents be faced with longer journey times due to the detours they will have to take to cross the new dual carriageway?</p>	<p>This scheme has been identified as a key infrastructure requirement to unlock housing and economic development proposed for the West and North West of Cheltenham. This development was set out in the Joint Core Strategy, the planning framework, adopted by Cheltenham Borough, Tewkesbury Borough and Gloucester City Councils in 2017.</p> <p>When producing the Joint Core Strategy, the extent of the Green Belt was reviewed and amended to include new housing sites 'North West Cheltenham' and 'West Cheltenham'. The Joint Core Strategy has also identified 'safeguarded land' adjacent to both sites that has also been removed from the Green Belt for the longer term development needs beyond the current plan period. These areas of land therefore provide the primary opportunity for helping meet future growth requirements for Cheltenham. All of this proposed development needs to be supported by appropriate infrastructure.</p> <p>With regards to concerns about National Planning Policy Framework compliance, the proposed options for this scheme are being carefully assessed against the need to serve these developments and a range of environmental, social and policy constraints. These assessments will be considered as part of an application for planning permission. The National Planning Policy Framework notes that substantial weight should be given to any harm to the Green Belt and 'Very special circumstances' will not allow for development in the Green Belt unless the potential harm is clearly outweighed by other considerations.</p> <p>The National Planning Policy Framework do however go on to note that certain forms of development can be deemed appropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. Local transport infrastructure is not considered</p>

ID	Scheme element	Matters raised	Response
		<p>Has the financial effect on the properties near the dual carriageway been identified?</p> <p>Has the effect on biodiversity been fully considered?</p>	<p>inappropriate if it can be demonstrated that it preserves its openness and does not conflict with the purposes of including land within it.</p> <p>Any planning application we make will need to demonstrate that our scheme is suitable for its location, including within the Green Belt. Evidence supporting these benefits will be set out clearly in any future planning application and will also be made available to the public during our statutory consultation, planned for late 2021.</p> <p>Regarding biodiversity, environmental and heritage concerns, we are still in the early phase of the scheme development. The positioning and type of infrastructure has yet to be confirmed and we will use public feedback to aid the scheme development. We have carried out a range of initial environmental and ecology assessments and these will also continue as the design develops. To support our assessments, we have and are continuing to collect a wide range of data on various aspects, including current air quality, noise, drainage, heritage and biodiversity.</p> <p>We can confirm that our initial assessments has already identified the Scheduled Monument and the six listed buildings. As we develop our preliminary design, we will continue to assess the potential direct physical impacts, as well as potential indirect impacts, to the significance of these heritage assets. We can then determine the appropriate mitigation required.</p> <p>With regard to traffic and local journey concerns, initial traffic modelling has allowed us to gain an initial understanding of the predicted changes to traffic as a result of the new housing and economic development sites. Journeys on the A4019 are set to increase as a result of the planned Joint Core Strategy development and therefore we need to ensure there is sufficient highway capacity to accommodate this increase. Greater use of M5 Junction 9 would not address the increase in traffic.</p> <p>We are aware of access issues created by widening of the A4019 and are investigating options to mitigate any additional journey times for those residents and business that currently have direct accesses onto the A4019. We will be liaising with those residents and businesses directly affected as we develop our proposals.</p> <p>With regard to the Park and Ride, provision of a park and ride to mitigate traffic increases is currently not part of our scheme because it is part of the proposed Elms Park development; this development is currently seeking planning permission to build new homes to the north of the A4019 between</p>

ID	Scheme element	Matters raised	Response
			<p>Gallagher Retail Park and Uckington. To avoid providing conflicting information with the Elms Park development, we did not show any proposals past the fire station because the Elms Park development includes proposals to dual the A4019 between Gallagher Retail Park and the Fire Station. These access arrangements have now been brought into our scope and will be considered as our design progresses.</p> <p>Regarding flooding concerns, we are carrying out modelling to understand the current flood risk. The flood modelling is derived using UK guidelines from the Environment Agency and based on recorded data, which includes data from both the July 2007 and December 2008 flood events. However, any observations on the July 2007 event would further assist with validating the flood model; we would welcome any photographic evidence and any other detail such as where that water came from and how deep it got.</p> <p>By understanding the existing flood risk, it will allow us to forecast the future flood risk, including increases due to climate change. This flood modelling information will inform how we develop our preliminary design so that the impact of the scheme is minimised and suitable mitigation is provided, such as providing safe alternative areas of land that can flood. This will be reviewed and agreed by the Environment Agency and an independent team within Gloucestershire County Council, who also act as the Lead Local Flood Authority.</p>
167	General	<p>Can an upgrade of the Stoke Road / Main Road corridor as a link from the M5 Junction 10 to Bishops Cleeve corridor via Swindon Parish be provided?</p> <p>The scheme should include:</p> <p>A Park and Ride close to the junction, accessed from the hub, onto the land already designated as Safeguarded for Development.</p> <p>A continuous dedicated and segregated cycle path from the West Cheltenham Cyber Park, along the new link road, to the proposed cycle path north of the A4019, allowing pedestrian and cyclist</p>	<p>This scheme has been identified as a key infrastructure requirement to unlock housing and economic development proposed for the west and north west of Cheltenham. Our funding from Homes England is to allow this scheme to progress and therefore unlock the housing and economic development. Unfortunately, we are not in a position to consider major improvements for traffic on the wider local road network.</p> <p>Concerns about increased traffic on the local road network, is an issue that has been raised by several stakeholders and members of the public. We are currently undertaking further traffic modelling as part of the next phase of scheme development. These results will allow us to review impacts on the local road network and then determine potential mitigation. Comments will be useful when we carry out our review of the local road network.</p> <p>Providing a Park and Ride or transport hub off the A4019 is outside the scope of the M5 J10 Improvements Scheme as one is currently included as part of the Elms Park development.</p>

ID	Scheme element	Matters raised	Response
		<p>direct access between these two major developments.</p> <p>Continuation of the cycle path across Junction 10 to Coombs Hill (defined in the JCS as a service village) providing access to:</p> <ul style="list-style-type: none"> Tewkesbury (via the A38), Stoke Orchard and Bishops Cleeve via Stoke Road, Twizworth & Norton via the A38 (that include significant new housing developments). Road improvements to enable a safe cycling route along Stoke Road to Bishop Cleeve. Retention / amendment of local footpaths and bridleways. The local area includes several bridleways and footpaths that cross the A4019 at various locations. These are very well frequented by local residents and walkers / horse riders from the wider community. We would like to understand the project team's rationale for establishing a new corridor through the green belt land for the proposed Western link road as opposed to upgrading the existing parallel road from Withybridge Lane. Can alterations to the road be done to the south side where the Council already owns the fields rather than on the north side at Uckington with great impact on the lives of residents and their properties? 	<p>Active travel is an important element for us to develop during the next phase of the scheme. We are currently developing our wider Walking, Cycling and Horse Riding strategy, which includes providing facilities adjacent to the A4019, link road and across the motorway. We are looking into wider improvements to provide an integrated network for non-motorised users and mitigate traffic increases on the local road network, but this is limited by the budget made available from Homes England.</p> <p>The main purpose of the Western Relief Road (link road) is to provide connectivity between the West Cheltenham Development (Cyber Park) and Junction 10 of the M5 motorway. This is to mitigate forecasted increases in traffic at Junction 11 of the M5 motorway, which is already suffering with capacity issues.</p> <p>We only have one route corridor for the A4019, the existing road, to provide a dual carriageway between Junction 10 and Gallagher Retail Park. Our initial design, as shown on the consultation plans, shows widening to the north of the existing road but we need to consider options of widening to the south as we develop our preliminary design. Widening to the north or south requires us to acquire land and we therefore need to balance the various design and access requirements against the land required.</p>

ID	Scheme element	Matters raised	Response
168	General	<p>Why has Cheltenham's wider transport issues not been addressed by the scheme?</p> <p>How will people be able to access North West Cheltenham (Elms Park) if there is an accident on the motorway as there is no alternative?</p> <p>Can existing WCH paths be enhanced under the scheme?</p> <p>Has the impact of local residents' lives and health been fully considered?</p>	<p>This scheme has been identified as a key infrastructure requirement to unlock housing and economic development proposed for the West and North West of Cheltenham. Our funding from Homes England is to allow this scheme to progress and therefore unlock the housing and economic development. Unfortunately, we are not in a position to consider major improvements for traffic on the wider local road network.</p> <p>In the event that M5 Junction 10 was closed, the diversion would be signed at Junction 11 and Junction 9 respectively, with the Junction 11 diversion using the A40 and the Junction 9 diversion using the A435.</p> <p>Active travel is an important element for us to develop during the next phase of the scheme. We are currently developing our wider Walking, Cycling and Horse riding strategy, which includes providing facilities adjacent to the A4019, link road and across the motorway. We are looking into wider improvements to provide an integrated network for non-motorised users and mitigate traffic increases on the local road network, but this is limited by the budget made available from Homes England.</p> <p>As part of the planning process, we will be carrying out various environmental assessments, including impacts on noise and air quality. Where possible, measures would be provided to mitigate any significant adverse impacts.</p>
169	General	<p>Why was Elms Park development not included in the scheme maps?</p> <p>Will there be access to a detailed plan of A4019 widening, detailing traffic lights, resident access, bus stops and lighting?</p> <p>How much will the proposed scheme increase exhaust pollution and noise pollution? Are there any plans to reduce the pollution and noise caused by the scheme?</p>	<p>Details about the proposed Elms Park development were not shown in the public consultation materials in order to avoid confusion with the live (at the time of writing) planning application for Elms Park. The access arrangements for the Elms Park development have now been brought into our scope and will be reflected as such on future scheme maps.</p> <p>We are still in the early phase of the scheme development, which to date has focused on producing and sharing our concept designs for the main elements of the scheme. Further detail about element designs will be made available during statutory consultation (late 2021).</p> <p>As part of the planning process, we will be carrying out various environmental assessments, including impacts on noise and air quality. Where possible, measures would be provided to mitigate any significant adverse impacts.</p>
170	General	Why are the additional CPO and demolition costs of 2 and 2B not	Though the three options may appear to be virtually identical, the impacts with regards to properties within the vicinity of the junction vary greatly and

ID	Scheme element	Matters raised	Response
		<p>featured in the Technical Appraisal when compared against 2A?</p> <p>What integration is taking place to ensure that already upgraded roads in Cheltenham, such as the B4634, are connected?</p> <p>Without having an outer-ring road, how does this scheme help the expansion of Cheltenham?</p> <p>How does this scheme fit in with GCC Highways' plan for a long-term, integrated network of distributor roads?</p>	<p>as such we feel it is important to get the opinion of the public via the non-statutory consultation. It helps inform our decision by allowing us to better understand the true costs associated with the possible requirement to acquire Withybridge Gardens, on the basis that we cannot simply assume that all landowners would rather stay or sell their property. We believe the consultation to be an integral part of the process and far more than just a box ticking exercise. We are ultimately looking to avoid the Compulsory Purchase Order process by negotiating the acquisition of any land required for the scheme and are in dialogue with each of the landowners already to assist the process, though of course there is always a risk that this will be unachievable and that we will have to utilise the Compulsory Purchase Order process.</p> <p>Our proposals outline that the proposed link road will connect to the B4634. An outer-ring road is not being considered as the scheme will deliver the highways infrastructure to enable the development allocated through the adopted Joint Core Strategy.</p> <p>Maintaining a functioning highway network is the foundation for an integrated transport system. All transport modes in some way interact with the highway network. Providing a safe and reliable highway network is fundamental to the delivery of Gloucestershire's Local Transport Plan (2015-2041) objectives.</p>
171	General	<p>Will the layby alteration on the A4019 intrude on the adjacent land?</p> <p>Will the Orchard Site and its regional apple varieties be protected from the development?</p>	<p>The layby is not currently shown in our concept design as we need to consider the safety implications of having a layby close to the roundabout. We will be reviewing the provision of the layby, including potential alternative locations, in the next stage of the design development.</p> <p>We are unlikely to directly affect the orchard; our proposals are for the A4019 to be widened on the northern side (away from the orchard). However, we are investigating access options for the orchard and properties immediately to the east of the orchard. These access options should not directly affect the orchard, but we may need to use some land between the orchard and the A4019.</p>

Appendix B. Matters Raised: Tier 1 stakeholders

Table B-1 - Matters raised: Tier 1 responses

Stakeholder	Matters raised	Response
Bishop's Cleeve Parish Council	How will the junction of Stoke Road with the A4019 be managed as this does not appear to have been addressed by the details you have published so far?	A traffic assessment of the local road network is being undertaken to enable us to understand any potential increases in traffic. This will allow us to determine if mitigation measures will be required to help prevent rat-running on any minor roads, including Stoke Road. The results of this assessment will be made available at public consultation in late 2021, where there will be the opportunity to provide further comment.
Bloor / Persimmons (NW Chelt Strategic Allocation)	Will the development access roundabout provide sufficient capacity to accommodate forecast traffic flows? Will the 'stub access' to the safeguarded land, to provide a road to the boundary with Bloor Homes' land be reviewed? Will a second access to the safeguarded land, from Tewkesbury Road to the east of the new roundabout, be provided? Will a segregated cycle route on the new link road to create a route between the safeguarded land and west of Cheltenham, and a new crossing on the A4019 be provided? Will a footway between M5 Junction 10 and the development access roundabout, to replicate the existing provision, be provided? Will the tie-in of the A4019 widening scheme with the proposed Elms Park development be reviewed? Will the cycle route on the northern side of A4019 be compliant with LTN 1/20 guidance?	We will carry out further detailed assessment for the proposed roundabout on the A4019 and the northern connector to the safeguarded land as we develop the design for the scheme. Active travel is an important element for us to develop during the next phase of the scheme. We are currently developing our wider Walking, Cycling and Horse riding strategy, which includes providing facilities adjacent to the A4019, link road and across the motorway. Details about the proposed Elms Park development were not shown in the public consultation materials in order to avoid confusion with the live (at the time of writing) planning application for Elms Park. We are keen to work closely with all developers to ensure our proposals fully reflect any interface or phasing considerations. The access arrangements for the Elms Park development have now been brought into our scope and will be reflected as such on future scheme maps. We will be following the guidance given in LTN 1/20 as well as relevant design standards and other guidance.
Boddington Parish Council	Will cycling and walking facilities be provided in the area local to M5 Junction 10?	Active travel is an important element for us to develop during the next phase of the scheme. We are currently developing our wider Walking, Cycling and Horse riding strategy, which includes providing facilities across the motorway and adjacent to the A4019, and link road.

Stakeholder	Matters raised	Response
Elmstone Hardwicke Parish Council	<p>Why were drawings of the proposed scheme options only provided in the consultation brochure? These were too small to read.</p> <p>Why were detailed drawings for Coombe Hill and the A4019 provided in the brochure, but none provided for Junction 10?</p> <p>Will the scheme be designed so as to minimise flooding potential in the Hardwicke area, on agricultural land and The Green?</p> <p>Will a new, complete, and efficient drainage system be put into place at Coombe Hill, specifically the area behind the Garage, up to, and including The Bellows?</p> <p>Why is the road not being made dual carriageway from Combe Hill to Cheltenham?</p> <p>Why has no attention been given to possible alterations/improvements to the junction near the Gloucester Old Spot where the Stoke Orchard to Piffs Elm Road meets the A4019?</p> <p>Why has improvements to the Piffs Elm to Stoke Orchard Road not been included in the proposals?</p> <p>Regarding the junction with the A4019 at the Gloucester Old Spot, why has a left-hand turn lane onto the A4019 not been included as part of the proposals? The grass verge is wide enough.</p> <p>Regarding the junction with the A4019 at the Gloucester Old Spot, can the angle of the entrance when turning from Coombe Hill be improved to avoid left hand turning traffic from the A4019 to stop vehicles, especially lorries, encroaching onto the other lane?</p> <p>Have measures such as lower speed limits and weight limits on local roads been investigated?</p> <p>Why have the proposals not taken into account the impact of increased traffic on local roads once the new junction is opened?</p> <p>What will be done to mitigate the impact of traffic on local roads when roads are closed during scheme construction?</p>	<p>As well as providing drawings of the proposed scheme options in the consultation brochure, drawings were also available for the public to view on the scheme's consultation website. We will endeavour to provide larger-scale drawings at statutory consultation.</p> <p>Flood modelling is being undertaken to allow us to assess the impact of the scheme and allow us to determine any mitigation required. We have started liaison with the Environment Agency and other key stakeholders to help us ensure the proposed mitigation is appropriate. The results of this flood modelling and proposed mitigation will be made available at public consultation in late 2021.</p> <p>We are working with the County Council's Local Highways Manager on various topics; these include understanding if there are any other local highway issues that could be addressed as part of our works, potential works required to mitigate construction of our scheme and co-ordinating other local road improvements during the construction of our scheme.</p> <p>Initial traffic modelling has indicated that there would not be a significant increase in traffic on the A4019 between Coombe Hill and M5 Junction 10 due to the scheme. As a result, it has been determined that dualling of this section of the A4019 is not required.</p> <p>Any adverse effect on traffic to the junction near the Gloucester Old Spot, where the Stoke Orchard to Piffs Elm Road meets the A4019, will be looked into in further detail as the scheme progresses and any issues will be addressed to avoid rat-running on any minor roads, including Stoke Road. The results of this assessment will be made available at public consultation in late 2021, where there will be the opportunity to provide further comment.</p> <p>Whilst speed enforcement is currently the responsibility of the Police, on local roads the Gloucestershire County Council Road Safety Team and Camera Enforcement Team provide speed management measures to reinforce appropriate speeds and we understand that this is an important issue. We will be consulting with these teams during the next stage of the design and their</p>

Stakeholder	Matters raised	Response
		<p>feedback along with your comments and those received from the Police, will be considered when we implement the next stage of design.</p> <p>A traffic assessment of the local road network is being undertaken to enable us to understand any potential increases in traffic. This will allow us to determine if mitigation measures will be required to help prevent rat-running on any minor roads.</p> <p>Measures to mitigate the impact of traffic on local roads during scheme construction will be considered in the next stage of design.</p>
Environment Agency	<p>Has consideration been given to how the proposals will mitigate and adapt to climate change across a range of factors?</p> <p>One of the scheme objectives is to "Provide a more integrated transport network by providing opportunities to switch to more sustainable transport modes within and to west, north-west and central Cheltenham." This objective relates to climate change (i.e. sustainable transport modes) but why is the link to climate change not stated nor made more prominent here?</p> <p>Will compensatory habitats (to address significant residual adverse effects), new habitat creation and enhancements, and net gain be embedded into the scheme from an early stage for all proposed options?</p> <p>Will an assessment of and commitment to how to integrate habitat compensation and enhancement be made for all proposed options?</p> <p>Environment Agency mapping of wetland potential highlights the potential for a variety of wetland habitat options. Will opportunities to de-culvert existing sections of culverted watercourse and naturalise modified watercourses be considered as well as other measures to improve habitat quality and connectivity, and functionality?</p> <p>Will additional surveys to assess baseline conditions take into account potential and historic habitats and species as well as current status?</p> <p>Will an acknowledgement that the options have the potential to preclude or jeopardise ecological improvement measures under</p>	<p>Drainage, hydrology, ecology and flood risk mitigation and adaption measures will be developed taking into account climate changes. We will also be looking at resource use (particularly materials) to ensure that a sustainable approach is taken with regards to regional sources of these materials. Consideration will also be made of the use of construction materials that utilise recycled materials where possible. The project is not expected to require water during operation. Measures will be taken in the next stage of work (preliminary design stage) to identify opportunities to improve local water resources. With regard to fluvial flood risk, we are undertaking flood modelling for the 3 options (2, 2A and 2B). It is also our aspiration that any contractors appointed will responsibly source the construction materials required for the scheme.</p> <p>The Council understands that residents and organisations are concerned about climate change, and we are too; that's why we declared a climate emergency in May 2019 and committed to becoming net zero by 2030. We are committed to providing a more integrated transport network by providing opportunities to switch to more sustainable transport modes within and to west, north-west and central Cheltenham. To enable this, new and improved facilities for sustainable modes will be delivered under the proposed scheme which will encourage those that can to leave their car at home, reducing congestion and improving air quality in Gloucester, Cheltenham and the wider north west Cheltenham area. While we do not have a specific scheme objective linking to this, we are committed to minimising the</p>

Stakeholder	Matters raised	Response
	<p>the Water Framework Directive (WFD), Habitats Regulations, and other drivers be provided?</p> <p>Why has the summary of operational assessment of impacts on geomorphology been assessed as 'neutral to minor beneficial' following mitigation (therefore not resulting in any significant residual effects for all proposed options in the operational stage)? This does not adequately reflect the adverse impacts that all options will have on the geomorphological functioning of watercourses.</p> <p>Will proposals for draining the Scheme, to control water flow, water levels in adjacent and nearby habitats, control flood risk and avoid groundwater pollution be innovative and holistic, as well as following best practice?</p> <p>Will drainage and SuDS solutions such as drainage basins be designed to blend into and enhance the existing landscape?</p> <p>Will optimum drainage systems be identified before decisions on land acquisition are made as we advocate the acquisition of additional land to achieve a better scheme in landscape, visual and ecological terms and integration with other mitigation and net gain measures?</p> <p>Will historic uses (of the scheme area) that could give rise to contamination be established?</p> <p>Will oil interceptors and penstocks on road drainage outlets to surface water/groundwater be provided? We wish to be consulted / involved on measures to prevent pollution of watercourses regarding / during the construction phase.</p> <p>Will spill response plans be put in place, and tested?</p>	<p>impact of the scheme on the environment, as well as ensuring that all elements of the scheme are resilient to the effects of the changing climate. We have dedicated experts supporting us with these ambitions.</p> <p>The selection of small footprint to minimise the impermeable area created and reducing impacts on existing habitats has been part of the optioneering process from the start of the project, and was a key component in the shortlisting of the current three options, over a new motorway junction and the creation of more offline infrastructure.</p> <p>Enhancement opportunities to provide a net gain in biodiversity are being reviewed as part of the next stage work (preliminary design stage).</p> <p>The identification of compensatory flood storage areas will be made alongside ecological assessment. Enhancements to improve habitat quality are being reviewed as part of the next stage of work (preliminary design stage). However, we do not have opportunities within the M5 Junction 10 scheme to deculvert existing culverted watercourses. No changes are planned to modify existing watercourses adversely, through changes to banks or alignments for example.</p> <p>Current Water Framework Directive and Habitats Regulations improvement measures will be considered as part of the development of the environmental design.</p> <p>The summary of operational assessment of impacts on geomorphology will be reviewed further at the next stage of work.</p> <p>The environmental design recognises that the watercourses within the project area are part of the River Severn catchment. Current Water Framework Directive and Habitat Regulations improvement measures will be considered as part of the development of the environmental design, and the Environment team will seek details on these measures from the Environment Agency. The current design should not present any barriers to the movement of migratory fish and eels through the project area. The design of the bridge over the River Chelt will be clear</p>

Stakeholder	Matters raised	Response
		<p>of the water and will not result in changes to the watercourse (alignment or cross-section).</p> <p>Measures to enhance biodiversity are being considered as part of the next stage of work. These are expected to utilise aspects of the drainage and flood management design of the project.</p> <p>Measures to enhance biodiversity are being considered as part of the next stage of work. These are expected to utilise aspects of the drainage and flood management design of the project.</p> <p>Known historic contamination sources have been reviewed including the Colmans Farm site located north of the Junction 10.</p> <p>The design developed at the next stage of work will cover the points raised regarding water quality and pollution prevention.</p>
GFirst LEP	<p>Is there sufficient queuing capacity from the A4019 at Coombe Hill?</p> <p>How will full cycling connectivity be maintained if cyclists will not be encouraged over the new M5 J10 junction?</p> <p>Why is there no pedestrian/cycling provision on the West Cheltenham link road? Could a cycling route via Boddington from the West and utilisation of the new link road as the route from the East connect with Highways England upgrade between Gloucester and Cheltenham?</p>	<p>Initial traffic modelling that has been undertaken shows that there will be sufficient queuing capacity at Junction 10 for the future forecast year (2041) with the M5 Junction 10 Improvements Scheme in place. Further traffic assessment work will be undertaken and any potential issues with queuing capacity will be addressed. The results of this assessment will be made available at public consultation in late 2021, where there will be the opportunity to provide further comment.</p> <p>Active travel is an important element for us to develop during the next phase of the scheme. We are currently developing our wider Walking, Cycling and Horse riding strategy, which includes providing facilities across the motorway and adjacent to the A4019, and link road.</p> <p>We are looking into wider improvements to provide an integrated network for non-motorised users and mitigate traffic increases on the local road network, but this is limited by the budget made available from Homes England.</p>
Gloucestershire County Council (Ecology)	<p>Will an extended Habitats Regulations Assessment be completed to include nearby Local Wildlife Sites as part of the Ecological Impact Assessment for the final preferred suite of options?</p> <p>Has early consultation with Natural England been undertaken?</p>	<p>We will endeavour to follow the GCC Biodiversity and Highways Guidance where possible.</p> <p>An interim Habitats Regulations Assessment (HRA) has already been produced which assessed five scheme options. It will be updated once the preferred route is announced, when bird</p>

Stakeholder	Matters raised	Response
	<p>Will a minimum biodiversity net gain of 10% be sought?</p> <p>Will the existing M5 entry and exit sections that will become redundant be broken up and re-purposed for gradual colonisation by wild plants and a new habitat for biodiversity?</p> <p>Regarding Option 3 for the A38/A4019 Junction Improvements at Coombe Hill, will street lighting be assessed for impacts on bats?</p>	<p>survey data will also be incorporated. It currently concludes no Likely Significant Effects and we do not anticipate that this will change.</p> <p>The study areas for designated sites are as follows:</p> <ul style="list-style-type: none">• 30 km from the Scheme for identification of European Sites where bats are one of the qualifying features;• 2 km from the Scheme (extended to any distance where there is a direct hydrological connection) for identification of all other statutory designated nature conservation sites, including European Sites, Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs) and Local Nature Reserves (LNRs);• 1 km from the Scheme for identification of non-statutory designated nature conservation sites (e.g. Local Wildlife Sites). <p>Regarding biodiversity opportunities, the scheme is working towards a minimum BNG of 10%. We will reach out to BNG experts for support on this, including 3D landscaping. The initial step will be to understand the baseline biodiversity value of the Scheme. We can then determine whether it will be possible/how it will be possible to achieve this within the Scheme boundary, and if not, the amount of off-site habitat that will be required. Impacts to all ecological receptors are being considered for each junction option. A tri-part approach to BNG would be possible. However, as the Environment Bill (which sets out the requirements for BNG) is not yet in place, there is no legal mechanism to manage such an approach. But, establishing an agreement with a third party, such as a Local Wildlife Trust, would be a potential approach to finding suitable locations off-site to enable the required BNG threshold to be achieved.</p> <p>Opportunities for biodiversity along the segregated footway/cycleway are being investigated and were discussed at the design meeting on 19/11/20. Opportunities for some sort of underpass are also being discussed, to improve permeability for species across this road.</p> <p>For the improvements at Coombe Hill, discussions have been had with a lighting team and further dialogue will be undertaken to ensure minimal/no impact on bats. For the A4019 widening,</p>

Stakeholder	Matters raised	Response
		<p>discussions are underway regarding lighting; although lighting will be needed along the A4019 discussions around best practice in terms of lighting design to minimise impacts on bats, are underway.</p> <p>Overall, we agree that the District Level Licensing (DLL) approach would be appropriate and Naturespace have already been contacted.</p>
Gloucestershire County Council (Flooding)	Will surface water drainage be designed in accordance with the CIRIA SuDS Manual C753, 2015?	The surface water drainage design will be in accordance with the CIRIA SuDS Manual C753.
Gloucestershire County Council Development Management Team including Waste and Minerals	<p>Will an appropriately detailed Mineral Resource Assessment (MRA) be completed?</p> <p>Will the use of secondary and recycled aggregates be given prominence and afforded careful consideration during the requisite planning approval process?</p>	<p>We will endeavour to follow national and local guidance for preparing and submitting a planning application. In line with guidance from Highways England, we would state whether the proposed scheme elements go through a mineral safeguarding area, however, we would not propose to undertake a Mineral Resource Assessment (MRA) as identified by Gloucestershire County Council (Waste and Minerals). Our planned utilities searches will include assessment of interfaces with existing infrastructure, including interface with the Hayden sewage treatment works. This is likely to involve consultation with Severn Trent.</p> <p>Waste minimisation will be included as part of the Materials and Waste chapter of the scheme's Environmental Statement chapter; liaison between the Environment and Design teams about the possibility of reusing excavated materials on-site will also occur. We will address resource efficiency as part of the Materials and Waste chapter of the scheme's Environmental Statement, in line with Highway England's guidance on including minimum levels of recycled content in the project.</p>
Highways England	<p>Planned developments such as the HIF housing and Cheltenham Garden Town – HE raised the scenario that planned capacity of the new junction may be exceeded by the levels of usage following the completion of planned developments.</p> <p>Highways England would look to see the development of Option 2 during preliminary design to provide a junction with capacity to accommodate the growth identified for the surrounding area.</p>	<p>Modelling has been based on the known sites A, B, C and D (as per the housing and development associated with the HIF funded infrastructure) and this also aligns with committed and planned development associated with the wider Joint Core Strategy which sets out planned growth until 2031, along with areas of safeguarded land for the future growth, subject to adoption through the Joint Core Strategy review. Sites A, B, C</p>

Stakeholder	Matters raised	Response
	<p>Separate traffic model runs of options 2, 2A and 2B have not been provided, so in the performance of the junction and its impact on the M5 motorway mainline there is no means to distinguish between them. At a strategic policy level, they are very similar and so the qualitative impacts and potential of each of them would again be of substantial importance when considering the support of any particular option.</p> <p>Geometric departures from standard - if any departures from standard were to be identified in preliminary design, this could impact the performance of the proposal and may subsequently cause Highways England to review its support for the preferred option from that set out in this response.</p> <p>Detailed assessment of individual variations in the present value of benefits calculations for each of these options would support a more considered view on the preferred route from a value perspective. This is because the existing data only supports an analysis based on the cost differential.</p> <p>Buildability risk of all the presented options is something for GCC to consider during the ongoing PCF stage 3 preliminary design work</p>	<p>and D comprise the strategic allocations of North West Cheltenham and West Cheltenham and safeguarded land at the same 2 locations. The West Cheltenham allocation and safeguarded land also has Garden Community status. It is our view that all of the planned growth in the area has been tested in the modelling that was presented during the public consultation. We will continue to liaise with Highways England via the traffic modelling products which will come forward during the next stage of work.</p> <p>Regarding future growth both Gloucestershire County Council and Highways England are working closely with the Joint Core Strategy authorities as they develop the Joint Core Strategy review. Any additional growth identified within that plan will require a mitigation strategy on top of infrastructure already being planned such as the M5 Junction 10 scheme. Elements of future proofing will be identified and considered for inclusion in the M5 Junction 10 design, enabling potential future improvement works to come forward either as part of the Joint Core Strategy review mitigation or arising from other long term needs of the strategic road network.</p> <p>From a traffic modelling/network performance perspective, all the three options are quite similar, and thus the differences with regards to impact on benefits is likely to be minimal compared to the overall value of the monetary benefits. It would have added only negligible value to model all the three options, taking into account the majority of the benefits are derived from Land Value Uplift. We note that from an operational perspective, these variants will flag minor differences when run through an operational model. However, we believe that any differences will still be marginal and irrespective of which option is taken forward, the issues will remain the same and would be addressed in next stage of work.</p> <p>Work to date shows that no Departures from Standard are envisaged on the Strategic Road Network. Looking forward, it is our intention to discuss any emerging design issues that may impact this at the earliest possible opportunity.</p>

Stakeholder	Matters raised	Response
		<p>We do not anticipate there would be any significant changes to the scheme benefits between variations of Option 2, on this basis, we did not undertake further modelling. The majority of the benefits are derived from land value uplift which remains the same for all the options, unlike any traditional highway scheme where TUBA user benefits is a major differentiator.</p> <p>We have recently engaged a constructability advisor to feedback on the preliminary design and we are considering the option of Early Contractor I to facilitate a collaborative approach to procurement.</p>
Historic England	Will desk-based assessments, geophysics, geo-archaeological work undertaken alongside or as well as ground investigations, trial trenching and setting assessments be undertaken?	<p>We have undertaken desk top assessments to date to identify designated and non-designated assets within the study area around the scheme. The heritage assets identified from these studies include those listed in your response. The heritage assessment will be continued into next stage of work of the M5 Junction 10 Improvements Scheme, with work undertaken to assess the significance and settings of the known heritage assets, as well as to further characterise as-yet unknown archaeology. Next stage assessments will also consider potential impacts of the scheme to the historic environment, as direct impacts and effects on the setting of the heritage assets present. A geophysical assessment along the line of the link road component of the scheme has recently been undertaken, and we will follow this up with targeted trial trenching works as part of an assessment and mitigation strategy agreed with Gloucestershire County Council's Heritage Service as well as consultation with Historic England regarding the potential for nationally significant archaeological remains. We welcome the opportunity to review the Cultural Heritage chapter of the Environmental Statement with Historic England in advance of its submission.</p>
Leigh Parish Council	Will the GCC Highways Team do more 'joined up' thinking, upgrading local roads to help with increased traffic, consider postponing/cancelling other nearby roadworks in the area to minimise disruption to commuters and ensure that local media sources put out daily updates to help inform travellers of all disruption in the area?	<p>We are working with the Council's Local Highways Manager on various topics; these include understanding if there are any other local highway issues that could be addressed as part of our works, potential works required to mitigate construction of our scheme and co-ordinating other local road improvements during the construction of our scheme.</p>

Stakeholder	Matters raised	Response
	<p>Can a study be conducted at the A38/A4019 Coombe Hill junction to observe the difficulties that lorries cope with when faced with a standing start on this steep gradient?</p> <p>Can all pedestrian access and cycle lanes crossing the various entry/exit slip roads for M5 Junction 10 be made more prominent for safety reasons?</p> <p>Has contact with the Gloucestershire Wildlife Trust been made?</p> <p>Can all safety improvement recommendations relating to the access points to the housing developments and PFS be incorporated into the conditions stipulated in any approved planning permission decisions?</p> <p>No work should be undertaken until full details of surface water/drainage/flood water issues have been outlined and rectified for the protection of local residents and businesses.</p> <p>Will houses and businesses be fully informed of the proposals?</p> <p>Will the proposed cycle lanes connect with new or existing lanes?</p>	<p>A traffic assessment of the local road network is being undertaken to enable us to understand any potential increases in traffic. This will allow us to determine if mitigation measures will be required to help prevent rat-running on any minor roads. The results of this assessment will be made available at public consultation in late 2021, where there will be the opportunity to provide further comment.</p> <p>Initial traffic modelling undertaken showed that with the M5 Junction 10 Improvements Scheme in place, some of the traffic using the local road network between Coombe Hill and Gloucester will switch to using the M5 motorway, whilst there will be some additional traffic between Tewkesbury and Coombe Hill. Overall, the traffic reaching the Coombe Hill Junction will be less when the M5 Junction 10 Improvements Scheme is in place. With some minor alterations to traffic signal timings, the junction should be able to cope with the estimated traffic volumes. A further traffic assessment of the local road network will be undertaken which will allow us to determine if additional mitigation measures will be required. A similar exercise will be undertaken when sufficient details about the construction programme are available. Subject to programme confirmation, the A38 Coombe Hill Junction improvements are likely to be delivered before the improvements are made to M5 Junction 10, which should help to address local safety concerns. We also examined the approach of the A4019 arm of the proposed signal junction during concept development, and it was found that any changes would require significant work to raise the A4019. As a result, we will carry out a further review of this.</p> <p>We are currently developing our wider Walking, Cycling and Horse Riding strategy; this will include a review of the location of pedestrian access and cycle lanes. The Road Safety Audit process that will take place during the design stages will consider pedestrian and cyclist safety.</p> <p>Gloucestershire Wildlife Trust were contacted before the options consultation commenced; this provided information about the proposals and the ways the Trust could have their say. The Trust were also sent a reminder halfway through the consultation</p>

Stakeholder	Matters raised	Response
		<p>period. We will continue to engage with Gloucestershire Wildlife Trust in the future.</p> <p>Flood modelling is being undertaken to allow us to assess the impact of the scheme. This will allow us to determine if any mitigation will be required. The results of this modelling will be made available at public consultation in late 2021.</p> <p>A leaflet-drop to all residents and business within 500m of the scheme area occurred to ensure they were aware of the scheme's consultation. We also contacted all landowners that may be directly impacted by the scheme to offer them a meeting with the project team. The scheme's consultation was also widely publicised on local media and social media. We will continue to ensure that we communicate updates and information locally.</p> <p>We are looking into wider improvements to provide an integrated network for non-motorised users and will take comments on lighting and Advanced Stop Lines for cyclists into consideration as we develop the designs.</p>
Swindon Parish Council	<p>Why does the scheme not align with the proposed access to the outlined Elms Park development?</p> <p>Can demonstration of sufficient capacity at the junctions of the A4019 and the Elms Park development (to mitigate the anticipated congestion) be provided?</p> <p>Can the proposed dual carriageway Cyber Park link road connect directly with Junction 10, rather than the proposed arrangement that introduces a new junction on the A4019?</p> <p>What is the rationale for utilizing a new corridor through the green belt land for the proposed Cyber Park link road as opposed the existing corridor following Withybridge Lane?</p> <p>Can the dual carriageway west of Junction 10 be extended to the junction with Stoke Road / Main Road (adjacent to the Gloucester Old Spot)?</p> <p>Can the junction with Stoke Road / Main Road (adjacent to the Gloucester Old Spot) have traffic light control at peak times, improved visibility, and the bus stop relocated?</p>	<p>Details about the proposed Elms Park development were not shown in the public consultation materials in order to avoid confusion with the live (at the time of writing) planning application for Elms Park. The access arrangements for the Elms Park development have now been brought into our scope and will be reflected as such on future scheme maps.</p> <p>The quantum of Elms Park development (as per the developer's latest plans), were included in the traffic modelling, thus traffic volume on the A4019 includes trips generated by this development.</p> <p>Two of the major development sites unlocked by the HIF are the Elms Park development and West Cheltenham, both of which lie at the periphery of the town, so will have a limited impact on the A4019. The proposed scheme includes upgrading the A4019 and a link road, thus any impact on Cheltenham town centre or other local roads is expected to be minimal.</p> <p>A key factor for the determining the current position of the link road is the requirement to minimise the impact on the River</p>

Stakeholder	Matters raised	Response
	<p>Can the layby on the southern edge of the A4019 adjacent to the houses on east of Homecroft drive be retained and enhanced (segregated from the new dual carriageway)?</p> <p>Can confirmation be provided that the modelling Scenario Q incorporates the future demand from these potential developments? This modelling should include sensitivity analysis in terms of future potential developments to assist with long term planning of future required improvements.</p> <p>Has the impact of increased traffic on local roads been assessed, and appropriate mitigations developed? The Parish Council would like to be involved in this process.</p> <p>Why has a Park and Ride not been included in the proposed scheme?</p> <p>Can a dedicated and segregated cycle path from the West Cheltenham Cyber Park, along the new link road, to the proposed cycle path north of the A4019 be provided to allow pedestrian and cyclists direct access between these two major developments?</p> <p>Can the cycle path across Junction 10 to Coombe Hill be continued to provide access to Tewkesbury (via the A38), Stoke Orchard and Bishops Cleeve via Stoke Road, Twigworth & Naunton via the A38?</p> <p>Can road improvements to enable a safe cycling route along Stoke Road to Bishops Cleeve be provided?</p> <p>Can a grade separated crossing providing access north / south across the new dual carriageway be provided?</p>	<p>Chelt floodplain whilst still providing a route resilient to flooding. Using Withybridge Lane was discounted because elevating it would have greater environmental impacts including greater loss of existing floodplain, hedge banks and trees and the likelihood of more severe direct impacts on the Grade II listed buildings at Millhouse Farm.</p> <p>This scheme has been identified as a key infrastructure requirement to unlock housing and economic development proposed for the West and North West of Cheltenham. Our funding from Homes England is to allow this scheme to progress and therefore unlock the housing and economic development. Unfortunately, this scheme is not in a position to consider major improvements for traffic on the wider local road network.</p> <p>The impact of the link road on the floodplain is a key aspect surrounding its location, particularly as a dual carriageway is proposed. We are carrying out further work to confirm the position of the link road.</p> <p>Initial traffic modelling has indicated that there would not be a significant increase in traffic on the A4019 between Coombe Hill and M5 Junction 10 due to the scheme. As a result, it has been determined that dualling of this section of the A4019 is not required.</p> <p>The retainment and enhancement of the layby on the southern edge of the A4019 will be considered in the next stage of design.</p> <p>Initial traffic modelling included a trajectory for Joint Core Strategy development (up to 2041). Overall traffic growth also incorporates background traffic growth based on TEMPro and Road Traffic Forecasts. As a result, the 2041 forecasts are considered appropriate for analysis and assessment and are based on the industry standard. We understand that some developments may come up in the future, or that some of the proposed developments may not proceed; any changes to the Joint Core Strategy would be picked up during the Joint Core Strategy review. In further traffic modelling, the models will also be stress-tested for the high growth scenario to ensure the scheme is resilient to anticipated uncertainty. The results of this</p>

Stakeholder	Matters raised	Response
		<p>assessment will be made available at public consultation in late 2021.</p> <p>A traffic assessment of the local road network is being undertaken to enable us to understand any potential increases in traffic. This will allow us to determine if mitigation measures will be required to help prevent rat-running on any minor roads.</p> <p>A Park and Ride is part of the proposed Elms Park development and remains outside the scope of the M5 Junction 10 Improvements Scheme.</p> <p>We will take suggestions about facilities for pedestrians, cyclist and equestrians into consideration, however, some suggestions may be outside of what this scheme can provide. A Walking, Cycling and Horse Riding strategy is being prepared. The results of this assessment will be made available at public consultation in late 2021.</p>
Uckington Parish Council	<p>Can a fully integrated cycle path linked to Coombe Hill and also through Tewkesbury?</p> <p>Can the Cyber Park link road spur off directly from the new roundabout at Junction 10, rather than the proposed arrangement that introduces a roundabout and another junction on the A4019?</p> <p>Can the A4019 dual carriageway extend westwards from Junction 10 to the junction with the Stoke Road, adjacent to the Gloucester Old Spot public house? This should be traffic light controlled at peak times.</p> <p>Why has a P&R not been included in the proposals?</p> <p>Can the bus stops along the length of the A4019 have dedicated lay-bys and enclosed bus shelters?</p> <p>Will greater consideration be given to providing a public transport system, the provision of charging points and dedicated and segregated cycle and footpaths between Tewkesbury, the West Cheltenham Cyber Park, Elms Park, the town of Cheltenham and its railway station?</p> <p>The JCS Transport Strategy recommended a Western Relief Road linking Bishops Cleeve to the West of Cheltenham. Can</p>	<p>Active travel is an important element for us to develop during the next phase of the scheme. We are currently developing our wider Walking, Cycling and Horse Riding strategy, which includes providing facilities adjacent to the A4019, link road and across the motorway. We are looking into wider improvements to provide an integrated network for non-motorised users and mitigate traffic increases on the local road network, but this is limited by the budget made available from Homes England.</p> <p>Initial traffic modelling assessments show that a new link road and connection to Junction 10 is required to serve the West Cheltenham Cyber Park development. One reason for the new link road is to relieve forecasted congestion at Junction 11; the current improvement works at Junction 11 would not create enough highway capacity. A key factor for determining the current position of the link road is the requirement to minimise the impact on the River Chelt floodplain. However, this is an area we are examining further as we carry out further traffic modelling and flood modelling for the preliminary phase of the scheme. We are also considering Withybridge Lane as part of this review. We are currently undertaking further traffic modelling as part of the next phase of scheme development. These results will allow us to review impacts on the local road network and</p>

Stakeholder	Matters raised	Response
	<p>this take place in tandem with the M5 Junction 10 Improvement Scheme?</p> <p>Why can't land-take to widen the A4019 be taken from the South side?</p> <p>What will be the impact on the viability of farming and horticulture in the area due to the loss of Grade One Agricultural Land and horticultural land?</p> <p>Can cycle paths run the entire length of the A4019 from Coombe Hill to Cheltenham?</p> <p>Can facilities be put in place to ensure the safety of road users along the following roads:</p> <ul style="list-style-type: none"> - Stoke Road from the A4019 at Piff's Elm (alongside the Gloucester Old Spot public house) through Hardwicke to Stoke Orchard and Bishops Cleeve. - Boddington Lane from the A4019 through to Staverton. - Elmstone Hardwicke Lane from The Green off the A4019 through to Hardwicke via New Road. <p>There are several existing footpaths that traverse the A4019 at various points; can pedestrian refuge islands at these locations be provided?</p>	<p>then determine potential mitigation, including any potential improvements to the junction by the Gloucester Old Spot Pub and Stoke Road.</p> <p>This scheme has been identified as a key infrastructure requirement to unlock housing and economic development proposed for the West and North West of Cheltenham. Our funding from Homes England is ring-fenced to allow this scheme to progress and therefore unlock the housing and economic development. Unfortunately, we are not in a position to consider major improvements to the wider local road network.</p> <p>In order to provide a more integrated transport network by enabling opportunities to switch to more sustainable transport modes around Cheltenham, an expansion of and improvements to the Arle Court Transport Hub (formally known as the Arle Court Park & Ride) are being proposed separately to the M5 Junction 10 Improvements Scheme. The improvements to the existing Park and Ride site have a focus on sustainable transport and providing high quality alternatives to car use. A separate Park and Ride is also being proposed as part of the Elms Park development. The provision of this Park & Ride facility is outside of our involvement in the project. It will be for the developer to progress as part of the planning application and subsequent delivery.</p> <p>As part of the detailed work being undertaken during the development of the West Cheltenham Link Road, we have carried out a number of investigations into potential alignments and alternatives for the Link Road. This included utilising the existing Withybridge Lane. Whilst there is scope to use Withybridge Lane, it would be necessary to carry out a number of carriageway improvement works to bring the road up to the appropriate specification to carry the potential traffic expected. This would involve the need to acquire properties and make significant changes in some points. The cost involved in this didn't provide value for money compared to alternative options as well as having a potentially greater impact on landowners.</p> <p>As part of the development of the design work, we have explored widening to the north and to the south. The current proposals</p>

Stakeholder	Matters raised	Response
		<p>incorporate a hybrid of widening to both the north and the south to reduce the overall impact on landowners. We are in the process of arranging meetings with landowners to provide an update on the scheme in advance of the preferred route announcement, which is scheduled for the 16th June. This will provide an opportunity to discuss the latest design.</p> <p>We are still in the early phase of the scheme development, which to date has focused on producing and sharing our concept designs for the main elements of the scheme. Our preliminary design will include many additional details, including active travel measures and public transport details.</p>
<p>Further Tier 1 stakeholder responses – Gloucestershire County Council gratefully acknowledge receipt of these responses and are committed to continue working closely with all stakeholders going forwards.</p>		
Cheltenham Borough Council	<p>Thank you for the opportunity to engage in the consultation of the proposed M5 Junction 10 scheme improvement. As a council we have been fully engaged and supportive of this scheme from the initiation of the project. I have received regular briefings on the project as it has developed and I am pleased to see the pace at which it has progressed.</p> <p>This investment is critical both to facilitating the growth of Cheltenham, as set out in the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy, but in underpinning and facilitating the economic potential for Cheltenham and wider Gloucestershire. The delivery of Golden Valley Development is a key priority for the Council and both the M5 all movements junction and link road to west Cheltenham will be critical to its timely delivery and success. The infrastructure as proposed by the improvement scheme is needed to deliver both this development and the much needed housing development at North West Cheltenham.</p> <p>Whilst we accept that there will be an impact both environmentally and on local communities arising through construction, we recognise, this is a national piece of infrastructure that needs to be delivered to bring benefits both to existing and new communities. Now more than ever is it important to support the growth of our economy as we seek to recover the economy from the COVID-19 pandemic. The opportunities that the M5 J10 improvement scheme will unlock will support generations to come.</p> <p>Currently, residents in the area of Princess Elizabeth Way experience detrimental impact on their quality of life due to the limited junction access at M5 Junction 10, resulting in significant vehicle movements by both private car and HGV traffic through a high density residential area. The scheme proposal will greatly improve this impact by removing vehicles that will no longer need to use this route to access the M5 south bound. This will be a game changer for the future place making of this area.</p> <p>I understand further work is underway to ensure local residents directly affected by the proposals are engaged and I welcome this approach. I would particularly welcome wide use of social media to ensure there is a representative demographic engaged in the consultation. The benefits derived from this scheme are not just for today, but for the future opportunities of the young people of Cheltenham.</p>	

Stakeholder	Matters raised	Response
	<p>I have purposefully not recommended a scheme option on behalf of Cheltenham Borough Council as we have had close and ongoing engagement with the project to date and would like the decision to be influenced by the consultation now underway. I look forward to understanding the views expressed by the residents and businesses of Cheltenham.</p>	
GCHQ	<p>Thank you for consulting GCHQ as a major employer located to the West of Cheltenham.</p> <p>GCHQ is well aware of the need for improvements to Junction 10 of the M5. Its own Highways Consultants work has confirmed the considerable stress at peak times put on the local highway network to the West of Cheltenham close to GCHQ. One particular reason for this level of highway demand exceeding capacity, is due to road users gaining access to/from Cheltenham having to use Junction 11 of the M5, due to the current design restrictions at Junction 10.</p> <p>Although improvement works to the A40 will assist in meeting capacity problems in the short term. It is clear as new development to the West and North West of Cheltenham comes forward, without improvements to Junction 10 of the M5, the capacity problems around the GCHQ site will quickly return as traffic tries to funnel through to the M5 along the A40 corridor.</p> <p>GCHQ does not express a particular view on the options, but does positively support the carefully planned approach by Gloucestershire County Council on seeking a new Junction 10 and related improvements, including the new link road into the West of Cheltenham Development.</p> <p>GCHQ also supports the principle in that by resolving strategic traffic problems to the West of Cheltenham, this will also unlock new opportunities for expanding sustainable means of travel. GCHQ welcomes the opportunity to be consulted on and contribute to the proposals to realise sustainable means of travel opportunities.</p>	
Midlands Land Portfolio Ltd.	<p>This representation has been prepared on behalf of Midlands Land Portfolio Ltd (MLPL), a key landowner at the West Cheltenham Strategic Development Site. Cheltenham Borough Council, the other key landowner, has submitted a separate consultation response.</p> <p>The West Cheltenham Strategic Development Site is identified in the Gloucester, Cheltenham and Tewkesbury Joint Core Strategy (JCS) for approximately 1,100 new homes and 45 hectares of B-class led employment land including a Cyber Business Park.</p> <p>In addition, the West Cheltenham Strategic Masterplan Supplementary Planning Document (SPD) was adopted in July 2020. This vision, as set out in the SPD, is for the site to be a "vibrant pioneering community integrating hi-tech business, residential and leisure uses. It will require the highest standards of environmental sustainability integrating exemplar homes as part of a thriving campus and garden community".</p> <p>MLPL appreciates the opportunity to provide representations on the M5 Junction 10 Improvements Scheme. Continued discussions and the sharing of information would be welcome.</p> <p>MLPL supports the delivery of all aspects of the Improvements Scheme in order to support growth in Cheltenham and beyond. Of particular interest to MLPL is the link road that will connect the A4019 to Old Gloucester Road and the West Cheltenham Strategic Development Site. The form and alignment of this link road, and the junction that will connect it to Old Gloucester Road and the West Cheltenham Strategic Development Site should complement and support the aims of the West Cheltenham Strategic Masterplan. MLPL would welcome further discussions with Gloucestershire County Council on this element of the</p>	

Stakeholder	Matters raised	Response
	<p>scheme. Due to the implications for the West Cheltenham Strategic Masterplan, MLPL expects to feed into the design of the Link Road and lead on the design of the Old Gloucester Road/Site access junction.</p>	
Tewkesbury Borough Council	<p>Tewkesbury Borough Council has been working closely with the project team at the County Council and their appointed consultants on this project. The consultation taking place is a key milestone in the delivery of the project which we are fully supportive of. The improvements to J10 and the investment that goes with that are key to unlocking a number of housing sites within the Joint Core Strategy, which provides for the strategic growth for Tewkesbury, Cheltenham and Gloucester. In addition, the investment is of national significance which will unlock further growth and investment potential. The investment into this junction is therefore, very much welcomed.</p> <p>Tewkesbury Borough Council has an ambitious growth agenda, we are committed to punching well above our weight creating a 'place' to meet the needs of our growing population and aspiring businesses.</p> <p>Securing sustainable growth has its roots set in the Joint Core Strategy that we have adopted. Working in partnership our bold and innovative plan sets out our ambition to deliver:</p> <ul style="list-style-type: none">- 35,000 homes by 2031, half will be built on sites within Tewkesbury Borough delivering needs of Tewkesbury Borough and our neighbours.- 50 per cent increase in housing stock over to 2031.- 200 hectares of employment land- 40,000 new jobs. <p>The proposals set out will enable the Council to maximise investment opportunities to assist in the prosperity of the borough and the surrounding area. I would like to take this opportunity to thank you for the presentation that your team undertook to Tewkesbury Borough Council elected councillors as part of the consultation.</p> <p>We look forward to working with the County team as the project develops and the preferred option is agreed. Finally, thank you for the opportunity to engage on the consultation which we are very supportive of.</p>	

Appendix C. M5 Junction 10 consultation website

1. Website content

The webpage hosted on the GCC website provided information such as :

- Background of the scheme and key milestones of the project;
- Summary of the proposed options;
- Interactive drawings/plans of the various options and scheme elements;
- Online consultation survey;
- Set of Frequently Asked Questions;
- Freely downloadable electronic copies of:
 - Consultation Brochure;
 - Technical appraisal documents;
 - Consultation survey;
 - Talking head videos;
 - Contact details.

Figure C-1 – User interface of the consultation website



1. Website activity

Table C-1 presents analytics of the number of visitors and average time spent on webpage, collected during the Public Consultation period.

Table C-1 – Total website hits during 6-week consultation

Total Visitors	Unique Visitors	Average Session Durations
4,506	3,508	4 min 7 sec

Figure C-2 presents a weekly breakdown of visitors to the Junction 10 website or each of the 6 weeks of the consultation.

Figure C-2 - Unique visitors to the consultation webpage during the consultation period

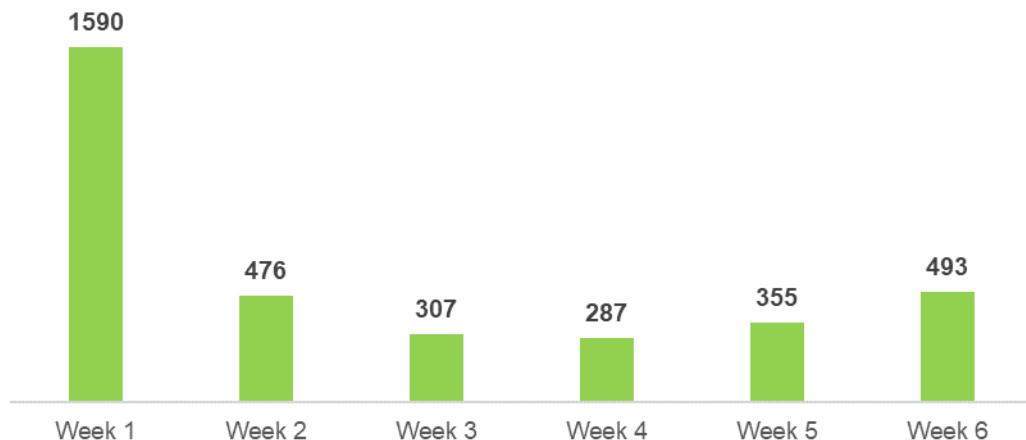
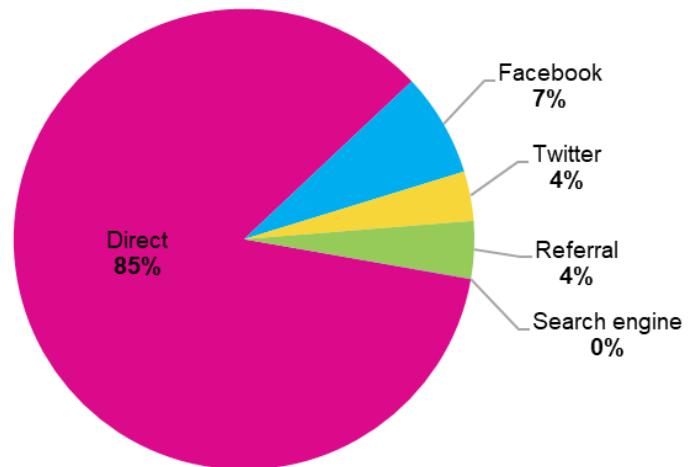


Figure C-3 summarises the source/medium of access to the webpage, showing that less than 1% of site users accessed the site through a search engine whilst social media activities attracted 11% of views and the remainder either accessed the site directly (85%), by using a known web link (e.g. copied from posters, leaflets, emails, letters), or were referred to the site (4%) by following a link from another page⁹.

Figure C-3 - Source of website access



⁹ All website analytics were extracted using google analytics. For many reasons, Google cannot track everything that happens on a web site so all numbers presented in this report should be treated as approximations.

Appendix D. Leaflet

We want to hear your views...

M5 Junction 10 Improvements Scheme Consultation

Our consultation will be open for **six weeks**
from **00:01 on 14 October 2020** until
23:59 on 25 November 2020



M5 Junction 10 Improvements Scheme Consultation



Gloucestershire County Council is consulting on an improvements scheme around M5 Junction 10.

The scheme's objective is to remove constraints on the highway network, this will support growth plans both locally and throughout Gloucestershire, as well as help to solve long-standing traffic and travel issues, helping to keep our county moving.

The scheme proposes:

Improvements to Junction 10 on the M5 and a new road linking Junction 10 to west Cheltenham

A38/A4019 junction improvements at Coombe Hill

A4019 widening, east of Junction 10

Have your say...

Our consultation, to identify the best location for the upgraded motorway junction, will be open for six weeks from 00:01 on 14 October 2020 until 23:59 on 25 November 2020.

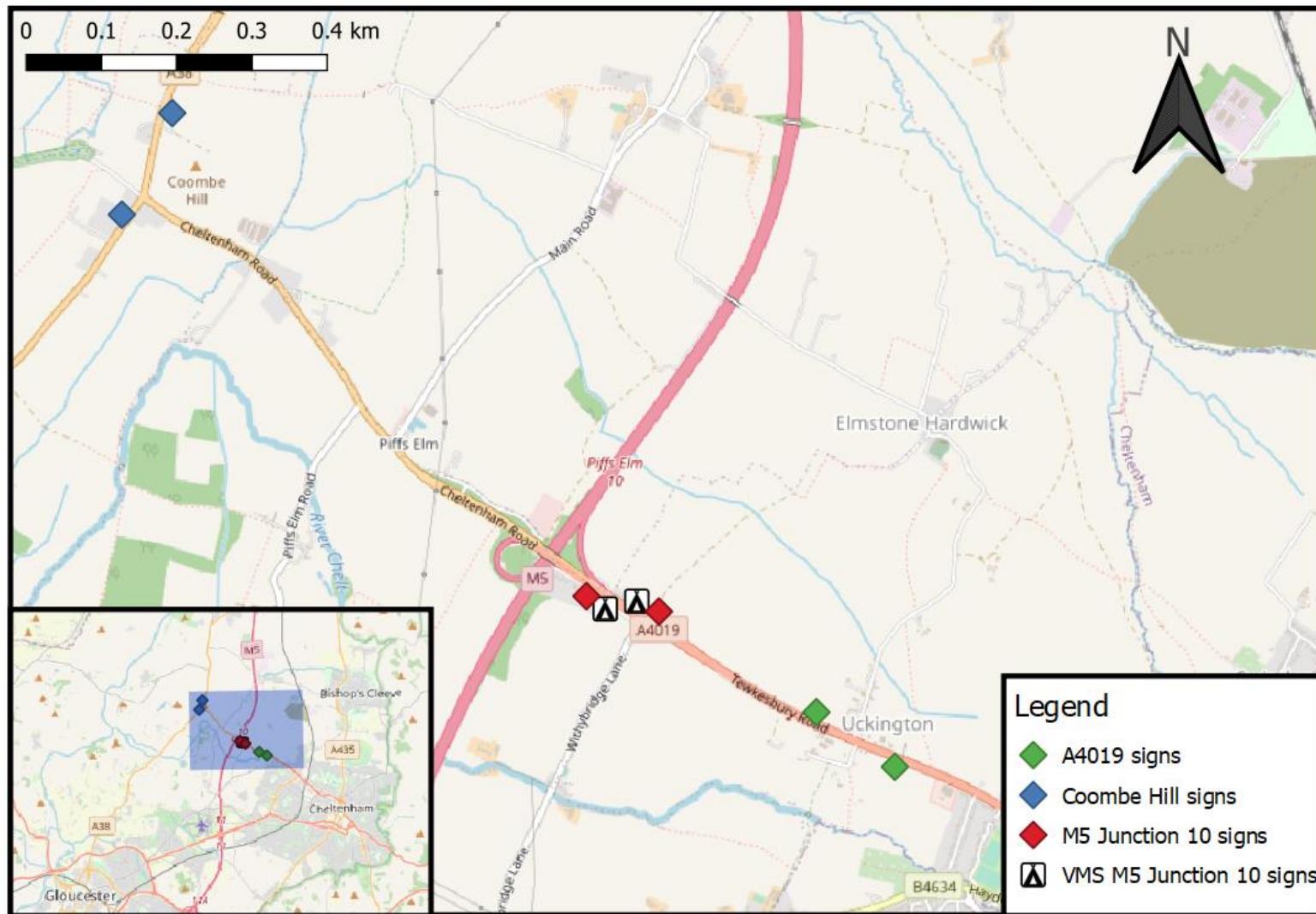
In response to the COVID-19 pandemic, and in line with social distancing guidelines, we won't be holding any face to face consultation events.



To find out more about the scheme and to complete our survey, search for www.goucestershire.gov.uk/J10

You can also email us at M5Junction10@atkinsglobal.com or ring us on **01452 426262** (Monday to Friday 8.30am - 4.30pm) for more information or to request a free consultation pack via post.

Appendix E. A frame and VMS sign locations



Appendix F. Poster

We want to hear your views...

M5 Junction 10 Improvements Scheme Consultation

Gloucestershire County Council is consulting on an improvements scheme around M5 Junction 10.

The scheme proposes:

Improvements to Junction 10 on the M5 and a new road linking Junction 10 to west Cheltenham
A38/A4019 junction improvements at Coombe Hill
A4019 widening, east of Junction 10

Have your say...

Our consultation, to identify the best location for the upgraded motorway junction, will be open for six weeks from 00:01 on 14 October 2020 until 23:59 on 25 November 2020.

To find out more about the scheme and to complete our survey, search for www.goucestershire.gov.uk/J10

You can also email us at M5Junction10@atkinsglobal.com or ring us on 01452 426262 (Monday to Friday 8.30am - 4.30pm) for more information or to request a free consultation pack via post.



SCAN ME



Gloucestershire
COUNTY COUNCIL

Appendix G. Consultation brochure

See: www.goucestershire.gov.uk/media/2103883/options-consultation-brochure.pdf
Or contact us for a copy: M5Junction10@atkinsglobal.com or 01454 667900.

Appendix H. Consultation survey

See: www.gloucestershire.gov.uk/media/2103884/options-consultation-survey.pdf
Or contact us for a copy: M5Junction10@atkinsglobal.com or 01454 667900.

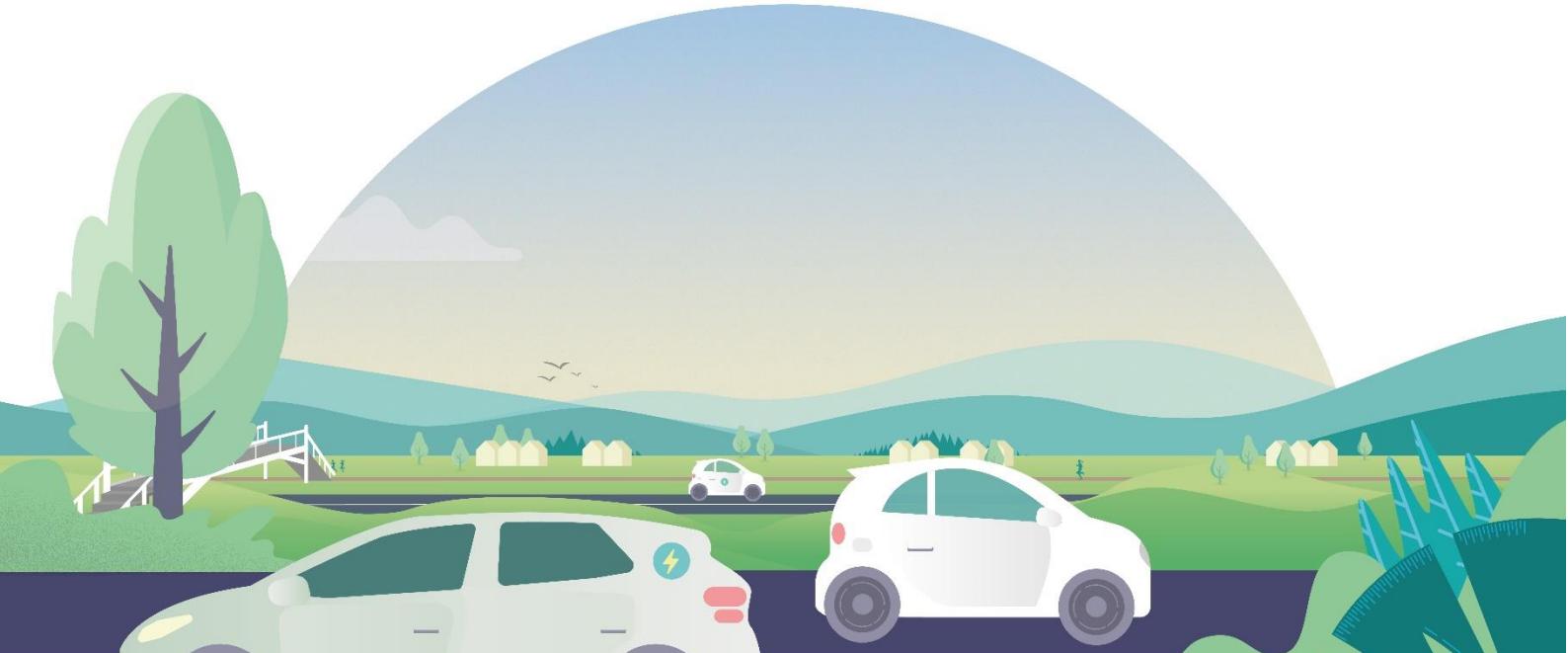
Appendix I. Key findings report

This technical note has been produced as a supporting document to the Report on Consultation for the M5 Junction 10 Improvements Scheme, to present the key findings from the consultation survey and the result of further analysis.

If you need help reading this key findings report, please contact us at M5Junction10@atkinsglobal.com or leave us a voicemail on 01454667900.

The report has two sections.

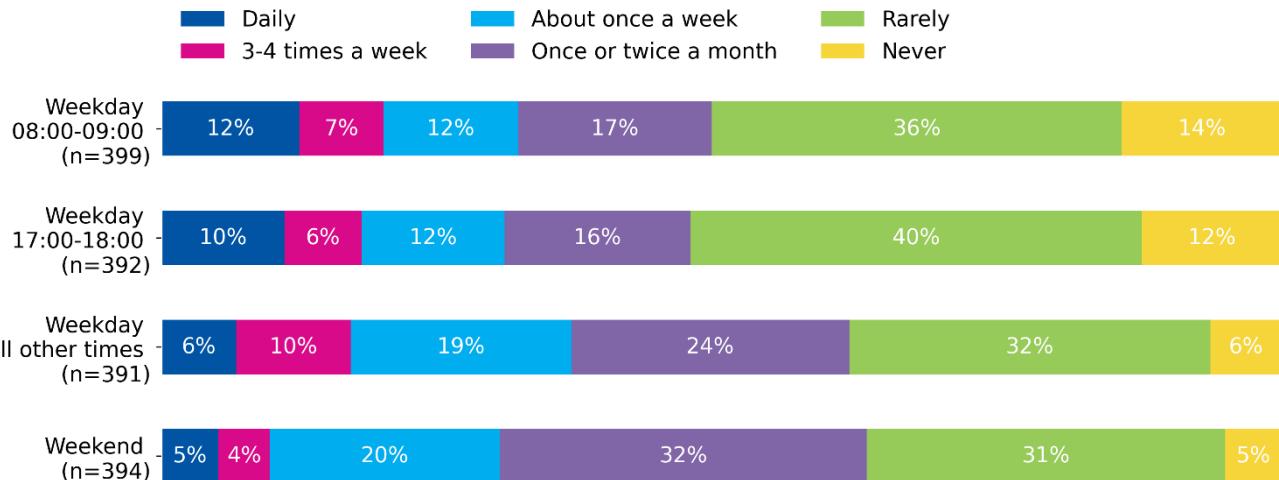
- Section 1 contains a summary of responses to each of the consultation survey questions as they were asked.
- Section 2 presents some further cross tabular analysis conducted as part of GCC's commitment to equality monitoring. This includes summaries of the results from key questions in the consultation as reported by different demographic and user groups.



A.1. Consultation survey responses

A.1.1. Element 1: M5 Junction 10 and link road to west Cheltenham

Question 1: How often do you currently use M5 Junction 10?



Question 2: To what extent do you agree the proposals are required for M5 Junction 10 and a link road to west Cheltenham?



Question 3: Which is your preferred option for M5 Junction 10?



Question 4: If you responded 'none of the above' to Question 3, please let us know why.

Free text responses to Question 4 were initially categorised by overall sentiment as shown in the chart below.

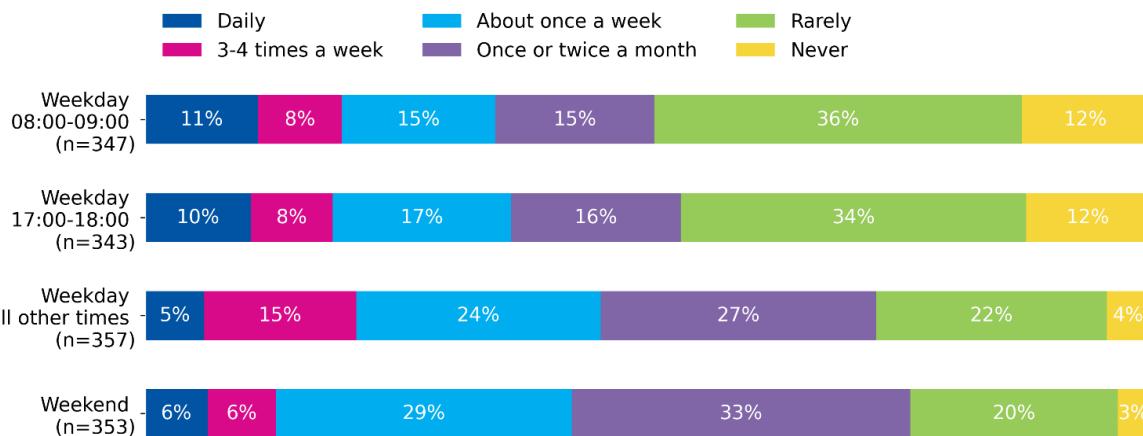


Responses categorised as being a reason for no preference in the initial categorisation stage were then placed into four further themes to provide a high-level overview of reasons for lack of preference.

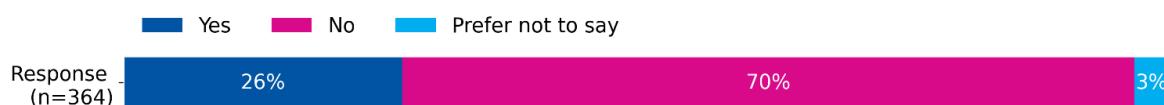


A.1.2. Element 2: A38/A4019 Junction Improvements at Coombe Hill

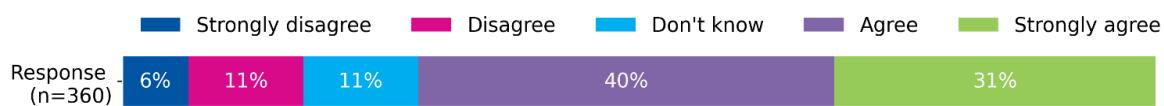
Question 5: How often do you currently use the A38/A4019 junction at Coombe Hill?



Question 6: Do you live close to the A38/A4019 junction at Coombe Hill?

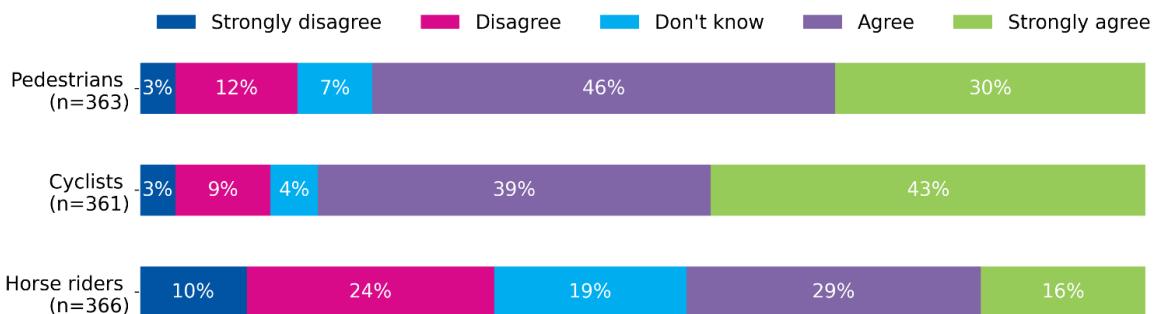


Question 7: To what extent do you agree the proposals are required for the A38/A4019 Junction Improvements at Coombe Hill?



Question 8: To what extent do you agree or disagree with the following comments?

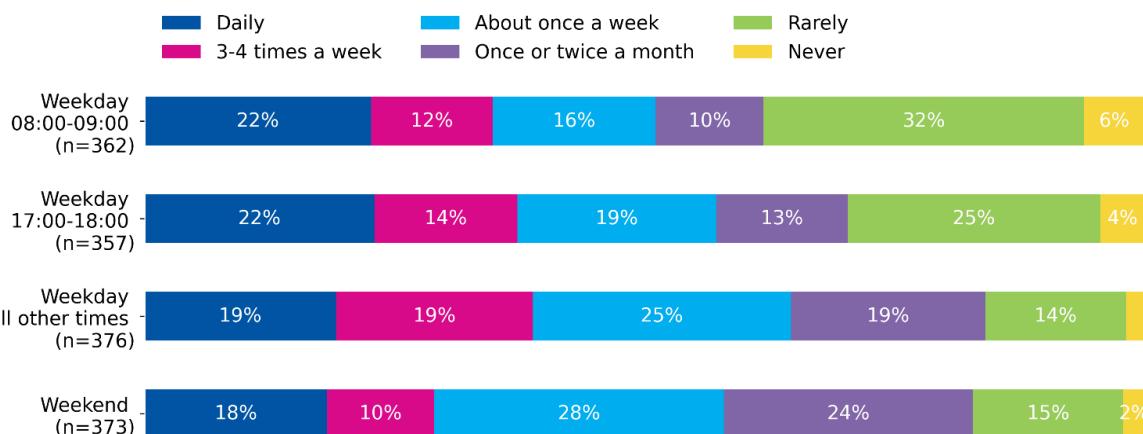
- 8.1 Facilities for **pedestrians** should be provided at the A38/A4019 Coombe Hill junction
- 8.2 Facilities for **cyclists** should be provided at the A38/A4019 Coombe Hill junction
- 8.3 Facilities for **horse riders** should be provided at the A38/A4019 Coombe Hill junction



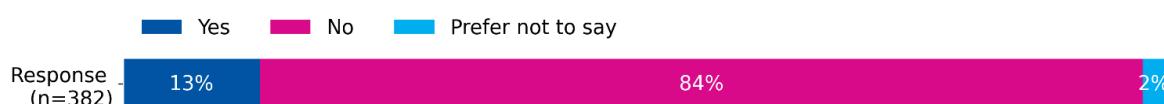
A.1.3. Element 3: A4019 Widening

Question 9: How often do you currently use the A4019? (Please tick one circle for each time period)

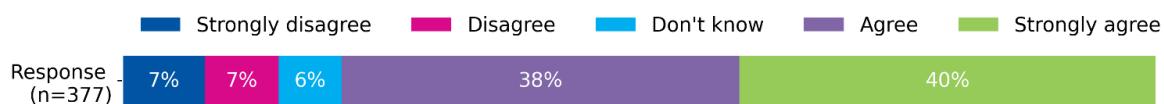
- 9.1 Weekday morning peak (08:00-09:00)
- 9.2 Weekday afternoon peak (17:00-18:00)
- 9.3 Weekday off peak (all other times)
- 9.4 Weekends (anytime)



Question 10: Do you live on the A4019?

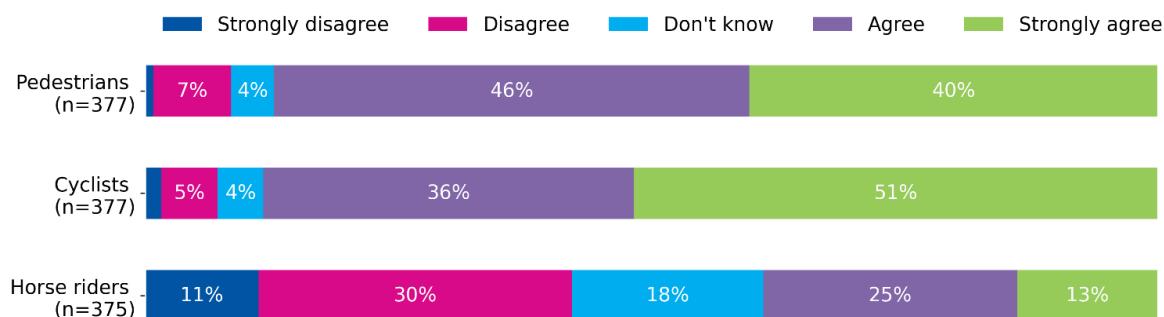


Question 11: To what extent do you agree the proposals are required for the A4019?



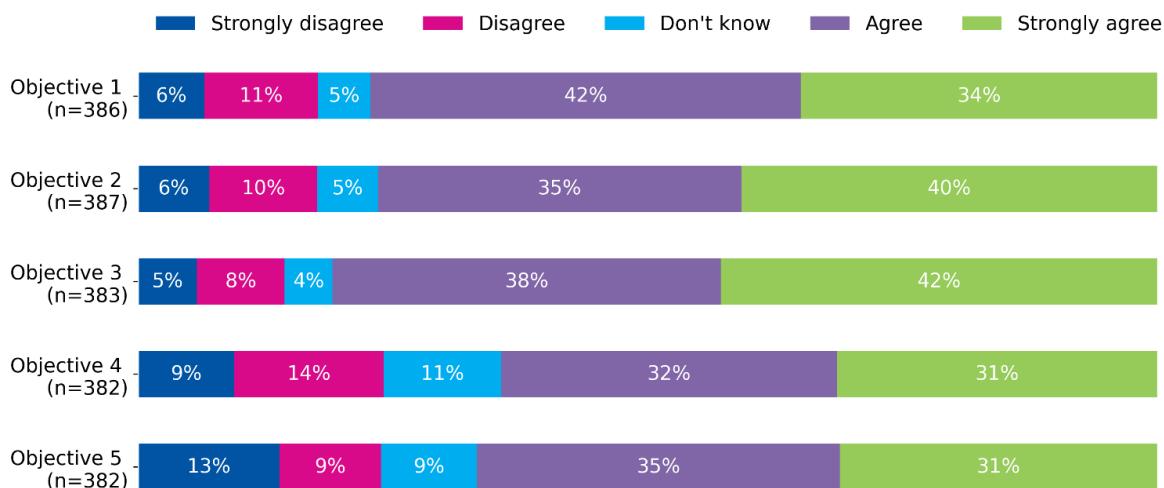
Question 12: To what extent do you agree or disagree with the following comments?

- 12.1 Facilities for **pedestrians** should be provided on the A4019.
- 12.2 Facilities for **cyclists** should be provided on the A4019.
- 12.3 Facilities for **horse riders** should be provided on the A4019.



A.1.4. Overall comments

Question 13: To what extent do you agree or disagree that the overall scheme will achieve the following scheme objectives?

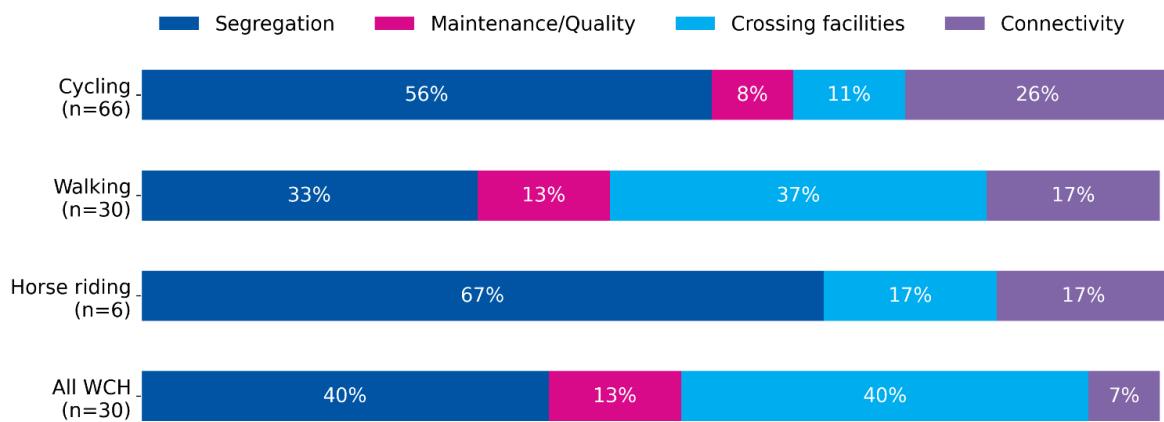


Question 14: We are committed to delivering new and improved facilities for pedestrians, cyclists and horse riders under the scheme. We welcome your comments / suggestions on the most suitable locations and infrastructure that will enable us to do so.

Free text responses to Question 14 were initially categorised by overall sentiment as shown in the chart below.

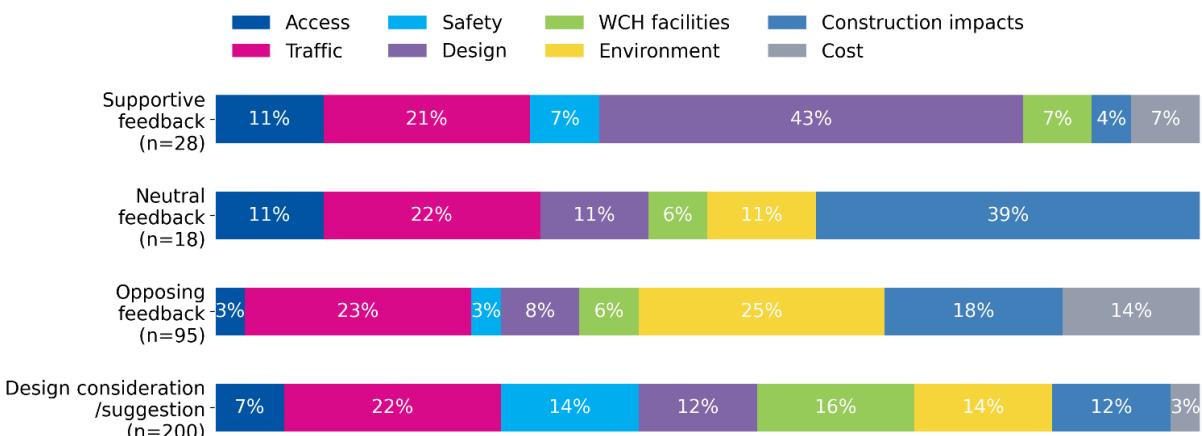


Responses categorised as design consideration or suggestion in the initial categorisation stage were then placed into four further themes, and split by mode, to provide a high-level overview of the recommendations made for each mode type.



Question 15: Do you think there is anything else we need to consider in making the proposed changes?

Responses to question 15 were combined with general feedback provided in response to question 4, then categorised by topic and sentiment to produce a quantitative summary of the main topics discussed. The results are presented below.



A.1.5. About the consultation

Question 16: How did you find out about this consultation?

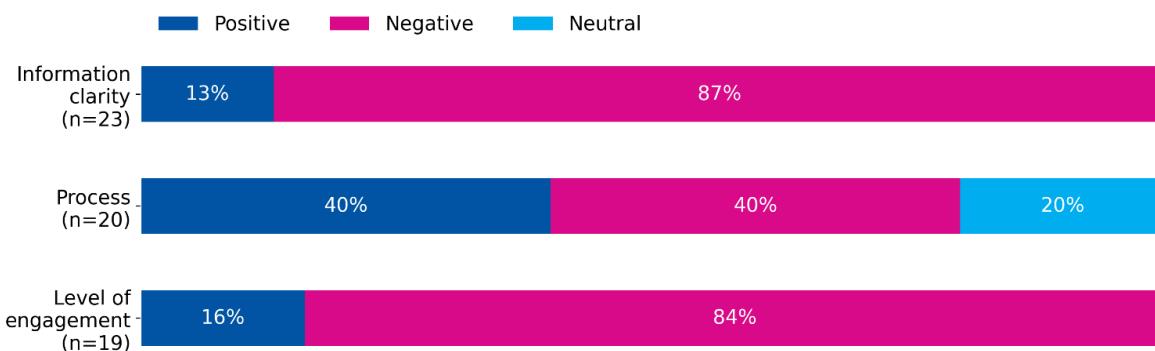


Question 17: From the information provided, do you understand why Gloucestershire County Council is proposing to make these wider improvements?



Question 18: Do you have any further comments on the consultation process?

Free text responses provided in response to question 18 were categorised by sentiment and topic to produce the quantitative summary presented below.



Question 19: Would you like us to get in touch regarding your feedback?



Question 20: If you responded yes to Question 19, then please provide an email address and/or contact number (If you are responding on behalf of an organisation, please also state the organisation name)

The following contact details were provided in response to Question 20:

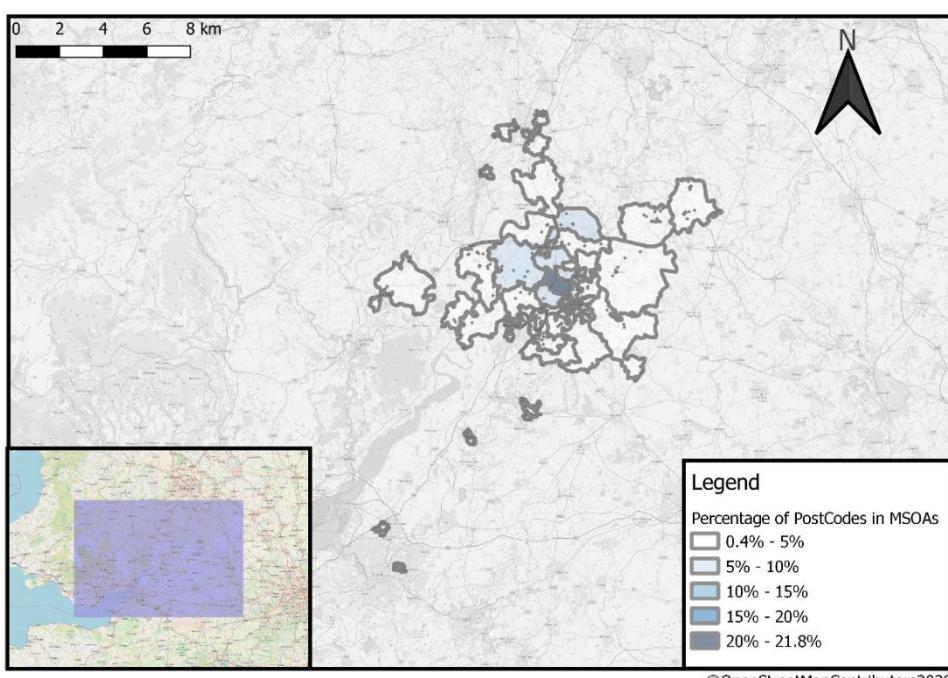
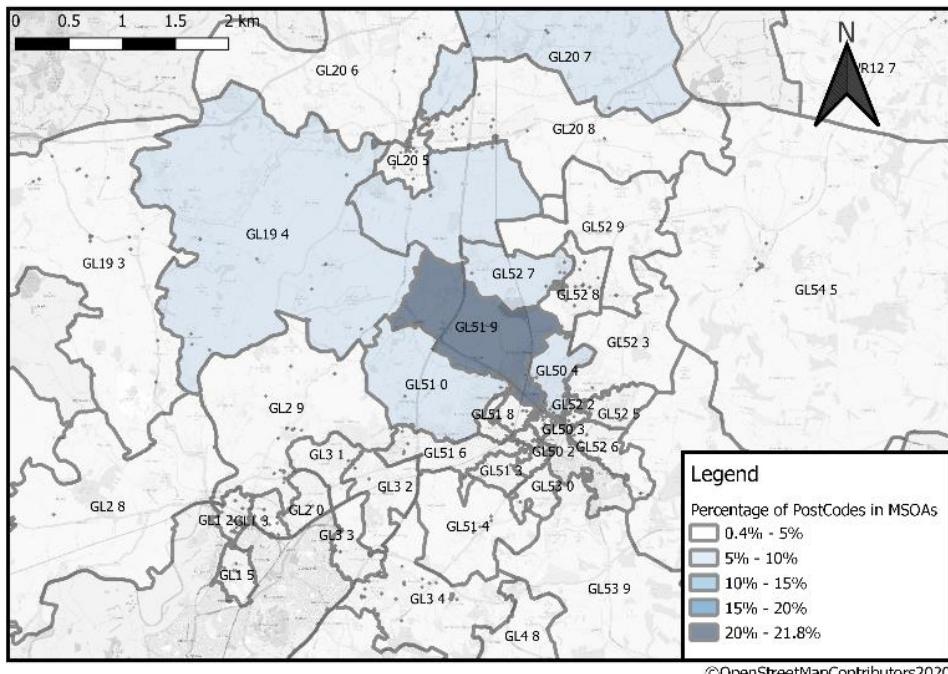
- Organisation names: 36

- Email address: 159
- Phone numbers: 177

A.1.6. About you & equality monitoring

Question 21: Please provide your postcode as this helps us understand where feedback is coming from.

226 individuals provided their postcode in response to this question. Postcode have been aggregated to three-digit postcode areas and presented in the maps below.



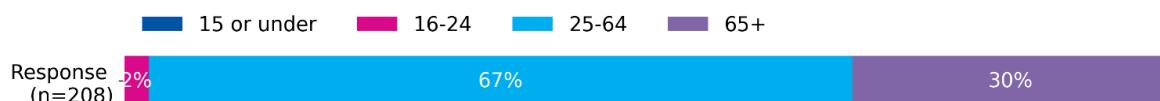
Question 22: Gender: what gender do you identify as?



Question 23: Gender re-assignment: is your gender identity the same as the gender you were assigned at birth?



Question 24: Age: what is your age?



Question 25: Ethnicity, Ethnic origin categories are not about nationality, place of birth or citizenship. They are about the group to which you as an individual perceive you belong. Please indicate your ethnic origin by selecting the appropriate option from the drop down.



Question 26: Disability: do you consider yourself to be disabled?



Question 27: Marriage and civil partnership: are you married or in a civil partnership?



Question 28: Sexual orientation: how would you describe your sexual orientation?



Question 29: Religion and/or belief: What is your religion or belief?



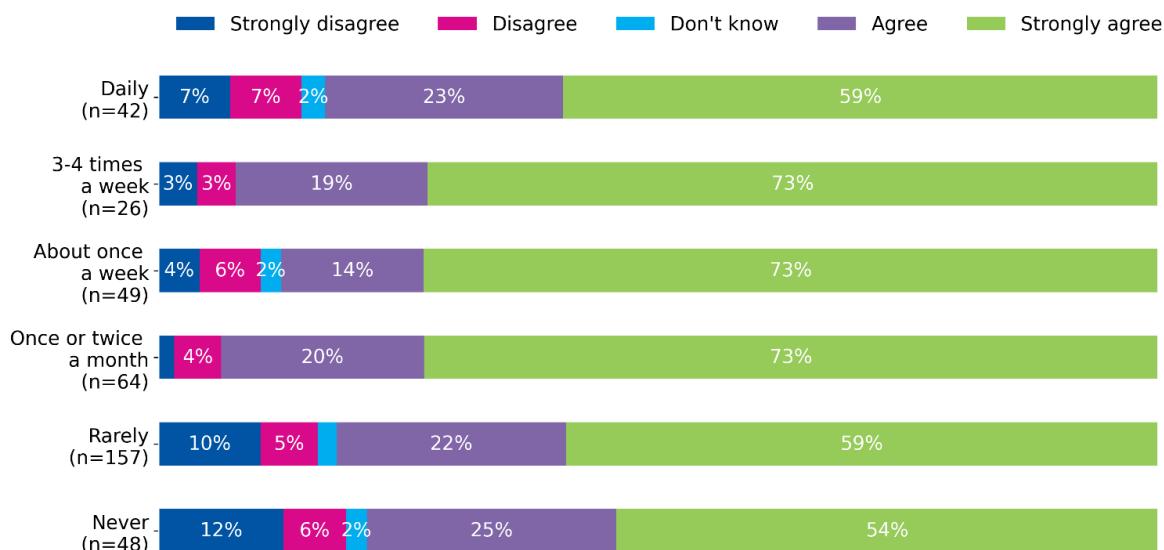
A.2. Further analysis

A.2.1. Question 2: To what extent do you agree the proposals are required for M5 Junction 10 and a link road to west Cheltenham?

Cross tab with Question 1-1: How often do you currently use M5 Junction 10, weekdays 08:00-09:00?

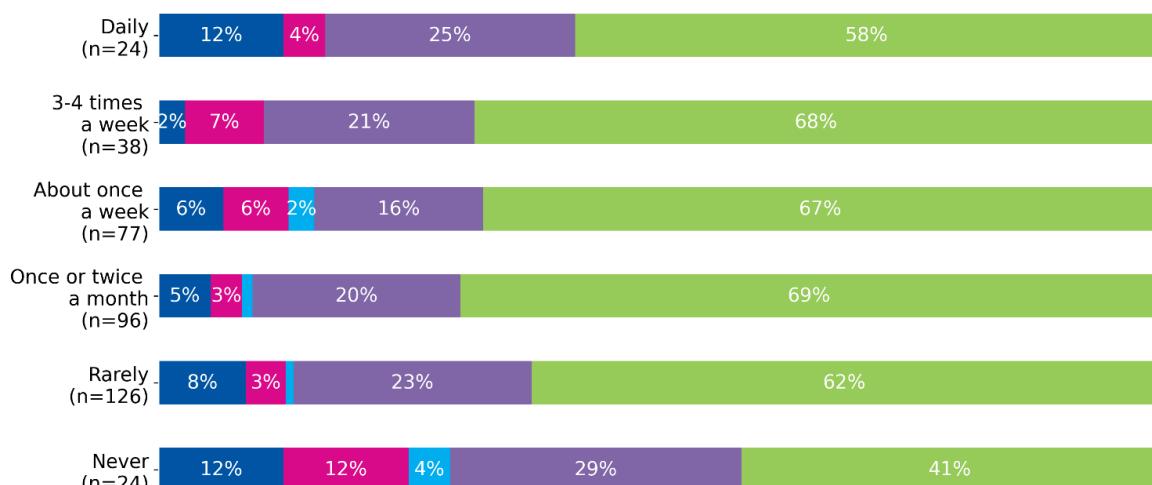


Cross tab with Question 1-2: How often do you currently use M5 Junction 10, weekdays 17:00-18:00?



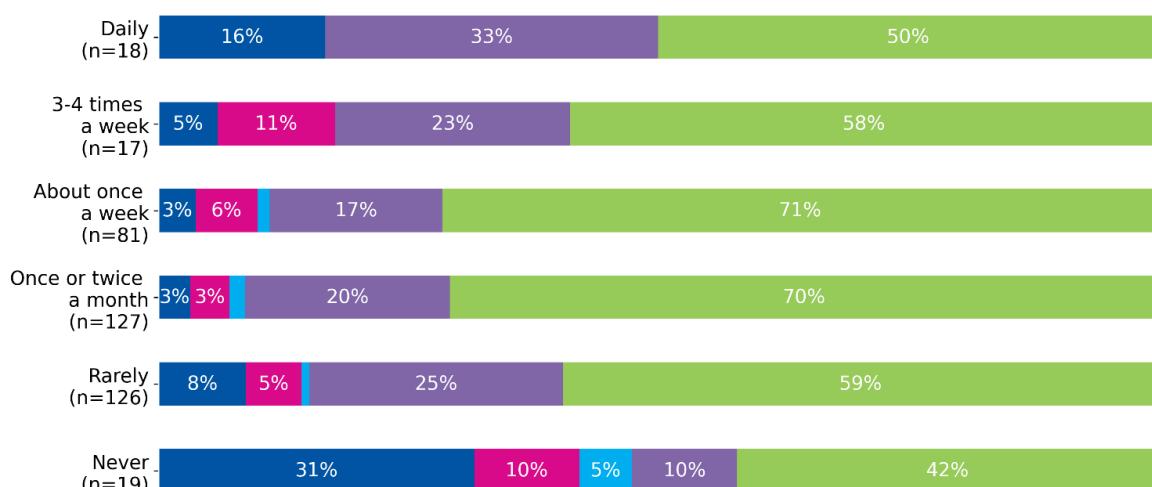
Cross tab with Question 1-3: How often do you currently use M5 Junction 10, weekdays (all other times)?

Strongly disagree Disagree Don't know Agree Strongly agree



Cross tab with Question 1-4: How often do you currently use M5 Junction 10, weekends?

Strongly disagree Disagree Don't know Agree Strongly agree

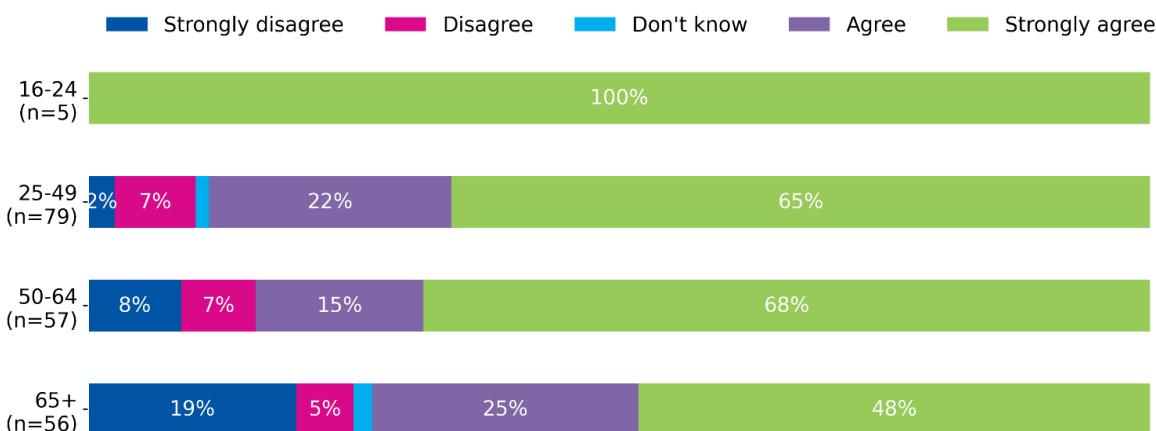


Cross tab with Question 22 - Gender: what gender do you identify as?

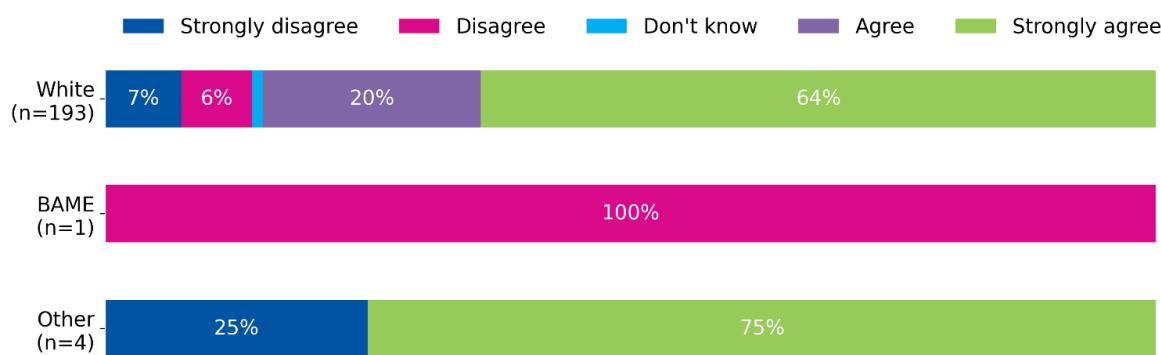
Strongly disagree Disagree Don't know Agree Strongly agree



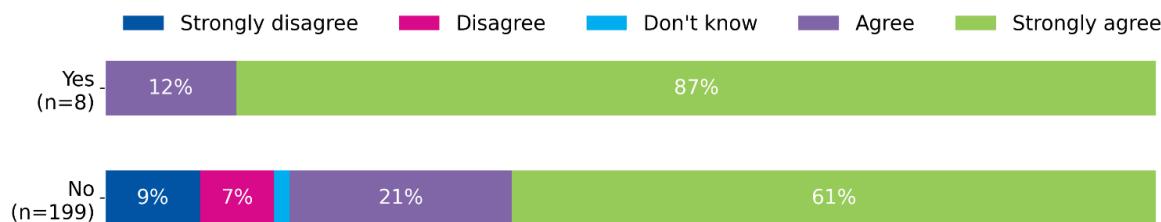
Cross tab with Question 24 - Age: what is your age?



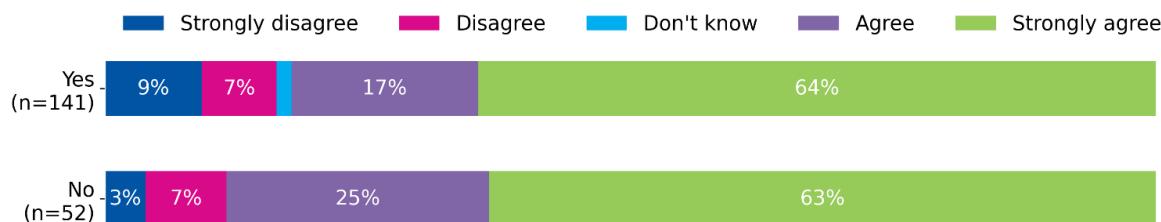
Cross tab with Question 25 - Ethnicity, Ethnic origin categories are not about nationality, place of birth or citizenship. They are about the group to which you as an individual perceive you belong. Please indicate your ethnic origin by selecting the appropriate option from the drop down.



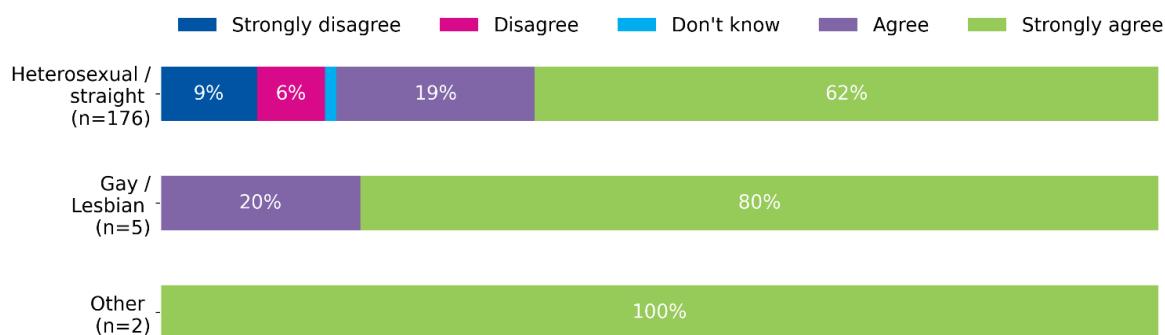
Cross tab with Question 26 - Disability: do you consider yourself to be disabled?



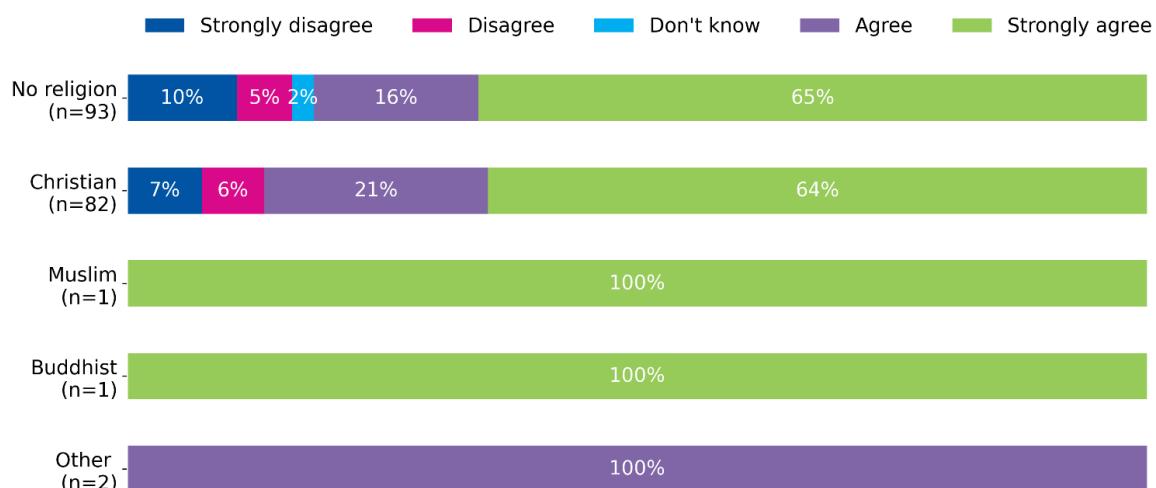
Cross tab with Question 27 - Marriage and civil partnership: are you married or in a civil partnership?



Cross tab with Question 28 - Sexual orientation: how would you describe your sexual orientation?

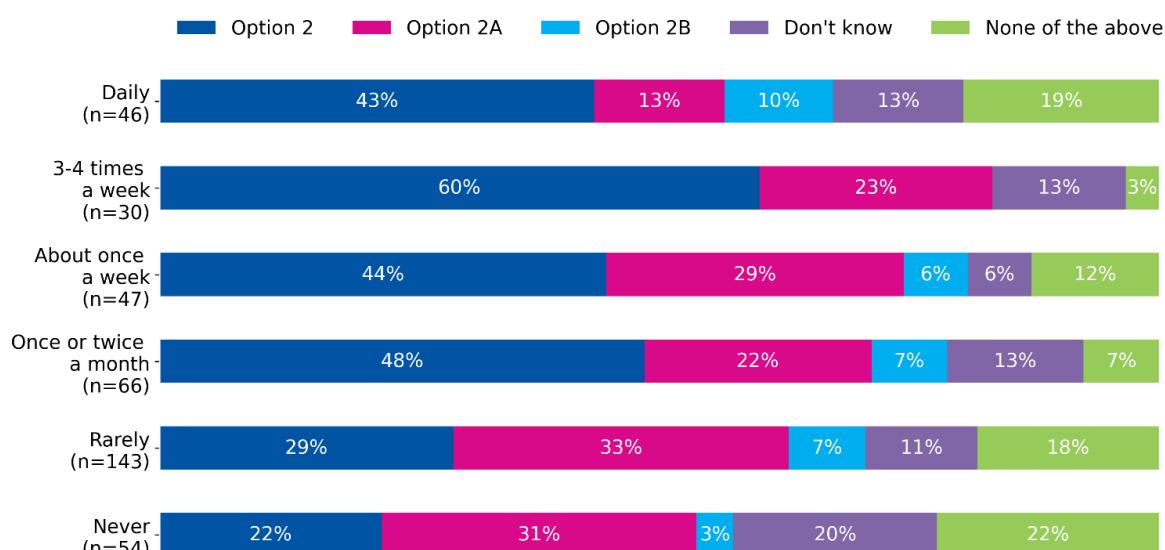


Cross tab with Question 29 - Religion and/or belief: What is your religion or belief?



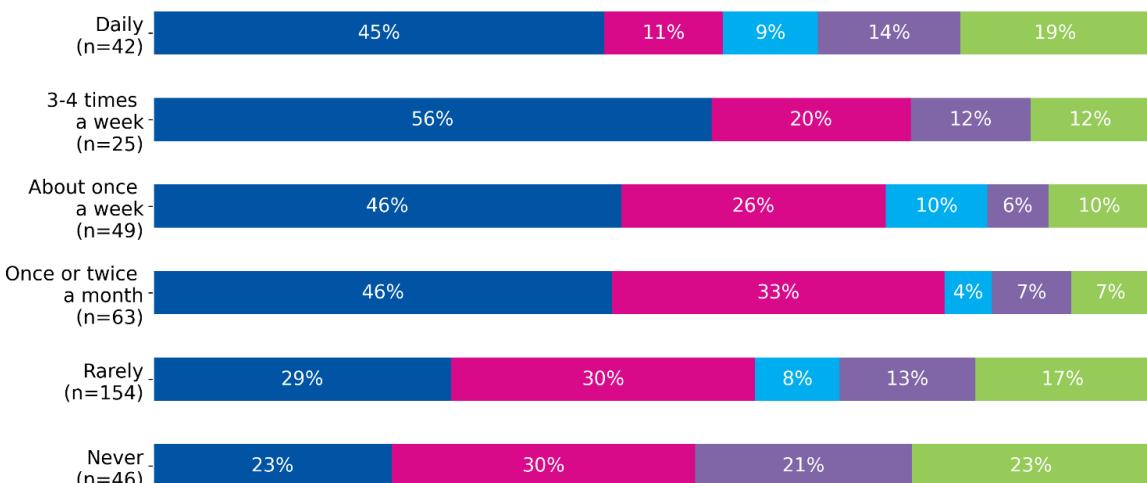
A.2.2. Question 3: Which is your preferred option for M5 Junction 10?

Cross tab with Question 1-1: How often do you currently use M5 Junction 10, weekdays 08:00-09:00?



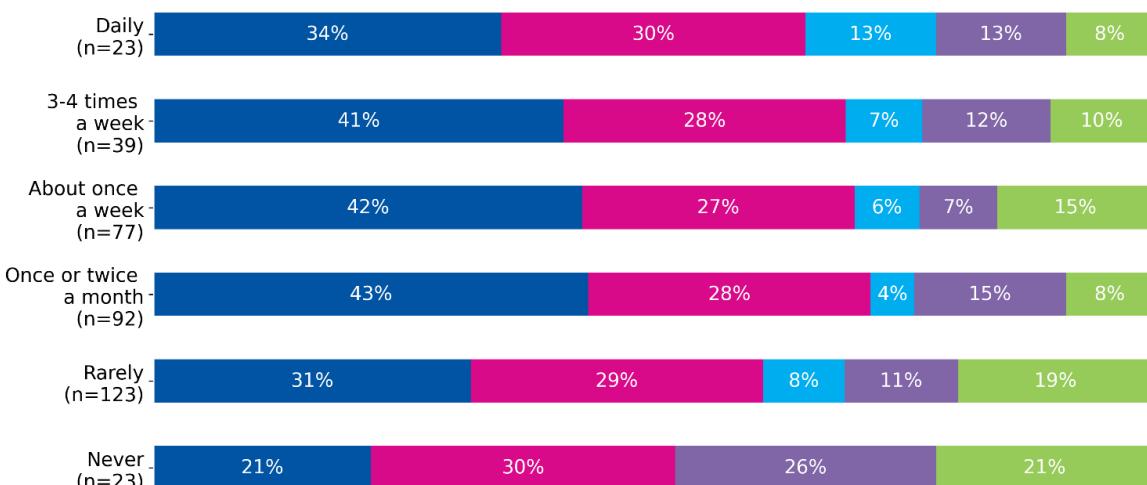
Cross tab with Question 1-2: How often do you currently use M5 Junction 10, weekdays 17:00-18:00?

■ Option 2 ■ Option 2A ■ Option 2B ■ Don't know ■ None of the above

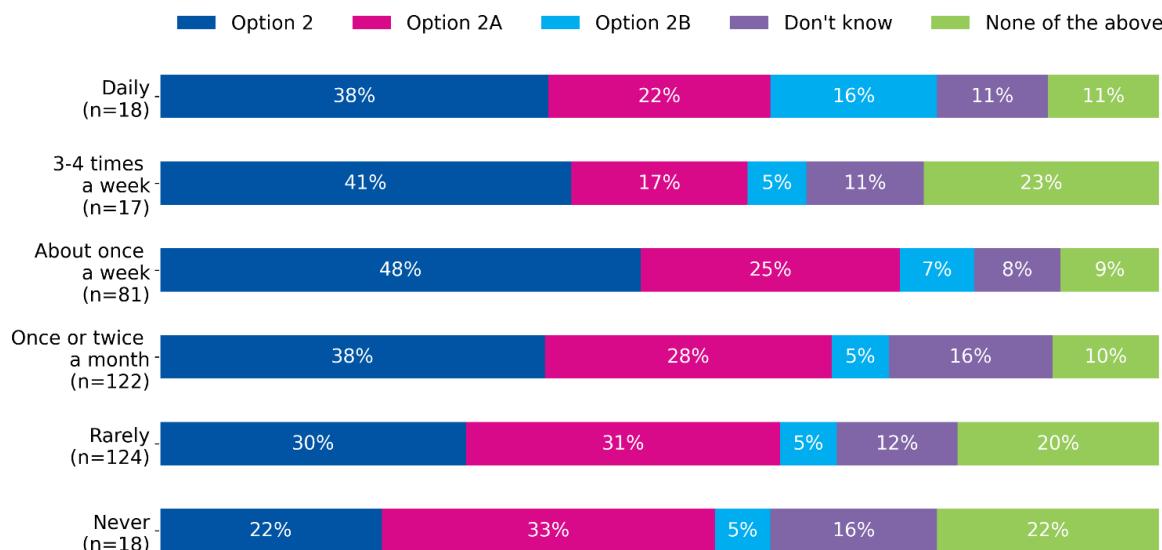


Cross tab with Question 1-3: How often do you currently use M5 Junction 10, weekdays (any other times)?

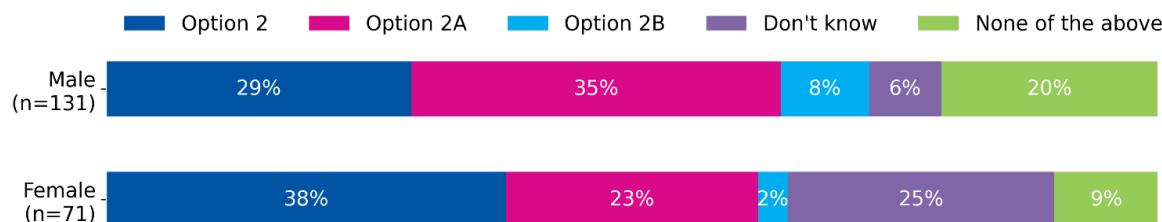
■ Option 2 ■ Option 2A ■ Option 2B ■ Don't know ■ None of the above



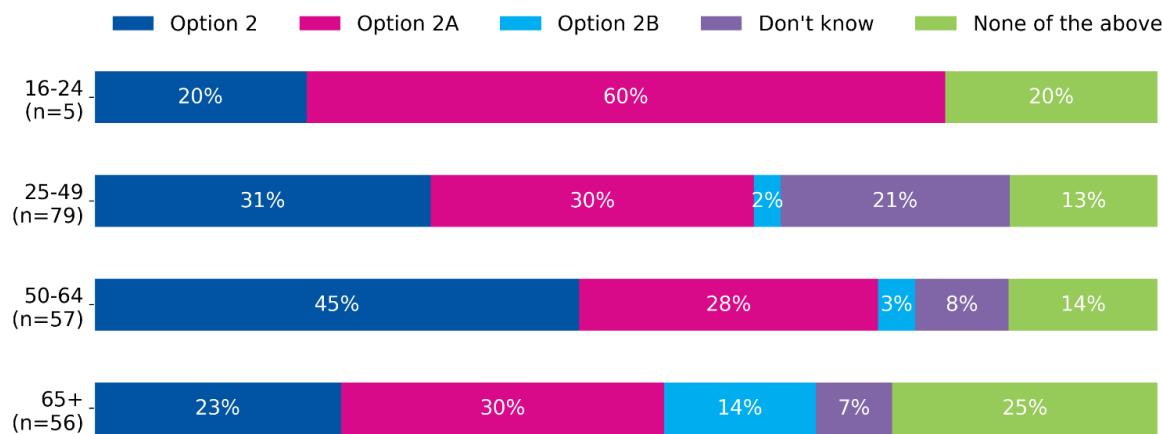
Cross tab with Question 1-4: How often do you currently use M5 Junction 10, weekends?



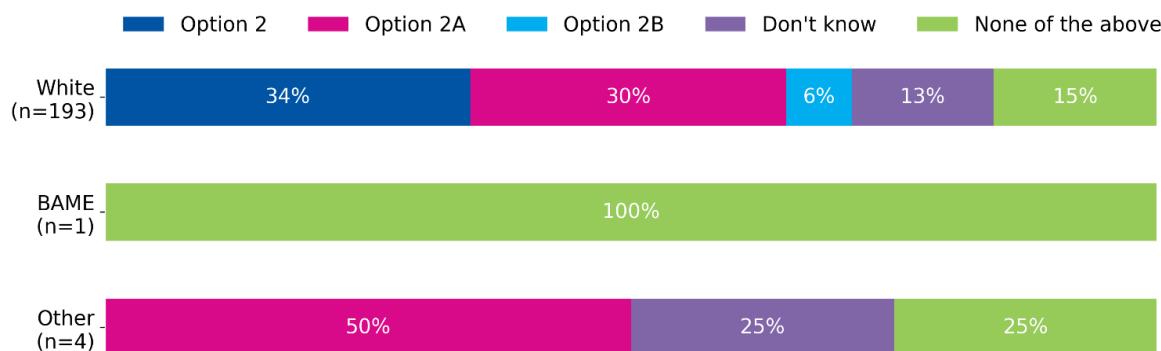
Cross tab with Question 22 - Gender: what gender do you identify as?



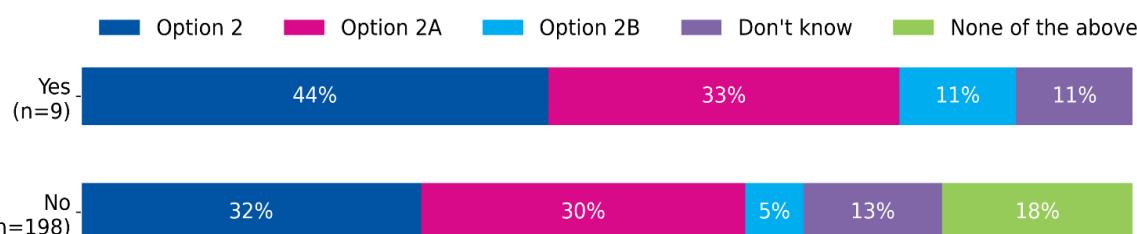
Cross tab with Question 24 - Age: what is your age?



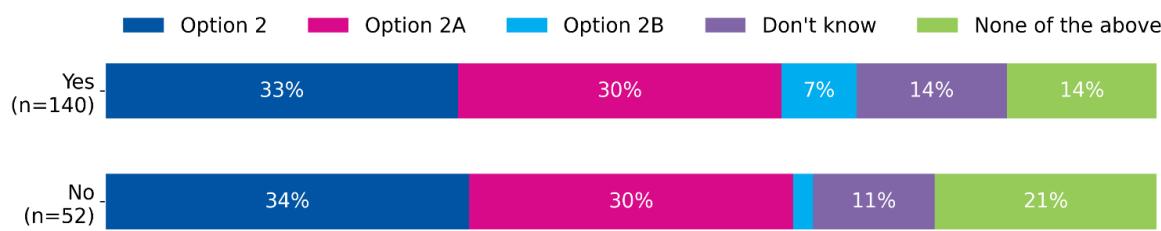
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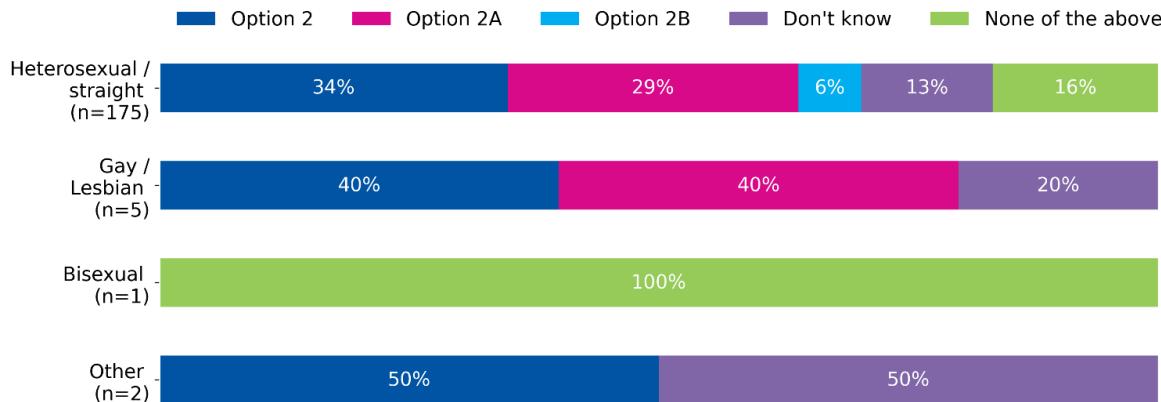
Cross tab with Question 26 - Disability: do you consider yourself to be disabled?



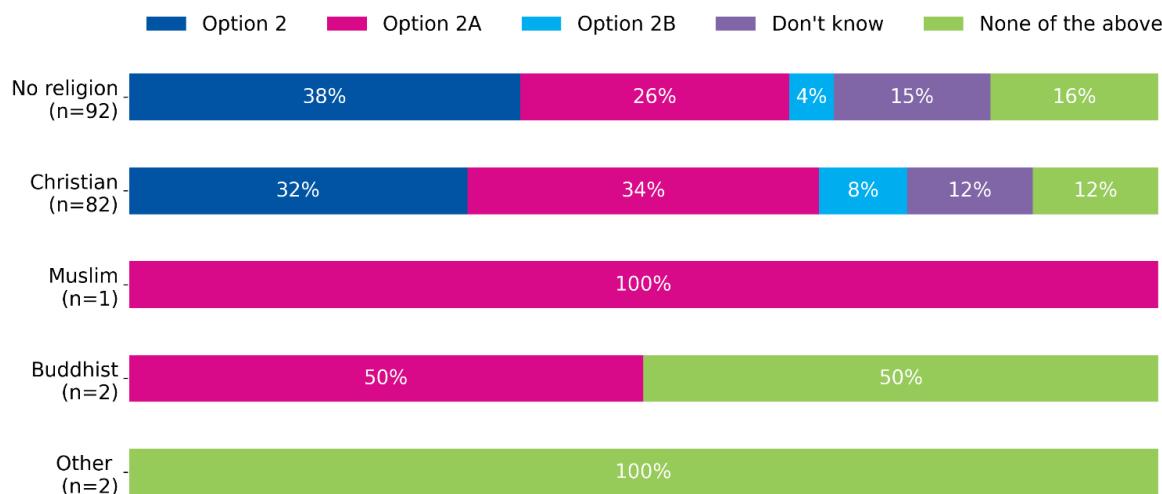
Cross tab with Question 27 - Marriage and civil partnership: are you married or in a civil partnership?



Cross tab with Question 28 - Sexual orientation: how would you describe your sexual orientation?

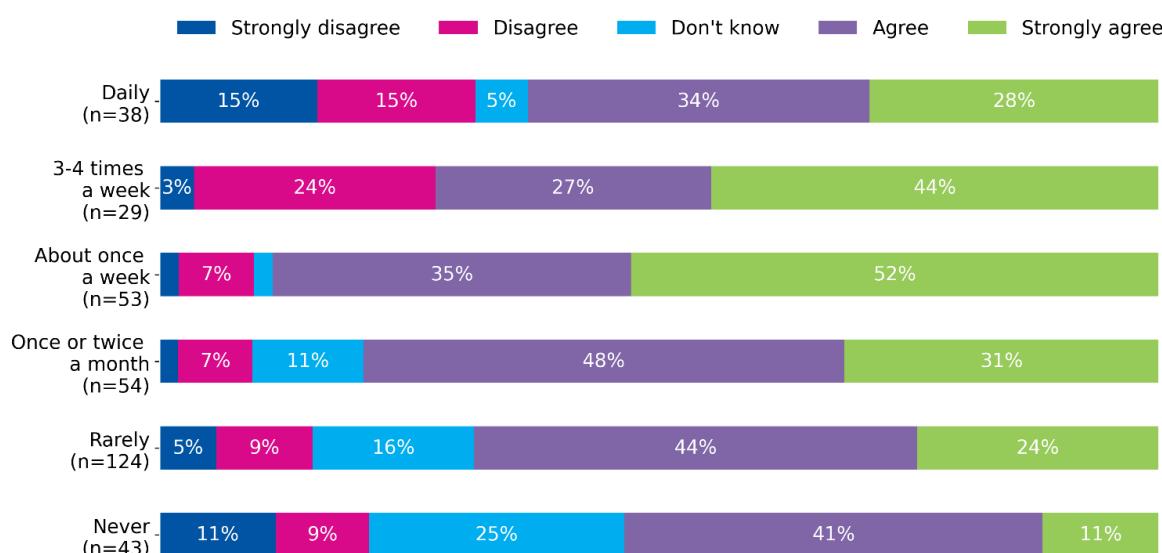


Cross tab with Question 29 - Religion and/or belief: What is your religion or belief?



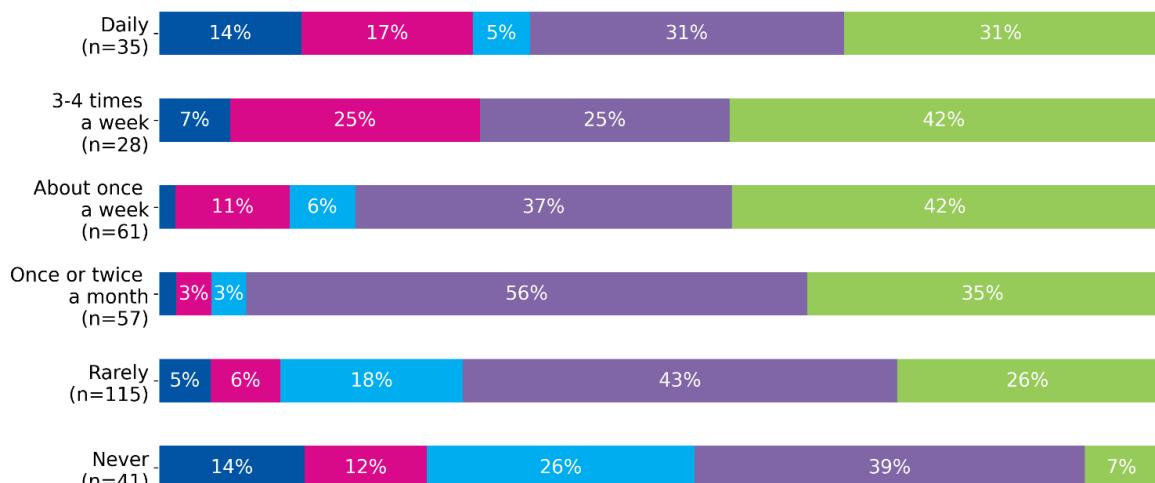
A.2.3. Question 7: To what extent do you agree the proposals are required for the A38/A4019 Junction Improvements at Coombe Hill?

Cross tab with Question 5-1: How often do you currently use the A38/A4019 junction at Coombe Hill, weekdays 08:00-09:00?



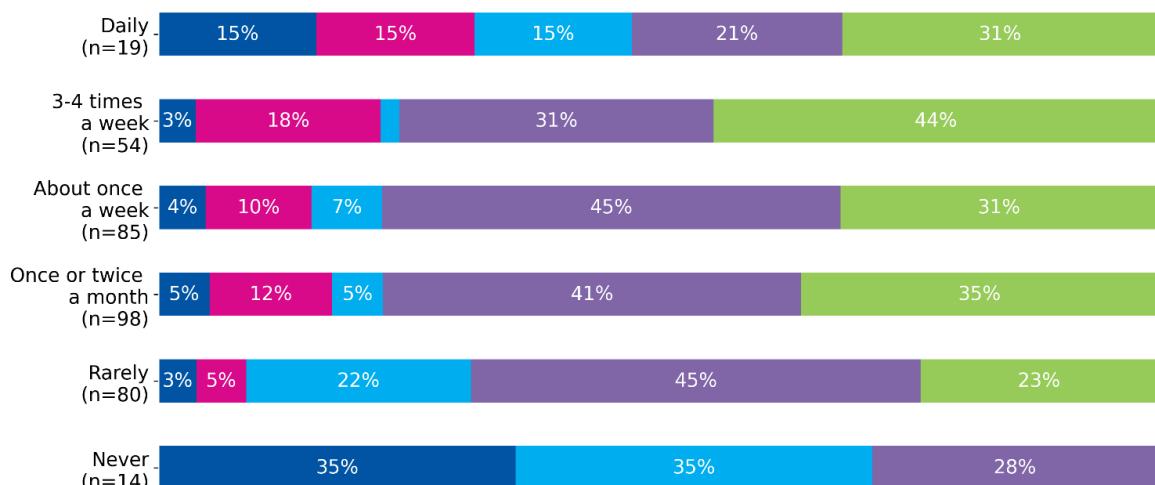
Cross tab with Question 5-2: How often do you currently use the A38/A4019 junction at Coombe Hill, weekdays 08:00-09:00?

Strongly disagree Disagree Don't know Agree Strongly agree

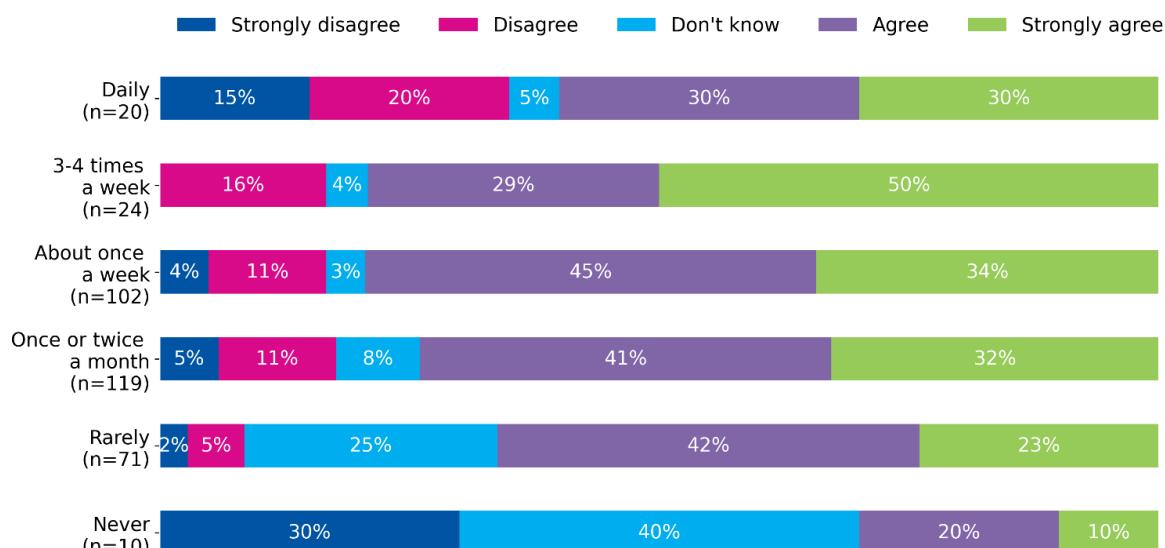


Cross tab with Question 5-3: How often do you currently use the A38/A4019 junction at Coombe Hill, weekdays (any other times)?

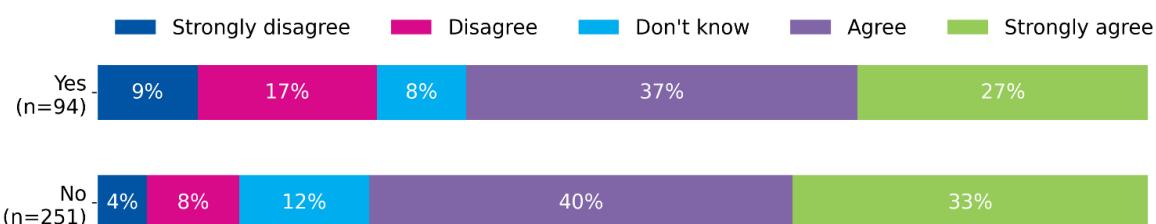
Strongly disagree Disagree Don't know Agree Strongly agree



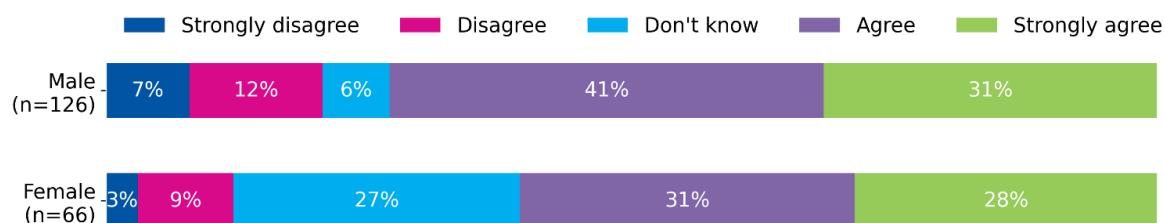
Cross tab with Question 5-4: How often do you currently use the A38/A4019 junction at Coombe Hill, weekends?



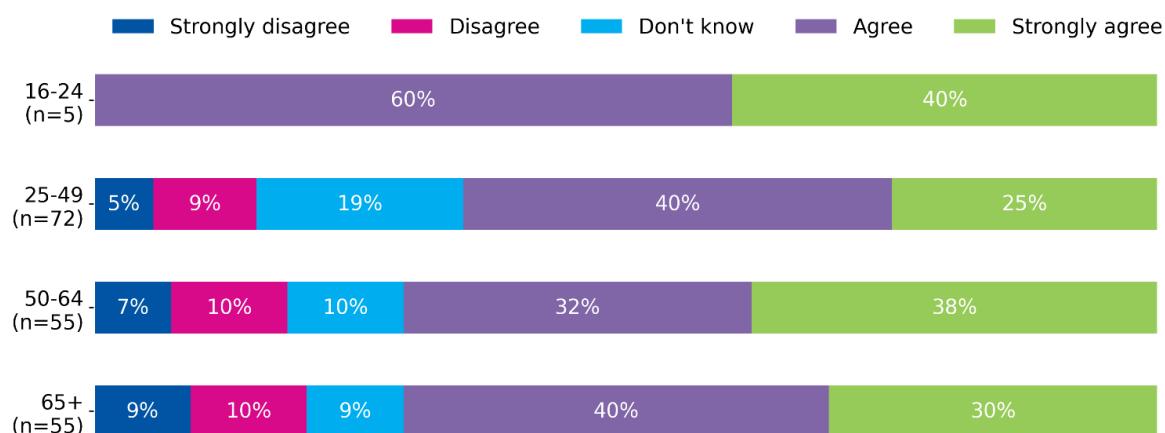
Cross tab with Question 6: Do you live close to the A38/A4019 junction at Coombe Hill?



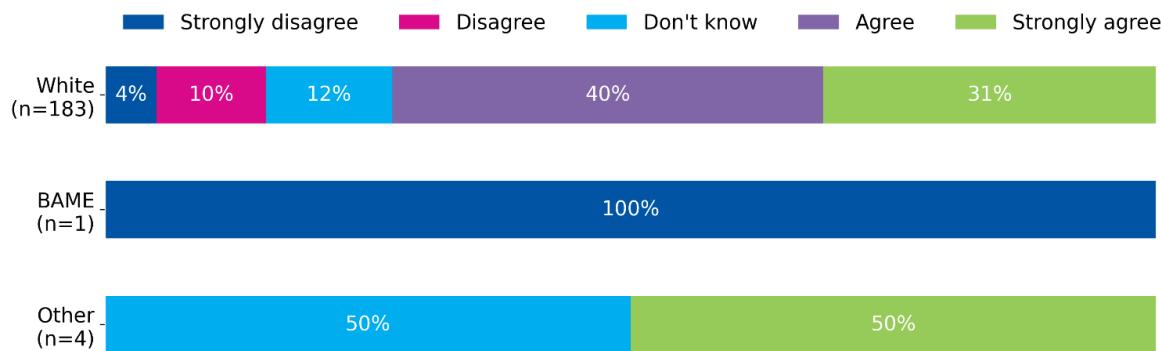
Cross tab with Question 22 - Gender: what gender do you identify as?



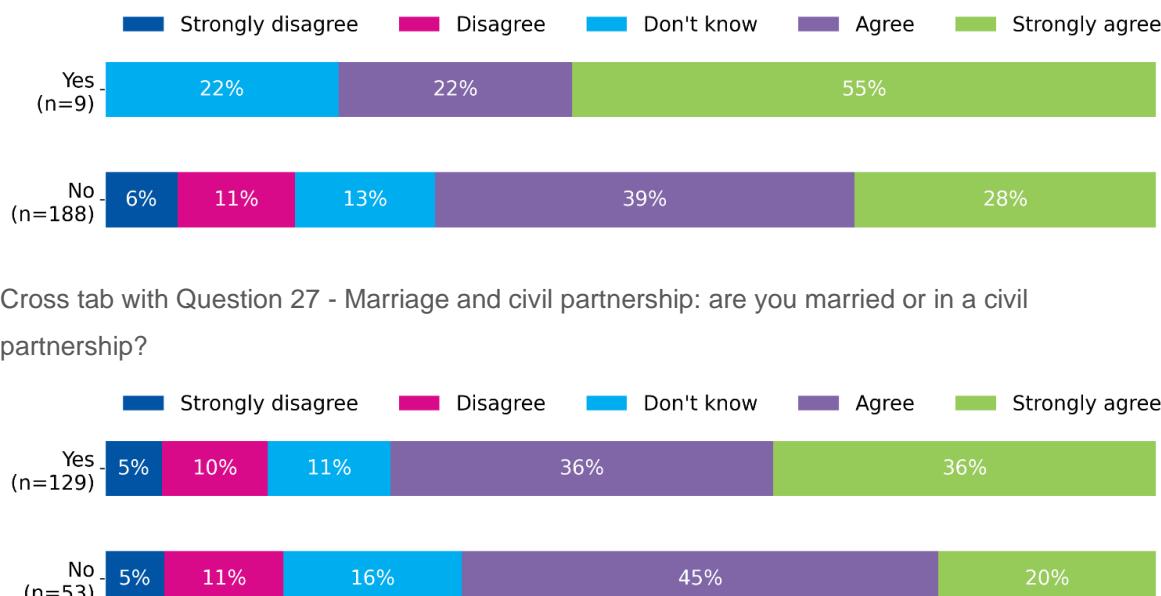
Cross tab with Question 24 - Age: what is your age?



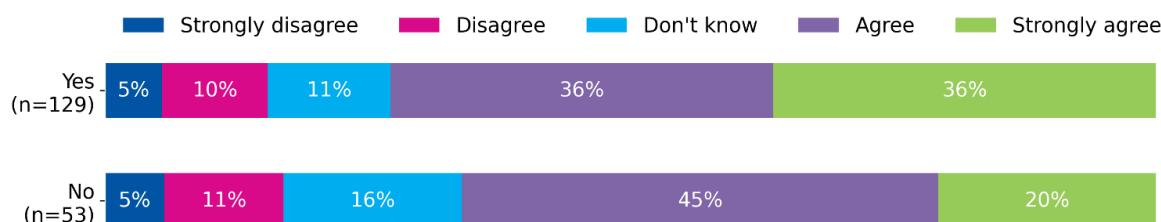
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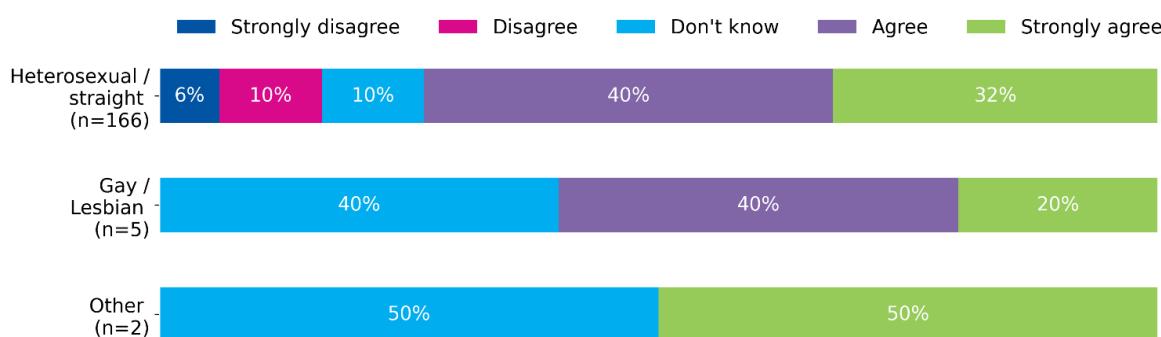
Cross tab with Question 26 - Disability: do you consider yourself to be disabled?



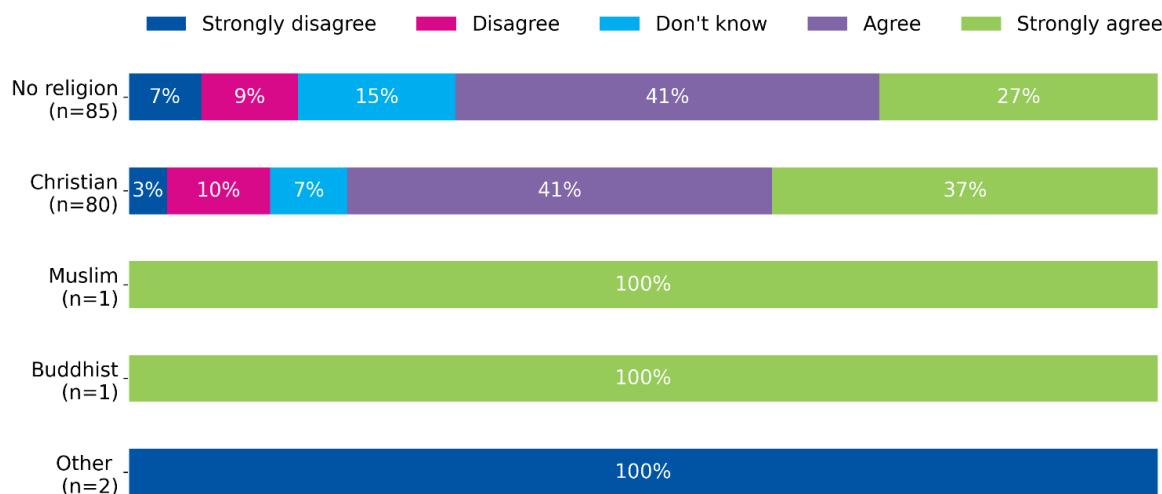
Cross tab with Question 27 - Marriage and civil partnership: are you married or in a civil partnership?



Cross tab with Question 28 - Sexual orientation: how would you describe your sexual orientation?

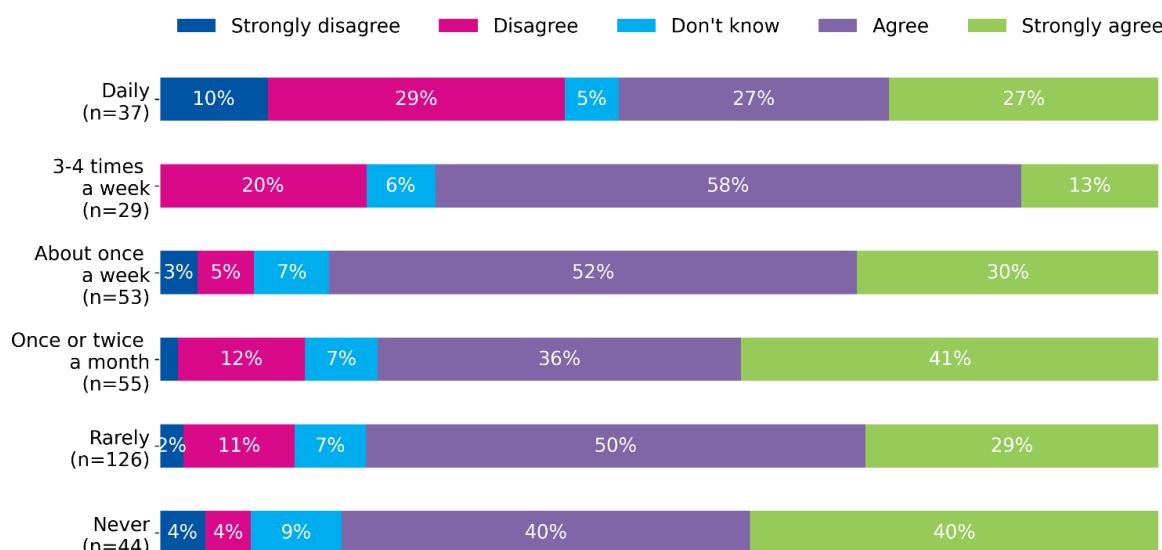


Cross tab with Question 29 - Religion and/or belief: What is your religion or belief?



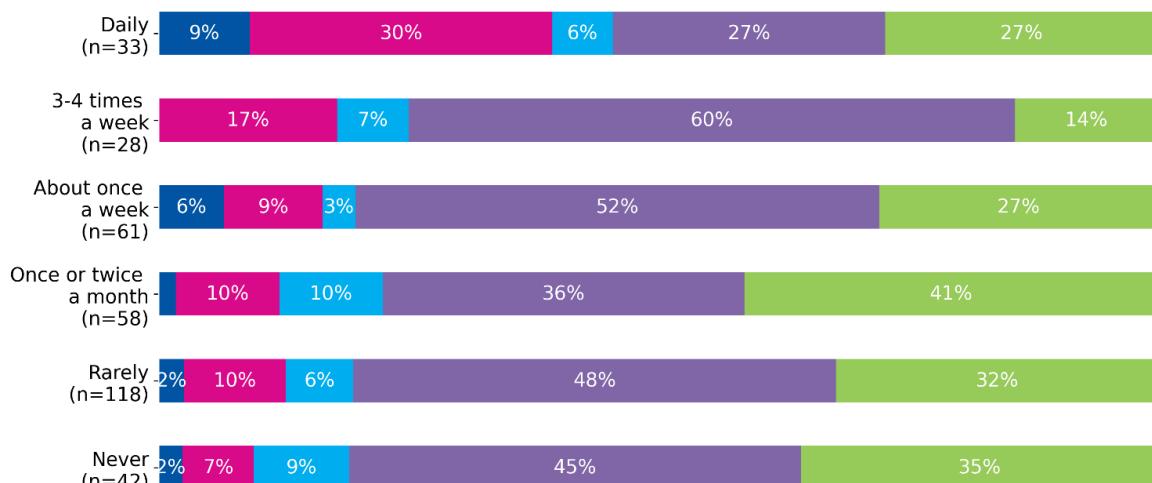
A.2.4. Question 8-1: To what extent do you agree or disagree facilities for pedestrians should be provided at the A38/A4019 Coombe Hill junction

Cross tab with Question 5-1: How often do you currently use the A38/A4019 junction at Coombe Hill, weekdays 08:00-09:00?



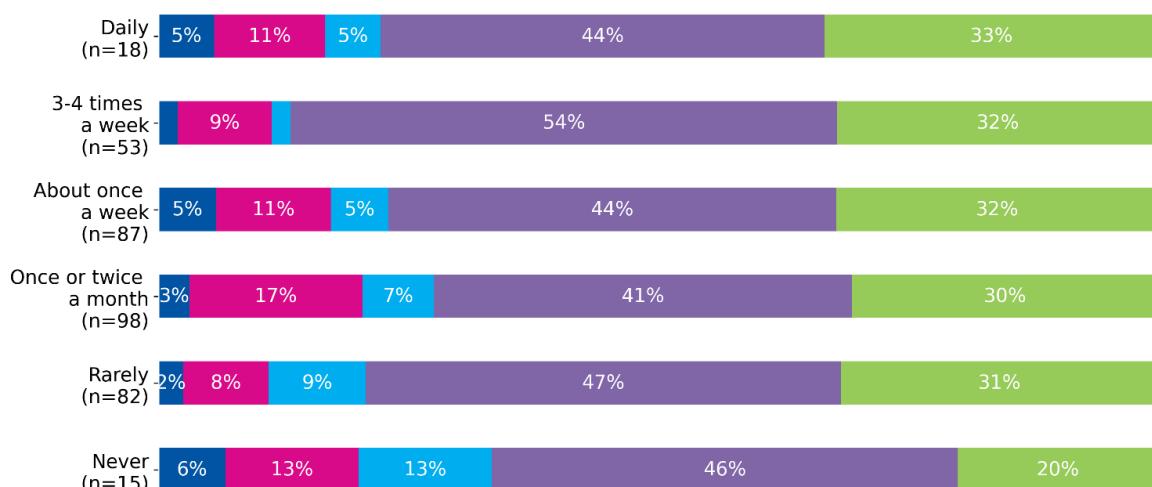
Cross tab with Question 5-2: How often do you currently use the A38/A4019 junction at Coombe Hill, weekdays 08:00-09:00?

Strongly disagree Disagree Don't know Agree Strongly agree

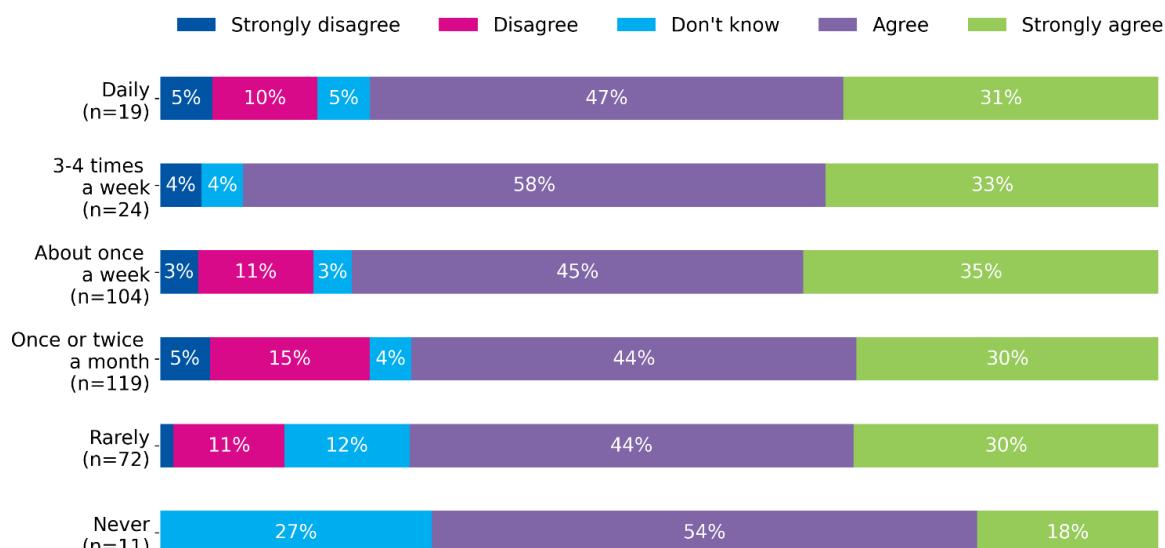


Cross tab with Question 5-3: How often do you currently use the A38/A4019 junction at Coombe Hill, weekdays (any other times)?

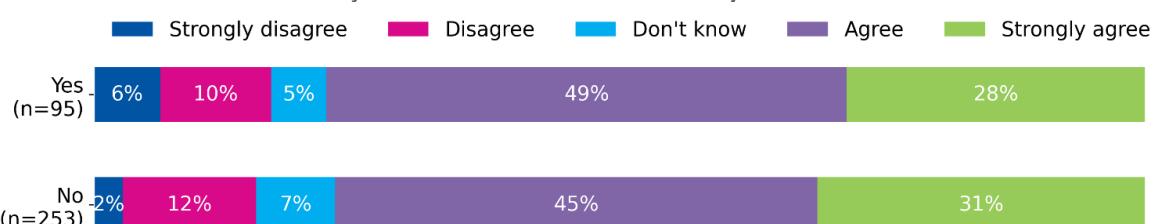
Strongly disagree Disagree Don't know Agree Strongly agree



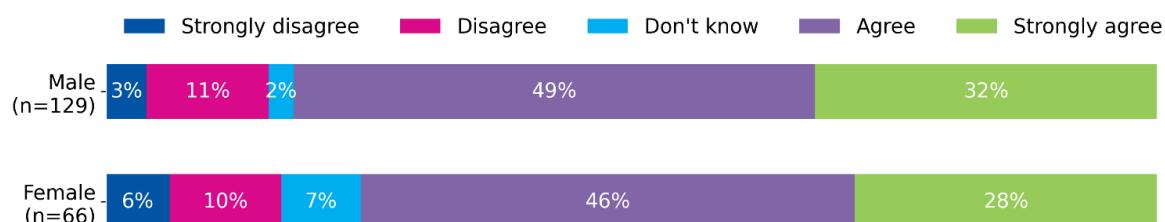
Cross tab with Question 5-4: How often do you currently use the A38/A4019 junction at Coombe Hill, weekends?



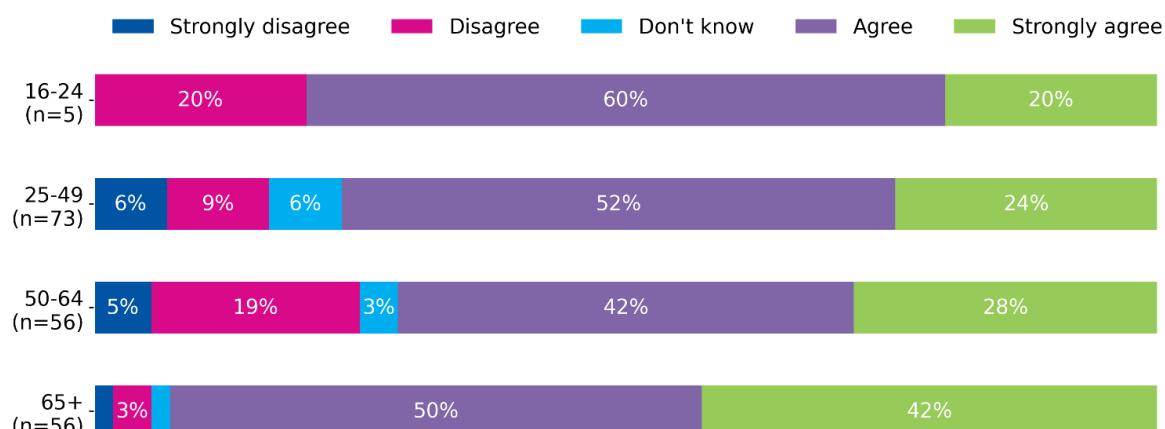
Cross tab with Question 6: Do you live close to the A38/A4019 junction at Coombe Hill?



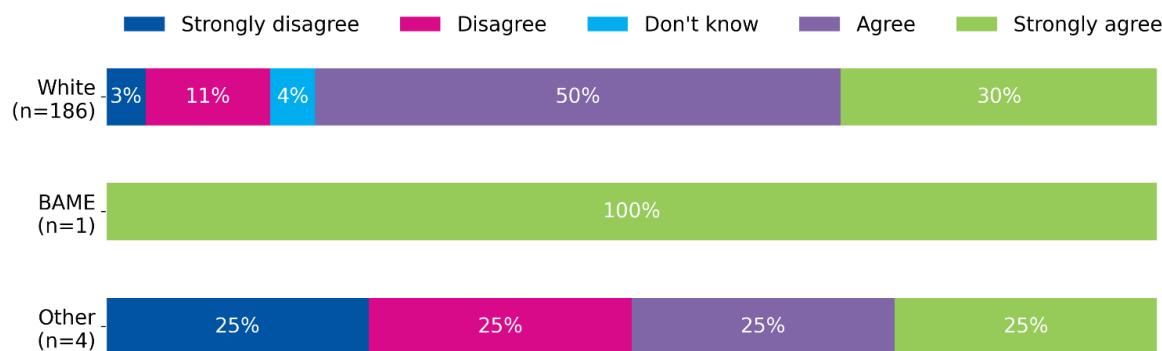
Cross tab with Question 22 - Gender: what gender do you identify as?



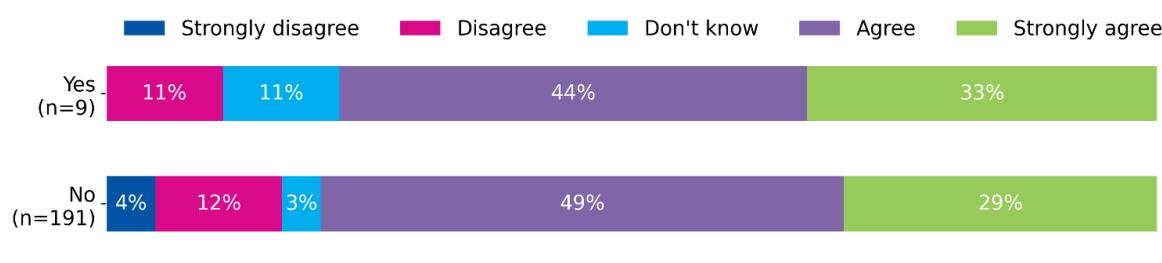
Cross tab with Question 24 - Age: what is your age?



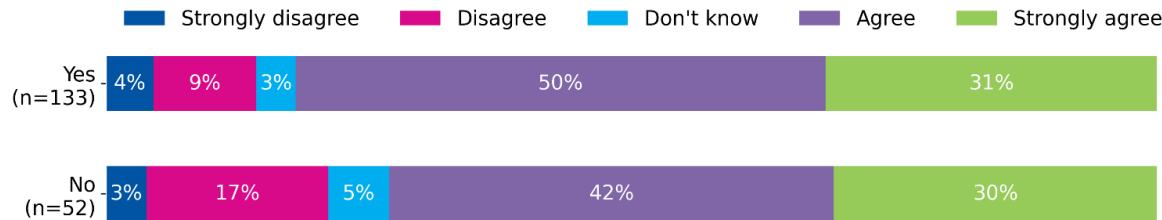
Cross tab with Question 25 - Ethnicity, Ethnic origin categories are not about nationality, place of birth or citizenship. They are about the group to which you as an individual perceive you belong. Please indicate your ethnic origin by selecting the appropriate option from the drop down.



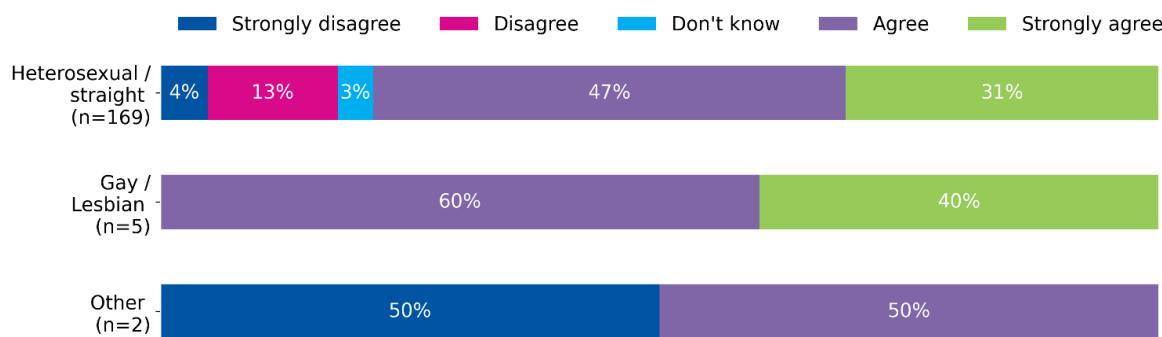
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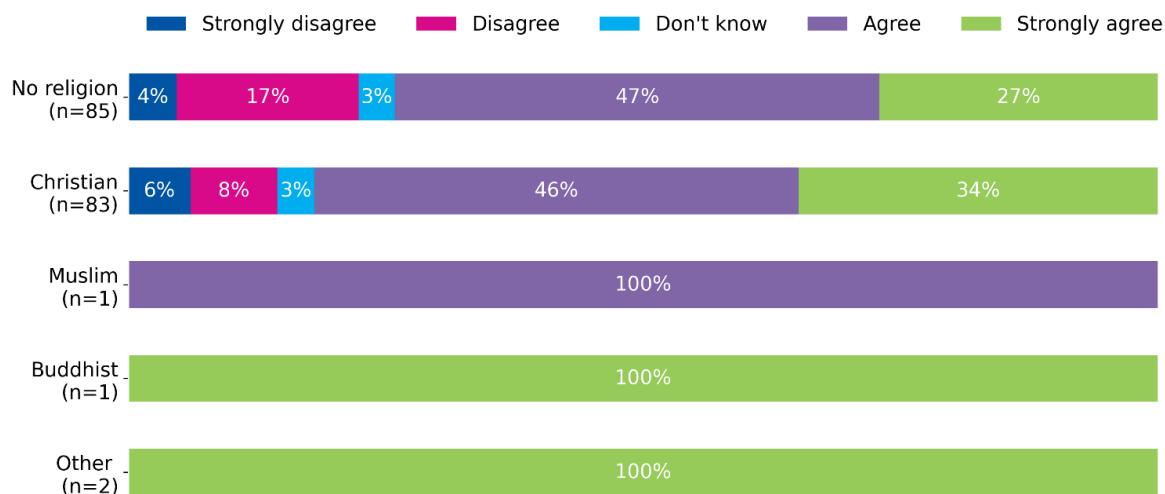
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Cross tab with Question 28 - Sexual orientation: how would you describe your sexual orientation?

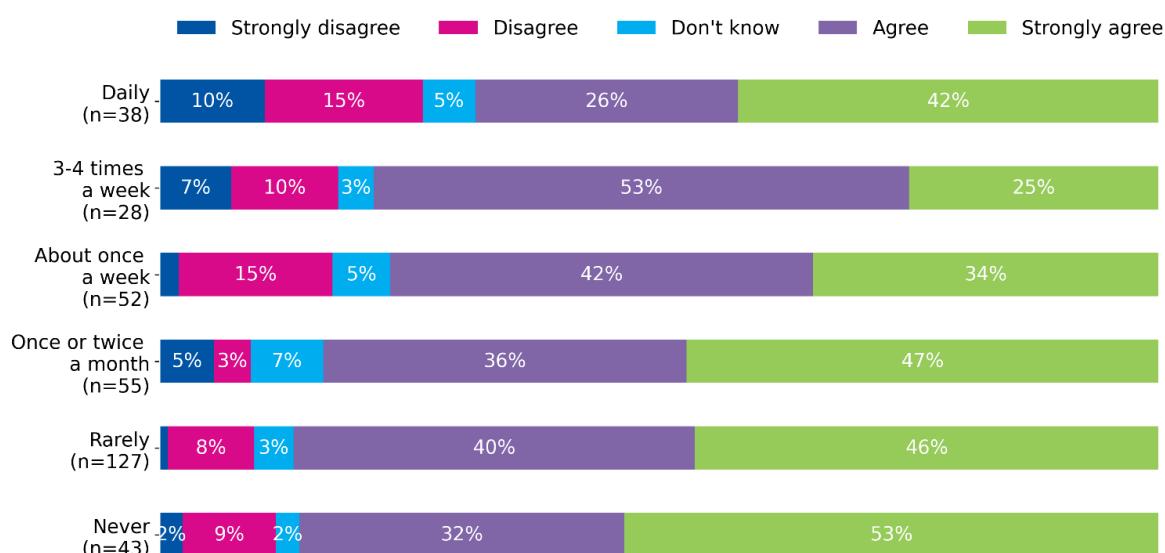


Cross tab with Question 29 - Religion and/or belief: What is your religion or belief?



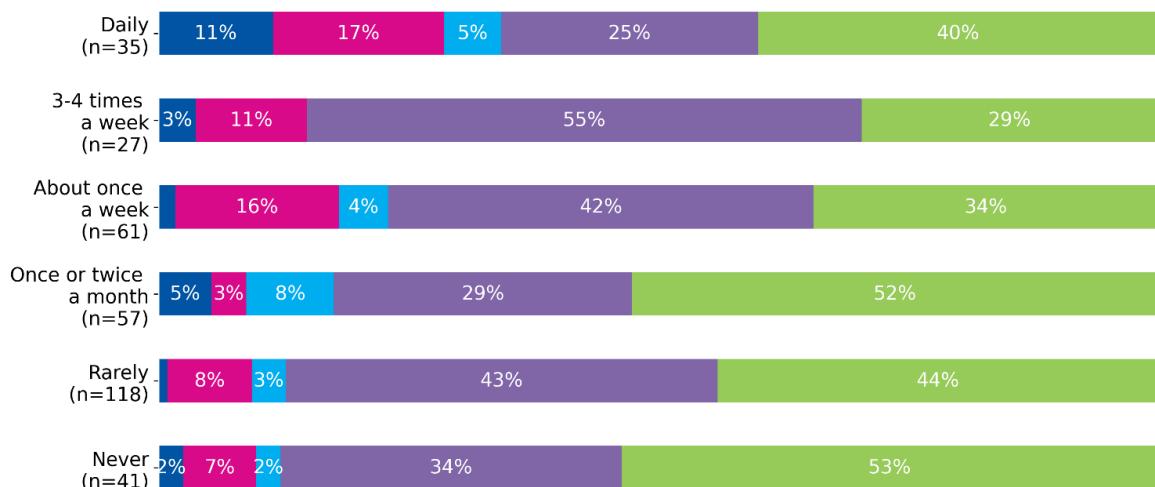
A.2.5. Question 8-2: To what extent do you agree or disagree facilities for cyclists should be provided at the A38/A4019 Coombe Hill junction

Cross tab with Question 5-1: How often do you currently use the A38/A4019 junction at Coombe Hill, weekdays 08:00-09:00?



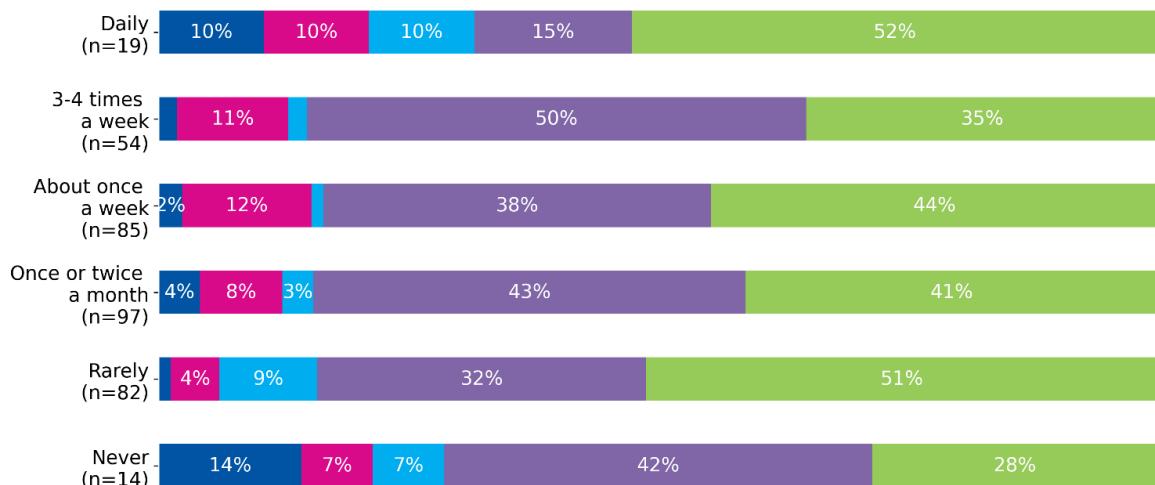
Cross tab with Question 5-2: How often do you currently use the A38/A4019 junction at Coombe Hill, weekdays 08:00-09:00?

Strongly disagree Disagree Don't know Agree Strongly agree

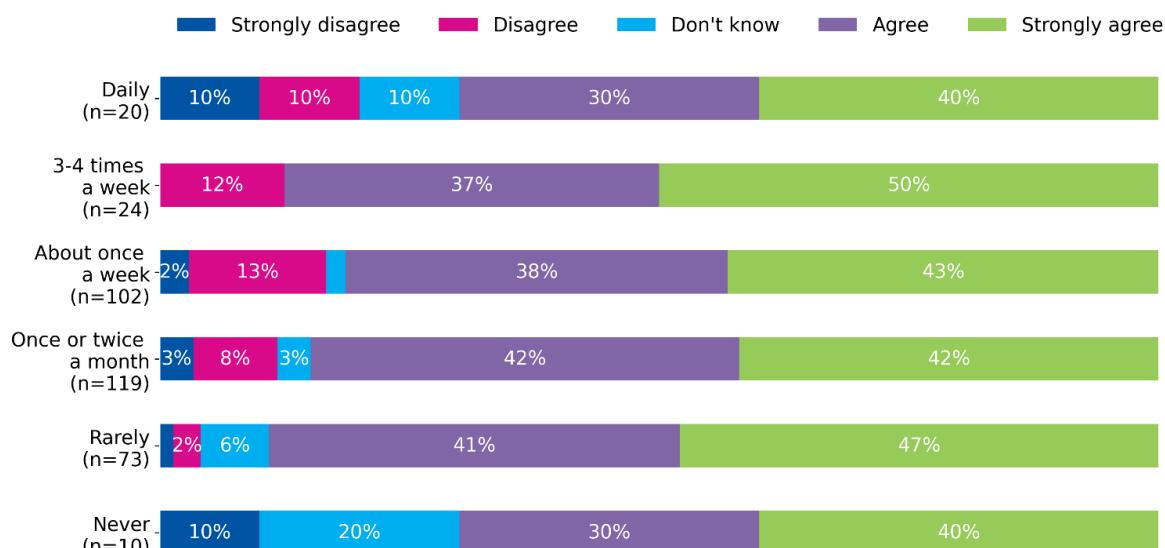


Cross tab with Question 5-3: How often do you currently use the A38/A4019 junction at Coombe Hill, weekdays (any other times)?

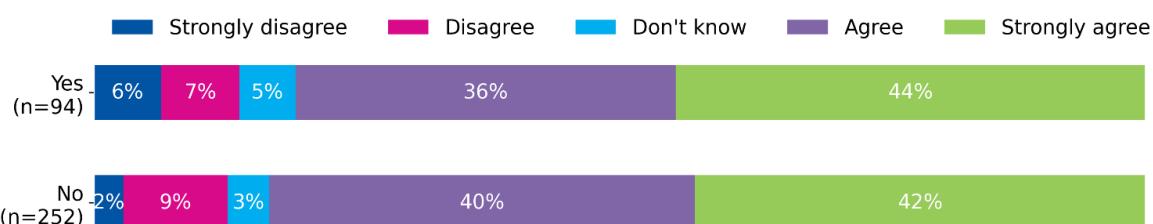
Strongly disagree Disagree Don't know Agree Strongly agree



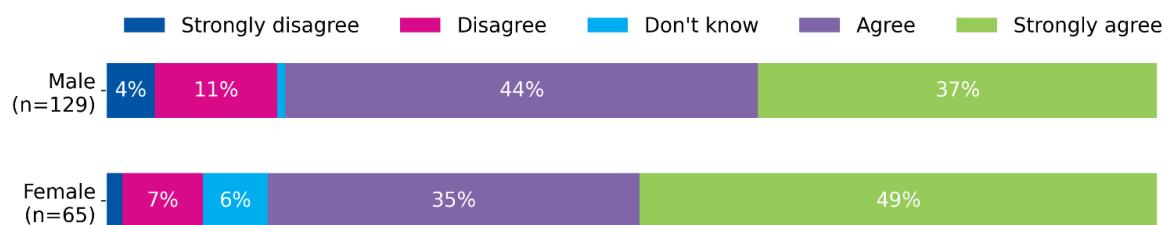
Cross tab with Question 5-4: How often do you currently use the A38/A4019 junction at Coombe Hill, weekends?



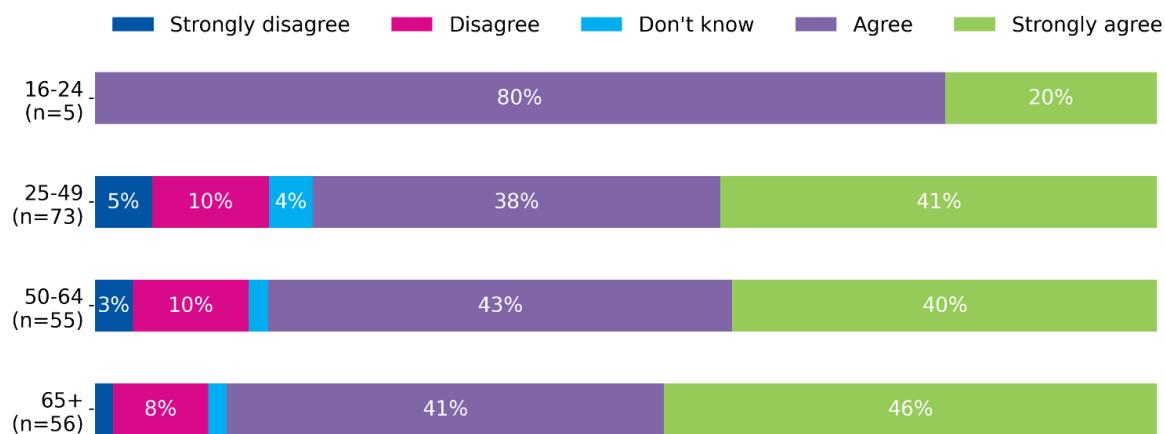
Cross tab with Question 6: Do you live close to the A38/A4019 junction at Coombe Hill?



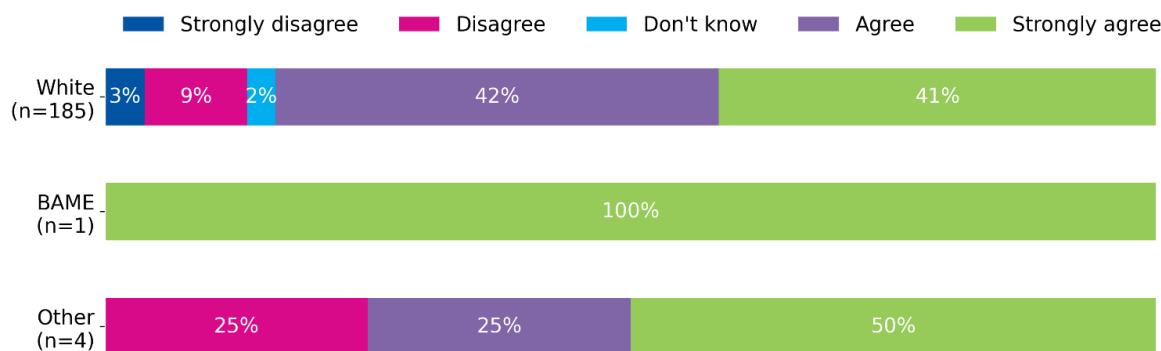
Cross tab with Question 22 - Gender: what gender do you identify as?



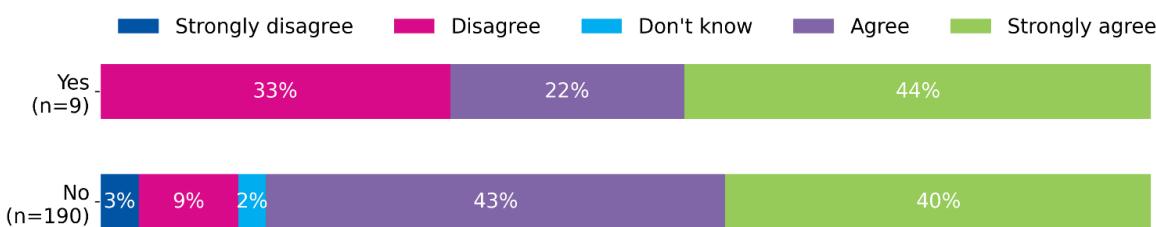
Cross tab with Question 24 - Age: what is your age?



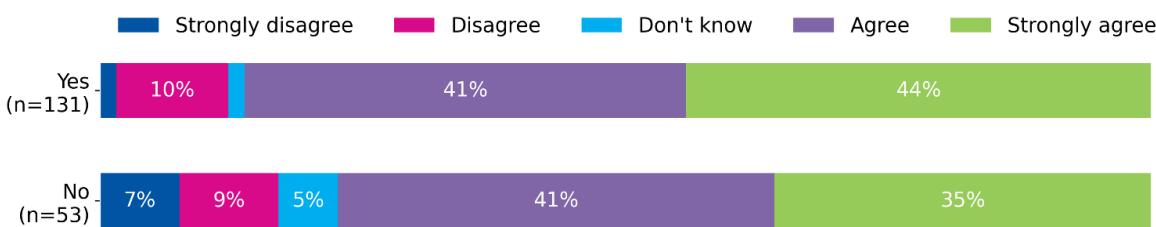
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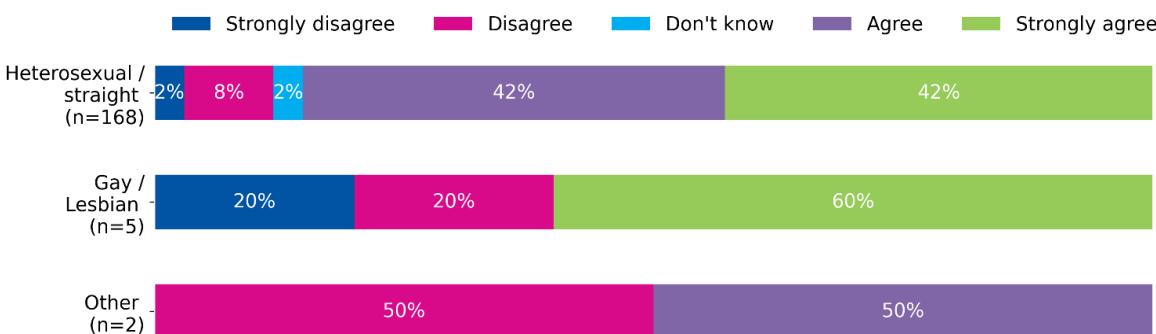
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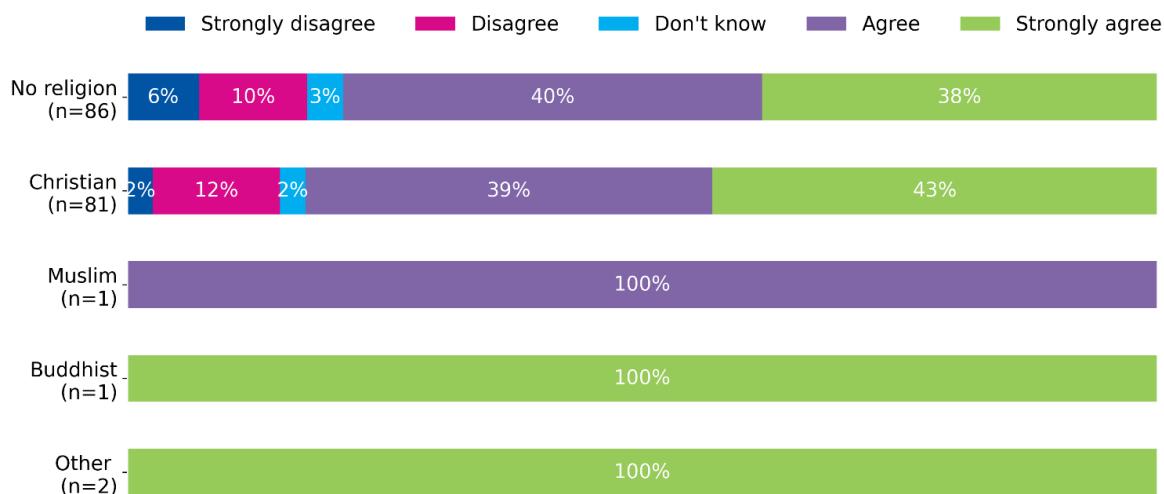
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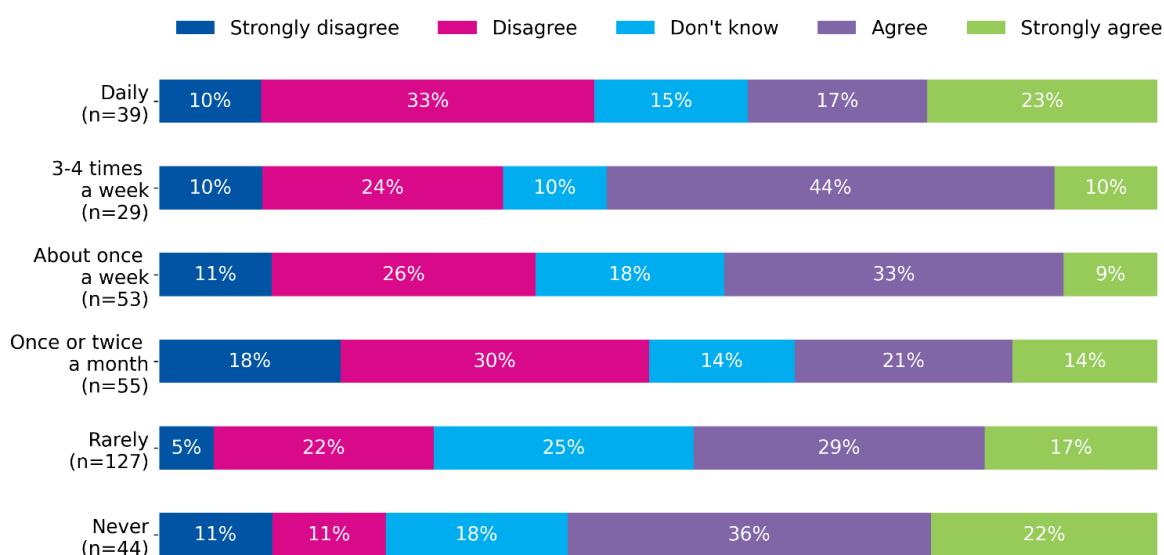


Cross tab with Question 29 - Religion and/or belief: What is your religion or belief?



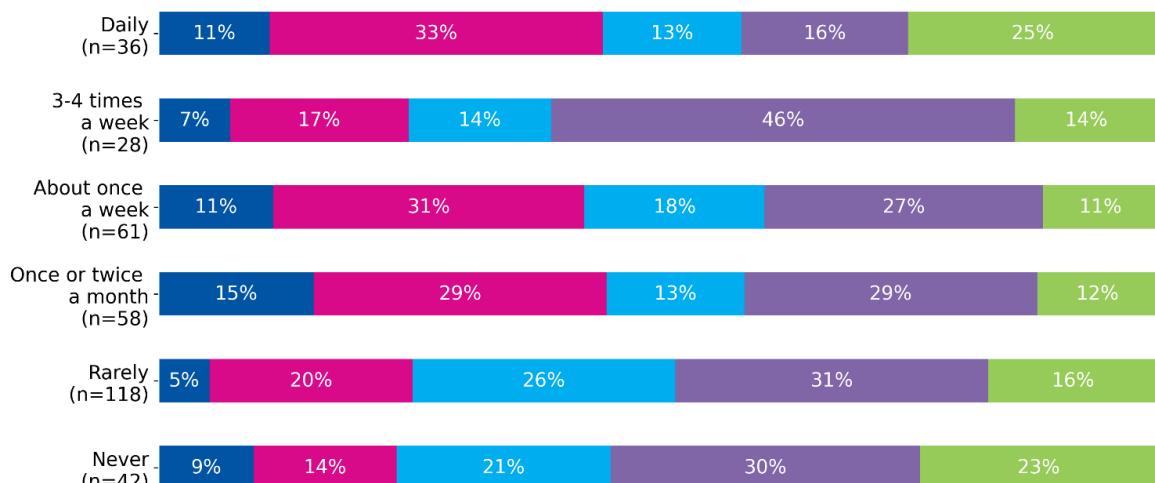
A.2.6. Question 8-3: To what extent do you agree or disagree facilities for horse riders should be provided at the A38/A4019 Coombe Hill junction

Cross tab with Question 5-1: How often do you currently use the A38/A4019 junction at Coombe Hill, weekdays 08:00-09:00?



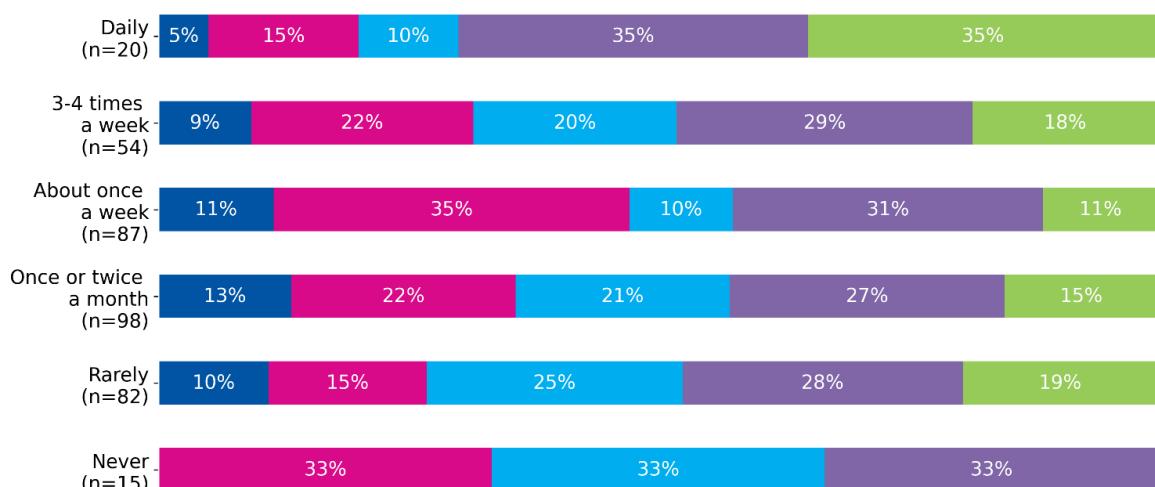
Cross tab with Question 5-2: How often do you currently use the A38/A4019 junction at Coombe Hill, weekdays 08:00-09:00?

Strongly disagree Disagree Don't know Agree Strongly agree



Cross tab with Question 5-3: How often do you currently use the A38/A4019 junction at Coombe Hill, weekdays (any other times)?

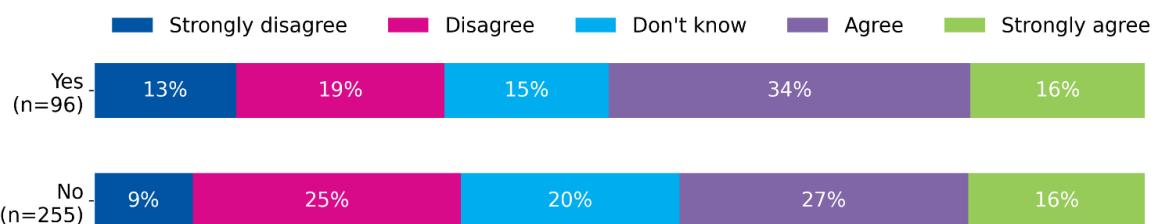
Strongly disagree Disagree Don't know Agree Strongly agree



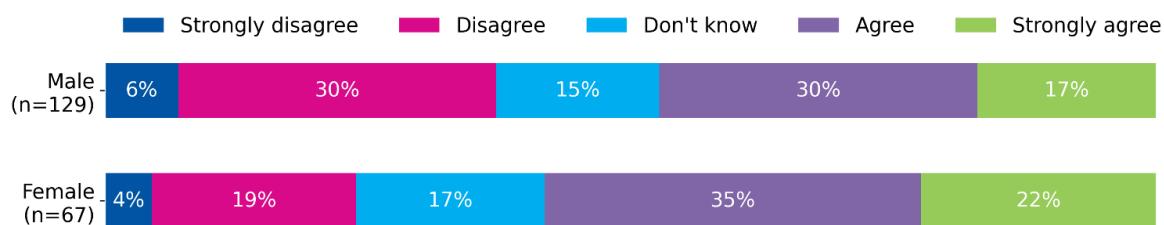
Cross tab with Question 5-4: How often do you currently use the A38/A4019 junction at Coombe Hill, weekends?



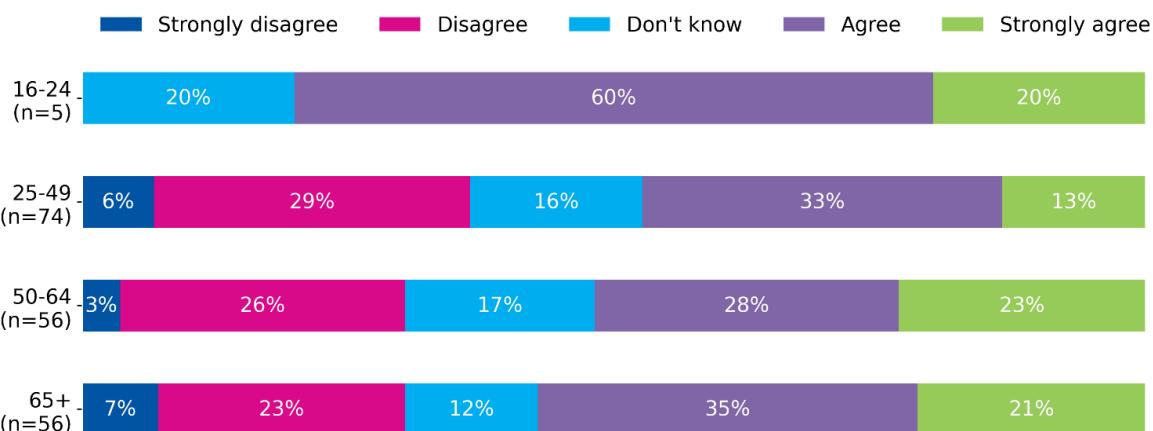
Cross tab with Question 6: Do you live close to the A38/A4019 junction at Coombe Hill?



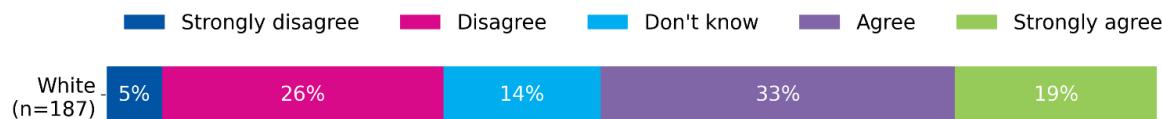
Cross tab with Question 22 - Gender: what gender do you identify as?



Cross tab with Question 24 - Age: what is your age?



Cross tab with Question 25 - Ethnicity, Ethnic origin categories are not about nationality, place of birth or citizenship. They are about the group to which you as an individual perceive you belong. Please indicate your ethnic origin by selecting the appropriate option from the drop down.



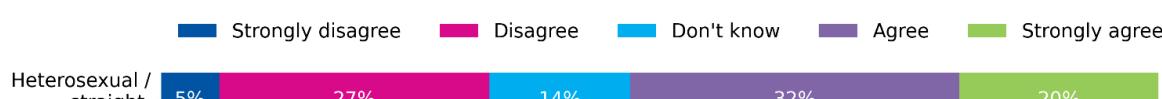
Cross tab with Question 26 - Disability: do you consider yourself to be disabled?



Cross tab with Question 27 - Marriage and civil partnership: are you married or in a civil partnership?



Cross tab with Question 28 - Sexual orientation: how would you describe your sexual orientation?

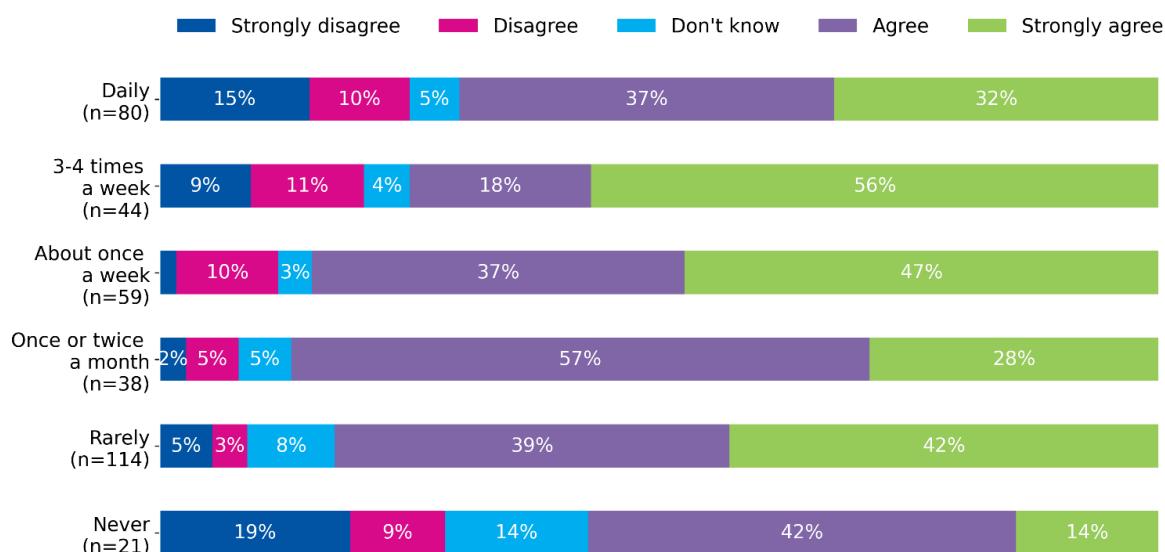


Cross tab with Question 29 - Religion and/or belief: What is your religion or belief?



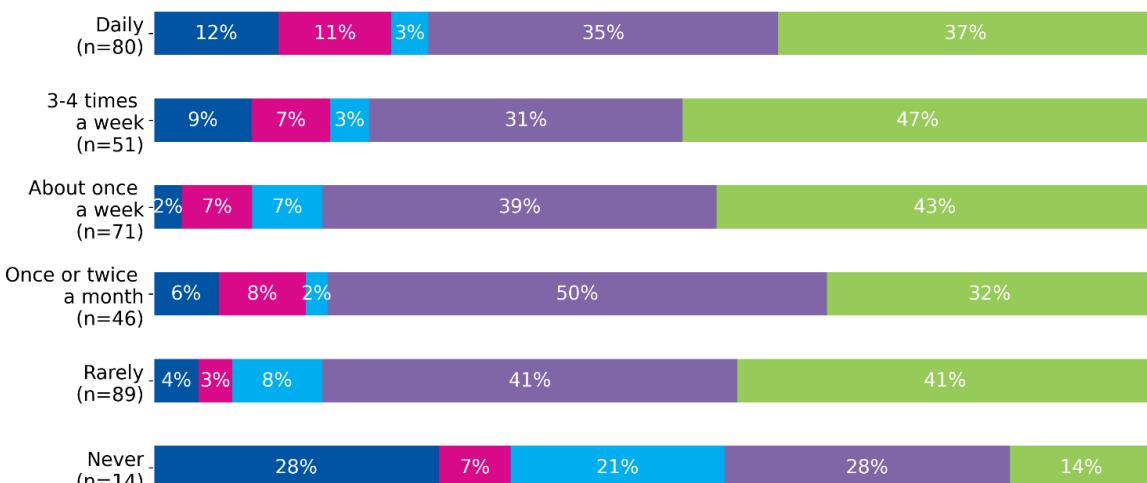
A.2.7. Question 11: To what extent do you agree the proposals are required for the A4019?

Cross tab with Question 9-1: How often do you currently use the A4019, weekdays 08:00-09:00?



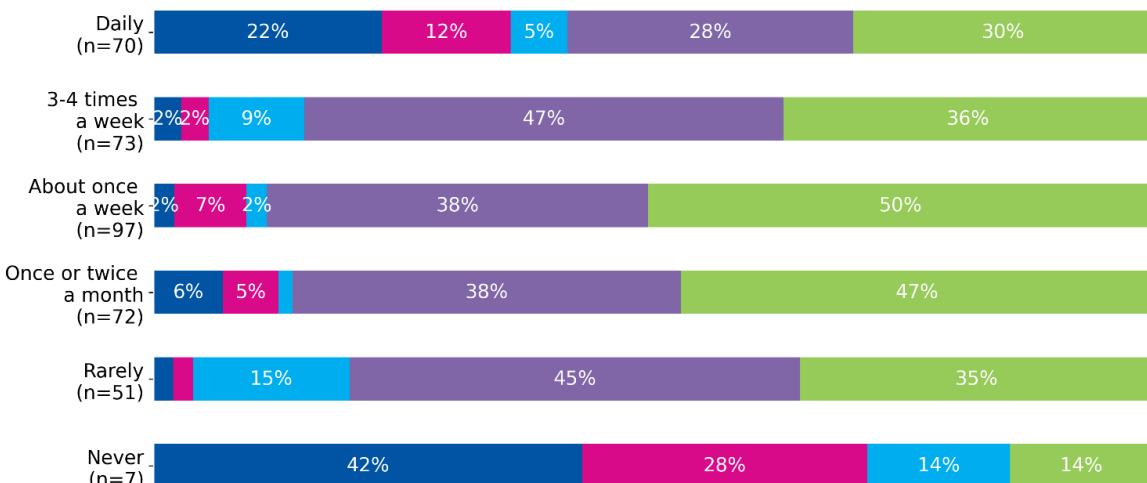
Cross tab with Question 9-2: How often do you currently use the A4019, weekdays 08:00-09:00?

Strongly disagree Disagree Don't know Agree Strongly agree

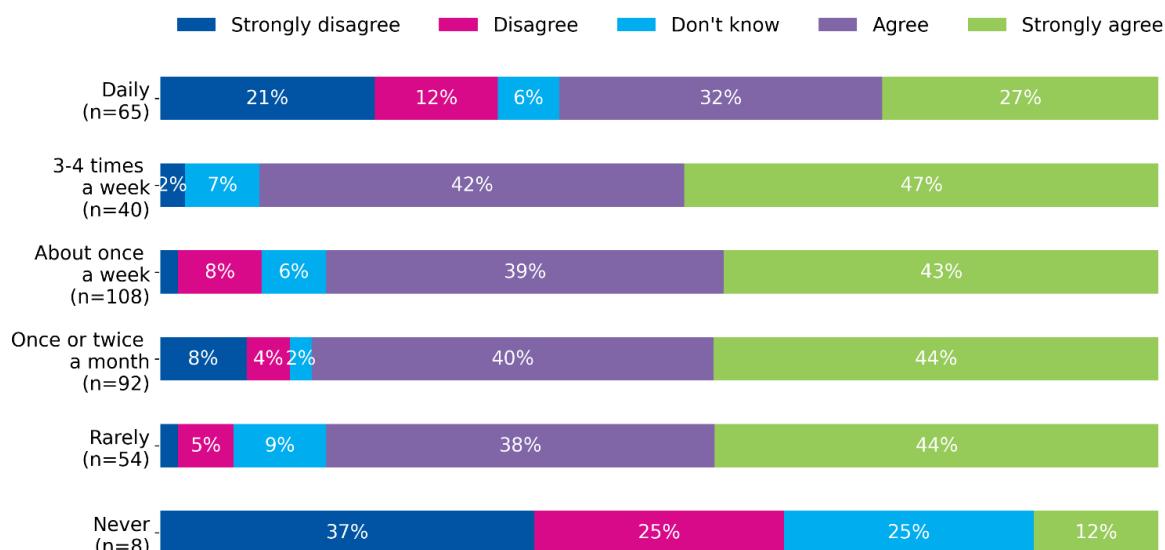


Cross tab with Question 9-3: How often do you currently use the A4019, weekdays (any other times)?

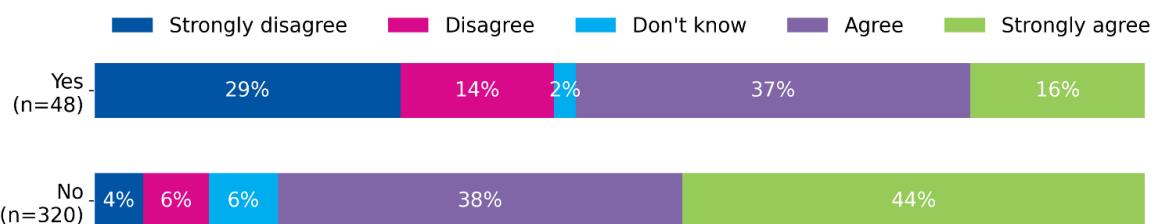
Strongly disagree Disagree Don't know Agree Strongly agree



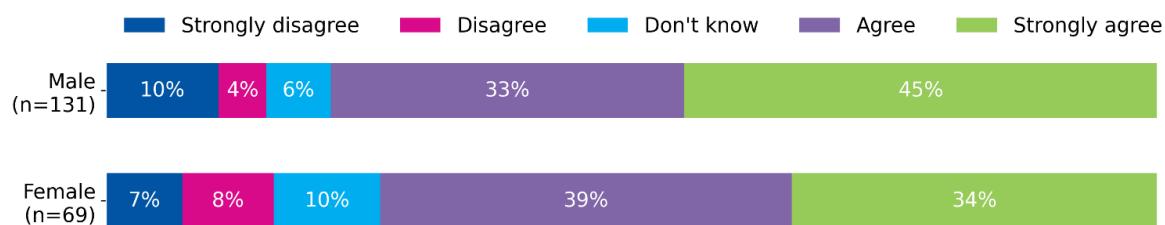
Cross tab with Question 9-4: How often do you currently use the A4019, weekends?



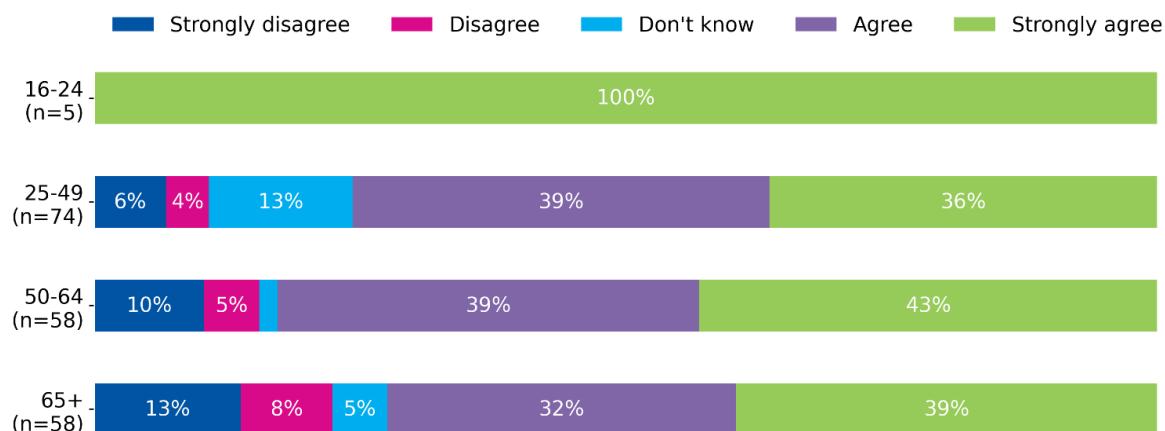
Cross tab with Question 10: Do you live on the A4019?



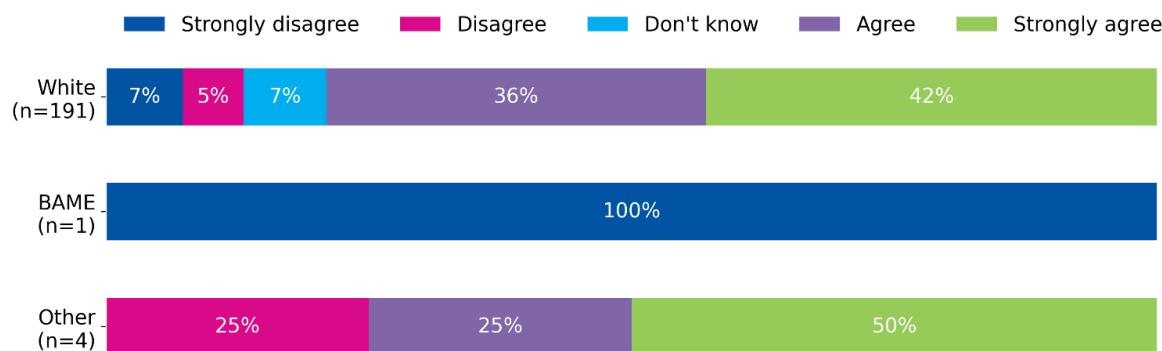
Cross tab with Question 22 - Gender: what gender do you identify as?



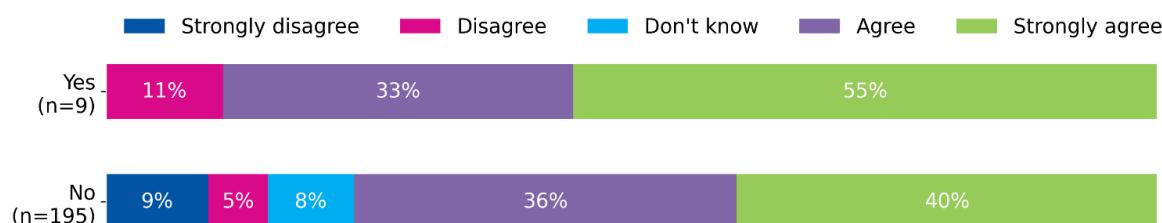
Cross tab with Question 24 - Age: what is your age?



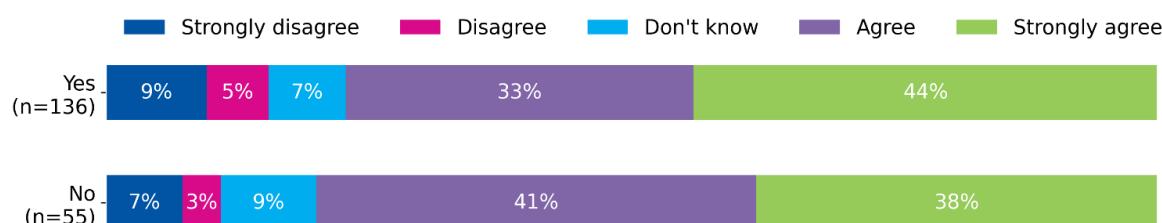
Cross tab with Question 25 - Ethnicity, Ethnic origin categories are not about nationality, place of birth or citizenship. They are about the group to which you as an individual perceive you belong. Please indicate your ethnic origin by selecting the appropriate option from the drop down.



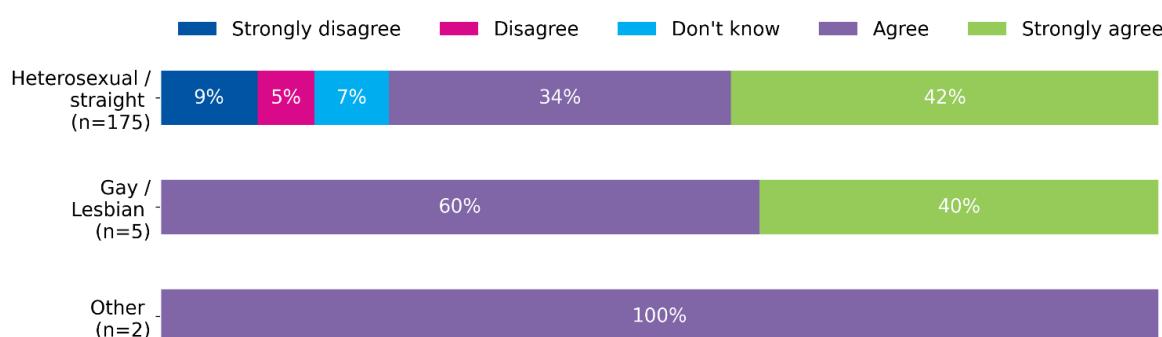
Cross tab with Question 26 - Disability: do you consider yourself to be disabled?



Cross tab with Question 27 - Marriage and civil partnership: are you married or in a civil partnership?



Cross tab with Question 28 - Sexual orientation: how would you describe your sexual orientation?



Cross tab with Question 29 - Religion and/or belief: What is your religion or belief?

Strongly disagree Disagree Don't know Agree Strongly agree



A.2.8. Question 12-1: To what extent do you agree or disagree facilities for pedestrians should be provided on the A4019

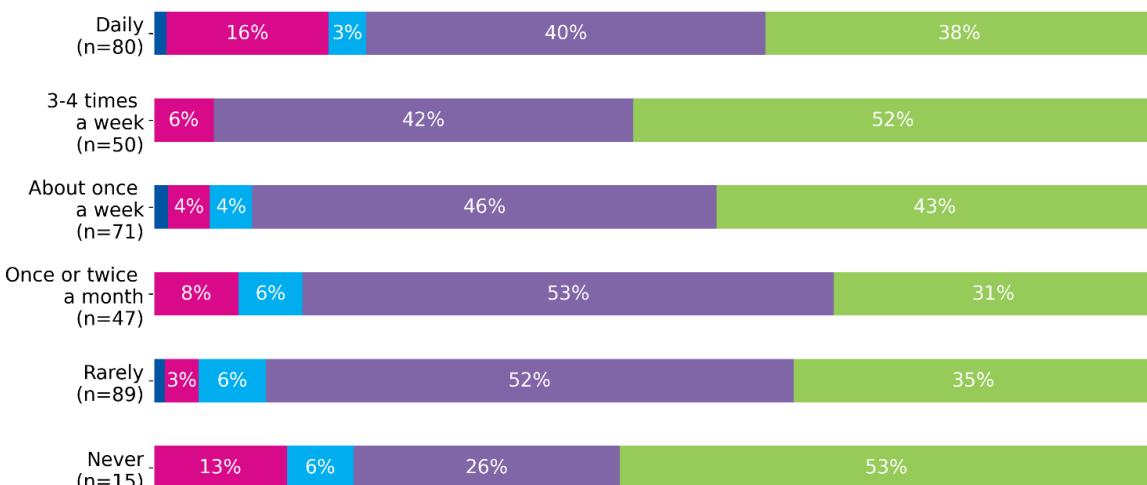
Cross tab with Question 9-1: How often do you currently use the A4019, weekdays 08:00-09:00?

Strongly disagree Disagree Don't know Agree Strongly agree



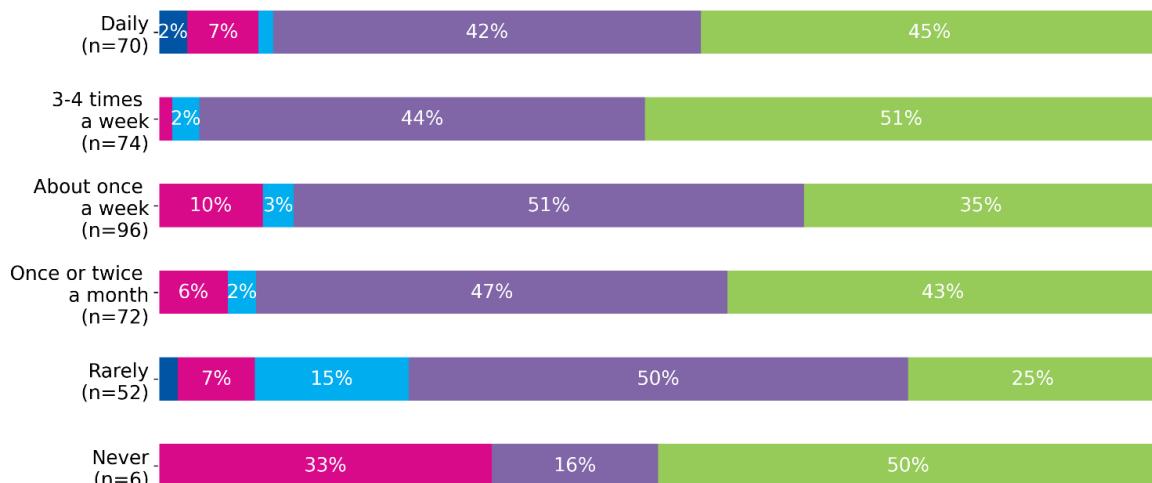
Cross tab with Question 9-2: How often do you currently use the A4019, weekdays 08:00-09:00?

Strongly disagree Disagree Don't know Agree Strongly agree



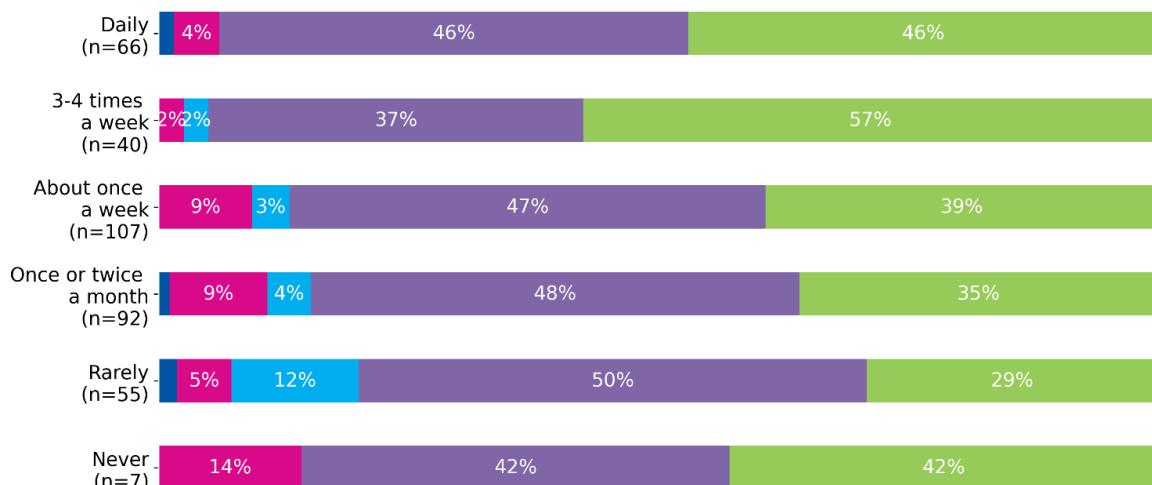
Cross tab with Question 9-3: How often do you currently use the A4019, weekdays (any other times)?

Strongly disagree Disagree Don't know Agree Strongly agree



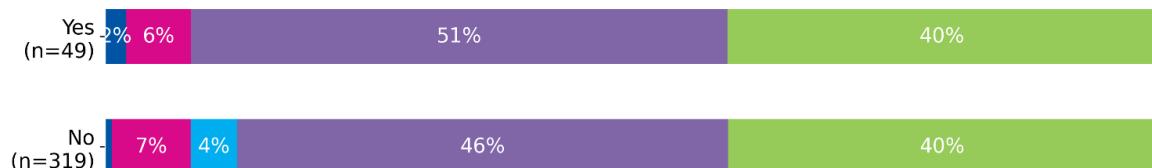
Cross tab with Question 9-4: How often do you currently use the A4019, weekends?

Strongly disagree Disagree Don't know Agree Strongly agree



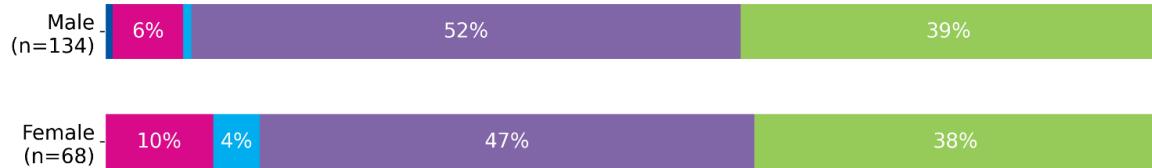
Cross tab with Question 10: Do you live on the A4019?

Strongly disagree Disagree Don't know Agree Strongly agree



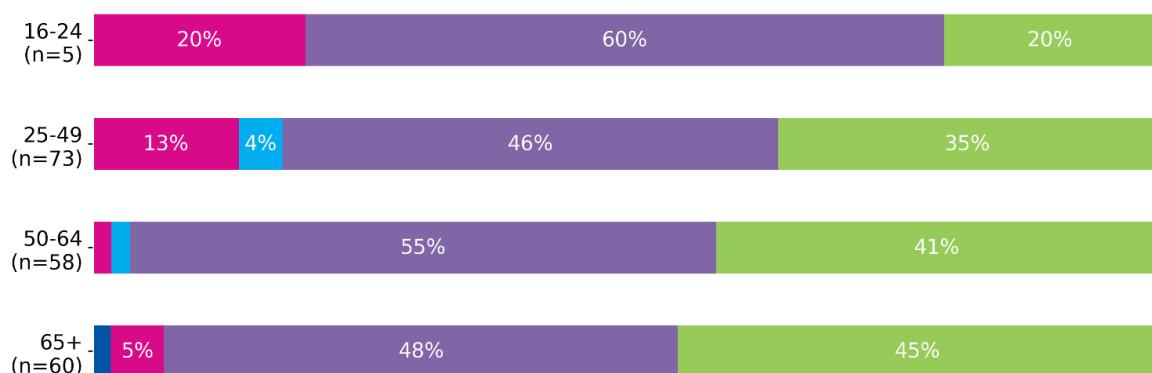
Cross tab with Question 22 - Gender: what gender do you identify as?

Strongly disagree Disagree Don't know Agree Strongly agree

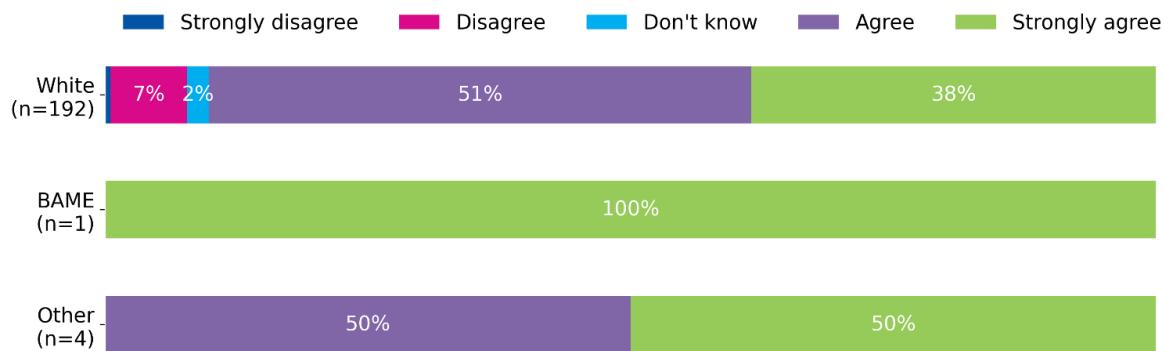


Cross tab with Question 24 - Age: what is your age?

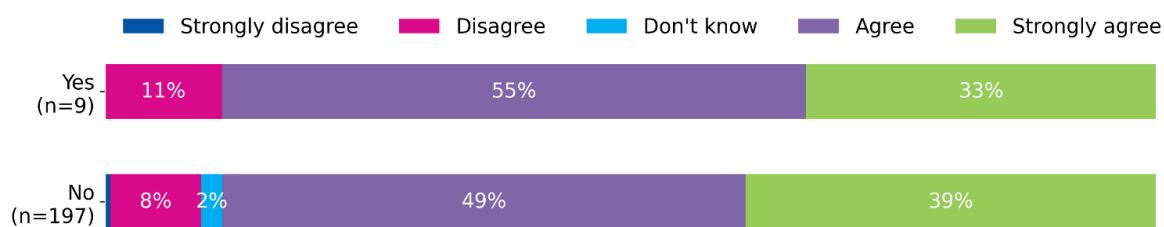
Strongly disagree Disagree Don't know Agree Strongly agree



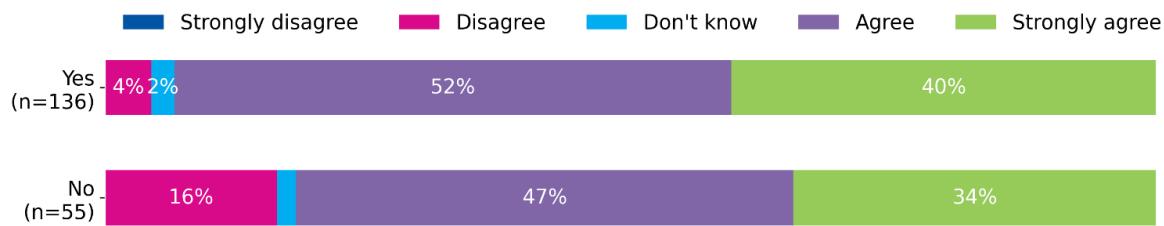
Cross tab with Question 25 - Ethnicity, Ethnic origin categories are not about nationality, place of birth or citizenship. They are about the group to which you as an individual perceive you belong. Please indicate your ethnic origin by selecting the appropriate option from the drop down.



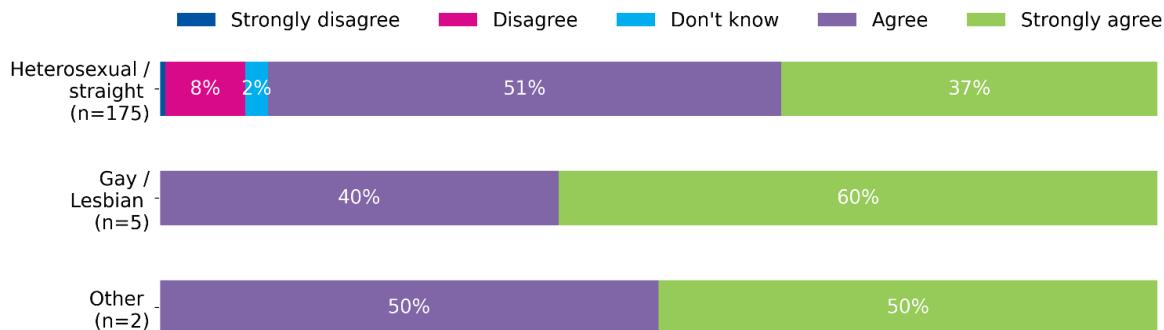
Cross tab with Question 26 - Disability: do you consider yourself to be disabled?



Cross tab with Question 27 - Marriage and civil partnership: are you married or in a civil partnership?

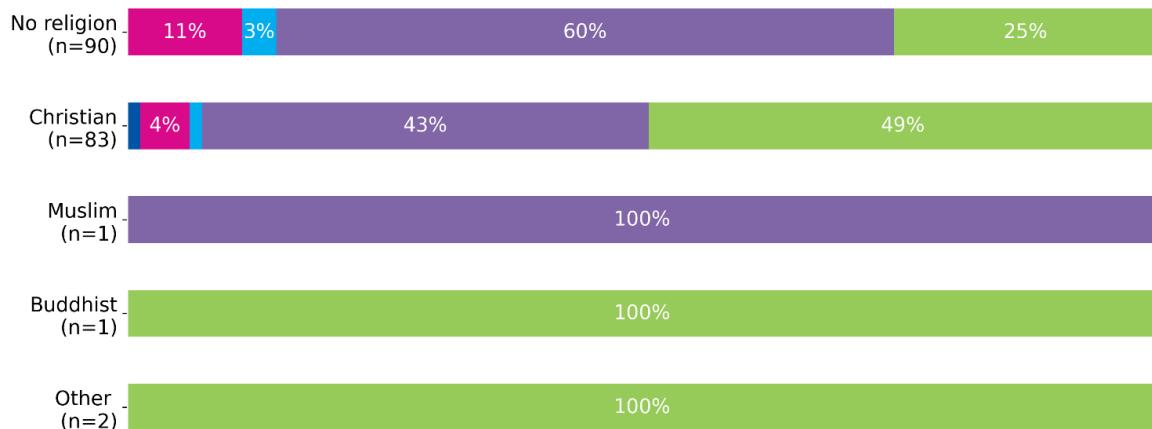


Cross tab with Question 28 - Sexual orientation: how would you describe your sexual orientation?



Cross tab with Question 29 - Religion and/or belief: What is your religion or belief?

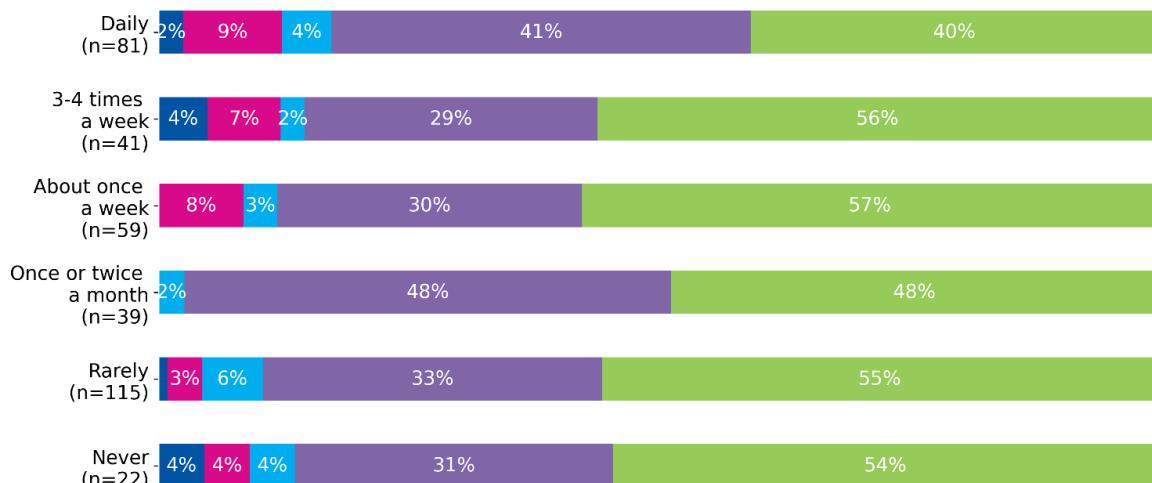
Strongly disagree Disagree Don't know Agree Strongly agree



A.2.9. Question 12-2: To what extent do you agree or disagree facilities for cyclists should be provided on the A4019

Cross tab with Question 9-1: How often do you currently use the A4019, weekdays 08:00-09:00?

Strongly disagree Disagree Don't know Agree Strongly agree



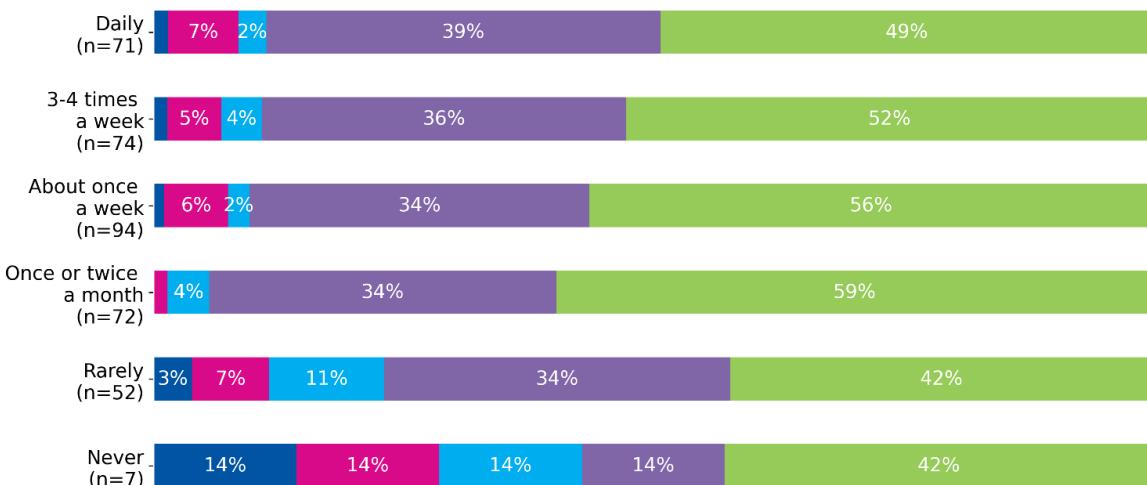
Cross tab with Question 9-2: How often do you currently use the A4019, weekdays 08:00-09:00?

Strongly disagree Disagree Don't know Agree Strongly agree



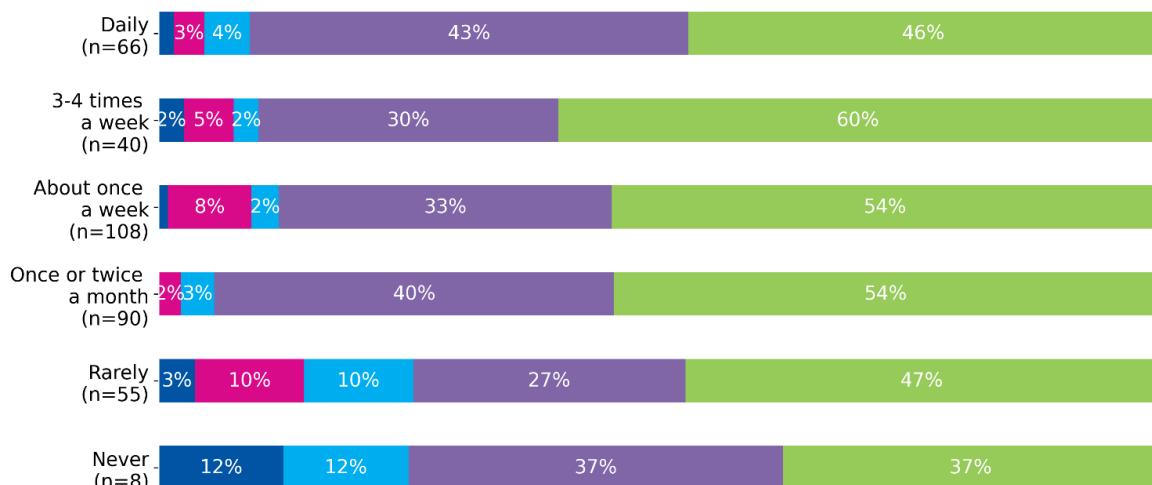
Cross tab with Question 9-3: How often do you currently use the A4019, weekdays (any other times)?

Strongly disagree Disagree Don't know Agree Strongly agree



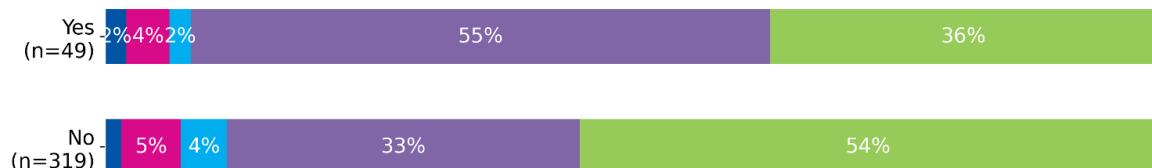
Cross tab with Question 9-4: How often do you currently use the A4019, weekends?

Strongly disagree Disagree Don't know Agree Strongly agree



Cross tab with Question 10: Do you live on the A4019?

Strongly disagree Disagree Don't know Agree Strongly agree



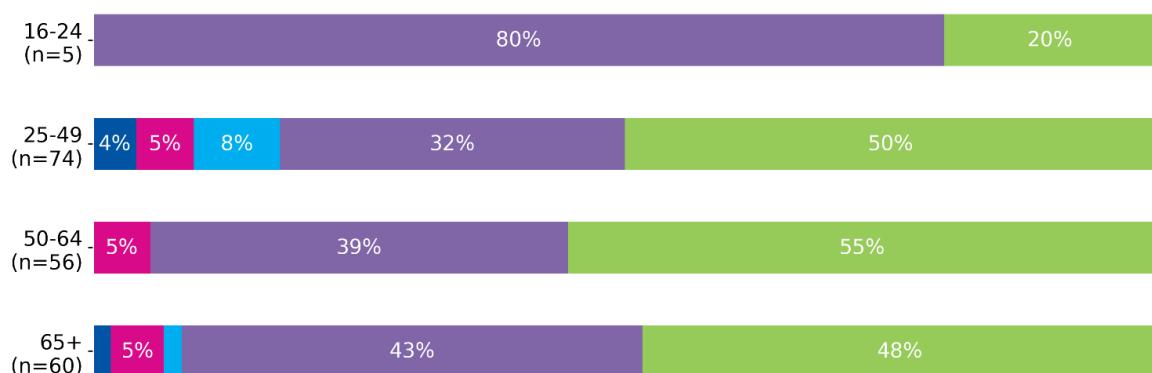
Cross tab with Question 22 - Gender: what gender do you identify as?

Strongly disagree Disagree Don't know Agree Strongly agree

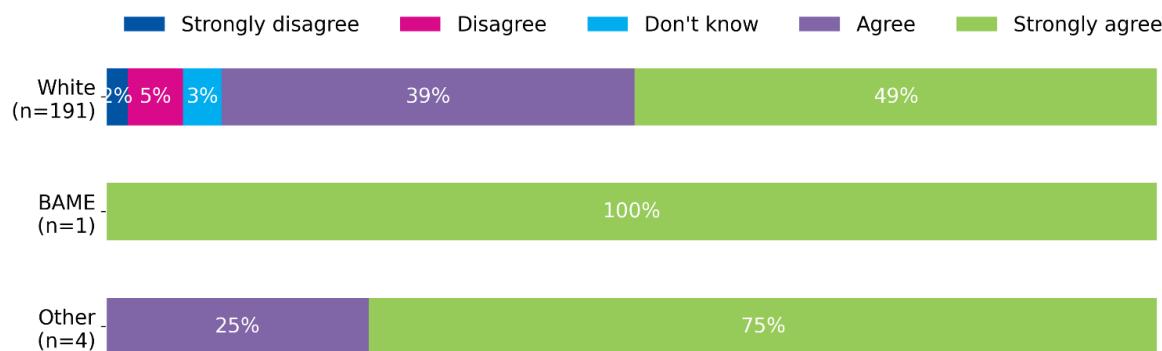


Cross tab with Question 24 - Age: what is your age?

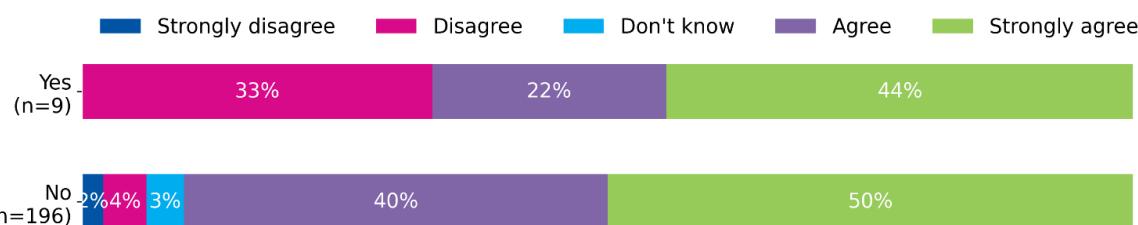
Strongly disagree Disagree Don't know Agree Strongly agree



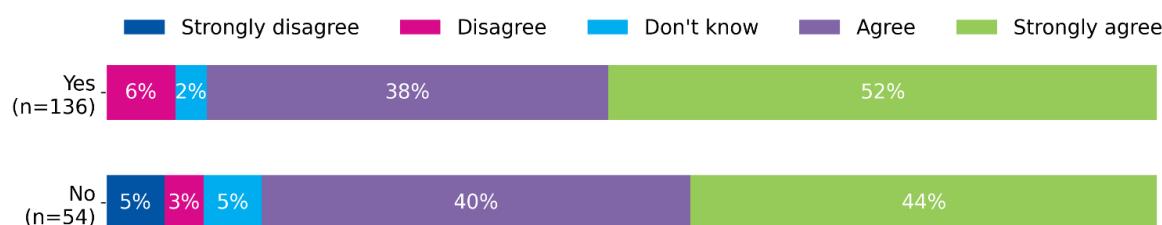
Cross tab with Question 25 - Ethnicity, Ethnic origin categories are not about nationality, place of birth or citizenship. They are about the group to which you as an individual perceive you belong. Please indicate your ethnic origin by selecting the appropriate option from the drop down.



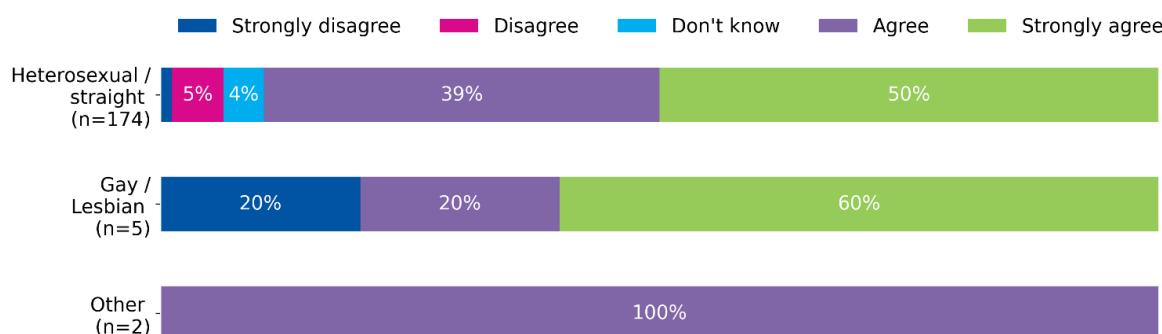
Cross tab with Question 26 - Disability: do you consider yourself to be disabled?



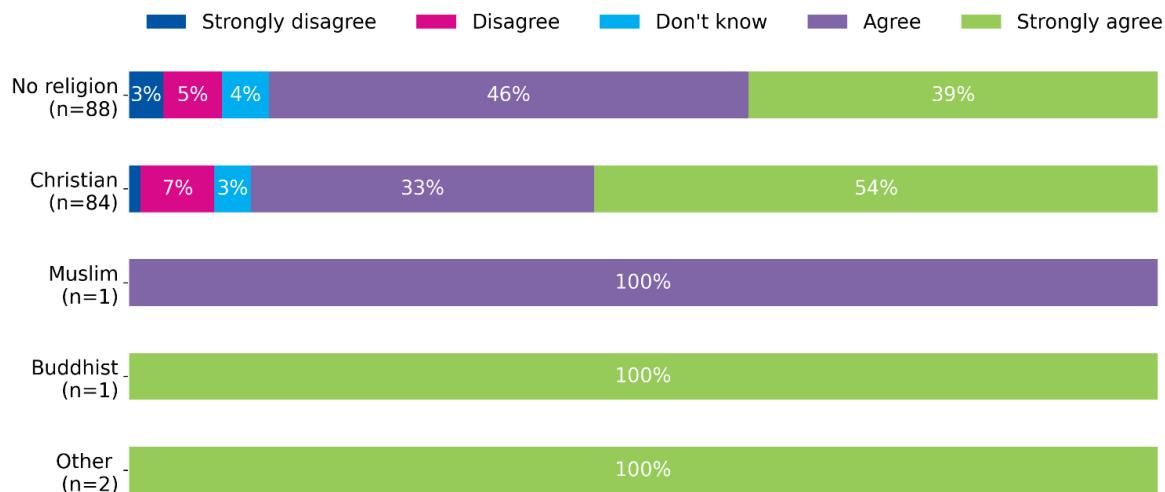
Cross tab with Question 27 - Marriage and civil partnership: are you married or in a civil partnership?



Cross tab with Question 28 - Sexual orientation: how would you describe your sexual orientation?



Cross tab with Question 29 - Religion and/or belief: What is your religion or belief?



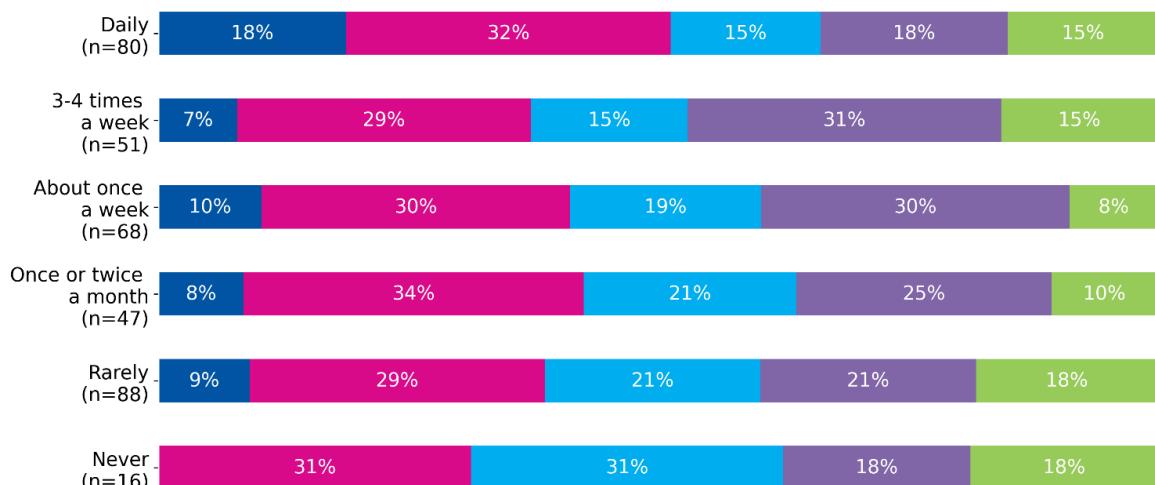
A.2.10. Question 12-3: To what extent do you agree or disagree facilities for horse riders should be provided on the A4019

Cross tab with Question 9-1: How often do you currently use the A4019, weekdays 08:00-09:00?



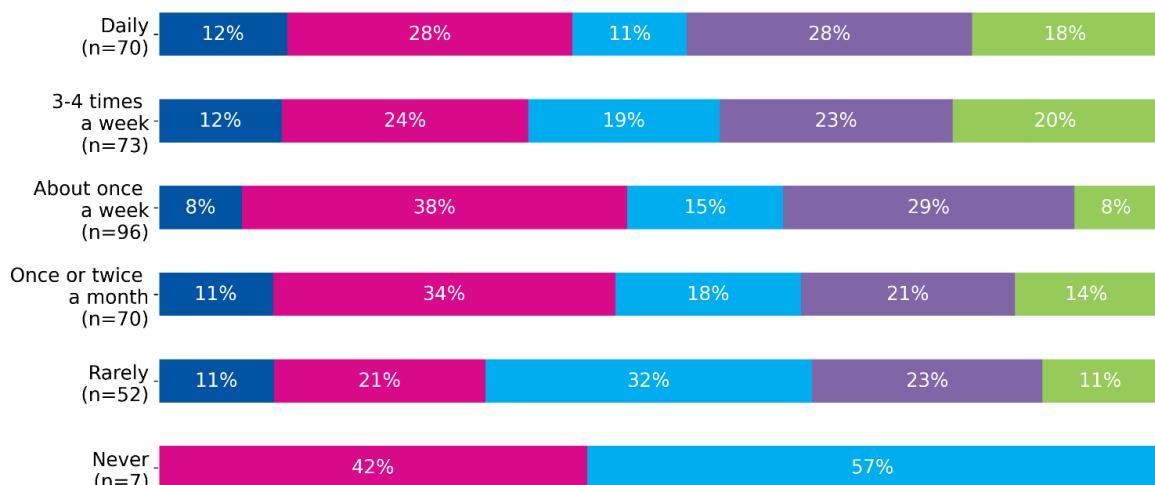
Cross tab with Question 9-2: How often do you currently use the A4019, weekdays 08:00-09:00?

Strongly disagree Disagree Don't know Agree Strongly agree

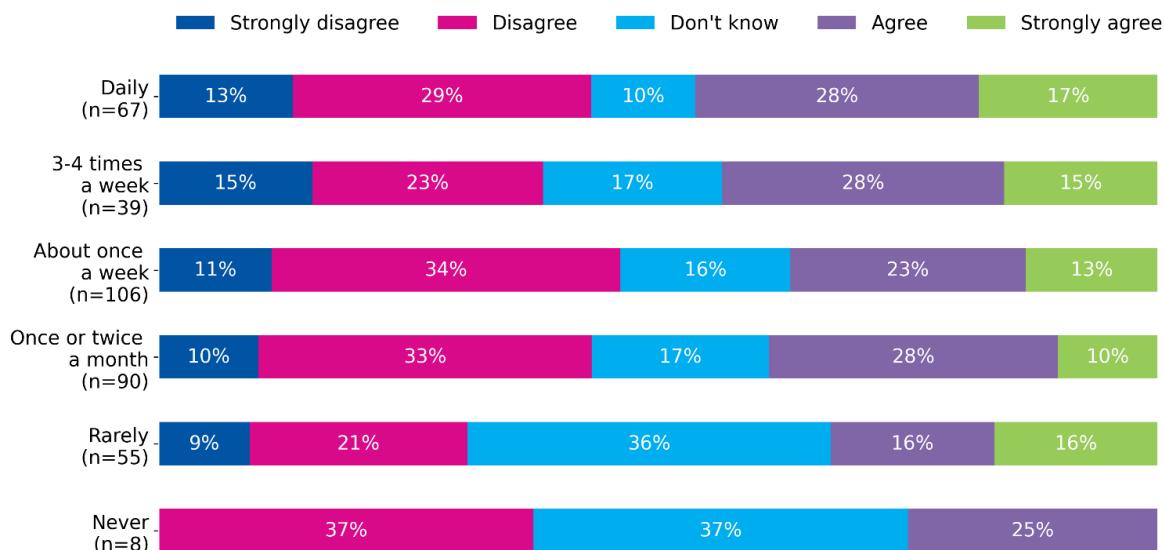


Cross tab with Question 9-3: How often do you currently use the A4019, weekdays (any other times)?

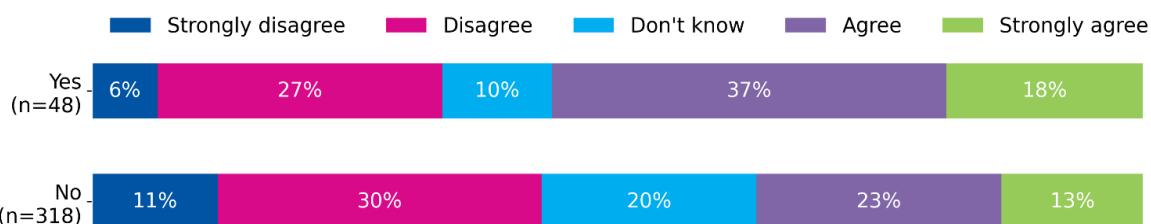
Strongly disagree Disagree Don't know Agree Strongly agree



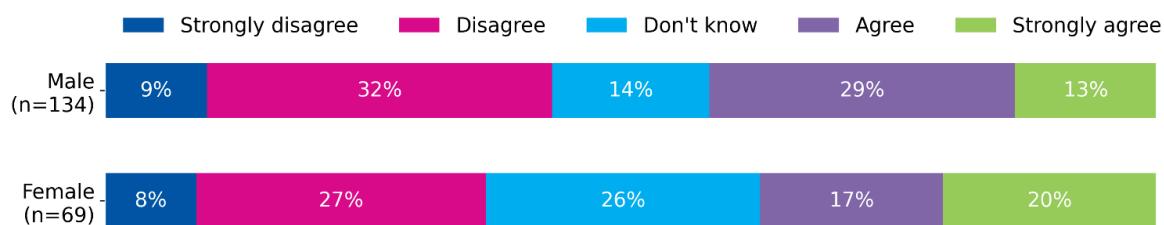
Cross tab with Question 9-4: How often do you currently use the A4019, weekends?



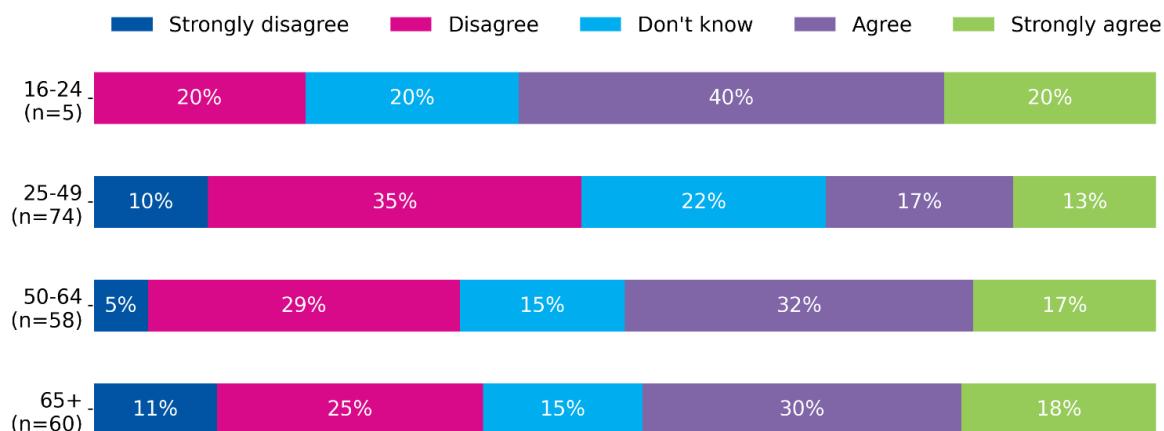
Cross tab with Question 10: Do you live on the A4019?



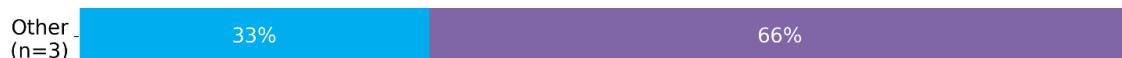
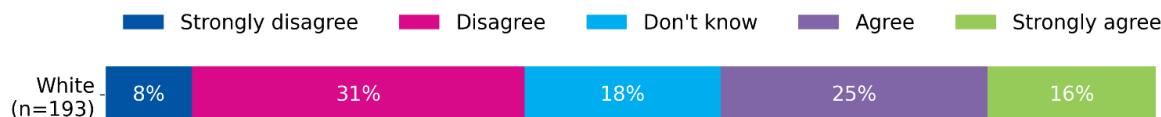
Cross tab with Question 22 - Gender: what gender do you identify as?



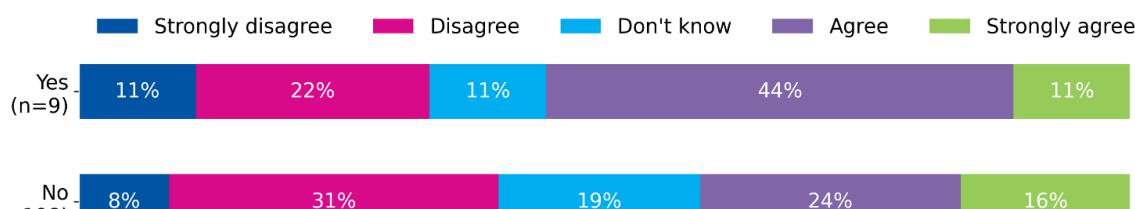
Cross tab with Question 24 - Age: what is your age?



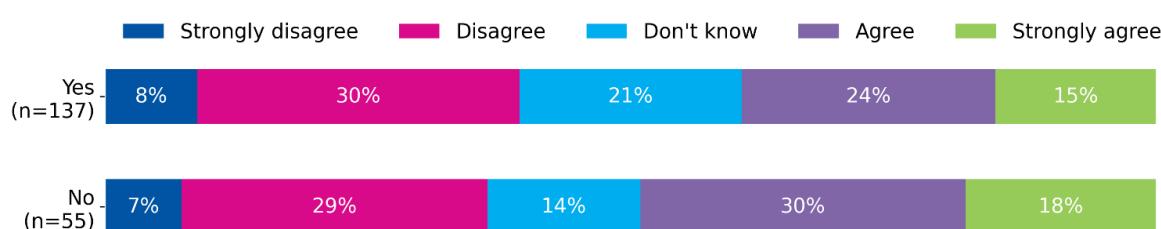
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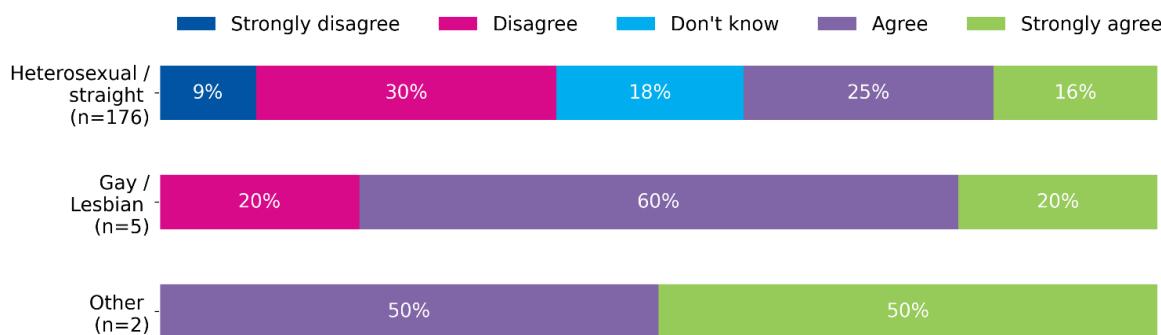
Cross tab with Question 26 - Disability: do you consider yourself to be disabled?



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