

M5 Junction 10 Improvements Scheme

Consultation Report

Appendix T - Reporting on targeted consultation on Bus Lane

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 T - Reporting on targeted consultation on Bus Lane

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

Version	Date	Status of Version
Rev 0	December 2023	DCO Application

Appendix T. Reporting on targeted consultation on bus lane responses

T.1. Prescribed consultees

Ref	Consultee	Matter raised	Response	Scheme Change	Change or no change to Scheme
3	Natural England	The consultation states that there will be no significant impact on air quality, but it does not confirm whether this conclusion has been reached in relation to human health or habitats (or both). The Scheme is already lowering air pollution and we anticipate that the decision to include a bus lane will deliver even more reductions. Nonetheless it is important that the air quality modelling is updated to accurately reflect what will be on the road. This information can then be used to assess the impacts on protected habitats.	The statement for no significant impacts covers both people and habitats. The Applicant can confirm that air quality modelling has been updated to reflect the current proposals. This information and its conclusions can be viewed in chapter 5 and chapter 7 of the Environmental Statement, which forms part of the Development Consent Order submission.	N/A	
4	Natural England	The consultation states that there will be no significant impact on biodiversity other than the loss of a grass strip adjacent to the new road. We agree that all be no direct impact. But it is important to investigate potential indirect impacts. For example, recreational pressure has been identified as a possible indirect impact on the Cotswold Commons and Beechwoods Special Areas of Conservation. Cheaper and more convenient travel could elevate this further.	The bus lane is designed to improve bus access eastbound along the A4019 from the planned North West Cheltenham (Elms Park) Allocated Site into Cheltenham. It should be noted that the proposals do not introduce any new bus routes or destinations when compared to the existing situation but provides for a more efficient through flow of bus traffic. As such the Applicant does not consider the inclusion of the bus lane to have an identifiable effect on recreational pressures on green space in the surrounding area.	N/A	
11	National Highways	The proposed bus lane, subject to this consultation, are located along the north-eastern side of the A4019 between Cheltenham West Community Fire and Rescue Station (located approximately 1.8m to the east of M5 Junction 10) to Gallagher Retail Park's access junction (located approximately 2.4km to the east of M5 Junction 10). The section of the A4019 improvements associated with this consultation is shown in the drawing provided. We trust that the Local Highways Authority have considered the location of the bus lane in relation to the Cheltenham West Community Fire and Rescue Station and the safe access operation that will be required.	Emergency exit (directly onto the A4019 under wig wag signal control) and general access (via the Homecroft Drive service road) has been taken into consideration when developing the design. The Applicant has engaged with Cheltenham West Community Fire and Rescue Station on the proposed bus lane as well as throughout the development of the Scheme design.	N/A	
13	National Highways	It is noted from a review of the Joint Core Strategy that several references are made to high quality public transport facilities and priority transport corridors namely policies A1, A4 and DS7. It is not	Whilst the Applicant is engaged as part of the Joint Core Strategy development, traffic modelling for the Joint Core Strategy is not part of the scope of the Scheme. There are also no confirmed detailed proposals for the Joint Core Strategy schemes to be able to include in the Scheme traffic	N/A	

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		clear whether such proposals were modelled as part of the Joint Core Strategy, and we would welcome clarification.	model.		
14	National Highways	It would also be beneficial to understand how the North West Cheltenham (Elms Park) Allocated Site bus proposals and the Development Consent Order proposal will be delivered and complement each other, and whether the two proposals have been assessed together.	<p>The North West Cheltenham (Elms Park) Allocated Site planning application (submitted in 2016) has various improvement proposals (including provision of bus lanes) along the A4019 from the North West Cheltenham (Elms Park) Allocated Site into Cheltenham. The Scheme proposals compliment the North West Cheltenham (Elms Park) Allocated Site proposals.</p> <p>The Scheme's traffic modelling has not included the North West Cheltenham (Elms Park) Allocated Site improvements on the A4019 as these are not yet confirmed and are outside the scope and influence of the Scheme. However, the traffic modelling has included the trip generation from all three Joint Core Strategy sites so is considered to represent the 'worst case' since it does not make any reductions due to additional bus provision.</p>	N/A	
15	National Highways	The consultation letter advises that the proposed bus lane would not significantly impact the traffic flow or queue length between east of M5 Junction 10 and Kingsditch Roundabout (located to the east of Elms Park). No evidence or modelling has been submitted as part of the consultation to confirm these assumptions. However, from the detail reported within the consultation letter, it is assumed modelling has been undertaken by the Applicant in order to reach this conclusion. It is therefore requested that this is provided for National Highways to review.	The traffic model for the Scheme has been updated to include the bus lane provided by the Scheme. This will be shared with National Highways for review and comment (as part of Stage 3 Project Control Framework process). This forms part of the Development Consent Order submission.	N/A	
16	National Highways	<p>We will require clarity that the proposal will not impact adversely on the safe operation of the Strategic Road Network. We cannot conclude this at this time, or until sufficient evidence has been provided. We require the modelling results of the impact assessment to be provided with the Scheme southern slips, subject to Development Consent Order to make an informed decision.</p> <p>A review of the modelling outputs will enable National Highways to:</p> <p>a) Assess whether the bus lane would result in changes in capacity and therefore impact traffic flow and queueing.</p> <p>b) Ensure that the journey time validation of the model is acceptable, and the results presented in the</p>	The traffic model for the Scheme has been updated to include the bus lane provided by the Scheme. This will be shared with National Highways for review and comment (as part of Stage 3 Project Control Framework process). This forms part of the Development Consent Order submission.	N/A	

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		letter are acceptable. c) Confirm that stationary buses at the new Homecroft Drive bus stop do not cause significant queuing on A4019.			
17	National Highways	It is not clear from the road markings shown on the Scheme plan whether all traffic travelling eastbound on A4019 turning left into Accesses A, B and C to North West Cheltenham (Elms Park) Allocated Site would use the bus lane to turn into North West Cheltenham (Elms Park) Allocated Site. National Highways request confirmation of how eastbound traffic enters the North West Cheltenham (Elms Park) Allocated Site development. It will however be for the local highway authority to determine the potential user conflict within the road space.	The road markings and signage will indicate the individual extents of the bus lane sections. Beyond these individual extents the dedicated bus lane will terminate and be replaced by short sections of left turn lanes for North West Cheltenham (Elms Park) Allocated Site Accesses A, B and C, which will also be indicated by road markings and signage. Buses travelling within the bus lane will also use these short sections of left turn lanes. This layout will be subject to a Stage 1 Road Safety Audit. The detail is available in the General Arrangement Plans submitted as part of the Development Consent Order submission.	N/A	
18	National Highways	Whilst we are supportive of infrastructure improvements that provide public transport alternatives to car use, it is our responsibility to ensure the ongoing safe and efficient use of the Strategic Road Network and therefore we require further information to ensure the proposal does not impact on the propels at M5 Junction 10. Based on the above, further engagement between National Highways and the Applicant is required. National Highways can be formally consulted on proposals via the email address M5Junction10@nationalhighways.co.uk.	During earlier engagement, the traffic model without Scheme was approved by National Highways. The traffic model has been updated to include the bus lane provided by the Scheme. This will be shared with National Highways for review and comment (as part of Stage 3 Project Control Framework process). This forms part of the Development Consent Order submission. Further engagement will be taking place through the Statement of Common Ground.	N/A	

T.2. Non statutory consultees

Ref	Consultee	Matter raised	Response	Scheme Change	Change or no change to Scheme
5	GFirstLEP	I would raise a minor concern over the lack of an extension to the bus lane to the east of Manor Road/Gallagher Retail Park entrance as this could create a 'pinch point' at that junction? Or perhaps the lights can be phased to give priority to buses in order to smooth traffic flow.	The North West Cheltenham (Elms Park) Allocated Site planning application (submitted in 2016) has various improvement proposals (including provision of bus lanes) along the A4019 from the North West Cheltenham (Elms Park) Allocated Site into Cheltenham. These improvements are outside the scope of the Scheme, but the Scheme proposals compliment the North West Cheltenham (Elms Park) Allocated Site proposals. There are land constraints east of the Gallagher Junction (Sainsburys) that restrict the provision of a continuous eastbound bus lane through the Gallagher Junction. Therefore, the traffic signals design includes for a bus	No	The North West Cheltenham (Elms Park) Allocated Site planning application (submitted in 2016) has various improvement proposals (including provision of bus lanes) along the A4019 from the North West Cheltenham (Elms Park) Allocated Site into Cheltenham. These improvements are outside the scope of the Scheme, but the Scheme proposals compliment the

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			priority phase to allow buses through first before allowing general traffic.		North West Cheltenham (Elms Park) Allocated Site proposals. There are land constraints east of the Gallagher Junction (Sainsburys) that restrict the provision of a continuous eastbound bus lane through the Gallagher Junction. Therefore, the traffic signals design includes for a bus priority phase to allow buses through first before allowing general traffic.
6	Local Resident – LR6	The noise barrier needs to start at the beginning of the row of bungalows not at the third bungalows. This road is noisy now but will be worse when the new road is built.	The noise assessment in the Environmental Statement is not reporting any increases in noise at these three properties due to traffic being further away. The Applicant has considered extending the noise barrier at this location, however there is a balance to be made between having the noise barrier, but also ensuring that there is sufficient visibility at the junction. The noise barrier will restrict visibility. This will be reviewed again at detailed design stage.	No	The noise assessment in the Environmental Statement is not reporting any increases in noise at these three properties due to traffic being further away. The Applicant has considered extending the noise barrier at this location, however there is a balance to be made between having the noise barrier, but also ensuring that there is sufficient visibility at the junction. The noise barrier will restrict visibility. This will be reviewed again at detailed design stage.
8	Cheltenham & Tewkesbury Cycling Campaign	We presume that the bus lanes will be open to (and signed for use by) cyclists as is the usual practice. Also, that the bus gates will be passable by cyclists through activation of their control mechanisms. Please give me an assurance on this matter.	The bus lane will be available for use by cyclists and the accompanying signs will make this clear. The preliminary design of the traffic signals incorporates above ground detection within the bus lane, and this includes detection of cyclists. This would then trigger a demand on the bus gate signals.	N/A	
9	Cheltenham & Tewkesbury Cycling Campaign	In previous discussions with the Applicant concerning this junction it was accepted that current plans made it difficult for road cyclists to cross the westbound on-slip to the motorway due to there being two left-turn lanes to cross. The Applicant promised to look again at the proposals to see how this might be resolved. Have there been changes?	The Applicant has reviewed the A4019 westbound approach to junction 10 (provision of two left turn lanes) and has not made any changes because this would reduce traffic capacity at the junction. The A4019 is a primary route connecting with a motorway and, as such, the movement of traffic is its primary function. To fully reduce the risk to on-road cyclists requires reducing the on-slip road to one lane, otherwise the risk remains that vehicles in the middle approach lane ignore “ahead only” road markings and signage and turn left onto the slip road. It is noted that other crossings of the M5 exist in the area utilising quieter routes that could more appropriate for cyclists.	No	The Applicant has reviewed the A4019 westbound approach to junction 10 (provision of two left turn lanes) and has not made any changes because this would reduce traffic capacity at the junction. The A4019 is a primary route connecting with a motorway and, as such, the movement of traffic is its primary function. To fully reduce the risk to on-road

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					cyclists requires reducing the on-slip road to one lane, otherwise the risk remains that vehicles in the middle approach lane ignore “ahead only” road markings and signage and turn left onto the slip road. It is noted that other crossings of the M5 exist in the area utilising quieter routes that could be more appropriate for cyclists.
19	Local Resident – LR 6	<p>When the Civil Service Club have events or football every Saturday during the season there is not enough parking spaces at the Civil Service Club and they do not allow transit size vans so they park all the way up the reduce speed lane past our house. This currently causes major issues getting in and out of the property's, due to the lack of visibility. In the proposed plans, the slow down lane will be converted into a two-lane road, leading from Homecroft Drive, to a traffic light set at the Civil Service Club. My concern is that when the Civil Service Club are holding an event, attendees will opt to park on the side of the new two-lane road, making it impassable for all resident traffic, including that of Homecroft Drive. Have the proposed plans, considered this situation?</p>	The Applicant is aware of concerns with parking. Options for implementing no parking restrictions along the service road are being investigated by Gloucestershire County Council as the Highway Authority responsible for parking.	No	Options for implementing no parking restrictions along the service road are being investigated by Gloucestershire County Council as the Highway Authority responsible for parking.

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