

Cheltenham Cyber Business Park – transport mitigation and M5 Junction 10 Business Case development

AGENDA NO: 6

Cabinet Date	10 th October 2018
Economy, Skills and Growth	Cllr Lynden Stowe
Key Decision	Yes
Background Documents	<ul style="list-style-type: none">• Adopted Local Transport Plan (LTP 3 2015-31)• GFirst LEP Strategic Economic Plan (2014)• Adopted Cheltenham/Gloucester/Tewkesbury Joint Core Strategy (JCS) (2017)• GFirst LEP Board Paper and associated appendix (September 2018)
Location/Contact for inspection of Background Documents	<p>The adopted LTP documents can be viewed by clicking on the link below: http://www.gloucestershire.gov.uk/ltp3</p> <p>The GFirst LEP Strategic Economic Plan (SEP) can be viewed by clicking on the link below: https://www.gfirstlep.com/downloads/library/4-sep.pdf</p> <p>The adopted JCS (2017) can be viewed by clicking on the link below: https://jointcorestrategy.org/examination</p> <p>The September 2018 GFirst LEP Board Paper and associated appendix can be viewed by clicking on the links below: https://www.gfirstlep.com/downloads/library/264-agenda_item_7.i_cheltenham_cyber_park_-_11-9-18.pdf https://www.gfirstlep.com/downloads/library/261-7.ii_appendix_1_-_cheltenham_cyber_park.pdf</p>
Main Consultees	<ul style="list-style-type: none">• Cheltenham Borough Council (CBC)• Tewkesbury Borough Council (TBC)• Highways England• GFirst LEP

<p>Planned Dates</p>	<p><u>Cheltenham Cyber Business Park</u></p> <ul style="list-style-type: none"> • 4th December 2018 – GFirst LEP Board meeting to confirm GCC becoming the scheme promotor. • 12th December 2018 – GCC Cabinet to consider the package of proposed transport mitigation schemes. • Autumn 2019 – Potential GFirst LEP Board approval of Business Case and potential start of first elements of the project. • March 2021 – All schemes funded through the £22M Growth Deal allocation should be in contract and scheduled for delivery. <p><u>M5 Junction 10</u></p> <ul style="list-style-type: none"> • 1st March 2019 – deadline for final Outline Business Case (OBC) submission to Homes England. • May 2019 – funding decision expected.
<p>Divisional Councillor</p>	<p>All.</p>
<p>Officer</p>	<p>Simon Excell, Lead Commissioner; Strategic Infrastructure Simon.excell@gloucestershire.gov.uk</p>

<p>Purpose of Report</p>	<p>To update members on the significant transport improvements emerging for both west of Cheltenham and at M5 Junction 10.</p> <p>To seek authorisation to become project promoter of the £22M Growth Deal 3 allocation for the Cheltenham Cyber Business Park transport mitigation package.</p> <p>To support the expenditure of a further £550K (and notes the total expenditure of £1M) on the development of an OBC for the M5 Junction 10 Housing Investment Fund (HIF) bid submission.</p> <p>To support the use of up to £275K from the A417 Missing Link reserve should the County Council fail to obtain funding from the Homes England bid to fund the OBC for M5 Junction 10.</p> <p>To authorise officers to start spending against the £3.3M for the Cyber Business Park transport mitigation package that the County Council has already received from Government via a s31 grant to support the preparation of the scheme business case(s) for the Cheltenham cyber park mitigation package.</p> <p>To support the submission of the M5 Junction 10 OBC to Homes England no later than the deadline of 1st March 2019.</p>
<p>Recommendations</p>	<p>That Cabinet:</p> <ol style="list-style-type: none"> (1) Approves that the County Council becomes project promoter of the £22M Growth Deal 3 allocation for the Cheltenham Cyber Business Park transport mitigation package; (2) Approves the use of the £3.3M Growth Deal funding the County Council has already received from Government via a s31 grant to progress the preparation of the scheme business case(s) for the Cheltenham Cyber Business Park ahead of the formal funding by the GFirst LEP Board; (3) Notes that a further £550K will be required during 2018/19 on the development of an Outline Business Case (OBC) for the M5 Junction 10 Housing Infrastructure Fund (HIF) bid submission to Homes England by the deadline of 1st March 2019; (4) Recommends to Council that up to £275K is allocated from the A417 Missing Link Reserve to fund the OBC for M5 Junction 10, should the County Council fail to obtain funding from the Homes England bid.
<p>Reasons for recommendations</p>	<p>The recommended actions will enable the County Council to take the lead, as Transport Authority and Highway Authority, on the proposed major transport improvements to the west and north west of Cheltenham. This will help</p>

enable and mitigate the significant growth identified in the recently adopted JCS.

Resource Implications

Cheltenham Cyber Business Park

In February 2017, Government announced a Growth Deal 3 allocation of £22M for the 'Cheltenham Cyber Business Park infrastructure and site preparation'. The Growth Deal funding profile for the project is currently as follows:

2018/19 - £3.3M
2019/20 - £13.2M
2020/21 - £5.5M

CBC is currently the promoter for the scheme. Were the County Council to become the promoter, it would be responsible and accountable for the planning and delivery of the project and the associated Growth Deal funding.

It is anticipated that the £3.3M Growth Deal funding the County Council has already received from Government via a s31 grant is made available to support the preparation of the scheme business case(s) in 2018/19.

On 11th September 2018, the GFirst LEP Board agreed that the scheme promoter could change from CBC to the County Council, subject to Cabinet approval and that the £3.3M could be used to fund the business case subject to the Programme Management Group ensuring that the correct processes have been followed.

Any of the £3.3M funding spent on business case preparation work will be at risk to the County Council (if agreeing to take on the promoter role) until the point when the Business Case is formally approved by the GFirst LEP Board.

Were the County Council to progress, as project promoter, with the future delivery of the suite of transport mitigation measures, it would be liable for any cost overruns (as is the case with all Growth Deal projects).

M5 Junction 10

A total of £1M is required to commission and complete the OBC. This £1M is 'at risk' and the HIF fund is oversubscribed nationally and therefore there is no guarantee that the scheme will progress to Full Business Case (FBC) and subsequent construction. In the event Homes England funding is not obtained, the worst case scenario would be that the County Council would have spent £1M on preparation costs for a project that is not implemented (albeit the OBC will be a valuable asset for future use).

A total of £450K of County Council revenue has already been allocated to the development of an OBC for the M5 Junction 10 HIF bid submission. This was split into: £200K (Executive Officer Decision dated 25th July 2018 from GCC's

Transport Planning budget) and £250K (Executive Officer/Member Decision dated 15th August 2018 from GCC's Highways Development Management budget).

Two bids have been submitted to secure the remaining required £550K:

- £275K bid to GEGJC; and
- £275K bid to Homes England

GEGJC has agreed in principle to fund the £275K, given the strategic importance of the scheme in supporting growth, and the seven local authorities will confirm the release of the funding to officers before the next meeting.

If the Homes England bid is unsuccessful, then the County Council would need to underwrite the costs, hence Cabinet is asked to approve the use of the A417 Missing Link reserve if required. The A417 Missing Link Funding Agreement between the County Council and Homes England for the remaining £2.74M would therefore have to be redrafted if this is the case.

If the project proceeds through to FBC and subsequent delivery then there is the possibility that some of the £1M can be capitalised and claimed back from the capital that would be allocated by Homes England for the scheme.

MAIN REPORT CONTENTS

Background

Cheltenham Cyber Business Park

In February 2017, Government announced a Growth Deal 3 allocation of £22M for 'the Cheltenham Cyber Business Park infrastructure and site preparation'. This brought the total Growth Deal allocation for Gloucestershire to £101.7M.

The purpose of the allocated funding is to enable the opening up of a strategic employment land allocation by bringing forward highway infrastructure improvements, enabling capacity on the network to accelerate an early phased release of the west of Cheltenham employment site. The strategic allocation includes 45 hectares of much needed employment land, focussed on cyber industries generating new high skilled jobs, together with facilitating the delivery of the GCHQ Cyber Innovation Centre. Together with around 1,100 new homes, the strategic allocation will bring forward a sustainable mixed use urban extension to Cheltenham.

Cyber security is an increasingly important economic business sector for Gloucestershire and the UK economy as a whole. It is the technology and mechanism which allows everyone to operate securely within the digital world in terms of business, commerce and our private lives. Everyone engages on a daily basis with cyber infrastructure through work, leisure, shopping, banking, social media etc. and this

engagement needs to be secure. The Government recently published the National Cyber Security Strategy to support the high importance placed on this sector and the threats, challenges and opportunities that lie ahead. This is an excellent opportunity for Gloucestershire to continue to lead on national cyber security / defence / intelligence.

The Growth Deal funding bid was submitted to GFirst LEP by CBC, who is the current scheme promoter for the project. However, as CBC does not hold responsibility for highways nor have transport specialists within its officer team, CBC has approached the County Council to become project promoter and to lead on the delivery of these highway infrastructure improvements which will contribute to a wider mitigation package of interventions to open up the development site for the Cyber Park.

M5 Junction 10

The proposal for the development of M5 J10, and particularly with regard to enabling an all-movements junction, has been an issue over a number of years. It is now identified as a priority to address the barriers to growth and traffic issues that the current limited movement junction arrangement creates, together with the level of development proposed in the JCS.

M5 J10 is currently one of the few junctions on the M5 with restricted access and resolving this issue is a top priority within the County Council's adopted LTP. At present, the junction has no access to join the motorway travelling south and there is no exit for motorway traffic coming from the south. This results in traffic wishing to access the north west of Cheltenham having to use more local roads which causes congestion. A new layout would see environmental benefits from less traffic travelling through Cheltenham and businesses would see savings in their transport costs as they would no longer need to travel to/from J11. Emergency services would also be able to respond more quickly to incidents on the M5 in the vicinity of the junction.

The junction upgrade is considered to be a vital part of the future infrastructure requirements for Gloucestershire. It is specifically identified as part of the transport mitigation package that is required to facilitate the future residential and commercial growth in the county – much of which is identified in the adopted JCS.

GFirst LEP also recognise that their proposals for the M5 Growth Zone will require the improvement of various motorway junctions including M5 Junction 10 and regard the improvements as one of their top infrastructure priorities in the county identified in their SEP. The all-movements scheme is supported by a wide range of stakeholders including the local MP for Cheltenham, the JCS planning authorities, local parish councils, the emergency services and many local businesses and organisations.

The latest County Council bid to try to fund the project was the submission of an Expression of Interest (EoI) to the HIF. This EoI was submitted to Homes England in September 2017 and was for a total of £249M for the following scheme elements:

- An all-movements M5 Junction 10;
- A new dual link road and associated junctions linking the new M5 Junction 10 to the west Cheltenham strategic allocation;
- An expanded Arle Court park and ride site and new site access; and

- A 'Smart Motorway' upgrade for the stretch of the M5 from J9 to J11a.

Progress to date / future issues

Cheltenham Cyber Business Park

Cheltenham is a key driver for the economic prosperity of Gloucestershire, as well as the wider South West region. The County Council recognises the strategic west of Cheltenham development opportunities and is highly supportive of the emerging Cyber Park proposal. Congestion already exists to the west of Cheltenham, however, and it is important that any future growth in this area is mitigated through appropriate, sustainable transport mitigation measures.

As stated above, CBC is currently the project promoter, but it is considered that the County Council is better placed to be the promoter of the project, due to having the relevant qualified officers in its roles as both Transport Authority and Highway Authority, as well as a proven track record of successfully delivering major, strategic transport projects in recent years.

The scheme elements currently considered by GCC include junction improvements, bus priority measures, signal improvements and corridor widening in the general area of the A4019 and A40 corridors. Which and how many of these elements can be delivered through the Growth Deal allocation will be the outcome of ongoing work currently undertaken by GCC. Opportunities for potential other funding sources such as S106 developer funding or HIF funding will be considered.

Officers are confident that the project promoter role can be adopted by the County Council, subject to the satisfactory outcome of defining, prioritising and costing exercises of the potential transport elements that could contribute to the wider mitigation package, which is currently being undertaken. This work will include a high level assessment of potential highway improvement schemes that have previously been identified through the adopted JCS transport strategy, developers and GCC capital schemes. It will use an input matrix, based on scores against economic, social and environmental impacts as well as deliverability and cost considerations. When known, it is recommended that the proposed package of scheme elements to be delivered is reported to Cabinet in December 2018.

M5 Junction 10

The HIF announcement was made in March 2018, at which time the County Council was notified of its successful entry to the next stage, the co-development stage. This stage remains competitive and it has been suggested that the Fund is over-subscribed. Successful Local Highway Authorities are now invited to submit an OBC.

In June 2018 County Council officers received further guidance regarding the required contents of the OBC and the individual elements were identified. Although there is a strong element of demonstrating the housing that will be enabled by the scheme, there is also, for highways schemes, a traditional 'WebTag' appraisal based on DfT assessment criteria.

The preparation of the OBC submission has been costed by the County Council's consultants (Amey) at a cost of approximately £1M. This will include the following elements:

- Strategic case
- Options appraisal
- Economic case
- Commercial case
- Financial case
- Management case

Options for the new motorway junction, associated adjacent junctions, the link road and the smart motorway will be developed as part of the OBC development. It is recommended that a preferred option is submitted to Homes England no later than 1st March 2019.

If the County Council wishes to progress to this stage, the required £1M would be 'at risk' as there is no guarantee that the scheme will progress to FBC and subsequent construction. In the event Homes England funding is not obtained, the worst case scenario would be that the County Council would have spent £1M on preparation costs for a project that is not implemented (albeit the OBC will be a valuable asset for future use).

A total of £450K of County Council revenue has already been allocated to the development of an OBC. This is split into: £200K (Executive Officer Decision from GCC's Transport Planning budget) and £250K (Executive Decision from GCC's Highways Development Management budget).

Two bids have been submitted to secure the remaining required £550K:

- £275K bid to GEGJC; and
- £275K bid to Homes England.

If the Homes England bid is unsuccessful, then the County Council would need to underwrite the costs, hence Cabinet is asked to approve the use of the A417 Missing Link reserve if required. The A417 Missing Link Funding Agreement between the County Council and Homes England for the remaining £2.74M would therefore have to be redrafted if this is the case.

If the project proceeds through to FBC and delivery, there is the possibility that some of the £1M can be capitalised and claimed back from the capital that would be allocated by Homes England for the scheme.

Timetables

Cheltenham Cyber Business Park

Due to the extremely constrained timescales, it is important to enable the project promoter to progress the Business Case development at the earliest opportunity. It is therefore recommended that the £3.3M the County Council has already received from

Government via a s31 grant is made available to support the preparation of the scheme Business Case(s), ahead of the formal funding by the LEP Board.

On 11th September 2018, the GFirst LEP Board was asked to:

- (i) Approve, in principle, the transfer of the scheme promoter role to the County Council;
- (ii) Agree that the delivery of the transport elements to be funded from the £22M Growth Deal allocation will be progressed ahead of the planning application for the Cyber Park; and
- (iii) Agree that the £3.3M referred to above is made available to the County Council to support the preparation of the Business Case(s).

All of these recommendations were approved, subject to various provisos highlighted elsewhere in this report.

The proposed future timetable is as follows:

- 4th December 2018 – GFirst LEP Board meeting to confirm GCC becoming the scheme promotor.
- 12th December 2018 – GCC Cabinet to consider the package of proposed transport mitigation schemes.
- Autumn 2019 – Potential GFirst LEP Board approval of Business Case(s) and potential start of first elements of the project.
- March 2021 – All schemes funded through the £22M Growth Deal allocation should be in contract and scheduled for delivery.

M5 Junction 10

The proposed future timetable is as follows:

- 1st March 2019 – deadline for final OBC submission to Homes England.
- May 2019 – funding decision expected.

Options

The options for Cabinet are as follows:

- Option A: To approve the officer recommendations as set out in this report to become the project promoter for the £22M Cheltenham Cyber Business Park transport mitigation Growth Deal project; and to approve the required expenditure to develop and submit an M5 Junction 10 OBC to Homes England no later than 1st March 2019.
- Option B: To approve some or none of the recommendations, which would result in the County Council not becoming the project promoter for the £22M Cheltenham Cyber Business Park transport mitigation Growth Deal project; and/or not approving the required expenditure to develop and submit an M5 Junction 10 OBC to Homes England.

Risk Assessment

Cheltenham Cyber Business Park

The key risks associated with this project are as follows:

- CBC remain the project promoter and are not in a position to progress the project.
- It is not possible to separate the Growth Deal investment from the planning application process, leading to delays.
- It is not possible to define a suite of transport schemes deliverable by / in contract by 2021.
- The scale of intervention / suite of measures possible with £22M of investment funding cannot be agreed between all partners involved.
- The inability of the scheme promoter to carry the financial risk of scheme cost overruns.
- Revenue risk of forward funding the Business Case development work using Growth Deal funding (i.e. if the Business Case is not successful, funding has to be reimbursed to the programme and/or Government ultimately).
- Low Benefit Cost Ratio (BCR) of any of the proposed schemes, resulting in the LEP Board not approving the FBC.
- The planning application for the Cyber Park is not successful.
- Potential clash with future Highways England maintenance works.
- Public opposition to proposed suite of measures.

M5 Junction 10

An initial risk register has been prepared for the preparation of the OBC. Key risks are identified as follows:

- If the £1M revenue for the OBC preparation is not secured, the OBC cannot be produced to a suitable level for submission to Homes England.
- If the County Council undertakes the OBC and submits to Homes England on 1st March 2019, there is a possibility that it is not successful, as it is an oversubscribed competitive process.
- If the OBC is unsuccessful, the A417 Missing Link reserve will be permanently reduced, as there will be no opportunity to retrospectively claim from the HIF capital fund, or other identified funding sources.
- If unsuccessful at this stage, it is unlikely that the Government will consider any further bids for upgrading M5 Junction 10 in the near future.
- The adopted JCS transport mitigation strategy includes the M5 J10 upgrade. If the OBC is not successful there is a risk that the JCS housing and employment sites cannot be delivered.

As with any major transport / highways project, the associated risks of both projects will be actively and continuously monitored and any significant changes affecting the scope of the project will be discussed at the Major Projects Board and reported to the relevant Lead Cabinet Member.

Officer Advice

That Cabinet approve the recommendations set out in this report.

Equalities considerations

The M5 Junction 10 'all movements access' is specifically identified in the County Council's adopted LTP which includes analysis of data in regard to user needs. The detailed design of the final scheme will be undertaken in accordance with relevant guidance in relation to equalities and safety.

The Cheltenham Cyber Business Park transport mitigation strategy is specifically identified and allocated in the adopted JCS. This Plan was subject to a full appraisal of equalities considerations. The detailed design of the final scheme elements will be undertaken in accordance with relevant guidance in relation to equalities and safety.

Consultation feedback

The County Council carried out an extensive consultation in 2015/16 prior to the adoption of the LTP in which the M5 Junction 10 scheme is specifically listed as one of the top three transport priorities in the county. In addition, as part of a recent bid submission, letters of support for the scheme have been received from GFirst LEP, TBC, CBC, Highways England, local MPs, etc.

Due to its relative recent emergence, the Cheltenham Cyber Business Park transport mitigation package is not identified in the County Council's adopted LTP (2016). However, in November 2017, the LTP was updated to make reference to the JCS Transport Strategy and Transport Evidence Base. This was issued by the JCS authorities and it should be referred to alongside the adopted LTP. The JCS documents outline a mitigation strategy which manages the increased travel demand derived from the planned growth in Cheltenham linked to the strategic allocations in North West and West Cheltenham. The JCS was subject to various stages of public consultation prior to its adoption in December 2017, the most recent of which was February to April 2017.

Performance Management/Follow-up

The County Council has set up a clear and robust structure to provide accountability and an effectual decision making process for the management of all major transport / highways projects, including all of the GFirst LEP funded schemes. Each scheme will have a designated project manager who will be an appropriately trained and experienced GCC officer.

Scheme costs and delivery will be continuously managed in accordance with the business case objectives and regular meetings of the Major Projects Board. In addition, regular updates will be provided on both projects at the Strategic Transport Board meetings.

Report Title	Cheltenham Cyber Business Park – transport mitigation and M5 Junction 10 Business Case development
Statutory Authority	Town and Country Planning Act 1990 Local Transport Act 2008 Localism Act 2011 Growth and Infrastructure Act 2013 Infrastructure Act 2015
Relevant County Council policy	Adopted LTP (2016)
Resource Implications	<p><u>Cheltenham Cyber Business Park</u></p> <p>In February 2017, Government announced a Growth Deal 3 allocation of £22M for the ‘Cheltenham Cyber Business Park infrastructure and site preparation’. The Growth Deal funding profile for the project is currently as follows:</p> <p>2018/19 - £3.3M 2019/20 - £13.2M 2020/21 - £5.5M</p> <p>CBC is currently the promoter for the scheme. Were the County Council to become the promoter, it would be responsible and accountable for the planning and delivery of the project and the associated Growth Deal funding.</p> <p>It is anticipated that the £3.3M Growth Deal funding the County Council has already received from Government via a s31 grant is made available to support the preparation of the scheme business case(s) in 2018/19.</p> <p>On 11th September 2018, the GFirst LEP Board agreed that the scheme promoter could change from CBC to the County Council, subject to Cabinet approval and that the £3.3M could be used to fund the business case subject to the Programme Management Group ensuring that the correct processes have been followed.</p> <p>Any of the £3.3M funding spent on business case preparation work will be at risk to the County Council (if agreeing to take on the promoter role) until the point when the Business Case is formally approved by the GFirst LEP Board.</p> <p>Were the County Council to progress, as project promoter, with</p>

the future delivery of the suite of transport mitigation measures, it would be liable for any cost overruns (as is the case with all Growth Deal projects).

M5 Junction 10

A total of £1M is required to commission and complete the OBC. This £1M is 'at risk' and the HIF fund is oversubscribed nationally and therefore there is no guarantee that the scheme will progress to Full Business Case (FBC) and subsequent construction. In the event Homes England funding is not obtained, the worst case scenario would be that the County Council would have spent £1M on preparation costs for a project that is not implemented (albeit the OBC will be a valuable asset for future use).

A total of £450K of County Council revenue has already been allocated to the development of an OBC for the M5 Junction 10 HIF bid submission. This was split into: £200K (Executive Officer Decision dated 25th July 2018 from GCC's Transport Planning budget) and £250K (Executive Officer/Member Decision dated 15th August 2018 from GCC's Highways Development Management budget).

Two bids have been submitted to secure the remaining required £550K:

- £275K bid to GEGJC; and
- £275K bid to Homes England

GEGJC has agreed in principle to fund the £275K, given the strategic importance of the scheme in supporting growth, and the seven local authorities will confirm the release of the funding to officers before the next meeting.

If the Homes England bid is unsuccessful, then the County Council would need to underwrite the costs, hence Cabinet is asked to approve the use of the A417 Missing Link reserve if required. The A417 Missing Link Funding Agreement between the County Council and Homes England for the remaining £2.74M would therefore have to be redrafted if this is the case.

If the project proceeds through to FBC and subsequent delivery then there is the possibility that some of the £1M can be capitalised and claimed back from the capital that would be allocated by Homes England for the scheme.

Sustainability checklist:

Partnerships	The delivery of successful outcomes for these major, strategic transport improvements will require efficient partnership arrangements between key stakeholders, including: Highways England, CBC, TBC, GFirst LEP, etc.
Decision Making and Involvement	The consultation processes associated with these projects are specified in this report. The County Council's Cabinet will be presented with the proposed package of Cyber transport mitigation measures in December 2018. The M5 J10 funding decision will be made by the Government in May 2019.
Economy and Employment	<p>The purpose of the GFirst LEP funding is to enable the opening up of a strategic employment land allocation by bringing forward highway infrastructure improvements, enabling capacity on the network to accelerate an early phase release of the west of Cheltenham employment site. The strategic allocation includes 45 hectares of much needed employment land, focussed on cyber industries generating new high skilled jobs, together with facilitating the delivery of the GCHQ Cyber Innovation Centre. Together with around 1,100 new homes, the strategic allocation will bring forward a sustainable mixed use urban extension to Cheltenham.</p> <p>A new all-movements M5 Junction 10 would better enable future employment and residential growth to the North West of Cheltenham and beyond.</p>
Caring for People	The local community is severely constrained by the current road network causing severance, air pollution and road safety concerns. The proposed transport schemes will have a positive impact on many of Cheltenham's residential areas.
Social Value	The strategic allocation includes 45 hectares of much needed employment land, focussed on cyber industries generating new high skilled jobs, together with facilitating the delivery of the GCHQ Cyber Innovation Centre.
Built Environment	The proposed transport schemes will help to enable future growth as outlined above.
Natural Environment' including Ecology (Biodiversity)	Any future major, strategic transport scheme will be subject to stringent environmental assessments which will seek to ensure the protection and possible enhancement of the natural environment, including ecology.
Education and Information	As part of any future quality tender evaluation, the successful contractor will need to outline their strategy for community engagement, (school visits / weekly site bulletins / social media and comms plan).

Tackling Climate Change	Carbon Emissions Implications? Positive/ Neutral/ Negative Vulnerable to climate change? Yes/ No/ Maybe
Due Regard Statement	<p>Has a Due Regard Statement been completed?</p> <p>No – The M5 Junction 10 scheme is included in the County Council’s adopted LTP which includes analysis of data in regard to user needs and was subject to a Due Regard Statement.</p> <p>The design of the transport mitigation package associated with the Cyber Business Park will be undertaken in accordance with relevant guidance in relation to equalities and safety.</p>
Human rights Implications	None
Consultation Arrangements	<p>The County Council carried out an extensive consultation in 2015/16 prior to the adoption of the LTP in which the M5 Junction 10 scheme is specifically listed as one of the top three transport priorities in the county. In addition, as part of a recent bid submission, letters of support for the scheme have been received from GFirst LEP, TBC, CBC, Highways England, local MPs, etc.</p> <p>Due to its relative recent emergence, the Cheltenham Cyber Business Park transport mitigation package is not identified in the County Council’s adopted LTP (2016). However, in November 2017, the LTP was updated to make reference to the JCS Transport Strategy and Transport Evidence Base. This was issued by the JCS authorities and it should be referred to alongside the adopted LTP. The JCS documents outline a mitigation strategy which manages the increased travel demand derived from the planned growth in Cheltenham linked to the strategic allocations in North West and West Cheltenham. The JCS was subject to various stages of public consultation prior to its adoption in December 2017, the most recent of which was February to April 2017.</p>