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HELP US SHAPE THE FUTURE OF TRAVEL ALONG THE A432





PREVIOUS ENGAGEMENT

You may have already shared some feedback as part of the A432 and A4174 travel improvements consultation in spring 2022.

We have summarised and presented your feedback so far under the following themes:

- Walking, cycling and wheeling (wheelchairs and mobility scooters)
- Public transport

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WHAT YOU HAVE TOLD US

WALKING, CYCLING AND WHEELING

During the 2022 consultation, proposals for the A432 were well received:

- 67% of respondents said they supported improved crossings for cyclists and pedestrians long the A432.
- The majority of respondents said they support improvements to junctions along the route including the Ruffet Road, Park Lane and Beesmoor Road junctions.
- 56% of respondents said they supported or strongly supported a new segregated cycle track between Coalpit Heath and the Ruffet Road junction.
- 59% of respondents supported measures to provide a continuous, segregated cycle route on the A432 through Coalpit Heath.

It was noted that:

- Additional, signal controlled crossings would be seen as beneficial.
- High volumes of traffic and the types of vehicles currently using the route act as a barrier to active travel.
- Any proposal must consider the risk of conflicting movements, particularly at junctions and across driveways, segregating road users where possible.
- Cycling facilities should be separate from general traffic and pedestrians to improve safety.
- An 'on-line' cycle route through Coalpit Heath was seen as the most direct and the most likely to be used, although questions were raised regarding its feasibility.
- An 'off-line' cycle route was seen as suitable for cycling for leisure purposes, although concerns were raised regarding the need for additional land in order to provide a separate cycle path.

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WHAT YOU HAVE TOLD US

PUBLIC TRANSPORT

During the 2022 consultation, proposals for the A432 were well received:

- 63% of respondents said they supported or strongly supported bus stop improvements along the A432 between Yate and the Wick Wick roundabout.

It was noted that:

- Bus services are currently dissatisfactory.
- There were some suggestions for implementing measures to create priority for buses at junctions.
- The designs should not create additional delays to bus services.
- Improvements to bus stop facilities would be welcomed.



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PREVIOUS ENGAGEMENT

In March 2023 we held a community drop in for local people to tell us about travel along Station Road in Yate.

Topics rasied included:

- Public transport
- Parking
- Public areas
- Junction improvements
- Walking, cycling and wheeling access

We have also held focus group sessions with local residents where we have further discussed issues around travelling along Station Road. We have also used these sessions to develop proposals.



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WHAT YOU HAVE TOLD US

PUBLIC TRANSPORT

- There are issues with current bus stops and improvements are needed.
- Bus lanes would be inappropriate along Station Road.
- Bus stops need to take into consideration the needs of those walking, wheeling and cycling.

PARKING

- More cycle parking is needed.
- More parking is needed for businesses.
- Parking restrictions/ enforcement is needed is specific areas.
- On-street parking could calm traffic.

JUNCTIONS

- Safety concerns at junctions were raised.
- Improved crossings at junctions and on side roads are needed.
- Visibility is an issue.
- Traffic signals might be needed at some junctions.
- Banning movements at certain junctions should be investigated.

WALKING, WHEELING AND CYCLING

- Current facilities are inadequate for all users.
- Cycling routes need to be direct and continuous.
- There needs to be a segregated cycle lane.
- New/upgraded crossing facilities are needed.
- Some support for speed limit reduction.

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THE CYCLE ROUTE THROUGH COALPIT HEATH

The 2022 consultation highlighted that the majority of participants were supportive of a continuous, segregated cycle route along with bus stop improvements on the A432 through Coalpit Heath.

Two potential options were presented during the consultation, an on-line and an off-line route. Both routes raised a number of concerns, which we believe have been addressed in our proposals.

As part of the funding requirements, the scheme must meet the minimum standards of cycling provision, as set out in Department for Transport (DfT) guidance LTN 1/20. This notes that, to make routes accessible for all, they must be:

- **Coherent**
- **Direct**
- **Safe**
- **Comfortable**
- **Attractive**

To meet these funding requirements, the route has to be as direct, if not more direct than the route taken by motor vehicles. An 'on-line' route, along Badminton Road, directly connects with routes north and south of Coalpit Heath; and is as direct as motor vehicles.

The proposed walking and cycling infrastructure would be separate from general traffic, improving safety for vulnerable road users. This will encourage more people to walk and cycle, avoid people having to make unnecessary diversions and improve safety at junctions.

Any changes to the road layout have been designed to conform with relevant national guidance, ensuring roads are of sufficient width and cater for the needs of residents and businesses.

Several key right turn lanes have been retained as part of the proposals and crossings have been improved.

The 'off-line' route, forming part of an existing network of quieter routes, linking Coalpit Heath with Ruffet Road and the surrounding area, has presented a number of issues which unfortunately would not meet the funding requirements for the project.

The 2022 consultation noted the 'off-line' route would be classed as a leisure route as it deviates away from the main corridor and is often quieter than the A432.

In order to create an inclusive design, the route must be suitable for all those aged 8 to 80 and encourage more people to consider cycling. There are several land constraints along the 'off-line' route where we would not be able to provide segregated cycle paths, and integrating proposals north and south of Coalpit Heath would be difficult. As such, the 'on-line' route has been explored to deliver the required objectives of the scheme.

Despite this, these quieter routes will benefit from improved wayfinding as part of this project and may be put forward for site-specific improvements in the future.

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OTHER CONSIDERATIONS

To develop designs for the A432, there are a number of key practical considerations we need to take into account.

They include:

- Making sure designs meet the objectives for the A432/A4174 wider scheme.
- Producing designs that meet the requirements for the funding available.
- Producing designs that meet national guidelines.
- Balancing the needs and wants of all groups as space is limited in certain areas.

FUNDING

The money allocated to this scheme has come from central government specifically to improve active and sustainable travel. We are limited in its use and are not allowed to use it for other schemes, i.e. road repairs. Either we use it for active and sustainable travel at the identified location or we have to return unused funds to the government.

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NEXT STEPS

We would encourage everyone who attends today to also complete our survey, either online at **www.southglos.gov.uk/a432improvements**

or by completing a **paper copy**.

If you have a question or would like to register to stay in touch, please email **transportservices@southglos.gov.uk**

Following this six-week consultation all of the feedback received will be analysed and taken into account while detail designs are worked on.

A Full Business Case, along with a request for funding, for the scheme is due to be submitted to the West of England Combined Authority in Winter 2024.

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HOW WOULD FACILITIES FOR WALKING, CYCLING AND WHEELING (USING A WHEELCHAIR, MOBILITY SCOOTER OR A PUSHCHAIR) BE IMPROVED?

You have told us that improvements are needed to make travel feel safer along the A432 and to make it a more pleasant experience, especially for vulnerable road users.

The proposed improvements will address safety concerns and will be designed to be suitable for use by people of all abilities, including those people who use a wheelchair or mobility scooter.

Proposals include:

- High-quality walking and wheeling (use of a wheelchair, scooter or pushchair) facilities.
- New signal-controlled pedestrian crossings, replacing current uncontrolled crossings in some locations.
- Improvements to junctions, separating cyclists from traffic, creating more safe space for pedestrians and installing new signal-controlled crossings for pedestrians at these busy junctions.
- Segregated cycle tracks.

Separating cyclists from traffic, and cyclists from pedestrians and wheelchair users will reduce conflict and improve safety for all road users.

We're proposing to use dropped kerbs and tactile paving with clear road markings and signage at crossings to improve accessibility for wheelchair users, deaf and blind people.

Priority will also be given to those walking, wheeling or cycling across side roads, supporting the latest changes to the Highway Code.

It is not fair that currently people with disabilities and people pushing buggies can't get where they need to because there aren't enough safe crossing points.

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) with the aim of ensuring safety for cyclists and pedestrians.

Bus stops will also be designed in a manner that is inclusive for all, providing suitable shelter and space to wait, whilst improving access for all bus users. There will be instances where cycle lanes will be guided behind bus stops, via a bus bypass. These will be designed to reduce bicycle speed, whilst providing priority crossings for pedestrians.

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CHANGES TO THE RUFFET ROAD JUNCTION

As part of the Outline Business Case, proposals were put forward to improve the layout of the Ruffet Road junction, also known as the Kendleshire Triangle, in response to concerns about the safety of the junction.

Designs have since been developed to alter the way vehicles enter and exit Ruffet Road as well as making it safer for vulnerable road users to cross Ruffet Road, Badminton Road and Down Road in this location, subject to successful land negotiations.

The new junction design includes:

- Closure of the one-way entry to Ruffet Road, repurposing this space as shared-use path for those that walk, wheel, cycle or ride a horse.
- Providing a single entry and exit to Ruffet Road for vehicles.
- Providing a parallel crossing across Ruffet Road for those walking, wheeling or cycling.
- Providing a shared crossing point for pedestrians, cyclists and equestrians across Badminton Road and Down Road.
- Relocating the existing bus stop, northbound.

Proposals also include a continuous cycle route between Coalpit Heath and the junction, and the retention of the shared-use path between Ruffet Road and the Wick Wick roundabout.



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CHANGES TO STATION ROAD

Building on the Yate Town Masterplan, we have been working with the community to shape the proposals to improve sustainable travel options along Station Road in Yate.

Feedback from our work has identified key measures that seek to make Station Road a better place for all. These include:

- A continuous cycle route
- Improvements to parking
- The need for new or improved crossings
- Improvements to bus stops
- Junction improvements

To support these measures, designs have been developed that reflect the feedback received.

Proposals include:

- A segregated two-way cycle track between the North Road junction and Westerleigh Road/B&Q roundabout, tying into the existing infrastructure and replacing the existing cycle paths.
- Additional on-street parking bays.
- New 20mph speed limit.
- Signalised parallel crossings (separating pedestrians and cyclists) at North Road, Stover Road and Cranleigh Court Road.
- New signalised crossings near Westleigh Close.
- Raised continuous footways across side roads.
- Improved bus stops, including new shelters and Real Time Information (RTI), where feasible.

Through our engagement local residents also told us of their concern about the Station Road weight restriction being ignored. Working with the Police we will look to increase enforcement.

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ROAD LAYOUT EXAMPLES

ONE-WAY STEPPED CYCLE TRACK AND FOOTWAY

Stepped cycle tracks provide a protected space for cycling at a different height to both the carriageway and footway, with the cycle track raised above the carriageway but below the footway. One-way stepped cycle tracks are typically between 1.5m and 2m wide. They regularly use Cambridge kerbs to separate users, which have a shallow angle to ease the transition for cyclists.



SHARED-USE PATH

A shared-use path creates a protected shared space for those walking, wheeling, and cycling away from the carriageway. These are often implemented where it is not possible or appropriate to provide separate facilities for cyclists and footway users. Shared-use paths are typically 2.5m+ wide and separated from the carriageway by standard kerbing.



TWO-WAY STEPPED TRACK AND FOOTWAY

Stepped cycle tracks provide a protected space for cycling at a different height to both the carriageway and footway, with the cycle track raised above the carriageway but below the footway. Two-way stepped cycle tracks are typically 2.5m+ wide. They regularly use Cambridge kerbs to separate users, which have a shallow angle to ease the transition for cyclists.



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YOU SAID, WE DID

In early 2022, we sought your views on proposals along the A432 and A4174 route. We analysed the responses and used them to inform the detailed design work. A summary of the key findings can be found on our consultation homepage.

Additionally, in early 2023, we held a community drop in for local people to tell us about travel along Station Road in Yate.

Topics raised included:

- Public transport
- Parking
- Public areas
- Junction improvements
- Walking, cycling and wheeling access.

We have also held focus group sessions with local residents where we have further discussed issues around travelling along Station Road. We have also used these sessions to develop proposals.

A summary of the feedback we have received during the Station Road engagement can be found on our Station Road webpage.

YOU SAID	WE DID
Additional crossing points are needed near Westleigh Close and Sunnyside Lane on Station Road. You supported bus stop improvements along the A432 between Yate and Wick Wick roundabout.	Our proposals seek to improve several bus stops along the route, including introducing or upgrading shelters, where feasible, and relocating certain stops to provide greater space for all users.
You supported improvements to the following junctions: ▪ Park Lane ▪ Beesmoor Road ▪ Ruffet Road	Our proposals seek to improve numerous junctions, including the remodelling of the Ruffet Road junction to a single entry/exit to improve safety for all users.
You supported new segregated cycle tracks along Station Road and through Coalpit Heath to the Ruffet Road junction.	Our proposals seek to create a new separate cycle track and footway, where feasible, along the entirety of the route.
You supported improved crossing facilities for those walking, wheeling or cycling.	Our proposals seek to provide new or upgrade existing crossings throughout the entirety of the route. Additionally, priority across side roads has been provided, where feasible, for those walking, wheeling or cycling.
Additional parking for both cyclists and motorists is required on Station Road.	Our proposals seek to provide several new car parking spaces and cycle parking stands along Station Road.
You supported measures to reduce speeds on Station Road to improve safety.	Our proposals seek to introduce a 20mph speed limit on Station Road between North Road and Westerleigh Road. Our proposals seek to introduce a new crossing between Westleigh Close and Sunnyside Lane that considers the proximity to existing junctions and access to private residences. This strikes a balance by centrally locating the crossing, whilst considering the need for those using the bus stops at this site.
You were concerned about cycle lanes and how they interface with driveways.	Our proposals seek to introduce 'Dutch Kerbs', these allow for safe vehicular crossing over footways and cycle lanes, maintaining access to driveways.

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