

What is the 'West of Cheltenham Transport Improvement Scheme'?

The West of Cheltenham Improvement Transport Improvement Schemes will include improvements from the M5 junction 11 to Griffiths Avenue. These improvements will be split into four discrete phases, a summary of each phase and the elements included have been detailed below:

It is important to note that for the purposes of this public share event, only FAQ concerning Phases 1 & 2 are included.

- **Phase 1- Arle Court Roundabout**
 - Provision of an additional circulatory lane around the roundabout
 - Corresponding additional lanes to the A40 on the approaches and exits to and from the junction
 - Widening the Hatherley Lane arm to the south side of the roundabout
 - Bus Lane modifications to improve capacity
 - Park and Ride Entrance/Exit westbound (towards Gloucester) from Arle Court Roundabout.
- **Phase 2- M5 Junction 11 (J11) southbound slip road to Arle Court Roundabout**
 - M5 J11 to Arle Court eastbound carriageway widening (towards Cheltenham)
 - Extending Badgeworth Road Bridge
- **Phase 3- Arle Court Roundabout to Benhall Roundabout**
 - Arle Court to Telstar Way eastbound carriageway improvements (towards Cheltenham town centre)
 - Telstar Way to Benhall Roundabout eastbound carriageway widening and
 - Telstar Way widening to Hubble Road.
- **Phase 4- Benhall Roundabout to Griffiths Avenue**
 - Benhall Roundabout remodelling including eastbound widening
 - Cycle and pedestrian infrastructure improvements from Arle Court to Cheltenham Railway Station.



Summary: Phases 1-4 combined consist of approximately **3,7km** of highway improvements.

When will the work start and finish?

Phase 1 of the works at Arle Court Roundabout, will start in spring 2020 which will enable the A40 eastbound widening works (Phase 2) to commence. It is currently anticipated that all works (including Phases 3 & 4) will complete by Autumn 2021.

Why are the improvements necessary?

The improvements are necessary to fulfil the commitment of the Gfirst LEP in supporting the region and enabling development in the vicinity of the site.

The main purpose of the schemes (Phases 1 & 2) is to fulfil the following objectives:

- Reduce peak period congestion for routes to/from Cheltenham, specifically along the A40
- Optimise the efficiency of the existing junctions, and aim to reduce delays for all traffic
- Improve provisions for pedestrians and cyclists.

To help accelerate the delivery of planned growth and improve access to existing and potential employment zones.

What is the cost of the scheme?

The estimated, total cost of the two phases combined is £13m. All 4 phases are estimated to cost £22m.

Who is paying for the scheme?

The funding for the scheme is coming from the Gloucestershire First Local Enterprise Partnership (Gfirst LEP) Growth Deal and is subject to their approval of a Full Business Case.

What is the Full Business Case (FBC)?

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

