

M5 Junction 10 Improvements Scheme

Consultation Report

Appendix N - Statutory consultation Section 47 Matters Raised

TR010063 - APP 5.2

Regulation 5 (2) (q)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

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Infrastructure Planning Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

M5 Junction 10 Improvements Scheme Development Consent Order 202[x]

5.2 Consultation Report

Appendix N - Statutory consultation Section 47 Matters Raised

Regulation Number:	Regulation 5(2)(q)
Planning Inspectorate Scheme Reference	TR010063
Application Document Reference	TR010063/APP/5.2
Author:	M5 Junction 10 Improvements Scheme Project Team

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Rev 0	December 2023	DCO Application

Appendix N. Section 47 Matters Raised and Regard Had Tables

N.1. Active Travel

Ref no	Matter raised	Response	Design Change (Yes, No & N/A)	Change or no change to the scheme
6	Cycle crossings at the roundabout appear sufficient, and would ideally be sensor triggered to anticipate the type of rider approaching and passing through this location, thus decreasing the risk someone decides to 'take a gap' rather than stop, press button, and wait for lights to change. West of the junction, provision for cycling appears poor. The first junction is open, wide and unprotected. This should include a set back and a raised table with 'give way' across the junction given the low frequency of motor vehicle use. It is also unclear where cyclists heading east towards Cheltenham are meant to exit the carriageway and get onto the cycle lane - this would merit a separate 'slip' rather than take your chances when no vehicle is exiting from one of the junctions to access a dropped kerb onto the shared space.	Separated signal-controlled pedestrian and cycle crossings facilities across Junction 10 are included to prevent the new junction being an obstacle to these users. Further major improvements west of Junction 10 are beyond the scope and available budget of the scheme. However, the developers and local planning authorities are anticipated to continue to develop complimentary facilities and provision beyond the Scheme boundary	Yes	To the west of M5 Junction 10, the shared use crossing point at Stanboro Lane has been set back away from the A4019 to provide a shorter crossing point for users. The anticipated traffic flows using this junction are low therefore an uncontrolled crossing has been deemed appropriate for this location. A carriageway to cycle path transition has been added on the A4019 eastbound approach to M5 Junction 10 to allow cyclists to join the cycle track prior to M5 Junction 10 and use the dedicated cycle facility to navigate the roundabout and continue east towards Cheltenham.
12	How will the proposed cycle track operate where it meets Junction 10?	Separated signal-controlled crossing facilities are included for pedestrians and cyclists at M5 Junction 10. These facilities provide connections to the cycle track throughout the junction ensuring a continuous route for cyclists. The facilities include signal-controlled crossings of both the entry and exit slip roads to the M5.	N/A	
15	The Scheme is not thought out especially in terms of allowing active travel from the new housing to cross the junction roundabout.	Separated signal-controlled crossing facilities are included across the M5 Junction 10 roundabout for pedestrians and cyclists to prevent the new junction from being an obstacle to these users whether approaching the junction from the west or east.	N/A	
36	The general principle of a new all-movements roundabout junction is good, although it is not clear from the plans how segregated the pedestrian and cycle path through the junction is in reality. It would not involve crossing two motorway slip roads at grade; this is the only crossing point of the M5 for bicycles and pedestrians for a kilometre either way and with the expected traffic volume increase, it is unclear how adequate safety is achieved without keeping pedestrians and cyclists separate from cars and trucks.	Segregated signal-controlled pedestrian and cycle crossing facilities are included across M5 Junction 10 to provide crossing points for active modes. Alternative grade separated crossing options were considered however the proposed at-grade signal-controlled crossings were deemed to provide the most direct route for users. Although the active travel proposals run adjacent to the carriageway the design will include a level of verge separation between the cycleway and carriageway. There is further separation between the cycleway and footway. All separation distances have been designed with reference to Local Transport Note 1/20 guidance.	N/A	
48	Questions regarding the safety of the pedestrian and cycle routes crossing the slip road.	Segregated signal-controlled pedestrian and cycle crossing facilities are included across M5 Junction 10 to provide crossing points for active modes. Although the active travel proposals run adjacent to the carriageway, the design will include a level of verge separation between the cycleway and carriageway. There is further separation between the cycleway and footway. All separation distances have been designed with reference to Local Transport Note 1/20 guidance.	N/A	

Ref no	Matter raised	Response	Design Change (Yes, No & N/A)	Change or no change to the scheme
65	It is unclear how the cycle track crosses the northbound (on slip road) and finishes to the west of the junction.	Separated signal-controlled crossing facilities are included for pedestrians and cyclists at M5 Junction 10 across both slip roads. These facilities provide connections to the cycle track throughout the junction ensuring a continuous, safe route for cyclists separated from vehicles and pedestrians in both directions, which includes heading westbound.	Yes	The segregated signal-controlled crossing facilities on the north-facing slip roads remain to allow cyclists and pedestrians to navigate M5 Junction 10. West of M5 Junction 10 the segregated cycle and pedestrian facilities continue up until Stanboro Lane where they transition to a shared use path. West of M5 Junction 10 but prior to Stanboro Lane, a crossing point has been added to allow cyclists to cross the A4019 and rejoin the A4019 westbound via a cycle track to carriageway transition. The crossing point has a central refuge island to make it easier for cyclists to cross.
67	Please ensure a segregated cycleway is installed. It looks really good and would make cycling on the A4019 safer for all users	Segregated bi-directional cycleways are proposed on the northern side of the A4019 (including across the motorway) and on the western side of the Link Road.	Yes	The Scheme's design has now been updated to provide segregated walking and cycling facilities through Uckington. This means fully segregated facilities are provided on the northern side of the A4019 between M5 Junction 10 and Gallagher Retail Park Junction.
133	Surrounding road networks need more thought and improvements, as do the bridleways in the area. Horses regularly cross the A4019 near to Junction 10 where there are 4 bridleways.	There are limited direct connections to existing rights of way in the Scheme extents. However, an underpass crossing of the A4019 is included to improve the permeability of the bridleway network between bridleway AUC1 (to Elmstone Hardwicke) and Withybridge Lane. Public footpaths are being upgraded near the River Chelt where these are affected by the Scheme. Improvements to the A4019 junction at Uckington also include provision to assist horse-riders when crossing the A4019 at this junction. Design changes are included in the Development Consent Order submission.	Yes	An underpass has been included beneath the A4019 to the east of M5 Junction 10 to provide a public right of way route from the Elmstone Hardwicke bridleway (AUC1) to Withybridge Lane. The underpass is intended to be shared use and has been designed to accommodate equestrians. The underpass provides a more desirable route for equestrians away from the A4019. Segregated cycle and pedestrian crossings are provided as part of the signalised A4019/West Cheltenham Link Road junction. A segregated footway and cycleway is provided from the crossing point to Withybridge Lane.
69	The increase in traffic flow, specifically constant flow without gaps, will make it even harder for cyclists turning right onto Tewkesbury Road following the very popular national cycle route. Please seriously consider construction of a bridge to allow safe access for cyclists and pedestrians over Tewkesbury Road. between Boddington and Hardwicke.	This location is outside of the Scheme extents so would need to be progressed separately if appropriate.	N/A	
153	I can see the point of turning Junction 10 into a four-way junction if it keeps traffic out of Cheltenham, but I'd be strongly opposed if it attracts more traffic into the town. For someone on a bicycle, slip roads are highly intimidating: at present, there is only one in each direction, but proposed is a massive roundabout with two slip roads. It is difficult to see how the proposals will have any effect other than to discourage cycling. Cycle tracks are proposed and they will be helpful for some cyclists, but they cannot compensate for the current uninterrupted ride through the junction. They are too close to the carriageway, intimidating for westbound cyclists heading towards fast traffic. They force cyclists to give way twice, unless loops are installed to allow the signals to be called in advance. Good design requires that a cycle track bears away from the edge of the carriageway so that it can be brought back in to meet the crossing point at a right angle: this means the eastbound approach to the northbound on	The latest design includes signal-controlled dedicated cycle crossing facilities at M5 Junction 10 which have been designed in accordance with Local Transport Note 1/20. The crossings and bi-directional cycle track separates cyclists from the carriageway and high-speed traffic in space and time, unlike the current situation where cyclists crossing the M5 must partly use the carriageway and mix with traffic. Shared use facilities are included as far as the Scheme boundary on the A4019 to the west of Junction 10.	Yes	A transition from the carriageway to the cycle track has been added to the west of M5 Junction 10 to allow cyclists to join the cycle track from the A4019 eastbound in order to navigate the M5 Junction 10 roundabout using the dedicated cycle facilities. West of M5 Junction 10 but prior to Stanboro Lane, a crossing point has also been added to allow cyclists to cross the A4019 and rejoin the A4019 westbound via a cycle track to carriageway transition. The crossing point has a central refuge island to make it easier for cyclists to cross.

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	slip (northwest corner) should be moved further back and the radius of the bend onto the crossing increased to a minimum of 4.0m. The cycle track is shown to end randomly against the eastbound approach to the carriageway: how is a westbound cyclist to continue their journey? There is room for some sort of shared-use footway to go as far as the junction at the Gloucester Old Spot public house. Crossing the road there will be as difficult as now. Where a cycle track is designed for a cyclist to join it from the carriageway, the kerb in advance of the joining point should be set in and the kerb after it set out so the cyclist can enter it in a straight line: a good example can be found at the junction of Queens Road with Gloucester Road, Cheltenham, before the railway bridge.			
173	Motorists can use the long way around in their comfortable cars while you build active travel and bus-only routes.	New housing and employment sites are proposed for development close to Junction 10 of the M5, including the West and North-West Cheltenham developments, as identified in the adopted Joint Core Strategy. To unlock these proposed housing and job opportunities, the Applicant needs to ensure that there is sufficient highway capacity to accommodate the increased traffic and active travel users this will generate. There is also a need to address existing pressure on the local highway network, particularly on M5 Junction 11. The Scheme includes high-quality walking and cycling facilities throughout its extents, including segregated cycle tracks and fully accessible footways and separated signalised pedestrian and cycle crossings along and across the A4019 and M5 Junction 10. The northern verge of the A4019 has been widened to allow for future bus lane provision from the fire station to Gallagher Retail Park Junction. The right turn lane from A4019 westbound to North West Cheltenham (Elms Park) Allocated Site has been changed to bus only.	N/A	
106	There must be a safe way for cyclists and pedestrians to cross the junction.	Separated signal-controlled crossing facilities are included for pedestrians and cyclists at M5 Junction 10 across both north-facing slip roads.	N/A	
220	Unnecessary in light of the climate crisis - which also extends to carving up more countryside for homes that wouldn't be required if the government clamped down on the spate of second homes and the rental market. At no times has congestion ever presented itself as a problem along this route which I have been using more regularly since moving to Tewkesbury. Given the complete mess that the Junction 11 works have caused in terms of congestion and overall environmental impact - you should be encouraging alternative methods of transportation - not making it easier to commute by car. Cycle tracks would be highly welcome along this route - but once again road planners have made the fundamental mistake of merging it into pedestrian routes (where pedestrians will stray over the line, and where we'll need to more frequently stop for crossings) rather than dedicating a lane that would have been used for cars instead.	Provision of public transport and alternative modes of travel alone would not provide the additional road capacity to accommodate the increase in trips resulting from the three Joint Core Strategy development sites. Separated pedestrian and cycle facilities are included in almost all locations in the design to minimise any risk of conflict between pedestrians and cyclists. Physical separation is provided between the carriageway and cycle track and between the cycle track and footway. Shared use paths east of the Gallagher junction have been amended to tie in with the Elms Park developers proposals which extend further eastwards beyond this scheme's eastern tie-in.	Yes	Shared use paths east of the Gallagher Junction have been amended to tie in with the Elms Park developers proposals which extend further eastwards beyond this Scheme's eastern tie-in.

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120	The junction expansion is certainly needed for car drivers but the proposal has no consideration for active transport users. In addition cycling users using routes to cross the A4019 in a north/south direction have not been considered.	Improved facilities for pedestrians and cyclists is a fundamental part of the Scheme. A high quality segregated bi-directional cycle track (designed in accordance with Local Transport Network 1/20) and accessible footways are included along the A4019 corridor. New signal-controlled crossings for active modes along and across the A4019 are included in the design to reduce severance for pedestrians and cyclists.	N/A	
124	I don't think we should be building any more new roads until we can all walk and cycle safely and / or be able to use fairly priced, safe, reliable, regular public transport. We should be concentrating on this and getting freight back onto the railways and have fewer lorries. More roads means more traffic which is bad for carbon, health (air pollution and health), the countryside it rips up, flood risk and inequality. The reliance on car ownership is only fuelled by yet more roads	Provision of public transport and alternative modes of travel alone would not provide the additional road capacity to accommodate the increase in trips resulting from the three Joint Core Strategy development sites. The proposed Scheme is critical to remove constraints on the highway network, improve connectivity between the Strategic Road Network and the local transport network, and ensure there is enough capacity to accommodate traffic demand associated with the housing and employment growth in the area.	N/A	
222	I would like to ensure that the road is not made inaccessible for cyclists, as although pretty unpleasant at the moment, it is an invaluable route to other country lanes. The inadequate photo states a segregated footpath and cycleway. It is not clear whether this means segregation from the road or between pedestrians and cyclists. Shared footpaths and cycleways do not work.	Segregated pedestrian and cycle facilities separated from the carriageway are included in almost all locations in the design to minimise any risk of conflict between pedestrians and cyclists. Physical separation is provided between the carriageway and cycle track and between the cycle track and footway. Shared use paths east of the Gallagher Junction have been amended to tie in with the Elms Park developers proposals which extend further eastwards beyond this scheme's eastern tie-in.	Yes	Shared use paths east of the Gallagher Junction have been amended to tie in with the Elms Park developers proposals which extend further eastwards beyond this Scheme's eastern tie-in.
289	The distance from here into residential areas is short, and so the large, multi lane approaches and junctions risk creating substantial excess speed. There needs to be careful consideration of how vehicles are naturally slowed from motorway speed before they arrive at areas with high numbers of pedestrians e.g. around the retail park. The cycle provision is poor as the route passes the Green, where the shared space is squeezed and compromised between a high fence and fast vehicles. Along the entire section, careful attention should be paid to the absolute minimum buffer separating motor vehicles and cycles. East of the Green, there may be some logic in cycle users joining the cul-de-sac service road rather than remaining squeezed on the path. The protection for cyclists and pedestrians on the Green is also not shown well on the plans - this should be a separate and clear phase, particularly if the junction throat needs to be this wide.	The shared use area around Uckington has been removed in the latest Scheme design and replaced with separated pedestrian and cycling provision and crossings. The cycle track width and buffers included are in accordance with Local Transport Note 1/20 requirements for the on-carriageway speed limit variations along the A4019. The geometry of the signalised M5 Junction 10 will slow vehicles from motorway speed. There will be speed limits of 50 miles per hour from M5 Junction 10 to near Cooks Lane, where it will change to 40 miles per hour for the remainder of the Scheme.	Yes	The shared use area around Uckington has been removed in the latest scheme design and replaced with separated pedestrian and cycling provision and crossings. The cycle track width and buffers included are in accordance with Local Transport Note 1/20 requirements for the on-carriageway speed limit variations along the A4019
158	We do country walking for leisure and exercise so footpaths are very important for us. We would like safe footpaths to walk near this area and to cross the main roads too.	The design includes fully accessible footways throughout the Scheme extents along the A4019 corridor. The design also includes signal-controlled pedestrian crossing points along and across the A4019 corridor to provide safe pedestrian facilities.	N/A	

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162	Crossing points for 'Active Travel' users must be convenient and any traffic lights must respond quickly.	The separated signal-controlled pedestrian and cycle crossings included within the Scheme extents are located as close as possible to the desire lines for active modes. The signal stages have been designed in order to reduce delays for active modes and maximise the possible green time for crossing.	N/A	
322	There is a bridlepath which will be cut off, horses cross the road from the bridlepath at Moat Lane to connect with bridleways at Uckington and Elmstone Hardwick. I have used this path for 32 years. Provision must be made for horses to cross a dual carriageway safely.	There are limited direct connections to existing rights of way in the Scheme extents. However, an underpass crossing of the A4019 is included to improve the permeability of the bridleway network between bridleway AUC1 (to Elmstone Hardwicke) and Withybridge Lane. Public footpaths are being upgraded near the River Chelt where these are affected by the Scheme. Improvements to the A4019 junction at Uckington include provision to assist horse-riders when crossing the A4019 at this junction. Design changes are included in the Development Consent Order submission.	Yes	An underpass is included beneath the A4019 to the east of M5 Junction 10 to provide a public rights of way route from the Elmstone Hardwicke bridleway (AUC1) to Withybridge Lane. The underpass is intended to be shared use and has been designed to accommodate equestrians. The underpass provides a more desirable route for equestrians away from the A4019.
174	Better signage and cycle path access.	Wayfinding design for the Scheme has been undertaken and this includes signage for active travel facilities.	No	Wayfinding design for the Scheme has been undertaken and this includes signage for active travel facilities.
328	It will not solve the build up of traffic into Cheltenham during rush hour. There is the need for an equestrian crossing to connect the bridlepath from Boddington to Uckington/Elmstone Hardwicke.	There are limited direct connections to existing rights of way in the Scheme extents. However, an underpass crossing of the A4019 is included to improve the permeability of the bridleway network between bridleway AUC1 (to Elmstone Hardwicke) and Withybridge Lane. Public footpaths are being upgraded near the River Chelt where these are affected by the Scheme. Improvements to the A4019 junction at Uckington include provision to assist horse-riders when crossing the A4019 at this junction. Design changes are included in the Development Consent Order submission.	Yes	An underpass is included beneath the A4019 to the east of M5 Junction 10 to provide a public rights of way route from the Elmstone Hardwicke bridleway (AUC1) to Withybridge Lane. The underpass is intended to be shared use and has been designed to accommodate equestrians. The underpass provides a more desirable route for equestrians away from the A4019.
178	I cannot see any detail of the proposed cycle track alongside the road, and particularly how the cycle track will cross side turnings.	The cycle track along the A4019 corridor and new Link Road is bi-directional and at least 3 metres wide, in accordance with Local Transport Note 1/20. There is also a buffer separating the cycle track from the carriageway to improve comfort for cyclists travelling against the flow of traffic on the carriageway. Separated signal-controlled pedestrian and cycle crossings are included in the design along and across the A4019, M5 Junction 10 and B4634, including side roads.	N/A	
193	Away from the Junction 10 new slip roads, focus should be on walking and cycling.	Focus on the Scheme is on providing the highest level of active travel provision that can be accommodated within the Scheme extents. The scheme includes high-quality walking and cycling facilities throughout its extents. These include segregated cycle tracks and fully accessible footways. Separated signal-controlled pedestrian and cycle crossings are included along and across the A4019 and M5 Junction 10.	N/A	Focus on the Scheme is on providing the highest level of active travel provision that can be accommodated within the Scheme extents. The scheme includes high-quality walking and cycling facilities throughout its extents. These include segregated cycle tracks and fully accessible footways. Separated signal-controlled pedestrian and cycle crossings are included along and across the A4019 and M5 Junction 10.
214	If the majority of uses of the cycle track / footway derive from the east, it is unclear why the cycle track / footway is located to the west of the Link Road.	The cycle track and footway was originally positioned on the west side of the Link Road to provide better connections with Withybridge Lane whilst also balancing traffic impacts of crossings at the A4019/Link Road signalised crossing. However, this has been reviewed and revised as part of detailed design.	N/A	
344	It looks like the cycle and pedestrian routes break in the middle, around the junctions. It is important to me that the paths be continuous, and not stop-start and broken up.	A bi-directional segregated cycle track is included in the Scheme design along the A4019 and the new Link Road. Signal-controlled cycle crossings are provided along the A4019 to create crossing facilities for cyclists using the A4019 corridor. Crossings have been located as close as possible to desire lines and the signal staging has been designed to reduce delays to cycles and maximise green time for crossings. The shared use area around Uckington has	Yes	The Scheme design has been updated to provide segregated walking and cycling facilities through Uckington therefore providing fully segregated pedestrian and cyclist facilities on the northern side of the A4019 between M5 Junction 10 and Gallagher Retail Park Junction.

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		been removed in the latest scheme design and replaced with separated pedestrian and cycling provision and crossings.		
349	I would like clarification about the segregation of cyclists and pedestrians. Schemes carried out so far leave dangerous points where cycle paths pass bus stops, as pedestrians wander aimlessly across areas divided only by a painted line.	The scheme design includes segregated pedestrian and cycle facilities. The shared use area around Uckington has now been removed and replaced with separated facilities to reduce conflict between pedestrians and cyclists. The scheme design also considers bus stops and the safe movement of bus passengers across the bi-directional cycle track. The separation of pedestrians and cyclists is achieved by a physical, level difference rather than a painted lane to ensure good provision for visually impaired pedestrians.	Yes	The shared use area around Uckington has been removed in the latest design and replaced with separated cycle and pedestrian facilities meaning the separate facilities are provided on the northern side of the A4019 between M5 Junction 10 and Gallagher Retail Park Junction. Physical separation is provided between the carriageway and cycle track and between the cycle track and footway. Separation distances have been designed in accordance with the latest design guidance.
229	Given the intention for significant housing development I suppose this is necessary. Careful analysis of how people will use the link and where they will be going is vital. Will there be sufficient provision for public transport and cycling?	Focus of the Scheme is on providing the highest level of active travel provision within the Scheme extents. High-quality cycling facilities have been included in the design. Segregated bi-directional cycle tracks along the A4019 and the new Link Road also separated signalised cycle and pedestrian crossing facilities along and across the A4019. The Scheme allows for future provision of public transport. Bus priority measures have been considered in the design to allow for future bus provision. The Applicant continues to liaise with Local Planning Authorities and developers on a variety of matters, including provision for public transport and active travel. However, the Scheme has limited control over potential future bus provisions, which sits with developers and the Local Planning Authorities.	N/A	
368	The cycle track and footway must not only be segregated from the roadway for safety reasons, but the cycle way and footway must be segregated from each other as well, also for safety reasons. This comment applies to all the other sub-sections as well.	The scheme design includes pedestrian and cycle facilities that are segregated from each other as well as the carriageway. The shared use area around Uckington has been replaced with separated pedestrian and cycle facilities to reduce conflict between the two modes. Shared use paths are provided at the eastern extent of the Scheme due to the need to tie in to existing provision and expected lower use than elsewhere.	Yes	The shared use area around Uckington has been removed in the latest design and replaced with separated cycle and pedestrian facilities meaning the separate facilities are provided on the northern side of the A4019 between M5 Junction 10 and Gallagher Retail Park Junction. Physical separation is provided between the carriageway and cycle track and between the cycle track and footway. Separation distances have been designed in accordance with the latest design guidance.
241	Please ensure the cycle lanes and network flows are not continually interrupted by lights and junctions.	The segregated bi-directional cycle track connects with the new Link Road and crosses the M5 Junction 10 and along the A4019. The separated signal-controlled pedestrian and cycle crossings included within the Scheme extents are located as close as possible to the desire lines for active modes. The signal stages are designed in order to reduce delays for active modes and maximise the possible green time for crossing. For non-traffic controlled junctions, the Scheme is proposing for the cycleway to have priority.	No	The segregated bi-directional cycle track connects with the new Link Road and, crosses the M5 Junction 10 and along the A4019. The separated signal-controlled pedestrian and cycle crossings included within the Scheme extents are located as close as possible to the desire lines for active modes. The signal stages are designed in order to reduce delays for active modes and maximise the possible green time for crossing. For non-traffic controlled junctions, the Scheme is proposing for the cycleway to have priority.
242	Active travel infrastructure - The proposal emphasises active transport infrastructure along the Link Road. There is currently no demand or need for this. However, there is a significant and immediate need for such infrastructure along on the B4634, linking the proposed West Cheltenham development area to the B4063 and Churchdown/Gloucester to the west, and the Gallagher retail park to the east. Cycling on the B4634 is currently extremely dangerous and inaccessible to pedestrians. Road widening west of B4634 signalled junction. There is no need to widen this section of the B4634, particularly given the proposal stops at Witherbridge Lane and does not intend to link to other transport	The majority of the length of B4634 lies outside the Development Consent Order Limits of the Scheme. However, it is noted that the B4634 is part of the Applicant's Local Cycling and Walking Infrastructure Plan network and there may be future aspirations to provide facilities along this link. Active travel links provided through the West Cheltenham Link Road will tie into future development at the West Cheltenham Development site, allowing for further connection to the south through the development site. Witherbridge Lane will be kept open as respondents did not want access restricted.	No	The majority of the length of B4634 lies outside the Development Consent Order Limits of the Scheme. However, it is noted that the B4634 is part of the Applicant's Local Cycling and Walking Infrastructure Plan network and there may be future aspirations to provide facilities along this link. Active travel links provided through the West Cheltenham Link Road will tie into future development at the West Cheltenham Development site, allowing for further connection to the south through the development site. Witherbridge Lane will be kept open as respondents did not want access restricted.

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	<p>infrastructure beyond this, such as the B4063. Development here does not appear to serve any significant purpose.</p> <p>Citing of active transport on B4634 - The proposal situates a pavement/cycle path on the north side of the B4634 that runs west of the signalled junction towards Withybridge lane. The purpose of this is to connect to active transport proposed on the western side of the link road. This is not in line, however, with the objective of the link road development to meet the growing needs driven by the West Cheltenham development zone. Most demand for active transport will come from this area to the south of B4634. Therefore any pavement/cycle path proposed for the B4634 should be situated on the south side of the road. This will also support any future plans for improved and extended pavement and cycle path infrastructure along the B4634, especially towards the B4063, which is very much needed. Any need to directly connect active transport between Withybridge Lane and the Link Road also becomes increasingly unnecessary if plans to block Withybridge Lane allows pedestrians and cyclists to more safely access the Tewkesbury Road directly B4634 signalled junction Given the anticipated increase in traffic we question the appropriateness of a signalled junction at this location which may result in significant queues running east and west along the B4634.</p>			
244	Ensure cycle path is on north side for access to Uckington Road and Gallagher park/Swindon Village.	A bi-directional cycle track on the A4019 is included in the Scheme design and this is located on the north side of the A4019.	Yes	A bi-directional cycle track on the A4019 is included in the Scheme design and this is located on the north side of the A4019.
378	Yes, there are 4 bridleways that are used and cross the A4019. These should remain usable and safe	There are limited direct connections to existing rights of way in the Scheme extents. However, an underpass crossing of the A4019 is included to improve the permeability of the bridleway network between bridleway AUC1 (to Elmstone Hardwicke) and Withybridge Lane. Public footpaths are being upgraded near the River Chelt where these are affected by the Scheme. Improvements to the A4019 junction at Uckington include provision to assist horse-riders when crossing the A4019 at this junction. Design changes are included in the Development Consent Order submission.	Yes	An underpass is included beneath the A4019 to the east of M5 Junction 10 to provide a public rights of way route from the Elmstone Hardwicke bridleway (AUC1) to Withybridge Lane. The underpass is intended to be shared use and has been designed to accommodate equestrians. The underpass provides a more desirable route for equestrians away from the A4019.
405	It will not solve the build up of traffic into Cheltenham during rush hour. There is a need for an equestrian crossing to connect the bridlepath from Boddington to Uckington/Elmstone Hardwick	There are limited direct connections to existing rights of way in the Scheme extents. However, an underpass crossing of the A4019 is included to improve the permeability of the bridleway network between bridleway AUC1 (to Elmstone Hardwicke) and Withybridge Lane. Public footpaths are being upgraded near the River Chelt where these are affected by the Scheme. Improvements to the A4019 junction at Uckington include provision to assist horse-riders when crossing the A4019 at this junction. Design changes are included in the Development Consent Order submission.	Yes	An underpass is included beneath the A4019 to the east of M5 Junction 10 to provide a public rights of way route from the Elmstone Hardwicke bridleway (AUC1) to Withybridge Lane. The underpass is intended to be shared use and has been designed to accommodate equestrians. The underpass provides a more desirable route for equestrians away from the A4019.
414	The junction to the retail park currently has lights that activate only when a car is detected. Having tried cycling through these junctions, it never picks me up!	Signalised dedicated cycle crossings are provided along the A4019 to create safe crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been	Yes	Signalised dedicated cycle crossings are provided along the A4019 to create safe crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the

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	If a loop capable of detecting bikes is present, this would be fantastic. The right turns are also used by recreational cyclists - again please consider using loops that can detect bikes at these junctions. I am concerned about how the new wider road will impact speeds as traffic reaches Cheltenham from the motorway.	designed to reduce delays to cycles and maximise green time for crossings. The assigned speed limits for the A4019 will not be increased as a result of the widening. A 50 miles per hour speed limit is proposed on the A4019 between the west of M5 Junction 10 and just west of Cooks Lane. A 40 miles per hour speed limit is proposed from just west of Cooks Lane to eastern extent of the Scheme towards Cheltenham.		signal staging has been designed to reduce delays to cycles and maximise green time for crossings. The assigned speed limits for the A4019 will not be increased as a result of the widening. A 50 miles per hour speed limit is proposed on the A4019 between the west of M5 Junction 10 and just west of Cooks Lane. A 40 miles per hour speed limit is proposed from just west of Cooks Lane to eastern extent of the Scheme towards Cheltenham. A carriageway to cycle track transition has been added on the A4019 westbound approach to Gallagher Retail Park junction to allow on-road cyclists to exit the A4019 and use the signalised crossings at the junction to access the dedicated cycle facility on the northern side of the A4019.
287	Why have a cycle land if Withybridge is available and maintained for cyclists to use?	Cyclists will not be prohibited from using Withybridge Lane. However, this is a high-speed road (50 miles per hour limit currently) which some cyclists may not feel safe using. It also has no footway, hence active travel provision has been included on the parallel new Link Road to improve safe, local connectivity for active modes.	No	Cyclists will not be prohibited from using Withybridge Lane. However, this is a high-speed road (50 miles per hour limit currently) which some cyclists may not feel safe using. It also has no footway, hence active travel provision has been included on the parallel new Link Road to improve safe, local connectivity for active modes.
454	Retail park is nearly inaccessible by bike. Focus should be on making this area more bike friendly.	The facilities at the eastern end of the Scheme close to the Gallagher Retail Park are currently under development. There is a significant restriction on available space for facilities at this location; within the constraints, the Applicant is attempting to provide the most intuitive layouts possible.	Yes	Segregated cycle and pedestrian facilities are continued from the A4019 into the Gallagher Retail Park arm of the signal-controlled junction. Shared use paths are also proposed to the east of the Gallagher Retail Park junction. The scheme extents finish prior to the entry into the retail park and just east of the Gallagher Retail Park junction so continuation of the cycle facilities would be subject to the separate development outside the scope of this scheme.
466	It's disappointing to see that the current plans don't link up the cycle lanes further along the A4019, and don't allow for easy access for cyclists emerging from the B4634 onto the proposed cycle path. This is a key route that I would use, and I can't see how to join the path from the road. If the proposal is to join from the path via pedestrian crossing, signal timing is important. Further down the road at the large roundabout, it takes so long for the lights to change that I see pedestrians and cyclists run across the road rather than waiting for the lights to change.	The design has been updated so that to the east of the proposed Gallagher Retail Park junction, the proposed shared use paths to the north and south of the A4019 now tie in with the developers proposals which extend eastwards beyond the extent of the Scheme. Proposed cycling facilities on the B4634 have also been enhanced to include transitions between on and off road cycling facilities. The B4634 lies outside the boundary of the Scheme. However, it is noted that the B4634 is part of the Applicant's Local Cycling and Walking Infrastructure Plan network and thus there may be future aspirations to provide facilities along this link.	Yes	Shared use paths east of the Gallagher Retail Park junction have been amended to tie in to the developer proposals. Transitions between on and off road cycling routes have been added on the B4634 arm at the same junction.
471	Not clear why removing the two pedestrian islands north east and south east of the junction is an improvement. The cycle path clearly turns into the Retail Park (whereas existing track looks no better than a footpath). However, where does the cycle track end? There are many examples in Cheltenham and Gloucester where cycle tracks (segregated or on road) suddenly end, leaving cyclists abandoned. Please make clear where the cycle track leads ultimately.	The removal of the islands reduces the crossing time for pedestrians and cyclists. The cycle track heading north from the junction will connect with the new design for the roundabout to the north of the junction which would be developed as part of the Elms Park Development. This may link in with cycle routes through the proposed Elms Park Development which may be included within the developers proposals.	N/A	
298	The same concern with cycle way design; the proposed track could be an opportunity for safer cycle traffic into Cheltenham alongside the A4109, provided adequate care is taken with junction design,	Signalised cycle crossings have been provided along the A4019 to create safe crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to cycles and maximise green time for crossings	No	Signalised cycle crossings have been provided along the A4019 to create safe crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the

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	i.e. vehicle traffic will not have right of way in turning off A4109 across cycle track.			signal staging has been designed to reduce delays to cycles and maximise green time for crossings.
318	The cycle / footpath should continue with a raised crossing in the same segregated materials and it would be better if the cars have to give way when turning off the road.	Separated signal-controlled pedestrian and cycle crossings are provided along the A4019 to create crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to pedestrians and cyclists and maximise green time for crossings.	No	Separated signal-controlled pedestrian and cycle crossings are provided along the A4019 to create crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to pedestrians and cyclists and maximise green time for crossings.
321	A properly segregated cycle lane is required - with safe free-flow crossings of the side turns, without which cyclists will simply risk using the main carriageway for existing residents, the service roads and connections between Moat Lane and Cooks Lane prevent properties from being cut off as they may have been.	A bi-directional segregated cycle track is included in the Scheme design along the A4019 and the new Link Road. Signal-controlled cycle crossings are provided along the A4019 to create crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to cycles and maximise green time for crossings.	N/A	
472	The provision of a dedicated pedestrian and cycle route alongside the new dual carriageway is to be commended. However, this is of limited value if beyond the Gallagher Retail Park junction there is poor pedestrian and no cycle provision heading further in to Cheltenham along what is already a very busy section of the A4019 - to become even busier once the housing developments are occupied.	There is a significant restriction on available space for facilities at the eastern end of the Scheme close to the Gallagher Retail Park. Within the constraints, the Applicant is attempting to provide the most intuitive layouts possible with shared use paths proposed east of the Gallagher junction to tie in with the Elms Park developers proposals which extend eastwards.	Yes	Shared use paths east of the Gallagher junction have been amended to tie in with the Elms Park developers proposals which extend further eastwards beyond this scheme's eastern tie-in.
494	Living south of the A4019, I do not see any means to cross the road to the cycle track. If I am already on the main road when I reach the GRP junction, I do not see how I can safely cross to the cycle track. There are far too many separate pieces of carriageway to cross, posing the possibility of having to cross in several phases, which would strongly deter cycling.	Signal-controlled crossing facilities are included at all the junctions of the A4019 to allow cyclists and pedestrians to cross the A4019 dual carriageway and access the cycle and pedestrian facilities on the northern side of the A4019.	Yes	Signal-controlled crossing facilities are included at all the junctions of the A4019 to allow cyclists and pedestrians to cross the A4019 dual carriageway and access the cycle and pedestrian facilities on the northern side of the A4019. A carriageway to cycle track transition on the A4019 westbound approach to the Gallagher Retail Park junction has been added to allow cyclists to leave the A4019 and use the crossing facilities at the signalised junction to access the dedicated cycle facilities on the northern side of the A4019.
535	More cycling facilities.	A bi-directional segregated cycle track is included in the Scheme design along the A4019 and the new Link Road. Signal-controlled cycle crossings are provided along the A4019 to create crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to cycles and maximise green time for crossings. The shared use area around Uckington has been replaced in the latest design with separated pedestrian and cycling facilities.	Yes	The previously-proposed shared use section along the north side of the A4019 through Uckington has been replaced in the latest design with fully-segregated facilities.
336	Ensure good access for cyclists and pedestrians and sensible phasing on signalised crossings to ensure cyclists and pedestrians don't wait too long.	Separated signal-controlled pedestrian and cycle crossings are provided along the A4019 to create safe crossing facilities for pedestrians cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to pedestrians and cyclists and maximise green time for crossings.	No	Separated signal-controlled pedestrian and cycle crossings are provided along the A4019 to create safe crossing facilities for pedestrians cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to pedestrians and cyclists and maximise green time for crossings.
342	Ensure cycle provision is fit for purpose. i.e.. for cyclists that want to travel at speed on a busy route. Not stopping every 100metres to pass junctions and	A bi-directional segregated cycle track is included in the Scheme design along the A4019 and the new link road. Signal-controlled cycle crossings are provided along the A4019 to create crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging	N/A	

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	sharing the path with dogs, pedestrians and parked vehicles.	has been designed to reduce delays to cycles and maximise green time for crossings		
566	Keep the bridleways open for use by the most environmentally form of transport the horse.	The Applicant is examining options for a crossing between the bridleway and Withybridge Lane, and design changes will be included in the Development Consent Order submission. There are limited direct connections to existing rights of way in the Scheme extents. However, an underpass crossing of the A4019 is included to improve the permeability of the bridleway network between bridleway AUC1 (to Elmstone Hardwicke) and Withybridge Lane. Public footpaths are being upgraded near the River Chelt where these are affected by the Scheme. Improvements to the A4019 junction at Uckington include provision to assist horse-riders when crossing the A4019 at this junction.	Yes	An underpass has been included beneath the A4019 to the east of M5 Junction 10 to provide a public rights of way route from the Elmstone Hardwicke bridleway (AUC1) to Withybridge Lane. The underpass is intended to be shared use and has been designed to accommodate equestrians. The underpass provides a more desirable route for equestrians away from the A4019.
648	Consideration to local residents and rural businesses should be made. Safety of horse riders crossing main roads from existing byways should be accounted for.	The Applicant has examined options for a crossing between the bridleway and Withybridge Lane. There are limited direct connections to existing rights of way in the Scheme extents. However, an underpass crossing of the A4019 is included to improve the permeability of the bridleway network between bridleway AUC1 (to Elmstone Hardwicke) and Withybridge Lane. Public footpaths are being upgraded near the River Chelt where these are affected by the Scheme. Improvements to the A4019 junction at Uckington include provision to assist horse-riders when crossing the A4019 at this junction. Information is available in the Environmental Statement, which forms part of the Development Consent Order application.	Yes	An underpass has been included beneath the A4019 to the east of M5 Junction 10 to provide a public rights of way route from the Elmstone Hardwicke bridleway (AUC1) to Withybridge Lane. The underpass is intended to be shared use and has been designed to accommodate equestrians. The underpass provides a more desirable route for equestrians away from the A4019.
365	A well designed cycle lane should be built and the road left as present.	The Scheme design includes a bi-directional segregated cycle track along the A4019 and the new Link Road to facilitate local cycle journeys. Forecast traffic flows and traffic modelling has determined that widening of the A4019 is required.	No	The Scheme design includes a bi-directional segregated cycle track along the A4019 and the new Link Road to facilitate local cycle journeys. Forecast traffic flows and traffic modelling has determined that widening of the A4019 is required.
383	I cannot see any point of dualling the A4019 junction east of the Link Road. All this will do is to pump even more traffic into Cheltenham, which cannot take it, as there will then be pressure to build more roads around Cheltenham and to demolish buildings for roads and parking space. There is plenty of room in the existing verges now to provide a cycle track, which is essential at least as far as Uckington (turn off to Elmstone Hardwicke) and preferably to Elmstone Hardwicke (turn off next to the Gloucester Old Spot). The cycle track is shown as stopping short of the former junction, at the very point where it is most important that it exists as a full segregated footway and cycle track. Mixing on a service road can be problematic. Typically, the cycle track has the deterrent effect of giving way at every junction. For on-road cyclists, the best solution would be to mark one lane each way of the dual-carriageway as a cycle lane with hatching to separate it from the car lane, as has been done on the A38 dual-carriageway south of Tewkesbury.	Forecast traffic flows and traffic modelling has determined that widening of the A4019 is required for the extents included in the design. A bi-directional cycle track is included on the A4019 and new Link Road for cyclists to use for local journeys. The shared use area around Uckington has been replaced in the latest design with fully separated cycle track and footway, plus separated pedestrian and cycle crossing facilities. Signalised cycle crossings are provided at all junctions.	No	Forecast traffic flows and traffic modelling has determined that widening of the A4019 is required for the extents included in the design. A bi-directional cycle track is included on the A4019 and new Link Road for cyclists to use for local journeys. The shared use area around Uckington has been replaced in the latest design with fully separated cycle track and footway, plus separated pedestrian and cycle crossing facilities. Signalised cycle crossings are provided at all junctions.
393	The easterly part of the cycle provision here appears very inadequate. At present, this is a footpath only,	The layout of the Gallagher Retail Park junction is highly constrained by the surrounding development and therefore there is limited space to provide new	No	The layout of the Gallagher Retail Park junction is highly constrained by the surrounding development and therefore there is limited space to

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	so upgrading only half the route to shared path (up to the Scheme boundary) will leave cycle users with no onward route, particularly as the Manor road crossing is pedestrian only. It is also narrow. 3 outbound lanes at this section also create an environment likely to engender high speeds, and are unnecessary given it reduces to two lanes shortly afterwards. A better balance would be to have two outbound motor vehicle lanes, shifting the alignment of the carriageway slightly south, allowing segregation of cycle users and pedestrians to be continued past Sainsbury's.	facilities. A number of improvements for the benefit of cyclists and pedestrians have been identified throughout the preliminary design process and the possibility of their inclusion has been assessed. However, due to the very limited space, the presence of existing shared facilities to the east of the Scheme extents and the Elms Park developer proposals, shared facilities have been judged to be the only viable option for the section of this scheme to the east of the Gallagher Retail Park junction. Within the constraints, the Applicant is attempting to provide the most intuitive layouts possible.		provide new facilities. A number of improvements for the benefit of cyclists and pedestrians have been identified throughout the preliminary design process and the possibility of their inclusion has been assessed. However, due to the very limited space, the presence of existing shared facilities to the east of the Scheme extents and the Elms Park developer proposals, shared facilities have been judged to be the only viable option for the section of this scheme to the east of the Gallagher Retail Park junction. Within the constraints, the Applicant is attempting to provide the most intuitive layouts possible.
440	The junctions at the Kingsditch and Gallagher retail parks are very hostile for cyclists and the A4019 outwards from there to the fire station is extremely intimidating. The extra dualling will only pump extra traffic into Cheltenham, which is most undesirable. Cycle tracks are therefore desirable, although they will be subject to repeated delays with the number of very large junctions to be crossed. There is ample space in the verges for cycle tracks, without having to dual the road. An alternative is to use one lane of each carriageway as a cycle track, with hatching to separate it from the car lane.	The A4019 widening has been designed to take account of the predicted traffic flows in the design year (15 years after opening), taking account of the proposed housing and employment developments. A bi-directional segregated cycle track is included in the Scheme design along the A4019 and the new Link Road. Signal-controlled cycle crossings have been provided along the A4019 to create safe crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to cycles and maximise green time for crossings.	No	The A4019 widening has been designed to take account of the predicted traffic flows in the design year (15 years after opening), taking account of the proposed housing and employment developments. A bi-directional segregated cycle track is included in the Scheme design along the A4019 and the new Link Road. Signal-controlled cycle crossings have been provided along the A4019 to create safe crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to cycles and maximise green time for crossings.
447	The north south cycle provision across this junction appears to be very poor, particularly heading northbound, where there are five or six separate phases of shared crossings to negotiate. Given the left turn lane for traffic entering from the south is a separate arm, there appears to be space to allow a cycle crossing across the west arm of the junction that runs on the same phase as south to north traffic without conflict, and which provides a better direct connection. Generally, provision for cycle users to remerge onto junction arms that don't have separated provision is not described - how cycle users merge back from shared paths onto the carriageway should not require stopping (i.e. have slip protection), or it is likely cycle users will choose to remain on the carriageway through this, and other, substantially enlarged junctions.	The layout of the Gallagher Retail Park junction is highly constrained by the surrounding development and therefore there is limited space to provide new facilities. A number of improvements for the benefit of cyclists and pedestrians have been identified throughout the preliminary design process and the possibility of their inclusion has been assessed. However, due to the very limited space, the presence of existing shared facilities to the east of the Scheme extents and the Elms Park developer proposals, shared facilities have been judged to be the only viable option for the section of this scheme to the east of the Gallagher Retail Park junction. Within the constraints, the Applicant is attempting to provide the most intuitive layouts possible.	No	The layout of the Gallagher Retail Park junction is highly constrained by the surrounding development and therefore there is limited space to provide new facilities. A number of improvements for the benefit of cyclists and pedestrians have been identified throughout the preliminary design process and the possibility of their inclusion has been assessed. However, due to the very limited space, the presence of existing shared facilities to the east of the Scheme extents and the Elms Park developer proposals, shared facilities have been judged to be the only viable option for the section of this scheme to the east of the Gallagher Retail Park junction. Within the constraints, the Applicant is attempting to provide the most intuitive layouts possible.
469	It looks like cyclists and pedestrians continue to be second class citizens with ease of use for motor vehicle users having been prioritised, and lots of waiting for active travellers at crossing points. For environmental, climate and health reasons that is the wrong priority.	Dedicated and separated pedestrian and cycle facilities are included in the Scheme design along the A4019 and the new Link Road. Signalised pedestrian and cycle crossings are provided along the A4019 to create safe crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to cycles and maximise green time for crossings.	N/A	
512	Ensure cycle paths work well for cyclists from Tewkesbury	The Scheme design includes provision for cyclists in the direction of Tewkesbury as far as the Scheme boundary, including across M5 Junction 10. Beyond that, appropriate onward provision would have to be funded and delivered separately.	No	The Scheme design includes provision for cyclists in the direction of Tewkesbury as far as the Scheme boundary, including across M5

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				Junction 10. Beyond that, appropriate onward provision would have to be funded and delivered separately.
570	This Scheme is unlikely to increase active travel in the corridor. What gets more people cycling is reducing the number of cars and transferring road space from cars to active travel modes: this Scheme does the precise opposite, vastly increasing the amount of road space for cars and introducing more horrendous junctions.	High-quality, accessible active travel provision has been included in the Scheme design, in accordance with UK design guidance. Dedicated and separated pedestrian and cycle facilities are included in the Scheme design along the A4019 and the new Link Road. Signal-controlled pedestrian and cycle crossings are provided along the A4019 to create safe crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to cycles and maximise green time for crossings.	No	High-quality, accessible active travel provision has been included in the Scheme design, in accordance with UK design guidance. Dedicated and separated pedestrian and cycle facilities are included in the Scheme design along the A4019 and the new Link Road. Signal-controlled pedestrian and cycle crossings are provided along the A4019 to create safe crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to cycles and maximise green time for crossings.
610	These should include two metre wide cycle and walking lanes alongside the roads and safe crossing points for walkers and cyclists.	High-quality, accessible active travel provision has been included in the Scheme design such as 2metre wide footways and 3metre bi-directional cycle tracks. Dedicated and separated pedestrian and cycle facilities are included in the Scheme design along the A4019 and the new link road. Signal-controlled pedestrian and cycle crossings are provided along the A4019 to create crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to cycles and maximise green time for crossings.	N/A	
622	I would like to have seen improved access to the stretch of the Chelt, with footpath and cycle path.	The segregated cycle track and footway will provide improved connectivity to Withybridge Lane, from where, access to the Chelt can be gained.	N/A	
635	Generally, whilst the cycleway provision is shown in detail, the ways you get onto and off it from surrounding roads was not shown - careful consideration needs to be given against the total JAT scores for each junction to make sure they are usable as part of continuous routes.	All of the junctions within the Scheme boundary connect to the other parts of the cycle network within the Scheme boundary. Connections to the surrounding cycle network, where it exists, have also been considered in the design.	N/A	
637	Cycle paths need to be prioritised as much as the link it's self. If paths don't join up they become pointless and under used. Tewkesbury Borough Council's 2020 / 24 plan says, and i quote, ' we will improve green infrastructure such as parks and cycle routes which will play a big role in the development of these new communities' They won't if they don't join them up.	The scheme design includes a joined up cycle network within the Scheme boundary along the A4019 and B4634. A bi-directional 3metre wide cycle track, separated from traffic and pedestrians, is included with signal-controlled dedicated cycle crossings at junctions along and across the A4019, M5 Junction 10 and the new Link Road. Connections to the surrounding cycle network, where it exists, have also been considered in the design.	No	The scheme design includes a joined up cycle network within the Scheme boundary along the A4019 and B4634. A bi-directional 3 metre wide cycle track, separated from traffic and pedestrians, is included with signal-controlled dedicated cycle crossings at junctions along and across the A4019, M5 Junction 10 and the new Link Road. Connections to the surrounding cycle network, where it exists, have also been considered in the design.
644	The route from Coombe Hill into Cheltenham is a very important route for cyclists coming into town. I can see a proposed cycle route from the M5 in to Cheltenham but the video does not show from Coombe Hill to the M5. Given that traffic will grow to fill this new road space, the route from Coombe Hill will becoming busier can you advise of the cycle provisions that will form part of this plan. If there are no plans then the project needs to be either cancelled or amended.	The Scheme design includes provision for cyclists in the direction of Tewkesbury as far as the Scheme boundary, including across M5 Junction 10. Beyond that, appropriate onward provision would have to be funded and delivered separately.	N/A	
657	More cycling facilities and make sure they are joined up and don't just run for a bit and then disappear. Are they integrated with other cycle schemes?	The Scheme design includes a joined up cycle network within the Scheme boundary along the A4019 and B4634. A bi-directional 3 metre wide cycle track, separated from traffic and pedestrians, is included with signalised dedicated	No	The Scheme design includes a joined up cycle network within the Scheme boundary along the A4019 and B4634. A bi-directional 3metre wide cycle track, separated from traffic and pedestrians, is included

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		cycle crossings at junctions along and across the A4019, M5 Junction 10 and the new Link Road. Connections to the surrounding cycle network, where it exists, have also been considered in the design.		with signalised dedicated cycle crossings at junctions along and across the A4019, M5 Junction 10 and the new Link Road. Connections to the surrounding cycle network, where it exists, have also been considered in the design.
680	Cyclist provision is not only a must but needs to include a safe cycling route from Tewkesbury all the way into Cheltenham Centre.	The Scheme design includes provision for cyclists in the direction of Tewkesbury as far as the Scheme boundary, including across M5 Junction 10. Beyond that, appropriate onward provision to and from Tewkesbury would have to be funded and delivered separately	No	The Scheme design includes provision for cyclists in the direction of Tewkesbury as far as the Scheme boundary, including across M5 Junction 10. Beyond that, appropriate onward provision to and from Tewkesbury would have to be funded and delivered separately
689	The cycle path seems poorly integrated into the rest of the cycle paths. What about access from central Cheltenham to Gallagher retail roundabout. What are the cycle facilities from M5 junction to Coombe Hill?	The Scheme design includes a joined up cycle network within the Scheme boundary along the A4019 and B4634. A bi-directional 3 metre wide cycle track, separated from traffic and pedestrians, is included with signal-controlled dedicated cycle crossings at junctions along and across the A4019, M5 Junction 10 and the new Link Road. Connections to the surrounding cycle network, where it exists, have also been considered in the design The Scheme design includes provision for cyclists in the direction of Tewkesbury as far as the Scheme boundary, including across M5 Junction 10. Beyond the Scheme boundaries, appropriate onward provision to and from Tewkesbury and Cheltenham would have to be funded and delivered separately.	N/A	
690	Can you please confirm that this will mean there is a safe cycle route from Tewkesbury to central Cheltenham - something which is sadly lacking at the moment	The Scheme design includes provision for cyclists in the direction of Tewkesbury as far as the Scheme boundary, including across M5 Junction 10. Beyond the Scheme boundaries, appropriate onward provision to and from Tewkesbury and Cheltenham would have to be funded and delivered separately.	No	The Scheme design includes provision for cyclists in the direction of Tewkesbury as far as the Scheme boundary, including across M5 Junction 10. Beyond the Scheme boundaries, appropriate onward provision to and from Tewkesbury and Cheltenham would have to be funded and delivered separately.
697	Please bear in mind any impact that is created for having another usable junction on the M5. I'm concerned about traffic coming east to west who may use St Paul's as a rat run. Also, proper 'fit for purpose' cycle paths are essential! That actually link up with other cycle paths and are safe to ride on.	The Scheme design includes a joined up cycle network within the Scheme boundary along the A4019 and B4634. A bi-directional 3 metre wide cycle track, separated from traffic and pedestrians, is included with signal-controlled dedicated cycle crossings at junctions along and across the A4019, M5 Junction 10 and the new Link Road. Connections to the surrounding cycle network, where it exists, have also been considered in the design.	N/A	
706	To encourage 'active travel' (including cycling) the result should be an improvement on the current position: will it be convenient/longer/slower for cyclists? There must be consideration for north/south travel to the West of Junction 10 at Piffs Elm/Old Spot. Crossing will be more difficult as a result of these proposals - you can't ignore it!	High-quality, accessible active travel provision has been included in the Scheme design, in accordance with UK design guidance. Dedicated and separated pedestrian and cycle facilities is included in the Scheme design along the A4019 and the new Link Road. Signalised pedestrian and cycle crossings have been provided along the A4019 to create safe crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to cycles and maximise green time for crossings. A shared use path is included in the design for the Piffs Elm/Old Spot crossing but this is outside the Scheme boundary, so further onward connections will need to be funded and delivered separately	No	High-quality, accessible active travel provision has been included in the Scheme design, in accordance with UK design guidance. Dedicated and separated pedestrian and cycle facilities is included in the Scheme design along the A4019 and the new Link Road. Signalised pedestrian and cycle crossings have been provided along the A4019 to create safe crossing facilities for cyclists using the A4019 corridor. Crossings are located as close as possible to desire lines and the signal staging has been designed to reduce delays to cycles and maximise green time for crossings. A shared use path is included in the design for the Piffs Elm/Old Spot crossing but this is outside the Scheme boundary, so further onward connections will need to be funded and delivered separately

N.2. Construction

Ref no	Matter raised	Response	Design Change (Yes, No & N/A)	Change or no change to the scheme
8	Would the company who are deployed to complete the works be held accountable for the amount of time to finish the job? I have seen much more disruption than necessary arise from extended deadlines that the public are not informed of.	Prior to the start of construction, the Contractor will submit a works programme to the Applicant's local authority for approval which will show how the work phases will be planned and executed to keep the impact of the scheme to the minimum possible. This will inform the Completion Date. However, there may be circumstances outside the Contractor's control which may extend the programme. The applicant's local authority will provide communications on the construction works progress.	N/A	
18	Please minimise day time road closure of the existing structure.	In regard to daytime closure of the existing structure, this will be limited in order to keep the traffic flowing. Local residents will also be kept informed of the progress of the works, and will be notified in advance of any changes to road network and of any potential closures.	N/A	
19	Concern regarding disruption to journeys whilst work is undertaken	Construction of the road Improvement Scheme has the potential to cause some disruption to traffic users. Measures will be taken to minimise the adverse temporary impacts during construction, and the best practice measures will be explored. The Applicant will work closely with National Highways and the Gloucestershire County Council Highways Team to make sure the construction plans are coordinated with other local highway maintenance and improvement works to minimise disruption. Local residents will also be kept informed of the progress of the works, and will be notified in advance of any changes to road network and of any potential closures.	N/A	
46	There will inevitably be disruption to traffic on the existing A4019 both into Cheltenham and outward on to Coombe Hill. It is important that this disruption is kept to the absolute minimum as there are no convenient Tewkesbury to and from West Cheltenham alternatives.	The Applicant will aim to keep disruption to traffic on the A4019 to a minimum. High level construction management and traffic management information will be provided in the Development Consent Order application with more detail available as the Scheme progresses.	N/A	
66	Will there be much disruption to M5 traffic flow during the construction phase?	Construction of the road Improvement Scheme has the potential to cause some disruption to traffic users. Measures will be taken to minimise the adverse temporary impacts during construction, and the best practice measures will be explored. The Applicant will work closely with National Highways and the Gloucestershire County Council Highways Team to make sure the construction plans are coordinated with other local highway maintenance and improvement works to minimise disruption. Local residents will also be kept informed of the progress of the works, and will be notified in advance of any changes to road network and of any potential closures.	N/A	
94	Agree on the understanding it is being created to reduce congestion but worried about impact on traffic during construction especially on the A4019	Construction of the road Improvement Scheme has the potential to cause some disruption to traffic users. Measures will be taken to minimise the adverse temporary impacts during construction, and the best practice measures will be explored. The Applicant will work closely with National Highways and the Gloucestershire County Council Highways Team to make sure the construction plans are coordinated with other local highway maintenance and improvement works to minimise disruption. Local residents will also be kept informed of the progress of the works, and will be notified in advance of any changes to road network and any potential closures.	N/A	

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99	Having major road works on that particular junction will cause a ridiculous amount of traffic and cause people to be late for work and general congestion.	Construction of the road Improvement Scheme has the potential to cause some disruption to traffic users. Measures will be taken to minimise the adverse temporary impacts during construction, and the best practice measures will be explored. The Applicant will work closely with National Highways and the Gloucestershire County Council Highways Team to make sure the construction plans are coordinated with other local highway maintenance and improvement works to minimise disruption. Local residents will also be kept informed of the progress of the works, and will be notified in advance of any changes to road network and of any potential closures.	N/A	
104	Worried about the A4019 being closed for a period of time because of the longer commute for me and the businesses that need the road open i.e. Knightsbridge business park and the Swan pub.	The Applicant will aim to keep disruption to traffic on the A4019 to a minimum. Apart from occasional closures, two way traffic on the A4019 should be maintained during construction. Construction of the road Improvement Scheme has the potential cause some disruption to traffic users. Measures will be taken to minimise the adverse temporary impacts during construction, and the best practice measures will be explored. The project will work closely with National Highways and the Gloucestershire County Council Highways Team to make sure the construction plans are coordinated with other local highway maintenance and improvement works to minimise disruption. Local residents will also be kept informed of the progress of the works, and will be notified in advance of any changes to road network and of any potential closures.	N/A	
105	There was no time scale given. One presumes there will be regular closures of M5 at Junction 10 to install the flyover roundabout bridges and new on & off slip roads. How long will that be, and isn't that going to overload the A46, then Tewkesbury and A38 through Longlevens onto the Golden Valley during the works?	During construction of the M5 slip roads it is anticipated that there will be a need for traffic management which may reduce the number of running lanes. Additionally, the Contractor may propose to have night-time and weekend road closures for construction of the new bridges. All 3 lanes of traffic will be maintained on M5 with traffic management for duration of the scheme construction, apart from occasional night time closure for installation of structures. Construction of the road Improvement Scheme is anticipated to cause some disruption to traffic users. Measures will be taken to minimise the adverse temporary impacts during construction, and the best practice measures will be explored. The Applicant will work closely with National Highways and the Gloucestershire County Council Highways Team to make sure the construction plans are coordinated with other local highway maintenance and improvement works to minimise disruption. Local residents will also be kept informed of the progress of the works, and will be notified in advance of any changes to road network and of any potential closures.	N/A	
129	Another large scale set of roadworks disrupting not just the motorway access but areas of Cheltenham close by (including Arle where I am if the Golden Valley works were anything to go by).	During construction of the M5 slip roads it is anticipated that there will be a need for traffic management which may reduce the number of running lanes. Additionally, the Contractor may propose to have night-time and weekend road closures for construction of the new bridges. All 3 lanes of traffic will be maintained on M5 with traffic management for duration of the scheme construction, apart from occasional night time closure for installation of structures. Construction of the road Improvement Scheme is anticipated to cause some disruption to traffic users. Measures will be taken to minimise the adverse temporary impacts during construction, and the best practice measures will be explored. The Applicant will work closely with National Highways and the Gloucestershire County Council Highways Team to make sure the construction plans are coordinated with other local highway maintenance and improvement works to minimise disruption. Local residents will also be kept informed of the	N/A	

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		progress of the works, and will be notified in advance of any changes to road network and of any potential closures.		
132	These proposals must be implemented PRIOR to the start-up of the Joint Core Strategy building project otherwise movement along Princess Elizabeth Way/A4019 will become impossible.	The development of the Scheme is coordinated with the local planning authorities and the housing developers to ensure coordination and minimum impact on existing infrastructure. Similar to the M5 Junction 10 Improvements Scheme, all proposed developments will be subjected to planning process where the local authority will grant permission after detailed consideration to various matters including suitability of the infrastructure.	N/A	
147	During the M5 bridge works, what will be interim arrangements to allow access to Cheltenham for people approaching from Coombe Hill? For people seeking access to the M5 and/or A46 east from villages near the A38 - with the concurrent development of Junction 10 and the Garden Town work on/near Junction 9 - how will such access work and for how long will there be the disruption / lack of access?	Construction of the new Junction 10 will require traffic management operations which will result in occasional traffic delays and diversion routes. The Contractor will communicate the detailed plans once they have been agreed with the various stakeholders. During construction, the Applicant plans to keep the A4019 open for two way traffic during construction. It will be necessary to have some overnight or weekend closures, however the Applicant will work with the Contractor to keep these to a minimum. The Applicant is not expecting works at Junction 9 to overlap with the Junction 10 works. Local residents will be kept informed of the progress of the works.	N/A	
155	The traffic getting to and from work will be a nightmare until work is complete. People's houses are going to be knocked down in the process. There is going to be widening of the road which means no access to Elm Park anymore where a lot of people walk their pets.	During construction of the Scheme, it is anticipated that there will be a need for traffic management which will impact on existing traffic flows. Additionally, the Contractor may propose to have night-time and weekend road closures for specific locations. Measures will be taken to minimise the adverse temporary impacts of the construction, including impacts on connecting roads. Local residents will also be kept informed of the progress of the works. To minimise disruption for active travel users, works will be programmed so that affected Public Rights of Way, footpaths or cycleways remain open for part or, where possible, for the duration of the construction period. The approach for each Public Rights of Way has been discussed with the Applicant's Rights of Way team. It will be ensured that other routes can act as a diversion route for those affected, and plan to avoid exceeding a maximum diversion distance of 250m.	N/A	
157a	How will the area be managed while the building work is undertaken? Does the completing of this guarantee the building of new homes in the area?	During construction of the Scheme it is anticipated that there will be a need for traffic management which will impact on existing traffic flows. Additionally, the Contractor may propose to have night-time and weekend road closures for specific locations. Measures will be taken to minimise the adverse temporary impacts of the construction, including impacts on connecting roads. Local residents will also be kept informed of the progress of the works. There is no correlation between the impacts of construction and completion of new homes.	N/A	
192	Junction 10 and A4019 to be completed before the Link Road	The current proposal is to complete all three elements of the Scheme during the single construction period. Nearer to the time, the Contractor will submit a detailed works programme to Gloucestershire County Council for approval, showing how the work phases will be planned and executed within the agreed construction duration.	N/A	
227	It is going to cause more trouble than its worth, delays for a very long time which will disrupt many people daily. It works fine as it is, this is a bad idea whilst there is also so many other road works hailing in Cheltenham at the minute.	Junctions to the north and to the south were assessed along with other options in the Technical Appraisal Report during Stage 2 of this project. A roundabout to the south was sifted out as it was considered to have fewer benefits and greater impacts than other options. Junctions to the north were assessed along with other options and were not taken forward due to technical complexities and affordability issues. During construction of the Scheme there is likely to be a need for traffic management which will impact on existing traffic flows. Additionally, the Contractor may propose to have night-time and weekend road	N/A	

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		closures for specific locations. Measures will be taken to minimise the adverse temporary impacts of the construction, including impacts on connecting roads. Local residents will also be kept informed of the progress of the works.		
250	Timescales: How long to complete? The positive is considering future development and the flood plains.	Subject to planning approval, construction is planned to start late 2024 and finish in 2027. Details of phasing will be provided when a Contractor has been appointed. However, a provisional construction phasing programme has been developed for assessment purposes and forms part of the Development Consent Order application. Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.	N/A	
356	Any roadworks happening in Tewkesbury Road will force traffic onto Hayden Road and there are already speed issues on this road which has not been address and this will make it worse	There will be a degree of distribution to traffic flow in and around the junction, but measures will be taken to minimise the adverse temporary impacts of the construction, including impacts on connecting roads. The Applicant will work closely with National Highways and Gloucestershire County Council's Highways Teams to make sure the construction plans are coordinated with other local highway maintenance and improvement works to minimise disruption. Local residents will also be kept informed of the progress of the works, and will be notified in advance of any changes to the road network and of any potential closures.	N/A	
367	How long will disruption be? You've not mentioned this in your plans? This road is a VERY busy road and having traffic lights with one lane at a time will have severe impact on road users.	Subject to planning approval, construction is planned to start late 2024 and finish in 2027. Details of phasing will be provided when a Contractor has been appointed. However, a provisional construction phasing programme has been developed for assessment purposes and will be shared as part of the Development Consent Order application.	N/A	
424	Disruption in shopping areas is a big concern	There will be a degree of distribution to traffic flow in and around the junction, but measures will be taken to minimise the adverse temporary impacts of the construction, including impacts on connecting roads. The Applicant will work closely with National Highways and Gloucestershire County Council's Highways Teams to make sure the construction plans are coordinated with other local highway maintenance and improvement works to minimise disruption. Local residents will also be kept informed of the progress of the works, and will be notified in advance of any changes to the road network and of any potential closures.	N/A	
678	It's causing more disruption with the roadworks and it's not even necessary.	There will be a degree of distribution to traffic flow in and around the junction, but measures will be taken to minimise the adverse temporary impacts of the construction, including impacts on connecting roads. The Applicant will work closely with National Highways and Gloucestershire County Council's Highways Teams to make sure the construction plans are coordinated with other local highway maintenance and improvement works to minimise disruption. Local residents will also be kept informed of the progress of the works, and will be notified in advance of any changes to the road network and of any potential closures.	N/A	
682	Please highlight what timings would look like. When would work be expected to start, what phases would you do things in, when would they open etc? Would	Subject to planning approval, construction is planned to start late 2024 and finish in 2027. Details of phasing will be provided when a Contractor has been appointed. However, a provisional construction phasing programme has been	N/A	

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	this have much impact on the M5 too? This is important and it seems to be missing.	developed for assessment purposes and will be shared as part of the Development Consent Order application. There will be a degree of distribution to traffic flow in and around the junction, but measures will be taken to minimise the adverse temporary impacts of the construction, including impacts on connecting roads. The Applicant will work closely with National Highways and Gloucestershire County Council's Highways Teams to make sure the construction plans are coordinated with other local highway maintenance and improvement works to minimise disruption. Local residents will also be kept informed of the progress of the works, and will be notified in advance of any changes to the road network and of any potential closures.		
687	Disruption for traffic during project execution will be significant. Work needs to be done when all other major road works in the area have been completed and no more due. Will the A4019 from Coombe Hill to Gallagher Park remain open and usable during construction as there is no viable alternative route?	There will be a degree of disruption to traffic flow in and around the junction, but measures will be taken to minimise the adverse temporary impacts of the construction, including impacts on connecting roads. During construction, there are plans to keep the A4019 open for two way traffic during construction. It will be necessary to have some overnight or weekend closures and the Applicant will work with the Contractor to keep these to a minimum.	N/A	
692	Exit must be both ways out of Homecroft Drive. Work must be planned and executed with minimal disruption to the A4019. Previous poorly executed and planned works in Gloucestershire (Staverton Bridge) have caused disruption and degradation of roads in the area due to poor execution and planning on timescales and effect of the works. The works should also minimise disruption to the already poor roads those of us in West Cheltenham use to try and get southbound. Previous works on Staverton Bridge have shown there is no joined up policy on road closures and alternative access.	During construction, the Applicant is planning to keep the A4019 open for two way traffic during construction. It will be necessary to have some overnight or weekend closures and the Applicant will work with the Contractor to keep these to a minimum, as well as to plan diversion routes to take into consideration other roadworks.	N/A	

N.3. Consultation

Ref no	Matter raised	Response	Design Change (Yes, No & N/A)	Change or no change to the scheme
293	I found it very difficult in relation to Q3 how often do you A4019, I have responded Daily and Walking but could only put one, I cycle and use a car. I felt I could not answer fully.	This is noted. Any survey has its limitations. To mitigate this, the Applicant included a free text box for overall comments so people could add any additional information that hadn't been picked up in the other questions.	N/A	
295	No assurance could be given at the consultation meeting that possible future flooding would not occur. Mature ecosystems are going to be destroyed. Hedges/trees, no explanation was given to how these would be replaced. Noise and light pollution, there was no explanation as to what extent this would be resolved as to not create an issue with those living near the development.	<p>The Scheme includes the following features:</p> <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of</p>	N/A	

Ref no	Matter raised	Response	Design Change (Yes, No & N/A)	Change or no change to the scheme
		the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream. The landscape design shows how existing vegetation will be replaced, and new areas of planting created. Impacts of the Scheme on noise levels and air quality have been assessed, and noise barriers are included as part of the design.		
497	Not at all clear what you are doing - the maps are very unclear, as are the videos. Suggest a simple before and after diagram is needed. On face value, two crossroad junctions with lights are required to maintain full access into & out of the Retail Park and into Hayden Road / B4634. If access is restricted e.g. can't turn right, it will create congestion/rat runs as people try to go about their business	The right turn ban at the Gallagher Retail Park junction is no longer being taken forward. The junction will remain an all movement junction with proposed improvements.	Yes	The Scheme is no longer proposing a right turn ban at Gallagher Retail Park Junction.
387	Unclear what you mean as the maps/video look nice but lack clarity as to where you are and what you are proposing. If what you mean is to make the Tewkesbury Road from the Gallagher Retail Park up to the new Junction 10 a dual carriageway. Needed to support the opening up of Junction 10 - concerned about future development on the Tewkesbury Road/further destruction of greenbelt land.	The level of new homes and employment areas are set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City councils. The Joint Core Strategy forms part of the statutory development plan for these areas. The Scheme is critical to remove constraints on the highway network, improve connectivity between the Strategic Road Network and the local transport network, and ensure there is enough capacity to accommodate traffic demand associated with the housing and employment growth in the area.	N/A	
502	I would like some actual documentation on what you're doing rather than a purposely obfuscated website.	Printed copies of the consultation brochure and survey were available in Cheltenham and Tewkesbury Libraries throughout the consultation period and at our face to face consultation events. Paper copies of these documents plus other supporting technical documents such as the Preliminary Environmental Information Report were also available. All material was also available in an accessible format on request.	N/A	
532	There are few details provided in the consultation to enable comments to be provided on the environmental impacts.	The environmental impacts of the Scheme were presented in the Preliminary Environmental Information Report. This report was made available on the consultation website and as a paper copy on request. The environmental impacts of the Scheme proposals were summarised in the consultation brochure. This was made available on the consultation website and as a paper copy on request, as well as being available at our face to face consultation events. Additional supporting information on climate change impacts was also made available in our position statements, which was available to download from the consultation website.	N/A	
597	There are few details provided in the consultation to enable comments to be provided on the landscape proposals. (existing vegetation and trees to be removed v new vegetation and trees to be planted).	Landscape design only shows the new planting, plus any existing planting that will be retained.	N/A	
602	No, unable to view proposals	The proposals were presented in different formats as set out in the Statement of Community Consultation. These were available on the consultation website in an interactive portal; a consultation brochure (available either to download or request a paper copy); face to face events and virtual events. A dedicated inbox and phone line was set up if people had questions or needed support in accessing the information. All material was made available in accessible formats, on request.	N/A	

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605	The image of Junction 10 in the presentation makes it difficult to compare with the existing landscape. For example, to the south west of the junction and outside the existing northbound loop, there is a narrow road not explained. To the south east of the junction, the new flood storage area has a large stream passing through it, but this is not an existing watercourse. Please explain.	The narrow road is an access road to the new attenuation basin on the west side of the M5, south of Junction 10. The watercourse through the flood storage area, the attenuation basin next to the flood storage area receives highway drainage from the A4019 and the Link Road. This will discharge treated highway drainage into the flood storage area, which ultimately drains underneath the M5 through the existing Piffs Elm culvert.	N/A	
639	Homecroft Drive always seems to be just outside all the presentation details, so it is hard to get a real visual grip on how it is affected.	The information provided during the statutory consultation period focused on the Scheme proposals but also where relevant, the wider impacts of the Scheme proposals for the local area. Two face to face events and four virtual events were held for members of the public to hear about the proposals and ask questions. Prior to the Statutory Consultation period residents of Homecroft Drive were offered an individual meeting to discuss the impacts of the Scheme proposals for them. 30 residents had meetings with the project team.	N/A	
645	This website seems purposely terrible. Your map view is a satellite picture that doesn't actually show any of the changes, instead it links to other renderings from unclear angles and with most of the actual works hidden by fictitious foliage. The actual maps are hidden in 'supporting documentation' except that they aren't because the links don't really work, and nothing actually loads. If this is actually beneficial, why are you making it as difficult as possible to actually see what you're proposing to change? Why are you mislabelling things as maps when they're just satellite images with leaders pointing to nothing in particular and linking to other pages with no actual information in them? How about having a map that's actually a map of how it is with an overlay of how it will be that you can toggle on and off? You must have spent a fortune generating this glossy website carefully crafted to reveal no information, why not spend a fraction of that on something that actually tries to be informative? This may as well have been a page with a high resolution picture of an obscene hand gesture at least then your residents would be able to save some time in discovering what you think of their opinions.	The feedback is noted. The website was developed to meet Web Content Accessibility Guidelines which specifies how to make website content more inclusive and accessible to people with disabilities. The website was developed to give users a range of ways to access the information including an interactive portal, 3D visualisation and 2D plans and maps to download. Information on our proposals were included in the 3D visualisation and 2D plans. The proposals were also available in the consultation brochure and at face to face and virtual events. All material was made available in accessible formats, on request.	N/A	
662	The impression is that because development will go ahead this Scheme is effectively already signed off and will happen regardless and the consultation is just a tick box exercise. The Minister who agrees this will not care about the impact on peoples' lives and approve the Scheme without any regard to the detail (I daresay they will not even read it, let alone visit the area).	The Scheme has been categorised as a Nationally Significant Infrastructure Project. Under the Planning Act 2008, we will be required to make a Development Consent application to the Planning Inspectorate. The Planning Inspectorate will consider the application and make a recommendation to the Secretary of State, who will decide on whether development consent should be granted for the Scheme.	N/A	
674	Please make firm start dates known. Please keep the bridge open even with a contraflow in place - we work on one side of the bridge and customers will have a long drive round to get to us if it is closed completely.	Subject to planning approval, construction is planned to start late 2024 and finish in 2027. Details of phasing will be provided when a contractor has been appointed. However, the existing bridge on A4019 across M5 will be kept open, apart from the occasional night time closure.	N/A	

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709	There seems to be an assumption the Scheme will go ahead, which illegally prejudices the consultation process.	The scheme has been classified as a Nationally Significant Infrastructure Project and planning permission via a Development Consent Order application must be obtained from the Planning Inspectorate. Following the statutory consultation the proposals will be finalised and the Development Consent Order application prepared. Once the Planning Inspectorate have received and accepted the application, they will appoint an independent Examining Authority to carry out the examination. Before the examination starts, statutory consultees, the relevant local authorities and anyone with an interest in the land affected by the Scheme are contacted to notify them of their opportunity to register to take part in the examination. It is also publicised in local and national press as well as through the Planning Inspectorate, including the application in their register of applications received on their webpage. There is a specific webpage for each Development Consent Order application where the public can access and read applications and accompanying documents, including reports of pre-application consultations. The Examining Authority considers contributions, including any Local Impact Reports received from local authorities, representations from interested parties, written answers provided to written questions, and evidence provided at hearings. The Examining Authority manages the examination of applications and decides which main issues it will examine. At the end of an examination, the Examining Authority submit a report to the Secretary of State. This includes a recommendation on whether to grant development consent. The Secretary of State decides to grant or refuse development consent.	N/A	
710	The proposals are an alternative to those shown in the live planning application submitted by the Elms Park developer. It is obvious that the proposals have not been agreed with the Elms Park developers and presumably is subject to significant future change. Will there be another consultation on the final plans?	It should be noted that the proposals are an alternative to those shown in the live planning application submitted by the Elms Park developer. The Applicant is working with both the developer and local planning authorities to agree on a single solution for widening this section of the A4019. To view the planning application submitted by the Elms Park developer please visit Tewkesbury Borough Council's website.	N/A	
711	Badly handled with confusing and contradictory information being drip-fed to the local population.	This feedback is noted. The approach to consultation was set out in the Statement of Community Consultation which was published on Gloucestershire County Council's website two weeks before the start of the statutory consultation. All members of the public including the local population have had the same information and opportunity to comment on the proposals both at this stage and in the earlier non statutory consultation stage held in autumn 2020. It is unclear what contradictory information has been provided but as the Scheme develops there are changes and where appropriate have been documented in the Report on Public Consultation (June 2021), The Preferred Route Announcement (June 2021), the statutory consultation material (winter 2021/22) and the Statutory Consultation Summary (spring 2022).	N/A	
712	This has been affected by the Covid crisis and village meeting have been not held, I accept the consultation meetings have been done but felt answers were vague.	Due to the COVID- 19 pandemic it wasn't possible to meet face to face during the options consultation stage, but virtual meetings and phone calls were offered. The project team attended various parish council meetings throughout the development of the Scheme and held two face to face events during the statutory consultation period in the local area for all members of the public to attend if they had questions.	N/A	
714	It was disappointing to note the attempt to divide and conquer local opinion in Uckington by consulting separately with the residents of the Homecroft Drive vicinity.	Both the non statutory options consultation and the statutory consultation were open to all members of the public. Any targeted consultation has been with persons with an interest in land and statutory consultees. Meetings on the latest proposals prior to the statutory consultation were offered to individuals on Homecroft Drive as there had been significant changes to the proposals since	N/A	

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		the options consultation which indirectly impacted the residents. 30 residents had meetings with the project team, but all information shared was included in the statutory consultation, which was open to all members of the public.		
715	Get the media news outlets carrying the story to include a link to the consultation.	Information provided to the media included a link to the Applicant's website which set out information on the consultation including links to the consultation material and survey.	N/A	
716	This Council response was submitted to 'M5Junction10@atkinsglobal.com' requesting acknowledgement of receipt. As we have not received an acknowledgement we are copying into this survey.	All responses received by the end of the consultation period (15 February 2022) were sent an acknowledgement thanking people for their response.	N/A	
717	Is it really a consultation, in that you will listen to our views and make changes, or is it a vehicle to let us know what's already been decided?	In autumn 2020 an options consultation was undertaken to hear views and opinions for the Scheme. The preferred option was Option 2 and in June 2021, the preferred route announcement was published stating that we were progressing with Option 2, based on the preferences provided by stakeholders. The statutory consultation in late 2021/early 2022 asked for further feedback on the detailed proposals. This feedback was used to further refine the scheme proposals with the final design being submitted as part of our Development Consent Order application. There is still further opportunity to provide written representations once the Development Consent Order has been accepted by the Planning Inspectorate.	N/A	
718	Stoke Orchard & Tredington Parish Council (SOTPC) should have been properly consulted. With a reported 10,000 vehicles a day (SOTPC, November 2021) through the parish, it is remarkable that this is not a major tenet of consultation, particularly for the traffic increase from Bishop's Cleeve, Winchcombe and surrounding areas that will inevitably be attracted to use the Stoke Orchard Road to Piff's Elm route to Junction 10. It is disappointing that the environmental considerations in this area have not been acknowledged and that Stoke Orchard & Tredington Parish Council and residents have been ignored regarding this programme.	Stoke Orchard and Tredington Parish Council are identified as key stakeholders and were notified of the non statutory consultation in autumn 2020. Stoke Orchard and Tredington Parish Council were classified as prescribed consultees under the Planning Act 2008 and have been consulted on in accordance with the Planning Act. The Parish Council received a consultation pack with all relevant consultation materials on 07 December 2021 and produced a response to the consultation. A letter with responses to their matters raised at the statutory consultation stage was issued in May 2022 to the Parish Council. The Parish Council were also issued the proposed changes to the Scheme in the targeted consultation in August 2022. Information on traffic was shared with Stoke Orchard and Tredington Parish Council including the Transport Forecasting Package Report that supports the Technical Appraisal Report. It was noted in the correspondence that this version of the Transport Forecasting Package Report is based on the old Central Severn Vale base model for developing traffic forecast scenarios for Stage 2 and that the Applicant was updating the base model to the new Gloucestershire Countywide Traffic Model as part of current work to update the traffic model. The final traffic information will be published as part of the Development Consent Order application. Environmental impacts and proposed mitigation were published as part of the statutory consultation. This was summarised in the consultation brochure and also in full in the Preliminary Environmental Information Report, which were issued as part of the consultation pack to the Parish Council.	N/A	
719	There is a distinct lack of detail in the consultation process to enable the proposals to be adequately considered	This feedback is noted. The scheme proposals published as part of the statutory consultation included details of the design and layout of the Scheme as well as environmental impacts and mitigation of these impacts. The feedback has helped us to refine the design even further and this design is part of the Development Consent Order application.	N/A	
721	The 2031 phase of the Gallagher junction needs far better explaining as it is almost an undercard that	The statutory consultation feedback survey included a question "to what extent do you agree or disagree with the closure of right turns off the A4019 at	N/A	

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	people won't see or understand and would get approval via stealth.	Gallagher Retail Park junction in 2031". 60% of respondents strongly agreed or agreed with the proposal and 22% strongly disagreed or disagreed with the proposal. Non-local respondents (those who live outside the GL51 postcode area) were significantly more likely to strongly agree with proposals for Gallagher Retail Park Junction in 2031 than local respondents: 35% compared to 24%. A number of statutory consultees were not in favour of the closure of right turns. Using the feedback and further design work, the Applicant will not be taking forward an option to close off right turns off the A4019 at Gallagher Retail Park junction.		
722	Consultation has not been very visible. Please put more signs up around appropriate road site.	This feedback is noted. The Statement of Community Consultation set out the approach for the statutory consultation. This was published as a Section 47 notice in the Times, London Gazette (25 November 2021) and Gloucestershire Echo and Gloucester Citizen (25 November and 02 December 2021). A digital first approach was undertaken, using a website to host the consultation materials but also made key documents available as hard copies. Two face to face events and four virtual events were held, accessible to all members of the public. A range of methods to promote the consultation was used, including press releases, social media campaigns, household leaflet drop (within 500m of the Red Line Boundary of the Scheme); posters in 18 public information points and road signs including A frames and Variable Messaging Signs along the A4019.	N/A	
723	The questionnaire is extremely poorly laid out. Each proposal should be detailed and then the questions relating to it asked. The full proposals detailed and then all the questions asked assuming that lay-people can remember the labelling and detail of each part if the proposal. There will be far more people answering don't know or failing to respond as a result, meaning that this is not a properly constituted consultation process.	The feedback is noted. The survey was reviewed by an independent market research agency and used industry best practice in survey design as well as guidance from the Consultation Institute. The response rate is broadly in line with the options consultation from autumn 2020.	N/A	
725	The website looks flashy, and no doubt was costly to put together - it lacks detailed clarity on exactly what is being proposed e.g. location of the link road, A4019 subsection 1, plans for the Gallagher retail park junction(s?). Suggest an aerial map of the area as is, and then an overlay with the proposals would be much clearer - and then yes have the buttons to click on for more detail on a specific item	The feedback is noted. The website was developed to give users a range of options to access the information including an interactive portal, 3D visualisation and 2D plans and maps to download. Information on the proposals were included in the 3D visualisation and 2D plans. The proposals were also available in the consultation brochure and at face to face and virtual events.	N/A	
726	Many of the local villages affected have their own Facebook pages. You could have advertised the consultation on these. You could advise the local parish councils, who would gladly disseminate the information.	The Applicant's social media channels were used to promote the statutory consultation and encouraged followers to share these posts. Parish councils were contacted prior to the statutory consultation period offering them posters and leaflets to promote the consultation. Posters were provided to 18 public information points advertising the consultation in local community facilities.	N/A	
727	More outreach to the community earlier on in the press.	The Statement of Community Consultation set out the approach for the statutory consultation. This was published as a Section 47 notice in the Times, London Gazette (25 November 2021) and Gloucestershire Echo and Gloucester Citizen (25 November and 02 December 2021). Press releases and social media were also used in the run up and during the consultation period.	N/A	

N.4. Design

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4	Would a roundabout each side like Quedgeley junction save motorway problems?	It is assumed Quedgeley junction refers to M5 Junction 12, which is a dumb-bell type junction. A dumb-bell junction was assessed along with other options in the Technical Appraisal report during Stage 2 of this project. It was sifted out of the assessment as it was considered to have fewer benefits than other options. In particular, a dumbbell type junction would have less capacity than a gyratory type junction.	N/A	
25	Will it be designed to take electric driverless vehicles and be designed to accommodate micro road charging?	The current design standards (Design Manual for Roads and Bridges) does not include any special measures to take account of these technologies. However, new technologies will be evaluated by the highway authorities (The Applicant and National Highways) as they become available.	N/A	
33	Concerned about the junction being signalised, rather than the flow of traffic being allowed to move freely.	The new M5 Junction 10 would have four arms, two of which are the slip roads to/from the M5 motorway whilst the other two provide links to A4019 east and west. The volumes of traffic flows to/from these arms to the new roundabout are quite different. In such circumstances the traffic from the minor arms would find it quite difficult to enter the roundabout which could well lead to these drivers attempting use unsafe gaps to make their manoeuvre. This in turn makes the roundabout unsafe for all users.	N/A	
40	It would be best to have access from the A4019 to both directions of the M5, it would reduce the amount of traffic going through Cheltenham to gain access to either direction of the M5. Conversely, being able to exit the M5 from either direction onto the A4019 would also be greatly beneficial.	The proposed design allows for all movements between the A4019 and the M5.	N/A	
42	Please take into consideration the local parishes who will be hugely affected by the changes to the junction. Elmstone Hardwicke Piffs Elm to Stoke Orchard Road will be used as a major rat run to access the junction without the infrastructure to cope e.g. no footpaths or cycle, too dangerous for residents to use to access the transport links that will be in place from the improvements.	Traffic impacts have continually been reviewed as the Scheme has developed. Traffic modelling has taken place with information provided in the Transport Assessment, which forms part of the Development Consent Order application.	N/A	
45	This junction should be either north or south of proposed plan, preferably north.	Junctions to the north and to the south were assessed along with other options in the Technical Appraisal report during Stage 2 of this project. A roundabout to the south was sifted out as it was considered to have fewer benefits and greater impacts than other options. Junctions to the north were assessed along with other options and were not taken forward due to technical complexities and affordability issues.	N/A	
51	The preferred option seems to involve demolition of all existing structures - is the current bridge 'time expired'?	The existing Piffs Elm Bridge has a history of defects and repairs, notably a full replacement of the bridge foundations in 2017 due to the onset of thaumasite sulphate attack, a known issue with many structures in the area. In addition, the existing bridge headroom under the bridge is already at the minimum allowed for bridges above motorways, and therefore has no allowance for future road overlay resurfacing without increasing the risk of a vehicle bridge strikes to the bridge deck. Retaining the existing Piffs Elm Interchange Bridge through possible refurbishment could be undertaken in the short term. However, it is unlikely that a refurbished bridge would provide the same 120-year design life of a new	N/A	

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		structure. Future deterioration of the structure as a result of stress cracking identified during the assessment, is also of concern. The structural assessment has also confirmed risk of failure under serviceability limit state (day-to-day operation) under the same live load condition, due to stresses within the deck exceed those allowed by standard for such situations. Although this may not ultimately lead to failure of the structure, it would likely result in stress cracking of the concrete and accelerated deterioration in future. For the above reasons it was decided that demolition of the existing bridge and construction of the two new bridges to form the upgraded all movement junction would be the best solution for the longevity of the Scheme.		
54	Why not build it half a mile to the north, on the ground which are fields, add in a slip road, and save all the aggravation that this will cause for 18 months to people using this road. It would cause minimal disruption, and requires a slip road to and from a new junction.	Junctions to the north were assessed along with other options in the Technical Appraisal report during Stage 2 of this project and were not taken forward due to technical complexities and affordability issues.	N/A	
55	There seems to be no consideration to upgrades to the two road junctions between M5 Junction 10 and Coombe Hill/A38. The junctions at The Gloucester Old Spot and the Boddington turn are difficult enough to use at the moment (when trying to gain access to the A4019). This will be made worse by the development of M5 Junction 10. In the event of a motorway closure, traffic will divert to the A38; the volume of traffic will mean that the junctions at the Old Spot & Boddington will become impossible to use. This, added to the housing developments at Coombe Hill (both already in progress), will generate extra traffic to the new M5 Junction 10 from Coombe Hill, again making these two important local junctions difficult and dangerous to use.	No operational improvements are proposed to these junctions as they are outside the scope of the Scheme.	No	No operational improvements are proposed to these junctions as they are outside the scope of the Scheme.
60	Ensure good access and priority at new signalised junctions for cyclists and pedestrians.	The improvement of accessibility for pedestrians and cyclists is a fundamental part of the Scheme. Segregated facilities remain as the previous design iteration and the route connects into the Public Rights of Way network and the local highway network. Controlled crossings are still provided at key locations namely the signalised controlled junctions at the West Cheltenham Link Road, Uckington, Safeguarded Site access, North West Cheltenham (Elms Park) Allocated Site access and Gallagher Retail Park. These signalised crossings will be designed to create a balance between reducing severance for pedestrians and cyclists and minimising delays to traffic. In addition to this, a shared underpass has been included on the A4019 to the east of M5 Junction 10 which will provide a new Public Right of Way linking Withybridge Lane to the northern side of the proposed A4019 dual-carriageway, including a connection to the existing bridleway located to the north of the A4019. Thus an equestrian route from the existing bridleway to Withybridge Lane will be provided.	N/A	
61	There needs to be a layby after coming off M5 for lorries.	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified.	No	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified.
68	Is it possible to alter the junction without being so overt? Could it not go under the motorway?	The topography of the surrounding land, being flat and low lying does not lend itself to a junction being below the motorway. It could also lead to greater disruption of the M5 during construction as each carriageway is excavated.	No	The topography of the surrounding land, being flat and low lying does not lend itself to a junction being below the motorway. It could also lead to

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				greater disruption of the M5 during construction as each carriageway is excavated.
75	Being as it is strategically located between Cheltenham, Gloucester and Tewkesbury, would it not be an ideal location for a multi-modal transport hub, where heavy ICE (Internal Combustion Engine) vehicles meet localised EV (Electric Vehicle) commercial vehicles, to keep the former out of the centre of our towns and cities? This could also accommodate improved welfare facilities for HGV drivers, as we know this is a major issue for the UK as a whole, as well as new services for all drivers, including EV charging points.	The Park and Ride is part of the Elms Park Planning Application and is outside the scope of this Scheme. We are liaising with the developers and Local Planning Authorities to ensure the Scheme takes this into account. The provision of wider facilities for HGVs is subject to local planning and development plans and is outside the scope of this Scheme.	No	Provision of a Park and Ride is for the Elms Park Development to provide and is outside the scope of the Scheme.
79	Design seems to follow principle of M5 Junction 9, which is also signalled flyover roundabout with a cycle path on the north side. For travel across M5 at peak times, Junction 9 is a nightmare. Difficult to know whether or not Junction 10 will also be a nightmare, but it appears to have three lanes instead of two. The biggest problem with Junction 9 is traffic blocking routes that would otherwise be clear. It is vital that Junction 10 is better.	The proposed design has been designed and assessed so that it would operate effectively during the peak hours for the design year (15 years after opening).	No	The proposed design has been designed and assessed so that it would operate effectively during the peak hours for the design year (15 years after opening).
91	The proposals will further turn Stoke Road into a rat run. There is already a speeding problem here and it should be recognised that the road is in close proximity to residential housing and two children's play areas. At the public consultation at Hester's Way Community Centre, the Applicant representatives said that no changes to Stoke Road were being considered as part of the subject proposal. However, in my view, Stoke Road absolutely needs be addressed to make it a less desirable route to traffic coming from Bishops Cleeve to Junction 10. This should include traffic calming measures such as speed humps and speed cameras to reduce the volume of traffic and deter speeding along the Stoke Road.	Impacts on Stoke Road have continually been reviewed as the Scheme has developed. Intervention options have been identified in the Transport Assessment, which forms part of the Development Consent Order application.	N/A	
93	Consider the Piffs Elm and Staverton Village Junctions due to the increased traffic from new houses and two way Junction 10.	Improvements to the Piffs Elm and Staverton Village Junctions do not form part of the Scheme. There are no plans to improve capacity as this is likely to further increase traffic along this road, which is not desired by the local community.	N/A	
95	It needs dual carriageway the whole length of A4019.	Early traffic modelling during the "Options" stage (Project Control Framework Stage 2) showed around 10% increase in traffic on the A4019 between Coombe Hill and the motorway. This increase can be accommodated by the existing single carriageway road and therefore upgrading to dual carriageway was not considered necessary.	No	Early traffic modelling during the "Options" stage (Project Control Framework Stage 2) showed around 10% increase in traffic on the A4019 between Coombe Hill and the motorway. This increase can be accommodated by the existing single carriageway road and therefore upgrading to dual carriageway was not considered necessary.
109	A little concerned that the A4019 is not becoming a dual-carriageway up to Coombe Hill junction as this road will be more busier with the new M5 Junction 10 being available. Plus the Old Spot pub junction is an accident black-spot and needs a roundabout or traffic lights to make it safer.	This is outside of the scope of the Development Consent Order Limits.	No	This is outside of the scope of the Development Consent Order Limits.

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114	I notice from the overall aerial depiction, on the new roundabout, entering or leaving at the first exit, the road markings indicate that there is not a dedicated lane to do this. It would be much safer and traffic would flow would be improved. An example where this works very well is on the A419, approaching the M4 junction from the north and going east towards London, the dedicated left hand lane filters directly to the M4 east.	The proximity of the Link Road Junction signalised junction does not lend itself to a dedicated left turn lane as described. It would create issues with vehicles wishing to turn right onto the link road attempting to cross two lanes of traffic over a short length, creating safety issues.	No	The proximity of the Link Road Junction signalised junction does not lend itself to a dedicated left turn lane as described. It would create issues with vehicles wishing to turn right onto the link road attempting to cross two lanes of traffic over a short length, creating safety issues.
119	The one aspect I think could be better with the junction layout is that the proposed layout forces cars traveling across the junction between Cheltenham and the A38 to traverse the roundabout, which means most vehicles will have to stop and start. It would be much more efficient and better for the environment if they did not have to traverse the roundabout, instead having a flyover that allows those vehicles not using the M5 to avoid the junction roundabout. Similar to the A40 at Junction 11.	The cost of such a flyover would be prohibitive and unlikely to be justified for the volume of vehicles doing this movement.	No	The cost of such a flyover would be prohibitive and unlikely to be justified for the volume of vehicles doing this movement.
121	Scale of the project seems to have become over ambitious. What is needed is simple access from the M5 travelling north and access to the M5 travelling south as per a normal junction. This project appears to providing a means of large scale development in an inappropriate manner for a rural area.	The Scheme has been designed taking account of the predicted traffic flows in the design year, and 15 years after opening, taking account of the planned housing and employment developments.	No	The Scheme has been designed taking account of the predicted traffic flows in the design year, and 15 years after opening, taking account of the planned housing and employment developments.
135	Please make a lay-by for our friends with the burger van , they have made a thriving and excellent business over the last ten years.	The provision of a layby has been examined but unfortunately no safe location could be identified.	No	The provision of a layby has been examined but unfortunately no safe location could be identified.
136	It should go further north.	Junctions to the north were assessed along with other options in the Technical Appraisal Report during Stage 2 of this project, and were not taken forward due to technical complexities and affordability issues.	No	Junctions to the north were assessed along with other options in the Technical Appraisal Report during Stage 2 of this project, and were not taken forward due to technical complexities and affordability issues.
137	Please add a lay-by for lorries to rest before entering Cheltenham. The burger van is one of the best in Gloucestershire.	The provision of a layby has been examined but unfortunately no safe location could be identified.	No	The provision of a layby has been examined but unfortunately no safe location could be identified.
144	This is in the wrong place. It should be placed either north or south, preferably north of the proposed route.	Junctions to the north and to the south were assessed along with other options in the Technical Appraisal Report during Stage 2 of this project. A roundabout to the south was sifted out as it was considered to have fewer benefits and greater impacts than other options. Junctions to the north were assessed along with other options and were not taken forward due to technical complexities and affordability issues.	No	Junctions to the north and to the south were assessed along with other options in the Technical Appraisal Report during Stage 2 of this project. A roundabout to the south was sifted out as it was considered to have fewer benefits and greater impacts than other options. Junctions to the north were assessed along with other options and were not taken forward due to technical complexities and affordability issues.
151a	Is compulsory purchase of the houses in the cul-de-sac beside the existing M5 bridge unavoidable? And a good use of taxpayer money?	The houses at Withybridge Gardens will need to be demolished to enable the Scheme to go ahead. Elsewhere, the Scheme has been designed to minimise the demolition and impacts on properties.	N/A	
152	Building a signalised roundabout from scratch is completely mad. The existing junction design should be modified. This can be achieved by: 1) Replacing the existing A4019 bridge with a dual-3 lane bridge over the M5 (along with a segregated cycle/footway on the north side of the bridge). This would	Various alternative options were assessed in the Technical Appraisal Report during Stage 2 of this project. These were all sifted out as it they were considered to either have fewer benefits and greater impacts than other options, technical complexities and affordability issues or capacity issues.	No	Various alternative options were assessed in the Technical Appraisal Report during Stage 2 of this project. These were all sifted out as it they were considered to either have fewer benefits and greater impacts than other options, technical complexities and affordability issues or capacity issues.

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	<p>provide the turn lane from A4019(W) to M5(N) and would accommodate a turn lane for A4019(E) to M5(S).</p> <p>2) Adding a new north exit-slip around the existing northbound entry slip. This would provide free-flow between the A4019(W) and M5(N) and vice-versa.</p> <p>3) Adding an entry slip for M5(S) south of the A4019, to create a half-diamond on the eastern side of the junction. This would allow free-flow between the A4019(W) and M5(S) and vice-versa. With this design, non-motorised users would only be required to cross two roads, both the southbound exit slips. A toucan crossing can be used for the slip to the A4019(E) to provide safer crossings. The southbound exit slip, which would turn right onto the A4019(W) would already be signalised in this sort of design.</p>			
165	Where is the link road coming out?	The new link road connects the A4019 with the B4634 with signalised junctions proposed at both ends. The link road will run parallel and roughly 250m to the east of Withybridge lane.	N/A	
169	If these proposals are allowed to progress and the West Cheltenham Link Road goes ahead as proposed, why do you not provide a Park and Ride facility with charging points for electric cars exactly at the point where this link road joins the A4019? A Park and Ride would immediately reduce the traffic heading to the bottleneck around Sainsbury's.	Provision of a Park and Ride is part of the Elms Park Planning Application and therefore is outside the scope of the Scheme. The project team have been in liaison with local planning authorities and developers about the location of the Park and Ride, however, it remains outside the scope of the Scheme.	No	Provision of a Park and Ride is part of the Elms Park Planning Application and therefore is outside the scope of the Scheme. The project team have been in liaison with local planning authorities and developers about the location of the Park and Ride, however, it remains outside the scope of the Scheme.
172	By not building this road, motorists will not be inconvenienced because you have fixed Junction 11 and Arle Court, so will not be held up. This link road will only increase traffic through Churchdown and Benhall. Churchdown is bypassed east-west by the Golden Valley and north-south with the M5 so there is no purpose to increase capacity for these roads around Churchdown. Churchdown residents will benefit from the tens of millions you have already spent on Elmbridge Court, and so will not need the new road either. Benhall residents have already had to handle the huge volumes of traffic the Arle Court Scheme will bring.	The proposed improvements at M5 Junction 10 are critical to remove constraints on the highway network, improve connectivity between the Strategic Road Network and the local transport network, and ensure there is enough capacity to accommodate traffic demand associated with the housing and employment growth in the area and to minimise any future pressure demand on Junction 11. Several of the policy documents have identified improvements to M5 Junction 10 as a key component for delivering new housing and improvement sites for development to the west of Cheltenham. An all-movements junction has been identified as a key infrastructure requirement to enable the housing and economic development proposed by Gloucestershire's Local Economic Partnership Strategic Economic Plan. It is also central to the transport network sought by the council in the adopted Gloucestershire Local Transport Plan. Traffic modelling has been used to inform the design to ensure there is suitable capacity on the highway network, takes into account planned and potential developments, including the safeguarded land.	N/A	
180	Needs to connect to A40 Junction 11 as well. Cycle path good to Chelt but again does not run to, and meet with the woefully short 300m cycle path at Coombe Hill. A real shame to miss that opportunity.	Although these locations are outside of the scheme extents, the proposed developments to the south of the link road as part of the West Cheltenham Development site will provide further links from the current end of route towards the A40.	No	Although these locations are outside of the scheme extents, the proposed developments to the south of the link road as part of the West Cheltenham Development site will provide further links from the current end of route towards the A40.
184	It is an interesting option. Given changing transport needs will it be valuable in 30 years time? Will it be designed to take electric driverless vehicles? Will it be design to accommodate micro road charging? The video gave no information on impact on climate change, please	The Scheme has been designed and assessed so that it would operate effectively during the peak hours for the design year (15 years after opening). The Applicant is aware of the potential future changing traffic and transport, including the change to electric vehicles, however, the long term management of these changes is best placed to be managed by the local planning authorities.	N/A	

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	can you supply the carbon budget for junction. The video gave no information on the impact on wildlife. I gather it is now a legal requirement of all national infrastructure projects to deliver minimum of 10% net biodiversity gain.	The Applicant is liaising with them to ensure the M5 Junction 10 Scheme does not hinder future needs. Within the Environmental Statement the carbon footprint for the Scheme, and assessment of this carbon footprint against the UK's carbon budget is reported. In line with current guidance, our flood modelling and drainage design takes into account climate change and appropriate mitigation is being provided. The Scheme has an objective of achieving a net gain in biodiversity (including for terrestrial habitats, hedgerows, and rivers and streams) and therefore is looking to maximise provision of additional trees and hedges whilst still maintaining context within the wider landscape. The Scheme acknowledges there will be impact to wildlife and is providing appropriate mitigation to address those impacts. Details of the impacts and mitigation are provided in the Environmental Statement, which forms part of the Development Consent Order application.		
190	Would be good to have a layby. Places are needed around areas for lorries, coaches or broken down vehicles.	Due to the location and purpose of the West Cheltenham Link Road this road is not suitable to accommodate a lay-by. The A4019 was looked into but due to lack of space available between traffic signal junction and limited u-turn options along the A4019 it was not possible to find a suitable safe location to provide lay-bys.	No	Due to the location and purpose of the West Cheltenham Link Road this road is not suitable to accommodate a lay-by. The A4019 was looked into but due to lack of space available between traffic signal junction and limited u-turn options along the A4019 it was not possible to find a suitable safe location to provide lay-bys.
189	I think this would be good, it would help when there are problems on the motorway. However, many people using such a road would be headed to Tewkesbury, how will it lead onto roads there?	The Scheme has been designed to prevent high levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments along the A4019 and Old Gloucester Road. It consists of a number of elements including a full movement junction with M5; widening remaining parts of the A4019; and a new link road between A4019 and Old Gloucester Road. Our assessment to date shows that the Scheme would by and large meet the future travel demand in the area. There would be a number of new traffic signals along the A4019. The operation of the new traffic signals would be coordinated to minimise delay along the A4019. Should the Scheme have any adverse impact on traffic signal operation beyond the A4019 toward Cheltenham the coordination area of the traffic signals would be expanded.	N/A	
196	Presumably this is to assist traffic moving northward from Staverton/Churchdown to join the M5. But does this not duplicate Withybridge Lane. Why not upgrade Withybridge Lane?	A new link road is required to allow traffic from the proposed development in West Cheltenham to use Junction 10 and reduce pressure on Junction 11 and local roads. Options to upgrade Withybridge Lane were considered during the assessment stage but these were considered to have fewer benefits, greater impacts and technical complexities compared to the West Cheltenham Link Road.	N/A	
201	Why not use Withybridge Lane?	A new link road is required to allow traffic from the proposed development in West Cheltenham to use Junction 10 and reduce pressure on Junction 11 and local roads. Options to upgrade Withybridge Lane were considered during the assessment stage but these were considered to have fewer benefits, greater impacts and technical complexities compared to the West Cheltenham Link Road.	N/A	
203	The extent to which it will effect the Old Gloucester Road seems to have been overlooked.	Early traffic modelling shows some increases in traffic between West Cheltenham Link Road and Gallagher Junction but still within the capacity of the Old Gloucester Road. This is predominately from the West Cheltenham Development. This development will examine and provide any further improvements required as part of the planning process. The M5 Junction 10 Improvements Scheme is to "unlock" the strategic development sites rather than provide all potential improvements.	N/A	

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204	Should it be a dual carriageway for future demand? Maybe the bridge should be built wide enough to make it easy to upgrade to dual carriageway in the future?	The forecast traffic flows for the design year of 2042 are significantly below the lower threshold of that considered for provision of a dual carriageway. Therefore, the need to allow provisions for future widening with associated economic, land take and environmental impacts would not be justified.	N/A	
205	The Link Road uses up valuable agricultural land and duplicates an already existing road.	The use of Withybridge Lane as the Link Road was assessed as part of the development of the Scheme design, and is reported in the Environmental Statement.	N/A	
206	Will single carriageways be sufficient for the future?	The forecast traffic flows for the design year of 2042 are significantly below the lower threshold of that considered for provision of a dual carriageway. Therefore, the need to allow provisions for future widening with associated economic, land take and environmental impacts would not be justified.	N/A	
213	Needs a layby for taco breaks and breakdowns, which are not on the plans.	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified.	No	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified.
218	I appreciate there has been an options development exercise but I would support using upgrades to current infrastructure, rather than new road building - the land take should be minimised. Road expansion does not match climate change ambitions.	The options development is reported as part of the Environmental Statement.	N/A	
215	The increase in traffic flow, specifically constant flow without gaps, will make it even harder for cyclists turning right onto Tewkesbury Road following the very popular national cycle route. Please seriously consider construction of a bridge to allow safe access for cyclists and pedestrians over the Tewkesbury Road, between Boddington and Hardwicke.	Improvements to the A4019/Boddington Junction are beyond the scope of the Scheme. However, the proposed new Junction 10 removes the current A4019 free flow over the M5. This may result in more gaps appearing as traffic is held at the signalised Junction 10.	No	Improvements to the A4019/Boddington Junction are beyond the scope of the Scheme. However, the proposed new Junction 10 removes the current A4019 free flow over the M5. This may result in more gaps appearing as traffic is held at the signalised Junction 10.
216	I do not understand the need for a link road for motor traffic - access to the motorways in both directions will be provided with Junction 10, so surely this route exists as a quick route? I do not understand the justification for it.	Assuming this is referring to the new link road. Currently Junction 11 is experiencing capacity issues and it is therefore necessary to provide a link to Junction 10 to cater for the additional trips generated by the West Cheltenham Development.	N/A	
219	I am not sure it is needed, it covers the same route and Withybridge Lane, which does not generally get that busy. Also with the B4634 going to Tewkesbury Road and almost never busy, seems like triple redundancy so unnecessary loss of green space. I certainly do not think the world needs more houses - we just need to stop multi-home owning landlords buying normal people out of the market.	The use of Withybridge Lane as the Link Road was assessed as part of the development of the Scheme design, and is reported in the Environmental Statement.	No	The use of Withybridge Lane as the Link Road was assessed as part of the development of the Scheme design, and is reported in the Environmental Statement.
226	Opinion depends on the route and destination of link road, and details of the West Cheltenham developments. Dual carriageway is preferred.	A new link road is required to allow traffic from the proposed development in West Cheltenham to use M5 Junction 10 and reduce pressure on M5 Junction 11 and local roads. The forecast traffic flows for the design year of 2042 are significantly below the lower threshold of that considered for provision of a dual carriageway. Therefore, the need to allow provisions for future widening with associated economic, land take and environmental impacts would not be justified.	N/A	
225	Another junction on the A4019. It will slow progress down diminishing the benefit of the dual carriageway.	Assuming this is referring to the new link road junction with A4019. Currently Junction 11 is experiencing capacity issues and it is therefore necessary to	N/A	

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		provide a link to Junction 10 to cater for the additional trips generated by the West Cheltenham Development.		
228	Traffic flows and safety should be better than along Withybridge Lane because link road is further from Junction 10. Not clear from presentation if the link road simply replaces Withybridge Lane. One diagram has an industrial site outlined beyond junction with B4634, implying a 4-way roundabout at the southern end of link road. When diversions are needed, we need all our minor roads because we have so few.	A new link road is required to allow traffic from the proposed development in West Cheltenham to use Junction 10 and reduce pressure on Junction 11 and local roads. Withybridge Lane kept open for traffic with Withybridge Lane/A4019 junction having a left in and left out turn.	N/A	
231	Add a northbound route to take traffic towards the racecourse and Prestbury and Charlton Kings.	This is not within the scope of the Scheme.	N/A	
243	I do not really understand why the Link Road can not be incorporated into the existing Withybridge Lane, as otherwise you have a redundant road (apart from for access) and are creating more problems with junctions on the B4634 which will have a big impact on commuter traffic. I agree with the road principle, just not the way it's been designed.	A new link road is required to allow traffic from the proposed development in West Cheltenham to use Junction 10 and reduce pressure on Junction 11 and local roads. Withybridge Lane kept open for traffic with Withybridge Lane/A4019 junction having a left in and left out turn. Options to upgrade Withybridge Lane were considered during the assessment stage but these were considered to have fewer benefits, greater impacts and technical complexities compared to the West Cheltenham Link Road.	N/A	
252	The single lane road will be inadequate when the land safeguarded for development adjacent to the M5 is developed.	The forecast traffic flows for the design year of 2042 are significantly below the lower threshold of that considered for provision of a dual carriageway. The need to allow provisions for future widening with associated economic, land take and environmental impacts would not be justified.	No	The forecast traffic flows for the design year of 2042 are significantly below the lower threshold of that considered for provision of a dual carriageway. The need to allow provisions for future widening with associated economic, land take and environmental impacts would not be justified.
253	There are businesses in the lay-bys. Will there be new lay-by space for them in the new proposals?	Provision of a layby has been examined but unfortunately no safe location could be identified.	No	The provision of a layby has been examined but unfortunately no safe location could be identified.
254	No widening, it will only lead to a higher traffic density.	The Scheme is made up of a number of elements including a full movement junction with M5, widening parts of the A4019 and a new West Cheltenham Link Road between A4019 and Old Gloucester Road. There will be increases in traffic from two major new developments as well as natural growth in traffic along the A4019. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	N/A	
257	Not sure a single carriageway is best, surely a dual carriageway would be better with the huge amount of traffic generated from the cyber-park?	The forecast traffic flows for the design year of 2042 are significantly below the lower threshold of that considered for provision of a dual carriageway. Therefore, the need to allow provisions for future widening with associated economic, land take and environmental impacts would not be justified.	No	The forecast traffic flows for the design year of 2042 are significantly below the lower threshold of that considered for provision of a dual carriageway. Therefore, the need to allow provisions for future widening with associated economic, land take and environmental impacts would not be justified.
260	There should be a continuation of the road through to the GCHQ area.	Although this is not within the scope of the scheme, the link road will be connecting into the West Cheltenham Development site which may provide further onward links.	N/A	
261	We see no plans for lay-bys. We run a storage business and our customers use lay-bys for taco rest times and breakdowns. Maybe there are lay-bys planned but I am	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified. Access to Stanboro Lane will be maintained.	N/A	

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	unable to view them. Also most of our customers run small independent businesses, how are they going to effectively get in and out of Cheltenham Storage Solutions based at Stanboro, Stanboro lane, GL51 9TN?			
262	Is a single carriageway enough for the long term projected traffic?	The forecast traffic flows for the design year of 2042 are significantly below the lower threshold of that considered for provision of a dual carriageway. Therefore, the need to allow provisions for future widening with associated economic, land take and environmental impacts would not be justified.	N/A	
265	There does need to be some linkage but it seems silly to have dual carriageway feeding into a single carriage link road. I suspect this will soon become full to capacity. Especially if new housing goes ahead.	The forecast traffic flows for the design year of 2042 are significantly below the lower threshold of that considered for provision of a dual carriageway. Therefore, the need to allow provisions for future widening with associated economic, land take and environmental impacts would not be justified.	N/A	
264	As the bottleneck to traffic flow into Cheltenham is the Princess Elizabeth Way island, the provision of a dual carriageway would only increase the traffic flow rate into the congestion and not provide any benefit. A single carriageway is quite a good way of slowing traffic flow before a pinch-point. Dual carriageway feeders tend to increase stress when two lanes of flow are merging into one.	The Scheme is made up of a number of elements including a full movement junction with M5, widening parts of the A4019, and a new West Cheltenham Link Road between A4019 and Old Gloucester Road. The proposed scheme including widening along the A4019 is between the new M5 Junction 10 and east of Gallagher Junction. The section between Gallagher Junction and Kingsditch is already dual. There will be increases in traffic from the two major new developments as well as natural growth in traffic along the A4019. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. Our assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large will provide an acceptable level of service along the A4019. The operation of the new traffic signals would be coordinated to minimise delay along the A4019. Should the Scheme have any adverse impact on traffic signal operation beyond the A4019 toward Cheltenham the coordination area of the traffic signals would be expanded.	N/A	
267	Lack of access to A4019 from Withy Bridge Lane to turn right for Cheltenham.	Withybridge Lane will be kept open for traffic with Withybridge Lane/A4019 junction having a left in and left out turn. There is no right turn possible here, due to dual carriageway and central reservation. Providing a gap in the central reservation would create safety implications. To access the A4019 eastbound towards Cheltenham users can travel westbound to M5 Junction 10 and use the roundabout to join the A4019 eastbound. Alternatively, access to the A4019 eastbound can be achieved via the new West Cheltenham Link Road and signalised junction.	N/A	
268	Can not see the purpose of this road as you have Withybridge Lane in parallel.	The new West Cheltenham Link Road is required to allow traffic from the proposed development in West Cheltenham to use M5 Junction 10 and reduce pressure on M5 Junction 11 and local roads. Options to upgrade Withybridge Lane were considered during the assessment stage but these were considered to have fewer benefits, greater impacts and technical complexities compared to the West Cheltenham Link Road.	N/A	
272	Not sure of the extent of the need, even with new developments. Are there other ways to improve flow without this?	The new West Cheltenham Link Road is required to allow traffic from the proposed development in West Cheltenham to use Junction 10 and reduce pressure on Junction 11 and local roads. Options to upgrade Withybridge Lane were considered during the assessment stage but these were considered to have fewer benefits, greater impacts and technical complexities compared to the West Cheltenham Link Road.	N/A	

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270	You make no mention of the number of houses that will need to be demolished to make way for the Scheme. It would be better if you gave an idea of how many would be affected, demolished or having their frontages compromised. At present, you only show the results and not the existing situation, somewhat deceptive.	We acknowledge that some properties in the vicinity of the scheme, including those at Withybridge Gardens, will need to be acquired for construction of the project. The design has been developed to keep the impact of the scheme as low as practically possible and to keep the land acquisition to minimum. An external consultant has been appointed to lead on engagement with landowners and occupiers. Individual meetings have taken place with People with an Interest in Land.	N/A	
271	Build the roads before any housing or extra business premises are constructed to reduce traffic whilst construction occurs.	The Scheme is planned to be constructed prior to dependent development. All the housing developments will be subjected to planning approval from local planning authorities where the impact of highway network will be taken into account.	N/A	
273	No new roads should be built as this is completely contrary to reducing carbon emissions. Also, the new cyber park should be accessed from junction 11 and better public transport.	This option is not deemed suitable as M5 Junction 11 already suffers from congestion. It is considered necessary to provide the West Cheltenham Link Road to relieve the pressure the West Cheltenham Development would have on M5 Junction 11. The Scheme includes an active travel corridor along the length of the Scheme to support travel options other than by road vehicle. Provision for a future bus lane is also included as part of the Scheme.	No	This option is not deemed suitable as M5 Junction 11 already suffers from congestion. It is considered necessary to provide the West Cheltenham Link Road to relieve the pressure the West Cheltenham Development would have on M5 Junction 11. The Scheme includes an active travel corridor along the length of the Scheme to support travel options other than by road vehicle. Provision for a future bus lane is also included as part of the Scheme.
280	Needed to support the opening up of the junction, concerned about future development on the Tewkesbury Road/further destruction of greenbelt land. It is not clear exactly where you are proposing to put the new link road.	Location of the West Cheltenham Link Road is shown in the Scheme design presented at the statutory consultation.	N/A	
276	It marginalises businesses in the existing laybys i.e., distinctive iron work and camper van hire, and will lead to infill right the way across to the B4063 and beyond.	Provision of a layby has been examined but unfortunately no safe location could be identified. Future development (infill) is a matter for the local planning authorities. It is not currently part of the Joint Core Strategy.	N/A	
421	Concerned with the left turn slip road at the new signalised crossing near the Civil Service sports ground.	The design has changed to make this a cross-roads junction by moving the proposed North West Cheltenham (Elms Park) Allocated Site access junction west to create a cross-roads junction with the Civil Service Club.	Yes	The design has changed to make this a cross-roads junction by moving the proposed North West Cheltenham (Elms Park) Allocated Site access junction west to create a cross-roads junction with the Civil Service Club.
641	We see no plans for laybys.	Unfortunately due to the lack of space available between the various traffic signal junctions and limited u-turn options (M5 Junction 10 and Kingsditch Junction), it was not possible to identify suitable safe locations to provide laybys.	No	The provision of a layby has been examined but unfortunately no safe location could be identified.
596	There are no laybys for lorry to have breaks. No places for broken down vehicles.	Unfortunately due to the lack of space available between the various traffic signal junctions and limited u-turn options (M5 Junction 10 and Kingsditch Junction), it was not possible to identify suitable safe locations to provide laybys.	No	The provision of a layby has been examined but unfortunately no safe location could be identified.
278	Dualling A4019 from M5 Junction 10 to A38 will result in increased tailbacks at A38 signals. If signalled pedestrian/cycle crossing installed at Piff's Elm then tailbacks doubled. If no signalled crossing, then casualties invited.	The widening along the A4019 is mainly eastbound between M5 Junction 10 and Gallagher Junction. The A4019 west is locally widened as part of the new M5 Junction 10 which only stretches as far as Piff's Elm. The new M5 Junction 10 is a signalised roundabout which its operation including the queue lengths would be monitored and excessive queues would be dealt with through operation of the signals. There are currently no traffic signals at Piff's Elm and no changes are proposed as part of the Development Consent Order Scheme.	N/A	
282	The existing road could have been widened without a second cycle path, homes and people are being displaced because of it. It will add to our carbon footprint - not reduce it. Due to the noise, wildlife will disappear.	A high standard active travel corridor is key part of the Scheme to support travel options other than by road vehicle and sustainable travel options. An active travel corridor has been included in accordance with Local Transport Note 1/20 requirements, to serve the proposed housing and employment developments.	N/A	

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288	The B4634 junction with Withybridge Lane and Hayden Lane should be provided with mini roundabouts to protect traffic exiting Hayden and Withybridge Lanes, both of which are blind exits.	These junctions are considered to indirectly benefit as the Scheme is to reduce the speed limit to 40mph through this section. In addition, the new signal junction should aid with reducing speeds.	No	These junctions are considered to indirectly benefit as the Scheme is to reduce the speed limit to 40mph through this section. In addition, the new signal junction should aid with reducing speeds.
291	This does not need to be dual carriageway. You only need dual carriageways with lots of lanes because of the many new traffic light junctions you are putting in. Keep it single carriageway and install roundabouts. Restrict the volume of traffic through here, not increase it. Build the cycle path away from the road. Put it through the new developments. No-one wants to cycle next to a highway.	The cycle track has been provided along the A4019 as this provides a direct route along the corridor. Local Transport Note 1/20 suggests that directness is a key design principle of cycle routes. To create a more comfortable route for cyclists alongside the A4019, in accordance with Local Transport Note 1/20, a buffer has been included between the cycle track and the carriageway to physically separate them from traffic, although it is anticipated that there is a limit to the size of the buffer that can be justified as part of the Development Consent Order process. Cycling (and pedestrian) routes through the developments are expected to form part of the proposals for the adjacent development. The predicted traffic flows in the design year (and 15 years after opening) along the A4019, taking account of the proposed housing and employment developments, would exceed the capacity of a single carriageway and require widening. Roundabouts were considered, but modelling showed that they would operate poorly for the design year traffic and traffic signals would operate better.	N/A	
290	You need to widen this road if you are going to allow traffic to use Junction 10 in all directions, otherwise it will be just another traffic jam. I imagine I will not be the only one taking advantage of this new junction for work.	The Scheme includes widening on both sides of the new M5 Junction 10. To the east the A4019, the road will be dualled between M5 Junction 10 and Gallagher Road which completes the widening of the A4019 between M5 Junction 10 and Kingsditch Roundabout. To the west of the M5 Junction 10, the A4019 is dualled to Piff's Elm which reflects the estimated level of forecast traffic on both sides of the new junction. The new M5 Junction 10 provides for all movements of traffic and addresses the current issue of long queues of traffic from the M5 north, formed on the slip road, bound eastbound toward Cheltenham.	N/A	
307	Not happy with laybys, 3 in total removed around this area. Laybys are very busy here accommodating lorries on breaks, broken down vehicles, and coaches. It is vital that a layby is on this road. Also, it is vital that a food van is kept open, which is well used by larger vehicles, local businesses and the community .	Due to the lack of space available between the various traffic signal junctions and limited u-turn options (M5 Junction 10 and Kingsditch Junction), it was not possible to find suitable safe locations to provide laybys.	No	Due to the lack of space available between the various traffic signal junctions and limited u-turn options (M5 Junction 10 and Kingsditch Junction), it was not possible to find suitable safe locations to provide laybys.
310	The designs for A4019 are like something from a 1970s motorway design manual. 6 lane junctions are outdated and completely over designed. The thinking is very backward and proven not to address congestion. Away from the Junction 10 itself, the focus should be on walking and cycling, it is the only way the Scheme and the houses should proceed. A new slip road to motorway yes, but rest of scheme should be active and sustainable travel focussed. Who in their right mind would want to live a cheaply built 'affordable' house next to a 6 lane junction? We need street design that focuses on people not cars.	The junctions have been designed to take account of the predicted traffic flows in the design year (15 years after opening), taking account of the proposed housing and employment developments. An active travel corridor is being proposed over the full length of the Scheme.	N/A	
313	Not sure if this relates to sub 1 or 2, but with the increased traffic would you consider making the Old Spot junction a mini roundabout? I believe that this should be considered anyway, as it is hazardous here.	The changes to Junction 10 are considered to indirectly improve the safety issues at the Gloucester Old Spot Junction. The Scheme is not making any junction capacity improvements as this would further attract traffic onto Stoke Road, which is not desirable by residents and the Stoke Orchard Parish Council.	N/A	

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317	Road widening does not work. It just creates more congested and more dangerous roads. Air pollution will increase.	The Scheme is required to provide additional capacity to accommodate the increase in trips resulting from the three Joint Core Strategy development sites. Predicted changes to air pollution will be reported in the Environmental Statement and where possible, mitigation provided.	N/A	
320	Generally approve but no strong feelings other than: a dual carriageway from M5 Junction 10 all the way to Cheltenham is clearly preferable; changing from two lanes to one lane to two lanes just creates traffic jams.	Widening is proposed on the A4019 for the extents of the Scheme i.e. from M5 Junction 10 to Gallagher Retail Park.	N/A	
325	Needs widening due to heavy goods as well as normal traffic getting to us it finally using it instead of clogging PE way up through Coronation Square to and from Junction 11.	Widening is proposed on the A4019 for the extents of the Scheme i.e. from M5 Junction 10 to Gallagher Retail Park.	N/A	
327	As per the Link Road - a step too far! Stick with making the M5 Junction 10 useful, and stop at that. We do not need a dual carriageway or more satellite housing developments in Cheltenham. The traffic flows OK along the current road. This dual carriageway widening of the A4019 also constitutes an environmental catastrophe!	The Scheme is made up of a number of elements including a full movement junction with M5, widening parts of the A4019, and a new West Cheltenham Link Road between A4019 and Old Gloucester Road. The Scheme including widening along the A4019 is between the new M5 Junction 10 and east of Gallagher Junction. The section between Gallagher Junction and Kingsditch is already dual. There will be increases in traffic from the two major new developments as well as natural growth in traffic along the A4019. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. Currently Junction 11 is experiencing capacity issues and it is therefore necessary to provide a link to Junction 10 to cater for the additional trips generated by the West Cheltenham Development.	N/A	
330	Currently, the single carriageway end of the road is not a problem for congestion, the congestion only starts once you get to the traffic lights at Sainsburys and then quickly backs up. There are many improvements you can make to this stretch of road before the vast cost of widening it. This also goes for the signal controlled junctions proposed for new development sites. What is wrong with roundabouts?	The A4019 widening has been designed to take account of the predicted traffic flows in the design year (15 years after opening), taking account of the proposed housing and employment developments. The assessment of junctions has considered roundabout options but concluded that these would introduce larger land impacts in order to provide for the traffic capacity requirements and also be less safe for cyclists.	N/A	
331	I am concerned about the location of the roundabout and feel that adequate investigations should be undertaken prior to the work commencing to ensure that it is far enough from the M5 slip road that it would cause congestion during times of heavy traffic.	It is assumed that the roundabout location is referring to the M5 Junction 10 roundabout. For the Junction 10 roundabout, junctions to the north and to the south were assessed along with other options in the Technical Appraisal Report during Stage 2 of this project. A roundabout to the south was sifted out as it was considered to have fewer benefits and greater impacts than other options. Junctions to the north were assessed along with other options and were not taken forward due to technical complexities and affordability issues. During construction phase, the construction of the new M5 Junction 10 junctions will be planned in a such way that minimises any potential adverse impacts on noise level, air pollution and operational standards of the existing highway network. Robust traffic management will be in operation for the whole duration of constructing the new junction.	N/A	
333	Widening the road only invites more traffic to use said road. This will lead to yet more traffic congestion.	The Scheme is made up of a number of elements including a full movement junction with M5, widening parts of the A4019, and a new West Cheltenham Link Road between A4019 and Old Gloucester Road. There will be increases in traffic from two major new developments as well as natural growth in traffic along the A4019. It needs to be born in mind that the A4019 is already dualled between Gallagher Junction and Kingsditch Roundabout. Without the Scheme it is	N/A	

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		unlikely that the A4019 would be able to provide an acceptable level of service. Our assessment shows that the proposed scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.		
337	Needs a layby for lorry breaks and breakdowns etc. You are removing a well-used layby and two others and there is not one layby on the new plans!	Due to the lack of space available between the various traffic signal junctions and limited u-turn options (M5 Junction 10 and Kingsditch Junction), it was not possible to find suitable safe locations to provide laybys.	No	Due to the lack of space available between the various traffic signal junctions and limited u-turn options (M5 Junction 10 and Kingsditch Junction), it was not possible to find suitable safe locations to provide laybys.
338	It needs to be dual carriageway all the way.	Widening is proposed on the A4019 for the extents of the Scheme i.e. from M5 Junction 10 to Gallagher Retail Park.	N/A	
341	Needs lay-bys for rests or emergencies. Also a good place to stop for HGVs	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified.	N/A	
340	The money spent on this dual carriageway could be spent on a connectivity system from Subsection 2 - the exiting blind connection junction at Sainsbury's around to the A435 giving access to the racecourse and further circulatory route around Cheltenham. As proposed the dual carriageway will be wasted as the existing junction at Sainsbury's and Princess Elizabeth Way cannot handle the traffic as it is let alone with the expected increase and there is no proposal to improve these junctions.	The Scheme is made up of a number of elements including a full movement junction with M5, widening parts of the A4019, and a new West Cheltenham Link Road between A4019 and Old Gloucester Road. The Scheme including widening along the A4019 is between the new M5 Junction 10 and east of Gallagher Junction. The section between Gallagher Junction and Kingsditch is already dual. There will be increases in traffic from the two major new developments as well as natural growth in traffic along the A4019. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. Our assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large will provide an acceptable level of service along the A4019. The operation of the new traffic signals would be coordinated to minimise delay along the A4019. Should the Scheme have any adverse impact on traffic signal operation beyond the A4019 toward Cheltenham the coordination area of the traffic signals would be expanded. The Scheme is to allow three strategic developments in the JCS to come forward. Therefore, a connection to the A435 is beyond the scope of the Scheme.	N/A	
343	I am concerned that a large number of houses will need to be demolished to widen the road.	We acknowledge that some properties in vicinity of the Scheme, including those at Withybridge Gardens, will need to be acquired for construction of the project. The design has been developed to keep the impact of the Scheme as low as practically possible and to keep the land acquisition to minimum. An external consultant is appointed to lead on engagement with landowners and occupiers. Individual meetings have taken place with People with an Interest in Land.	N/A	
350	I am not convinced that widening the A4019 is really necessary. The flow of traffic into Cheltenham is only slow during morning school time/rush hour, and then that is because of traffic backing up from the retail park lights. I do not think I have ever seen a significant queue heading out of Cheltenham except when there were road works on the bridge. The additional lights along the A4019 will result in major hold ups, dual carriage way or not. Note, presently any queues on the motorway (slip road) to come off at Junction 10 are generated by slow traffic on the A4019...which again stems from what is happening further down towards Cheltenham.	The widening of A41019 and other linked improvement proposals of the project are based on the traffic forecast derived from the traffic modelling. The traffic modelling has been developed in accordance with National Guidance, taking account of the proposed housing and employment developments and predicted growth in the region. The results show that in order for the junctions to operate efficiently and safety, widening of A4019 is required along with other measures proposed as part of the Scheme.	N/A	

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351	Traffic levels are not high enough to warrant road expansion leading to loss of habitat and disruption. There are rarely queues along this section of road.	The Scheme is based on the traffic forecast derived from the traffic modelling. The traffic modelling has been developed in accordance with National Guidance, taking account of the proposed housing and employment developments and predicted growth in the region. The results show that in order for the proposed junctions to operate efficiently and safely, widening of A4019 is required along with other measures proposed as part of the Scheme.	N/A	
171	Greatly encouraged to see this has been scaled back to a single carriageway, and the cycle provision appears high quality. Challenge here will be maintaining appropriate speeds for vehicles, given the straight long section with no junctions which create ideal conditions for excess speed/dangerous overtaking. Measures such as avoiding hatchings, and keeping width to the necessary minimum will help. However, the northern arm into the new development site appears colossal, and sets the wrong scale for vehicles entering what will be a residential area. It is vital that so close to a motorway junction, there is sufficient road character to reduce speeds for 70mph traffic down to safe levels.	A 50mph speed limit is proposed for the West Cheltenham Link Road. The northern arm at the signalised junction has been simplified in Design Fix 3. The number of lanes have been reduced in order to provide suitable accesses to fields in this location. This arm will be developed in the future as part of the housing development.	Yes	Northern arm of signalised junction simplified with number of lanes reduced.
352	Far better to have roads with consistent width, in this case 2-lane dual carriageway all the way. Concerned about how the service road from subsection 2 joins Homecroft Drive.	Access to Homecroft Drive has been amended in the latest design. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has been relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a 4-arm junction. This 4th arm will be a 2-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location and Homecroft Drive. As such these will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access. In addition to this, the Homecroft Drive arm at the signalised Safeguarded Site access junction has been removed. Access to Homecroft Drive is provided by the 2-way service road which connects to the signalised junction at North West Cheltenham (Elms Park) Allocated Site.	Yes	Access to Homecroft Drive has been amended in the latest design. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has been relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a 4-arm junction. This 4th arm will be a 2-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location and Homecroft Drive. As such these will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.
363	You need to make this bigger, it is always traffic jam central. Needs to be 2 lanes all the way	Dual-carriageway (with a minimum of 2-lanes in each direction) is proposed on the A4019 for the extents of the Scheme i.e. from M5 Junction 10 to Gallagher Retail Park.	N/A	
361	With the construction of the West Cheltenham Link Road and the development of Elms Park still subject to consultation, it is premature and potentially unnecessary to widen the A4019 to the east of the Link Road. The Link Road is presumably intended to take traffic off the A4019 and the need for such a large scale housing development is due for review as the population assumptions were made years ago prior to the country's approach to immigration changing as a result of the UK leaving the EU.	The level of new homes and employment areas are set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City councils. The Joint Core Strategy forms part of the statutory development plan for these areas. The Scheme is critical to remove constraints on the highway network, improve connectivity between the Strategic Road Network and the local transport network, and ensure there is enough capacity to accommodate traffic demand associated with the housing and employment growth in the area.	N/A	
359	Upgrading to a dual carriageway will have the same induced demand issues and negative environmental impact as the new road. The intention to include fully segregated walking and cycling facilities of an adequate width and surface is a welcome improvement on	Whilst it is not possible for the Scheme to upgrade facilities or create new ones beyond the Scheme extents, the design has been focused upon high-quality segregated walking and cycling provision within the Scheme extents. Physical constraints and onward provision have restricted the facilities that can be provided at the Gallagher Retail Park junction. Quieter routes for pedestrians	Yes	Segregated facilities for pedestrians and cyclists alongside the A4019 are now included in the village of Uckington.

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	<p>previous active travel provision but this comes with several serious problems. Foremost, and this applies to all subsections, this active travel corridor will peter out and, for people on bikes, end completely at Gallagher Park redesign it practically useless. Those who feel that a traffic free or low traffic environment is required for them to cycle won't be able to access this route from Cheltenham and, as the new developments are completed, the new residents won't be able to access most of Cheltenham. This will mean that these new facilities will fail to achieve any significant mode shift. I understand the boundaries placed on this project and those make sense where it is making changes to an existing network (i.e. for motor traffic) but it is literally incoherent to apply this to a non-existent active travel network. Numerous examples of good practice for Active Travel stress the importance of first establishing a dense local network in urban areas to enable short utility journeys before linking those with longer inter-urban routes. The Applicant's back-to-front thinking on this will lead to costly failure and is likely to damage the prospects for comprehensive Active Travel provision. The likely low use that can be expected from this error when combined with the bicycles' inherently light impact on the ground will mean that segregated routes will quickly get covered with the usual litter, leaves and general detritus that is found alongside busy roads. Without dedicated funding for a routine sweeping operation the route will soon enter a spiral of neglect and decline. Although physical segregation from traffic is welcome the inevitable increase in motor traffic, ICE or EV, will mean a corresponding increase in local air pollution with an increasing proportion of particulates for which there are no safe levels. Specific to this subsection it is proposed that the Active Travel corridor becomes shared use through the Uckington junction due to limited space. There are proposed access roads to property footages so I strongly suggest that flush access is provided between the Active Travel path and these to allow the faster and more confident type of rider to avoid having to mix in a restricted space with pedestrians.</p>	<p>and cyclists are expected to form part of the Elms Park development. High quality facilities are included in the Scheme with the anticipation that similar facilities may be provided as the wider active travel network is developed. The Local Cycling and Walking Infrastructure Plan for the area is worth reading to understand the proposed local network. Maintenance of the facilities does not form part of the Scheme proposals but the designs themselves are not seen as encouraging detritus on the facilities. The shared facility through Uckington has now been replaced by segregated facilities to provide consistency along the A4019 corridor.</p>		
369	<p>No widening: it will only lead to a higher traffic density. In the existing proposals: where are the wildlife tunnels to allow safe passage under the road?</p>	<p>The Scheme includes an underpass under the A4019 east of the Junction 10.</p>	N/A	
372	<p>It seems unnecessary to dual the road as queues will still form at both ends. The disruption of doing the work will be huge for all those of us who live to the West of Cheltenham.</p>	<p>The Scheme is based on the traffic forecast derived from the traffic modelling. The traffic modelling has been developed in accordance with National Guidance, taking account of the proposed housing and employment developments and predicted growth in the region. The results show that in order for the proposed junctions to operate efficiently and safely, widening of A4019 is required along with other measures proposed as part of the Scheme.</p>	N/A	

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380	At Homecroft Drive entrance and exit, we suggested at the meeting that a barrier across the drive making a T junction with access via a slip road coming out at the Civil Services club entrance with traffic lights their instead of where it shows at subsection 2.	Access to the Civil Service facilities and Homecroft Drive have been amended in the latest design. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has being relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a 4-arm junction. This 4th arm will be a 2-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location and Homecroft Drive. As such these will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access. In addition to this, the Homecroft Drive arm at the signalised Safeguarded Site access junction has been removed. Access to Homecroft Drive is provided by the 2-way service road which connects to the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.	Yes	Access to the Civil Service facilities and Homecroft Drive have been amended in the latest design. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has being relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a 4-arm junction. This 4th arm will be a 2-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location and Homecroft Drive. As such these will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access. In addition to this, the Homecroft Drive arm at the signalised Safeguarded Site access junction has been removed. Access to Homecroft Drive is provided by the 2-way service road which connects to the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.
376	Not convinced that having three lanes going to two will be a good idea as other junctions that I have used in this style, I have witnessed or seen the aftermath of minor coming together of vehicles that do not require police attendance and are probably not recorded in accident figures.	The Scheme is based on the traffic forecast derived from the traffic modelling. The traffic modelling has been developed in accordance with national guidance, taking account of the proposed housing and employment developments and predicted growth in the region. Traffic modelling using the predicted traffic flows in the design year (and 15 years after opening) along the A4019, taking account of the proposed housing and employment developments, show that in order for the junctions to efficiently operate during peak hours, an additional third lane is required through some junctions.	N/A	
379	Whilst I agree that Junction 10 and the link road from Junction 10 to Cheltenham needs improving, I do have one worry. There seems to be no replacement for the lay-by at Uckington. I regularly use it to stop for breaks in my van and it is popular with vehicles, including trucks on their mandatory tacho breaks. Also, the lay-by currently is home to a popular snack van, that has been in this location for years (I've been a customer of theirs for at least 8 years). Losing this lay-by could affect safety, pushing more goods vehicle drivers to drive for longer in search of a rest area with sufficient space. There is not enough space in the area as it is and with this project, you will inevitably increase the amount of goods traffic in the area as well as cars.	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified.	No	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified.
392	The proposed service road is not wide enough to handle vehicular movements to the properties on the southside of the A4019, Homecroft Drive, Civil Service Arena, Fire Station, together with residents parking, overflow from the Civil Service Arena and various delivery, refuse collection etc. The proposed 2 metre noise barrier seem inadequate for lorries. The three sets of signalised junctions within 500 metres will create significant stop-start traffic with the corresponding increase in exhaust and noise pollution. I foresee frequent traffic gridlock in the area. It is unclear how returning Fire Engines will access the Station from both directions. Currently during major events at the Civil Service Arena attendees park along the deceleration road and often down Homecroft Drive. This was discussed at the 29th September meeting. Homecroft Drive has no van and lorry turning	Access to the Civil Service facilities and Homecroft Drive have been amended in the latest design. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has being relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a 4-arm junction. This 4th arm will be a 7.3m wide 2-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location, Homecroft Drive and the Fire Station. As such these will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access. In addition to this, the Homecroft Drive arm at the signalised Safeguarded Site access junction has been removed. Access to Homecroft Drive is provided by the 2-way service road which connects to the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.	Yes	Access to the Civil Service facilities and Homecroft Drive have been amended in the latest design. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has being relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a 4-arm junction. This 4th arm will be a 7.3m wide 2-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location, Homecroft Drive and the Fire Station. As such these will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access. In addition to this, the Homecroft Drive arm at the signalised Safeguarded Site access junction has been removed. Access to Homecroft Drive is provided by the 2-way service road which connects to the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.

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	area, consequently they either reverse back onto the main road or reverse onto Homecroft Drive, the latter used by various refuse collection vehicles. There is no provision for vehicles coming from the M5 delivering to an address on the southside of the A4019 to turn around on public roadway. I expect some vehicles travelling on the A4019 towards the M5 would use the service road as a rat run to avoid the inevitable tail backs from the traffic signals at the Homecroft Drive junction. I am pleased bus stops near the Homecroft Drive junction remain near their present positions.			
416	How does traffic from the service road join Homecroft Drive and A4019? This must rely on Homecroft Drive remaining a cul-de-sac. How can this be guaranteed?	Access to the Civil Service facilities and Homecroft Drive have been amended in the latest design. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has being relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a 4-arm junction. This 4th arm will be a 7.3m wide 2-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location, Homecroft Drive and the Fire Station. As such these will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access. In addition to this, the Homecroft Drive arm at the signalised Safeguarded Site access junction has been removed. Access to Homecroft Drive is provided by the 2-way service road which connects to the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.	Yes	Access to the Civil Service facilities and Homecroft Drive have been amended in the latest design. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has being relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a 4-arm junction. This 4th arm will be a 7.3m wide 2-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location, Homecroft Drive and the Fire Station. As such these will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access. In addition to this, the Homecroft Drive arm at the signalised Safeguarded Site access junction has been removed. Access to Homecroft Drive is provided by the 2-way service road which connects to the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.
385	No not agree with widening of the road when peoples houses are going to be knocked down in the process and also there will be no accusers to Elm Park where I walk my dogs and a lot of other locals also use to walk their pets.	We acknowledge that some properties in vicinity of the Scheme, including those at Withybridge Gardens, will need to be acquired for construction of the project. The design has been developed to keep the impact of the Scheme as low as practically possible and to keep the land acquisition to minimum. An external consultant is appointed to lead on engagement with landowners and occupiers. Individual meetings have taken place with People with an Interest in Land.	N/A	
403	Generally approve but no strong feelings other than: a dual carriageway from M5 Junction 10 all the way to Cheltenham is clearly preferable; changing from two lanes to one lane to two lanes just creates traffic jams. A properly segregated cycle lane is required - with safe free-flow crossings of the side turns, without which cyclists will simply risk using the main carriageway. The new signalised junctions may be impossible to avoid due to the large residential development but priority should be given to A4019 traffic.	Dual-carriageway (with a minimum of 2-lanes in each direction) is proposed on the A4019 for the extents of the Scheme i.e. from M5 Junction 10 to Gallagher Retail Park. Segregated cycle and walking facilities would be provided on the northern side of the A4019 for the full extent of the Scheme. The junctions have been designed to take account of the predicted traffic flows in the design year (15 years after opening), taking account of the proposed housing and employment developments.	N/A	
396	Even with a widened A4019, the proposal will fail once traffic meets the roundabout at Kingsditch, where substantial congestion already exists.	The future patterns of traffic with the new major developments along the A4019 between M5 Junction 10 and Gallagher Junction as well as Old Gloucester Road would be different to existing traffic patterns which require to be addressed. the Scheme is made up of a number of elements including a full movement junction with M5, widening parts of the A4019, and a new West Cheltenham Link Road between A4019 and Old Gloucester Road. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the	N/A	

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		A4019. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.		
402	Ca not understand why a new junction is proposed here when one already exists at the access to Gallagher Retail Park. Seems merely to add yet another set of traffic lights in close proximity.	The new junction west of existing access to Gallagher Retail Park is required by the Elms Park Development which is currently pursued separately by the developers of Elms Park.	N/A	
417	As a regular user of the Civil Service Sports Club site I (and many other Club users) would have to take the service road westbound to return towards Cheltenham. The access back onto the A4019 looks clumsy and I suggest a cleaner line to join the waiting traffic at the junction	Access to the Civil Service facilities and Homecroft Drive have been amended in the latest design. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has being relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a 4-arm junction. This 4th arm will be a 7.3m wide 2-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location, Homecroft Drive and the Fire Station. As such these will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access. In addition to this, the Homecroft Drive arm at the signalised Safeguarded Site access junction has been removed. Access to Homecroft Drive is provided by the 2-way service road which connects to the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.	Yes	Access to the Civil Service facilities and Homecroft Drive have been amended in the latest design. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has being relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a 4-arm junction. This 4th arm will be a 7.3m wide 2-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location, Homecroft Drive and the Fire Station. As such these will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access. In addition to this, the Homecroft Drive arm at the signalised Safeguarded Site access junction has been removed. Access to Homecroft Drive is provided by the 2-way service road which connects to the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.
411	Needs lay-bys for rests or emergency. Also a good place to stop for HGVs.	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified.	No	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified.
410	Please read my comments for the above as they are relevant to the whole A4019 'improvement' or rolling car park. As said before, the money spent on this dual carriageway could be spent on a connectivity system from Subsection 2 - the exiting blind connection junction at Sainsbury's around to the A435 giving access to the racecourse and further circulatory route around Cheltenham. As proposed, the dual carriageway will be wasted as the existing junction at Sainsbury's and Princess Elizabeth Way cannot handle the traffic as it is, let alone with the expected increase and there is no proposal to improve these junctions.	There will be increase in traffic in the future in the area especially along A4019 which will arise from natural growth in traffic and also trips from Elms Park and Golden Valley Developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme it is unlikely that the highway network and especially A4019 would be able to provide an acceptable level of service. On completion of the Scheme, the patterns of traffic and level of service would be monitored in the Scheme area and any issues emerging from this process would be considered and addressed appropriately. The Scheme is to allow three strategic developments in the Joint Core Strategy to come forward. Therefore, a connection to the A435 is beyond the scope of the Scheme.	N/A	
413	As for subsection 1, your impression of this widening scheme looks like a lot of road, a lot of traffic with very little reference to environment.	The potential impacts to the environment are being assessed, and reported in the Environmental Statement.	N/A	
412	The proximity of the junction to Gallagher Retail Park and the new junction to the new development from the Tewkesbury Road are too close together. This will lead to increased congestion in the future. Also the number of junctions from the Tewkesbury Road will impact the trough flow of traffic. Why not enlarge the junction to the Gallagher retain park to accommodate all the traffic movements or provide a new staggered junction.	The design, including the number and type of junctions, is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing of the required junctions and operational performance. The Scheme is made up of a number of elements including a full movement junction with M5, widening parts of the A4019, and a new West Cheltenham Link Road between A4019 and Old Gloucester Road. It is acknowledged that there will be increases in traffic from two major new developments as well as natural growth in traffic along the A4019. However, without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service in the future. The distance between Gallagher Junction and development access junction is too far to allow its integration into the existing Gallagher Junction.	No	The design, including the number and type of junctions, is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing of the required junctions and operational performance. The Scheme is made up of a number of elements including a full movement junction with M5, widening parts of the A4019, and a new West Cheltenham Link Road between A4019 and Old Gloucester Road. It is acknowledged that there will be increases in traffic from two major new developments as well as natural growth in traffic along the A4019. However, without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service in the future. The distance between Gallagher Junction and

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				development access junction is too far to allow its integration into the existing Gallagher Junction.
428	The proposed service road is not wide enough to handle vehicular movements to the properties on the southside of the A4019, Homecroft Drive, Civil Service Arena, Fire Station, together with residents parking, overflow from the Civil Service Arena and various delivery, refuse collection etc. The proposed 2 metre noise barrier seem inadequate for lorries. The three sets of signalised junctions within 500 metres will create significant stop-start traffic with the corresponding increase in exhaust and noise pollution. I foresee frequent traffic gridlock in the area. It is unclear how returning Fire Engines will access the Station from both directions. Currently during major events at the Civil Service Arena attendees park along the deceleration road and often down Homecroft Drive. Homecroft Drive has no van and lorry turning area, consequently they either reverse back onto the main road or reverse onto Homecroft Drive, the latter used by various refuse collection vehicles. There is no provision for vehicles coming from the M5 delivering to an address on the southside of the A4019 to turn around on public roadway. I expect some vehicles travelling on the A4019 towards the M5 would use the service road as a rat run to avoid the inevitable tail backs from the traffic signals at the Homecroft Drive junction. I am pleased Bus stops near the Homecroft Drive junction remain near their present positions.	Access to the Civil Service facilities and Homecroft Drive have been amended in the latest design. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has being relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a 4-arm junction. This 4th arm will be a 7.3m wide 2-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location, Homecroft Drive and the Fire Station. As such these will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access. In addition to this, the Homecroft Drive arm at the signalised Safeguarded Site access junction has been removed. Access to Homecroft Drive is provided by the 2-way service road which connects to the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.	Yes	Access to the Civil Service facilities and Homecroft Drive have been amended in the latest design. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has being relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a 4-arm junction. This 4th arm will be a 7.3m wide 2-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location, Homecroft Drive and the Fire Station. As such these will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access. In addition to this, the Homecroft Drive arm at the signalised Safeguarded Site access junction has been removed. Access to Homecroft Drive is provided by the 2-way service road which connects to the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.
436	Exit from Homecroft drive must have signalled junction to allow exit in both directions or a method of exit.	Access to the Civil Service facilities and Homecroft Drive have been amended in the latest design. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has being relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a 4-arm junction. This 4th arm will be a 7.3m wide 2-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location, Homecroft Drive and the Fire Station. As such these will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access. In addition to this, the Homecroft Drive arm at the signalised Safeguarded Site access junction has been removed. Access to Homecroft Drive is provided by the 2-way service road which connects to the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.	Yes	Access to the Civil Service facilities and Homecroft Drive have been amended in the latest design. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has being relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a 4-arm junction. This 4th arm will be a 7.3m wide 2-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location, Homecroft Drive and the Fire Station. As such these will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access. In addition to this, the Homecroft Drive arm at the signalised Safeguarded Site access junction has been removed. Access to Homecroft Drive is provided by the 2-way service road which connects to the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.
415	All large vehicles should go via the Golden Valley Junction to avoid having larger vehicles (and their emissions) going past housing, as increased M5 traffic will increase emissions and decrease quality of air in the area even more.	M5 Junction 11 already suffers from congestion. Improvements to M5 Junction 10 are identified in the Joint Core Strategy as critical to remove constraints on the highway network, improve connectivity between the Strategic Road Network and the local transport network, and ensure there is enough capacity to accommodate traffic demand associated with the housing and employment growth in the area.	N/A	
433	Why make the changes in Stanboro lane to the right of the hammer head? If you moved the layout a matter of	The geometric design of a grade separated motorway junction is very complicated and needs to take into account the tying in to all existing roads and	Yes	Earthworks redesigned to minimise impact on Stanboro Lane.

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	metres towards the Boddington side on the main road this would not be an issue.	the levels needed to cross the motorway at adequate headroom. The impact on Stanboro Lane is due to the earthworks to support the road which would be at a higher level than the existing. Options to reduce the earthworks required which would retain more of Stanboro Lane are being explored.		
419	Already raised in pre consultation meetings the design for Civil Service ingress and egress will not work. The greatest flow of traffic on the proposed service road would be the 80 or more vehicles entering and leaving the site on regular occasions. To fail to provide a four way junction to allow traffic to enter and leave the Civil Service Car Park would lead to the Service Road being blocked on regular occasions. The provision of 4 way lights at the Civil Service would then allow planners to evaluate suggestions that Homecroft Drive would have no Traffic light junction but use the service road to access the Civil Service junction and consider a slip road to head toward the M5. It has been pointed out on several occasions that large lorries have at present to either reverse down/up Homecroft Drive and this means that a dangerous reversing manoeuvre has to be carried out at the junction with the A4019. The new plan does not allow sufficient space for large vehicles to turn and also reduces the pavement to an unsafe width. Again no solution to this point was forthcoming at the consultation and this is again an important item that that needs resolving before planning permission is considered.	Access to Homecroft Drive has been amended in the latest design. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has being relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a four-arm junction. This fourth arm will be a two-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location and Homecroft Drive. As such these will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access. In addition to this, the Homecroft Drive arm at the signalised Safeguarded Site access junction has been removed. Access to Homecroft Drive is provided by the two-way service road which connects to the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.	Yes	Access to Homecroft Drive has been amended in the latest design. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has being relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a four-arm junction. This fourth arm will be a two-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location and Homecroft Drive. As such these will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access. In addition to this, the Homecroft Drive arm at the signalised Safeguarded Site access junction has been removed. Access to Homecroft Drive is provided by the two-way service road which connects to the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.
437	Traffic lights at the Civil Service Club instead of the proposed site.	The finalised design has a site access junction located to the new development on the northern side of the A4019 between Hayden Road and Sandpiper Drive. The southern arm of this junction provides a controlled access to Civil Service Club via a service road.	Yes	The finalised design has a site access junction located to the new development on the northern side of the A4019 between Hayden Road and Sandpiper Drive. The southern arm of this junction provides a controlled access to Civil Service Club via a service road.
441	How do you go into Cheltenham when leaving Civil Service sports site? Will you be able to do U turns at specific points?	Access to Civil Service facilities has been amended in the latest design. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has being relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a 4-arm junction. This 4th arm will be a 2-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location and Homecroft Drive. As such these will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.	Yes	Access to Civil Service facilities has been amended in the latest design. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has being relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a 4-arm junction. This 4th arm will be a 2-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location and Homecroft Drive. As such these will all have access to the A4019 in both directions via the signalised junction at North West Cheltenham (Elms Park) Allocated Site access.
430	No widening: it will only lead to a higher traffic density. In the existing proposals, where are the wildlife tunnels to allow safe passage under the road?	The Scheme includes an underpass under the A4019 east of the Junction 10.	N/A	
457	Would be good to keep right turns from A4019 into side roads.	Right turn ban option not progressed and right turn lane provided within latest design.	Yes	Right turn lane provided within latest design.
431	The Scheme will no doubt provide for increased traffic volumes between Junction 10 and the Gallagher Retail Park Junction. I do not believe that the road network beyond that, in particular the Tewkesbury Road/Kingsditch roundabout, the Tewkesbury Road/High	There will be increased traffic along the A4019 arising from the combined natural growth in traffic and trips generated by the new Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service in the future. Assessment shows that the Scheme would facilitate the opening of	N/A	

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	Street route and the Tewkesbury Road/Gloucester Road route, will cope with those volumes. The roundabout itself is already dangerously congested at peak times of day.	the proposed developments and by and large will provide an acceptable level of service along the A4019. The operation of the new traffic signals would be coordinated to minimise delay along the A4019. Should the Scheme have any adverse impact on traffic signal operation beyond the A4019 toward Cheltenham the coordination area of the traffic signals would be expanded.		
456	While this needs to be kept free-flowing as far as possible, if the right turn lanes from the main carriageway are not necessary from 2031 why are they necessary in 2025? I do not believe that adding an extra lane just through the junction will have any significant impact on the A4019's capacity overall so in order to avoid conflict, why not stick with 2 straight ahead lanes each way?	The right turn ban at the Gallagher Retail Park junction is no longer being taken forward. The junction will remain an all movement junction with proposed improvements.	Yes	The scheme is no longer proposing a right turn ban at Gallagher Junction.
434	Dual carriageway inappropriate.	Traffic modelling using the predicted traffic flows in the design year (15 years after opening) along the A4019, taking account of the proposed housing and employment developments, show that widening is required. There will be increased traffic along the A4019 arising from the combined natural growth in traffic and trips generated by the new Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service in the future.	N/A	
458	Unclear how current turn right off A4019 at junction when Cheltenham bound will be achieved. Is it by new link road and B4634?	Right turn ban option not progressed and right turn lane provided within latest design.	Yes	Right turn lane provided within latest design.
483	The Gallagher Retail Park Junction Stage 2 (2031) proposal to remove both right-hand turns from the A4019 onto the side roads will cause significant vehicular movement problems and inconveniences. It will prevent vehicles coming west-ward from Cheltenham turning right onto the side-road to use Elm Park Site Access C and very large lorries delivering to the Gallagher Retail Park who are unable to use the narrow west side entry by the Sainsburys Petrol Station. To travel from Homecroft Drive by car to the retail park on the B3634 will require a circular route via the new link road.	Right turn ban option not progressed and right turn lane provided within latest design.	Yes	Right turn lane provided within latest design.
499	Why not put lights to enable traffic to turn right off the A4019, instead of increasing carbon dioxide by sending them up to the roundabout.	The Scheme is no longer proposing a right turn ban at Gallagher Junction.	Yes	The scheme is no longer proposing a right turn ban at Gallagher Junction.
444	Needs to have electric vehicle chargers.	Currently the Scheme is not providing any car parking facilities (including associated electric vehicle chargers) as these are part of the strategic development sites, as outlined in the Joint Core Strategy. Therefore, this is beyond the scope of the Scheme.	No	Currently the scheme is not providing any car parking facilities (including associated electric vehicle chargers) as these are part of the strategic development sites, as outlined in the Joint Core Strategy. Therefore, this is beyond the scope of the Scheme.
445	The Gallagher Retail Park Junction Stage 2 (2031) proposal to remove both right-hand turns from the A4019 onto the side roads will cause significant vehicular movement problems and inconveniences. It will prevent vehicles coming west-ward from Cheltenham turning right onto the side-road to use Elm Park Site Access C and very large lorries delivering to the Gallagher Retail	The option to close off right turns off the A4019 at Gallagher Retail Park junction is not being taken forward. The proposed improvements the Gallagher Retail Park junction will remain as all movement junction.	Yes	The right turn ban at the Gallagher Retail Park junction is no longer taken forward. The junction will remain all movement junction with proposed improvements.

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	Park who are unable to use the narrow west side entry by the Sainsburys Petrol Station. To travel from Homecroft Drive by car to the retail park on the B3634 will require a circular route via the new link road.			
498	Whilst free flow of traffic is paramount I am interested to see the proposal for eastbound traffic turning right into the B4634.	The right turn ban at the Gallagher Retail Park junction is no longer taken forward. The junction will remain all movement junction with proposed improvements.	Yes	Right turn from A4019 eastbound to B4634 included in the design.
448	What and why is the justification for this. What it will do is force traffic to turn right at the Sainsburys junction and create a rat run along Hayden Road to get back to the Aldi/Bristol Street Motors and local areas. People will not use the new link road then come back along Hayden Road to get to this area as the existing road is not capable to handle the amount of traffic. Aldi/Bristol Street Motor have large delivery lorries which at the moment the existing road is unsuitable for.	It is noted that it appears the Scheme is taking a "maximalist" approach with the provision of the two new service roads. However, these are considered essential mitigation for residents with direct accesses onto A4019. The alternative option of making residents turn right across the new dual carriageway is considered inappropriate from both safety and operational aspects.	N/A	
500	Traffic currently turning right from the Gallagher Retail Park and the B4634 Old Gloucester Junction will need to use the Manor Road Hayden Road Junction with the A4019. Hayden Road to its junction with the B4634 is inadequate and not suitable for additional traffic movement.	The Scheme is no longer proposing a right turn ban at Gallagher Junction.	Yes	The scheme is no longer proposing a right turn ban at Gallagher Junction.
523	It is not clear if there is any change to the M5 crossing of the river Chelt - that is within the planning boundary but does not appear to be related to the A4019 or Junction 10 improvements.	The existing River Chelt culvert under M5 is being extended to accommodate the construction of new slip road.	Yes	The existing River Chelt culvert under M5 is being extended to accommodate the construction of new slip road.
568	I am not sure there are any environmental improvements to Junction 10. I am not sure the use of traffic lights is necessary. They would mainly benefit walkers and cyclists using their dedicated track - but this seems to be a shared facility and goes against the advice in LTN 20 issued by the DfT. It requires that all new facilities should give 3m for cyclists and 2m for walkers and they be segregated.	Forecast traffic flows and traffic modelling have determined that signal-controlled junctions are required which aligns with the identified benefit of reduced conflicts for on-carriageway cyclists. This also allows the provision of signalled controlled crossings for pedestrians and cyclists to provide safe crossing points on the A4019. The shared use area around Uckington has been replaced in the latest design with separated pedestrian and cycling facilities, in accordance with LTN 1/20. This means fully segregated pedestrian and cycle facilities are provided on the northern side of the A4019 between M5 Junction 10 and Gallagher Retail Park Junction.	Yes	Forecast traffic flows and traffic modelling have determined that signal-controlled junctions are required which aligns with the identified benefit of reduced conflicts for on-carriageway cyclists. This also allows the provision of signalled controlled crossings for pedestrians and cyclists to provide safe crossing points on the A4019. The shared use area around Uckington has been replaced in the latest design with separated pedestrian and cycling facilities, in accordance with LTN 1/20. This means fully segregated pedestrian and cycle facilities are provided on the northern side of the A4019 between M5 Junction 10 and Gallagher Retail Park Junction.
599	The current design seems to feature an acoustic barrier along the Tewksbury Road - but the pedestrian and cycleway is shown as adjacent to a busy dual carriageway rather than protected by the barrier. There is no provision for bus lanes.	The design aims to provide as much segregation for cyclists and pedestrians as possible, within the constraints of limiting land take. Where possible, footways are segregated behind the acoustic barriers, where these are provided. There is one section, through Uckington where the cycleway is adjacent to the dual carriageway, with a noise barrier immediately to the north of this. This is due to space restrictions at this location including the presence of a bus stop. Also siting the acoustic barriers close to the carriageway can impact on forward visibility for road users, depending on the road alignment. Bus priority measures are being considered as we continue to develop and refine our design, including options that would allow for future provision.	Yes	The northern verge of the A4019 has been widened to allow for future bus lane provision from the fire station to Gallagher Junction.

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603	They appear well intended. However, an inconsistency has been noted where there is reference to loss of garden vegetation at Elton Lawn but, also it is marked 'existing hedge retained' and further it is confirmed that widening to the A4019 would be on the Southern side.	The design has been updated to remove the need for the loss of existing vegetation at Elton Lawn. The inconsistencies in the Preliminary Environmental Impact Report are noted will be addressed in the Environmental Statement.	Yes	Highway alignment changes to retain existing vegetation at Elton Lawn.
609	Link road unnecessary. Localised road improvements between Moat Lane and Cooks Lane are not improvements.	A new West Cheltenham Link Road is required to allow traffic from the proposed development in West Cheltenham to use Junction 10 and reduce pressure on Junction 11 and local roads. The new link between Cooks Lane and Moat Lane, and the creation of passing bays along Moat Lane has been removed from the design as part of the development of the design. The Scheme now connects Cooks Lane to West Cheltenham Link Road via the access road which also serves a small number of properties including Forge House. The design also removes the Cooks Lane junction with the A4019.	Yes	The new link between Cooks Lane and Moat lane has been removed from the latest version of the design. The latest proposal connects Cooks Lane to West Cheltenham Link Road via the access road which also serves a small number of properties including Forge House. The latest design also removes the Cooks Lane junction with the A4019.
460	The current traffic issues are principally the PE Way roundabout and the badly synchronised lights at the junction of the A4019 and Manor Road/Hayden Road.	The Scheme design including the number and type of junctions is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	N/A	
461	My only concern is to ensure that when the road narrows again, it doesn't cause a bottleneck when approaching Cheltenham as this can be an issue currently on the route out.	The Scheme design including the number and type of junctions is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	N/A	
463	No public transport prioritisation, so I disagree.	Bus priority measures are being considered as we continue to develop and refine our design. The Applicant will continue to liaise with our stakeholders as proposals are finalised ahead of our submission of the DCO application.	N/A	
634	During all my discussions with planning representatives it is obvious there is little or no confidence all the proposals in this scheme will be totally inadequate to handle the additional traffic resulting from all the major future development, including 10,000 new houses, Park and Ride and maybe a Hotel between M5 and Cheltenham. The 4000 new houses planned for Elms Park have only 3 access points (2.5 Site C is restricted at the Gallagher junction). There is no mention of the expected traffic during race meetings, especially as more M5 traffic from the south will come off at Junction 10 rather than 11. All the assurances and promises regarding accommodating the residents' concerns (for example large lorries reversing out of Homecroft Drive, inadequate service	The Scheme design including the number and type of junctions is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing of the required junctions and operational performance. The Scheme is made up of a number of elements including a full movement junction with M5, widening parts of the A4019, and a new West Cheltenham Link Road between A4019 and Old Gloucester Road. It is acknowledged that there will be increases in traffic from new developments as well as natural growth in traffic along the A4019. However, without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service in the future. The number of accesses to Elms Park development reflects the forecast demand and also the impact on the operation of the A4019. The design of the M5 Junction 10 has been undertaken to accommodate peak hour traffic at design year of 2042. Given special occasions are not everyday events, it is not feasible to build new infrastructure to the requirements of such occasions as this would result in increased cost of construction, maintenance and possible	Yes	Homecroft drive re-direct to North West Cheltenham (Elms Park) Allocated Site access junction.

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	road) made in the 29th September 2021 Face-to-face meeting have been disregarded.	inducement of traffic which in turn would lead to adverse environmental impact. Following the feedback from the residents of Homecroft Drive, the junctions for North West Cheltenham (Elms Park) Allocated Site and Homecroft drive are now updated in the latest design.		
681	During all my discussions with planning representatives it is obvious there is little or no confidence all the proposals in this scheme will be totally inadequate to handle the additional traffic resulting from all the major future development, including 10,000 new houses, Park and Ride and maybe a Hotel between M5 and Cheltenham. The 4000 new houses planned for Elms Park have only 3 access points (2.5 Site C is restricted at the Gallagher junction). There is no mention of the expected traffic during race meetings, especially as more M5 traffic from the south will come off at Junction 10 rather than 11. All the assurances and promises regarding accommodating the residents' concerns (for example large lorries reversing out of Homecroft Drive, inadequate service road) made in the 29th September 2021 Face-to-face meeting have been disregarded.	The Scheme design including the number and type of junctions is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing of the required junctions and operational performance. The Scheme is made up of a number of elements including a full movement junction with M5, widening parts of the A4019, and a new West Cheltenham Link Road between A4019 and Old Gloucester Road. It is acknowledged that there will be increases in traffic from new developments as well as natural growth in traffic along the A4019. However, without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service in the future. The number of accesses to Elms Park development reflects the forecast demand and also the impact on the operation of the A4019. The design of the M5 Junction 10 has been undertaken to accommodate peak hour traffic at design year of 2042. Given special occasions are not everyday events, it is not feasible to build new infrastructure to the requirements of such occasions as this would result in increased cost of construction, maintenance and possible inducement of traffic which in turn would lead to adverse environmental impact. Following the feedback from the residents of Homecroft Drive, the junctions for North West Cheltenham (Elms Park) Allocated Site and Homecroft drive are now included in the Scheme.	Yes	Following the feedback from the residents of Homecroft Drive, the junctions for North West Cheltenham (Elms Park) Allocated Site and Homecroft drive are now included in the Scheme.
473	Proposal to stop RH turn into Hayden Lane at a later date seems ludicrous, this is a well used route (when open) and stopping the R/turn will just force more traffic onto PE Way Rdbt and PE Way itself.	The right turn ban at the Gallagher Retail Park junction is no longer taken forward. The junction will remain all movement junction with proposed improvements.	Yes	The right turn ban at the Gallagher Retail Park junction is no longer taken forward. The junction will remain all movement junction with proposed improvements.
476	The fact that you are unclear about potential traffic growth, and therefore are delaying decisions about the final layout of the junction until 2031, makes one question the rationale for widening the A4019 east of the link road as described above.	The traffic model is developed based on the information provided by the local planning authority on planned development in the local area and the National guidance to predict the likely traffic over the design life of the project. The widening of the A4019 is required to provide additional capacity to accommodate the increase in trips resulting from the three Joint Core Strategy development sites when fully developed. The housing and employment will be delivered gradually, therefore there will be an interim period when traffic demand is lower and will gradually develop over period, interim design year is used to ensure that proposal represents value for money throughout the design life including early stages.	N/A	
485	No widening: it will only lead to a higher traffic density. In the existing proposals: where are the wildlife tunnels to allow safe passage under the road?	Underpasses for wildlife are included in the design under the A4019 (near to Junction 10), and under the West Cheltenham Link Road.	N/A	
486	Would an underpass not be more appropriate for east / west flowing traffic to keep it moving. This is a busy junction now and the wider scheme will exacerbate the issue.	The construction of an underpass for A4019 eastbound and westbound traffic beneath the Gallagher junction would likely lead to much greater disruption to traffic and adjacent business during construction and also add significant cost increases to the Scheme. There would also likely be an increase in permanent land impacts as turning vehicles would require slip roads to merge or diverge from the A4019.	N/A	
487	Linking in with previous Bishops Cleeve comments, would be good if it could include use of the blank spur west of the retail park.	If appropriate, it would be up to the developer of the Elms Park site and local planning authority to propose a link to the blank spur west of the retail park.	N/A	

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489	Compete the link Road towards Bishops Cleeve.	The objectives of the Scheme are to unlock the proposed housing and employment sites as identified in the Joint Core Strategy and to ensure that there is sufficient highway capacity to accommodate the increased traffic and active travel users the site will generate. Any future proposals for highway infrastructure outside of the Scheme extents, are for the local planning and control authority to consider as part of the local planned development and have not been considered as part of these works.	N/A	
490	I would still like to see a by-pass built from here out to the roundabout at Bishops Cleeve/Stoke Road.	The objectives of the Scheme are to unlock the proposed housing and employment sites as identified in the Joint Core Strategy and to ensure that there is sufficient highway capacity to accommodate the increased traffic and active travel users the site will generate. Any future proposals for highway infrastructure outside of the Scheme extents, are for the local planning and control authority to consider as part of the local planned development and have not been considered as part of these works.	N/A	
492	Use the existing link to bypass Swindon village/ Kings Ditch area to link with the road to Evesham via Bishop Cleeve bypass.	The objectives of the Scheme are to unlock the proposed housing and employment sites as identified in the Joint Core Strategy and to ensure that there is sufficient highway capacity to accommodate the increased traffic and active travel users the site will generate. Any future proposals for highway infrastructure outside of the Scheme extents, are for the local planning and control authority to consider as part of the local planned development and have not been considered as part of these works.	N/A	
534	An ICE/EV interchange facility just off Junction 10 could have massive environmental benefits to Cheltenham, Gloucester and Tewkesbury, as well as economic and social benefits.	This is not an objective of the Scheme. Any future proposals outside of the Scheme scope are for the local planning and control authority to consider as part of the local planned development and have not been considered as part of these works.	N/A	
544	The plan omits dedicated bus lanes on the approach to the junction or the inbound lane into Cheltenham	Bus priority measures are being considered as we continue to develop and refine our design. The Applicant will continue to liaise with our stakeholders as proposals are finalised ahead of our submission of the Development Consent Order application.	N/A	
560	Every effort should be made to minimise the impact and scale of this project.	The Scheme has been designed based on a number of considerations including current design standards, the potential impact on the environment, the future patterns of traffic demand, safety of road users, geometric constraints, and operational performance of the highway network in the Scheme area. There will be an increase in traffic in the future in the area which will arise from natural growth in traffic and also trips from Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme it is unlikely that the highway network including the A4019 would be able to provide an acceptable level of service.	N/A	
576	Generally sufficient, although opportunities for planting to separate pedestrians and cycle users from the huge road are not drawn, and would be appreciated. This is going to be a noisy and unpleasant set of roads to travel along outside a motor vehicle, and anything to protect against this would be nice (although a solid fence would be inappropriate for security reasons). There are some natural noise attenuation features proposed, and consideration could be made for whether the cycleway	Planting detail will be confirmed at the next design stage, however, buffers between the active travel facilities and the carriageway have been included throughout the design which could potentially accommodate planting if this was deemed appropriate, and if it does not have any impact on the effective width of the cycle facility.	No	Planting detail will be confirmed at the next design stage, however, buffers between the active travel facilities and the carriageway have been included throughout the design which could potentially accommodate planting if this was deemed appropriate, and if it does not have any impact on the effective width of the cycle facility.

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	and footpath could pass behind these to enjoy periods of respite from the road.			
586	Really? 6 and 8 lane junctions not my idea of landscaping. I understand housing is unlikely to be popular with developers without parking etc and the house price crisis dictates small plots crammed in so people can afford, but there must be a middle ground somewhere. The junctions into the developments with multiple lanes and massive queuing areas on approach on the junctions are horrendous.	The Scheme has been designed based on a number of considerations including current design standards, potential impact on the environment, the future patterns of traffic demand, safety of road users, geometric constraints, and operational performance of the highway network in the Scheme area. There will be increase in traffic in the future in the area which will arise from natural growth in traffic and also trips from Elms Park and Golden Valley Developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme it is unlikely that the highway network including the A4019 would be able to provide an acceptable level of service.	N/A	
296	The junction at Homecroft Drive has still not been explained, it is a complete mish mash. Residents are in favour of not having a cross-roads which creates a complicated and unnecessary junction that nobody wants. The new road must be restricted to a 40mph limit, this might help with the noise. The road surface must, to help noise levels, be of a noise reduction type.	The design has changed to make this a cross-roads junction by moving the proposed North West Cheltenham (Elms Park) Allocated Site junction west to create a cross-roads junction with the Civil Service Club. As per the revised design it is proposed to re-direct Homecroft Drive to this relocated North West Cheltenham (Elms Park) Allocated Site/Civil Service Club Junction.	Yes	Re-directing Homecroft Drive to the relocated North West Cheltenham (Elms Park) Allocated Site/Civil Service Club Junction.
607	To address this question one must know the detail of the design. By way of example: what will the noise barriers look like, how big, what materials, and where exactly will they be sited? Surely these things need to be known before an informed opinion on the design can be made? And lighting, the impact is not mentioned, when we know street lighting has a huge impact on the landscape and is extremely detrimental to human and wildlife wellbeing.	Impact of lighting on ecology is assessed as part of the Environmental Impact Assessment and will be reported in the Environmental Statement. Extents of noise barrier requirements will be confirmed in the Environmental Statement however the details will be determined at detailed design. Sizes of these were presented in the Preliminary Environmental Information Report.	N/A	
621	There needs to be serious shielding from existing properties and the road - from the prospect of noise and air pollution and view. Many of those properties were originally bought with fantastic views.	The assessment to assess the impact of noise and air quality including proposed mitigation will be addressed in the Environmental Statement.	N/A	
638	Please ensure that the bridge over M5 further south is open before any traffic restrictions commence. The alternative will be chaos.	The Contractor will submit a works programme for approval showing how the work phases will be planned and executed. This will reflect detailed analysis on traffic movements to minimise traffic disruption.	N/A	
643	It is vital a food van is on this road along with a layby. We have built a business and good reputation for over 10 years. It is our livelihood. A layby is very much needed on this road. No alternative place has been offered for us either.	Due to the lack of space available between the various traffic signal junctions and limited u-turn options (M5 Junction 10 and Kingsditch Junction), it was not possible to identify suitable safe locations to provide laybys. The Applicant will be working with the owner to find an suitable alternative location for the food van.	No	Due to the lack of space available between the various traffic signal junctions and limited u-turn options (M5 Junction 10 and Kingsditch Junction), it was not possible to identify suitable safe locations to provide laybys. The Applicant will be working with the owner to find an suitable alternative location for the food van.
653	Laybys need to be added !	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified.	No	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified.
672	Keeping Junction 10 layby and food wagon.	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified.	No	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified.
676	There is a separate proposal for Coombe Hill, however there appears to be no consideration or proposals for the	Changes to traffic routing have been monitored as the scheme has been developed, particularly on Stoke Road. Some minor improvements are	No	Changes to traffic routing have been monitored as the scheme has been developed, particularly on Stoke Road. Some minor improvements are

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	section of the B4019 between Coombe Hill and M5 Junction 10. There are two junctions at Piff's Elm onto the B4019, one at the Gloucester Old Spot and one to Boddington. These can be very busy and dangerous junctions carrying traffic to and from the growing developments at Stoke Orchard to M5 Junction 10 and Gloucester, some of which necessitates not only joining or leaving the B4019 but also crossing this busy road which will grow busier after M5 Junction 10 and Cheltenham West is developed. I suggest these junctions should be included in the overall plan so that the whole traffic flow from Coombe Hill to Cheltenham and the M5 Junction 10 can be treated as an integrated whole.	proposed for the A4019 Gloucester Old Spot Junction but further improvements discounted to avoid attracting further traffic onto Stoke Road. Other mitigation measures are being considered for Stoke Road and these may reduce traffic volumes. In addition, the upgraded M5 Junction 10 will remove the existing "free flow" over the motorway and is likely to increase "gaps" in traffic as vehicles are held at the M5 Junction traffic signals.		proposed for the A4019 Gloucester Old Spot Junction but further improvements discounted to avoid attracting further traffic onto Stoke Road. Other mitigation measures are being considered for Stoke Road and these may reduce traffic volumes. In addition, the upgraded M5 Junction 10 will remove the existing "free flow" over the motorway and is likely to increase "gaps" in traffic as vehicles are held at the M5 Junction traffic signals.
684	On the northbound slip road from the A4019 to the M5 at Junction 10, as there have been two successive junctions beforehand the traffic already on the M5 is often reticent to move out to make way for joining traffic (this is a particular issue with lorries). Please could consideration be given for a longer slip road that allows more time and space for joining traffic.	The design of new slip roads is as per current design and standards and includes a longer merge section.	N/A	
693	Please add a lay-by.	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified.	No	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified.
694	I am concerned about the seeming lack of new, and loss of the current lay by at Uckington, both from the driver safety aspects and impact onto the catering business that currently occupied the site.	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified.	No	Provision of laybys has been considered but unfortunately no suitable safe sites could be identified.
698	The general scheme is fine, but the choice of junction design with the M5 is horrendous. Why go with a design that is shockingly substandard and requires huge land take, when there are better options, like a half-clover, which provide better upgrade paths in the future, as proven by the rest of the world.	The junction has been designed to current standards to accommodate the design year flows whilst minimising the impact on the surrounding land. A Half Clover junction would likely not be able to accommodate the traffic flows predicted for this Scheme.	N/A	
699	Have you considered, rather than a dual carriageway, a three lane 4019 with lane control for peak times in and out. (such as the A38 approach from the M6 into Birmingham)?	The A4019 widening has been designed to current standards to accommodate the design year flows whilst minimising the impact on the surrounding land. Forecast traffic flows and traffic modelling determined the need for the widening of the A4019 for the extents included in the design.	N/A	
707	Would it be possible to have a bus stop on the B4634 near to the House in in Tree public house?	Currently there are no bus services along the B4634 Old Gloucester Road. Provision on new services (including new bus stops for those services) are beyond the scope of this Scheme. However, new bus services are likely to be required for the West Cheltenham Development and we will raise this requests as part our liaison with the local planning authorities and developers.	No	Currently there are no bus services along the B4634 Old Gloucester Road. Provision on new services (including new bus stops for those services) are beyond the scope of this Scheme. However, new bus services are likely to be required for the West Cheltenham Development and we will raise this requests as part our liaison with the local planning authorities and developers.
2	The proposal will necessitate the demolition of all the homes on Withybridge Gardens.	We acknowledge that some properties in vicinity of the scheme, including those at Withybridge Gardens, will need to be acquired for construction of the project. The design has been developed to keep the impact of the Scheme as low as practically possible and to keep the land acquisition to minimum. An external	N/A	

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		consultant is appointed to lead on engagement with landowners and occupiers. Individual meetings have taken place with People with an Interest in Land.		
572b	There is no need to have a dual carriageway on Tewkesbury Road or new road connecting to West Cheltenham.	An objective of the Scheme is to enable the development identified in Gloucestershire's Joint Core Strategy. Traffic modelling has been used to identify the requirements of the design with regards to road and junction sizing. These requirements have been reviewed through the development of the design, with the design changes, such as the reduction of the sizing of the Link Road from a dual carriageway, are reported in the Environmental Statement.	No	An objective of the Scheme is to enable the development identified in Gloucestershire's Joint Core Strategy. Traffic modelling has been used to identify the requirements of the design with regards to road and junction sizing. These requirements have been reviewed through the development of the design, with the design changes, such as the reduction of the sizing of the Link Road from a dual carriageway, are reported in the Environmental Statement.

N.5. Environment

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3	We do not need this. We are destroying our countryside at a time when we are meant to be cutting our carbon emissions. Our motorway junctions are quite sufficient.	The Scheme objectives include an aim to meet the requirements of climate change within the context of successfully unlocking the required growth in the area. As part of this, the Scheme will help to reduce carbon emissions when compared to a 'with development, but without scheme' scenario.	N/A	
11	Massive negative impact on productive agricultural land and local businesses and local residents with noise and air pollution.	The impacts to agricultural land likely to be affected as part of the final design has been considered within the Environmental Statement. The land required for the Scheme has been considered as part of the design process, and the area required minimised as far as possible. The Environmental Statement assesses the changes in noise levels and air quality as a result of the Scheme. The Environmental Statement is included in the Development Consent Order application.	N/A	
20	Any increase in the use of road vehicles should be actively discouraged on environmental grounds.	The level of new homes and employment areas is set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City Councils. The Joint Core Strategy forms part of the statutory development plan for these areas. The Scheme is critical to remove constraints on the highway network, improve connectivity between the Strategic Road Network and the local transport network, and ensure there is enough capacity to accommodate traffic demand associated with the housing and employment growth in the area. The Scheme objectives include an aim to meet the requirements of climate change within the context of successfully unlocking the required growth in the area. As part of this, the Scheme will help to reduce carbon emissions when compared to a 'with development, but without scheme' scenario.	N/A	
22	Is there a carbon budget for the Junction? The video gave no information on the impact on wildlife. I gather it is now a legal requirement of all National infrastructure projects to deliver a minimum of 10% net biodiversity gain.	Further details on significance on the carbon budget are provided within the Environmental Statement. It should be noted that significance is determined primarily through whether the Scheme will materially impact the ability for the UK to meet its carbon reduction targets. The Applicant will continue to work with project stakeholders, including Natural England, the Environment Agency and National Highways, to ensure the approach is consistent with other schemes and relevant legislation. The Scheme has an objective of achieving a net gain in biodiversity. An assessment of the biodiversity net gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. The methodology applied and	N/A	

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		the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Development Consent Order limits. The Nature Recovery Network was a key tool in this assessment.		
23	Is there a carbon budget for the junction?	The Scheme has been assessed against the UK's fourth carbon budget. The results have been reported in the Environmental Statement.	N/A	
24	Will the legal requirement of all National Infrastructure Projects to deliver a minimum of 10% biodiversity net gain be achieved?	The Scheme will meet the legal requirements for a Nationally Significant Infrastructure Project to deliver Biodiversity Net Gain. Currently the minimum 10% is not a legal requirement. However, the Scheme has an objective of achieving a net gain in biodiversity (including for terrestrial habitats, hedgerows, and rivers and streams). Based on the Statutory Consultation design, it is considered that this is achievable within the current Development Consent Order Limits. This has been confirmed in the Environmental Statement.	N/A	
29	I would like to see areas remain green and not all developed. 'Safeguarded for development' is not ok, some significant areas should be safeguarded as natural areas! I would really just like to see two direction motorway access and that's all that's needed.	The Joint Core Strategy has determined the areas "Safeguarded for development" and therefore this is not a matter for the Scheme.	N/A	
34	Where is the evidence that increasing road capacity will decrease emissions of carbon dioxide? There is none of course, as, long term, building more roads creates more demand for driving. Does this scheme comply with our COP26 targets (carbon dioxide emissions targets set at the United Nations Climate Change Conference, 2021)?	The Environmental Statement includes an assessment of the Scheme against the UK's carbon budget.	N/A	
43	Please provide and extend false cuttings. Please provide a 40m wide woodland habitat to all sides of scheme. Plant more trees.	The landscape design for the Scheme will strengthen existing green corridors, and create new ones with new trees and hedgerows planted. The new planting will include some semi-mature trees, and species rich grassland planting. The alignment of the Scheme has been set so as to retain existing hedgerows where possible. New hedgerows have been included in the landscape design, along most of the A4019 (within the Scheme) and the Link Road. Provision of false cuttings is therefore not currently considered necessary given the other mitigation provided. An assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Development Consent Order limits. The Nature Recovery Network was a key tool in this assessment.	No	The landscape design provides more trees along the roads than is there currently.
52	This will encourage more car usage and greenfield development which is accessible only by car.	New housing and employment sites are proposed for development close to Junction 10 of the M5, including the West and North-West Cheltenham developments, as identified in the adopted Joint Core Strategy. To unlock these proposed housing and job opportunities, we need to ensure that there is sufficient highway capacity to accommodate the increased traffic and active travel users this will generate. There is also a need to address existing pressure on the local highway network, particularly on M5 Junction 11. The Scheme	N/A	

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		includes an active travel corridor along the length of the Scheme to support travel options other than by road vehicle.		
53	The road is going to be twice as busy, and it will have a massive impact on the noise pollution where I live.	The Environmental Statement assesses the changes in noise levels and air quality as a result of the Scheme. The Environmental Statement report is publicly available to inform the public and stakeholders of all environmental impacts. Appropriate mitigation has been recommended for incorporation within the Scheme.	N/A	
58	The flood attenuation is likely inadequate, and it is highly probable the significant increases in impermeable surfacing will create even greater runoff, leading to exacerbated issues across the local area.	<p>The Scheme includes the following features:</p> <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.</p>	N/A	
73	Too much focus on the car and traffic now. You will disseminate the local wildlife.	The scheme acknowledges there will be impact to wildlife and is providing appropriate mitigation to address those impacts. Details of the impacts and mitigation has been provided in the Environmental Statement, which forms part of the Development Consent Order application. In addition, the Scheme has an objective of achieving a net gain in biodiversity (including for terrestrial habitats, hedgerows, and rivers and streams) it is considered that this is achievable within the current scheme boundary.	N/A	
77	How can the M5 Junction 10/A4019 plans be called 'leading by example' in response to the climate emergency, when new roads are known to induce demand?	The Scheme objectives include an aim to meet the requirements of climate change within the context of successfully unlocking the required growth in the area. As part of this, the Scheme will help to reduce carbon emissions when compared to a 'with development, but without scheme' scenario. The Environmental Statement includes an assessment of greenhouse gas emissions from the construction and the operation of the Scheme.	N/A	
84	Considering its close proximity to two other four-way motorway junctions, I do not consider it necessary for the amount of destruction to the natural environment this would cause. It is purely because you want to build on a floodplain that this is being proposed. Has nothing been learnt from the horrendous flooding problems that Tewkesbury now experiences since building on the floodplains there?	<p>The Scheme includes the following features:</p> <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.</p>	N/A	

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92	We are in a climate change emergency so unrestricted growth in car use cannot continue, regardless of how they are powered. These proposals represent a massive increase in highway capacity, which will support and encourage increased use of cars. This is incompatible with tackling climate change (despite provision of an active travel corridor) and suggests that the new growth to the west of Cheltenham will not, in fact, be sustainable at all.	The Scheme objectives include an aim to meet the requirements of climate change within the context of successfully unlocking the required growth in the area. As part of this, the Scheme will help to reduce carbon emissions when compared to a 'with development, but without scheme' scenario. The Environmental Statement includes an assessment of greenhouse gas emissions from the construction and the operation of the Scheme	N/A	
98	We are supposed to be supporting the reduction in greenhouse gases and moving to more sustainable transport, not encouraging single vehicle use. This proposal does the opposite.	The Scheme objectives include an aim to meet the requirements of climate change within the context of successfully unlocking the required growth in the area. As part of this, the Scheme will help to reduce carbon emissions when compared to a 'with development, but without scheme' scenario. The Environmental Statement includes an assessment of greenhouse gas emissions from the construction and the operation of the Scheme.	N/A	
103	The impact on the environment must be taken into account to reduce the chance of habitat and species loss caused by the encroachment of roads and housing and commercial development. As the local population increases, the pressure on the local environment could reach saturation levels. Local fields and nature reserves are already being sacrificed.	An assessment of the impact of the Scheme on the environment has been undertaken and is reported within the Environmental Statement.	N/A	
108a	The existing proposals: where are the wildlife tunnels to allow safe passage under the road?	Information on proposals to avoid fragmentation of habitats, and therefore overcome barriers to wildlife movement, are presented in the Biodiversity chapter of the Environmental Statement. Wildlife underpasses are included in the design under the A4019 (east of M5 Junction 10) and under the Link Road.	N/A	
110	Concerned due to the loss of wildlife and environmental impact. Is the loss of habitat going to be made up once the Scheme is complete?	For the habitat that will be lost, the majority of these areas are of lower value for biodiversity, such as improved grassland/arable habitats. The habitat creation proposed will offset effects of habitat loss by providing an increase in area of the more valuable habitats, such as species rich grassland to replace lower value (conservation value) grassland. These matters are addressed fully in the Environmental Statement, and consideration was given to how to present this information in the best way.	N/A	
112	I feel as a local resident that this is going to create so much more traffic, pollution and noise, whilst taking away the green spaces i.e., the fields where we as a local community walk our dogs, enjoy the wildlife, hedgerows and tranquillity.	The impacts to the environment have been assessed and will be reported in the Environmental Statement.	N/A	
116	Needs opening up but plans are too extensive and detrimental to the landscape and local environment.	An assessment of the impact of the Scheme on the environment has been undertaken and is reported within the Environmental Statement.	N/A	
128	Need to keep Cheltenham wild, keeping hedgerows is important.	The landscape design for the Scheme will strengthen existing green corridors, and create new ones with new trees and hedgerows planted. The new planting will include some semi-mature trees, and species rich grassland planting. The alignment of the Scheme has been set so as to retain existing hedgerows where possible. New hedgerows have been included in the landscape design, along most of the A4019 (within the Scheme) and the Link Road. An assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and	N/A	

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		Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Development Consent Order limits. The Nature Recovery Network was a key tool in this assessment.		
149	Ruining the environment further. It will create extra traffic and pollution. There are currently no major issues with how the junction is. You have a roundabout at the junction with Tewkesbury and traffic every morning coming off the M5 is for miles.	The Scheme has been designed based on a wide number of considerations including potential impact on the environment, the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. As part of the Scheme preparation, comprehensive and detailed assessment of various environmental impacts has been undertaken. The results of these assessments are included as part of the planning process for examination. One of the main aims of the new M5 Junction 10 has been to remove the current excessive queues on the eastbound slip road from the M5 north of Junction 10 destined for Cheltenham. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the trips generated by the new Elms Park and Golden Valley Developments along the A4019 and Old Gloucester Road.	N/A	
154	More road building always inevitably leads to more road use, equalling more traffic. We need to avoid the destruction of green spaces and encourage the use of public transport as a viable alternative to the car.	The impact of the Scheme is subject to the necessary environmental assessments including air quality modelling of the study area which provided the necessary information on potential impacts of the Scheme on air quality and mitigation measures to address them.	N/A	
157	Has the local wildlife been taken into account?	Ecology surveys and appropriate mitigation have been considered in the Scheme with further details available in the Environmental Statement which forms part of the Development Consent Order application.	N/A	
1	We should not be spending huge amounts on new infrastructure for cars when we should be encouraging public and active transport to meet the challenges of climate change. What is planned is not consistent with UK COP obligations (carbon dioxide emissions targets set at the United Nations Climate Change Conference, 2021). The proposals will increase car movements to a huge extent with no community benefits.	The Scheme objectives include an aim to meet the requirements of climate change within the context of successfully unlocking the required growth in the area. As part of this, the Scheme will help to reduce carbon emissions when compared to a 'with development, but without scheme' scenario. The Environmental Statement includes an assessment of greenhouse gas emissions from the construction and the operation of the Scheme. In addition, effort is being made to integrate proposals to support use of sustainable transport measures where possible within the scope of the Scheme, which is designed to enable planned development in the area.	N/A	
175	Fundamentally it is being built on a flood plain, and the evidence shown at the Consultation meeting gave no assurance to say what was being proposed would not cause flooding in the future. Written assurance given by the developers to all households would help to alleviate this.	The Scheme includes the following features: <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.	N/A	
176	Noise pollution has not been resolved. The road is raised which will have a noise issue. There needs to	The potential impacts of noise have been reviewed and mitigation measures (noise barriers) have been included in the Scheme design where required.	N/A	

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	be a high landscaped barrier on the east side of this road.			
187	The noise will increase for us and also people looking into our garden going up towards the junction. I understand you will be replacing some of the landscape planting but as this will take 15 years to grow this is not a feasible solution for us.	The potential impacts of noise have been reviewed and mitigation measures (noise barriers) have been included in the Scheme design where required.	N/A	
188	Fails to address environmental issues and concerns. Will destroy natural habitats and rural communities off the proposed route.	The potential impacts to the environment have been assessed and are reported in the Environmental Statement.	N/A	
212	Increased traffic which will only add to carbon footprint.	The Environmental Statement includes an assessment of the Scheme against the UK's carbon budget.	N/A	
221	In 2019 Gloucestershire County Council declared a climate emergency. Part of this declaration states: 'We will limit the effects of global warming and protect our natural environment by: leading by example, putting climate change at the heart of our decisions and working in partnership across Gloucestershire's public sector to make the greatest impact.' How can the M5 Junction 10/A4019 plans be called 'leading by example' when new roads are known to induce demand? (https://bettertransport.org.uk/roads-nowhere/induced-traffic)	The Scheme objectives include an aim to meet the requirements of climate change within the context of successfully unlocking the required growth in the area. As part of this, the Scheme will help to reduce carbon emissions when compared to a 'with development, but without scheme' scenario. The Environmental Statement includes an assessment of greenhouse gas emissions from the construction and the operation of the Scheme.	N/A	
223	I am not convinced the increased risk of flooding; more noise and more air pollution have been fully appreciated and addressed. I remain of the view that the proposed strategic allocation of West Cheltenham and cyber park would be better served by M5 Junction 11.	This option is not deemed suitable as M5 Junction 11 already suffers from congestion. It is therefore considered necessary to provide the Link Road to relieve the pressure the West Cheltenham Development would have on M5 Junction 11.	N/A	
230	The problem is that this link road will destroy fertile grade A arable land and once you destroy that land with construction it is gone forever. Also, regardless of what measures you implement, this road will create a barrier within the catchment area and contribute to flooding in an extreme event (as in 1968 and 2007).	The impacts to agricultural land likely to be affected as part of the final design have been considered within the Environmental Statement. The land required for the Scheme has been considered as part of the design process, and the area required minimised as far as possible.	N/A	
232	Totally unnecessary, since Withybridge Lane is very closely parallel to it [West Cheltenham Link Road] and it is proposed over what you, yourselves, describe as a floodplain. It would also involve ripping up hedges and trees causing massive disruption to the native wildlife. Furthermore, there appear to be no plans to prevent the East side of the Link Road from flooding.	The Link Road will be raised to a level where the risk of flooding is reduced. Withybridge Lane is at risk of flooding. The alignment of the Link Road has been selected to minimise impacts to existing hedges and trees.	N/A	
233	It will create more pollution.	An assessment of the impact of the Scheme on the environment has been undertaken and is reported within the Environmental Statement.	N/A	
247	The impact on the local environment and green spaces must be dealt with to avoid increasing habitat and wildlife loss.	An assessment of the impact of the Scheme on the environment has been undertaken and is reported within the Environmental Statement.	N/A	

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283	No plans to prevent flooding to the east of this road. No plans to reduce extra noise or pollution. No consideration to wildlife or the fact that this area has a high-water table.	<p>The Scheme includes the following features:</p> <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream. Wildlife underpasses are included as part of the design for the West Cheltenham Link Road.</p>	N/A	
292	More welcoming greenery along the central reservation to help with pollution.	A landscape design includes planting along the central reservation.	N/A	
297	Massive negative impact on productive agricultural land and on local businesses and residents with noise and air pollution. It will still be a bottle neck, just will have more cars on it at any one time causing above a moving car park!	The potential impacts to the environment have been assessed and reported in the Environmental Statement.	N/A	
299	This area was under water in 2007. Who pays for damage when it happens again, as it will with more cement and less open countryside	<p>The Scheme includes the following features:</p> <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.</p>	N/A	
302	I have concerns about how the widening of the road will affect existing homes and communities as well as the environment/wildlife. Looking at the plans I cannot see how this will be achieved without significant destruction of the countryside (trees, hedgerows etc.) surrounding the A4019. I know there are proposals to plant new trees/hedgerows to replace those destroyed by the construction. However, new planting will take years to make up for the local ecosystems, habitats and wildlife lost. I am aware from travelling in and out of Cheltenham on the A4019, that local residents have put up signs protesting against the proposals for an extension of the dual carriageway. I am inclined to	The potential impacts to the environment have been assessed and reported in the Environmental Statement, which forms part of the Development Consent Order application. Specifically, the landscape design for the Scheme will strengthen existing green corridors, and create new ones with new trees and hedgerows planted. The new planting will include some semi-mature trees, and species rich grassland planting. The alignment of the Scheme has been set so as to retain existing hedgerows where possible. New hedgerows have been included in the landscape design, along most of the A4019 (within the Scheme) and the Link Road.	N/A	

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	sympathise with them and their concerns. I do agree with the idea of separate cycle routes.			
306	Fails to address environmental issues and concerns. Will destroy natural habitats and rural communities off the proposed route. Will increase congestion, particularly closer to Cheltenham.	The potential impacts to the environment have been assessed and reported in the Environmental Statement.	N/A	
347	If you agree with the climate crisis, this pouring of vast amounts of concrete and tarmac to make car travel even easier is a very poor strategy to pursue. I frequently travel between Cheltenham and Tewkesbury and the only congestion I have encountered is due to roadworks/temporary lights. Stop adding to the problem. Stop trying to make car transportation the most convenient method of transportation.	The Scheme objectives include an aim to meet the requirements of climate change within the context of successfully unlocking the required growth in the area. As part of this, the Scheme will help to reduce carbon emissions when compared to a 'with development, but without scheme' scenario. The Environmental Statement includes an assessment of greenhouse gas emissions from the construction and the operation of the Scheme.	N/A	
355	When questioned, no one could assure householders that the flood defence plan would work. When questioned on how lost habitat will be replaced again answers were vague and nobody was sure. Large tracts of mature hedge will be removed along with mature trees, just replacing these with a few whips will not replace or indeed increase (as is required) the biodiversity of the area. The community would expect large numbers of mature trees to be planted and maintained, also a plan of how the mature hedges will be replaced as a great number of species are dependent upon them. It seems little thought has gone into noise, light and air pollution, all things that will make life for householders in this section a misery.	An assessment of the impact of the Scheme on the environment has been undertaken and is reported within the Environmental Statement. This includes the consideration of flood risk, biodiversity, changes in landscape, and the effects of changes in noise and air quality.	N/A	
366	Dealing with habitat loss. Also, to acknowledge the risk of flooding for areas in the development within the catchment of the River Chelt and tributaries.	The Scheme includes the following features: <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.	N/A	
374	Future development must be declined. All that proposed tarmac would be a flood risk with the more active storms that will become the norm.	The Scheme includes the following features: <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. 	N/A	

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		<ul style="list-style-type: none"> Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.</p>		
375	Plans are too extensive and detrimental to the landscape and local environment and people living there. The idea of 4000 new houses there is horrifying and will hopefully be reduced, and so reduce perceived need for this widening.	The level of new homes and employment areas are set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City councils. The Scheme is required to meet the demands resulting from the Joint Core Strategy.	N/A	
395	Regarding Homecroft Drive, at the consultation meeting it was noted that noise barrier bordering the service road along the Tewkesbury Road was being downgraded to a wooden barrier and not a wide landscaped reservation with trees and bushes and a concrete barrier that was first shown at the meeting back in 2021. The issue of light pollution was not resolved except we can use low level LED lights. The creation of a storage pond next to the Cheltenham West Community Fire and Rescue Station for flood prevention, eventually emptying into the River Chelt. No assurance could be given that this would not result in flooding. How this pond would be cleaned, rubbish/waste from the road removed so not to pollute the River was not explained. 40 miles per hour limit and low noise surface.	The detail of the noise barriers will be developed at the detailed design stage. The purpose of the attenuation basin next to the Cheltenham West Community Fire and Rescue Station is to remove pollutants that are washed off the road before water is discharged to the River Chelt.	N/A	
419a	When questioned no one could assure householders that the flood defence plan would work, answers such as we are not sure were received. This is totally unacceptable. The field containing the Fire Station was underwater in 2007 and the River Chelt full. The current plan of an attenuation pond and drainage ditch once overwhelmed would push water from the impermeable road surface into homes on Homecroft Drive and those on the A4019. We require a robust and guaranteed flood prevention plan to be approved by relevant authorities and presented to homeowners before any planning permission is granted. Also as a community we would like confirmation of which authority is responsible for these decisions and assurance that we could seek redress through the courts if approved plans do not work.	<p>With regards to flooding, the Scheme includes the following features:</p> <ul style="list-style-type: none"> Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.</p>	No	<p>With regards to flooding, the Scheme includes the following features:</p> <ul style="list-style-type: none"> Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.</p>
419b	When questioned on how lost habitat will be replaced again answers were vague and nobody was sure, seemingly a recurring theme. Large tracts of mature hedge will be removed along with mature trees, just replacing these with a few whips will not replace or	The potential impacts to the environment have been assessed and reported in the Environmental Statement.	N/A	

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	indeed increase (as is required) the bio diversity of the area. The community would expect large numbers of mature trees to be planted and maintained, also a plan of how the mature hedges will be replaced as a great number of species are dependent upon them.			
419c	No detail is available on air quality and the increase in traffic will have a serious effect on air quality - what action is proposed to alleviate this?	The impact of the Scheme is subject to the necessary environmental assessments including air quality modelling of the study area which provides the necessary information on potential impacts of the Scheme on air quality and mitigation measures to address them. More information is available in the Environmental Statement, which forms part of the Development Consent Order application.	N/A	
419e	Sound proofing between service road and the dual carriageway will need to be robust and wide enough for fencing and planting to reduce noise pollution and absorb air pollution. Detailed plans need to be provided with proposed dimensions and details of planting.	The impact of the Scheme is subject to the necessary environmental assessments, including air quality modelling of the study area, which provides the necessary information on potential impacts of the Scheme on air quality and mitigation measures to address them. More information is available in the Environmental Statement, which forms part of the Development Consent Order application.	N/A	
422	This proposal will deliver significant additional highway capacity which will support increased demand to travel by car, both by releasing suppressed demand and generating new demand. It will also encourage increased car use from the new residential estates when these are built, which is incompatible with the National Planning Policy Framework which seeks to encourage sustainable growth. Compare this scheme to the remarkably similar scheme proposed by Oxfordshire County Council on the A40 on the approach to Oxford, which proposes bus lanes in both directions and a new Park and Ride site at Eynsham, rather than a dual carriageway road. That approach is a lot more sustainable and climate change compatible.	The Scheme objectives include an aim to meet the requirements of climate change within the context of successfully unlocking the required growth in the area. As part of this, the Scheme will help to reduce carbon emissions when compared to a 'with development, but without scheme' scenario. The Environmental Statement includes an assessment of greenhouse gas emissions from the construction and the operation of the Scheme.	N/A	
429	It is not clear why the noise mitigation barrier is only on one side of the road, and only in one sub-section. Why not along the full length of the improved A4019?	The locations of the noise barriers within the Scheme design have been determined by the noise assessment and modelling undertaken. In some locations, noise barriers have been included along both sides of the A4019.	N/A	
442	If what you mean is to make the Tewkesbury Road from the Gallagher Retail Park up to the new Junction 10 a dual carriageway. Needed to support the opening up of junction 10 - concerned about future development on the Tewkesbury Road/further destruction of greenbelt land.	The proposed developments were determined as part of the development and adoption of the Joint Core Strategy. This scheme is required to meet the demands resulting from the Joint Core Strategy.	N/A	
475	Concerns about the misguided prioritisation of inter urban active travel routes ahead of urban networks, the need for regular sweeping and degraded local air quality apply.	The impact of the Scheme is subject to the necessary environmental assessments including air quality modelling of the study area which provides the necessary information on potential impacts of the Scheme on air quality and mitigation measures to address them. More information is available in the Environmental Statement, which forms part of the Development Consent Order application.	N/A	
76	We, Gloucestershire Orchard Trust, use the orchard at Uckington as an important heritage and ecological resource. It is a rare Mother Orchard, containing	The orchard is outside the Development Consent Order Limits.	Yes	Temporary works areas will be amended to remove any direct impact to the orchard.

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	special heritage varieties which Gloucestershire County Council and Gloucestershire Orchard Trust developed twenty years ago. It is a community asset of great importance. It must be protected in your scheme.			
117	Environmental concerns over the levels of polluting transport it will enable. I would rather see sustainable transport schemes.	The Scheme includes an active travel corridor along the length of the Scheme to support travel options other than by road vehicle. The northern verge of the A4019 has been widened to allow for future bus lane provision from the fire station to Gallagher Junction. The right turn lane from A4019 westbound to North West Cheltenham (Elms Park) Allocated Site access has been changed to bus only. The entrance to Park & Ride has been added to the west of Safeguarded Site access junction to match the developer's design.	Yes	The northern verge of the A4019 has been widened to allow for future bus lane provision from the fire station to Gallagher Junction. The right turn lane from A4019 westbound to North West Cheltenham (Elms Park) Allocated Site access has been changed to bus only. The entrance to Park & Ride has been added to the west of Safeguarded Site access junction to match the developer's design.
249	More roads mean more traffic and more pollution. Money should be spent on creative ways of helping people do without cars.	The Scheme includes an active travel corridor along the length of the Scheme to support travel options other than by road vehicle. Public transport provision options have been explored throughout Scheme development. The provision for a future bus lane is included in the Scheme. The northern verge of the A4019 has been widened to allow for future bus lane provision from the fire station to Gallagher Junction. The right turn lane from A4019 westbound to North West Cheltenham (Elms Park) Allocated Site access has been changed to bus only. The entrance to Park & Ride has been added to the west of Safeguarded Site access junction to match the developer's design.	Yes	The northern verge of the A4019 has been widened to allow for future bus lane provision from the fire station to Gallagher Junction. The right turn lane from A4019 westbound to North West Cheltenham (Elms Park) Allocated Site access has been changed to bus only. The entrance to Park & Ride has been added to the west of Safeguarded Site access junction to match the developer's design.
255	In the existing proposals: where are the wildlife tunnels to allow safe passage under the road?	Information on proposals to avoid fragmentation of habitats and therefore overcome barriers to wildlife movement are presented in the Biodiversity chapter of the Environmental Statement.	N/A	
258	Concerned that due to the loss of wildlife and environmental impact. Is the loss of habitat going to be made up once the Scheme is complete?	The Scheme has an objective of achieving a net gain in biodiversity. There is an aspiration of a positive net gain in biodiversity (including for terrestrial habitats, hedgerows, and rivers and streams). This has been clarified in the Environmental Statement.	Yes	Further detail has been added to the landscape design, particularly for the flood storage area, to provide improvements in biodiversity.
353	More traffic in this area will harm the biodiversity of the site.	The Scheme has an objective of achieving a net gain in biodiversity. There is an aspiration of a positive net gain in biodiversity (including for terrestrial habitats, hedgerows, and rivers and streams). This has been clarified in the Environmental Statement.	Yes	Further detail has been added to the landscape design, particularly for the flood storage area, to provide improvements in biodiversity.
506	The creation of the junction itself will simply swamp any environmental mitigations by the sheer increase in carbon creation and local pollution.	An assessment of the impact of the Scheme on the environment has been undertaken and reported within the Environmental Statement.	N/A	
553	While there is a focus on the immediate area, please can other offsets be considered elsewhere in the region?	The scope of the assessments undertaken, and mitigation identified is only for the Scheme area, and we do not require off-site offsets.	N/A	
507	The A4019 widening will result in the destruction of the mature hedgerow on the northside causing damage to the wildlife. The replacement hedgerow should be planted now to enable it to establish itself. There are no plans to improve biodiversity which is a legal requirement. The Technical Appraisal Report only considers Flooding events since 2011 therefore the major July 2007 event when our property and others in Homecroft Drive suffered significant flood damage is ignored. There is no provision to prevent flood water from north of the A4019 flooding across Junction A	Regarding biodiversity, an assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Development Consent Order limits. The Nature Recovery Network was a key tool in this assessment. With regards to managing flood risk, the Scheme includes the following features: <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. 	N/A	

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	onto Homecroft Drive. The flood prevention plans are inadequate.	<ul style="list-style-type: none"> Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme in line with the current guidance and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.</p>		
514	Nobody sitting in a vehicle passing through will notice, but as a householder, I am very concerned that the noise levels will be truly awful. I'm not convinced that the proposals to mitigate this will: a) be effective b) not be quietly watered down as time progresses.	Noise levels during the operation of the Scheme have been modelled based on the predicted traffic flows and as set out in the current design guidance. The results have been reported in the Environmental Statement. Noise barriers have been included in the preliminary design to mitigate noise levels in particular locations along the A4019 and the M5.	N/A	
629	What happens in the meantime to all the animals once you rip out trees, hedgerows, etc.? It could take years for them to come back.	Mitigation measures have been included as part of the environment design to address the losses in existing vegetation caused by the construction of the Scheme. Some mitigation measures will be completed in advance of construction, for example the installation of replacement bat roosts and badger setts. New habitats will be introduced as part of the Scheme, and the Scheme has been assessed to achieve a net gain in biodiversity compared to the current environment.	Yes	Further ecology mitigation measures have been included in the design as early works.
511	I see no need to impact on the copses in Stanboro lane. They are home to at least 2 pairs of Jays and hedgehogs.	Existing vegetation will be retained where possible. The clearance of vegetation that cannot be retained will be undertaken outside of the bird nesting season. If this timing cannot be achieved, then an inspection of the vegetation by a qualified ecologist will be undertaken in advance, and the clearance halted, and an appropriate buffer established. Clearance would be paused until the chicks have fledged.	N/A	
517	Considering there are hedgehogs and jays in the copse outside Stanboro Lane, I strongly disagree.	Existing vegetation will be retained where possible. The clearance of vegetation that cannot be retained will be undertaken outside of the bird nesting season. If this timing cannot be achieved, then an inspection of the vegetation by a qualified ecologist will be undertaken in advance, and the clearance halted, and an appropriate buffer established. Clearance would be paused until the chicks have fledged.	N/A	
700	What is missing is any real attempt to promote sustainable transport. You may talk about climate change and say there will be a negligible impact on carbon emissions, but every little helps and this project is definitely not helping. It is easy to talk green while having the opposite effect. You talk of achieving Biodiversity Net Gain, which unfortunately we know is rarely achieved in development schemes. Certainly it is desirable because of the amount of destruction which is taking place.	The Scheme objectives include an aim to meet the requirements of climate change within the context of successfully unlocking the required growth in the area. As part of this, the Scheme will help to reduce carbon emissions when compared to a 'with development, but without scheme' scenario. The Environmental Statement includes an assessment of greenhouse gas emissions from the construction and the operation of the Scheme. An assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Development Consent Order limits. The Nature Recovery Network was a key tool in this assessment. The scheme is required to allow the strategic developments sites to come forward by providing the initial infrastructure to ensure the highway network has capacity for the additional trips created by the development sites. Whilst the scheme is	Yes	Further changes have been made to the flood storage area to improve the biodiversity value within the Scheme.

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		providing some facilities for alternative modes of transport, it is for the strategic development sites to determine and therefore provide suitable alternative transport proposals, such as new bus services and transport interchanges, that meet the needs of the developments. The scheme is liaising with the developers and local planning authorities on measures the scheme can provide to compliment future proposals.		
503	More trees to be planted.	The landscape design for the Scheme will strengthen existing green corridors of trees and hedgerows, and create new ones. The Scheme has been assessed to achieve a net gain in biodiversity compared to the current environment.	N/A	
590	No, except to request that M5 Junction 10 does not stand out like a beacon since it is higher than the surrounding land - the planting shown immediately south of the new junction appears sparse.	The landscape design for the Scheme will strengthen existing green corridors of trees and hedgerows and create new ones, and will seek to integrate the new infrastructure into the surrounding landscape, including the gyratory roundabout at M5 Junction 10. The road lighting has been designed to minimise light spill, and the heights of the lighting columns on the gyratory roundabout have been limited as far as practicable to achieve the required carriageway lighting levels.	N/A	
520	Nationally we are in a holding pattern regarding road building. Everyone knows it increases carbon emissions and negatively affects the environment, but no one wants to stop. Clearly this scheme is not good for environment and should not be pitched as such. Its concerning the approach feels like all will be ok because cars might change to Electric Vehicles. Not sure that's supported in science even if it is proven to be the case. Changing the Scheme to focus on cycle and bus improvements into Cheltenham to offset Junction 10 new slip roads may then start to make sense on environmental level and be seen as more foreword thinking. You would still get your motorway junction, but offset by other works.	Provision of public transport and alternative modes of travel alone would not provide the additional road capacity to accommodate the increase in trips resulting from the three Joint Core Strategy development sites. Liaison with adjacent developers is ongoing to ensure public transport and cycle provision is considered within the wider strategic context.	N/A	
521	I agree environmental impacts should be considered but I do not think they will be accurately or truthfully calculated. Building roads encourages more people to drive, creating more pollution; no amount of mitigation will change that.	An assessment of the impact of the Scheme on the environment has been undertaken and is reported within the Environmental Statement. The Environment Agency, Natural England and Historic England reviewed and commented on the environmental assessments undertaken as part of the statutory consultation in Spring 2022, and will be asked to review the final assessment following the submission of the Development Consent Order for the Scheme.	N/A	
705	I note that the River Chelt flows east to west under Withybridge. Have a bridge without compromising the environmental mitigation. Could a suitable stretch of the River Chelt be made available for exercise, walking dogs? A sort of "Linear Park"? For the residents of the proposed housing development along some of the River Chelt in this area.	The Development Consent Order Application does not apply for public access for the flood storage area, due to the uncertainty around the position on land acquisition, with the landowner previously indicating a desire for the land to be returned post construction and would not want land returned with public access rights. Public access is not considered a justifiable reason for a Compulsory Purchase Order of the land.	No	The Development Consent Order Application does not apply for public access for the flood storage area, due to the uncertainty around the position on land acquisition, with the landowner previously indicating a desire for the land to be returned post construction and would not want land returned with public access rights. Public access is not considered a justifiable reason for a Compulsory Purchase Order of the land.
554	The proposed noise mitigation barriers are clearly necessary for those properties on the north side of the A4019. However, outside noise is also an issue for properties on the west side of The Green (and more houses are planned to be built here in the near future). I would like to see the noise mitigation barrier west of	The sizing of the noise barriers has been determined by the modelling and assessment work undertaken. The environmental masterplan for the Scheme also includes new hedgerows and tree planting to the west of Uckington.	N/A	

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	the Green extended in length from the proposed 100m to at least 250m.			
581	No doubt you will be removing all the hedges along the Tewkesbury Road. Very little consideration appears to have been given at all to Uckington residents and the effects on them, the noise and visual impact being huge. Hedges should be maintained and/or mature hedges replaced - not saplings which take 10 years to establish. There should be proper fencing and noise mitigation measures.	The sizing of the noise barriers has been determined by the modelling and assessment work undertaken. The environmental masterplan for the Scheme also includes new hedgerows and tree planting along the A4019, which will also provide noise and visual screening. Existing vegetation will be retained where possible.	N/A	
616	Ensure any landscaping helps to reduce noise for local residents.	The environmental masterplan for the Scheme also includes new hedgerows and tree planting along the A4019, which will also provide noise and visual screening. Existing vegetation will be retained where possible.	N/A	
618	More false cuttings. More and wider woodland strips to the side of M5 and A4019.	The environmental masterplan for the Scheme will strengthen existing green corridors, and create new ones, including new hedgerows and tree planting along the A4019 and around M5 Junction 10. These will also provide noise and visual screening. Existing vegetation will be retained where possible.	N/A	
625	Planting of more trees and bushes as opposed to the proposed barriers.	The environmental masterplan for the Scheme will strengthen existing green corridors, and create new ones, including new hedgerows and tree planting along the A4019 and around M5 Junction 10. These will also provide noise and visual screening. Existing vegetation will be retained where possible. Planting on its own will not provide as effective noise mitigation compared to the noise barriers.	No	The environmental masterplan for the Scheme will strengthen existing green corridors, and create new ones, including new hedgerows and tree planting along the A4019 and around M5 Junction 10. These will also provide noise and visual screening. Existing vegetation will be retained where possible. Planting on its own will not provide as effective noise mitigation compared to the noise barriers.
526	More trees to be planted with 80m of road scheme.	The landscape design for the Scheme will strengthen existing green corridors of trees and hedgerows, and create new ones. The environmental masterplan aligns with the strategy set out in Gloucestershire's Local Nature Partnership's tree strategy.	N/A	
660	I have noted the Agricultural Land Survey report in the Preliminary Environmental Information Report. I understand the survey was limited to the West Cheltenham Link Road and the associated attenuation ponds. It did not cover the land subject to the proposed alterations to M5 Junction 10. I also note there is no reference to, or consideration of the Agricultural Land Classification Map South West Region (AL006) published by Natural England on 24th August 2010 which shows the land in question, both as to the northern section of the West Cheltenham Link Road as Grade 2 (i.e. Very Good). Further, the Preliminary Environmental Information Report does not reflect MapAL006 which also clearly shows land on the northern side of the A4019 as Grade 1 (i.e. Excellent). The statement, therefore, that there would be no potential impacts or loss of agricultural land cannot be accepted. I consider the impacts of the Scheme on the designated listed Moat House and associated scheduled monument (and linked buildings) to such a change to their setting to be significant. It is difficult to	Further Agricultural Land Classification survey work has been undertaken since the publication of the Preliminary Environmental Information Report. This further information has been presented as part of the Environmental Statement. The locations of the noise barriers are shown on the environment design drawings. Details of these will be developed at the detailed design stage. Details of the service and access roads are shown in the Scheme design. Crossing points for mammals underneath the A4019 at the eastern end of the Scheme are not included in the design. The locations of the attenuation basins are shown in the environment design. The Scheme design includes the extension of the bridleway near Withybridge Lane.	Yes	Extension of the bridleway through the underpass at Withybridge Lane.

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	<p>accept the conclusion that the operation of the Scheme is not expected to significantly alter the setting. Detailed information of the locations and specifications of the acoustic barriers / earth bunds is required.</p> <p>Detailed information of the access / service roads is required and, in particular how unauthorised use by third parties, particularly HGVs, will be prevented.</p> <p>Detailed information of crossing points for badgers, otters, reptiles and other amphibians along the A4019 is required, particularly to and from the fields adjacent to the Fire Station to the South and the poplar trees (TPOs) to the North.</p> <p>Confirmation as to whether or not safe and secure bridleways have been taken into account is required.</p> <p>Confirmation as to whether or not there should be attenuation ponds on the northern side of the A4019 is required. Confirmation that, following the COVID restrictions, more people have become aware of the value of the countryside and its benefits for our physical and mental wellbeing has been taken into account is required.</p>			
557	There is wildlife in the planted areas in Stanboro Lane. As you could move the project over to farming land on the other side of the road this would negate the need to impact on this and also reduce noise levels whilst the works are being done and thereafter.	The design has been optimised to minimise the impact on surrounding. A similar principle applies to Stanboro Lane where existing vegetation will be retained where possible.	No	The design has been optimised to minimise the impact on surrounding land. A similar principle applies to Stanboro lane where existing vegetation will be retained where possible.
598	Appears woeful in considering any livestock, wildlife enhancements or those home and landowners affected by this.	The potential impacts of the Scheme to the environment with regards to air quality, noise, biodiversity, flood risk and water quality, cultural heritage, landscape and visual impact, agricultural land, people and businesses have been assessed and reported in the Environmental Statement.	N/A	
630	No allowance for increased noise and air pollution, or any compensation has been offered for those who will be affected. Nothing offered when these properties will not be given house insurance due to the higher risk of flooding.	Mitigation measures for noise have been included in the preliminary design. Air quality assessments have been undertaken and used to aid air quality modelling. Details have been confirmed in the Environmental Statement. Flood modelling has been carried out and mitigation put in place to ensure no increase in flooding due to the Scheme to residential properties. Details have been confirmed in the Environmental Statement.	N/A	
673	I would like to see more detailed plans setting out how this proposed major highway scheme will deliver biodiversity net gain.	The Scheme will meet the legal requirements for a Nationally Significant Infrastructure Projects to deliver biodiversity net gain. Currently the minimum 10% is not a legal requirement. However, the Scheme has an objective of achieving a net gain in biodiversity (including for terrestrial habitats, hedgerows, and rivers and streams). The assessment of the biodiversity net gain has been produced as part of the Environmental Statement.	N/A	
567	For the residents on or near the A4019 ,will have increased pollution from fumes and noise form cars and heavy lorries and also a big problem with vibration from heavy lorries. This could be improved by a slower speed limit and quiet road surface, which at the moment is excessively noisy and too fast for a residential area.	The impact of the Scheme is subject to the necessary environmental assessments including air quality and noise modelling of the study area which provides the necessary information on potential impacts of the Scheme on air quality and noise and appropriate mitigation measures to address them. Details are provided in the Environmental Assessment which forms part of the Development Consent Order application. The speed limit on the A4019 between	Yes	The speed limit on the A4019 between Junction 10 and Cooks Lane will be 50mph. It will then reduce to 40mph to join with the existing 40mph speed limit near the Gallagher Junction.

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		Junction 10 and Cooks Lane will be 50mph. It will then reduce to 40mph to join with the existing 40mph speed limit near the Gallagher Junction.		
565	There should be trees and other landscaping to mitigate the potential flooding impact.	The landscape design for the Scheme will strengthen existing green corridors, and create new ones through the planting of trees and hedgerows. Flood modelling has been carried out and mitigation put in place to ensure no increase in flooding due to the Scheme to residential properties. The proposals have been discussed with the Environment Agency. Details have been confirmed in the Environmental Statement.	N/A	
504	Flood alleviation should be designated as nature reserve.	The flood storage area adjacent to the M5 Junction 10, along with all other aspects of the environmental masterplan, is designed to provide benefits to wildlife. The long term management of the area is still to be determined.	N/A	
575	Flood storage areas look a little small - the general area was inundated in early 2007.	The sizing of the flood storage area (the excavated area shown on the environmental masterplan) has been determined through hydraulic modelling, with an allowance for climate change. The methodology used and results have been discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.	N/A	
647	With COP 26 and the climate emergency these proposals fly in the face of recent Her Majesty's Government environmental statements. They will increase traffic pollution and take no account of new home working measures brought about by COVID. They are out of date and do not take into account recent environment legislation. I am also deeply concerned about the substantial cost (assuming there are no cost overruns) and the effect on the current area whilst these works are built.	The Scheme objectives include an aim to meet the requirements of climate change within the context of successfully unlocking the required growth in the area. As part of this, the Scheme will help to reduce carbon emissions when compared to a 'with development, but without scheme' scenario. The Environmental Statement includes an assessment of greenhouse gas emissions from the construction and the operation of the Scheme. The potential impacts to the environment have been assessed (including at construction stage), and reported in the Environmental Statement. Traffic model is developed based on the information provided by the local planning authority on planned development in the local area and the National guidance to predict the likely traffic over the design life of the project. The National guidance is updated from time-to-time to take into account changes in traffic patterns, such as home working. The Scheme reviews and if appropriate, updates the traffic model when updated national guidance is released.	N/A	
537	I am not convinced the issues around the likelihood of increased air pollution; more noise and vibration are resolved. It is stated there have been unacceptable air quality readings, the A4019 is a Noise Important Area generating c80dB readings, noise levels are likely to increase and that the A4019 would not be surfaced with low noise surfacing.	The impact of the Scheme is subject to the necessary environmental assessments including air quality and noise modelling of the study area which provides the necessary information on potential impacts of the Scheme on air quality and mitigation measures to address them. The alignment of the A4019 in the Scheme will move the carriageway away from most of the properties, which in itself will reduce impacts from noise, air quality and vibration. New surfacing on the road will also reduce levels of ground borne vibration. Details are provided in the Environmental Assessment which forms part of the Development Consent Order application.	N/A	
515	I have read the proposals for mitigating the effects of the Scheme; however I am not convinced they outweigh the loss caused by the destruction of exiting habitats and wildlife.	An assessment of the impact of the Scheme on the environment has been undertaken and reported within the Environmental Statement. The Scheme has an objective of achieving a net gain in biodiversity. An assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a	N/A	

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		positive net gain in biodiversity within the current Development Consent Order limits. The Nature Recovery Network was a key tool in this assessment.		
708	Concerned about potential pressure and pollution on access roads to Kingsditch and Gallagher areas. Wymans Lane could be subject to continuous noise and air pollution from stationary queuing vehicles.	The potential impacts of the Scheme on the environment, including noise and air pollution have been assessed, and reported in the Environmental Statement. This includes the area around Kingsditch and Gallagher Retail Park. Improvements to the A4019 East of the A4019 Gallagher Junction are included in the Elms Park Planning Application, and therefore beyond the scope and control of the Scheme. However, the project team are liaising with the Local Planning Authorities and the developers to ensure the Scheme does not hinder other improvements.	N/A	
604	Would prefer more trees and hedgerows to be included to encourage wildlife proliferation.	The landscape design for the Scheme will strengthen existing green corridors, and create new ones, with new trees and hedgerows planted. The Scheme has an objective of achieving a net gain in biodiversity. An assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Development Consent Order limits. The Nature Recovery Network was a key tool in this assessment.	N/A	
720	Has any assessment been done on the impact on wildlife and diversity in these affected areas?	The landscape design for the Scheme will strengthen existing green corridors, and create new ones, with new trees and hedgerows planted. The Scheme has an objective of achieving a net gain in biodiversity. An assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Development Consent Order limits. The Nature Recovery Network was a key tool in this assessment.	N/A	
516	While you have set out proposals, I do not think these can address the obvious impact of increased traffic volume and speed and the doubling of lane capacity and introducing traffic control signals. The solution has to be less traffic, such as Park and Ride, then you don't need this widening scheme. I think a few sound barriers (yet to be described) will do little to address the impact, and whatever lighting you use it will be detrimental and add to light pollution in an area hanging on to its night skies. While there is lip service paid to the catchment area this is an area that floods; additional infrastructure adds to run off and your link road creates a barrier to west flowing water. This will undoubtedly add to future extreme flood events.	There will be increase in traffic in the future across the highway network which will arise from natural growth in traffic and trips from Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme it is unlikely that the highway network including the A4019 would be able to accommodate the additional traffic generated from the new development. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and significantly improve the highway capacity. Flood modelling has been carried out and mitigation has been put in place deal with the impacts. In addition, the drainage design of the A4019, West Cheltenham Link Road and motorway take into account the increased rainfall due to climate change. Attenuation basins have been provided to store highway runoff so that it can be discharged at natural runoff rates. The potential impacts of the Scheme on the environment, including light pollution have been assessed, and have been reported in the Environmental Statement.	No	There will be increase in traffic in the future across the highway network which will arise from natural growth in traffic and trips from Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme it is unlikely that the highway network including the A4019 would be able to accommodate the additional traffic generated from the new development. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and significantly improve the highway capacity. Flood modelling has been carried out and mitigation has been put in place deal with the impacts. In addition, the drainage design of the A4019, West Cheltenham Link Road and motorway take into account the increased rainfall due to climate change. Attenuation basins have been provided to store highway runoff so that it can be discharged at natural runoff rates. The potential impacts of the Scheme on the environment, including light pollution have been assessed, and have been reported in the Environmental Statement.
543	You don't really seem to care about any environmental impacts and your approach seems minimal. I doubt you will be providing triple glazing to existing properties, or anything to counteract the poor air	The impact of the Scheme is subject to the necessary environmental assessments including air quality and noise modelling of the study area which provides the necessary information on potential impacts of the Scheme on air quality and mitigation measures to address them. Flood modelling has been	N/A	

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	quality this scheme will result in, or any sort of compensation when homes cannot be insured or will flood as a result of building on a floodplain.	carried out and mitigation put in place to ensure no increase in flooding due to the Scheme to residential properties. Details have been confirmed in the Environmental Statement, which forms part of the Development Consent Order application.		
542	When questioned at the consultation, officers had no idea how the environmental impacts would be countered, no idea if flood prevention would work, no details on sound prevention fences. We need new hedges planted now and mature trees in place before work begins. We have not seen any information on air pollution - what are the effects of this proposal on air quality for residents. Dark skies which have been eroded in the area over the years will now be further polluted - light pollution must be kept to a minimum.	The impact of the Scheme is subject to the necessary environmental assessments including air quality and noise modelling of the study area which provides the necessary information on potential impacts of the Scheme on air quality and mitigation measures to address them. The new planting will include some semi-mature trees. Early planting of trees will be undertaken where possible. The design includes noise barriers at specific locations along the A4019 and the M5, as determined by the noise modelling that has been undertaken. The lighting has been designed to minimise light spill. Flood modelling has been carried out and mitigation put in place to ensure no increase in flooding due to the Scheme to residential properties. More details can be found in the Environmental Statement, which forms part of the Development Consent Order application.	N/A	
552	Improved traffic flow will probably reduce harmful emissions. However, we would strongly recommend installing air quality measuring devices now so that the impact of 'before' and 'after' can be accurately monitored and reported. We would like to see your estimates of future traffic flows.	The impact of the Scheme is subject to the necessary environmental assessments including air quality and noise modelling of the study area which provides the necessary information on potential impacts of the Scheme on air quality and mitigation measures to address them. The air quality assessment has used data from existing monitoring stations. Future traffic flows can be found in the Transport Assessment which forms part of the Development Consent Order application.	N/A	
563	Doesn't improve the environment - will cause more traffic and reduce hedgerows	The level of new homes and employment areas are set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City councils. The Joint Core Strategy forms part of the statutory development plan for these areas. To unlock these proposed housing and job opportunities, we need to ensure that there is sufficient highway capacity to accommodate the increased traffic and active travel users this will generate. The landscape design for the Scheme will strengthen existing green corridors, and create new ones with new trees and hedgerows planted. The new planting will include some semi-mature trees, and species rich grassland planting.	N/A	
573	No consideration for wildlife, the hedges, trees and fields that will be ripped up.	Extensive surveys of habitats and species present have been undertaken to inform the assessment in the Environmental Statement of the potential impacts of the Scheme, and to identify appropriate mitigation measures to minimise these impacts and provide enhancements where possible. The landscape design for the Scheme will strengthen existing green corridors, and create new ones, with new trees and hedgerows planted. The Scheme has an objective of achieving a net gain in biodiversity. An assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Development Consent Order limits. The Nature Recovery Network was a key tool in this assessment.	N/A	
549	I think the landscape proposals only reach the minimum necessary requirements.	The landscape design for the Scheme will strengthen existing green corridors, and create new ones with new trees and hedgerows planted. The new planting will include some semi-mature trees, and species rich grassland planting. The Scheme has an objective of achieving a net gain in biodiversity. An	N/A	

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		assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Development Consent Order limits. The Nature Recovery Network was a key tool in this assessment.		
606	Maximum use should be made of native tree planting along the entire scheme to screen the roads from the surrounding land.	The Scheme has an objective of achieving a net gain in biodiversity (including for terrestrial habitats, hedgerows, and rivers and streams) and is looking to maximise provision of additional trees and hedges whilst still maintaining context within the wider landscape. New planting will use native species.	No	The Scheme has an objective of achieving a net gain in biodiversity (including for terrestrial habitats, hedgerows, and rivers and streams) and is looking to maximise provision of additional trees and hedges whilst still maintaining context within the wider landscape. New planting will use native species.
533	The environmental concerns should be addressed where possible is utterly deplorable. This should be a first and mandatory consideration. Where are the wildlife considerations in this? They are not apparent at all. Wildlife that wishes to cross the motorway currently have a death sentence - are any wildlife corridors or bridges being proposed?	Minimising the environmental impacts of the Scheme has been an integral part of the development of the Scheme design, with the inclusion of mitigation measures to enable wildlife to cross through the Scheme. The requirements and locations for these measures have been determined through extensive ecology survey work, and include an underpass under the A4019, mammal tunnels underneath the West Cheltenham Link Road with fencing in place to direct wildlife to them, and a mammal ledge through the River Chelt culvert underneath the M5. There are also two new structures to provide new roosts for bats, and a lighting design that minimises light spill and minimises impacts to foraging bats. The Scheme has an objective of achieving a net gain in biodiversity (including for terrestrial habitats, hedgerows, and rivers and streams) and therefore is looking to maximise provision of additional trees and hedges whilst still maintaining context within the wider landscape. New planting will use native species. An assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Development Consent Order limits. The Nature Recovery Network was a key tool in this assessment.	N/A	
665	All residents realise this will be pushed through against their will with little concern for those who live here. You are proposing to widen a road in an area that floods and then build a massive development on fields that flood. In view of global warming this is criminal, and we have little faith in the planning proposal and the consequences we will face.	The potential impacts to the environment have been assessed, and reported in the Environmental Statement. With regards to flooding, the Scheme includes the following features: <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency, with agreement with the Environment Agency on the margin required to account for changes caused by climate change. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.	N/A	

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667	<p>Why do you want to build on a floodplain? This consequently causes all this additional building work which then disrupts the natural environment and will cause more ongoing, long lasting problems for local residents, animal, bird and human. This is a time when farmers are being asked (and being paid for it) to leave land for nature to compensate for the damage already causing climate change and yet you are proposing to add to climate problem by wanting to build on such land.</p>	<p>An objective of the Scheme is to support the development as set out in Gloucestershire's Joint Core Strategy. This has determined the location of the Scheme described. Alternative layouts have been considered in the development of the preliminary design, and are described in the Environmental Statement. Some of these layouts were discounted on the basis of flood risk. The potential impacts to the environment have been assessed, and reported in the Environmental Statement.</p> <p>With regards to flooding, the Scheme includes the following features:</p> <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency, with agreement with the Environment Agency on the margin required to account for changes caused by climate change. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.</p>	N/A	
626	<p>A few carefully placed trees will not make up for a) the carbon capturing capabilities of even lowly permanent pasture/grassland b) reduced food security .</p>	<p>The landscape design for the Scheme will strengthen existing green corridors, and create new ones through the planting of new trees and hedgerows. An assessment of the impact on agricultural land has been included in the Environmental Statement.</p>	N/A	
679	<p>This is a major very long term project and decisions which may meet the expediency of businesses at the expense of the environment are short sighted. Habitat and species preservation should be paramount along with careful analysis of flood risk to avoid flooding of any newly constructed roads and houses or transference of flood water to other areas as a result of more housing, tarmac and concrete and fewer opportunities for flood water to naturally disperse.</p>	<p>The potential impacts to the environment have been assessed, and reported in the Environmental Statement. With regards to habitats and species the landscape design for the Scheme will strengthen existing green corridors, and create new ones with new trees and hedgerows planted. The new planting will include some semi-mature trees, and species rich grassland planting. The Scheme has an objective of achieving a net gain in biodiversity. An assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Development Consent Order limits. The Nature Recovery Network was a key tool in this assessment.</p> <p>With regards to flooding, the Scheme includes the following features:</p> <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency, with agreement with the Environment Agency on the margin required to account for changes caused by climate change. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk,</p>	N/A	

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		and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.		
571	Need to ensure a) adequate flood plains/places for water to run off etc are built in the surrounding area b) adequate noise reduction both from the motorway itself, and the expanded A4019 is needed to mitigate the impact on local residents. Hence trees should be planted at the side (but away from the A4019)/other barriers would be a first step, and consider what surface is put on the road itself to cut noise. Would question the need for greenery in the central reserve as it seems to create maintenance but not actually benefit the local residents, when it seems adequate screening of some sort at the side of the road would be more beneficial.	<p>The Scheme includes the following features:</p> <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency, with agreement with the Environment Agency on the margin required to account for changes caused by climate change. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream. The design of the Scheme includes noise barriers at specific locations along the A4019 and the M5, as determined by the noise modelling that has been undertaken. The landscape design for the Scheme will strengthen existing green corridors, and create new ones with new trees and hedgerows planted along the A4019 and Link Road.</p>	N/A	
548	Please do not scrimp on environmental mitigations. If possible, use native species, mature trees, wildflower meadow plants and install safe wildlife corridors.	The Scheme will strengthen existing green corridors, and create new ones with new trees and hedgerows planted. The new planting will include some semi-mature trees, and species rich grassland planting. New planting will use native species. The Scheme has an objective of achieving a net gain in biodiversity. An assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Development Consent Order limits. The Nature Recovery Network was a key tool in this assessment.	N/A	
530	This will be removing wildlife areas and increase noise levels. How is that helping the environment?	The Scheme will strengthen existing green corridors, and create new ones with new trees and hedgerows planted. The new planting will include some semi-mature trees, and species rich grassland planting. New planting will use native species. The Scheme has an objective of achieving a net gain in biodiversity. An assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Development Consent Order limits. The Nature Recovery Network was a key tool in this assessment.	N/A	
627	Will there be an increase in noise and light pollution? Is there a need for the road to have lights on it or can't car drivers just use their own lights? Is there a need for lighting?	It is recognised that there will be an increase in noise levels and mitigation measures (noise barriers) are proposed where identified as needed from the noise modelling undertaken. Final details of changes in noise levels have been confirmed as part of the Environmental Impact Assessment. Road lighting is currently proposed for the most of A4019. The extents of road lighting will be reviewed as part of detailed design in order to minimise road lighting provision	N/A	

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		whilst still maintaining safety for all users of the A4019, including pedestrians and cyclists. Gaps in the lighting are introduced in the region of the Uckington Junction to create bat hops and retain foraging routes.		
572a	New M5 junction should be surrounded by lots of trees and bee friendly plants. The other roads should not be built as this will have a devastating impact on wildlife.	The Scheme will strengthen existing green corridors, and create new ones with new trees and hedgerows planted. The new planting will include some semi-mature trees, and species rich grassland planting. New planting will use native species. The Scheme has an objective of achieving a net gain in biodiversity. An assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Development Consent Order limits. The Nature Recovery Network was a key tool in this assessment.	No	The Scheme will strengthen existing green corridors, and create new ones with new trees and hedgerows planted. The new planting will include some semi-mature trees, and species rich grassland planting. New planting will use native species. The Scheme has an objective of achieving a net gain in biodiversity. An assessment of the Biodiversity Net Gain for the preliminary design of the Scheme has been undertaken using the Department for Environment, Food and Rural Affairs Metric 3.0. The methodology applied and the results are reported as part of the Environmental Statement. Based on the design, the Scheme will achieve a positive net gain in biodiversity within the current Development Consent Order limits. The Nature Recovery Network was a key tool in this assessment.
510	No real explanation was given to how replacement of the existing mature trees/hedging being destroyed by the development was going to be done. It's no good sticking a load of twigs in the ground, as it takes decades for these to replace a single mature trees capability to store carbon dioxide. Don't think what was being shown will be archived. Looking at the A40 road works around GCHQ and how long that has taken, I don't think what is being planned will be completed correctly first time and bodged up reworking will be needed to be done over many years to finally get it done.	The Scheme will strengthen existing green corridors, and create new ones with new trees and hedgerows planted. The new planting will include some semi-mature trees, and species rich grassland planting. New planting will use native species. There will be ongoing management of the new planting following the construction of the Scheme, to ensure the correct establishment of the new planting.	N/A	
608	You state that most properties will see a reduction in noise pollution however you do not state which will and which will be more badly affected. There appears to be a flimsy single fence to protect properties on the A4019, this needs to be made wider and include planting to reduce noise and air pollution. Not enough trees, this opportunity should be taken to plant small copses of trees wherever possible to help offset the carbon dioxide from the extra traffic and to provide new habitat.	Details of noise modelling and reductions due to proposed mitigations were reported in the Preliminary Environmental Information Report as part of the statutory consultation, and have subsequently been updated to reflect the current traffic modelling and have been reported in the Environmental Statement. The mitigations for noise included in the Environmental Statement include 2m high acoustic barriers to reduce noise impacts to properties within areas that are already designated as noise important areas. The Scheme is taking the opportunity to plant trees where space is available.	N/A	
522	More vegetation and trees are always of benefit, especially as it's the main entrance to the town.	The landscape design for the Scheme will strengthen existing green corridors, and create new ones.	N/A	
527	Pollution will be increased in both air quality and noise.	The impact of the Scheme is subject to the necessary environmental assessments including air quality and noise modelling of the study area which provides the necessary information on potential impacts of the Scheme on air quality and mitigation measures to address them. More detail is provided in the Environmental Statement, which forms part of the Development Consent Order application.	N/A	
529	As long as flooding risk is taken into consideration, as fields close to A4019 already	With regards to managing flood risk, the Scheme includes the following features:	N/A	

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	have water laying on top of the ground not far from the present roadside.	<ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.</p>		
531	It will just degrade the area.	An assessment of the impact of the Scheme on the environment has been undertaken and reported within the Environmental Statement.	N/A	
540	The slickness of the proposal images makes it seem that there isn't much of an environmental problem to solve. This is a largely flat area that does not drain for months. It is surprising how little flood alleviation there is.	<p>With regards to managing flood risk, the Scheme includes the following features:</p> <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.</p>	N/A	
546	The designs appear to have considered flood risk. It is not clear from the plans how this scheme will deliver a biodiversity net gain.	<p>With regards to managing flood risk, the Scheme includes the following features:</p> <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream. With regards to biodiversity, the Scheme has an objective of achieving a positive net gain in biodiversity (including for terrestrial habitats, hedgerows, and rivers and streams). This has been clarified in the Environmental Statement.</p>	N/A	
547	Although you include some mitigation with regard to flooding it seems wholly inadequate given that the River Chelt runs directly beneath the proposed Link Road.	The Scheme includes the following features: drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates, compensatory floodplain to provide replacement land for flooding where the Scheme displaces water and flood storage to accept and accommodate	No	The Scheme includes the following features: drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates, compensatory floodplain to provide replacement land for flooding where the Scheme displaces water and flood storage to

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		floodwater that is prevented from moving to where it would without the Scheme. Hydraulic modelling has been provided to the Environment Agency and is further documented in separate Baseline Modelling and Scheme Modelling reports. At the time of writing the Environment Agency has reviewed the baseline model. Discussions on the Scheme modelling, and embedded mitigations have also been held with the Environment Agency. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.		accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. Hydraulic modelling has been provided to the Environment Agency and is further documented in separate Baseline Modelling and Scheme Modelling reports. At the time of writing the Environment Agency has reviewed the baseline model. Discussions on the Scheme modelling, and embedded mitigations have also been held with the Environment Agency. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.
555	The proposals should include more tree planting where possible.	The landscape design for the Scheme will strengthen existing green corridors, and create new ones. The new planting will include some semi-mature trees.	N/A	
558	The Scheme should encourage existing wildlife which already frequents motorway verges.	The landscape design for the Scheme will strengthen existing green corridors, and create new ones.	N/A	
561	Lots of tick boxing, which is better than none, but the whole idea of new roads is a disaster for the environment in so many ways. Carrying on with business as usual means that we will not hit our targets of trying to stop temperatures rising and all this will be pointless in the end. We have to change our systems now.	The Scheme objectives include an aim to meet the requirements of climate change within the context of successfully unlocking the required growth in the area. As part of this, the Scheme will help to reduce carbon emissions when compared to a 'with development, but without scheme' scenario. The Environmental Statement includes an assessment of greenhouse gas emissions from the construction and the operation of the Scheme.	N/A	
562	I'm really worried about the deterioration to my house with added vibration. This is evident when lorries go past now, and they are currently intermittent, not regular. The additional noise, the prospect of more boy racers in the evenings of the warmer months - this is both loud (revving of cars and music blaring), smelly (fumes and burning rubber), intimidating and unsafe to cross the road.	The impact of the Scheme is subject to the necessary environmental assessments including air quality and noise modelling of the study area which provides the necessary information on potential impacts of the Scheme on air quality and mitigation measures to address them. More detail is provided in the Environmental Statement, which forms part of the Development Consent Order application.	N/A	
569	There is enough flooding in Tewkesbury, especially with more houses being built, so anything to help reduce flooding.	The Scheme includes the following features: <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.	N/A	
580	More trees and hedges along the Link Road.	The Scheme has an objective of achieving a net gain in biodiversity (including for terrestrial habitats, hedgerows, and rivers and streams) and therefore is looking to maximise provision of additional trees and hedges whilst still maintaining context within the wider landscape.	N/A	

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589	An avenue of trees like the Promenade would be a lovely design choice for the entrance to Cheltenham.	The landscape design for the Scheme will strengthen existing green corridors, and create new ones.	N/A	
594	Adequate sound barriers must be used to mitigate the impact on neighbouring properties.	Noise mitigation barriers are included as part of the design.	N/A	
611	If the widening of the A4019 goes ahead then the noise reduction barriers must be retained to minimise the effect on local residents. There must also be many more trees planted to try and offset to a small degree the effect of traffic pollution.	The landscape design for the Scheme will strengthen existing green corridors, and create new ones. Noise mitigation barriers are included as part of the design.	N/A	
613	Use of native species with good drought resistance.	Native species will be used.	N/A	
614	All looks nice while new, but you have to look after it in the long term, verges are left overgrown at the best of times.	Future maintenance of the Scheme will be managed by the Applicant and National Highways.	N/A	
615	Please also plant wild flowers for insects etc.	Landscape design includes species rich grassland.	N/A	
623	I would like to see the creation of more copses and wooded areas.	The landscape design for the Scheme will strengthen existing green corridors, and create new ones.	N/A	
624	Where possible I would like to see wildflower beds	Landscape design includes species rich grassland.	N/A	
628	This area can flood. You must put in enough drainage to cope with this water.	<p>With regards to flooding, the Scheme includes the following features:</p> <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.</p>	N/A	
632	Will the replacement project for woodland, hedges and individual trees follow the construction work or be left to the end of the construction process?	Planting will be undertaken where possible in advance of construction works. However, this will not be feasible in all locations.	N/A	
170	Originally you proposed a roundabout here and now there's talk of yet more traffic lights. Forward thinking planners in the 21st Century are working hard to reduce traffic into towns and by doing so reduce pollution, reduce noise, reduce vibration and avoid the blight that this brings to the taxpaying residents who are affected. This way there will be no requirement to change the A4019 into the equivalent of a four lane motorway and, although it would still be sensible to	Predicted traffic flows meant that the size of the roundabout was becoming too great and therefore the traffic signal option was taken forward. Traffic modelling has been used to inform the design to ensure there is suitable capacity on the highway network and takes into account planned and potential developments, including the safeguarded land. The Scheme provides a segregated facility for pedestrians and cyclists.	N/A	

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	improve the road and perhaps introduce a safe lane for pedestrians and bicycles, the residents of this whole area could relax somewhat knowing that their lives will remain almost unchanged.			
619	Yes - done for an easy build, not done to consider wildlife or people living or working in the area.	Impacts on the environment and people are assessed as part of the Environmental Impact Assessment, and reported in the Environmental Statement. Noting that the purpose of the Scheme is to provide the required infrastructure to deliver the relevant components of the Joint Core Strategy.	N/A	
686a	We have concerns about the impact of the works of increased flood risk during and after construction, caused by the added infrastructure on a floodplain, so would like due diligence to be done in that regard. We also would like clarity over the Park and Ride (it is essential).	<p>With regards to flooding, the Scheme includes the following features:</p> <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.</p>	N/A	
701	No flood mitigation structures for properties to the east of the Link Road or south of the A4019 - with the proposed building north of the A4019, these areas will flood. North of the A4019, these fields were completely under water in 2007 and food on a regular basis.	<p>With regards to managing flood risk, the Scheme includes the following features:</p> <ul style="list-style-type: none"> • Drainage ponds to attenuate runoff from the new highway and ensure discharges are kept at the existing greenfield rates. • Compensatory floodplain to provide replacement land for flooding where the Scheme displaces water. • Flood storage to accept and accommodate floodwater that is prevented from moving to where it would without the Scheme. <p>Hydraulic modelling has been undertaken for the Scheme and discussed with the Environment Agency. Mitigation measures have been included in the design of the Scheme to manage flood risk. The work demonstrates that the Scheme will not adversely impact on flood risk, and permits the unimpeded passage of floodwater westwards, as well as retaining sufficient floodwater to not increase flood risk downstream.</p>	N/A	

N.6. General

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7	The only impact it will have is to drastically increase motor traffic in Cheltenham. In a climate emergency, which the Council has declared, it is an appalling use of money.	Gloucestershire councils have now declared a climate emergency and as a local authority, it is our role to ensure that anyone who lives, works or travels through Gloucestershire is prepared for the impacts of climate change. This is why it is important that we invest in, maintain and improve Gloucestershire's transport network. However, we recognise that this should not be at great expense to the local environment. Compared to continuing to use the existing	N/A	

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		road network without the Scheme in place, the Scheme may result in a reduction in emissions due to reducing stop-start traffic on local roads. The scheme objectives include an aim to meet the requirements of climate change within the context of successfully unlocking the required growth in the area. As part of this, the Scheme will help to reduce carbon emissions when compared to a 'with development, but without scheme' scenario. The Environmental Statement will include an assessment of greenhouse gas emissions from the construction and the operation of the Scheme.		
16	Funds should instead be spent improving highways infrastructure in the rest of the County outside Cheltenham and Gloucester which has seen years of under-investment and neglect.	The level of new homes and employment areas are set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City Councils. The Joint Core Strategy forms part of the statutory development plan for these areas. The Scheme is critical to remove constraints on the highway network, improve connectivity between the Strategic Road Network and the local transport network, and ensure that there is enough capacity to accommodate traffic demand associated with the housing and employment growth in the area.	N/A	
17	It is being done to allow the development of greenfield land when there are unused buildings in Gloucester and Cheltenham.	The level of new homes and employment areas are set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City Councils. The Joint Core Strategy forms part of the statutory development plan for these areas. The Scheme is critical to remove constraints on the highway network, improve connectivity between the Strategic Road Network and the local transport network, and ensure there is enough capacity to accommodate traffic demand associated with the housing and employment growth in the area.	N/A	
21	The drive for continuous growth and development is ill thought through and unnecessary. We are moving into a very different era of working and living, with very different requirements for transport and mobility.	New housing and employment sites are proposed for development close to Junction 10 of the M5, including the West and North-West Cheltenham developments, as identified in the Joint Core Strategy. To unlock these proposed housing and job opportunities, we need to ensure that there is sufficient highway capacity to accommodate the increased traffic and active travel users this will generate. There is also a need to address existing pressure on the local highway network, particularly on M5 Junction 11. Several of the policy documents have identified improvements to M5 Junction 10 as a key component for delivering new housing and improvements sites for development to the west of Cheltenham. An all-movements junction has been identified as a key infrastructure requirement to enable the housing and economic development proposed by GFirst Local Enterprise Plan's Strategic Economic Plan. It is also central to the transport network sought by the council in the adopted Gloucestershire Local Transport Plan.	N/A	
26	Is this scheme being developed alongside the proposals for the Junction 9/Ashchurch Bypass scheme?	The Scheme is separate to the M5 Junction 9 and A46 (Ashchurch) Transport Scheme. The interaction between the M5 Junction 9 and A46 (Ashchurch) Transport Scheme and the Scheme will be a key consideration in the design and technical work for the M5 Junction 9 and A46 (Ashchurch) Transport Scheme.	N/A	
44	Preserve all land north of the A4019, protecting this from future development.	The level of new homes and employment areas are set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City Councils. The Joint Core Strategy forms part of the statutory development plan for these areas.	N/A	

Ref no	Matter raised	Response	Design Change (Yes, No & N/A)	Change or no change to the scheme
47	Adding road capacity is proven to induce demand for more traffic. Particularly during a climate emergency, we need fewer cars on the roads, not more. So instead of creating even more car-dependent housing areas, we should be investing in highways improvements that get people out of their cars and onto foot and cycle. Any kind of road expansion simply creates more car dependency.	New housing and employment sites are proposed for development close to Junction 10 of the M5, including the West and North-West Cheltenham developments, as identified in the adopted Joint Core Strategy. To unlock these proposed housing and job opportunities, we need to ensure that there is sufficient highway capacity to accommodate the increased traffic and active travel users this will generate. There is also a need to address existing pressure on the local highway network, particularly on M5 Junction 11. Several policy documents have identified improvements to M5 Junction 10 as a key component for delivering new housing and improvements sites for development to the west of Cheltenham. An all-movements junction has been identified as a key infrastructure requirement to enable the housing and economic development proposed by the GFirst Local Enterprise Partnership Strategic Economic Plan. It is also central to the transport network sought by the Council in the adopted Gloucestershire Local Transport Plan. We recognise the importance of active travel infrastructure in delivering this scheme and are confident that our high quality, segregated provision across all scheme elements (M5 Junction 10, the A4019 and the new Link Road) will be a key proponent in delivering modal shift for journeys between development sites in west and north-west Cheltenham and beyond. developers and local planning authorities are anticipated to continue to develop complimentary facilities and provision beyond the Scheme boundary.	N/A	
59	Roads on the west side of Junction 10 will need to be upgraded and improved .	A separate scheme is proposed at Coombe Hill to improve the operation of the A38/A4019 junction. Otherwise, based on the traffic modelling results, the A4019 and A38 are considered to have sufficient capacity.	N/A	
62	£249 million on a single section of road for motorists is grotesque during a climate emergency.	The Scheme is required to provide additional capacity to accommodate the increase in trips resulting from the three Joint Core Strategy development sites. The Scheme objectives include an aim to meet the requirements of climate change within the context of successfully unlocking the required growth in the area. As part of this, the Scheme will help to reduce carbon emissions when compared to a 'with development, but without scheme' scenario. The Environmental Statement will include an assessment of greenhouse gas emissions from the construction and the operation of the Scheme.	N/A	
71	Please confirm that the M5 Junction 10 Improvements Scheme is being considered together with the proposed schemes for the Junction 9 improvements.	The Scheme is separate to the M5 Junction 9 and A46 (Ashchurch) Transport Scheme. The interaction between the M5 Junction 9 improvements and the Scheme will be a key consideration in the design and technical work for the M5 Junction 9 scheme.	N/A	
78	The proposals are essentially vehicle dominant and dependant. They will not deliver the key objectives because the traffic problems, in the absence of any relief road or bypass, will simply be concentrated into Cheltenham.	The Scheme's aim is to remove constraints on the highway network, improve connectivity between the Strategic Road Network and the local transport network, and ensure there is enough capacity to accommodate traffic demand associated with the housing and employment growth in the area. The Scheme also aims to provide safe access to services for the local community and for active travel users, as well as establishing Biodiversity Net Gain and meeting climate change requirements. The Scheme's objectives were developed using a systematic and established process and formed part of the successful funding bid. Firstly, by undertaking a policy review to identify local and national strategic challenges the Scheme should be contributing too. Secondly, reviewing the quantified evidence provided for each challenge to ensure that achievement can be measured with outcomes. Thirdly, using the outcomes to identify scheme objectives that are specific, measurable, attainable, realistic	N/A	

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		and time-bound. These have been reviewed throughout the process to ensure that as the Scheme develops it still meets these objectives.		
80	Sums would be better spent on bringing the road network we have up to standard and developing better cycle and public transport systems. This level of funding could make a significant difference across the county as opposed to building more houses on greenfield sites.	The level of new homes and employment areas are set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City Councils. The Joint Core Strategy forms part of the statutory development plan for these areas. To unlock these proposed housing and job opportunities, we need to ensure that there is sufficient highway capacity to accommodate the increased traffic and active travel users this will generate. There is also a need to address existing pressure on the local highway network, particularly on M5 Junction 11.	N/A	
85	The County should be investing in getting cars off the roads, cycling, walking safely, better buses and electric vehicle charging infrastructure. The County is not doing well when it comes to tackling climate change and the continued investment in such schemes shows why.	New housing and employment sites are proposed for development close to Junction 10 of the M5, including the West and North-West Cheltenham developments, as identified in the adopted Joint Core Strategy. The Scheme needs to unlock these proposed housing and job opportunities and to ensure that there is sufficient highway capacity to accommodate the increased traffic and active travel users this will generate. There is also a need to address existing pressure on the local highway network, particularly on M5 Junction 11. The scheme objectives include an aim to meet the requirements of climate change within the context of successfully unlocking the required growth in the area. As part of this, the Scheme will help to reduce carbon emissions when compared to a 'with development, but without scheme' scenario. The Environmental Statement will include an assessment of greenhouse gas emissions from the construction and the operation of the Scheme. In addition, every effort to integrate proposals to support the use of sustainable transport measures where possible within the scope of the Scheme, which is designed to enable planned development in the area.	N/A	
97	Concerned about the proposed North Cheltenham developments expanding into greenbelt area, which previously appropriately restricted Cheltenham.	The level of new homes and employment areas are set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City Councils. The Joint Core Strategy forms part of the statutory development plan for these areas.	N/A	
111	I believe the junction is satisfactory for its purpose. I feel strongly that there is no need to make any alterations to something that proves no issue. I think time and money is better spent on improving road quality around the UK.	New housing and employment sites are proposed for development close to Junction 10 of the M5, including the West and North-West Cheltenham developments, as identified in the adopted Joint Core Strategy. To unlock these proposed housing and job opportunities, we need to ensure that there is sufficient highway capacity to accommodate the increased traffic and active travel users this will generate. There is also a need to address existing pressure on the local highway network, particularly on M5 Junction 11. Several of the policy documents have identified improvements to M5 Junction 10 as a key component for delivering new housing and improvements sites for development to the west of Cheltenham. An all-movements junction has been identified as a key infrastructure requirement to enable the housing and economic development proposed by the GFirst Local Enterprise Partnership Strategic Economic Plan. It is also central to the transport network sought by the council in the adopted Gloucestershire Local Transport Plan.	N/A	
138	It is clearly in the wrong place. Just look at the blight to people's lives, the destruction of homes, the stress it will cause all those affected from now and for years to come, the reduction in house values, the increased	The level of new homes and employment areas are set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City Councils. The Joint Core Strategy forms part of the statutory development plan for these	N/A	

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	traffic onto an already busy road, no park and ride when you leave the motorway. If you look at a current map and consider the position of Elms Park, the Race Course etc., look at the empty fields, it seems quite obvious that the positioning of this major change could not be in a worse place,	areas. Park and Ride is part of the Elms Park Planning Application and is therefore outside the scope of the Scheme. Whilst the proposed Park and Ride is outside the scope of the Scheme, the Applicant is liaising with the Elms Park developers and Local Planning Authorities to ensure the Scheme takes this into account.		
142	National Highways are involved in the improvements of the A46, currently joining the M5 at Junction 9. You have plans to develop around there and National Highways have talked about using a Junction 9A south of Junction 9 - or perhaps going as far as Junction 10. Why no mention? Your plans indicate development on the north east corner of Junction 10 which would preclude any such connection.	The Scheme is separate and independent to the M5 Junction 9 and A46 (Ashchurch) Transport Scheme. The proposals for M5 Junction 9/A46 are still at early stages of development and the Scheme will be a key consideration in the design and technical work for the M5 Junction 9 scheme.	N/A	
146	We do not need another motorway destroying people's homes and businesses, its fine the way it is, why fix something that isn't broken?	To unlock proposed housing and employment sites close to Junction 10 on the M5, there is a need to ensure that there is sufficient highway capacity to accommodate the increased motorised and non-motorised traffic it will generate. An all-movements junction has been identified as a key infrastructure requirement to enable the housing and economic development proposed by the Gfirst Local Enterprise Partnership Strategic Economic Plan and is central to the transport network sought by the council 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.	N/A	
151	How will the increased demand for sewage treatment and other infrastructure be accommodated when the Hayden works is at capacity with the Junction 9 Elms development, not to mention the rest of infill.	Planning process for Elms Park is not part of the Scheme. However, Elms Park planning permission is being pursued independently by the developers of the Elms Park site. Any infrastructure requirements including sewage treatment will be considered by the local planning authority as part of the Elms Park Planning application.	N/A	
182	It is being done to allow the development of greenfield land when there is unused buildings in Gloucester and Cheltenham. Before any new construction is started, why not complete the work at Junction 11 and all of the A40 work? I agree the junction needs improving but surely this should be done after the full impact of Junction 11 works are known.	The level of new homes and employment areas are set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City Councils. The Joint Core Strategy forms part of the statutory development plan for these areas. Construction of the Scheme will start only after the Development Consent Order consent is granted and is currently scheduled to start in late 2024. The work will be coordinated with any planned projects from National Highways and the Local Authorities to minimise the impact on road users and surrounding communities.	N/A	
259	It creates a major expansion of Cheltenham into a pleasant rural area, and will result in more huge warehouse sheds like those at Junction 12.	The level of new homes and employment areas are set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City Councils. The Joint Core Strategy forms part of the statutory development plan for these areas.	N/A	
266	This is only needed to service new proposed industrial and residential areas. Rather than building on what is currently fields, there are large areas of Cheltenham that use the existing road network which could be redeveloped as these are currently derelict brownfield sites.	The level of new homes and employment areas are set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City Councils. The Joint Core Strategy forms part of the statutory development plan for these areas.	N/A	

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284	Uneasy about the proposed number of houses that this opens up to be built.	The level of new homes and employment areas are set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City Councils. The Joint Core Strategy forms part of the statutory development plan for these areas.	N/A	
294	What is the justification of a 5 to 10 second saving in time to get into the queues at the Tewkesbury Road/Princess Elizabeth Way Roundabout, to the wellbeing of those residents along the new road? This possible time saving in many cases is for a car user living outside the immediate area, and who has no feelings and probably doesn't care to what effect it is causing to those living near it, it is in fact a 24/7 365 days a year nightmare for those home owners.	Improvements to the A4019 east of the A4019 Gallagher Junction are included in the Elms Park Planning Application and are therefore beyond the scope and control of the Scheme. However, the project team are liaising with the Local Planning Authorities and the Elms Park developers to ensure the Scheme does not hinder other improvements.	N/A	
370	While widening is good, the speed of vehicles should be kept relatively slow to decrease noise for the local community, and also for nearby 'alternative' modes of traffic, even though these are segregated.	A 50 miles per hour speed limit is proposed on the A4019 between the west of M5 Junction 10 and just west of Cooks Lane. The Scheme proposes to extend the existing 40 miles per hour speed limit at the Gallagher Junction to west of Uckington. In addition, noise modelling has been carried out and noise mitigation proposed where necessary.	Yes	A 50 miles per hour speed limit is proposed on the A4019 between the west of M5 Junction 10 and just west of Cooks Lane. The Scheme proposes to extend the existing 40 miles per hour speed limit at Gallagher Junction to west of Uckington. In addition, noise modelling has been carried out and noise mitigation proposed where necessary.
371	Steady traffic flow will help to mitigate noise and pollution. An important condition for this will be a reasonable speed limit on the A4019. I would suggest no more than 40 mph throughout the Scheme.	The assigned speed limits for the A4019 will not be increased as a result of the widening. A 50mph speed limit is proposed on the A4019 between the west of M5 Junction 10 and just west of Cooks Lane. A 40mph speed limit is proposed from just west of Cooks Lane to eastern extent of the Scheme towards Cheltenham.	No	The assigned speed limits for the A4019 will not be increased as a result of the widening. A 50mph speed limit is proposed on the A4019 between the west of M5 Junction 10 and just west of Cooks Lane. A 40mph speed limit is proposed from just west of Cooks Lane to eastern extent of the Scheme towards Cheltenham.
386	Whichever way, the impact on the residents at Homecroft and others, it will have a detrimental effect on them.	Environmental impacts of the scheme have been assessed and the results along with the proposed mitigation have been reported in the Environmental Statement.	N/A	
399	Good to be planning for future. Are Gloucestershire County Council working with potential developers so that these roads do not get neglected and become a waste of money and need repairs by the time they are used?	The level of new homes and employment areas are set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City Councils. The Joint Core Strategy forms part of the statutory development plan for these areas. The Applicant is working with the Joint Core Strategy authorities, the local planning authorities and developers to ensure the proposal of the Scheme are consistent with the wider plan for the Joint Core Strategy area.	N/A	
408	This proposal will have a detrimental effect on the quality of life for the people that will be living in the shadow of the plan, and should be scrapped. The area is becoming over-developed, this is a rural part of the county which will be lost forever because once done it will become a developer's paradise.	The level of new homes and employment areas are set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City Councils. The Joint Core Strategy forms part of the statutory development plan for these areas. The Scheme is critical to remove constraints on the highway network, improve connectivity between the Strategic Road Network and the local transport network, and ensure there is enough capacity to accommodate traffic demand associated with the housing and employment growth in the area.	N/A	
446	My concern is the timing (yes, I know, funding!) but this area is very problematic at times, so any possibility of advancing the works would be very positive.	The Scheme has been categorised as a Nationally Significant Infrastructure Project. Under the Planning Act 2008, there is a requirement to make an application to the Secretary of State for Transport for a Development Consent Order. Subject to the successful Development Consent Order, the construction of the Scheme is planned to start in late 2024.	N/A	

Ref no	Matter raised	Response	Design Change (Yes, No & N/A)	Change or no change to the scheme
462	From the masterplan the junction looks wide enough to cope with the future traffic. More money spent unnecessarily for what gain?	Traffic modelling is being used to inform the design to ensure there is suitable capacity on the highway network, this takes into account planned and potential developments.	N/A	
465	The thing is that 2031 is almost 10 years away and if a housing estate pops up in the fields next door, then everything is going to change anyway.	The level of new homes and employment areas are set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City Councils. The Joint Core Strategy forms part of the statutory development plan for these areas. The design of the Scheme takes into account planned and potential developments highlighted in the Joint Core Strategy and the local planning authorities. Any new housing estate other than those already considered by the local planning authorities will need to follow the planning approval process with local planning authorities.	N/A	
468	Is this actually required or necessary?	To unlock proposed housing and employment sites close to Junction 10 on the M5, it needs to be ensured that there is sufficient highway capacity to accommodate the increased motorised and non-motorised traffic it will generate. An all-movements junction has been identified as a key infrastructure requirement to enable the housing and economic development proposed by the GFirst Local Enterprise Partnership's Strategic Economic Plan and is central to the transport network sought by the Applicant's local authority 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.	N/A	
480	I agree if it's at a 'human scale' and the development does not make the area too traffic heavy and less pedestrian friendly for visitors and local residents.	Pedestrian improvements have been included across the Scheme on both the A4019 and the new Link Road. These include accessible footways throughout and signalised crossings of and along the A4019, M5 Junction 10 and the new Link Road.	N/A	
479	I use this junction daily. It doesn't need any work done to it; the traffic flow is fine.	New housing and employment sites are proposed for development close to Junction 10 of the M5, including the West and North-West Cheltenham developments, as identified in the adopted Joint Core Strategy. To unlock these proposed housing and job opportunities, we need to ensure that there is sufficient highway capacity to accommodate the increased traffic and active travel users this will generate. There is also a need to address existing pressure on the local highway network, particularly on M5 Junction 11. Several of the policy documents have identified improvements to M5 Junction 10 as a key component for delivering new housing and improvements sites for development to the west of Cheltenham. An all-movements junction has been identified as a key infrastructure requirement to enable the housing and economic development proposed by the GFirst Local Enterprise Partnership's Strategic Economic Plan. It is also central to the transport network sought by the Applicant's local authority in the adopted Gloucestershire Local Transport Plan.	N/A	
631	I note that there is no mention of where people can exercise/work/walk their dogs. If the proposed housing development occurs there will logically be many residents who would want to have a walk in the fresh air and country landscape. It needs to factor in dog walking as the popularity of dog ownership has increased. Seems partly due to the effect of the COVID-19 pandemic on people's behaviour.	Links to existing footpaths and public rights of way which interface with the Scheme will be retained. In addition, there will be a requirement for green space to be provided within each of the development sites, although this is outside the scope of the Scheme.	N/A	

Ref no	Matter raised	Response	Design Change (Yes, No & N/A)	Change or no change to the scheme
	I am concerned that the nearest "open space" available for walks/dog walks is up the A4019 to the Coombe Hill Nature Reserve. It is a Gloucestershire Wildlife Reserve and a Site of Special Scientific Interest, and an important area for wildlife especially ground nesting birds such as Curlew (endangered) & Skylark. There is already an issue of dogs being walked that disturbs these ground nests. I know this as I am a volunteer. The volunteer work we maintain the habitat under supervision of the Gloucestershire Wildlife Trust Reserve manager. The potential extra dogs being exercised will increase an already existing problem/challenge. Dog walkers are requested to keep their dogs on a lead (notices about this and ground nesting birds) but when I am there, I observe the dogs are not on a lead. Its ok if dogs are under control, not okay if dogs are poorly controlled.			
579	The whole plan seems rushed, data being used is out of date and no new data has been gathered. Answers to questions have been vague related to flooding issues, noise pollution, light pollution, and destroying of ecosystems.	Impacts on the environment and people are assessed as part of the Environmental Impact Assessment and are based on the latest available information from a wide range of sources and surveys. Updated information and initial assessments have been used to update and refine the design. The final assessments are reported in the Environmental Statement.	N/A	
620	Looks pretty in principle but with all these things how would long term maintenance be funded?	The scheme proposals and future maintenance details have been discussed and agreed with the relevant Highway Authorities, National Highways and the Applicant County Council's Highways.	N/A	
633	I am concerned about the impact this will have on my housing location. Only 6 years ago I bought this house with the knowledge it was right next to Green Belt, and now that is planned to be destroyed. I am furious.	The location of the affected house is not known. However, the changes to the Green Belt were determined and agreed as part of the development and final adoption of the Joint Core Strategy in 2017.	N/A	
640	I cannot reiterate enough how vital it is that this Scheme is considered in the wider context and must take into consideration the proposals for Junction 9/A46 Ashchurch Bypass. Considering the schema in isolation is reckless and ultimately futile.	The Scheme is separate to the M5 Junction 9 and A46 (Ashchurch) Transport Scheme. The interaction between the M5 Junction 9 improvements and the Scheme will be a key consideration in the design and technical work for the M5 Junction 9 scheme.	N/A	
688	Perhaps a look at the ambitions of the project. Is the scope and scale too large? Is what is required just a simple upgrading of access to the M5. Something along the lines of the M50 Junction 1 for instance?	To unlock proposed housing and employment sites close to Junction 10 on the M5, we need to ensure that there is sufficient highway capacity to accommodate the increased motorised and non-motorised traffic it will generate. An all-movements junction has been identified as a key infrastructure requirement to enable the housing and economic development proposed by the GFirst Local Enterprise Plan's Strategic Economic Plan and is central to the transport network sought by the Council in the Applicant's local authority's 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. Traffic modelling has been used to inform the design to ensure there is suitable capacity on the highway network. The traffic modelling takes into account planned and potential developments as identified in the Joint Core Strategy, including the safeguarded land.	N/A	
724	Is there a timescale and cost?	The Scheme will be complete and open to traffic (subject to planning consent) in 2027. The cost of the Scheme is £216 million.	N/A	

N.7. Public Transport

Ref no	Matter raised	Response	Design Change (Yes, No & N/A)	Change or no change to the scheme
102	Any expansion should be in the public transportation sector and in the maintenance of current transport infrastructure.	Public transport measures alone are not considered to be sufficient to accommodate the increase in trips from the Strategic Development sites.	N/A	
246	Any expansion should be in the public transportation sector and in the maintenance of current transport infrastructure. I am against the expansion of roads to increase capacity.	Increases in trips from the strategic development sites cannot be accommodated by public transport measures alone. The proposed improvements at M5 Junction 10 are critical to remove constraints on the highway network, improve connectivity between the Strategic Road Network and the local transport network, and ensure there is enough capacity to accommodate traffic demand associated with the housing and employment growth in the area. Bus priority measures are being considered as we continue to develop and refine our design. The project team are liaising with Local Planning Authorities and developers on a variety of matters, including provision for public transport and active travel. However, the Scheme has limited control over potential future bus provisions, which sits with developers and the Local Planning Authorities.	N/A	
57	No public transport elements are included which is a continued underperformance versus the Council's stated objectives of delivering connected communities and better transport.	The Scheme is providing initial infrastructure to unlock provision of additional public transport that may be provided as part of the three strategic developments, or by other Local Planning Authority plans. The project team are liaising with Local Planning Authorities and developers on the provision for public transport and active travel measures. This includes measures to be implemented as part of the Scheme and areas to be future proofed so that additional facilities can be provided when needed (the development sites will take many years to complete and therefore the initial capacity provided by the measures may be sufficient for a number of years after the opening of the Scheme). The Scheme, however, has limited control over bus provisions, which sits with developers, bus companies and the Local Planning Authorities.	Yes	Wider eastbound verge has been provided to allow for future bus lane provision
134	The money would be better spent improving public transport.	Public transport measures alone are not considered to be sufficient to accommodate the increase in trips from the Strategic Development sites.	N/A	
419f	We are now told that a Park and Ride facility will be in place on Elms Park, if so, where are the designated bus lanes? Service road will need to be wide enough for two vehicles to pass and have a separate lane for parking.	The northern verge of the A4019 has been widened to allow for future bus lane provision from the fire station to Gallagher Junction. The right turn lane from A4019 westbound to North West Cheltenham (Elms Park) Allocated Site access changed to bus only. The entrance to Park & Ride added to the west of Safeguarded Site access junction to match the developer's design.	Yes	The northern verge of the A4019 has been widened to allow for future bus lane provision from the fire station to Gallagher Junction. The right turn lane from A4019 westbound to North West Cheltenham (Elms Park) Allocated Site access changed to bus only. The entrance to Park & Ride added to the west of Safeguarded Site access junction to match the developer's design.
39	A serious omission from the proposal is a Park and Ride adjacent to the Junction Link Road north-west of the junction to Bishops Cleeve to alleviate traffic caused by existing new housing developments.	Provision of a Park and Ride is for the developers of the Elms Park Development to provide, and is outside the scope of the Scheme.	No	This is a part of the Elms Park Development and is outside the scope of the Scheme.
686b	We also would like clarity over the park and ride (it is essential). We appreciate the extra consultations that were put in place in order for our opinions to be heard.	Provision of a Park and Ride is part of the Elms Park Planning Application and outside the scope of the Scheme.	No	Provision of a Park and Ride is part of the Elms Park Planning Application and outside the scope of the Scheme.
74	I understand the benefits of a new junction giving access to the motorway in both directions. I do not support the proposals in terms of widening the complete length of the current carriageway for two lanes of traffic. The movement of public transport	Traffic modelling has been used to inform the design to ensure the A4019 has suitable capacity taking into account the planned and potential developments, including the safeguarded land. More details are provided in the Transport Assessment, which forms part of the Development Consent Order application.	Yes	Wider eastbound verge has been provided to allow for future bus lane provision

Ref no	Matter raised	Response	Design Change (Yes, No & N/A)	Change or no change to the scheme
	priorities does not seem to feature apart from a Park and Ride			
656	Encouragement should be to reduce traffic, not increase it. Bus lanes or Park and Ride are not mentioned.	Bus priority measures are being considered as we continue to develop and refine our design. However, the Scheme has limited control over potential future bus provisions, which sits with developers and the Local Planning Authorities. The project team are liaising with Local Planning Authorities and developers on a variety of matters, including provision for public transport and active travel. Provision of a Park and Ride is in the Elms Park planning application and therefore is beyond the scope of the Scheme.	Yes	The northern verge of the A4019 has been widened to allow for future bus lane provision from the fire station to Gallagher Junction. The right turn lane from A4019 westbound to North West Cheltenham (Elms Park) Allocated Site access changed to bus only. The entrance to Park & Ride added to the west of Safeguarded Site access junction to match the developer's design.
652	The lack of public transport prioritisation is utterly disappointing and remarkable.	Bus priority measures are being considered as we continue to develop and refine our design. However, the Scheme has limited control over potential future bus provisions, which sits with developers and the Local Planning Authorities. The project team are liaising with Local Planning Authorities and developers on a variety of matters, including provision for public transport and active travel.	Yes	The northern verge of the A4019 has been widened to allow for future bus lane provision from the fire station to Gallagher Junction. The right turn lane from A4019 westbound to North West Cheltenham (Elms Park) Allocated Site access changed to bus only. The entrance to Park & Ride added to the west of Safeguarded Site access junction to match the developer's design.

N.8. Safety

Ref no	Matter raised	Response	Design Change (Yes, No & N/A)	Change or no change to the scheme
118	My main concern would be to improve the safety of the exit road. It's very short and difficult to see what traffic is coming along the A4019 until you are near the end of it.	Under the Scheme design the existing slip roads will be replaced by new slip roads and the merge/diverges which will comply with modern design standards. The new signalised junction designed to latest standard will improve the safety of M5/A4019 junction.	N/A	
160	It is essential that traffic-calming cameras are installed in Knights Bridge to limit the speed to 30mph.	This is beyond the scope of the Scheme.	No	This is beyond the scope of the Scheme.
209	Will become a high speed route to M5 creating noise and danger to residents.	Safety due to excessive speeds are not anticipated as the Scheme will extend the existing 40mph speed limit at Gallagher Junction to west of Uckington and the new traffic signal junctions should assist with keeping speeds lower. Noise assessments have been carried out and noise mitigation is proposed where appropriate.	N/A	
234	The Scheme would create higher speeds and cause accidents.	Safety due to excessive speeds are not anticipated as the Scheme proposes to extend the existing 40mph speed limit at Gallagher Junction to west of Uckington and the new traffic signal junctions should assist with keeping speeds lower. Noise assessments have been carried out and noise mitigation is proposed where appropriate.	N/A	
311	Traffic will be abysmal like at all the other Gloucestershire Road upgrades. You can't even get the road signage right at places such as the west approach to A40 Hamburger (signage says get in lane AFTER the lanes have appeared) The same for the A40/A38 junction, road signages says left for the Gloucester Town then changes at the end - DANGEROUS!	Scheme design and traffic signs are designed in line with the national design standards. The draft signage and lining have been included in designs as part of the submission of the Development Consent Order application. These proposals will be further reviewed during detail design and subject to road safety audit to ensure these are appropriate for the Scheme.	N/A	
358	It gets fast anyway, how will speed be managed?	The use of traffic signal junctions to manage speeds through use of appropriate co-ordination has been explored. Traffic speeds will be monitored post construction to establish if further measures are required.	N/A	

Ref no	Matter raised	Response	Design Change (Yes, No & N/A)	Change or no change to the scheme
360	I am concerned about the left turn slip road shown eastbound on the new signalised junction near the Cheltenham West Fire and Rescue Station. This has a radius that looks to encourage drivers to maintain higher speeds while focussing on other motor traffic from their right as they approach the give way. This will add another presumably uncontrolled stage to the junction crossing for those on the active travel route while taking the left turning drivers attention away from them, in contradiction to the recent Highway Code update which gives those intending to go straight ahead priority.	The design is developed in line with current design standards and has been subject to an initial Road Safety Audit. The design will be subject to further Road Safety Audits during detail design phase and post construction to ensure the safety of all users. Traffic signals are provided on this left turn slip for active travel users which should also control vehicle speeds.	N/A	
373	Having seen some car racers on the dual carriageway past Sainsburys, more 'improvements' would only encourage them, the existing road with the speed restriction is adequate.	A 50mph speed limit is proposed on the A4019 between the west of M5 Junction 10 and just west of Cooks Lane. The Scheme proposes to extend the existing 40mph speed limit at Gallagher Junction to west of Uckington. The use of traffic signal junctions to manage speeds through use of appropriate co-ordination has been explored and traffic speeds will be monitored post construction to establish if further measures are required.	N/A	
384	Dualling the A4019 will not eliminate the venturi effect at each end. But by raising speeds along its course it makes it more hazardous to cross.	Signal-controlled pedestrian and cycle crossing facilities have been included in the design along the A4019 to create safer conditions for pedestrians and cyclists to cross. The assigned speed limits for the A4019 will not be increased as a result of the widening. A 50mph speed limit is proposed on the A4019 from west of M5 Junction 10 and just west of Cooks Lane. A 40mph speed limit is proposed from just west of Cooks Lane to eastern extent of the Scheme towards Cheltenham. Forecast traffic flows and traffic modelling has determined that widening of the A4019 is required for the extents of the design.	N/A	
390	We need our new roads with lighting to junction 10. We need our new road speed controlled.	There are proposals to light the A4019 on approaches to the traffic signal junctions. The use of traffic signal junctions to manage speeds through use of appropriate co-ordination has been explored. Traffic speeds will be monitored post construction to establish if further measures are required.	N/A	
478	Speed cameras should be installed.	The use of traffic signal junctions to manage speeds through use of appropriate co-ordination has been explored. Traffic speeds will be monitored post construction to establish if further measures are required.	No	The use of traffic signal junctions to manage speeds through use of appropriate co-ordination has been explored. Traffic speeds will be monitored post construction to establish if further measures are required.
539	Slowing the traffic down to 40mph on the A4019 would enhance both safety and the environment. As a policeman once said to me as I cycled into Cheltenham, and having been passed by someone doing way in excess of the speed limit, '50mph on that road is so close to the national limit for single carriage way roads that it is hardly worth policing'. Hence taking it down to 40 mph would reduce that incentive to get to 60mph.	The Scheme will extend the existing 40mph speed limit at Gallagher Junction to west of Uckington.	Yes	The Scheme will extend the existing 40mph speed limit at Gallagher Junction to west of Uckington.
642	At present it is dangerous to cross the A4019 and virtually impossible to turn right out of Homecroft Drive. The proposals will alleviate those problems. However, more work is needed to facilitate access to Homecroft Drive by HGVs and to manage overflow parking from the Civil Service Club and minimise the impact on the service road and Homecroft Drive.	The new signal controlled junctions will make it easier to enter or exit Homecroft Drive. Access to the Civil Service facilities and Homecroft Drive have been amended. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has been relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a four-arm junction. This fourth arm will be a two-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location and Homecroft Drive.	Yes	The new signal controlled junctions will make it easier to enter or exit Homecroft Drive. Access to the Civil Service facilities and Homecroft Drive have been amended. The North West Cheltenham (Elms Park) Allocated Site access signalised junction has been relocated slightly to the west to provide an arm opposite the entrance to the Civil Service facilities and thus become a four-arm junction. This fourth arm will be a two-way service road serving the Civil Service facilities, the properties to the south of the A4019 in this location and Homecroft Drive.

Ref no	Matter raised	Response	Design Change (Yes, No & N/A)	Change or no change to the scheme
691	Safety of people crossing from bridleways should be considered.	An underpass has been included on the A4019 to the east of M5 Junction 10 to provide a Public Right of Way route from the Elmstone Hardwicke bridleway AUC1 to Withybridge Lane. The underpass is intended to be shared use and has been designed to accommodate equestrians. The underpass will provide a more desirable route for equestrians away from the A4019.	Yes	An underpass has been included on the A4019 to the east of M5 Junction 10 to provide a Public Right of Way route from the Elmstone Hardwicke bridleway AUC1 to Withybridge Lane. The underpass is intended to be shared use and has been designed to accommodate equestrians. The underpass will provide a more desirable route for equestrians away from the A4019.
649	I live nearby in Elmstone Hardwicke, Stoke road, which connects all of Stoke Orchard & Bishops Cleeve to the M5 Junction 10. With opening this junction up to both north and southbound, will significantly increase traffic along this road. I live directly off Stoke Road where children and animals frequently cross the road. It would be good if you could consider the speed limit of this road and reduced. It would also be nice for residents whose houses back directly onto this road for additional noise reduction solutions to be offered.	Traffic modelling has been used to inform the design to ensure the A4019 has suitable capacity taking into account the planned and potential developments, including the safeguarded land. More details are provided in the Transport Assessment, which forms part of the Development Consent Order application.	N/A	
655	It would be great if the roads could be kept to a lower speed limit, and not increased on the new roads.	The Scheme has been designed based on a number of considerations including potential impact on the environment, the future patterns of traffic demand, safety of road users, geometric constraints, and operational performance of the highway network in the Scheme area. The flow of traffic along the A4019 would be controlled by a number of signalised junctions. Given the spacing of these junctions between new signalised M5 Junction 10 and signalised Kingsditch Roundabout, it is unlikely that the speed of traffic would be excessive. On completion of the Scheme however, the traffic conditions and accidents levels would be monitored in the Scheme area and any issues emerging from this process would be considered and addressed appropriately.	Yes	The Scheme is not planning to increase speed limits and where lowering speed limits are proposed, these are at limits that need to be supported by the police.
669	I am concerned about the increase in traffic volumes it will cause, also the speed and size of vehicles. The impact on pedestrians and cyclists crossing the approach roads and the increased level of danger on these roads. Also, the increased air pollution and noise from the new junction.	Signalised dedicated pedestrian and cycle crossings have been included in the Scheme design along and across the A4019 to provide safe facilities for active modes. A Road Safety Audit has been carried out and the recommendations have been accepted and incorporated into the design.	N/A	
702	It is essential for us that the speeds are limited on the new dual carriageway and reduced to 30mph on A4019 West at motorway through Knights Bridge.	Reducing speed limits through Knightsbridge is outside the scope of the Scheme.	N/A	
703	Would want the speed limit kept to 50mph on the dual carriageway and reduced to 30pmh through the villages to allow us residents to join the road safely from our drives. People speed over 50mph all the time. There is a Police Speed Camera every month on this road - catching loads of people.	The Scheme proposes 50mph on A4019 from Junction 10 to west of Uckington and then change to 40mph for the remainder of the A4019. West Cheltenham Link Road is proposed to have 50mph. At the Southern Link Road Junction, the Scheme proposes reducing the speed limit on Old Gloucester Road to 40mph through the junction.	N/A	

N.9. Traffic

Ref no	Matter raised	Response	Design Change (Yes, No & N/A)	Change or no change to the scheme
5	Concerned that the number of lanes and scale of the development will induce significant excess trips, and contribute to congestion further into Cheltenham where the network capacity is inevitably limited.	Traffic modelling has been undertaken to inform the Scheme's design to ensure there is suitable capacity on the highway network to unlock the development sites. Traffic modelling details will be part of the Development Consent Order submission. The traffic modelling takes into account planned and potential developments, including the safeguarded land.	N/A	
10	Data supplied showed lengths of queues built up on motorway, what is proposed will not improve these. In fact what is proposed will create new issues as new queues have not been calculated on the new North Bound exits. How will the new South Bound entry road effect the exit at Junction 11?	Traffic modelling has been undertaken to inform the design to ensure there is suitable capacity on the highway network, including avoiding queues extending back onto the motorway. Traffic modelling details will form part of the Development Consent Order application. In addition, the traffic signal design proposes queue loops to detect for long queues on the slip roads and therefore trigger a change in traffic signal operation.	N/A	
14	I hope this will also help around Princess Elizabeth Way and A40/Gloucester Road by removing delivery/visitor traffic for Tewkesbury Road retail parks from local roads.	The proposed M5 Junction 10 is an all movement junction and will enable traffic which currently uses M5 Junction 11 to reach the A4019 via the A40 and Princess Elizabeth Way, travel to M5 Junction 10 to reach the same destination. This is expected to reduce the traffic which otherwise would be using the A40 and Princess Elizabeth Way.	N/A	
28	The scheme will increase congestion.	Traffic modelling has been undertaken to inform the design to ensure there is suitable capacity on the highway network, which takes into account planned and potential developments, including the safeguarded land. Changes to journey times have been discussed with the local planning authorities and traffic modelling details forms part of the Development Consent Order submission. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley Developments along the A4019. The traffic signals along the A4019 would be operated in a coordinated manner to maximise efficiency and minimise the delay.	N/A	
35	This proposal will only increase the congestion on the M5 which has become a dangerous road often closed due to accidents. The knock-on effect will, just as importantly, create greater traffic which will have to be funnelled into Cheltenham ruining this important town and which is already one of the top 40 towns for traffic pollution in England. If this proposal goes ahead, it will also increase demand for the A417 to become a major road and hence increase traffic pollution when we have a climate emergency.	Traffic modelling has been undertaken to inform the design to ensure there is suitable capacity on the highway network, which takes into account planned and potential developments, including the safeguarded land. Changes to journey times have been discussed with the local planning authorities and traffic modelling details forms part of the Development Consent Order submission. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley Developments along the A4019. The traffic signals along the A4019 would be operated in a coordinated manner to maximise efficiency and minimise the delay.	N/A	
37	Minimise the inconvenience for local residents - what will be the impact on the B4634 Old Gloucester Road? Will there be an increase in traffic on the B4634 which is already a dangerous road?	The traffic model to support the preliminary design has been finalised and initial results indicate no change at opening year (2027) and increases between Withybridge Lane and A4019 in design year (2042). The Link Road is provided as primary access to and from the West Cheltenham Development. The increase due to the West Cheltenham Development is expected to be addressed as part of the West Cheltenham Development planning application (which currently has not been submitted).	N/A	
38	No plans are in place it seems to mitigate increased traffic through Stoke Orchard and Tredington villages which will result from the M5 Junction 10 Improvements Scheme. Vehicles from Bishops Cleeve	Traffic impacts have continually been reviewed as the Scheme has developed. Traffic modelling has taken place with information provided in the Transport Assessment, which forms part of the Development Consent Order application. The detailed Paramics modelling in the Transport Assessment does not cover	N/A	

Ref no	Matter raised	Response	Design Change (Yes, No & N/A)	Change or no change to the scheme
	and some from Tewkesbury would use this through route as the quickest access. Currently the road would not be up to increased traffic use and safety in the villages would be compromised.	these areas, but the Gloucestershire Countywide Traffic Model does, and details of the predicted flow changes from the Gloucestershire Countywide Traffic Model are included in Appendix B of the Transport Assessment.		
49	You should not install traffic signals except to provide pedestrian/cycle crossings.	The design, including the number and type of junctions is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. The new traffic signals would cater to varying degree for active travel users such as pedestrians.	No	The design, including the number and type of junctions is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. The new traffic signals would cater to varying degree for active travel users such as pedestrians.
56	Are the roads around M5 Junction 10 and infrastructure fit for purpose and future proof?	Traffic modelling has been undertaken to inform the design to ensure there is suitable capacity on the highway network, which takes into account planned and potential developments as identified in the Joint Core Strategy, including the safeguarded land. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley Developments along the A4019. Traffic modelling details can be found in the Transport Assessment, which is included as part of the Development Consent Order application.	N/A	
63	This will encourage more people to drive and increase traffic elsewhere on the road network.	It is recognised that there will be some impact on the traffic movement patterns in and around M5 Junction 10 after the Scheme opens. However, the impact of the Scheme on traffic has been assessed in the traffic model and the traffic modelling has been developed in accordance with National Guidance. Any impacts of the change in traffic numbers or patterns are mitigated within the Scheme proposal.	N/A	
70	Do we really need more traffic lights on another roundabout? Design them correctly and speed is controlled, and you don't need traffic lights.	The M5 Junction 10 would have four arms two of which are the slip roads to/from M5 motorway whilst the other two provide links to A4019 east and west. The volumes of traffic flows to/from these arms to the new roundabout are quite different. In such circumstances the traffic from the minor arms would find it quite difficult to enter the roundabout which could well lead to these drivers attempting to use very short and as such unsafe gaps to make their manoeuvres. This in turn makes the roundabout unsafe for all users. The provision of traffic signals would enable efficient and safe control of the roundabout for all concerned including active travel users.	No	The M5 Junction 10 would have four arms two of which are the slip roads to/from M5 motorway whilst the other two provide links to A4019 east and west. The volumes of traffic flows to/from these arms to the new roundabout are quite different. In such circumstances the traffic from the minor arms would find it quite difficult to enter the roundabout which could well lead to these drivers attempting to use very short and as such unsafe gaps to make their manoeuvres. This in turn makes the roundabout unsafe for all users. The provision of traffic signals would enable efficient and safe control of the roundabout for all concerned including active travel users.
72	Please advise what is being proposed to mitigate the effect of additional traffic on local roads in the event of a M5 closure, as a result of the proposed 4 way access at Junction 10.	The impacts of the necessary closures as part of the new Junction 10 have been considered and mitigated as best as possible. The Applicant continues to work with National Highways and the Gloucestershire County Council Highways Team to ensure the impact of construction on the wider network will be minimised, whilst recognising that closures and diversions will be necessary over the course of the works. Further work on constructability, phasing and traffic management has been produced as part of the Development Consent Order submission.	N/A	
81	No provision for taking traffic exiting the motorway that is heading to the northeast of the town of Cheltenham. Concerned that traffic along Stoke Road will increase massively.	Traffic impacts have continually been reviewed as the Scheme has developed. Traffic modelling has taken place with information provided in the Transport Assessment, which forms part of the Development Consent Order application. The detailed Paramics modelling in the Transport Assessment does not cover these areas, but the Gloucestershire Countywide Traffic Model does, and details	N/A	

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		of the predicted flow changes from the Gloucestershire Countywide Traffic Model are included in Appendix B of the Transport Assessment. Additionally, the Traffic Forecasting Report includes comparison of traffic flows across the highway network at different forecast years under various scenarios which shows the changes in traffic patterns.		
82	Whilst I agree that the M5 Junction 10 upgrade is needed, what I do not agree with is the lack of provision for any upgrades to surrounding villages including Stoke Orchard and Tredington, along with the junction by the Gloucester Old Spot. The Junction 10 upgrade must not go ahead until provisions are made for the roads through these villages and the Gloucester Old Spot junction.	Traffic impacts have continually been reviewed as the Scheme has developed. Traffic modelling has taken place with information provided in the Transport Assessment, which forms part of the Development Consent Order application. The detailed Paramics modelling in the Transport Assessment does not cover these areas, but the Gloucestershire Countywide Traffic Model does, and details of the predicted flow changes from the Gloucestershire Countywide Traffic Model are included in Appendix B of the Transport Assessment. Additionally, the Traffic Forecasting Report shows changes in traffic patterns in the study area including Stoke Orchard Road. Gloucestershire County Council, as the highway authority will monitor the changes in the study area and any forecast excessive increases would be noted and mitigations measures would be considered if required.	N/A	
83	Opening up this junction to 4 way will lead to it being used for short journeys leading to congestion on the motorway - e.g. Quedgeley and Tewkesbury junctions, leading to dangerous queues back onto the motorway.	Traffic modelling has been used to inform the design to ensure there is suitable capacity on the highway network, including avoiding queues extending back onto the motorway. The traffic model has been updated and refined throughout development of the Scheme. The Transport Assessment provides more details and forms part of the Development Consent Order application.	N/A	
86	The traffic light system will need improving if it is to mirror the junction in Tewkesbury as this is always busy.	The traffic signals along the A4019 would be operated in a co-ordinated manner to maximise efficiency and minimise the delay.	No	The traffic signals along the A4019 would be operated in a co-ordinated manner to maximise efficiency and minimise the delay.
87	This development is designed to increase traffic. There is no mention in this proposal of the impact this will have on the Coombe Hill junction with the A38.	Since finishing the options consultation in autumn 2020, it was decided to progress the A38/A4019 Junction Improvements at Coombe Hill as a separate scheme. This will provide a more resilient local road network in advance of the Scheme commencing. The same traffic model base has been used for assessment of the Scheme and the Coombe Hill Scheme to ensure that both schemes are taken into account. More information on the Coombe Hill scheme can be found on the Applicant's website.	N/A	
88	Significant house building in the Twigworth area will lead to traffic increasing to/from the Coombe Hill direction and should be factored into the design.	The traffic modelling takes into account planned and potential developments, including the Safeguarded Site in the approved Joint Core Strategy. The Scheme has been developed based on the results from the traffic model. The Uncertainty Log in the Traffic Forecasting Report lists the developments considered and included at the time of developing the traffic model. Developments which have emerged since constructing the traffic model or their certainty status has changed would not be explicitly modelled. However given that the demand in trip matrices of the traffic model is constrained to Department for Transport forecast for the model area, the overall demand in the study area would not be underestimated.	N/A	
89	Concerned about the increase in traffic volumes the Scheme will cause, as well as the speed and size of vehicles. Concerns on the impact on pedestrians and cyclists crossing the approach roads and the increased level of danger on these roads.	The traffic modelling takes into account planned and potential developments, including the safeguarded land in the Joint Core Strategy. The Scheme has been developed based on the results from the traffic model. Segregated facilities such as footways and cycleways are provided for pedestrians and cyclists to keep them away from vehicles. At crossings, traffic signals include phases for active travel users. This includes crossing the motorway slip roads.	N/A	

Ref no	Matter raised	Response	Design Change (Yes, No & N/A)	Change or no change to the scheme
90	A key aspect in the question of adding a southbound entrance to the M5 at Junction 10 is how the feeder roads to it from the area around Cheltenham will cope with the increased traffic which will ensue, particularly from the Bishops Cleeve area?	Traffic impacts have continually been reviewed as the Scheme has developed. Traffic modelling has taken place with information provided in the Transport Assessment, which forms part of the Development Consent Order application. The detailed Paramics modelling in the Transport Assessment does not cover these areas, but the Gloucestershire Countywide Traffic Model does, and details of the predicted flow changes from the Gloucestershire Countywide Traffic Model are included in Appendix B of the Transport Assessment. Additionally, the Traffic Forecasting Report shows changes in traffic patterns in the study area including Bishops Cleeve. Gloucestershire County Council, as the highway authority, will monitor the changes in the study area and any forecast excessive increases would be noted and mitigations measures would be considered if required.	N/A	
96	Too many signals will impede flow of traffic, or require greater capacity.	The Scheme provides additional capacity by widening parts of the A4019. The new signals along A4019 are required to provide access to the new development sites and also facilitate movement of traffic to and from priority controlled junctions which otherwise would not be able to safely access the A4019 that is likely to carry increased volumes of traffic in the future especially when new Elms Park Development is fully occupied.	N/A	
107	I worry about how many sets of traffic lights you are adding along the new dual carriage way - will it be very stop-start which is not good for the environment? Will this also cause holdbacks further down towards the retail park? Currently traffic flows are reasonably well on the road and two lanes will help people reach the M5/ areas like Tewkesbury/Gloucester/Harpbury quicker but we do not want this to be a long job that only gives us an extra 2 mins back on our journey.	The Scheme is made up of a number of elements including a full movement junction with M5; widening parts of the A4019; a new link road between A4019 and Old Gloucester Road. There will be increases in traffic from two major new developments as well as natural growth in traffic along the A4019. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and provide an acceptable level of service along the A4019. The operation of the new traffic signals will run a reactive method of control (using a system call MOVA) and allow junctions to be linked to co-co-ordinate operation of closely associated junctions. The traffic signal operation will also include pedestrian facilities would be coordinated to minimise delay along the A4019.	N/A	
108	Yes, allow traffic to head south onto the M5 but leave the A4019 alone. No widening, it will only lead to a higher traffic density.	The A4019 needs to be widened to accommodate the additional trips resulting from the strategic development sites.	No	The A4019 needs to be widened to accommodate the additional trips resulting from the strategic development sites.
115	The Junction is adequate as it is and more 'improvements' would encourage more deviations through Cheltenham when there are problems on the motorways. The roads around the Tewkesbury Road roundabout are already severely congested during peak times.	The M5 Junction 10 currently only provides for movements to and from the M5 north and the A4019. The current layout of the M5 Junction 10 would not be able to accommodate the future demand for travel which will arise from natural growth in traffic and also proposed developments in the area especially along the A4019 and Old Gloucester Road. Without the Scheme which the new M5 Junction 10 is only part of, there will be very high levels of congestion in the area which in turn would act as constraint to providing much needed housing and employment opportunities.	N/A	
123	Although we agree Junction 10 is required, the concern is increased traffic on Stoke Orchard Road from Bishops Cleeve. It is guaranteed that this road will be used as a short cut even more than at present. There is already a problem with speeding and dangerous overtakes. Stoke Orchard Road will need traffic calming measures to dis-courage additional use.	Traffic impacts have continually been reviewed as the Scheme has developed. Traffic modelling has taken place with information provided in the Transport Assessment, which forms part of the Development Consent Order application. The detailed Paramics modelling in the Transport Assessment does not cover these areas, but the Gloucestershire Countywide Traffic Model does, and details of the predicted flow changes from the Gloucestershire Countywide Traffic Model are included in Appendix B of the Transport Assessment.	N/A	

Ref no	Matter raised	Response	Design Change (Yes, No & N/A)	Change or no change to the scheme
125	The roads that feed into the new dual carriageway area do not seem to be considered for upgrade and as they currently stand, will not cope with additional traffic.	The Scheme converts the part of the A4019 between M5 Junction 10 and Kingsditch Roundabout which is currently single lane. This provides a consistent capacity and road standard between the two ends of the A4019. The Scheme consists of a number of elements including a full movement junction with the M5; widening remaining parts of the A4019; and a new Link Road between the A4019 and Old Gloucester Road. The Scheme has been designed to prevent high levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments along the A4019 and Old Gloucester Road.	N/A	
126	Concerned about the increase of heavy haulage along Tewkesbury Road. If there is an accident elsewhere and traffic is re-routed the sound of the lorries going up and down is intrusive not to mention, they make the whole house vibrate. It is very noticeable and the thought of having that all day and night is unbearable.	The main carriageways for the A4019 have been moved further away from residential properties immediately adjacent to the A4019. Surveys have been carried out and where appropriate mitigations measures are proposed. Further details are presented in the Environmental Statement, which forms part of the Development Consent Order application.	N/A	
127	A4019 junctions seem over-engineered. At least, provision should be made for inactive traffic lights during quieter periods.	The design process has sought to minimise congestion along the Scheme. The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new developments along the A4019.	No	The design process has sought to minimise congestion along the Scheme. The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new developments along the A4019.
130	The Scheme needs to consider the impact on the junction at the Gloucester Old Spot public house. Will proposals make this junction even more difficult to get out on to the Tewkesbury Road than it can be now?	There are no planned improvements to the A4019/Stoke Road Junction (Gloucester Old Spot). It is considered that the changes to Junction 10 indirectly removes the safety issues associated with the A4019/Stoke Road Junction and any improvements to reduce queue lengths would further increase traffic on Stoke Road.	No	There are no planned improvements to the A4019/Stoke Road Junction (Gloucester Old Spot). It is considered that the changes to Junction 10 indirectly removes the safety issues associated with the A4019/Stoke Road Junction and any improvements to reduce queue lengths would further increase traffic on Stoke Road.
139	I represent Prestbury as a Ward Councillor and have real concerns that the upgrading of the M5 Junction 10 will have an impact in my ward. Prestbury has a poor road network and experiences high volumes of traffic at peak times particularly from Winchcombe. There is concern that Prestbury High Street, New Barn Lane and Swindon Lane will form part of a 'rat run' to Junction 10 - these roads are not suitable for such an increase in traffic.	The traffic model has been updated and refined as the design has been developed. Further details are available in the Transport Assessment, which forms a part of the Development Consent Order application. The detailed Paramics modelling in the Transport Assessment does not cover these areas, but the Gloucestershire Countywide Traffic Model does, and details of the predicted flow changes from the Gloucestershire Countywide Traffic Model are included in Appendix B of the Transport Assessment. Traffic modelling has informed the design to ensure there is suitable capacity on the highway network, including avoiding queues extending back onto the motorway. The traffic modelling takes into account planned and potential developments as identified in the Joint Core Strategy, including the Safeguarded Site.	N/A	
140	it will only increase traffic along the A4019 which is already extremely busy at peak times, and is for all intensive purposes unnecessary.	Traffic modelling has been used to inform the design to ensure there is suitable capacity on the highway network, which takes into account planned and potential developments as identified in the Joint Core Strategy, including the safeguarded land. Details are available in the Transport Assessment which forms part of the Development Consent Order application.	N/A	
143	I am concerned it may impact on traffic along St Paul's Road and St Margaret's Road and there needs to be an improved link from Hyde Lane.	St Paul's Road is a parallel road running to the north of A4019 between Cleveland Street and Monson Avenue which intersect A4019 whilst St Margaret's Road is the part of A4019 between Henrietta Street Junction and Portland Street Junction. The Scheme has been designed to cater for future increase in traffic along the A4019 between M5 Junction 10 and Kingsditch Roundabout arising from natural growth in traffic and new developments. It is	N/A	

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		therefore unlikely that the Scheme would result in traffic being diverted to the parallel St Paul's Road. There is no evidence that traffic along St Margaret's Road would be disproportionately increased as a result of the Scheme which does extend beyond east of Gallagher Road Junction.		
145	To many controlled junctions will cause traffic to backup and cause congestion at peak times and if the flow of traffic is too much then it will cause congestion at the roundabout at Princess Elizabeth way unless the control is linked to all the lights along the route.	The Scheme design including the number and type of junctions, is based on a wide number of considerations. Including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	No	The Scheme design including the number and type of junctions, is based on a wide number of considerations. Including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.
148	The morning rush hour is the problem entering Cheltenham. Will there be capacity on the slip road with a signalised junction to avoid jams on the motorway itself?	One of the main aims of the new M5 Junction 10 has been to remove the current excessive queues on the eastbound slip road from the M5 north of Junction 10 destined for Cheltenham. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the trips generated by the new Elms Park and Golden Valley Developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals, which include pedestrian facilities, would be coordinated to minimise delay along the A4019.	N/A	
156	It will drastically increase the traffic on the west side of Junction 10 and the A4019 in particularly the Stoke Orchard to Piffs Elm with the junction with the A4019 . It is heavily used at the moment with traffic coming from Bishops Cleeve. With the opening up of Junction 10 it will draw even more traffic .	Traffic impacts have continually been reviewed as the Scheme has developed. Traffic modelling has taken place with information provided in the Transport Assessment, which forms part of the Development Consent Order application. The detailed Paramics modelling in the Transport Assessment does not cover these areas, but the Gloucestershire Countywide Traffic Model does, and details of the predicted flow changes from the Gloucestershire Countywide Traffic Model are included in Appendix B of the Transport Assessment. Additionally, the Traffic Forecasting Report includes comparison of traffic flows across the highway network at different forecast years under various scenarios which shows the changes in traffic patterns. Gloucestershire County Council, as the highway authority, will monitor the changes in the study area and any forecast excessive increases would be noted and mitigations measures would be considered if required.	N/A	
159	The planned junction is far too big, a smaller scheme would have been more adequate. Concerned about the knock-on effect of traffic using neighbouring lanes as cut-throughs.	Traffic modelling has been used to inform the design to ensure the junction has suitable capacity on the highway network and takes into account planned and potential developments, including the Safeguarded Site.	No	Designed to accommodate predicted future traffic growth.
161	We agree the need for slip roads to access M5 in all directions. Doing a u-turn to get to our house from M5 is not ideal. We are concerned about the volume of traffic it may cause coming past our house and the traffic speed. We would want the speed reduced to 30 miles per hour in Knightsbridge so allowing us to safely join the carriage way from our house and then being 40 miles per hour past the Old Spot public house before becoming 50 miles per hour at the dual carriage way.	The Scheme consists of a number of elements including a full movement junction with M5; widening remaining parts of the A4019; and a new Link Road between the A4019 and Old Gloucester Road. The Scheme has been designed to prevent high levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments along the A4019 and Old Gloucester Road. In addition, the Coombe Hill Junction would be improved as part of a separate planning process which provides a more effective pattern of traffic along the adjoining arms of the A4019 and A38. The speed along roads is based on a number of considerations including the roads' geometry, how built up the area is and the accident history. On completion of the Scheme, the patterns of traffic and safety levels would be monitored in the	N/A	

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		area and any issues emerging from this process would be considered and addressed appropriately.		
163	To ease out traffic maybe Cheltenham race traffic could be exited to Golden Valley now with the new roundabout and new roadways nearly completed.	The traffic management arrangements for special events such as Cheltenham race are beyond the scope of this scheme and will be reviewed by the Local Highway Authority as appropriate.	N/A	
164	Will you confirm that the A4019 will remain open, allowing traffic using the A4019 to access the A38 at Coombe Hill and to travel from the A38 to access Cheltenham via the A4019?	The Applicant has assumed this refers to the construction phase. Apart from the occasional overnight or weekend closures, the A4019 is to remain open to traffic.	N/A	
177	Will still be a bottle neck just have more cars on it at any one time	The Scheme has been designed to prevent high levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments along the A4019 and Old Gloucester Road. It consists of a number of elements including a full movement junction with M5; widening remaining parts of the A4019; and a new Link Road between A4019 and Old Gloucester Road. The assessment to date shows that the Scheme would by and large meet the future travel demand in the area.	N/A	
183	There is no explanation as to where this Link Road 'traffic' is going to be going to- what is the destination of the Link Road? It appears, like Withybridge Lane, to simply be linking up to the existing, narrow back route into Gallagher retail park and surrounds, which would be reached by just continuing along the A4019. What is it for? The proposal mentions relieving congestion on existing local roads- what congestion and when? I use this route almost daily, and have done for 20 years. There is almost no congestion unless there has been an accident or in the case of road works.	The West Cheltenham Link Road provide access from M5 Junction 10/A4019 to the proposed Golden Valley development via a new junction at Old Gloucester Road. Without the Link Road the trips destined to and from the proposed Golden Valley development would have to use Gallagher junction along A4019. This will in turn add to the trips that would be generated by the proposed Elm Tree development along the A4019 causing high levels of congestion.	N/A	
195	Concerned about the junction with the A4019 being signalised rather than a roundabout. This might lead to traffic congestion coming off Junction 10 at busy times, which would be a dangerous hazard.	The design including the number and type of junctions is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	N/A	
197	It will create greater traffic which will have to be funnelled into Cheltenham ruining this important town and which is already one of the top 40 towns for traffic pollution in England. If this proposal goes ahead, it will also increase demand for the A417 to become a major road and hence increase traffic pollution. and ruin the area. It goes against the COP 26 agreements by Her Majesty's Government and its promise to reduce car emissions.	The Scheme has been designed to prevent high levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments along the A4019 and Old Gloucester Road. Assessment to date shows that the Scheme would by and large meet the future travel demand in the area. More details are available in the Environmental Statement which forms part of the Development Consent Order Application. The impact of the Scheme is subject to the necessary environmental assessments including air quality modelling of the study area which provides the necessary information on impacts of the Scheme on air quality and mitigation measures to address them. More details are available in the Environmental Statement which forms part of the Development Consent Order Application.	N/A	

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198	Clearly necessary in due course, but when constructed to terminate on the B4634 this will simply dump traffic onto inappropriate roads - particularly Hayden Lane. Please give thought to mitigating the effect constructing this will have when the link to the A40 is not yet in place.	The Scheme has been designed to prevent high levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments along the A4019 and Old Gloucester Road. Assessment to date shows that the Scheme would by and large meet the future travel demand in the area. The proposed Golden Valley development will be accessed via Old Gloucester Road near Hayden Lane. The Scheme therefore includes a Link Road between A4019 and Old Gloucester Road which caters for additional traffic that would otherwise travel along the A4019 and use Gallagher Junction and Old Gloucester Road to reach the new Golden Valley development.	N/A	
199	The B4634 cannot cope with the amount of traffic at present. The impact of traffic to the whole area needs to be taken into account. It would be foolish to believe everyone will only use the new road.	The Scheme has been designed to prevent high levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments along the A4019 and Old Gloucester Road. The assessment to date shows that the Scheme would by and large meet the future travel demand in the area. The proposed Golden Valley development will be accessed via Old Gloucester Road near Hayden Lane. The Scheme includes West Cheltenham Link Road between A4019 and Old Gloucester Road which is to cater for additional traffic that would otherwise travel along the A4019 and use Gallagher Junction and Old Gloucester Road to reach the new Golden Valley development.	N/A	
207	This is less important than the changes to M5 Junction 10 and will just move the traffic congestion further into Cheltenham.	The Scheme has been designed to prevent excessive levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments along the A4019 and Old Gloucester Road. The assessment to date shows that the Scheme would by and large meet the future travel demand in the area. There are a number of new traffic signals along the A4019. The operation of the new traffic signals would be coordinated to minimise delay along the A4019. Should the Scheme have any adverse impact on traffic signal operation beyond the A4019 toward Cheltenham the coordination area of the traffic signals would be expanded.	N/A	
208	Is there a need to do the works? This will lead to yet more traffic congestion.	Traffic modelling undertaken to inform the Scheme ensures there is suitable capacity on the highway network, which takes into account planned and potential developments as identified in the Joint Core Strategy, including the safeguarded land. Traffic modelling details is included in the Transport Assessment, which forms part of the Development Consent Order application.	N/A	
210	Whilst this will likely ease some congestion on Princess Elizabeth Way, it is highly unlikely that this reduction will benefit residents of Princess Elizabeth Way in any meaningful way. Continued rat running to avoid the town centre will continue, and the West Cheltenham Link Road is likely to hit capacity extremely rapidly, particularly as no meaningful public transport infrastructure is projected.	The Scheme has been designed to prevent excessive levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments along the A4019 and Old Gloucester Road. The assessment to date shows that the Scheme would by and large meet the future travel demand in the area. The proposed Golden Valley development will be accessed via Old Gloucester Road near Hayden Lane. the Scheme includes a Link Road between A4019 and Old Gloucester Road which is to cater for additional traffic. It is expected that the additional capacity provided by the Scheme negates the need for using local roads as alternative routes. More information is provided in the Transport Assessment, which forms part of the Development Consent Order application. On completion of the Scheme, the patterns of traffic would be monitored in the Scheme area and any issues emerging from this process would be addressed.	N/A	
224	Am wary about the bottleneck into Cheltenham as a result of the growth in traffic as the roads around Sainsbury's are already congested quite frequent.	The Scheme has been designed to prevent excessive levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments along the A4019 and Old Gloucester Road. The	N/A	

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		assessment to date shows that the Scheme would by and large meet the future travel demand in the area. There would be a number of new traffic signals along the A4019. The operation of the new traffic signals would be coordinated to minimise delay along the A4019. The proposed scheme includes improvements to Gallagher Retail Park junction which would aim to cater for traffic levels in the future.		
236	In Fiddler's Green something major needs to be done about the massive amount of traffic that builds up every weekday morning (before work/school) and evening (after work/school). This is before building work has even started on the Cyber Park - goodness knows what it will be like once construction of all the new homes and businesses commences as part of the Golden Valley/Cyber Park development.	The Scheme is not proposing any specific measure at Fiddler's Green Lane. However, West Cheltenham (Golden Valley) Allocated Site provides connections to both north and south of the development site and not all the trips generated by this site would end up using Fiddlers Green Lane. The performance of the roads in Fiddler's Green area would be monitored by Gloucestershire County Council and measures would be introduced to ensure an acceptable operational level is maintained in the future.	N/A	
238	Given the clear evidence of the effects of additional road space on induced traffic demand this is again incompatible with sustainable environment policies. There is mounting evidence that there will be little or no mitigation to the environmental impact with a switch to electric vehicles.	The Scheme is required to provide additional capacity to accommodate the increase in trips resulting from the three Joint Core Strategy development sites. The Scheme has been assessed against current policies and this will be reported in the Environmental Statement. Adverse impacts are being mitigated where possible. The change to electric vehicles has been considered and is reported in the Environmental Statement.	N/A	
237	I am concerned about the increase in traffic volumes it will cause and the speed and size of vehicles. There are also concerns on the impact on pedestrians and cyclists crossing the approach roads and the increased level of danger on these roads.	Traffic modelling has been used to inform the design to ensure there is suitable capacity on the highway network, which takes into account planned and potential developments as identified in the Joint Core Strategy, including the safeguarded land. The Transport Assessment provides more detail, which is included in the Development Consent Order application. The Scheme includes high-quality walking and cycling facilities throughout its extents. Separated signal-controlled crossing facilities are included for pedestrians and cyclists at M5 Junction 10. These facilities provide connections to the cycle track throughout the junction ensuring a continuous route for cyclists.	N/A	
239	Additional highway capacity will release suppressed demand to travel by car, and encourage and accommodate new trips. This is unsustainable. Gloucestershire County Council cannot afford to maintain its current highway network in a serviceable condition. Building new roads and additional capacity will add to the burden the council faces, whilst further contributing to climate change.	New housing and employment sites are proposed for development close to Junction 10 of the M5, including the West and North-West Cheltenham developments, as identified in the Joint Core Strategy. To unlock these proposed housing and job opportunities, we need to ensure that there is sufficient highway capacity to accommodate the increased traffic and active travel users this will generate. There is also a need to address existing pressure on the local highway network. The Scheme includes an active travel corridor along the length of the Scheme to support travel options other than by road vehicle. Provision for a future bus lane is also included in the design.	N/A	
245	Traffic will be increased.	Traffic modelling has been used to inform the design to ensure there is suitable capacity on the highway network, which takes into account planned and potential developments as identified in the Joint Core Strategy, including the safeguarded land.	N/A	
248	Something needs to be done to ease the traffic along the Princess Elizabeth way and the Kingsditch roundabout.	The Scheme has been designed to prevent excessive levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments as identified in the Joint Core Strategy along the A4019 and Old Gloucester Road. Assessment to date shows that the Scheme would by and large meet the future travel demand in the Scheme area. On completion of the Scheme, the patterns of traffic would be monitored in the Scheme area and any issues emerging from this process would be considered. The detailed	N/A	

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		Paramics modelling in the Transport Assessment does not cover these areas, but the Gloucestershire Countywide Traffic Model does, and details of the predicted flow changes from the Gloucestershire Countywide Traffic Model are included in Appendix B of the Transport Assessment. Additionally, the Traffic Forecasting Report includes comparison of traffic flows across the highway network at different forecast years under various scenarios which shows the changes in traffic patterns. Gloucestershire County Council, as the highway authority, will monitor the changes in the study area and any forecast excessive increases would be noted and mitigations measures would be considered if required.		
251	There are too many signalised junctions which, taken with others already along the route into Cheltenham, will significantly hinder free flow of traffic thereby reducing the appeal to motorists wishing to enter the town along this route.	The design process has sought to minimise congestion along the Scheme. The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing between the junctions and operational performance. The number of junctions along the A4019 reflect the required access points to the new development as well as enabling the traffic from side roads access to A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley Developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	No	The design process has sought to minimise congestion along the Scheme. The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing between the junctions and operational performance. The number of junctions along the A4019 reflect the required access points to the new development as well as enabling the traffic from side roads access to A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley Developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.
256	The light controlled junction being proposed at the A4019 seems particularly complicated. From experience with other junctions in Cheltenham that are similar (such as the Hyde Lane/Evesham Road junction near Bishops Cleeve) it significantly increases the amount of mental effort to navigate successfully and safely. While during quieter periods it will likely be relatively straightforward, a situation such as rush-hour traffic, in wet and dark weather will make this more difficult than it needs to be (as a disabled driver this has more negative impact). Has consideration been given for a different style of junction, such as a roundabout, even though it is close to the main M5 Junction 10 roundabout?	The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing between the junctions and operational performance. The number of junctions along the A4019 reflect the required access points to the new development as well as enabling the traffic from side roads access to A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley Developments along the A4019. The new junctions will be user friendly, and every effort will be made to ensure it does not disadvantage any users.	No	The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing between the junctions and operational performance. The number of junctions along the A4019 reflect the required access points to the new development as well as enabling the traffic from side roads access to A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley Developments along the A4019. The new junctions will be user friendly, and every effort will be made to ensure it does not disadvantage any users.
263	The proposed work would result in more traffic being sent to the Tewkesbury Road roundabout; this is already overloaded with traffic at peak times. There are long queues on all the approach roads in the morning and evening 'rush hours', any more traffic would result in total gridlock in all the surrounding areas.	The Scheme has been designed to prevent excessive levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments as identified in the Joint Core Strategy along the A4019 and Old Gloucester Road. Assessment to date shows that the proposed scheme would by and large meet the future travel demand in the Scheme area. On completion of the Scheme, the patterns of traffic would be monitored in the Scheme area and any issues emerging from this process would be considered.	N/A	
275	If Junction 10 is opened up for bidirectional access to the M5, it will greatly increase traffic on the West Cheltenham Link Road, although this is not currently a bottleneck. Access will increase heavy vehicle movement along this road.	Over time there would be increase in traffic levels arising from natural growth in traffic as well as the demand for the proposed developments along the A4019 and Old Gloucester Road. Without the proposed scheme it is unlikely that the highway network would be able to provide an acceptable level of service in the future. The proposed Golden Valley development will be accessed via Old Gloucester Road near Hayden Lane. The proposed Link Road between A4019	N/A	

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		and Old Gloucester Road is primarily to cater for additional traffic that would otherwise travel along the A4019 and use Gallagher Junction and Old Gloucester Road to reach the new Golden Valley development.		
277	I can only see justification for the Link Road if it takes traffic out of Cheltenham, which at the moment seems rather unlikely, but what I see it will do is vastly increase flows onto the B4634. It's very unclear how cyclists are to cross from the A4019 cycle track to the link road cycle track. The stub of road on the north side of the junction is crazily wide: cyclists etc. must be given clear unhindered priority over the stub at least until it is brought into use. The southbound side of the junction should be closed completely, as the northbound side would be fully sufficient to serve the existing small volume of traffic.	The proposed Golden Valley development will be accessed via Old Gloucester Road near Hayden Lane. The Link Road between A4019 and Old Gloucester Road is primarily to cater for additional traffic that would otherwise travel along the A4019 and use Gallagher Junction and Old Gloucester Road to reach the new Golden Valley development. For the northern arm of the A4019 / Link Road junction, the Scheme applies a smaller field access sized arm which will be simpler for cyclists to cross. The intention is for developers to put forward "full sized" proposals as part of their planning application. The consultation showed the full sized proposals to show the potential final layout of the junction.	N/A	
279	It will just increase the traffic	Traffic modelling has been used to inform the design to ensure there is suitable capacity on the highway network, which takes into account planned and potential developments as identified in the Joint Core Strategy, including the safeguarded land.	N/A	
285	This road needs improvements to cope with the traffic volume now before Junction 10 is enlarged.	The proposed Scheme has been designed to prevent high levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments along the A4019 and Old Gloucester Road. It consists of a number of elements including a full movement junction with M5; widening remaining parts of the A4019; and a new Link Road between A4019 and Old Gloucester Road. All elements of the Development Consent Order scheme: M5 Junction 10, Link Road and A4019 widening will be constructed at the same time to ensure all benefits of the proposal are realised in full.	N/A	
300	Reduce traffic lights please.	The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing between the junctions and operational performance. The number of junctions along the A4019 reflects the required access points to the new developments as well as enabling the traffic from side roads to access A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley Developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals, which include pedestrian facilities, would be coordinated to minimise delay along the A4019.	No	The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing between the junctions and operational performance. The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads to access A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley Developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.
301	No matter how slick the presentation, or how it is dressed up, the certainty is that there will be more local and heavier traffic. Why would that be seen as desirable by any individual who lives locally?	There will be increase in traffic in the future in the area which will arise from natural growth in traffic and also trips from Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the proposed Scheme it is unlikely that the highway network and especially A4019 would be able to provide an acceptable level of service. Assessment shows that the proposed Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019.	N/A	

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304	Reduce the number of signalised junctions, the A4019 is already terrible. Replace with roundabouts where possible.	The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing between the junctions and operational performance. The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access to the A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley development along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	No	The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing between the junctions and operational performance. The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access to the A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley development along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.
308	More traffic that will just end up jammed up against the kingsditch roundabout.	The Scheme is required to cope with natural increase in traffic over time and also facilitating the North West Cheltenham Allocated Site and West Cheltenham Allocated Site along the A4019 and Old Gloucester Road which will host new and much needed housing and employment opportunities. Without the Scheme it is unlikely that the highway network and especially the A4019 would be able to provide an acceptable level of service. The traffic signals along the A4019 including Kingsditch signalised roundabout, would be coordinated to minimise delay. The Transport Assessment has further information, which forms part of the Development Consent Order application. The Transport Assessment does provides details of forecast queues on approaches to the Kingsditch Roundabout (Appendix F) along with journey time data for routes on the A4019 that go through the junction. Additionally, the Traffic Forecasting Report includes comparison of traffic flows across the highway network at different forecast years under various scenarios which shows the changes in traffic patterns. Gloucestershire County Council, as the highway authority, will monitor the changes in the study area and any forecast excessive increases would be noted and mitigations measures would be considered if required.	N/A	
309	Please stop adding more and more traffic lights to a road that you've already made unusable because of the amount of poorly timed and maintained traffic lights. People will just use local roads as rat runs because it's quicker than using the A4019. These proposals will make travel times longer despite the extra capacity.	The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing between the junctions and operational performance. The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	No	The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing between the junctions and operational performance. The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.
312	Road widening only encourages more people to drive, negating any benefits. Focus should instead be on active travel and public transport	Public transport measures alone are not considered to be sufficient to accommodate the increase in trips from the Strategic development sites. Without the Scheme, it is unlikely that the highway network and especially the A4019 would be able to provide an acceptable level of service. The assessment shows that the Scheme would facilitate the opening of the proposed developments and provide an acceptable level of service along the A4019. The Scheme includes high-quality walking and cycling facilities throughout its extents. These include segregated cycle tracks and fully accessible footways. Separated signal-controlled pedestrian and cycle crossings are included along and across the A4019 and M5 Junction 10. These facilities provide connections to the cycle	N/A	

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		track throughout the junction ensuring a continuous route for cyclists. Bus priority measures have been considered whilst the Scheme design was developed and refined. The Applicant is liaising with Local Planning Authorities and developers on a variety of matters, including provision for public transport and active travel. However, the Scheme has limited control over potential future bus provisions, which sits with developers and the Local Planning Authorities.		
314	Just the sheer number of signalised junctions being proposed. The flow/movement of traffic is already poor along this stretch of road because of the amount of traffic lights that don't work together and whilst I accept the capacity of the road is going to increase, so is the amount of people using it over time. Therefore, there needs to be thought on how to keep traffic moving and reduce the impact of all the signalised junctions.	The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing between the junctions and operational performance. The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	No	The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing between the junctions and operational performance. The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.
315	This will encourage more car usage and cause noise and disruption for local residents	The has been designed to prevent high levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments along the A4019 and Old Gloucester Road. The Scheme has been designed based on a wide number of considerations including potential impact on the environment, the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. As part of the Scheme preparation comprehensive and detailed assessment of various environmental impacts has been undertaken. The results of these assessments are included as part of the Environmental Statement, which forms part of the Development Consent Order application.	N/A	
316	Too many traffic lights along the road which will choke traffic flow.	The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley development along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	No	The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley development along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.
323	There are so many proposed traffic junctions, that traffic will be backed up and very slow, so people will use the B4634 as a quicker route. The B4634 is not suitable for this	The Scheme design including the number and type of junctions, is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Without the proposed Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. The assessment shows that the proposed Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019. The proposed Scheme includes widening of the A4019 and also a new Link Road to directly connect the Golden Valley Development and the A4019, which would remove the need for traffic from the M5 Junction 10 to travel along the A4019 and access the Old Gloucester Road (B4634) from Gallagher junction.	N/A	

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326	Will lead to total congestion further down the road.	Traffic modelling has been used to inform the design to ensure there is suitable capacity on the highway network. The traffic modelling takes into account planned and potential developments as identified in the Joint Core Strategy, including the safeguarded land. The Transport Assessment, has further information, which forms part of the Development Consent Order application.	N/A	
332	Don't want an American freeway outside my home, not required to allow an increase in traffic from elms park. This is a residential area, have some consideration for us living here.	The level of new homes and employment areas are set out in the Joint Core Strategy which is agreed between the three local planning authorities: Cheltenham Borough, Tewkesbury Borough and Gloucester City councils. The Joint Core Strategy forms part of the statutory development plan for these areas. The Scheme is critical to remove constraints on the highway network, improve connectivity between the Strategic Road Network and the local transport network, and ensure there is enough capacity to accommodate traffic demand associated with the housing and employment growth in the area. Traffic modelling has been used to inform the design to ensure there is suitable capacity on the highway network, which takes into account planned and potential developments, including the safeguarded land. The Transport Assessment has further information, which forms part of the Development Consent Order application.	N/A	
334	The dualling of the carriageway to avail to all traffic is unnecessary. It would have my support if buses were prioritised via dualling. If the additional 2 lanes were designated bus lanes this would have my support. As it stands this is only going to exacerbate traffic issues.	The Scheme has been designed to prevent high levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments along the A4019 and Old Gloucester Road. Bus priority measures have been considered whilst the Scheme design has been developed and refined. However, the Scheme has limited control over potential future bus provisions, which sits with developers and the Local Planning Authorities. More information is provided in the Development Consent Order application.	No	The Scheme has been designed to prevent high levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments along the A4019 and Old Gloucester Road. Bus priority measures have been considered whilst the Scheme design has been developed and refined. However, the Scheme has limited control over potential future bus provisions, which sits with developers and the Local Planning Authorities. More information is provided in the Development Consent Order application
335	Current flow on road is problematic only during limited hours and a direct consequence of traffic lights guarding the entrance to Cheltenham. Widening the road will increase capacity of the road (OK - required for planned building) but Cheltenham's 'traffic light wall' will not yield to any increase, making the dual carriageway a larger queuing zone waiting for the 'traffic light sphincter' to open. Huge reliance on 'New signalised junctions'. Is there evidence that signalising all these junctions will improve flow? Cheltenham already has 14 traffic lights per mile.	The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	N/A	
339	Too many signalised junctions, which will cause traffic congestion for the numerous extra vehicles driving to/from the new Junction 11.	The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley development along the A4019 and Old Gloucester Road. The operation of the new traffic signals would be coordinated to minimise delay along the A4019.	No	The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley development along the A4019 and Old Gloucester Road. The operation of the new traffic signals would be coordinated to minimise delay along the A4019.
345	The traffic will build up at bottle necks further down, it will have a drastic impact on nature and the lives of the residents along the route. It will not solve Cheltenham's traffic issues.	Traffic modelling informed the design to ensure there is suitable capacity on the highway network, including avoiding queues extending back onto the motorway. The traffic modelling takes into account planned and potential developments as identified in the Joint Core Strategy, including the safeguarded land. The	N/A	

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		Transport Assessment includes further details which is part of the Development Consent Order application.		
346	All large vehicles should go via the golden valley junction to avoid having larger vehicles (and their emissions) going past housing, as increased M5 traffic will increase emissions and decrease quality of air in the area even more. Don't make existing home owners lives a misery in the name of progress. Somethings to improve safety and traffic management like cycle and pavements. But please use KISS (keep it simple stupid) engineering principles first.	Currently Junction 11 is experiencing capacity issues and it is therefore necessary to provide a link to Junction 10 to cater for the additional trips generated by the West Cheltenham Development. Traffic modelling has been used to inform the design to ensure there is suitable capacity on the highway network, which takes into account planned and potential developments, including the safeguarded land. The Transport Assessment includes further details which forms part of the Development Consent Order application. The impact of the Scheme is subject to the necessary environmental assessments including air quality modelling of the study area which provides the necessary information on potential impacts of the Scheme on air quality and mitigation measures to address them. More detail is provided in the Environmental Statement, which forms part of the Development Consent Order application.	N/A	
348	The Knightsbridge area should be protected from the increased through traffic.	The Scheme consists of a number of elements including a full movement junction with M5; widening remaining parts of the A4019; and a new Link Road between A4019 and Old Gloucester Road. The Scheme has been designed to prevent high levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments along the A4019 and Old Gloucester Road. In addition, the Coombe Hill Junction would be improved as part of a separate planning process which provides a more effect pattern of traffic along the adjoining arms of A4019 and A38. On completion of the new Scheme, the patterns of traffic would be monitored in the area and any issues emerging from this process would be considered and addressed appropriately.	N/A	
354	While there is currently increased traffic running through the village the creation of additional four lane infrastructure just attracts more traffic (and your documents show this). Obviously, this leads to more pollution (noise, air, vibration, light) for residents and creates a hostile environment where traffic is prioritised. The proposals to mitigate against these are fairly light and nonspecific in the proposal (e.g. what type and extent of noise barrier; no mention of light pollution whatsoever; no regard to the age of property that will need to withstand significant heavy traffic just a few meters away).	The impact of the Scheme is subject to the necessary environmental assessments including air quality modelling of the study area which provides the necessary information on potential impacts of the Scheme on air quality and mitigation measures to address them. Details will be made available in the Environmental Statement which forms part of the Development Consent Order application.	N/A	
357	There is no dedicated bus lane meaning it is designed to increase traffic not address increasing use of public transport. The proposal fails to address the impact of increased traffic at the junction of A4019 and A38 at Coombe Hill. This omission is a failure to plan for an obvious impact at this junction.	Bus stop locations along the A4019 have been amended, notably the bus stops are now located to the east of Uckington Junction rather than to the west. The Applicant is liaising with Local Planning Authorities and developers on a variety of matters, including provision for public transport and active travel.	Yes	Bus stop locations along the A4019 have been amended, notably the bus stops are now located to the east of Uckington Junction rather than to the west.
362	Traffic light controls at the Uckington junction are unnecessary and will slow traffic flows, increasing pollution. The traffic levels don't demand traffic lights at this junction, just better designed slip roads for turning onto the A4019.	The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access A4019 such as The Green at the Uckington Junction . Without the new signalised junctions it will be quite difficult for traffic from side roads such as The Green to safely access the A4019.Assessment to date shows that the Scheme	No	The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access A4019 such as The Green at the Uckington Junction . Without the new signalised junctions it will be quite difficult for traffic from side roads such as The Green to safely access the A4019.Assessment

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		would by and large meet the future travel demand arising from the combined natural growth in traffic and the trips generated by the new Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.		to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the trips generated by the new Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.
381	This will be the road to nowhere, it does not need to be altered in any way. It will only lead to total congestion at the junction with Gloucester Road and Townsend Street.	There will be an increase in traffic in the future in the area which will arise from natural growth in traffic and also trips from Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the proposed Scheme it is unlikely that the highway network and especially the A4019 would be able to provide an acceptable level of service. The assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. On completion of the Scheme, the patterns of traffic would be monitored in the Scheme area and any issues emerging from this process would be considered and addressed appropriately.	N/A	
388	There is traffic congestion on A4019 at times of the day. The improvement to junction 10 will help. But I feel concerned for the residents along that stretch of road with the making of it dual carriage even with mitigations. I note objection signs made by those local residents along the A4019. Their objections should be taken into account.	There will be an increase in traffic in the future in the area especially along A4019 which will arise from natural growth in traffic and also trips from Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the proposed Scheme, it is unlikely that the highway network and especially the A4019 would be able to provide an acceptable level of service. The proposed Scheme has been designed and based on a wide number of considerations including potential impact on the environment, the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. As part of the Scheme preparation, comprehensive and detailed assessment of various environmental impacts has been undertaken. The results of these assessments are included as part of the Environmental Statement which will be included in the Development Consent Order application. The views of the local people on the proposed Scheme have been sought through a consultation exercise and responses provided to all comments. On completion of the Scheme, the patterns of traffic would be monitored in the Scheme area and any issues emerging from this process would be considered and addressed appropriately.	N/A	
391	This will lead to yet more traffic congestion.	Traffic modelling informed the design to ensure there is suitable capacity on the highway network, which has taken into account planned and potential developments as identified in the Joint Core Strategy, including the safeguarded land. More details are available in the Transport Assessment which forms part of the Development Consent Order application.	N/A	
394	With the new access road, you have approx. 7 lanes for motor traffic. This is insane. More traffic light junctions - Cheltenham has too many runs of junctions after each other that make it really miserable to walk and cycle through and takes ages to drive through. Stop building more of them.	The design including the number and type of junctions is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. The Scheme is made up of a number of elements including a full movement junction with M5; widening parts of the A4019; a new link road between A4019 and Old Gloucester Road. There will be increases in traffic from two major new developments as well as natural growth in traffic along the A4019. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening	No	The design including the number and type of junctions is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. The Scheme is made up of a number of elements including a full movement junction with M5; widening parts of the A4019; a new link road between A4019 and Old Gloucester Road. There will be increases in traffic from two major new developments as well as natural growth in traffic along the A4019. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the

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		of the proposed developments and by and large provide an acceptable level of service along the A4019.		proposed developments and by and large provide an acceptable level of service along the A4019.
400	Please consider switching the traffic lights on the 'junction for future expansion' off, or set to green permanently.	The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing between the junctions and operational performance. The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	No	The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing between the junctions and operational performance. The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A401
404	Too many junctions will slow traffic down increasing congestion. People will turn to smaller local roads to avoid congestion.	The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing between the junctions and operational performance. The number of junctions along the A4019 reflects the required access points to the new developments as well as enabling the traffic from side roads access A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley Developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals, which include pedestrian facilities, would be coordinated to minimise delay along the A4019.	No	The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing between the junctions and operational performance. The number of junctions along the A4019 reflects the required access points to the new developments as well as enabling the traffic from side roads access A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley Developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals, which include pedestrian facilities, would be coordinated to minimise delay along the A4019
406	The dualling of the carriageway to avail to all traffic is unnecessary. It would have my support if buses were prioritised via dualling. If the additional 2 lanes were designated bus lanes this would have my support. As it stands this is only going to exacerbate traffic issues. The service road to properties has my general support (if bus lanes are provided) though I sympathise greatly with residents of this road for this barbaric development.	The proposed Scheme has been designed to prevent high levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments along the A4019 and Old Gloucester Road. Bus priority measures have been considered whilst the Scheme design has been developed and refined. The northern verge of the A4019 has been widened to allow for future bus lane provision from the fire station to Gallagher Junction. The right turn lane from A4019 westbound to North West Cheltenham (Elms Park) Allocated Site access changed to bus only. The entrance to Park & Ride added to the west of Safeguarded Site access junction to match the developer's design. However, the Scheme has limited control over potential future bus provisions, which sits with developers and the Local Planning Authorities. More information is provided in the Development Consent Order application.	N/A	
407	Huge reliance on 'New signalised junctions' will result in 'holding pens' for stationary traffic, rather than traffic flow. This extends the reach of Cheltenham's 14 traffic lights per mile policy.	The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints, spacing between the junctions and operational performance. The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	N/A	

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418	While there is currently increased traffic running through the village the creation of additional 4 lane infrastructure just attracts more traffic (and your documents show this). Obviously, this leads to more pollution (noise, air, vibration, light) for residents and creates a hostile environment where traffic is prioritised. The proposals to mitigate against these are fairly light and nonspecific in the proposal (e.g. what type and extent of noise barrier; no mention of light pollution whatsoever; no regard to the age of property that will need to withstand significant heavy traffic just a few meters away).	Traffic modelling has been used to inform the design to ensure there is suitable capacity on the highway network, which takes into account planned and potential developments, including the safeguarded land. The impact of the proposed Scheme is subject to the necessary environmental assessment, including air quality modelling of the study area which provides the necessary information on potential impacts of the Scheme on air quality and mitigation measures to address them. Details can be found in the Environmental Statement which forms part of the Development Consent Order application.	N/A	
419d	Speed limit of 40mph mooted but still no confirmation. This would be an excellent opportunity for the use of sound control cameras on both the A4019 and West Cheltenham Link Road. Developments of this type (e.g. Quedgeley by pass) have in the past led to very serious noise disturbance by speeding motorcycles and boy racers.	The Scheme will extend the existing 40mph speed limit at Gallagher Junction to west of Uckington.	Yes	The Scheme will extend the existing 40mph speed limit at Gallagher Junction to west of Uckington.
420	Concerned about more traffic being forced onto Hayden Road which already have speed issues which have not been addressed, and is already being used as a cut through.	The Scheme consists of a number of elements including a full movement junction with M5; widening remaining parts of the A4019; and a new link road between A4019 and Old Gloucester Road. The Scheme has been designed to prevent high levels of congestion in the future arising from natural growth in traffic as well as the demand for the proposed developments along the A4019 and Old Gloucester Road. The West Cheltenham Link Road directly connects the Golden Valley Development and the A4019 which would remove the need for traffic from the M5 Junction 10 to travel along the A4019 and access Hayden Road (B4634) from Gallagher junction.	N/A	
438	Whenever one area of road is improved, sooner or later another will become a bottleneck. This is a junction I rarely use (less than 8 times a year) but any traffic from north of Gloucester or south of Tewkesbury trying to access the M5 and avoiding town centres will add pressure to this junction.	There will be increase in traffic in the future in the area especially along A4019 which will arise from natural growth in traffic and also trips from Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme it is unlikely that the highway network and especially A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. More detail is available in the Transport Assessment, which forms part of the Development Consent Order application.	N/A	
443	The road will need to be upgraded due to the pressure of traffic and the traffic from the proposed housing development. I note the objection signs on the roadside "no dual carriageway". Their objections should be taken into account.	There will be increase in traffic in the future in the area especially along A4019 which will arise from natural growth in traffic and also trips from Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme it is unlikely that the highway network and especially A4019 would be able to provide an acceptable level of service. The views of the local people on the Scheme have been sought through a consultation exercise and response are provided to all comments. On completion of the Scheme, the patterns of traffic would be monitored in the Scheme area and any issues emerging from this process would be considered and addressed appropriately.	N/A	

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450	Removing the right turn to local roads will only push traffic onto other routes and negatively impact local residents access from Tewkesbury Road. I believe it will little impact on rat-running which should be reduced if other aspects of this scheme are successful.	The right turn ban at the Gallagher Retail Park junction is no longer taken forward, and the junction will remain an all movement junction.	Yes	The right turn ban at the Gallagher Retail Park junction is no longer taken forward, and the junction will remain an all movement junction.
452	You cannot keep widening junctions all the way into Cheltenham. The pitch point will arrive at some point. Instead focus on decent cycle and bus corridors into Cheltenham.	Public transport measures alone are not considered to be sufficient to accommodate the increase in trips from the strategic development sites. Without the Scheme it is unlikely that the highway network and especially A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and provide an acceptable level of service along the A4019. The Scheme is providing active travel measures which includes segregated cycleway and footways along A4019 and the West Cheltenham Link Road. The Scheme also includes upgraded bridleways where appropriate. Bus priority measures are being considered as we continue to develop and refine our design. The northern verge of the A4019 has been widened to allow for future bus lane provision from the fire station to Gallagher Junction. The right turn lane from A4019 westbound to North West Cheltenham (Elms Park) Allocated Site access changed to bus only. The entrance to Park & Ride added to the west of Safeguarded Site access junction to match the developer's design. However, the Scheme has limited control over potential future bus provisions, which sits with developers and the Local Planning Authorities. More information is available in the Development Consent Order application.	N/A	
459	The impact of traffic on the Old Gloucester Road seems to have been overlooked.	There will be increase in traffic in the future in the area especially which will arise from natural growth in traffic and also trips from Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme it is unlikely that the highway network including the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service. The West Cheltenham Link Road which directly connects the Golden Valley Development and the A4019 would remove the need for traffic from the M5 Junction 10 to travel along the A4019 and access Old Gloucester Road (B4634) from Gallagher junction.	N/A	
467	Traffic will back up into town and in Princess Elizabeth Way.	There will be increase in traffic in the future in the area especially which will arise from natural growth in traffic and also trips from North West Cheltenham Allocated Site and West Cheltenham Allocated Site along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme, it is unlikely that the highway network including the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service. The West Cheltenham Link Road which directly connects the Golden Valley Development and the A4019 would remove the need for traffic from the M5 Junction 10 to travel along the A4019 and access Old Gloucester Road (B4634) from Gallagher junction. On completion of the Scheme, the patterns of traffic would be monitored in the Scheme area and any issues emerging from this process would be considered and addressed appropriately. More information is provided in the Transport Assessment, which forms part of the Development Consent Order application. The Transport Assessment provides details of forecast queues on approaches to the Kingsditch	N/A	

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		Roundabout (Appendix F) to understand the impacts of the Scheme and the Scheme along with associated development.		
474	The right turns allow for traffic to come from all directions. Means that traffic isn't joining the A4019 from the same direction so helps to even the traffic flow and not cause points where traffic becomes gridlocked. Removing the right turns restricts the points where traffic can leave/join the A4019 and could cause more traffic issues down the line.	The right turn ban at the Gallagher Retail Park junction is no longer taken forward, and the junction will remain all movement junction with proposed improvements.	N/A	
481	There is nothing wrong with the junction now, and with the reduction of traffic will it be needed?	Traffic modelling has been used to inform the design to ensure there is suitable capacity on the highway network, and takes into account planned and potential developments, including the safeguarded land.	N/A	
484	There is no clear rationale for this proposal. Channelling all traffic entering or leaving Gallagher Retail Park through one junction is not a good idea. Inevitably there will be longer waiting times at the sole remaining junction, and it is not clear how this could improve traffic flow.	The Scheme has been designed based on a wide number of considerations including potential impact on the environment, the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. It consists of a number of elements including a full movement junction with M5; widening parts of the A4019; a new link road between A4019 and Old Gloucester Road; and a number of new junctions. Without the Scheme it is unlikely that the highway network would be able to provide an acceptable level of service in the future. There will be a number of access junctions to the Elms Park Development along the A4019 one of which would be the improved Gallagher Retail Park junction.	N/A	
488	Cheltenham is already car-centric enough. Try investing in more public transport. A good start would be to end Stagecoach's regional monopoly, because paying £3.60 for a 20 minute journey is extortionate.	The Scheme is currently reviewing bus priority measures as we continue to develop and refine our design. However, the Scheme has limited control over potential future bus provisions, which sits with developers and the Local Planning Authorities. More information has been provided in the Development Consent Order submission.	N/A	
491	Traffic on Hayden Road to be taken into account.	The Scheme has been designed based on a number of considerations including potential impact on the environment, the future patterns of traffic demand, safety of road users, geometric constraints, and operational performance of the highway network in the Scheme area including B4634. The future performance of the study area highway network including Hayden Road under various operational assumptions has been assessed. Without the Scheme it is unlikely that the highway network would be able to provide an acceptable level of service in the future.	N/A	
509	The measures taken appear appropriate. However, they cannot disguise that the net impact of journeys will be a significant increase, and that the general scale of the road network adopted will consume more resources than using only two rather than three lanes. The overall scale of the Scheme appears out of context with its proximity to the denser and less flexible road network of central Cheltenham, and this poor transition of scale will both create excess speed closer to town, and more congestion at bottlenecks further in.	The Scheme has been designed based on a number of considerations including potential impact on the environment, the future patterns of traffic demand, safety of road users, geometric constraints, and operational performance of the highway network in the Scheme area. There will be an increase in traffic in the future in the area which will arise from natural growth in traffic and also trips from Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme it is unlikely that the highway network including the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service. There will be a number of signalised junctions as part of the proposed scheme especially along the A4019 which would be coordinated to minimise delay along the A4019. On completion of the Scheme,	N/A	

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		the patterns of traffic would be monitored in the Scheme area and any issues emerging from this process would be considered and addressed appropriately.		
519	Less traffic lights set to red during off-peak hours equals less pollution.	The traffic signals along the A4019 would be operated in a co-ordinated manner to maximise efficiency and minimise the delay. On completion of the Scheme, the patterns of traffic would be monitored in the Scheme area and any potential issues emerging from this process would be considered and addressed appropriately.	N/A	The traffic signals along the A4019 would be operated in a co-ordinated manner to maximise efficiency and minimise the delay. On completion of the Scheme, the patterns of traffic would be monitored in the Scheme area and any potential issues emerging from this process would be considered and addressed appropriately.
524	Impact not spread wide enough - villages of Stoke Orchard and Tredington will have environmental impact from increased traffic. The volume of traffic will pollute the air quality.	Environmental impacts from traffic have been assessed, and the results are reported in the Environmental Statement.	N/A	
545	I am concerned about the increase in traffic volumes it will cause, also the speed and size of vehicles. The impact on pedestrians and cyclists crossing the approach roads and the increased level of danger on these roads. Also the increased air pollution and noise from the new junction.	There will be an increase in traffic in the future across the highway network which will arise from natural growth in traffic and also trips from the Elms Park and Golden Valley Developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme it is unlikely that the highway network including the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service. The Scheme includes pedestrian facilities where appropriate. As part of the Scheme preparation, comprehensive and detailed assessment of various environmental impacts has been undertaken. The results of these assessments will be included as part of the planning process for examination.	N/A	
564	Noise as far as Stoke Orchard. Stoke Orchard becoming a bigger rat run than it currently already is.	Impacts on Stoke Road have continually been reviewed as the Scheme has been developed. Intervention options have been identified and included in the traffic modelling assessments. The Transport Assessment forms part of the Development Consent Order application. The detailed Paramics modelling in the Transport Assessment does not cover these areas, but the Gloucestershire Countywide Traffic Model does, and details of the predicted flow changes from the Gloucestershire Countywide Traffic Model are included in Appendix B of the Transport Assessment. Additionally, the Traffic Forecasting Report includes comparison of traffic flows across the highway network at different forecast years under various scenarios which shows the changes in traffic patterns. Gloucestershire County Council, as the highway authority, will monitor the changes in the study area and any forecast excessive increases would be noted and mitigations measures would be considered if required. Noise assessments have been undertaken and further information is available in the Environmental Statement, which is included in the Development Consent Order application.	N/A	
574	No consideration of additional traffic at either end of this scheme.	Impacts on Stoke Road have continually been reviewed as the Scheme has been developed. Intervention options have been identified and included in the traffic modelling assessments. The Transport Assessment forms part of the Development Consent Order application. The detailed Paramics modelling in the Transport Assessment does not cover these areas, but the Gloucestershire Countywide Traffic Model does, and details of the predicted flow changes from the Gloucestershire Countywide Traffic Model are included in Appendix B of the Transport Assessment. Additionally, the Traffic Forecasting Report includes comparison of traffic flows across the highway network at different forecast years under various scenarios which shows the changes in traffic patterns. Gloucestershire County Council, as the highway authority, will monitor the	N/A	

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		changes in the study area and any forecast excessive increases would be noted and mitigations measures would be considered if required. Noise assessments have been undertaken and further information is available in the Environmental Statement, which is included in the Development Consent Order application.		
577	This looks like a miserable American-style 'road' - just a vast expanse of tarmac dedicated solely to motor vehicles. The Gallagher and Kingsditch areas are the most miserable areas of Cheltenham because of the huge roads and volumes of traffic. You are just building more of it.	The Scheme has been designed based on a number of considerations including potential impact on the environment, the future patterns of traffic demand, safety of road users, geometric constraints, and operational performance of the highway network in the Scheme area. There will be an increase in traffic in the future in the area which will arise from natural growth in traffic and also trips from Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme it is unlikely that the highway network including the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service. There will be a number of signalised junctions as part of the proposed Scheme especially along the A4019 which would be coordinated to minimise delay along the A4019. On completion of the Scheme, the patterns of traffic would be monitored in the Scheme area and any issues emerging from this process would be considered and addressed appropriately.	N/A	
617	Leave it all alone. The traffic density will self-limit as a function of capacity and any widening just leads to more congestion and pollution. We should be moving away from cars and onto alternatives i.e., dense rail infrastructure and not High Speed 2.	There will be an increase in traffic in the future across the highway network which will arise from natural growth in traffic and also trips from Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme it is unlikely that the highway network including the A4019 would be able to provide an acceptable level of service.	N/A	
235	There is no dedicated bus lane.	Bus priority measures have been considered as we developed and refined our design. The project team have liaised with Local Planning Authorities and developers on a variety of matters, including provision for public transport and active travel.	Yes	Future proofing for buses is now included in the Scheme.
286	I object to the Link Road as it will go through green fields. Also, will traffic due to the proposed housing development proposed along the north side of the A4019. Even with the near future that vehicles will be electric, it is not good that other travel will be encouraged by such a link. Public transport should be enhanced in an effort to reduce the number of private car journeys.	Public transport measures alone are not considered to be sufficient to accommodate the increase in trips from the Strategic development sites. Without the proposed Scheme it is unlikely that the highway network and especially the A4019 would be able to provide an acceptable level of service. Assessment shows that the proposed scheme would facilitate the opening of the proposed developments and provide an acceptable level of service along the A4019.	Yes	Northern verge of the A4019 has been widened to allow for future bus lane provision from Cheltenham West Community Fire and Rescue Station to Gallagher Retail Park Junction.
646	Whilst I agree that they are needed, I am very concerned about the increase in traffic that will occur through the villages of Stoke Orchard and Elmstone Hardwicke. There has been no consideration of this. Whilst this is outside the area of the proposals, it is extremely likely that the majority of the traffic from Bishops Cleeve (which has a large population) and Woodmancote will take the quickest route to the new M5 Junction 10. This will not be via Swindon Village (as it is currently) but instead through the villages of Stoke Orchard and Elmstone Hardwicke, down to the junction with the A4019 by the Gloucester Old Spot	Impacts on Stoke Road have continually been reviewed as the Scheme has been developed. Gloucestershire County Council, as the highway authority, will monitor the changes in the study area and any forecast excessive increases would be noted and mitigations measures would be considered if required.	N/A	

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	pub. The roads from Bishops Cleeve to the Gloucester Old Spot are simply not built to cope with such an increase in traffic volumes and it will be extremely dangerous to allow such a thing to happen. Serious consideration must be given to prevent this from happening.			
324	No provision of two direction, light-controlled single bus lane serving the Park and Ride.	Although the delivery of the Park and Ride remains part of the Elms Park development, an entrance to the Park and Ride using a bus-only access is now included in the design.	Yes	Separate entrance to the Park and Ride is now included in the Scheme.
650	I do not agree with the immediate widening of the A4019 from the Link Road to the Sainsburys junction to funnel more traffic into the area quickly, as a) there would be a worse bottleneck around Gallagher Retail Park than there is now, and b) until a significant proportion of Elms Park is built and occupied, the majority of additional traffic from M5 Junction 10 will be using the Link Road instead of the Princess Elizabeth Way route to Government Communications Headquarters (GCHQ), so there should be no need to cause disruption between Uckington and Sainsbury's until an impact assessment of the route following the opening of the Link Road confirms that extra capacity is still required.	The Scheme has been designed based on a number of considerations including potential impact on the environment, the future patterns of traffic demand, safety of road users, geometric constraints, and operational performance of the highway network in the Scheme area. There will be an increase in traffic in the future in the area which will arise from natural growth in traffic and also trips from the Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme it is unlikely that the highway network including the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service. On completion of the Scheme, the patterns of traffic would be monitored in the Scheme area and any issues emerging from this process would be considered and addressed appropriately.	N/A	
651	It is important (at least to me) that this is a Gloucestershire scheme, and we don't get something like the A40 Golden Valley by-pass which is a Milton Keynes scheme. Do carriageways have to keep perfectly parallel (and perfectly at the same level) everywhere? Can high altitude traffic signals like Elmbridge Court be avoided? As well as there being as much tree planting as possible, can this be as varied as possible (rather than single species in straight rows)? I'm sure you get the picture.	The Scheme is being designed in accordance with current national and local standards and guidance. High level traffic signals are required if visibility to the low level signals is compromised. The landscape proposals are being designed to complement the existing natural environment.	N/A	
435	Traffic on Old Gloucester Road and Hayden Road to be considered. Bridleway networks to remain safe.	The proposed design of the Scheme is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance of the highway network including Old Gloucester Road. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. The Scheme has taken into consideration the two bridleway networks within the Scheme extents and provided improved facilities for crossing the A4019.	Yes	Improvements for bridleway crossings at Uckington and the A4019 underpass.
451	As someone who lives on the Aldi side of junction, to do away with right turning would be a nightmare here and would mean I would just go and turn around Sainsburys to get to that side. Which a lot of others said they would do too. The West Cheltenham Link Road which goes the other way around Old Gloucester Road to estate also gets flooded on the bends, so I	The right turn ban at the Gallagher Retail Park junction is no longer taken forward, and the junction will remain an all movement junction.	Yes	The right turn ban at the Gallagher Retail Park junction is no longer taken forward, and the junction will remain an all movement junction.

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	avoid this way in heavy rain. And if there is an accident on that road how would people get to Cavendish Park? Would not like right turn removed at Aldi lights at all.			
661	Not only will M5 Junction 10 improve access for traffic to and from Cheltenham, but it will add access currently not available from the A4019 to the west of Junction 10. Much traffic that currently must use Junction 9, Junction 11 and Junction 11A, or even Junction 12, will use Junction 10 when it becomes available. We know also that, when the M5 is closed, traffic uses the A38 and all the local minor roads instead. With the connection from Junction 10 added, this can only be much worse. From previous responses, you seem to be hoping that this will not be a problem. I disagree because the improvement will be so great as to attract much more through traffic from Junction 10 west along the A4019, A38 and B4213, over the Haw Bridge and beyond. Excessive speeding is already a problem, which will be made worse with increased traffic volume. At the very least, the effects of the new Junction 10 on these other roads need to be studied and predicted.	There will be increase in traffic in the future across the highway network which will arise from natural growth in traffic and also trips from Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme it is unlikely that the highway network including the A4019 would be able to provide an acceptable level of service. The impact of the Scheme which consist of a number of elements have been studied on the highway network. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service. On completion of the Scheme however, the traffic conditions and safety levels would be monitored in the Scheme area and any issues emerging from this process would be considered and addressed appropriately.	N/A	
664	Please be aware of the wider implications that this proposal will cause to nearby already plagued by heavy traffic and speeding vehicles.	The Scheme has been designed based on a number of considerations including potential impact on the environment, the future patterns of traffic demand, safety of road users, geometric constraints, and operational performance of the highway network in the Scheme area. There will be increase in traffic in the future across the highway network which will arise from natural growth in traffic and also trips from Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme it is unlikely that the highway network including the A4019 would be able to provide an acceptable level of service. The flow of traffic along the A4019 would be controlled by a number of signalised junctions. Given the spacing of these junctions between new signalised M5 Junction 10 and signalised Kingsditch Roundabout, it is unlikely that the speed of traffic would be excessive. On completion of the Scheme however, the traffic conditions and safety levels would be monitored in the Scheme area and any issues emerging from this process would be considered and addressed appropriately.	N/A	
668	Must address the impact on the A4019 towards the junction if A38 and the increased congestion with A38.	A separate scheme is proposed at Coombe Hill to improve the operation of the A38/A4019 junction. Subject to planning approval, the proposed scheme at Coombe Hill will be delivered ahead of the Scheme.	N/A	
670	Traffic calming in Stoke Orchard along Stoke Road is our key concern.	Impacts on Stoke Road have continually been reviewed as the Scheme has been developed. Gloucestershire County Council, as the highway authority, will monitor the changes in the study area and any forecast excessive increases would be noted and mitigations measures would be considered if required.	N/A	
671	The aspiration to 'reduce traffic on the local road network' is laudable but all previous experience tells us this won't happen. Either the new road capacity will be filled, pollution and road danger will increase, and the congestion problems will simply be pushed along to the	The Scheme has been designed based on a number of considerations including potential impact on the environment, the future patterns of traffic demand, safety of road users, geometric constraints, and operational performance of the highway network in the Scheme area. There will be increase in traffic in the future across the highway network which will arise from natural	N/A	

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	next bottlenecks, or the transport system will change in the ways necessary to achieve a sustainable future and this will prove to be a white elephant. It would be far more effective to invest in future mobility solutions rather than persisting with the failed 20th century approach of trying to build our way out of motor traffic congestion.	growth in traffic and also trips from Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme it is unlikely that the highway network including the A4019 would be able to provide an acceptable level of service. On completion of the Scheme however, the traffic conditions and safety levels would be monitored in the Scheme area and any issues emerging from this process would be considered and addressed appropriately.		
675	Far too many traffic lights are proposed between the M5 and Sainsburys. The new M5 junction will benefit me greatly for travelling south on the M5 and not having to go across town, but this has the potential to have a negative effect and increase journey times with over-engineering of the project.	The Scheme including the number and type of junctions is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service in the future. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay.	No	The Scheme including the number and type of junctions is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service in the future. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay.
677	If the improvements to Junction 10 are to go ahead, Gloucestershire County Council must consider the implications to the surrounding areas and flow of traffic from populated areas such as Bishops Cleeve. Stoke Road must be addressed to make it a less desirable route to traffic coming from Bishops Cleeve to Junction 10. This should include traffic calming measures and speed cameras to reduce the volume of traffic and deter speeding along the Stoke Road.	Traffic impacts have continually been reviewed as the Scheme has developed. Traffic modelling has taken place with information provided in the Transport Assessment, which forms part of the Development Consent Order application. The detailed Paramics modelling in the Transport Assessment does not cover these areas, but the Gloucestershire Countywide Traffic Model does, and details of the predicted flow changes from the Gloucestershire Countywide Traffic Model are included in Appendix B of the Transport Assessment. Gloucestershire County Council, as the highway authority, will monitor the changes in the study area and any forecast excessive increases would be noted and mitigations measures would be considered if required.	N/A	
455	Struggling to understand how restricting access to the Gallagher Retail Park from the Cheltenham side, by reducing the number of junctions that can be used to turn right into the park, from two down to one, will actually help with overall traffic flow. The existing capacity of the one junction that would remain is already insufficient and at busy times, cars already queue beyond the length of the filter lane to turn right.	The right turn ban at the Gallagher Retail Park junction is no longer taken forward, and the junction will remain all movement junction.	Yes	The right turn ban at the Gallagher Retail Park junction is no longer taken forward, and the junction will remain all movement junction.
683	More explicit consideration must be given to the knock-on effects on neighbouring roads, and any necessary mitigations. In particular the following. - - We anticipate that traffic flowing to/from the M5 Junction 11 along the A40 and A4013 Princess Elizabeth Way is likely to reduce, but we would like to see your own projections on this route. - We anticipate that traffic flowing to/from M5 Junction 10 along the A4019, Kingsditch Roundabout, Kingsditch Lane, Wyman's Lane and Hyde Lane to the A435 will increase, but we would like to see your own projections on this route. -In the absence of a Link Road from the A4019 to the A435 and Bishop's Cleeve as part of this scheme, and with the opening up of Junction 10 to full-access	Details of traffic modelling, including impacts on the wider network, have been reported in the Transport Assessment which forms part of the Development Consent Order application. The detailed Paramics modelling in the Transport Assessment does not cover these areas, but the Gloucestershire Countywide Traffic Model does, and details of the predicted flow changes from the Gloucestershire Countywide Traffic Model are included in Appendix B of the Transport Assessment. Additionally, the Traffic Forecasting Report includes comparison of traffic flows across the highway network at different forecast years under various scenarios which shows the changes in traffic patterns. Gloucestershire County Council, as the highway authority, will monitor the changes in the study area and any forecast excessive increases would be noted and mitigations measures would be considered if required. An improvement scheme for the Coombe Hill junction is planned. It has been de-coupled from the Scheme to allow for an accelerated delivery but is still under the management of the Housing Infrastructure Fund portfolio of schemes. Subject to planning	N/A	

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	junction, we anticipate increased pressure on the minor road that links the A4019 at the Gloucester Old Spot junction to the A435 at Bishop's Cleeve via Stoke Orchard, as an alternative route that avoids congestion around the Kingsditch Roundabout and the Tewkesbury Road, but we would like to see your own projections on this route. - Improved access to/from the M5 at Junction 10 will put additional pressure on the Coombe Hill junction of the A4019 and A38, but this development is no longer part of this scheme. What plans are there to improve this junction? How will the two developments be dovetailed together?	approval, the proposed scheme at Coombe Hill will be delivered ahead of the M5 Junction 10 Improvements Scheme.		
685	Signalised junctions all have dedicated turning lanes with an increased radius. These are dangerous as they encourage faster turning speeds where there may be people crossing. Unnecessary anyway with signals as cars will often need to stop. Road widening does not work. It just creates more congested and more dangerous roads. Air pollution will increase.	The Scheme has been designed in accordance with current guidance and subject to safety audit. The Scheme development has been designed based on a number of considerations including potential impact on the environment, the future patterns of traffic demand, safety of road users, geometric constraints, and operational performance of the highway network in the Scheme area. There will be increase in traffic in the future in the area which will arise from natural growth in traffic and also trips from Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. These developments will host much needed housing and employment opportunities for the local area. Without the Scheme it is unlikely that the highway network including the A4019 would be able to provide an acceptable level of service, and the existing road network will not be able to deal with the additional trips from the three developments sites. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service. There will be a number of signalised junctions as part of the proposed scheme especially along the A4019 which would be coordinated to minimise delay along the A4019. On completion of the Scheme, the patterns of traffic would be monitored in the Scheme area and any issues emerging from this process would be considered and addressed appropriately.	N/A	
636	People from the airport end of the Old Gloucester Road will use Withybridge Lane as a short cut, causing even more noise pollution to those who live there, please don't subject us to continuous noise on both fronts by closing it to through traffic.	Withybridge Lane will remain open to through traffic as part of the design.	Yes	Withybridge Lane will remain open to through traffic as part of the design.
695	I have not seen any estimate of increased traffic flows that might be used to justify the increased capacity. The work on Junction 11 has meant northbound travellers have used Junction 10 a lot more, but no account of that is mentioned. The loss of housing along the A4109 is ignored. Assumptions are made about future development, which is provisional at present, meaning the increased capacity may not be needed.	Traffic modelling and associated assumptions are available in the Transport Assessment which has been submitted as part of the Development Consent Order application. The traffic modelling takes into account planned and potential developments as identified in the Joint Core Strategy, including the safeguarded land. The traffic model is based on the information provided by the local planning authorities and is developed in line with the National Guidance from Department for Transport.	N/A	
696	I know it's all about slowing traffic down but too many traffic lights don't help pollution, get the traffic in and out of Cheltenham more efficiently.	The Scheme including the number and type of junctions is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service in the future. Assessment shows that the Scheme would facilitate	N/A	

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		the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay.		
704	There does not seem to be any thought to where traffic leaves Junction 10 and travelling northbound. Living in Tredington, we do not want more traffic travelling through Elmstone Hardwicke, Stoke Orchard or Tredington to avoid delays at Junction 9.	Traffic impacts have continually been reviewed as the Scheme has developed. Traffic modelling has taken place with information provided in the Transport Assessment, which forms part of the Development Consent Order application. The detailed Paramics modelling in the Transport Assessment does not cover these areas, but the Gloucestershire Countywide Traffic Model does, and details of the predicted flow changes from the Gloucestershire Countywide Traffic Model are included in Appendix B of the Transport Assessment. Additionally, the Traffic Forecasting Report includes comparison of traffic flows across the highway network at different forecast years under various scenarios which shows the changes in traffic patterns in the study area including Bishops Cleeve. Gloucestershire County Council, as the highways authority, will monitor the changes in the study area and any forecast excessive increases would be noted and mitigations measures would be considered if required.	N/A	

N.10. Traffic signals

Ref no	Matter raised	Response	Design Change (Yes, No & N/A)	Change or no change to the scheme
9	I would minimise traffic lights to what is absolutely necessary to minimise congestion.	The design process has sought to minimise congestion along the Scheme. The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley Developments along the A4019 and Old Gloucester Road.	N/A	
13	Are the traffic signals are needed on the roundabout, these are contrary to ensuring minimal disruption to traffic flow and creation of unnecessary pollution?	The M5 Junction 10 would have four arms two of which are the slip roads to/from M5 motorway whilst the other two provide links to A4019 east and west. The volumes of traffic flows to/from these arms to the new roundabout are quite different. In such circumstances the traffic from the minor arms would find it quite difficult to enter the roundabout which could well lead to these drivers attempting to use very short and as such unsafe gaps to make their manoeuvres. This in turn makes the roundabout unsafe for all users. The provision of traffic signals would enable efficient and safe control of the roundabout for all concerned including active travel users.	N/A	
27	With all the new traffic lights, will the flow of traffic slow in and out of Cheltenham on the A4019?	The design process has sought to minimise congestion along the Scheme. The type of junctions have been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley Developments along the A4019. The traffic signals along the A4019 would be operated in a co-ordinated manner to maximise efficiency and minimise the delay.	N/A	

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30	Will the traffic lights on the roundabout be peak hours only or will they be stopping traffic unnecessarily at off peak times as well	The design includes full time signalised junctions at the M5 Junction 10 Roundabout. The operation of the traffic signals on the M5 Junction 10 would be closely monitored and adjusted including making them inactive at certain periods such as interpeak against the patterns and volumes of traffic using the new roundabout over time.	N/A	
31	Why do we have to have traffic lights on the roundabout?	The M5 Junction 10 would have four arms two of which are the slip roads to/from M5 motorway whilst the other two provide links to A4019 east and west. The volumes of traffic flows to/from these arms to the new roundabout are quite different. In such circumstances the traffic from the minor arms would find it quite difficult to enter the roundabout which could well lead to these drivers attempting use unsafe gaps to make their manoeuvre. This in turn makes the roundabout unsafe for all users.	N/A	
113	Limit the use of traffic lights on roundabouts, these do not allow continuous flow of traffic	The design process has sought to minimise congestion along the Scheme. The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley Developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	No	The design process has sought to minimise congestion along the Scheme. The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley Developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.
150	With experience of how freely the traffic flows when the traffic lights are down at PC world roundabout, my wife and I question the wisdom of signalised roundabouts.	Kingsditch Roundabout is currently signalised and is not part of the Scheme. The M5 Junction 10 is part of the Scheme which is planned to be signalised. The M5 Junction 10 would have four arms two of which are the slip roads to/from M5 motorway whilst the other two provide links to A4019 east and west. The volumes of traffic flows to/from these arms to the new roundabout are quite different. In such circumstances the traffic from the minor arms would find it quite difficult to enter the roundabout which could well lead to these drivers attempting to use very short and as such unsafe gaps to make their manoeuvres. This in turn makes the roundabout unsafe for all users. The provision of traffic signals would enable efficient and safe control of the roundabout for all including active travel users.	N/A	
179	Agree with widening, but I think there are now too many sets of traffic lights between the M5 and towards the centre of Cheltenham. The junction with Hayden Road/Manor Road and the main road needs seriously improving.	The Scheme has a number of elements which together is thought to meet by and large the future travel demand arising from the combined natural growth in traffic and the new developments along the A4019. The new signals along A4019 are required to provide access to the new development sites and also facilitate movement of traffic to and from priority controlled junctions which otherwise would not be able to safely access the A4019 that is likely to carry increased volumes of traffic in the future especially when new Elms Park Development is fully occupied.	N/A	
181	Minimise the amount of traffic stoppages with intelligent traffic signals to reduce pollution of stationary traffic.	The new signals along A4019 are required to provide access to the new development sites and also facilitate movement of traffic to and from priority controlled junctions which otherwise would not be able to safely access the A4019 that is likely to carry high volumes of traffic in the future, especially when new Elms Park Development is fully occupied. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay and stationary traffic along the A4019.	N/A	

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211	New signalised junction' features prominently. Is there evidence that signalising all these junctions will improve flow?	The type of junctions along A4019 has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley Developments along the A4019. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	N/A	
240	Traffic lights at either end will just cause poor traffic flow/congestion.	The traffic lights at the eastern end of A4019 at Kingsditch Roundabout is existing with the M5 Junction 10 roundabout which would also be signalised. The type of junctions has been selected based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley Developments along the A4019.	N/A	
305	Widening the A4019 and adding all those traffic lights will make this a much slower flow in and out of Cheltenham.	The Scheme is made up of a number of elements including a full movement junction with M5; widening parts of the A4019; a new link road between A4019 and Old Gloucester Road. There will be increases in traffic from two major new developments as well as natural growth in traffic along the A4019. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	N/A	
319	Does the Scheme really need all those traffic lights?	The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	N/A	
329	Given the West Cheltenham Link Road to funnel GCHQ and Cyber Park traffic directly there instead of via the heavily congested Princess Elizabeth Way route, I don't see the purpose of destroying and blighting homes adjacent to an already wide highway to widen it further. The roads leading into town, north towards Bishops Cleeve and south towards GCHQ from the Sainsburys traffic lights already struggle to deal with traffic levels during busy periods. What is the point in accelerating a higher volume of traffic towards a traffic jam? I understand that the proposal includes several new sets of traffic lights, supposedly synchronised to maintain traffic flow. My concerns are: <ul style="list-style-type: none"> The environmental impact of heavy traffic stopping at the lights (pollution and noise pollution). 	Traffic modelling has been used to inform the design to ensure there is suitable capacity on the highway network, takes into account planned and potential developments, including the safeguarded land. The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access A4019. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the new Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019. The environmental assessment has been undertaken which establishes the potential impacts of the scheme and provision of mitigation measures if required. Details of the Environmental assessment and the mitigation measures have been included in the Development Consent Order submission. The Elms Park planning application has potential improvements to the A4019 east of the Gallagher (Sainsburys) Junction, and therefore this is beyond the scope of the Scheme.	N/A	

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	<ul style="list-style-type: none"> The number of minor roads adjoining this stretch of the A4019: how many sets of lights would be required in such a short stretch? Unless the lights are synchronised considerably better than those which continue to cause major delays on the inner ring road past The Brewery, the traffic congestion from M5 junction 10 into town via the A4019 will result in queues back onto the M5, preventing traffic from exiting the motorway safely. 			
364	Agree with road widening however Cheltenham already has too many traffic lights and this overall scheme will introduce at least 5 more junctions and create stop start traffic flow. The Tewksbury road sections 1 and 2 should have less major junctions. A similar example of where this works poorly is the GCHQ traffic junction which often stops dual carriageway traffic for single cars or buses, isn't flow related or differentiated between peak and off peak movement.	The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access the A4019. Without the new signalised junctions it will be quite difficult and unsafe for traffic from side roads to enter the A4019 which will have much higher flows in the future than at present. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the trips generated by the new Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	N/A	
389	Signalised junctions will result in stop-start traffic movement increased energy consumption, noise and frustration.	The number of junctions along the A4019 reflects the required access points to the new development as well as enabling the traffic from side roads access the A4019. Without the new signalised junctions it will be quite difficult and unsafe for traffic from side roads to enter the A4019 which will have much higher flows in the future than at present. Assessment to date shows that the Scheme would by and large meet the future travel demand arising from the combined natural growth in traffic and the trips generated by the new Elms Park and Golden Valley developments along the A4019 and Old Gloucester Road. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.	N/A	
423	The widening of the A4019 and the creation of several sets of traffic lights will create more stop/start traffic thereby increasing noise and pollution for local residents.	The design including the number and type of junctions is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. There will be increases in traffic from two major new developments as well as natural growth in traffic along the A4019. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service in the future. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay and stop-start conditions along the A4019. Environmental assessment has been undertaken which establishes the potential impacts of the Scheme and provision of mitigation measures if required. Details of the Environmental assessment and the mitigation measures has been included in the Development Consent Order submission.	N/A	
432	These proposals introduce three new sets of traffic lights onto a route into central Cheltenham that already has 8 sets of lights within 1.5 miles.	The design including the number and type of junctions is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service. Assessment shows that the Scheme would facilitate the opening of the proposed developments and by and large provide an	N/A	

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		acceptable level of service along the A4019. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay along the A4019.		
528	For one thing, traffic light do nothing to improve the environment! Multiple cars running engines and polluting whilst being stopped by endless light systems, can be considered bizarre at best and downright stupid at worst.	The design including the number and type of junctions is based on a wide number of considerations including the future patterns of traffic demand, safety of road users, geometric constraints and operational performance. The Scheme is made up of a number of elements including a full movement junction with M5; widening parts of the A4019; a new link road between A4019 and Old Gloucester Road. There will be increases in traffic from two major new developments as well as natural growth in traffic along the A4019. Without the Scheme it is unlikely that the A4019 would be able to provide an acceptable level of service in the future. Assessment shows that the proposed scheme would facilitate the opening of the proposed developments and by and large provide an acceptable level of service along the A4019. The operation of the new traffic signals which include pedestrian facilities would be coordinated to minimise delay and stop-start conditions along the A4019. As part of preparation of the Scheme environmental assessment has been undertaken which establish the potential impacts of the new scheme and provision of mitigation measures if required. Details of the Environmental assessment and the mitigation measures will be included in the Development Consent Order submission.	N/A	
663	Improving the flow into Cheltenham must also include traffic light timings through Cheltenham, otherwise you will just improving the flow of traffic into a congested bottleneck.	The operation of the new traffic signals would be coordinated to minimise delay along the A4019. Should the Scheme have any adverse impact on traffic signal operation beyond the A4019 toward Cheltenham the coordination area of the traffic signals would be expanded.	N/A	

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