Alveston Hill Design Response

Consultation Responses and Design Considerations

The 2023 consultation for improvements to walking, wheeling, cycling and bus infrastructure on the B4061 Thornbury Road/Alveston Hill presented three key questions relating to the design of the scheme. The responses to these questions, and a summary of the implications on design have been addressed below:

1. **To what extent are you in favour of introducing improved crossing facilities for pedestrians, wheelchair users and cyclists on Alveston Hill to improve safety?**

Respondents were supportive of the proposed pedestrian crossings, with 51.1% supportive and 38.1% opposed to the changes. Proposals included new signalised crossing on Alveston Hill and full set back controlled crossing on Down Road Junction. However, a detailed analysis of the data showed large numbers of people were concerned about the proposals for Down Road junction, which includes a new controlled crossing introduced closer to the junction and removal of the left-hand filter lane by tightening the radius of the junction to create shorter crossing for pedestrian and cyclists.

Primary concern was that changes will increase delays/congestion and secondly that the volume of traffic using the junction will lead to accidents if vehicles need to stop to allow cyclists or pedestrians to cross. Reasons for general support centred around benefits in improving safety or making it easier to cross the road.

The Down Road junction design has been revised in light of feedback from the consultation as follows:

- The left turn exit lane from Down Road onto Alveston Hill will be retained.
- The parallel crossing will be relocated 4m further north up Down Road, in order to increase the available stacking space to the Down Road junction. Due to existing constraints on footway widths further north of this point, it is not possible to move the crossing any further.

2. **To what extent are you in favour of creating a new two-way cycleway/shared use path on Alveston Hill?**

50.2% of respondents were in support of these measures 41.5% opposed, with feedback received highlighting a positive difference in improving accessibility and safety.

No changes have been made as proposals conform to relevant guidance, as set out in Local Transport Note 1/20 (https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120).

3. **To what extent are you in favour of delivering improvements to bus stops to make travelling by bus more pleasant?**

Most respondents were supportive of proposed changes to the bus stop (61.5% in favour, 16.5% opposed), however the responses were from people who were responding to both the Alveston Hill

and A38 consultation. The only bus stop change relating to the Alveston Hill scheme was the relocation of Alveston Parish Council-owned bus shelter 'The Ship' on the western side of the B4061 before Down Road junction to prevent the conflict between pedestrians, cyclists and bus passengers.

The Alveston Parish Council refused the proposed relocation of the bus shelter on 18 December 2023; therefore, the bus shelter has to be retained in its existing location. The paved surface and demarcations on the shared-use path have been amended on the designs in order to discourage cyclists from travelling at excessive speeds past people crossing from the shelter to the proposed bus cage. This solution goes against Local Transport Note (LTN 1/20) guidance but is the best compromise that can be achieved with the retention of the bus shelter.

Other Comments

The following are responses to questions/comments raised by some respondents on the wider scheme elements.

1. **The cycleway should be on the eastern side of the B4061 rather than the proposed western edge.**

The eastern side of the B4061 is of variable width and could not simply be converted for use by all pedestrians and cyclists without major additional construction work. This would involve shifting and widening the carriageway on the west to create enough room on the east, which would result in an extended construction period, significantly inconveniencing residents. The western side provides a direct connection between the Alveston Hill scheme and the A38 corridor which aligns with LTN1/20 design standards.

2. **Why is the off-road route not on the line of the current/existing Public Right of Way (PRoW) in the middle of the green field?**

We have been negotiating with third party landowners for over two years. The route along the current public right of way was not favoured by the landowners as it would sever their field and grazing. The alignment around the edge of the field was the option that was acceptable.