

Arle Court Bus Priority

Frequently Asked Questions

The following Frequently Asked Questions (FAQs) provide more detail on the scheme. If you have a question that is not covered here, please e-mail majorprojects@gloucestershire.gov.uk

General

Is this the controversial and previously withdrawn A40 Benhall Bus Lane scheme?

A: No. For the avoidance of any doubt, the scheme **does not** use any of the highway previously associated with the A40 Benhall Bus Lane scheme: the council decided not to continue its bid for funding to build this in November 2016.

The scheme begins at the Whittington Road junction, heading westbound on the A40 for a length of approximately 350m up to the Arle Court roundabout.

Instead of the Arle Court Bus Priority, why not have an extra lane for traffic?

A: This wouldn't give the motorist any advantage travelling along the A40 westbound as the delays, at peak hours, are part of a wider capacity issue at Arle Court roundabout. The council is working to address these wider issues as part of a longer term strategy.

Instead of installing a bus lane, would improvements to Arle Court Roundabout give the same benefits?

A: The only way we could improve the "capacity" of Arle Court roundabout would be to add extra vehicle lanes on the roads on/approaching the roundabout. To do this work would require considerable additional land which is not in the council's ownership, and would be dependent on GCC securing significant funding for both design and construction.

Why are you proposing to cut down and replant trees as part of this scheme?

A: The only way we can install the bus lane is to widen the embankment next to the A40. To do this we need to remove a number of trees. We will replant the embankment with high quality, semi-mature trees and shrubs once the work is complete. Significant woodland screening is still present directly behind the boundary fence at the back of the footway. Further information on

the tree removal and planting can be found attached to the main scheme webpage.

What work is being done to improve the adjacent cycle/pedestrian path?

A: We are improving the existing path from Whittington Road to Arle Court Roundabout, resurfacing and widening some sections

Will cyclists, taxis and private hire vehicles be allowed to use the new bus lane?

A: Yes cyclists, taxis and private hire vehicles will be able to use the bus lane and also be able to bypass the traffic signals at the Whittington Road junction.

Have you considered the potential environmental impacts of the scheme?

A: Yes. We have carried out a large amount of site survey work in order to assess the potential environmental impacts; and how the scheme design can mitigate these. The environmental assessment, has considered, in detail, all the environmental impacts of the scheme, and how we have decided to mitigate these impacts.

How is the scheme funded?

A: The total scheme cost is approximately £1.6 million, with an estimated £1 million of this earmarked for the construction.

The funding is a combination of a developer contribution and Department for Transport (DfT) grant

Consultation & Planning

Has the county council consulted the public on the principles of scheme?

A: Yes, the scheme was part of the county council's third Local Transport Plan which was subject to widespread public consultation. A requirement of the planning process was formal consultation with the local community and prescribed consultees.

Between January and March 2013 formal consultation on the Elmbridge Transport Scheme (which included the Arle Court Bus Priority) took place. A further consultation took place in 2015 alongside the now withdrawn Benhall Bus Lane scheme.

Construction

Why are you closing the Whittington Road/A40 junction during construction?

A: This is to enable the council's contractor to complete construction within this timeframe and to minimise the need for lane closures on the A40. We will be closing the Whittington Road junction and utilising this space as a safe and secure site area for lorry and machinery movements.

Access will still be available to Whittington Road from the A40 (travelling westbound towards Gloucester).

When will the scheme start construction, and when will it be finished?

A: We are aiming to commence construction in April 2018, with the scheme open in late summer 2018.

These works are going to disrupt my journey – what are you going to do to reduce this?

A: We are aware of the sensitivities of any proposed highway construction in the locality; concerning not only residents, but also recognising that the A40 services the no.94 (County's busiest bus service), provides access to GCHQ, and is a key route for through traffic to the M5. To reduce the impact of the scheme, the overall length of the site contract is anticipated to be no longer than 5 months.

During this period works affecting the key junctions (Arle Court roundabout and GCHQ traffic signals) will mostly be undertaken during "off-peak" periods, rush hour traffic flow should not be affected.

How will you avoid creating excessive noise/pollution/dust/mud during construction?

A: As part of the tender process for construction of the scheme, we will set out the requirements of a Code of Construction Practice, and a Construction Environmental Management Plan will be prepared. This will set out the approach to minimising and mitigation of the impacts of noise/ pollution etc during the construction period