## ELMBRIDGE TRANSPORT SCHEME

<table>
<thead>
<tr>
<th>Cabinet Date</th>
<th>23 July 2014</th>
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<tbody>
<tr>
<td>Highways &amp; Flood</td>
<td>Cllr Vernon Smith</td>
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<tr>
<td>Key Decision</td>
<td>Yes</td>
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</table>
| Background Documents | Elmbridge Transport Business Case Submission December 2009 (submitted to DfT March 2010)  
Elmbridge Transport Best and Final Bid submission 9 September 2011  
Cabinet Report Dated 1 Feb 2012  
Elmbridge Planning Application March 2014 |
The scheme documents can be downloaded by clicking on the link below. www.gloucestershire.gov.uk/majorschemes  
The planning application documents are available on our scheme website page, or from the planning portal: http://www.gloucestershire.gov.uk/planning |
| Main Consultees    | A wide range of Consultees as part of the main public consultation exercise held January-March 2013 including:  
• District, Borough, Parish Councils  
• Members  
• Highways Agency  
• Nearby Landowners, Residents, Businesses and Road Users  
• Statutory Environmental Bodies  
• Transport Operators and User Groups  
Further details are given in the consultation summary in Appendix B to this report.  
Earlier consultation has also been undertaken as part of the LTP process, and earlier consultation with key stakeholders as part of the development of the scheme proposals. |
### Planned Dates

- Decision by planning authority – Summer 2014
- Commencement of CPO process with all affected parties – Summer 2014
- Completion of CPO process – Spring 2015
- Design, procurement and funding approval - Summer 2014 - Spring 2015
- Construction work commences - Summer 2015
- Scheme complete and open to the public - Autumn 2016

### Divisional Councillor

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<tr>
<th>Division</th>
<th>Councillor</th>
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<tbody>
<tr>
<td>Churchdown</td>
<td>Cllr Bill Whelan</td>
</tr>
<tr>
<td>Longlevens</td>
<td>Cllr Kathy Williams</td>
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<tr>
<td>Brockworth</td>
<td>Cllr Robert Vines</td>
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<tr>
<td>Barnwood &amp; Hucclecote</td>
<td>Cllr David Brown</td>
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<tr>
<td>Highnam</td>
<td>Cllr Phil Awford</td>
</tr>
<tr>
<td>Benhall &amp; Up Hatherley</td>
<td>Cllr Simon Wheeler</td>
</tr>
<tr>
<td>Hesters Way &amp; Springbank</td>
<td>Cllr Suzanne Williams</td>
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### Officer

- Nigel Riglar, Commissioning Director: Communities & Infrastructure  
  [nigel.riglar@gloucestershire.gov.uk](mailto:nigel.riglar@gloucestershire.gov.uk)
- Mark Darlow Joy, Outcome Manager  
  [mark.darlow-joy@gloucestershire.gov.uk](mailto:mark.darlow-joy@gloucestershire.gov.uk)

### Purpose of Report

To seek authorisation from cabinet to proceed with the making of all orders required to proceed with the scheme.

### Recommendations

**Cabinet resolve to**

1. Make and submit to the Secretary of State a Compulsory Purchase Order to compulsorily acquire all land and rights shown (coloured pink and blue respectively in Appendix C) required for the Elmbridge Transport Scheme;

2. Make and submit to the Secretary of State a Side Road Order to make the necessary alterations to the public highways and private means of access affected by the Elmbridge Transport Scheme; and

3. Make any other ancillary orders that might be required to successfully implement the Elmbridge Transport Scheme

Cabinet delegate authority to the Commission Director: Communities & Infrastructure, in consultation with the Lead Cabinet Member for Highways and Flood and the Strategic Finance Director, to undertake the steps necessary to enable the orders identified above to be confirmed and implemented.
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<tr>
<th>Reasons for recommendations</th>
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<tr>
<td>Cabinet have previously given approval to proceed with the submission of a major scheme bid (MSB) to DfT which subsequently achieved Programme Entry status. Cabinet then gave approval in Feb 2012 for officers to respond to the DfT, and confirm acceptance of the ‘Terms and Conditions of Funding’, and continue to fund the preparatory elements of the Elmbridge Transport Major Scheme Bid, to enable a bid for Full Approval for the Elmbridge Transport MSB to be made to the DfT. Cabinet then authorised the Commissioning Director: Communities &amp; Infrastructure, to proceed with obtaining the appropriate consent for the scheme through the Development Consent Order (DCO) application route. This latest authorisation for the making of a Compulsory Purchase Order will ensure that all necessary land is acquired and that all side road orders and traffic regulation orders are in place to allow the scheme to proceed.</td>
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<tr>
<th>Resource Implications</th>
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<tr>
<td>The costs of the scheme will be contained within the approved scheme funds, with any increased costs contained within the Highways capital programme grant allocation.</td>
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MAIN REPORT CONTENTS

1 Background:

1.1 Elmbridge Court roundabout is one of the busiest in Gloucestershire and, as traffic levels increase, congestion and unreliable journey times are becoming more of a problem for people travelling to/from Cheltenham and Gloucester, as well as further afield. The roundabout and capacity improvements on the A40 delivered through the Elmbridge Transport Scheme, are pivotal to improving journey time and combating congestion at a major bottleneck on the network. The works align with a suite of other highway improvement schemes at roundabouts including Over, Longford, Walls and C&G, being delivered by both GCC and the HA through DfT Pinchpoint and GLTB funding. Improvements will be a key driver for economic growth in the area.

1.2 In March 2010, Gloucestershire County Council (GCC) submitted the Major Scheme funding bid to the Department for Transport (DfT) for the Elmbridge Transport project.

1.3 In January 2011 following submission of an ‘Expression of Interest’ Form, the DfT invited GCC to submit a revised bid for the Elmbridge Transport scheme. The DfT asked GCC to consider whether any changes could be made to the scheme to save costs. The new bid included several changes from the original bid submitted in March 2010. The revised bid, known as the ‘Best and Final Bid’ was submitted on 9th September 2011 to the DfT.

1.4 On 14 December 2011 the DfT announced those schemes to be taken forward for funding. Elmbridge Transport was included in the list of schemes. Cabinet then gave approval in Feb 2012 for officers to respond to the DfT, and confirm acceptance of the ‘Terms and Conditions of Funding’, and continue to fund the preparatory elements of the scheme, to enable a bid for Full Approval for the scheme to be made to the DfT.

1.5 Since February 2012, considerable preparatory work has been undertaken to develop the scheme. In particular this has included:

- Review of available records and extensive site surveys;
- Early consultation with key stakeholders such as landowners and Highways Agency (who are responsible for the A40 trunk road at this location);
- Development of the design, including extensive traffic modelling of the design to optimise the layout and demonstrate that the expected reductions in congestion are achievable, both at time of opening and up to 2026;
- Development of the Environmental Impact Assessment including a range of site surveys and analysis to determine the environmental impacts of the scheme and required mitigation measures.

1.6 In terms of land, negotiations are still ongoing with each of the affected landowners. The Council are ‘twin tracking’ this with compulsory purchase documents to ensure it has sufficient powers to complete the scheme should these negotiations prove not to be wholly successful. A summary of the required land acquisition is given in Appendix C.
Plans showing the current scheme design are attached as Appendix A.

2 Options:

2.1 As detailed above, the scheme has already been reviewed and redesigned on a number of separate occasions.

2.2 In order to support the appraisal of the most recent Elmbridge Transport Scheme bid, a further nine options were considered. Further details are contained within the Best & Final Bid document (BAFB).

2.3 Since the commencement of the design of the scheme in Feb 2012, options for various elements of the scheme have been reviewed and refined. In particular the bus priority measures at the Cheltenham end of the scheme were reviewed to ensure they met the available budget, and addressed the most significant obstructions to buses along this route. This resulted in some of the bus priority measures within the BAFB being replaced by a Westbound bus priority scheme on the approach to Arle Court Roundabout. The design of the Park & Ride site has also been extensively developed as a result of consultation with stakeholders, and the forecast demand reviewed to ensure the size of the Park & Ride remained appropriate but remained ‘future-proofed’ for future increases in demand.

3 Estimated costs:

Scheme costs will be reviewed in detail before contract award. This includes a refresh of the Park and Ride revenue costs. The costs of the scheme will be contained within the approved scheme funding, with any increased costs contained within the Highways capital programme grant allocation.

4 Risk Assessment:

4.1 The risk register for the scheme has been regularly updated in line with GCC Risk Management process, in order to investigate, manage and mitigate key risks.

4.2 The key risks can be summarised as follows:

1) Development Consent and Compulsory Purchase Order application complexity and timescales.
2) Local financial contribution by Gloucestershire County Council, in relation to the commitment by GCC for the preparatory scheme costs if the DfT Full Approval submission should be unsuccessful, the funding ‘bridge’ required before funds can be drawn down from DfT, and also the financial risk associated with GCC’s responsibility for any cost increases over the £18m.
3) The Highways Agency (HA), in relation to the A40 at Elmbridge Court being part of the existing trunk road network, (though risk against HA is significantly reduced now that an agreement of zero for commuted sums has been agreed)
4) Impact of third party development on the proposals and traffic growth forecasts, especially with the present delays in the Joint Core Strategy process.
5) Reaching a negotiated settlement with all the affected landowners.
6) Design/construction issues, in terms of timetable slippage, unforeseen delivery issues, and therefore associated scheme cost increases (which would fall to GCC).
7) Risk of objection as the Park & Ride site is located on Greenbelt land.
8) Impact of external influences on the Park & Ride business case model, especially the local economy and parking policy in Gloucester city centre.

5 Officer Advice:

5.1 GCC has actively promoted a park and ride site at Elmbridge Court Roundabout for many years. The proposed park and ride site is considered to be an important element of both LTP policy, and the Central Severn Vale Transport Strategy. Clearly, as set out in this report and the risk register, there continue to be risks associated with the project and a number of continued uncertainties which will only be resolved as the scheme progresses. It is therefore recommended that Cabinet grant authorisation for the making of a Compulsory Purchase Order to compulsorily acquire all land required to proceed with the scheme. In addition it is recommended that Cabinet also grant authorisation for the making of a side road order to make the necessary alterations to the public highways and private means of access affected by the Elmbridge Transport Scheme and make any other ancillary orders that might be required to successfully implement the Elmbridge Transport Scheme.

Officers will provide regular updates on the progress of the project at Lead Cabinet Member meetings.

6 Equalities considerations

Refer to Appendix D – Due Regard Statement
The Due Regard Statement Shows how officers have considered the three aims of the County Council’s equality duty throughout the decision making process and in their day to day working practice in relation to this scheme, and adapted their work accordingly.

Cabinet Members should read and consider the Due Regard Statement in order to satisfy themselves as decision makers that due regard has been given.

7 Consultation Feedback:

7.1 Since 2004 significant consultation with all key stakeholders has been undertaken and the MSBC submission in March 2010 provided a summary of this.

7.2 There has been substantial consultation with stakeholders and the public as part of the development of the scheme. Early engagement has taken place with the Highways Agency, affected landowners, parish councils, elected members, police, fire service and statutory environmental bodies.

7.3 A requirement of the Development Consent Order process is formal consultation with the local community and prescribed consultees. Between January 28 and 11 March 2013 formal consultation on Elmbridge Transport Scheme took place. This involved:

- Media and Publicity- Coverage was sought and obtained through the local media (newspapers, online and radio) to raise awareness of Elmbridge Transport
Scheme, the consultation events and the process for people to submit their comments;

- Eleven public exhibitions for people to learn more about the scheme proposals as well as the opportunity to feedback their views. Approximately 650 people attended the events;
- Questionnaire issued to all residents and businesses within 1km boundary of the scheme. The questionnaire was also available online and available in libraries, council offices and other public buildings;
- Drawings and other specific scheme information issued to statutory Consultees and numerous other key stakeholders; and
- Attendance at Parish Council Meetings and Neighbourhood Community Partnerships.

7.4 We received 700 responses to the consultation, as well as numerous responses from statutory consultees and other key stakeholders.

7.5 A summary of the consultation is contained in Appendix B of this Report.

8 Performance Management/Follow-up:

8.1 This will be provided through reports to the relevant Lead Cabinet Member.
<table>
<thead>
<tr>
<th>Report Title</th>
<th>ELMBRIDGE TRANSPORT SCHEME</th>
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| Statutory Authority         | Planning Act 2008  
Highways Act 1980   
Traffic Management Act 2004 |
| Relevant County Council     | Local Transport Plan 3                                         |
| policy                      |                                                                 |
| Resource Implications       | Please see Appendix E; Exempt Information.                     |
| Sustainability checklist:   |                                                                 |
| Partnerships                | Partnership with Bus operator will need to be set up to operate the Park & Ride service. |
| Decision Making and         | Strategic Procurement, Legal Services, Audit, Risk             |
| Involvement                 |                                                                 |
| Economy and Employment      | One of the aims of the scheme is to promote the economy of Gloucester and Cheltenham through improved public transport links from the Park & Ride, reducing need to drive into the centres. |
| Caring for people           | N/A                                                            |
| Built Environment           | A full Environmental Impact Assessment has been undertaken for the scheme. |
| Natural Environment         | A full Environmental Impact Assessment has been undertaken for the scheme. |
| Ecology (Biodiversity)      | N/A                                                            |
| Education and Information   |                                                                 |
| Tackling Climate Change     | Carbon Emissions Implications? Positive/ Neutral/ Negative     |
| Vulnerable to climate change? Yes/ No/ Maybe |
| Due Regard Statement        | Has a Due Regard Statement been completed? Yes                 |
|                             | It is recommended that this statement be reviewed and updated on completion of the design stage and at relevant points (i.e. on completion of design, on completion of construction, after opening etc) to ensure a continuing duty of regard for equality impacts on groups with protected characteristics. |
| Monitoring of Service Users | The Elmbridge Park and Ride site provides a new service and therefore there are no existing users of the service. The Equality Act 2010 states that service providers have a continuing duty to |
consider impacts on groups with protected characteristics and therefore monitoring of users once the scheme is operational will be required to ensure that equality issues pertaining to age, disability, sex and ethnicity, are being considered and evolved after opening. Additionally any information on incidents/accidents or in the area around the scheme will be analysed according to the characteristics of the victim if the information is available.

Was a differential impact identified?
Minor differential impacts identified but mitigation measures in place.

A copy of the full Due Regard Statement can be accessed on GLOSTEXT via http://glostext.gloucestershire.gov.uk/uuCoverPage.aspx?bcr=1

Alternatively a hard copy is available for inspection from Jo Moore, Democratic Services Unit, e-mail jo.moore@gloucestershire.gov.uk.

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<tr>
<th><strong>Human rights Implications</strong></th>
<th>N/A</th>
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<tr>
<td><strong>Consultation Arrangements</strong></td>
<td>Extensive consultation completed during 2012-2013 to comply with Planning Act requirements. Refer to Appendix B.</td>
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</tbody>
</table>
Appendix A Scheme plans
Appendix B Consultation Summary
Appendix C Land Interest Plan
Appendix D Due Regard Statement
Appendix E Exempt Information