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Bradley Stoke Way, A38 & Alveston Hill improvements

Answers to your questions

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Background to the scheme

What are the proposed improvements and who will deliver them?
Our aim is to transform travel opportunities in this area to give residents and visitors better options for using buses, walking, cycling and wheeling for their journeys, for work, for leisure and for recreation. The proposals include improvements to bus stops, creation of new bus lanes, improved crossings, segregated cycling and walking facilities and shared use paths along the A38, Alveston Hill and Bradley Stoke Way.

The scheme is being developed by South Gloucestershire Council as part of a wider programme of works aimed at improving public transport and active travel throughout the region and would link up with quiet roads and other existing and proposed tracks and paths to create an integrated network, opening up more and more places to active travel options.

The funding comes from a pot of money awarded to the West of England Combined Authority from the Department for Transport through the City Region Sustainable Transport Settlements Fund to be spent on initiatives which encourage active and sustainable travel.

For further information regarding the scope of proposals, please refer to the scheme drawings, scheme images and further information document.

Why these improvements have been prioritised

Why do we need to spend money on cyclists? Why can't you just fix the holes in the roads?
We need to do both.

But this money has come from government specifically to improve active travel. We are not allowed to use it for road repair, either we use it for active travel on this road or we give the money back.

Right now, travelling by car is a convenient way of getting around for many journeys. But this reliance on cars has some significant down-sides:

- Environmental damage due to carbon dioxide emissions,
- Health impacts due to increased pollutants in the air that we breathe,
- Congestion and delays because cars take up so much more space on the road than alternative options like public transport or cycling,
- Less money to spend from council tax on more positive initiatives due to increasing spend on fixing roads damaged by vehicles.

Our growing population will exacerbate these issues.

The population of the region is expected to rise from 1.1 million people in 2016 to 1.3 million in 2036. Without positive action, modelling indicates this will lead to a 26% increase in trips on the road network by 2036, increasing average delays per vehicle by almost 40%. This will be worse along busy routes like the A38.

The Government recognised these challenges and set a target that by 2030, half of all journeys in cities and towns should be made by walking, wheeling or cycling.

To put this target into perspective, currently in the West of England:

- Two in three commutes to work are by car, primarily because people have limited alternative options,
- Two in five commutes are less than 2km, a distance which almost all of us could walk or cycle.

Transport represents the largest source of emissions locally (32% of CO2 is generated by transport in the West of England compared to 26% nationally).

These proposals are part of a wider programme through which we're seeking to deliver a step-change in making walking, cycling and public transport not only viable, but the preferred way of getting around, especially for shorter journeys for work, for leisure or for recreation.

The West of England Combined Authority has been given money by Central Government to deliver schemes which have greatest potential to make the biggest difference. Local councils are then working together on local projects, which join up to create an integrated active travel network, opening up more and more places to cycling and public transport.

The money available for this project can only be used for new transport infrastructure and cannot be used for funding bus services, filling potholes or other day to day funding such as social services, education or libraries. This project will not impact on funds available in South Gloucestershire for other council services and if this scheme does not proceed, we would have to give the money back to Central Government to spend elsewhere.

How will the scheme benefit me?

This scheme will bring many practical, health and environmental benefits to local residents now and into the future.

New high-quality walking and cycling tracks will make it safer and more attractive to walk or cycle between communities along the route. The designs make it easier for people of all abilities to swap their cars for walking, cycling or public transport, freeing up space on our roads for those who need to drive.

We want to support active and healthy lifestyles. Walking and cycling have proven health benefits and are known to prevent long-term health conditions. Healthier lifestyles also save the NHS millions of pounds every year and reduces demand on our health services.

Reducing the number of cars on the road will also improve local air quality making a more pleasant environment for those people who live close to or travel along the route.

As stated above, doing nothing is not an option. If we don't provide credible and attractive alternatives to car travel, modelling has indicated a 26% increase in trips on the road network by 2036. This is estimated to result in an increase in average delays per vehicle of almost 40%. This will be worse along busy routes such as the A38. (Data taken from The Joint Local Transport Plan 4)

Why are you proposing these improvements along these routes?
Bradley Stoke, Thornbury and the surrounding towns and villages are very popular places to live. Bristol and its northern fringes are home to major employers, shops and other attractions. Lots of people want and need to travel between the areas (and make shorter journeys in between).

Currently, the options for people considering alternatives to the car are not good enough and so many people are forced to use their car when they would prefer not to. There is a well-used shared use path for pedestrians and cyclists on Bradley Stoke Way; the proposals there involve creating a separate cycle lane to make it safer for pedestrians and cyclists. Pedestrians, wheelers and cyclists travel at different speeds, but have historically been given the same limited space to share. This can be very off-putting for people walking and wheeling - particularly for those with visual or hearing impairments.

There isn't currently any such option for cyclists travelling to Thornbury; if anyone wants to travel this way on a bike, they must do so on a busy A-road alongside cars, vans and lorries travelling at 40 or 50 mph, with no segregated path.

Bus travel in the area is limited by the frequency of services travelling to the places people want to go, but more people would use the bus if it was a better experience. There are good options for achieving this here, by:

- introducing new bus lanes at key pinch points to speed up journey times,
- upgrading bus stop facilities to protect people from the weather when they are waiting for a bus,
- raising kerb heights at bus stops to make bus travel more accessible for all users.

When surveyed, people have told us they would switch to active and public transport options if they were viable.

Why is there a strong focus on walking and cycling?

This money has come from government specifically to improve active travel. We are not allowed to use it for road repair, either we use it for active travel on this road or we give the money back.

This is part of the government's long-term vision to make England a walking and cycling nation. The plan, called Gear Change, includes the ambitious goal that half of all journeys in towns and cities will be walked and cycled by 2030. Active Travel England (ATE) was set up specifically to lead on achieving this objective. It is a condition of the funding that ATE consider and authorise the scheme.

How would bus travel be improved?
The scheme will provide improved facilities for bus travel and bus priority measures along the A38 and Bradley Stoke Way including additional bus lanes & bus priority at junctions. This will result in more reliable travel times between Thornbury, Bradley Stoke and Bristol.

Some may argue that people are deterred from using buses because of issues with reliability and frequency of services and because buses simply don't travel to the places they want to go. We're investing in bus infrastructure because over the longer term, we expect buses to play a much bigger role in the overall travel mix.

We continue to work with bus operators and the West of England Combined Authority, who are ultimately responsible for bus services, to deliver a service which gets people to the places they need to go at the times they need to travel.

We need to work together to create the right conditions for the bus model to work.

If we continue to allow buses to be delayed in traffic and if we don't invest in facilities like bus shelters, people won't switch to buses, meaning that too few people will use individual services, bus operators will lose money and they will be forced to withdraw services. If, however, we invest in the infrastructure, like introducing bus lanes at key pinch points and improved bus stop facilities like shelters and raised kerbs, many more people will switch to buses as they are more reliable, accessible and a more pleasurable way to get around. With more passengers, the financial model works, and bus operators will introduce services to more places and more frequent services on existing routes, which will attract more people to switch, which makes more services financially viable, which means more services can be offered and so on…

Initial investment in infrastructure delivers benefits for everyone.

How would bus stops be improved?
The proposals are to improve bus stops along the A38 and Bradley Stoke Way. Improvements include introducing bus shelters to protect passengers from the weather and raised kerbs to improve access to buses.

How would facilities for walking, cycling and wheeling be improved?
New segregated walking and cycling tracks are proposed along the A38 and B4061 (Alveston Hill/Thornbury Hill). They will make it safer and more attractive to walk, wheel or cycle between communities along the corridor. These facilities will be designed to be suitable for use by people of all abilities. In some locations, reduced speed limits are proposed to enhance safety and support increased walking, cycling and wheeling.

Along the A38 and Bradley Stoke Way, new or improved crossing facilities will be provided to improve access to bus stops and the new walking and cycling tracks. The new walking and cycling facilities will be designed in accordance with the Department for Transport's Cycle Infrastructure Design guidance (Local Transport Note 1/20).

How would safety be improved?
Providing segregated facilities for cyclists will reduce the risk of collisions between pedestrians, cyclists and vehicles. Cycle tracks will also be separated from the footway and bus stops to reduce the risk of collisions between cyclists and pedestrians including waiting bus passengers.*

Crossing facilities will be designed in accordance with the Cycle Infrastructure Design guidance with the aim of ensuring safety for cyclists and pedestrians.

The proposed speed limit reductions will also help to generally improve safety.
* Segregated paths are not possible in some areas due to insufficient space

How would accessibility be improved?
Accessibility of bus stops would be improved by raising kerb heights to reduce the step from the kerb to the bus. All bus stops/shelters would have a paved area which is easily accessible from the footway. Crossing facilities required to access bus stops will include dropped kerbs and tactile paving.

Where footways are being upgraded, we will aim to provide a consistent standard, segregated where possible from cycle tracks to allow passengers to wait at the shelter and other pedestrians, wheelers and cyclists to pass without issues. Where segregation is not possible and cyclists need to share the same space with pedestrians, clear signage will be provided to remind cyclists to give way to pedestrians.

Crossing facilities will be designed to meet accessibility standards including clear road markings, signage and tactile paving.

How would the proposals affect air quality?
Schemes like this are necessary to make travelling by bike, walking or on a bus safer and more viable. In making it easier for more people to use active and sustainable ways of travelling for more of their journeys – especially short trips – we can reduce use of cars, improving air quality. Junction improvements will also help to improve air quality by reducing queuing traffic at peak times.

But I'm too old/not fit enough to cycle.
Cycling won't be for everyone, but e-bikes open up the possibility for most people to leave their cars behind more often – especially for making short journeys.

We have used the Department for Transport's uplift toolkit, which uses benchmarked data to understand the potential change in walking and cycling numbers from schemes, we estimate a potential increase of between 13% to 48% in numbers of cyclists and 27% to 68% increase in numbers of pedestrians using the route. We will continue to refine the modelling as the designs develop.

Listening to local people

How have you considered my views?
In 2022 and earlier this year, we sought your views on proposals for the Thornbury to North Bristol Sustainable Transport Corridor. We have analysed all responses received, which have helped to inform further design work.

We recognise there were concerns raised in our previous consultation about some aspects of the design of the scheme, particularly from people who live directly on the route, worried about potential disruption.

These concerns are understandable, but the council is doing all it can to minimise and mitigate impact so that we can deliver the wider changes and benefits, which are so desperately needed and which so many local people have told us they want.

Previous opposition to the scheme has focused on the following issues:

Concern: I want my council tax money to be spent on other things.
Response: No council tax money is being spent on this scheme. Funding comes from Central Government on the pre-condition that money **must be spent on measures to make it easier for people to cycle or choose active and sustainable travel options.**

If we do not proceed with this scheme, money would be returned to Central Government so it could be spent on improvements elsewhere.

Concern: There aren't enough cyclists to warrant this investment
Response: Road safety concerns are often one of the main barriers to active travel. This is a particular issue for the A38, where the only option open to cyclists currently is to ride on a busy A-road with no separation from cars, vans and lorries travelling at 40 or 50mph – only the most accomplished cyclist would consider this feasible.

Our initial survey identified lots of people who would choose to cycle if there was segregation from vehicles and better facilities, which is backed up by evidence from other similar areas where there has been a large uptake in cycling once facilities are provided.

Concern: Environmental damage due to loss of green verges.
Response: There will be some loss of verges, but the environmental impact will be more than offset through replacement higher biodiversity planting elsewhere. A Landscape and Ecological Management Plan (LEMP) will detail the immediate and long-term commitments to manage the planting, protection and enhancement of biodiversity in and around a new scheme, both during and following construction. The LEMP will consider specific measures to benefit biodiversity, by avoiding and mitigating damage and considering compensation measures such as (but not limited to):

- Landscape management and monitoring requirements,
- A management regime of retained grassland verges to improve their floristic diversity post-construction, thereby increasing the value of each scheme for invertebrates,
- Amphibian friendly drainage assets,

- Hedgerow and tree planting/screening in key areas to reduce road mortality to birds,
- Bird and bat box installation.

By identifying these specific measures, the design can be influenced to include these measures and provide opportunity for the scheme to improve landscape and biodiversity along and around the route.

Concern: High carbon footprint of building the cycle tracks
Response: A key element of the planning and designs of the scheme is a Carbon Management Plan, through which we are calculating the whole life carbon cost of the proposed infrastructure – the materials, transport, construction, replacement and the energy we use. At each stage, we are considering every opportunity to reduce our carbon footprint.

It is true that the initial build phase will be carbon intensive, but the most important metric is the full lifetime carbon cost/benefits of the improvements compared to the 'do nothing' option (which would see carbon emissions steadily increase over time). We are required to report on - and publish - the forecast transport carbon benefits of the scheme as part of the Full Business Case and this will be used to inform mitigation if required such as offsetting.

Results from similar projects and our initial projections show the initial costs will be offset as more people shift to more sustainable ways of getting around.

Concern: Safety when entering/exiting driveways
Response: Vehicles exiting driveways do not currently have priority over pedestrians and the same will be true for anyone cycling or wheeling on the cycle track. Therefore, drivers would need to check for passing cyclists in the same way they currently do for pedestrians and other vehicles. At times this will mean pedestrians and cyclists will need to accept vehicles may block the footway and/or cycle track in order to complete their entry/exit safely. The designs ensure maximum visibility for cyclists and drivers.

Similar schemes have been operating for many years in locations across the country and internationally without this causing issues.

Concern: Increased traffic delays due to narrowing of roads
Response: We continue to model likely impact on traffic movements. Modelling suggests that in the short term there could be some small increases to journey times, mostly at off-peak times but these are expected to be offset at peak times by the reduced delays provided by the junction improvements listed above. In the longer run, in taking more vehicles off the road - especially those making shorter journeys – there will be more space for those who need to drive and congestion will be reduced.

With projected population increases, we anticipate the 'do nothing' approach would lead to a 26% increase in trips on the road network by 2036, increasing average delays per vehicle by almost 40%.

Concern: Narrower roads restrict access for emergency services vehicles
Response: Legislation directs minimum widths for roads to allow wide loads to pass and to ensure access for emergency service vehicles. The designs fully comply with these minimum widths. The aim of schemes like this one is to make it easier for more people to

swap their cars for active travel options, freeing up more space for those who need to drive – like emergency service vehicles.

The proposals

Why is a 2-way cycle track proposed along most of the route?
In most cases, a 2-way cycle track constructed to one side of the road takes up less space than if separate cycle tracks were to be provided on each side of the road. The minimum desirable width set out in the Cycle Infrastructure Design guidance is 3 metres for a two-way track and 2 metres for a 1- way track. Providing 1-way tracks on both sides of the road would therefore require a total of 4 metres to be allocated for cycle tracks with at least an additional half a metre separation between the carriageway and cycle track.

Providing a 2-way track on one side of the road is also expected to be more cost-effective and result in less disruption during the construction works than if works were required to both sides of the road.

We are proposing to place the A38 cycle track on the western side of the road as this enables direct access to be provided into Alveston. This cycle track will also be able to connect an existing controlled crossing over the M5 slip roads at Junction 16 near to Aztec West.

What are the proposals for Alveston Hill?
The B4061 (Alveston Hill/Thornbury Hill) Cycleway scheme seeks to provide an improved pedestrian and cycle route linking the A38 at Alveston with Thornbury town centre.

This will include a two-way cycleway and segregated footway along some stretches and shared use path where space is more restricted. New crossings, including signalled crossings would improve pedestrian access and safety.

Dutch kerbs and dropped kerbs would enable access to properties on Thornbury Road and Alveston Hill for vehicles.

This scheme consultation relates to the on-road alignment only on Alveston Hill/ Thornbury Hill and Thornbury Road to a point north of Ambience Paddock. From this point, a new path is proposed away from the road across the fields to Thornbury Leisure Centre. This cross-field segment will be considered through the planning process. Planning consent is required as it falls outside the existing highway boundary and the planning process will serve as the formal consultation for the route.

There are a number of mature trees on this route between the Down Road and Old Gloucester Road junction. To reduce the impact on trees, a section of narrower 1.5m wide footway has been proposed.

Have you considered introducing a mini roundabout at the Down Road junction?
A new mini roundabout was suggested during an earlier phase of engagement and our engineers have looked in detail at the options and assessed that it is not appropriate for this location. Mini roundabouts make crossing the road especially challenging for pedestrians, people using wheelchairs and cyclists, and pose a significant safety risk to them.

Engineers determined that a roundabout in this location would lead to vehicles traversing the junction at speed, which would make it impassable for other road users. This goes against the main aims of this scheme to make it easier to get around using active and sustainable forms of transport.

The current T junction is felt to work for this location providing priority on the B4061 for the main traffic movement.

Why do you need to segregate pedestrians from cyclists?
To future proof the scheme, we have considered both existing and potential future use, including e-bikes. Bikes and e-bikes travel at much higher speeds than pedestrians and people using wheelchairs, so we need to separate different users. Providing separate walking and cycling facilities also reduces safety issues for visually impaired pedestrians and reduces conflicts between bus passengers and cyclists.

Why are you proposing to change speed limits?
We are proposing to change speed limits in the following locations to improve safety and support increased walking and cycling:

- A38 between Almondsbury (Oaklands Drive) and Woodhouse Down (BP garage) – from 40mph to 30mph.
- A38 through pedestrian crossing south of Aztec West Roundabout – from 40mph to 30mph.

Where roads are narrower and there is less separation between cyclists and vehicles, it is especially important to reduce speeds to maintain safety for both cyclists and road users.

Legislation directs what speed limits should be implemented where this separation is not possible. The table below illustrates the distances and maximum speeds.

Table 6-1: Minimum recommended horizontal separation between carriageway and cycle tracks*

Speed limit (mph)	Desirable minimum horizontal separation (m)	Absolute minimum horizontal separation (m)
30	0.5	0
40	1.0	0.5
50	2.0	1.5
60	2.5	2.0
70	3.5	3.0

*Separation strip should be at least 0.5m alongside kerbside parking and 1.5m where wheelchair access is required.

We specifically ask for feedback from local police services through our consultations.

Why are you proposing to introduce more crossings for pedestrians or cyclists?

Local people have told us they don't feel safe getting across the road in some places because vehicles travel too fast and there aren't enough designated crossing points. We are proposing to introduce new or improved crossings to connect up different residential areas with the places people want to go, including bus stops.

How will the proposed improvements affect journeys by other vehicles?
The new cycle track along the A38 will be created mostly through reallocating road space that is not currently used. This includes areas that are currently hatched (area of stripes

painted to keep drivers apart) or where traffic lanes are wider than needed. Most existing right turn filter lanes located in the central reservation will be retained as they are important to maintain traffic flow and safety.

The new bus lanes will generally be created through widening into the verge, except for the last 60m of the southbound bus lane proposed approaching the Hortham Lane junction. It will be necessary here to convert the current southbound left-turn lane into the bus lane. Left turns would still be permitted but with a single southbound lane for all non-bus traffic. Traffic counts indicate that there is a relatively small number of vehicles using this lane and that converting it to a bus lane will not have a material impact on journey times through the junction.

The width of traffic lanes on the A38 will meet industry standards to allow large vehicles including buses and lorries to pass safely. Existing on-road cycle lanes will be removed. Modelling suggests that in the short term there could be some small increases to journey times, mostly at off-peak times but these are expected to be offset at peak times by the reduced delays provided by the junction improvements listed above. In the longer run, in taking more vehicles off the road - especially those making shorter journeys – there will be more space for those who need to drive and congestion will be reduced.

Have you taken account of the A38 being used by traffic diverting off the M5?
We are aware that the A38 is affected by traffic diverting off the M5 southbound during summer weekends due to congestion on the M5 between Junctions 14 and 16.

The capacity of the A38 to handle peak traffic flows is not being reduced. Furthermore, the proposed junction improvements at Alveston Hill and Church Road, will help to provide improved resilience for local traffic during these times. Proposed capacity improvements at the A38 Grovesend Road junction, which are being developed separately and subject to a separate public consultation, will also help improve resilience for local traffic during these events. The new southbound bus lanes will also ensure more reliable bus journeys when traffic is diverting off the M5.

Have you considered additional traffic from new housing developments?
The improvements will make it easier for residents of new housing developments in Thornbury to travel to Bristol and the North Fringe by bus or cycle. Improvements proposed at the Alveston Hill and Church Road junctions (including additional lanes) will provide more capacity to cope with traffic generated by new housing development, as will improvements to the Grovesend Road junction. The Grovesend Road junction improvements are being funded by developer contributions.

Will there be any impact on private access?
The only change to private accesses on the A38 will be the need for vehicles to cross the cycle track in addition to the existing footway. Drivers would need to check for passing cyclists in the same way they currently do for pedestrians and other vehicles. The designs ensure maximum visibility for cyclists and drivers.

We have provided artist's impressions on our consultation webpage to demonstrate a typical scenario where a driveway meets the scheme. Examples of other, similar schemes that have been built are also provided so that you can understand how the scheme will affect entry and exit into your property.

The images provided are not the final design. The scheme may look different when implemented.

What is a Dutch kerb and will it impact on private access?
Dutch kerbs allow for safe vehicular crossing over footways and cycle lanes. Drivers will need to consider pedestrians and cyclists using the footways/cycle lanes and to exercise caution and be aware. An example of a Dutch kerb is shown as a scheme image. More detail on Dutch kerbs can be found in the examples of other schemes document on our consultation webpage.

The images provided are not the final design. The scheme may look different when implemented.

Will lighting columns/signs be relocated as part of the scheme?
It is likely that lighting columns, signage and street furniture will be relocated at certain locations. This will be confirmed with further design work. The locations of lighting columns, signage and street furniture on the scheme images are illustrative; their exact locations are to be confirmed as part of the detailed design process. A suitable clearance between these and the walking/cycling infrastructure will be ensured, and the impact of their relocation on residential and other properties will be duly considered.

Construction and funding

How much would these changes cost?
If approved, this would be a major project, which would entail construction work required along long stretches of road and costs would be significant. Cost estimates are being developed as part of the design process, with a current projection of £31.8 million.

Where would the money come from?
Funding for the improvements will be provided by the West of England Combined Authority's funding from Central Government and will not impact on funds available in South Gloucestershire for other council services. The financial restrictions on public spending mean that capital funding from Government (this funding opportunity) cannot be used for funding bus services, filling potholes or other day to day funding such as social services, education or libraries. If we do not proceed with this scheme, we would need to give the money back to Central Government.

Funding is subject to business case approval by the Combined Authority. An Outline Business Case was submitted and approved in summer 2022. A Full Business Case will be submitted to the Combined Authority during 2024 following the completion of detailed design, which will be informed by the responses received during this public consultation.

When could construction take place and how long might it last?
Should approval of a Full Business Case be granted by the Combined Authority, construction would likely commence in 2024 or 2025. We anticipate that works may take two years to complete. Our contractors would take every possible step to minimise disruption. Given the length of the route, it is likely that works will be phased so only certain sections will be worked on at any one time although to meet funding requirements potentially more than one phase will be worked on during the same period.

How will roadworks during construction affect journeys?
Should the project go ahead, we would organise work to minimise disruption to traffic and maintain access to properties along the corridor. This needs to be balanced with ensuring safety for the public and workforce around work sites but we will continue to work with residents and businesses throughout the construction phase.

For most of the A38 route, the proposals to create a 2-way cycle track on just one side of the road will result in less disruption than if segregated cycle tracks were to be provided on both sides of the road. Where safe to do so, two-way traffic flow will be maintained through sections of roadworks but with reduced speed limits and lane widths. However, this will not be possible all the time and temporary traffic lights will be used where necessary for safety reasons to restrict traffic to shuttle working.

The works required along Bradley Stoke Way will affect the existing footpath/shared use path along with some works on the carriageway and improvements to the existing roundabouts as shown on the engineering drawings.

The decision process

Why are you consulting again?
We have already completed two phases of engagement into this scheme. Our initial consultation showed overall support for the scheme, with large numbers people wanting to switch away from their cars for more journeys.

We then, earlier this year, captured some initial feedback from local people on the designs for the first stretches of proposed improvements.

We are now ready to bring forward the final designs covering the whole of the scheme proposals for feedback.

What does council policy say?
This scheme is part of a wider transport package of improvements set out in the Joint Local Transport Plan 4 (2020-2036) for the West of England which, after consultation in 2019, was adopted as policy by the West of England local authorities, including South Gloucestershire Council. This document sets out the priorities for investment in the area, which set out high priorities for investment:

- Connections from Thornbury to the Bristol North Fringe, Cribbs Causeway and M32
- Delivering better bus priority at key junctions in Thornbury
- Improving access onto and along the A38
- Improved infrastructure along Gloucester Road North and Bradley Stoke Way
- Provision of cycling links in and around Thornbury and along the A38 to connect Thornbury to Aztec West.

The Combined Authority's Bus Service Improvement plan also identifies the A38 and Bradley Stoke Way as a "High Priority Investment corridor" with the commitment to work

with bus operators through a partnership agreement to deliver a higher frequency of services.

Links to other initiatives

What changes are being proposed for the Grovesend Road junction?
The proposed capacity improvements at the Grovesend Road junction with the A38 will support access for people living in new housing developments in Thornbury and are being funded by developer contributions.

The junction improvements will enable a dedicated left turn lane to Grovesend Road and a combined straight ahead and right turn lane to enable access into properties adjacent to the junction. Pedestrian and cycle infrastructure will be provided separate from the road to connect to the scheme shown in this consultation. There will also be an on-carriageway cycle lane to enable cyclists to continue onwards towards Tytherington and Falfield.

The Grovesend Road junction is being consulted on separately.

How do the proposals fit in with other schemes in the area?
These proposals are separate to those being developed in relation to Thornbury High Street, but will complement them by improving walking, cycling and wheeling connections between Thornbury and Aztec West, via the A38.

Improvements for walking, cycling and wheeling along Grovesend Road towards Thornbury town centre are being considered separately.

Improvements for walking, cycling and wheeling along the A38 Gloucester Road between the new Cribbs Patchway New Neighbourhood (CPNN) access and Filton are being developed separately.

No changes to bus services are proposed as part of the scheme. The Combined Authority and North Somerset Council are in the final stages of working with operators to establish an Enhanced Partnership to improve bus services across the West of England which will cover both commercially operated services and those operated with financial support from the Combined Authority. A list of supported services is provided at Appendix 2 of the West of England Bus Service Improvement Plan. Any future changes to bus services will be consulted upon separately by the relevant operators and the Combined Authority.

We are currently consulting on some changes to the Almondsbury Conservation Area. Improved active travel routes would open up more options for people to get to the nature reserve.

How does the scheme align with the council's carbon targets?
Since declaring a Climate Emergency in 2019, the council has taken urgent steps to minimise environmental damage and to prepare for the local impact of climate change and reducing carbon emissions. Transport is a key generator of carbon emissions and represents the largest source in district emissions.

We want to deliver a step-change in making walking, cycling and public transport not only viable, but the preferred way of getting around – especially for shorter journeys. To do this, we must make alternatives to the car more reliable, safe and convenient. This scheme supports that sustainable transport investment.

The project will be developed in a way that seeks to reduce any impact on the environment, where possible. We will be developing a tailored Landscape Ecological Management Plan (LEMP) to ensure we protect and enhance the routes biodiversity and landscape during and following construction.

In addition, a carbon management process for design and construction, looking to promote carbon reduction where possible, will be developed for the scheme. The carbon performance of the scheme will also be calculated, quantifying potential road user emission savings from mode shift, against the capital carbon cost from construction. This will be submitted as part of the business case for consideration by the West of England Combined Authority.

Other

Will any bus routes or timetables be changed as a result?
No changes to bus services are proposed as part of this particular scheme. However, the Combined Authority and North Somerset Council are in the final stages of working with operators to establish an Enhanced Partnership to improve bus services across the West of England which will cover both commercially operated services and those operated with financial support from the Combined Authority.

A list of supported services is provided at Appendix 2 of the West of England Bus Service Improvement Plan. Any future changes to bus services will be consulted upon separately by the relevant operators and the Combined Authority.

Will cyclists be able to continue cycling on the road?
In theory, they can, and carriageway widths would be designed to make this safe. However, we think this is an unlikely scenario and would hope that cyclists would recognise the safety benefits from using dedicated tracks.

Are equestrians considered in the scheme?
The busy nature of the A38 and Bradley Stoke Way means they are not generally suitable for horse riding and footways and cycle tracks should not be used by horse riders.

What are the next steps for the scheme?
Following the end of this public engagement period, further design work will take place to ensure that the proposals meet the needs of users and the local community. At this point, a Full Business Case will be submitted to the Combined Authority to secure funding to begin to deliver the scheme. If the project is approved, construction would be expected to commence in 2024 or early 2025.

Have your say

How do I make comments or find out more about the scheme?

We welcome all comments and feedback. If you have a question or would like to register to stay in touch please email Transport.services@southglos.gov.uk