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A432 improvements

Consultation feedback report

Executive summary 3
Background 4
The consultation 5
Survey respondents 6
Current travel behaviours 6
Views on different aspects of the proposals 7
Impacts – changes in travel behaviour 20
Specific suggestions and other feedback 22
Groups who are most likely to be supportive or opposed 22
Appendix 1: Survey respondents 25
Appendix 2: Written representations 26

Executive summary

This consultation attracted a high level of interest and a good response rate of over 600 survey respondents, and we would like to thank those who responded for their helpful comments which have enabled South Gloucestershire Council (SGC) to work on improvements to some key areas.

Overall, there was general support for the proposals, but there are specific areas where local people have asked the council to review proposals to ensure the optimal solution is put forward. These are captured in general themes within this report, and more specifically as detailed comments which will be addressed separately through a design review and response document.

The survey sample was not fully representative of the local population. Men are over-represented within respondents, and a higher proportion of respondents are white (96.9%) compared to the South Gloucestershire average of 91.2%. Younger people (all groups aged under 40) are also under-represented.

People who walk, wheel or cycle frequently were generally very supportive of the measures, but they account for a relatively small proportion of the overall sample. People who live in a BS36 postcode (Coalpit Heath, Frampton Cotterell, Winterbourne) and people whose house opens directly onto the route were generally less supportive of the measures than other respondents, expressing a wide range of concerns relating to the impact of the new infrastructure.

In terms of the impact of the changes, people believe they will make a considerable difference in improving safety and encouraging people to use more active travel modes for their journeys.

Despite continued messaging regarding the constraints of the funding for this project being limited to active travel improvements, many of the respondents who were opposed to the scheme explained this was because of a perceived need for this type of improvement and a preference for the money to be spent elsewhere such as road maintenance, bus services or repairing the M4 overbridge.

Background

South Gloucestershire Council has been awarded government funding from the West of England Combined Authority to invest in improved facilities for wheelers and pedestrians (referred to collectively in the rest of this report as pedestrians), cyclists and bus users. This money can only be used for measures which support the government strategy to make it easier, safer and more pleasant to use active and sustainable travel options and therefore make it more feasible for people to switch away from their private vehicles.

Proposals have been put forward to provide better options along the A432 between Wick Wick roundabout and Station Road in Yate. This includes:

- Improvements to bus stops along the route, including introducing or upgrading shelters, and relocating certain stops to provide more space for all users.
- Creating a new separate cycle track and footway, along with introducing a new 20mph speed limit along Station Road in Yate (between North Road and Westerleigh Road).
- Improving several junctions along the route, including new and improved signalised crossings.
- Building additional pedestrian crossing points and upgrading existing crossings to make it easier for pedestrians and wheelchair users to get where they need to go.

Proposals for this consultation have been informed by previous phases of engagement including a public survey in 2022 relating to the A432 and A4174 routes, and several Station Road focus group sessions.

Next steps

The project team will consider the feedback provided through this consultation exercise and identify opportunities to improve the scheme by evaluating potential improvements and enhancements and addressing potential concerns. A separate design response document will summarise the findings of this exercise.

The consultation

The consultation ran from 10 July until 20 August 2024, with an online Commonplace site created to provide information about the proposals for people to provide informed feedback either via an online survey on this site or by completing a paper survey response.

To raise awareness and give interested parties plenty of opportunity to provide feedback, the consultation was widely promoted through various channels including:

- Posters and postcards provided in community venues in Yate, Coalpit Heath and Emersons Green
- Pop-up community events including Manor Primary school at pick up time and attending Yate Ageing Better Festival
- Email to 177 stakeholders. This included groups within the Coalpit Heath community such as the church, football club, WI, Miners Social Club, Royal British Legion.
- Social media posts on Facebook and Nextdoor (targeting the Coalpit Heath audience).
- A press release, which featured in the August edition of the Frome Valley Voice
- Newsletters. The consultation was promoted in:
    - The SGC residents' newsletter (18 July edition) This was received by almost 76,000 recipients.
    - The SGC Highways Newsletter (July edition) This was received by almost 2,000 recipients.
    - The SGC business newsletter (August edition) This was received by approx. 5,600 recipients.

We also wrote to:

- 235 residential and business premises along Badminton Road in Coalpit Heath.
- 306 residential and business premises along Badminton Road outside of Coalpit Heath so between the motorway bridge and Coalpit Heath, and Coalpit Heath and Yate.
- 117 business addresses within the industrial sites on the entrance to Station Road.
- 1849 residential and business premises along Station Road in Yate and the surrounding areas. This mail drop area was created at the start of the Station Road co-design process. We continued to write to all of these people because we had done so at the start.

During the consultation period, in-person drop-in events were held in Yate and Coalpit Heath as well as a public online webinar. The purpose of these events was primarily to allow people the opportunity to ask questions about the proposals and so feedback has not been reported here – instead people were directed to the consultation to share their views.

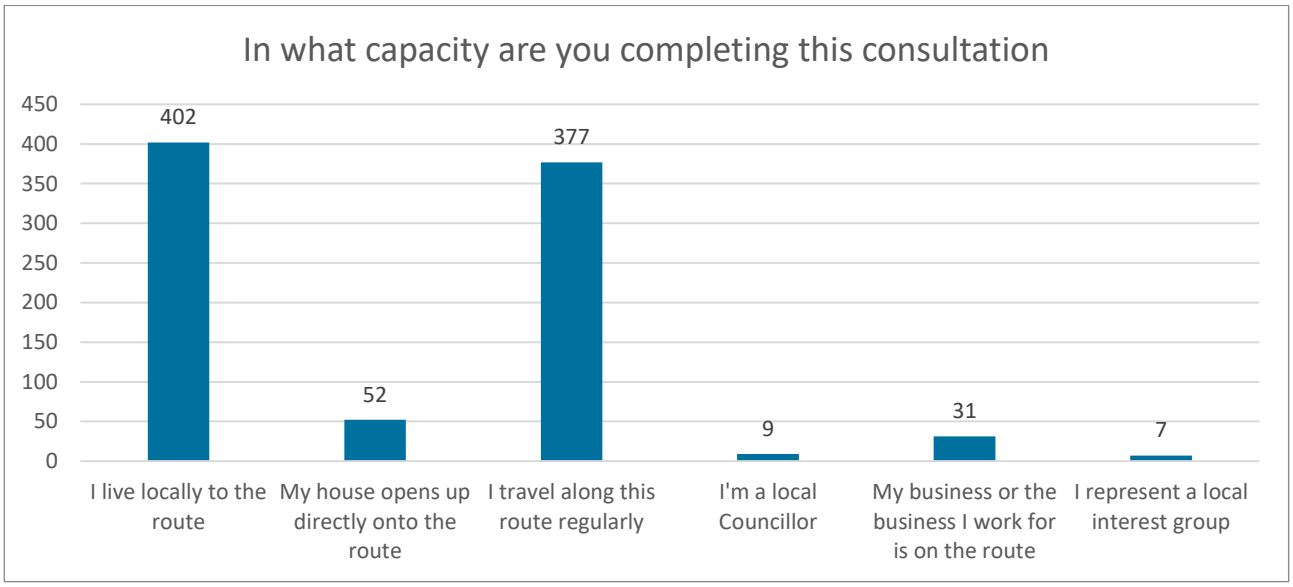
Survey respondents

In total, 601 people responded to the consultation.

Most people told us they completed the consultation because they either live locally and/or travel on the proposed routes. As well as those who live locally, 52 people responded whose homes open onto the proposed route.

We also received written responses from interested organisations, including Yate Town Council, Dodington Parish Council and North Bristol SusCom. Westerleigh & Coalpit Heath Parish Council submitted their feedback via the online survey as discussed at their full Parish Council meeting.

A more detailed summary of survey respondents and the full representations from interested parties is provided in the appendices to this report.



Current travel behaviours

Overall, survey respondents are not especially frequent users of public transport and do not currently regularly travel by bike or on foot along the A432.

	Cycle	Walk or wheel	Take the bus
Yes, regularly	16.9%	25.2%	8.4%
Yes, from time to time	20.6%	21.3%	30.4%
Infrequently	11.4%	10.3%	17.8%
No	51.1%	43.2%	43.4%

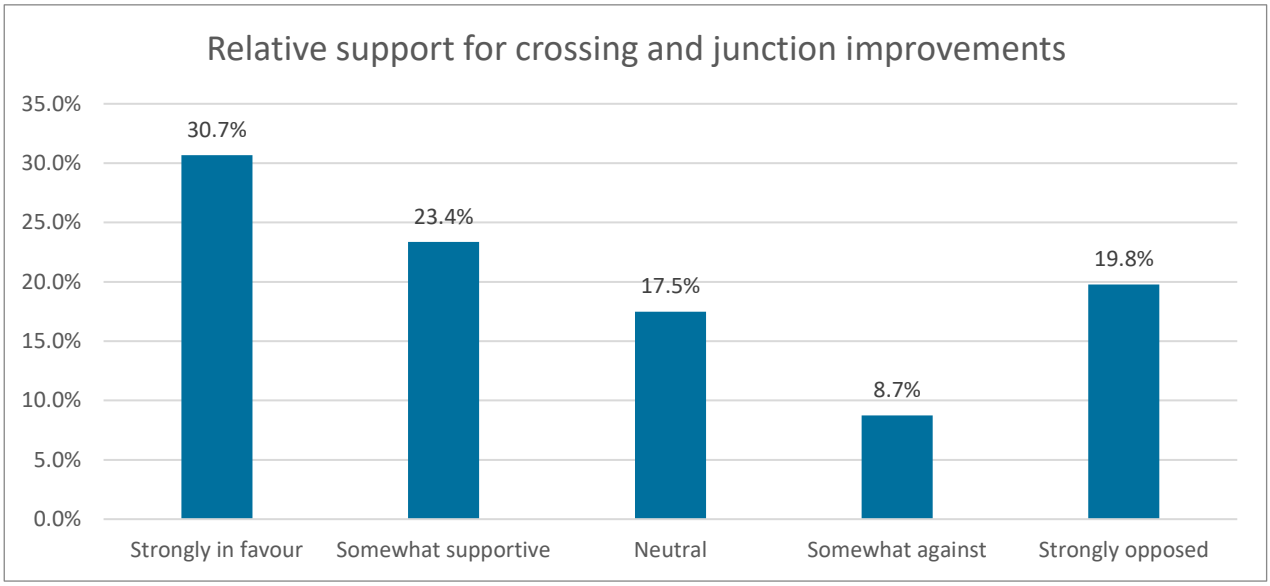
Views on different aspects of the proposals

Through the consultation we sought feedback on the different aspects of the scheme which are designed to make active travel easier and more appealing. The route was split into four sections and separate feedback was gathered for each: B&Q roundabout to North Road, Yate; North Road, Yate to Frog Lane, Coalpit Heath; Frog Lane to Coalpit Heath viaduct and Coalpit Heath viaduct to the M4 overbridge.

B&Q roundabout to North Road, Yate section

Crossing and junction improvements

Most respondents are supportive of the changes to pedestrian crossings and junctions, with 54.1% in favour and 28.5% opposed to the changes.



Base: n=561

Generally, people felt that improvements to crossings would be a positive change, but some respondents commented that they felt the existing crossings are acceptable and worried that more crossings, especially with traffic lights, could add to congestion and slow traffic. There is strong support for improvements to Cranleigh Court junction, particularly for pedestrians.

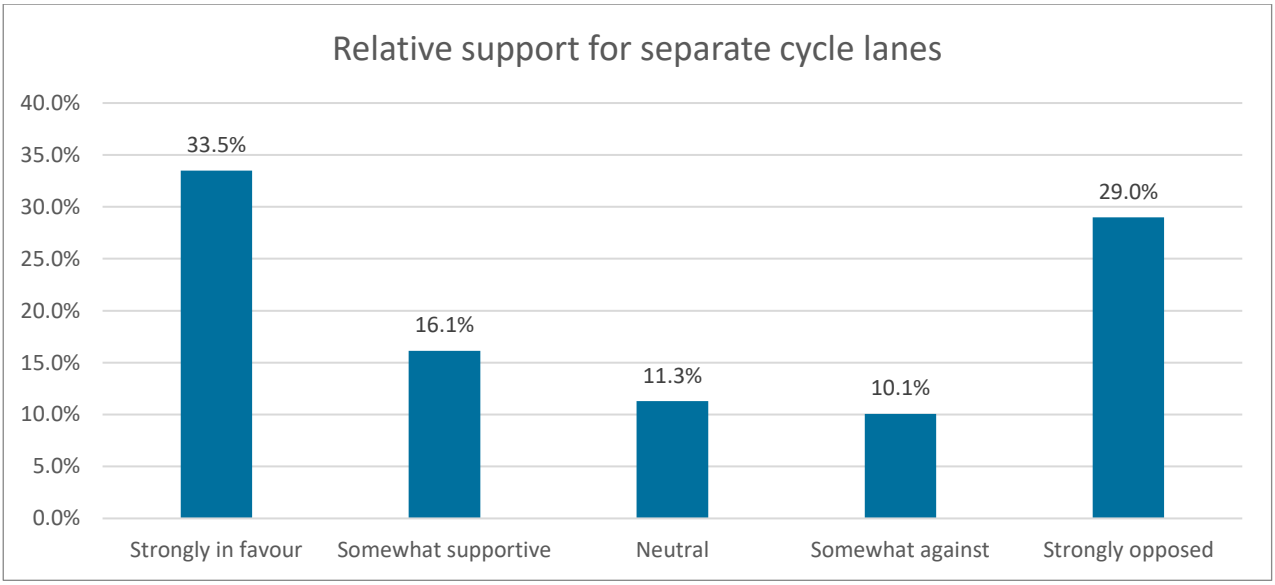
Some respondents raised concerns around how pedestrians and cyclists might interact at junctions, and some cyclists felt that along the route the number of crossings they would have to make would be inconvenient and delay their journeys. There was support for the proposed footpath and cycle path proposals at the Stover Road junction but there were also concerns from residents of nearby properties in relation to accessing the junction which is currently supported by additional signal traffic loops.

"I thought the additional crossings are much needed and I thought the segregation of cyclists and pedestrians at the Cranleigh Court junction and Stover Road junction is a good idea."

"There are already plenty of crossings along here!"

Segregated cycleways and pedestrian footpaths

Opinions on the proposed cycleway are strongly held, but with a majority in favour (49.6% versus 39.1%).



Base: n=576

Those in favour of the cycleways and footpaths felt these would increase safety, confidence, and allow people to change their travel behaviour towards more active travel options.

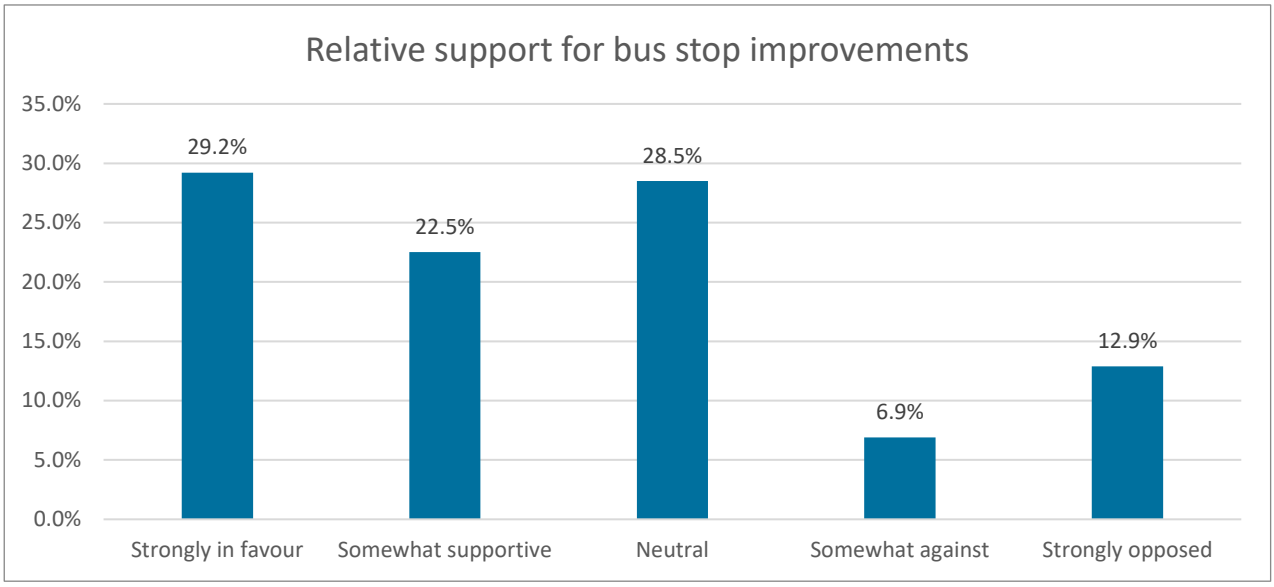
Respondents who were opposed to these proposals generally commented they felt there were not enough cyclists to warrant the changes and would prefer to see the money spent in other ways (outside of the scope of CRSTS funding). People also raised concerns around a lack of appropriate road width to facilitate the proposals, and how their property access would be impacted.

"I am desperate to start using my bike for work, and it is crucial for me to have these segregated and safe cycle paths along Station Road. If this safe route existed, I would definitely cycle to work."

"What is being proposed is very costly for any benefit to the public in Yate. There is already a cycle lane which is under used."

Bus stop improvements

Again, the consultation showed majority support for this proposal, with 51.7% in favour and only 19.8% against. The feedback to this proposal was less polarised than for other measures, with a high proportion of neutral responses.



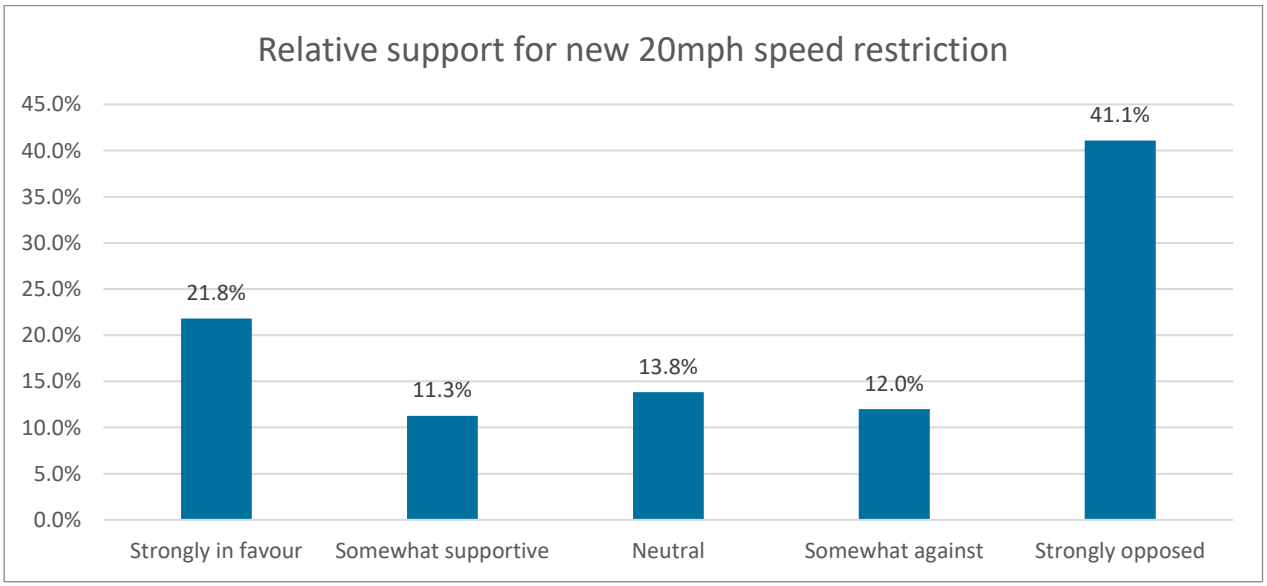
Base: n=551

Respondents in favour of these measures felt that improvements to bus stops would improve their accessibility and make them more comfortable to use, particularly in bad weather.

Many of those responding neutrally or against the proposals felt that they would not solve the bigger issues of bus travel in the area and money should be prioritised on improving/restoring the actual bus services.

New 20mph speed restriction

This measure was the least popular of all the changes proposed, with net opposition of 20.0% for a reduction in speed limits (33.1% in support and 53.1% opposed).



Base: n=550

Respondents in favour of reducing the speed limit felt this would create a safer environment for all modes of travel and some even requested further speed reductions along other parts of the route.

Some respondents commented that existing speeds were already low along Station Road so there was no need to reduce the speed limit formally, and some were concerned that reduced speed limits would exacerbate congestion in the area.

Other respondents were concerned that 'overuse' of 20mph speed limits would impact their effectiveness and felt they should be reserved for key areas such as outside schools.

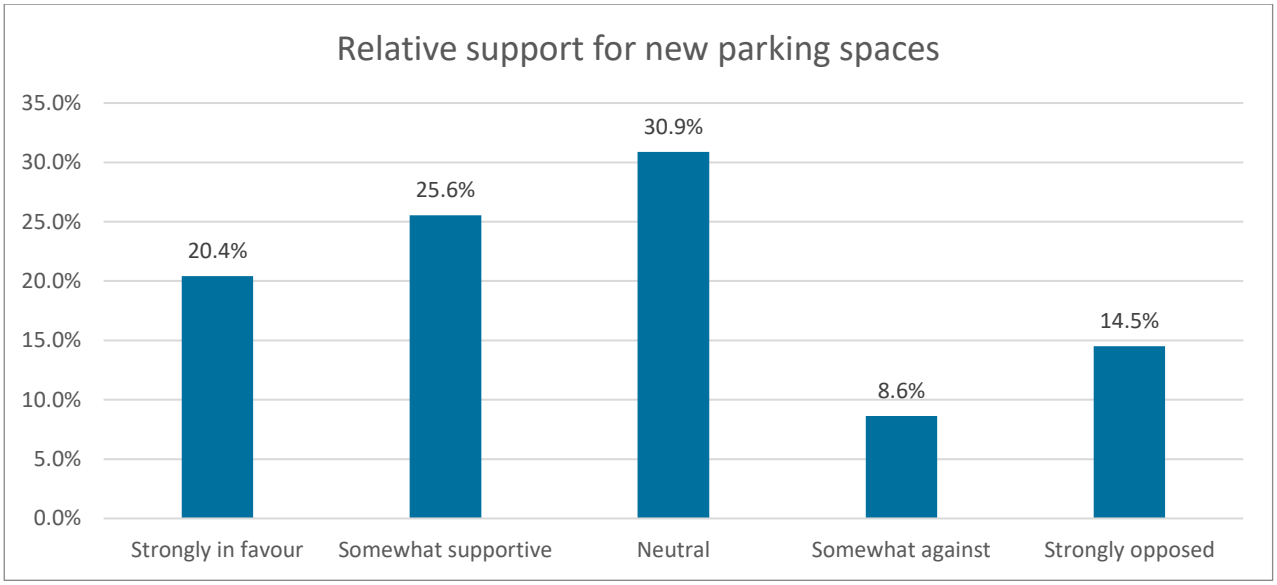
"I currently drive to work along Station Road in Yate, but I find it a very stressful experience. I am in favour of a 20mph zone along this road to make it safer and more pleasant for drivers, walkers and all other road users."

"Lower traffic volumes travelling at slower speeds should make it far safer for residents to access their driveways by car."

"I would say the 20 mph speed limit shouldn't' be added but the traffic seems to flow at approximately this rate anyway."

Creating additional parking spaces

There is strong majority support for creating additional parking spaces, 46.0% in favour and 23.1% against.



Base: n=544

Those in support of this measure felt that the parking spaces would support local businesses and commented that appropriate parking restrictions should be applied to ensure their use and availability for customers of local businesses.

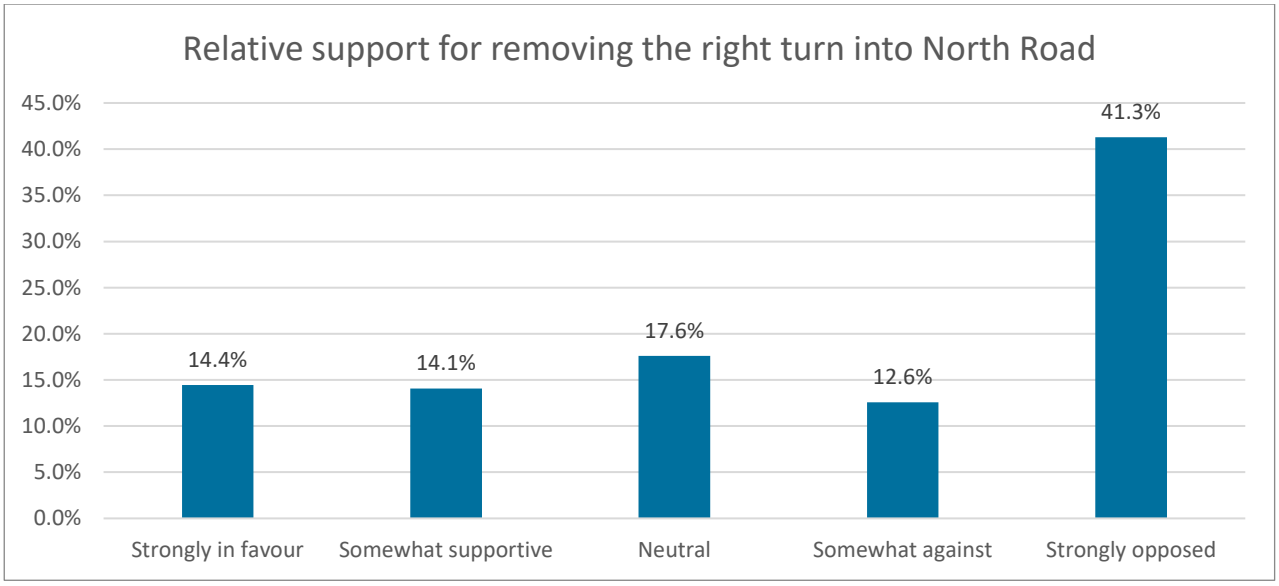
Respondents who were opposed to the parking spaces generally felt they were unnecessary and not in line with the overall objective of increasing sustainable travel.

"Reinstalling parking is an extremely good idea for businesses and visitors and in general along station road."

"The planned new car parking spaces should not be implemented. Instead, it should be used to provide more biodiversity and green space."

Removing right turn into North Road

People are opposed to the removal of the right turn into North Road, which is required to create sufficient space for a cycle lane at this junction, 28.5% are in favour and 53.9% against.



Base: n=540

Respondents who were in favour of this measure were generally those who were strongly in favour of the new cycle lanes and footways and therefore were willing to support this if necessary to facilitate the required infrastructure.

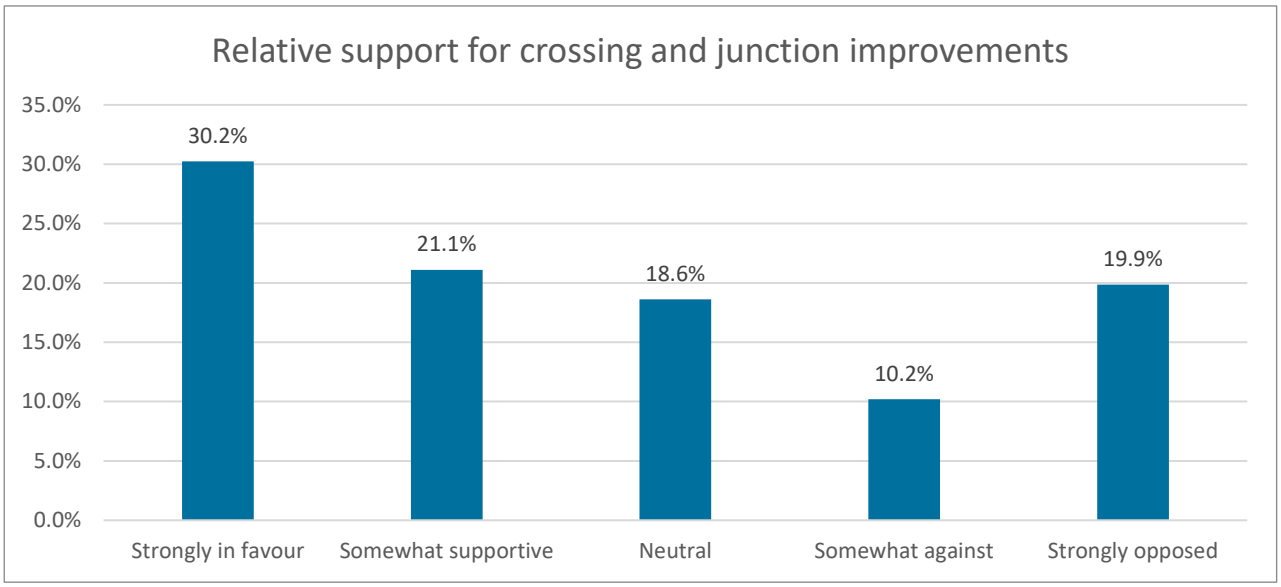
Most respondents did not understand the reasoning behind this proposal and felt it would be an unnecessary inconvenience that would increase journey times, congestion and emissions. There was a general appetite to better understand why this is proposed and what the alternative access arrangements would be.

“If you cancel the right turn into North Road from Yate town then you cut off access to Screwfix, Toolstation, various builder's merchants and garages. If the proposal involves going onto the roundabout for the council offices and then coming back, then you will waste considerable time. Over a year there will be additional 1000s of transport miles and pollution added to the traffic problems.”

North Road, Yate to Frog Lane, Coalpit Heath section

Crossing and junction improvements

Respondents are supportive of the crossing and junction improvements, with 51.3% in favour and 30.1% opposed to the changes.



Base: n=559

Generally, there was good support for new and improved crossings in this area with people feeling this would make journeys safer and easier.

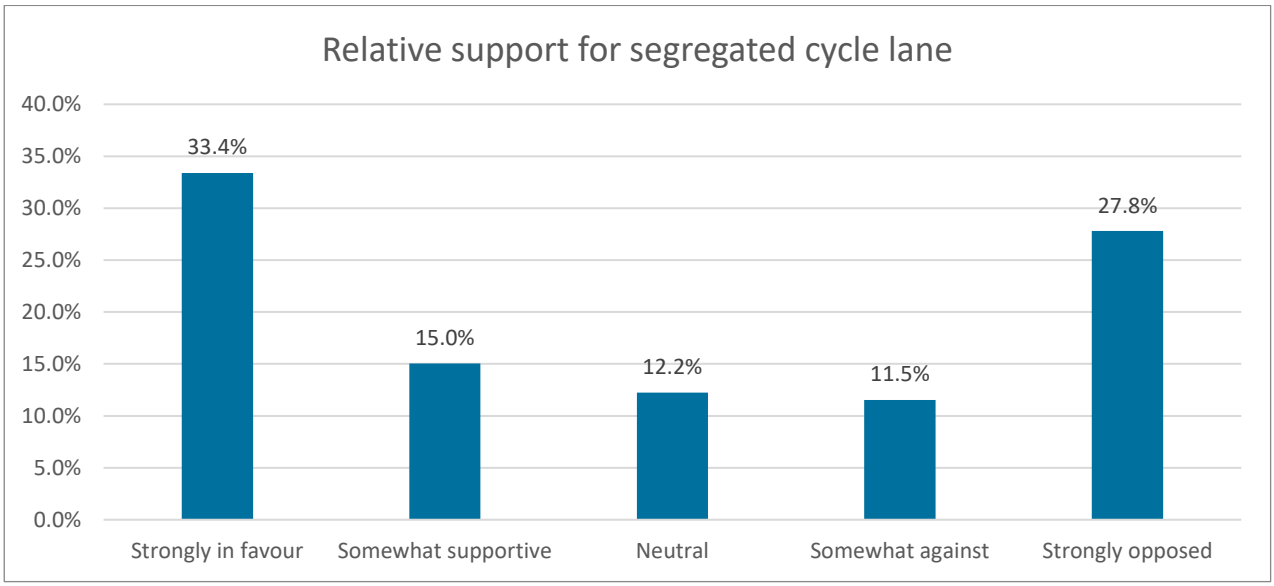
Those opposed to the measures were generally opposed to the proposals as a whole and felt the scheme was unnecessary or that the money should be spent elsewhere. Some respondents felt that the new crossings would slow traffic on the road.

"I would LOVE more safe crossings on the Badminton Road between Coalpit Heath and Yate for me as a wheelchair user! There really is nowhere safe for me to cross along the whole stretch of the A432!"

"There seems to be a lot of priority of disrupting the flow of traffic. This will reduce the clean air aspect in the area as more cars will be stopping for the crossings."

Segregated cycleways and pedestrian footpaths

Opinions on the proposed cycleway for this part of the route are very similar to the feedback gathered for the B&Q roundabout to North Road, Yate section, with a majority in favour (48.4% versus 39.3%).



Base: n=572

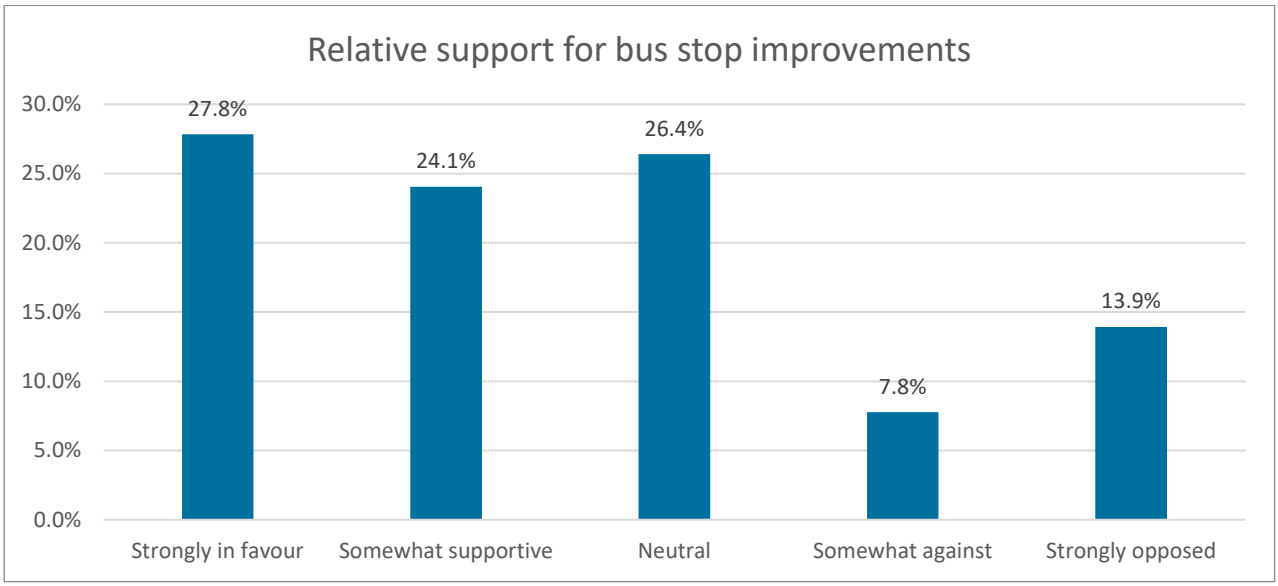
Respondent opinions for this section were very similar to those for the previous section along Station Road, with those in favour commenting that the proposals would improve safety, confidence and appeal of walking and cycling along the route. Most opposition comments felt that the existing levels of cycling are not high enough to be worth the money spent and impacts or disruption.

"My house opens out directly onto Badminton Road in Coalpit Heath. We are in dire need of improvements to bus and cycle infrastructure to keep people safer and ease traffic flow"

"Massive waste of money on the segregated cycle lanes, no one uses the existing cycle lanes."

Bus stop improvements

The feedback on bus stop improvements for this stretch of the route was consistent with that observed in the B&Q to North Yate section, with 51.9% in favour and only 21.7% against.



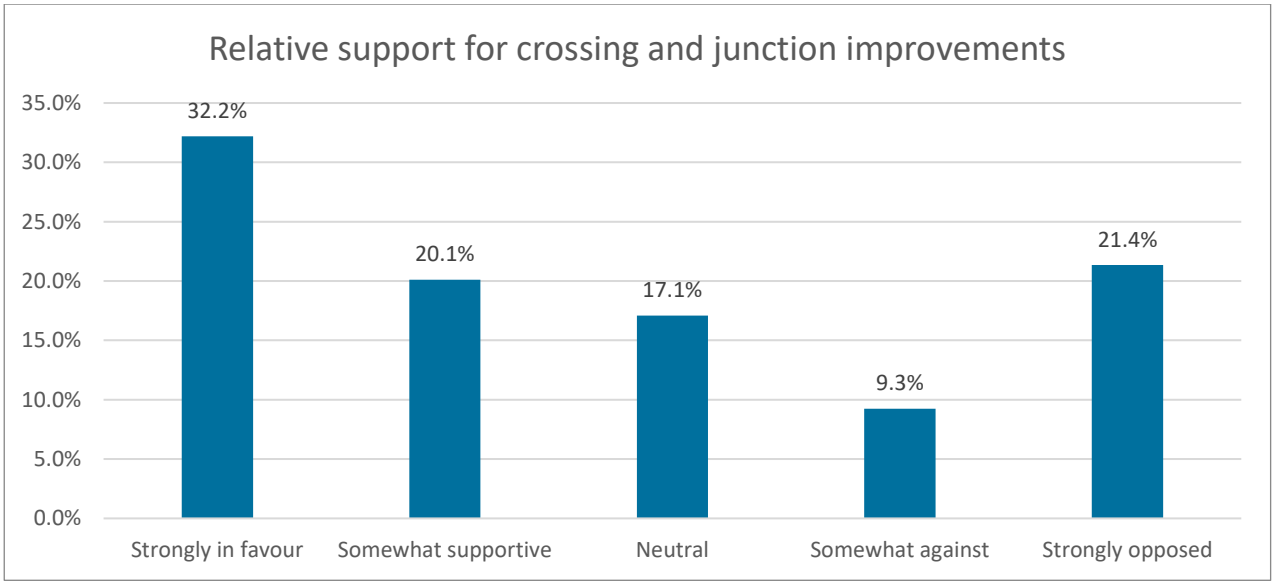
Base: n=553

As with the previous section along Station Road, most respondents generally felt that bus stop improvements in this section would be positive, but their priority for change would be improvements to the bus services themselves.

Frog Lane, Coalpit Heath to Coalpit Heath viaduct section

Crossing and junction improvements

Respondents are supportive of the crossing and junction improvements, with 52.3% supportive and 30.7% opposed to the changes.



Base: n=562

There is strong support for new crossings in this area with many people feeling these would significantly improve safety and accessibility. The proposed improvements to Beesmoor junction are also well received.

As with the other sections of the route, most people opposed to these changes are opposed to the scheme as a whole or feel that the proposals are unnecessary.

"We feel very cut off from the rest of the village - and feel that everyone to the south of Badminton Road is cut off by this hugely dangerous and intimidating road. There are no crossing points until later at Beesmoor road, this isolates almost half of Coalpit Heath."

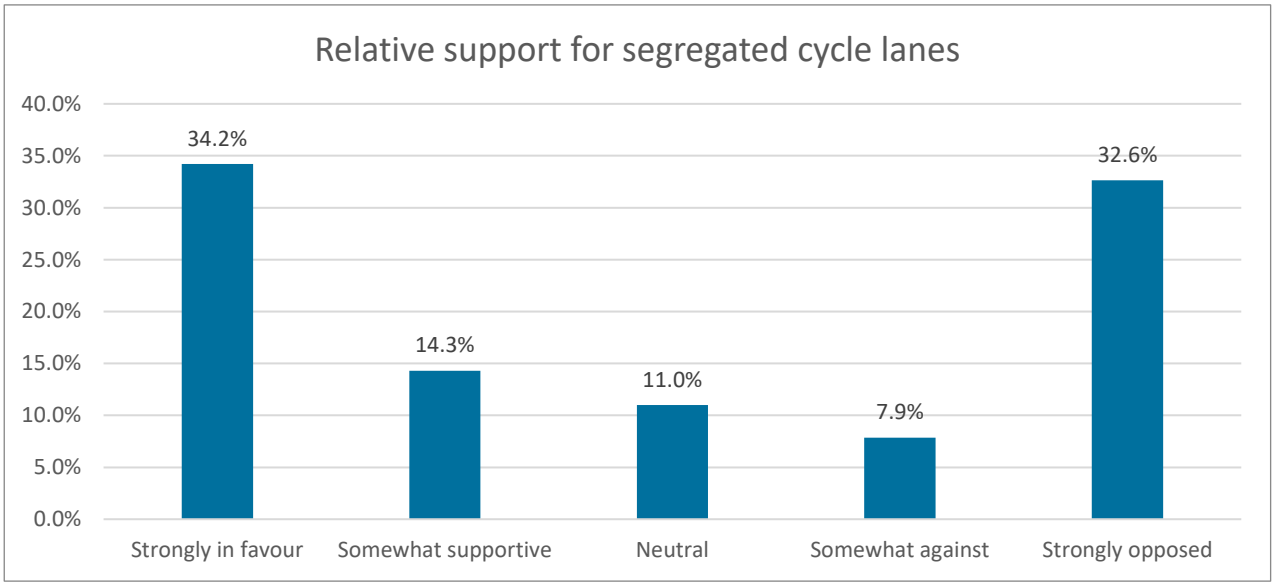
"Beesmoor Road junction looks great!"

"I think the design for junction with Beesmoor Road is particularly good because of the separation for bikes and pedestrians. The Manor CofE Primary school has cycling training and encourages their children to use active modes of transport to get to school. A lot of parents cite this junction as a reason for need to drive their children. This junction looks to resolve a lot of those concerns."

"The number of signal crossings feels excessive!"

Segregated cycleways and pedestrian footpaths

Opinions on this section of cycleway are again strongly held, and again more people are in favour (48.5% versus 40.5%).



Base: n=573

Respondent comments for this measure were generally in line with those provided for other sections of the route.

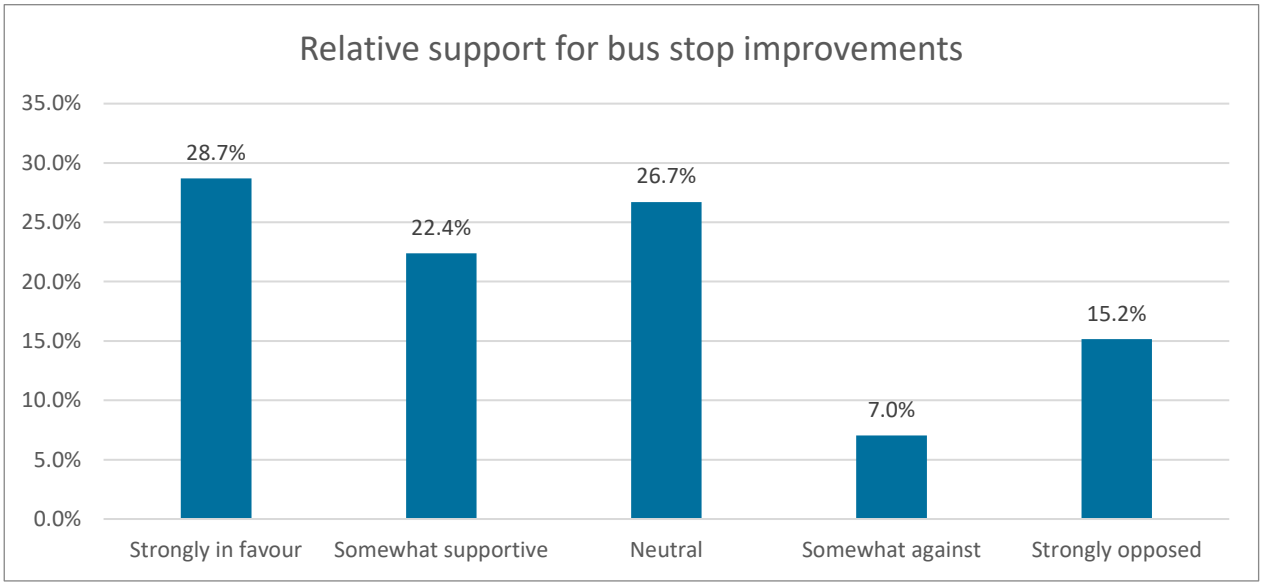
The specific local concerns in this area generally related to how cycle lanes would impact property and business access including personal driveways and parking for facilities including the church.

"These proposals will bring the road/cycle/walking facilities more consistent across length of A432 and should encourage greater use of cycling as cycles will be separated from the main roadway."

"The proposed cycle lane will make the road very narrow, and this will hamper every resident on Badminton Road when entering or leaving their homes due to the slowness of passing traffic. Additionally, the cycle lane crossing each driveway will also complicate the situation."

Bus stop improvements

Again, the consultation showed majority support for this proposal, with 51.1% in favour and 22.2% against.



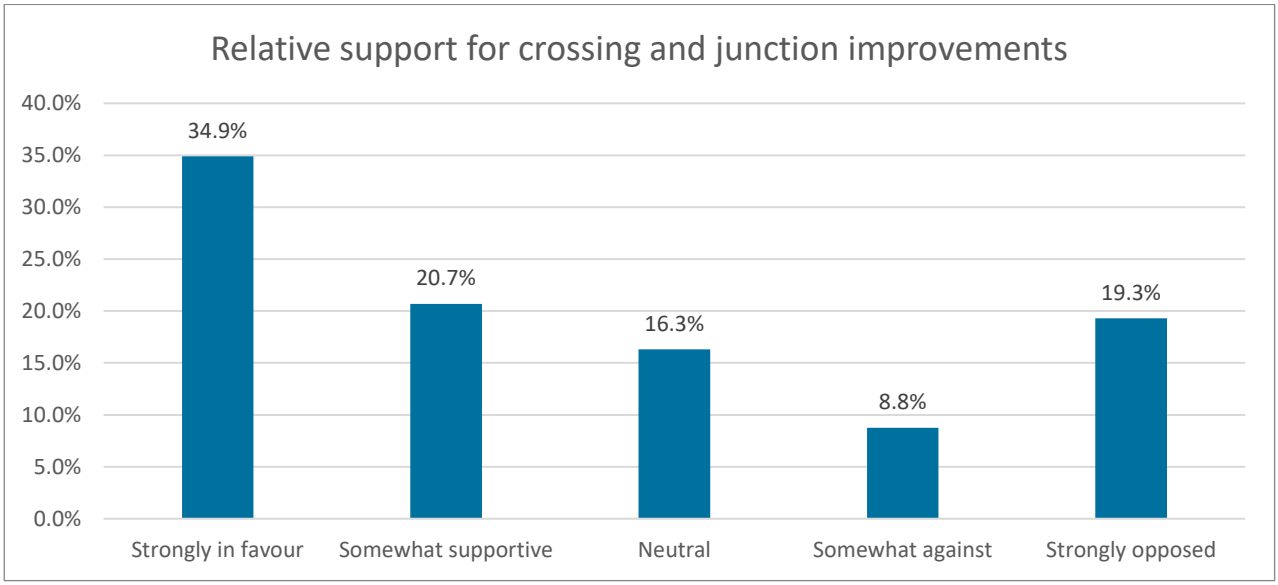
Base: n=554

As with the other sections of the route, most respondents generally felt that bus stop improvements in this section would be positive, but their priority for change would be improvements to the bus services themselves.

Coalpit Heath viaduct to M4 overbridge section

Crossing and junction improvements

Respondents are supportive of the crossing and junction improvements, with 55.6% in favour and 28.1% opposed to the changes.



Base: n=570

Many comments for this section related to the Down Road/Ruffet Road junction improvements, with many respondents in favour of proposals at this location. There were also multiple requests for proposals to go further at this location, predominantly for traffic lights to be added where Down Road meets Badminton Road.

Feedback on new crossings was consistent with other sections, with overall support but some respondents feeling the proposals are not needed.

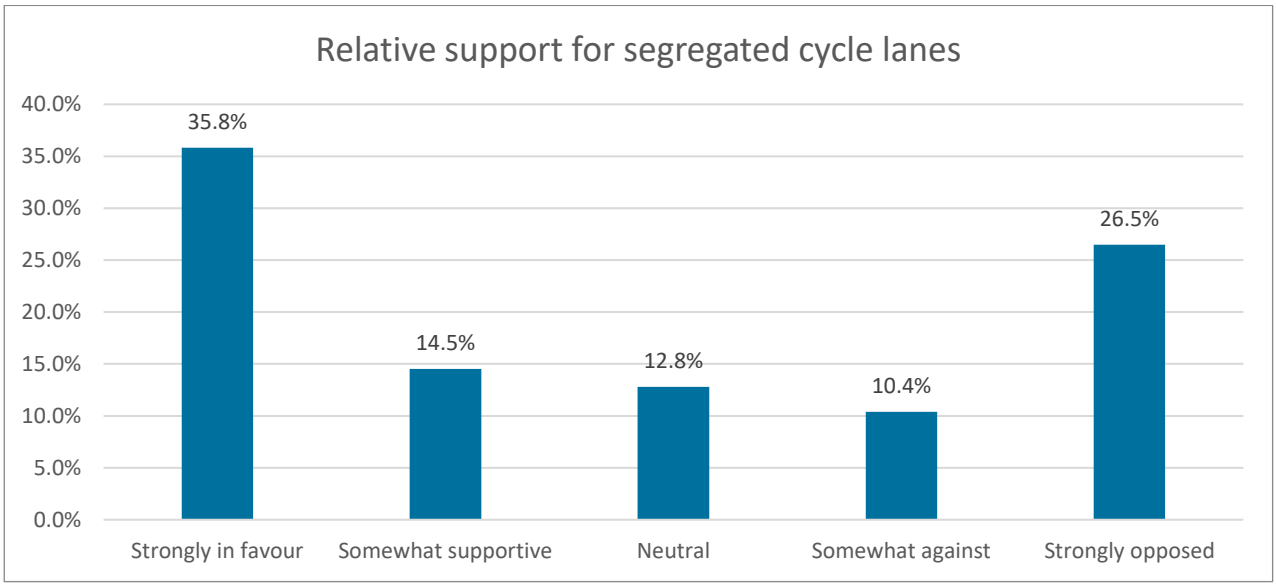
"Really great to see improved junctions & crossings as these are desperately needed in what is currently a very dangerous area."

"The redesign of the Ruffet Road and Down Road junctions appears well thought through for all users"

"This stretch of road has very few pedestrians, and I would suspect hardly any wheelchair users therefore I do not see the need for three sets of signalised crossings"

Segregated cycleways and pedestrian footpaths

Feedback is even more positive for introducing a segregated cycleway on this less-populated stretch of the route compared to the support for proposals on the Frog Lane, Coalpit Heath to Coalpit Heath viaduct section of the route. As with the feedback on the other sections of cycle lane, more people want the proposals to go ahead (50.3%) than are opposed (36.9%).



Base: n=578

Most respondents who support the overall walking and cycling proposals supported improvements in all sections of the route. Some people who were opposed to walking and cycling proposals in more residential areas including Yate and Coalpit Heath were more supportive, neutral, or less strongly opposed to proposals in this area as they considered they would be less personally impacted by changes.

Some people supported the proposals in principle but raised concerns regarding the safety of shared use sections of path and indicated a strong preference for segregated paths.

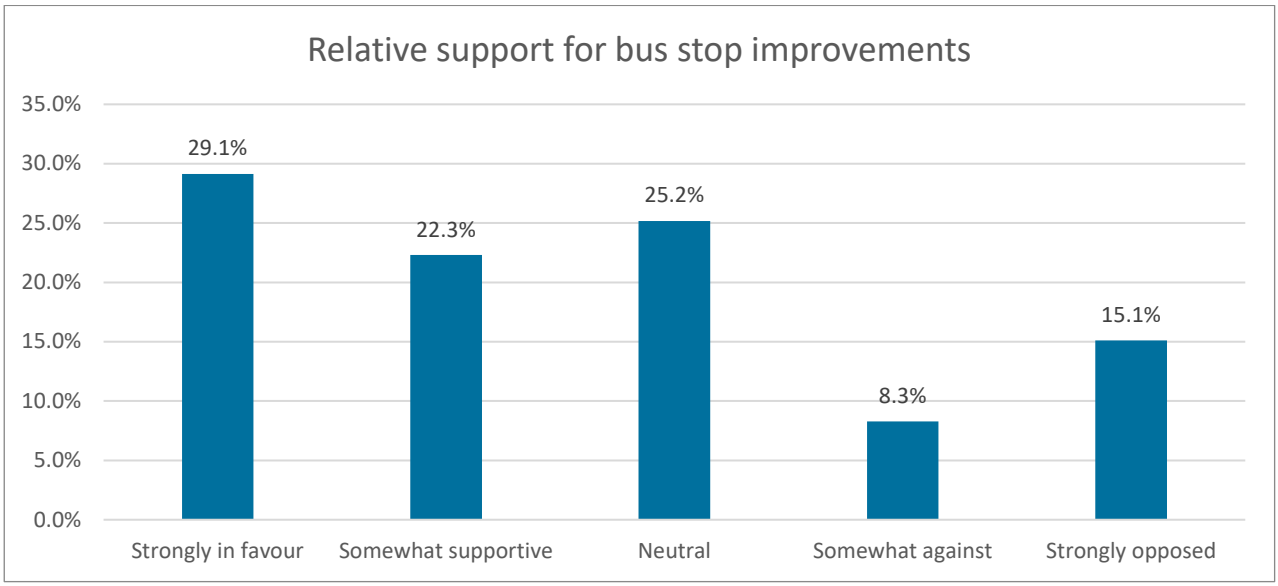
There were still some respondents who continued their opposition on the grounds of proposals being unnecessary or other priorities for the spending of money.

"If we have segregated and shared use paths in future this will make a huge amount of difference to me. It will allow me to keep cycling and feel safe doing so."

"Using separate cycle lanes is the safest option for all, as shared-use paths create conflict points between pedestrians and cyclists. They also make it more difficult and dangerous for disabled pedestrians."

Bus stop improvements

51.4% of respondents were in favour of the proposed improvements to bus stops on this stretch of the route, with only 23.4% against.



Base: n=556

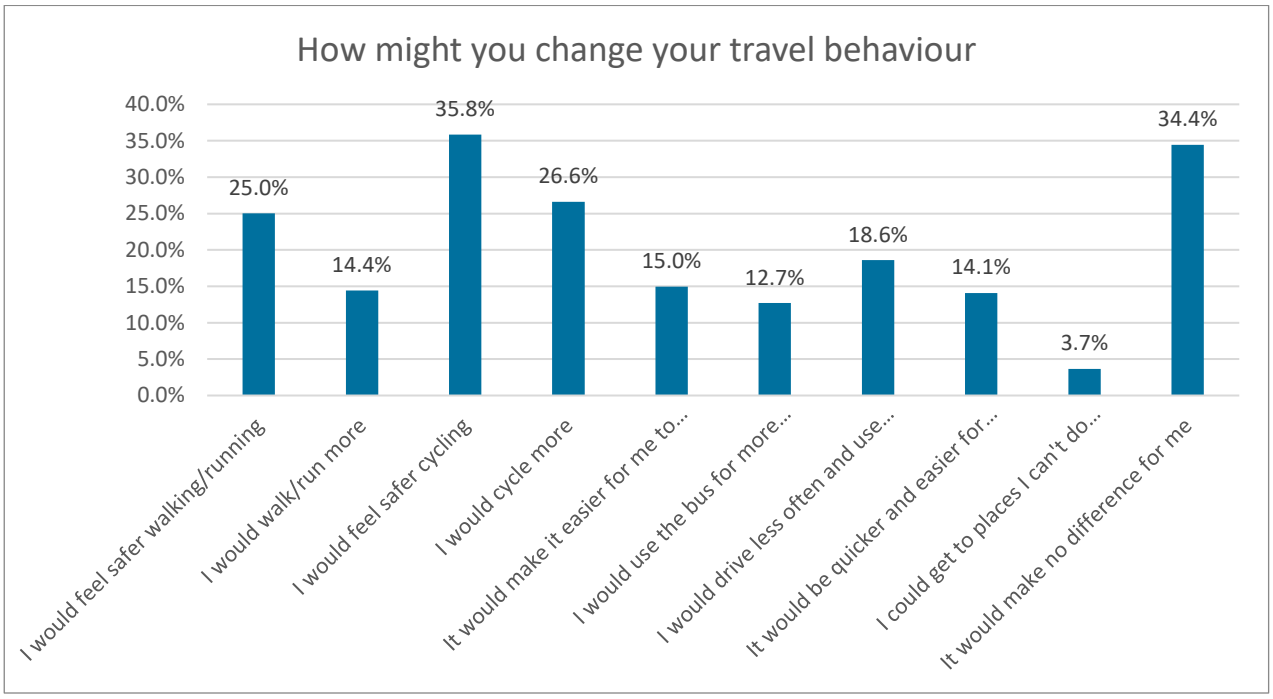
As with the other sections of the route, most respondents generally felt that bus stop improvements in this section would be positive, but their priority for change would be improvements to the bus services themselves.

Impacts – changes in travel behaviour

This question was intended to gain a better understanding of the likely positive impacts of the changes in terms of the overall ambition of the proposals to provide options and make it easier and safer for people to travel in different ways to private motor vehicles.

This scheme forms part of a wider programme to create an integrated network of active travel corridors to make it easier for people to get around using active travel or public transport. South Gloucestershire Council has conducted similar consultation exercises for other routes which allows us to compare feedback across different schemes.

These results are comparatively consistent with what we have seen previously, although relatively fewer people have said that the changes would make no difference to them, with higher proportions of people telling us they would cycle, walk or run more along this route if the scheme was to proceed. A higher percentage of people than we have seen for other schemes said they would reduce the amount of driving they did.



Safety concerns are cited regularly in surveys as one of the main deterrents to people cycling. 35.8% of respondents reported that these changes would make them feel safer cycling, which led 26.6% to say that they would cycle more (of these 29% are people who currently don't cycle or cycle infrequently).

The results also show improving safety for pedestrians, with 25.0% reporting that they would feel safer. It is unlikely that the scheme would have a significant difference in encouraging more pedestrian journeys with 14.4% saying they would either walk or run more. 12.7% of people said they would use the bus for more journeys; commentary from respondents showed that whilst the bus stop improvements are welcome, the more important deterrent to people using buses is the frequency and reliability of services (as well as the changed route due to the M4 Overbridge closure).

Overall, 18.6% of people said they would drive less often and use other forms of transport instead.

"This looks like a really great idea and will encourage people to make more local journeys by active travel."

Whilst this question was designed to capture feedback about potential changes to travel behaviour, many respondents used the 'Other' option to highlight their concerns around how they would be negatively impacted by the proposals.

The primary concern was about increased congestion and delays for motorists, with potential knock-on impacts on air pollution. Another common worry was the amount of money the works might cost. Some cyclists (primarily very experienced cyclists who currently travel along this route) commented on the number of proposed crossings within the scheme designs, which they said would either slow cyclists down or lead them to cycle on the road for some sections.

Specific suggestions and other feedback

In addition to the general themes indicated above, many respondents raised specific queries, concerns or suggestions in relation to the proposals. These have all been extracted and collated and will be reviewed by the design team. A separate design response document will be produced to acknowledge and respond to this feedback.

Many respondents also shared feedback on areas or improvements that are outside of the scope of this project, such as a need for improvements to the roundabout near B&Q in Yate, or other routes that would benefit from cycling or walking improvements. These have been noted and will be used to inform future projects and proposals.

Groups who are most likely to be supportive or opposed

Further analysis of the data showed that there was majority support for the proposals amongst most demographic groups, but there were some groups who were more likely to be supportive/opposed to the proposals than others.

Commentary suggests that many people see measures aimed at improving options for active and sustainable travel as anti-motorist. The disruption caused by the closure of the Badminton Road overbridge may also have played into more negative sentiment amongst people who responded to this survey.

Respondent location

Respondents who provided a home postcode when prompted in the survey were split into three categories for further analysis. These were those with a postcode starting BS36 (representing Coalpit Heath, Frampton Cotterell and Winterbourne), those with a postcode starting BS37 (representing Yate) and any other postcode. Residents of BS36 postcodes were overall least supportive of all proposals, particularly those between the viaduct and Frog Lane, which aligns with comments from some people believing they would get least personal benefit and be impacted most by construction and disruption. People with ‘other’ postcodes were most supportive of all proposals, particularly the cycle lanes. This is likely explained by people who currently use or would like to use active travel modes along the A432 for travel from further afield. Respondents with a BS37 postcode were closer to the overall average and were more supportive than opposed to all measures in all locations.

Respondents who indicated that their houses opened directly onto the route were generally less in favour of proposals than those who do not live directly on the route, with the most apparent differences in relation to cycle lane proposals in more populated sections of the route in Yate and Coalpit Heath. Again, this aligns with comments from people who felt they would be most negatively impacted by construction and disruption.

Cycle lanes

Cycle lanes deliver the greatest benefit when they are joined up as part of an integrated network, connecting residential areas with places people want and need to go. This is why the scheme plans include provision of a continuous segregated cycle lane, where feasible, along the entire route from Station Road in Yate, along the A432, linking up with other schemes for the A4174 ring road and then onto key employment, shopping, entertainment and other facilities in and around Bristol.

Feedback received on the different stretches of cycle lanes is very similar; with the proportion of respondents in favour of segregated lanes consistent across all four sections, but there are more people who oppose them on the stretches which pass through more residential areas e.g. Coalpit Heat Viaduct to Frog Lane.

Taking the feedback on cycle lanes across the four sections of the route together, we can start to identify some of the factors which may lead people to support or oppose this cycle lane and consider the feedback from different segments of the population.

Current cyclists are much more likely to be supportive of the introduction of new cycle lanes, with the most active cyclists also the most enthusiastic. There is very low support for this aspect of the scheme from those who do not cycle at all.

Across all four sections of the route there are significant differences in feedback provided by people of different ages; with the older a respondent, the less likely they are to be supportive. Whilst amongst people of retirement age this is likely to be because there are far fewer active cyclists amongst the survey sample, this is not the case for other age groups. People aged 50-59 are the most likely to be active cyclists in the survey, but are also amongst the least supportive of new cycle lanes, whilst people aged under 29 are amongst the least likely to be regular cyclists, but are the most supportive.

It should be noted that older people are disproportionately over-represented in the survey sample and younger people under-represented, which may indicate that the percentage support for the scheme may have been very different if the sample was more representative of the local population.

Men are more in favour of introducing new cycle lanes than women. It is likely that this trend is because within our survey sample, men are more likely to be cyclists.

People of white British ethnicity are much less supporitve of the cycle lane proposals than other groups, however, the numbers of non white British respondents are too low to confirm this trend with sufficient confidence.

New crossings

The scheme includes proposals to improve several junctions along the route in some cases by introducing new and improved signalised crossings. People provide consistent feedback across all sections of the route, with majority support for these changes.

The groups who are most supportive of the crossings include:

- Younger people
- Cyclists
- People of non-white British ethnicity

Bus stop improvements

The scheme seeks to encourage more people to use the bus by improving bus stop facilities to make it a more pleasant experience to take the bus, especially in inclement weather. This is an extremely popular proposal amongst people who already get the bus. Other groups who are more likely to be supportive include:

- Younger people

- People of non-white British ethnicity

New 20mph speed restriction

Feedback on the proposed new 20mph speed restriction is consistent across most groups. The exception to this is that people who cycle or walk are more likely to be in favour than those who don't, and the oldest respondents are more likely to be opposed to any new restriction.

Additional parking spaces

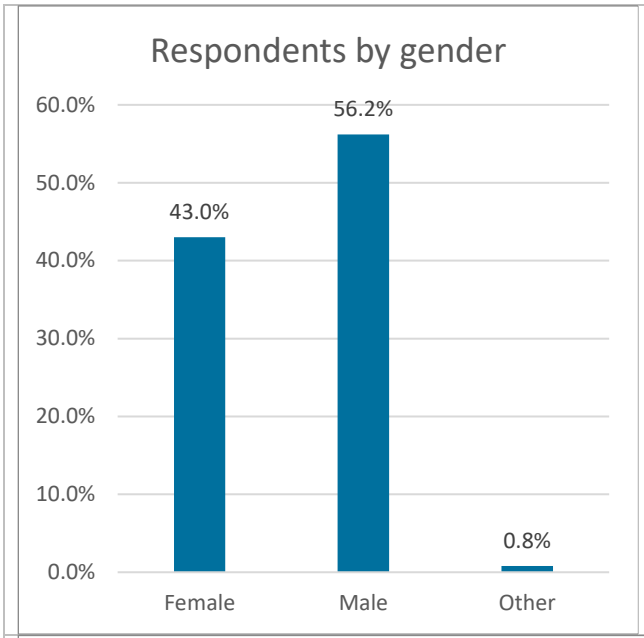
The youngest respondents to the survey (those aged 29 or under) are least likely to be in favour of creating new parking spaces. Otherwise, support for this measure is similar across all groups.

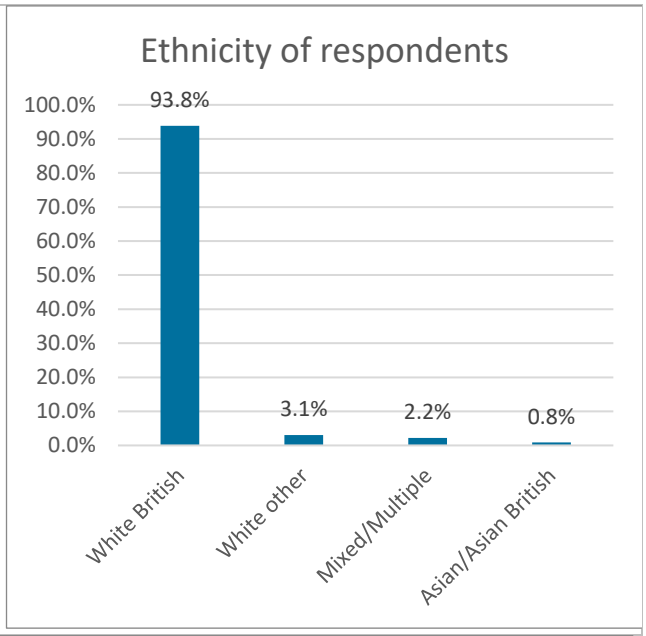
Restriction on right turn onto North Road

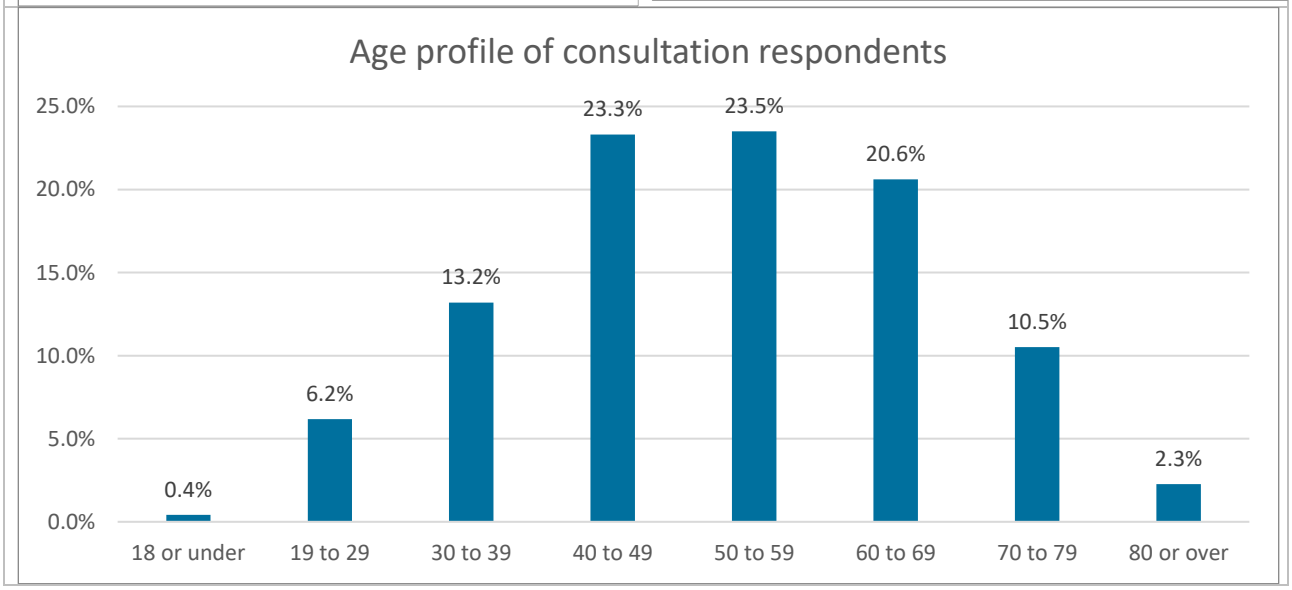
As with other aspects of this scheme, older people are less supportive of the proposed change to restrict vehicles from turning right into North Road. Cyclists and pedestrians are the most likely to be in favour of this change.

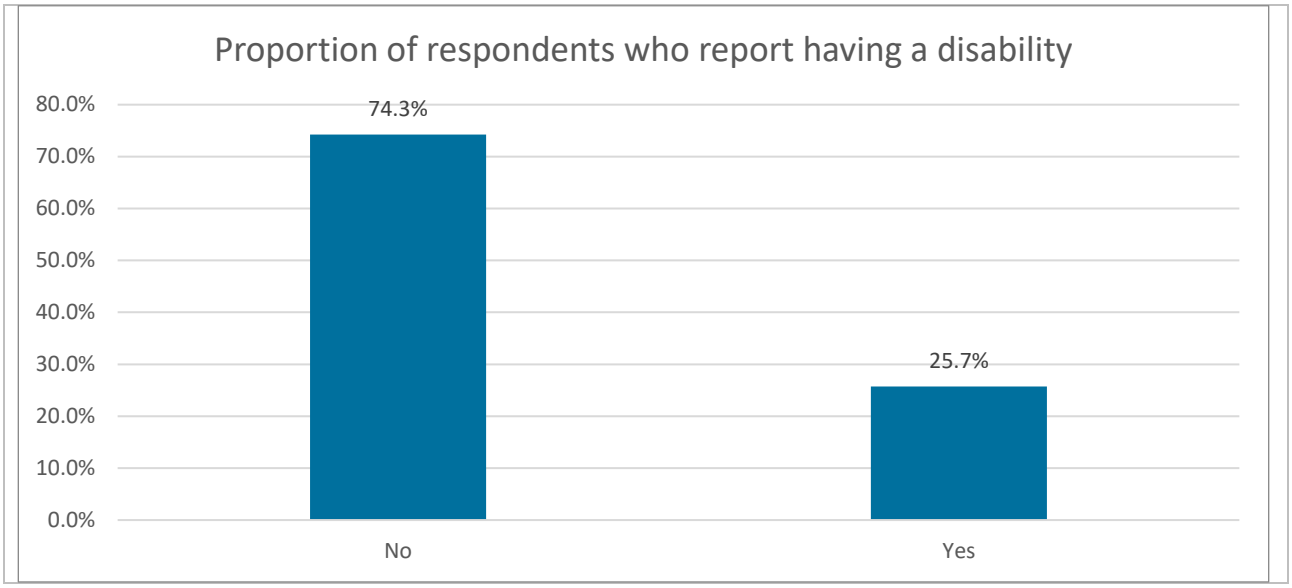
Appendix 1: Survey respondents

The survey sample is not fully representative of the local population. Men are significantly over-represented, and a higher proportion of white British people responded to the survey than you might expect from the local population. Younger people (all groups aged under 40) are under-represented.









Appendix 2: Written representations

Letter by email from Yate Town Council

A432 Consultation

Please find below the comments from Yate Town Council in regards to South Gloucestershire Council's A432 Consultation:

1. Yate Town Council is strongly supportive of:

    a. Improvements to Station Road which encourage the use and expansion of active travel options for local residents. Having a layout along Station Road which makes it a much more attractive option to both walk and cycle, is a big step forward for active travel within the town.

    b. All forms of active travel, along with provision for increased use of mobility scooters and wheelchairs, in encouraging the health benefits of a more active lifestyle, and the potential environmental benefits of providing a choice of transportation that does not simply rely on "car by default".

2. Yate Town Council is strongly in favour of:

    - Creating separate cycle lanes, making it safer for those walking, wheeling or cycling between North Road, Yate and the B&Q roundabout. Additionally the creation of separate cycle lanes making it safer for those walking, wheeling or cycling between Frog Lane, Coalpit Heath and North Road, Yate.

    - The introduction of new crossings and improving existing junctions between North Road, Yate and the B&Q roundabout.

    - Improvement of bus stops between North Road, Yate and the B&Q roundabout to making travelling by bus more pleasant. Additionally improving bus stops between

Frog Lane, Coalpit Health and North Road, Yate to make travelling by bus more pleasant.

- Reducing the speed limit to 20mph between North Road, Yate and the B&Q roundabout to make walking, wheeling and cycling safer.

- Introducing new crossing and improving existing junctions between Frog Lane, Coalpit Heath and North Road, Yate.

3. Yate Town Council strongly supports the 20mph zone along Station Road. The layout would bring a sense that Station Road isn't just a car route out of Yate through to Bristol but is a place where people live, work, walk and cycle. The proposed 20mph speed limit will help improve road safety and support those using the proposed two-way cycle track. The cycle track being segregated from the main road will offer a more secure feeling of safety for cyclists and will hopefully encourage them to use this stretch of road more frequently. We would also support the implementation of a 20mph across the residential streets outside of the main distributor road such as Goose Green Way, Kennedy Way, Rodford and Heron Way.

   20mph zones in Bristol have encouraged drivers to choose alternative routes, making the area covered by the 20mph zone safer for all users of the area (St John's Lane in Bedminster being an example of this). In the case of Station Road, this would encourage the use of Goose Green Way bypass that is far more suited to through traffic, and is already the route for 44 ton trucks travelling between Badminton Road and the M4 to the East of Yate, and industrial estates to the West of Yate.

4. We are also pleased to see a proposal for some on-street parking which will help to support the local businesses along Station Road, Yate, with customers being able to park close to their premises. It is important that local businesses are supported and can thrive within our town.

5. While there are some technical points to be raised (see point 6 below), overall the proposals are massively positive and Yate Town Council recognises this. It is extremely positive that there is:

   - Proposed reduction in speed.
   - Additional crossing for pedestrians.
   - Segregated cycle lanes compliant with Local Transport Note 1/20 Cycle Infrastructure Design.
   - Better crossing at Cranleigh Court
   - Cycle lanes along the whole of Station Road rather than intermittent, disappearing at the points cyclists are most vulnerable.

6. Whilst YTC is very supportive of the proposed improvements along Station Road, there are a few points we would like to raise:

   - We hope that the improvements will work to link other initiatives of active travel across the town to fully exploit the active travel opportunities. The scheme needs to integrate with the current 'Getting About in Yate' consultation, and in particular

needs to integrate with the Ladden Garden Village to Yate Railway Station route this is also in consultation.

- There are a number of routes that meet the A432 from the south side of the A432 servicing Yate Central, Yate South and Dodington. This major Active Travel junction needs a suitable crossing point and signage towards the Active Travel routes to Yate South and Dodington as a part of joining up Active Travel routes. The current plan requires cyclists to travel west on the A432 (currently a busy road) before meeting a crossing point. All crossing points need to be Toucan crossings that are aligned with the southern access points to the A432.
- The plan lacks access to the cycleway at the East end (B&Q roundabout), this is subject to a separate study but would propose a Toucan crossing from the South side of the A432.
- Where there are light controlled crossings, there needs to be a clear policy on the priorities given to pedestrians and cyclists vs cars and the expected wait times.

- The use of visual cues (eg, coloured surfacing to show cycle lanes) should be optimised to encourage active travel and awareness of the different road users.

- There are various designs of bus stop that accommodate cycle routes, and some are more suited to narrow roadways than others. Concerns have been raised over the use of floating bus stops by visually and mobility impaired users which need to be considered to ensure the proposed changes promote inclusive active travel.
- Issues have been raised by residents about the Stover Road junction, as it has been changed to remove the cycle/pedestrian facilities where pedestrians cross in separate sections and replaced with all red stages. This means the waiting times will be potentially longer for cyclists and pedestrians. It has been advised that South Gloucestershire Council should provide results of the existing layout and the proposed layout.
- Consideration needs to be given as to whether the egress Hollisters Yard can be improved as part of this proposal.

7. This proposal is extremely positive for active travel and encouraging alternative forms of travel in Yate. Active travel has the potential to deliver many benefits to the community including health, social and economic benefit. It would be beneficial to share modelling of the wider traffic movement in Yate with YTC and consider the impact on surrounding roads which is beyond the scope of this particular initiative:
    - There is the potential of increased traffic and delays due to the no-right turn into North Road from Station Road from traffic accessing North Road businesses from Yate via Stover Road and then Waverley Road/Lawrence Drive/Millbrook Road.
    - As the bridge is too narrow for a cycleway on North Road, there are concerns that the anticipated cycle route linking North Yate to the train station would end just before the bridge. The northern and southern pathways are too narrow for pedestrians and cyclists to access, which can cause accidents. The pavements cannot be changed as this would cause the road to be narrowed removing the right-turn lane under the bridge.
    - The potential for increase in traffic on other roads in Yate due to fewer cars causing Station Road. Increased use of the Iron Acton Bypass / Goose Green route is likely and consideration will need to be given to managing

traffic speeds and safety along this route to ensure Yate is able to offer safe active travel as an option to all of its residents across the town.

Thank you for consulting with Yate Town Council.

Email from Dodington Parish Council

I am sending in comments on behalf of Dodington Parish Council – following their review of the A432 Improvements Consultation that you are currently running.

Members / officers attended the Yate drop-in session – reviewed documents online – & attended a webinar.

The consultation was considered at Planning and Transport Committee Meeting on 5th August 2024 (please find attached draft minutes).

After due discussion it was resolved to concentrate comments on the Yate section of the A432 – as this is the area closest to Dodington Parish Council – and that would affect residents. The following comments were made.

- It is obvious that the current layout of Station Road – isn't working – and the proposed scheme is far better than what is there currently.
- There is concern that the proposals don't include the roads around Yate Shopping Centre – one of the worst areas for cyclists.
- There is no indication as to what cyclists should do when they get to Home Orchard (turning for B&Q, Morrisons and Poole Court)??
- There is a central island / drop kerb as you enter turning to Home Orchard – but this is too narrow currently for dual use.
- Due to the fact the proposed improvements stop just before Home Orchard – they do not join up an important part of the A432.
- They do not join up existing North / South cycling provision through Scott Way – Link Road – Goose Green Way or Kennedy Way East of the Scott Way roundabout.
- Dodington Parish Councillors feel that the project needs to be extended to Link Road either via Station Road or via Kennedy Way.
- Unless these joining up aspects are addressed, the proposal will not do anything effective for Dodington Parish or South Yate Residents.

This was the main area of concern – other comments / observations included:-

- Proposals do not show a clear cycle access to and from the Westerleigh Road direction (which if necessary, could be achieved via Eggshill Lane).
- At the access road to Yate P&R, SGC offices, the junction is shown in white as no changes are proposed. The proposals start again the other side of the junction. There is no indication on site that the footway in the white area is dual use – and the pedestrian crossing may need to be modified to accommodate cyclists as well as pedestrians.
- There was also concern – looking at some of the visualisations that in practice the shared paths wouldn't actually be wide enough to safely accommodate both cyclists and pedestrians….and bus by passes are dangerous for pedestrians…..-

particularly if there is a large volume of cyclists entering the pathway from the road at busy times and if there is a bus stopped to pick / drop passengers off.

Letter by email from North Bristol SusCom

A432 Improvements consultation response

North Bristol SusCom Ltd. is a group of leading employers, located in North Bristol, working together to enable sustainable commuting for our 45,000+ employees, 30,000 students and many visitors. We know that combatting traffic congestion and increasing the viability of walking, wheeling, cycling and public transport is vital for the long-term prosperity of our businesses, a strong economy, the health and wellbeing of our employees and tackling the climate emergency.

Our members have worked together, over a number of years, to enable staff to use sustainable transport for their commute to work. We have done this by supporting staff through our on-site facilities and our company policies. We also work closely with others, including yourselves at South Gloucestershire Council, Bristol City Council, the West of England Combined Authority and a wide variety of transport operators to ensure that the necessary sustainable transport infrastructure and transport services are planned for and put in place to make sustainable commuting a viable option.

Whilst our focus is on commuting, and our comments here relate to that need to travel, we fully appreciate that these proposals will benefit the wider local community, visitors and everyone travelling in, to and through the area.

General Comments
North Bristol SusCom is supportive of the Council’s proposals along the A432 corridor to improve the infrastructure that will enable many more of our employees to use the bus, walk, wheel and cycle as part of their commute into work.

We know local residents and visitors to the area will also benefit from these proposals, enabling them to leave their cars at home for many more day-today journeys thereby helping to reduce congestion, improve air quality and increase active travel in the area.

We have promoted participation in this consultation to our member businesses and their employees and asked them to respond directly into the consultation using their local knowledge along the proposed route. We are providing this collective response to the consultation on behalf of our members.

WALKING, WHEELING AND CYLING INFRASTRUCUTRE - We support the proposals that are LTN 1/20 compliant and provide segregated walking, wheeling and cycling infrastructure. We know this will lead to an increase the numbers of people walking, wheeling and cycling to work along these corridors and beyond.

There is not a lot of information in the consultation about ongoing maintenance of the new infrastructure. North Bristol SusCom regularly receives feedback from employees about existing walking, wheeling and cycling infrastructure that needs maintenance or is overgrown with foliage. We trust that the Council will put plans in place to ensure that the new infrastructure is maintained, requlary swept and de-iced as required as well as cutting back vegetation to ensure the paths remains accessible and usable all year round.

We wonder if any consideration has been given to installing a few cycle pumps, or repair stands along the corridor to support those who may need to adjust their cycles enroute. Additional cycle parking at key destinations along the corridor should also be considered and accommodated where appropriate.

We are pleased to see the proposed reduction in the speed limit on Station Road. This should make it safer for those walking, wheeling and cycling. Finally, we would expect priority be given to pedestrians and cyclists on the new crossings along the A432 – where there are signal controlled crossings these need to react quickly to those waiting to cross.

BUS STOP IMPROVEMENTS - We support the removal of bus lay-bys. They cause significant delays to buses on their routes as normal traffic does not let them back on to the carriage way.

Given the proximity of many of the bus stops to the new walking, wheeling and cycling infrastructure, we would ask that consideration is given to the layout and design of the new and existing bus stops to enable those waiting within them to have clear access of those cycling/travelling past. There were issues when the Metrobus stops first went in where there were big advertising posters at the ends of the shelters which made it very difficult to see what was happening around the stop and many near misses between pedestrians and cyclists reported.

The bus stops should also be designed to better protect people using them from the elements. Better protection from rain and wind, good lighting and real-time bus information are essential. Lessons should be learned from the Metrobus project where bus stop design seemed to focus more on the aesthetics than practicality and protection from the elements.

Summary
North Bristol SusCom is very supportive of the Council’s ambition to make walking, wheeling, cycling and bus use easier, more accessible and efficient.

We support these A432 Corridor proposals and expect that others with more detailed local route knowledge will offer up some useful suggestions for improvements. We hope the Council is open to these suggestions and to taking them on board.

We are very excited by this corridor approach to delivering sustainable transport infrastructure. We think this, more holistic approach has a much stronger chance of delivering long-lasting behaviour change compared to the piecemeal approach to sustainable transport delivery infrastructure of the past. We look forward to seeing the scheme delivered and promoting it to our members and their employees to enable many of them to travel more sustainably.

Letter by email from Bristol Cycling Campaign

Response to consultation A432 Proposed Improvements (Yate to the Wick Wick Roundabout), South Gloucestershire

16 August 2024

Executive Summary

Extremely positive to see active travel ambition and use of LTN 1/20 in this scheme. Would love to see its maximum potential fulfilled with some contextual improvements, increased connectivity to the South and Centre of Yate, safe speed limits and black-spots addressed.

Brief Summary of the Proposals

The proposed improvements on this key stretch of infrastructure are as follows:

- Provision of continuous segregated cycling and walking infrastructure along the length of the road comprising
- A two-way cycle track alongside a separate footway at some sections of the A432.
- One-way stepped cycle tracks on both sides on the road with separate footways in Coalpit Heath.
- Shared use paths where there is insufficient space to provide a separate footway and cycle track.
- Fourteen new or upgraded crossings to allow safe access to the new walking, wheeling and cycling facilities and to improve access to bus stops.
- Bus infrastructure improvements (extension of existing bus lane, improved bus stops, removal of bus laybys, eight bus stop bypasses for cycle route)
- Junction improvements to improve safety for all users at Ruffet Road / Down Road, Park Lane, Beesmoor Road, Church Road, Nibley Lane, Culvert Avenye, Stover Road, North Road, Longs Drive and Cranleigh Court Road
- Reduction in speed limit at Station Road, Yate from 30mph to 20mph

BCyC Response Summary

The proposed improvements to the A432 to facilitate walking, wheeling and cycling along this route are long overdue and most welcome. The Council’s designs are compliant with the LTN 1/20 guidance and provide a well thought out scheme that takes into account issues raised during the long period of pre-consultation public meetings and site visits along with feedback from users, businesses and residents following the implementation of partial white-line cycle lanes on Station Road in 2020.

The reduced speed limit and people-friendly modification to junctions including level footways and controlled crossings will significantly enhance the environment of Station

Road for pedestrians and cyclists. The scheme strikes a balance that prioritises pedestrian safety and supports mode shift while still making ample provision for motorists.

However the scheme could be significantly improved in the Station Road, Yate section by better consideration of how cyclists can access the new two-way path from the two existing and popular shared use paths along and alongside Yate Common and from areas to the south and east of Station Road connected by Eggshill Lane and Chatterton Road. Issues are also raised about access for residents of The Avenue and Moorland Road both of which will see existing provision removed with no compensation. Small additions to the plans such as dropped kerbs to allow cyclists heading west on Station Road to easily access the crossing points and clear shared use segments allowing cyclists to right turn at Westleigh Rd and Eggshill Lane to access the nearest crossing points are required for this scheme to be successful and integrated. Removal of the current painted cycle lane will place moving traffic immediately adjacent to the pavement once more on the south side of the road making walking much less pleasant.

Additionally given the long history of the section of the A432 from the A4174 to Park Lane as an accident backspot, it is hard to see the justification for retaining the 40mph speed limit on approach to the improved junctions and crossings.

More detail comments and suggestions are given from a user perspective below. These are specific to particular aspects of the project and do not in anyway undermine the Bristol Cycling Campaign's support for the improvements.

Bristol Cycling Campaign Response by Consultation Area

Please note that the sections below relate to the grouping in the All maps-2.pdf but the more detailed engineering drawings for each section have also been considered.

Section 1 – Station Road, Yate

While the creation of directional cycle lanes on each side of the road would always be preferable in residential areas, the provision of a two way cycle path on the north side of the road is understood to be an acceptable compromise given the constraints caused by the requirement to provide right turn lanes for motorists entering Cranleigh Court and Longs Drive. The following amendments should be considered to mitigate the difficulties faced by cyclists trying to join the new infrastructure from the south side of the road / Yate:

- CRITICAL: A controlled crossing must be provided at the east end of the improvements to allow access from all routes to central / south Yate and the Sodburys. This is the main road off the roundabout that does not have safe, controlled provision for pedestrians to cross and it is particularly dangerous to try to cross two lanes of approaching traffic and one lane of accelerating vehicles coming off the roundabout.
- The reduced speed limit will be critical to the safety of those trying to access the new cycle lane from the south side of Station Road and must be enforced.
- Modification of the plans to facilitate cyclists joining the carriageway from the south via Chatterton Road (an existing designated shared use route), the Avenue and Moorland Road and Eggshill Lane should be considered.

- At Eggshill Lane this could be a “shared use corner” allowing cyclists to officially use the pavement to turn right make the short hop to the crossing. For the other roads the solution is less clear but is particularly important for Moorland Rd residents who will have to join the road and negotiate a bus stop before being able to exit to use the Longs Drive controlled crossing
- One obvious improvement would be for all crossings in to be accessible in the west-bound direction via dropped kerb from the road in advance of the crossings to facilitate cyclists leaving the road to use the crossing and join the dedicated infrastructure (see Figure 1 mirroring the configuration shown to access the cycle path from Cranleigh Court).

Cranleigh Court and Longs Drive Junctions

Improved crossing points and reduction in junction width are well designed and welcome. In both cases consideration should be given to allowing (and marking) “all way” crossings to facilitate access from the south side of Station Rd to the west bound cycle path without having to wait for two cycles of the lights.

Westleigh Road Junction / Access to cycleway from Yate Common Traffic Free Routes

This junction forms a key link to existing well-used traffic-free cycle and pedestrian infrastructure across Yate Common and connecting to South Yate via Stanshawes Drive. This doesn’t appear to have been factored into the plans for access to the two-way cycle track in the current designs. There has to be provision for safe access to the new cycle track at this point and a raised junction alone is not sufficient in to provide this. Given the limited space available on the railway bridge to channel joining cycles left to the crossing points at the top of the bridge, the best solution is perhaps to swap the locations of the west-bound bus stop for Yate Station and the proposed new crossing opposite the petrol station, bringing the crossing closer to the Westleigh Road Junction with clear and dedicated cycle path accessing it. This will have the added benefit of de-conflicting the bus stop and garage exit / entrances (see figure 2).

Yate Station Entrance

Care needs to be given in managing conflict between motorists parking at the pedestrian entrance to the station (Unit 1 Badminton Rd, BS37 5HZ, see figure 3). Currently these vehicles all cross the pavement with poor line of sight to the east (looking uphill towards the railway bridge). Providing a wider paved area for pedestrians and cyclists may lead to motorist using this off-road space to manoeuvre. This section of land does not appear to be in public ownership but perhaps the businesses can be persuaded to re-organise the parking spaces to reduce conflict between users. Bollards may be necessary to protect users of shared use space from vehicle movements.

North Road to Frog Lane

South Avenue and Culvert Avenue

Both of these junctions lack consistency to the rest of the scheme and should be provided with priority crossings. Residents of South Avenue will face the same difficulties as those accessing the new cycleway from other residential street to the south of the A432 in Yate and consideration should be given to safe access to the crossing point (as per the suggestions above).

Access to Pearce Brother Mobility (2 Stover Road)

The new access road to this unit should have give way signs to clearly prioritise pedestrian and cyclist over vehicle movements, especially for vehicles entering from the road (which has a 30mph limit).

Missing link of footway? Culvert Road to Nibley Lane

The scheme is missing a link of footway on the south side of the road from Culvert Road to Nibley Lane. There is adequate verge to provide one here (despite it being so overgrown that brambles overhang the roadway during the summer months). For a good stretch of the missing length, from the Nibley Lane Junction running east to just beyond the street light it looks as though pavement was once provided but is now overgrown (figures 4 and 5). This leaves less than 100m to be installed as new footway. The advantages of providing this pavement, in addition to providing continuous pedestrian access from the industrial estate (Culvert Avenue) to the crossing point after Nibley Lane will be to maintain the residential street scene rather than the incursion of vegetation being read as a “leaving town – speed up” signal by motorists.

Crossing West of Nibley Lane

This crossing is critical to the cycle route as it is a forced crossing point to move from the two-way to the one-way track. There must be adequate consideration given to:

- likely motorist behaviour at this section as speeds on approach are often above the posted 30mph limit
- Topography and visibility – the proposed crossing will lie off the crest of the hill and care must be taken that the signals can be clearly seen on approach from the east (especially considering the new bus stop provision)
- Use of sensors that change the lights on approach of a cyclist to reduce wait times and friction in the system.
- Ensuring that the single direction lane is still adequately accessible by bike from the road (long dropped kerb without the need for a sharp left turn) so that cyclists from Nibley Lane and Culvert Avenue (and others travelling towards Bristol who have not been able to join the two-way lane) can easily join the cycle way at this point.

Coalpit Heath

Overall the proposals for single direction cycle lanes through Coalpit Heath are much more practical for all users than the solution proposed for Station Road, reducing the issues faced when joining from side roads and established cycle routes such as the Henfield Road. Pedestrians will also benefit from the increased physical separation of the pavement from the motor traffic. The increased number of crossing points are a welcome addition to improve mobility across the main road. The treatment of continuous footways appears inconsistent e.g. give way and raised crossing at Heathcote Drive and Woodend Rd but

neither on Frog Lane. The consistency of the street scene could prove key to the compliance with the changes and should be reviewed across all junctions especially in residential areas. The cyclops junction will provide a significant improvement though care must be taken to allow and “all green” phase for cyclists and pedestrians with sufficient time for cyclists to make right turns without having to wait for two cycles of the lights.

Crossing at the Viaduct

This crossing is critical to the cycle route as it is a forced crossing point to move from the one-way to the two-way track. There must be adequate consideration given to:

- topography and visibility – the proposed crossing will lie off the crest of the hill and care must be taken that the signals can be clearly seen on approach from the south considering the bend in the road and viaduct. While the increased length of the 30mph limit should help traffic in the direction of Coalpit Heath will be coming downhill and round a corner. The crossing needs to be sufficiently signed on approach and for preference should be placed further away from the corner towards Coalpit Heath.
- Use of sensors that change the lights on approach of a cyclist to reduce wait times and friction in the system
- Ensuring that the single direction lane is still adequately accessible by bike from the road (long dropped kerb without the need for a sharp left turn) so that cyclists travelling from the Bristol direction who have not been able to join the two-way lane can easily join the cycleway at this point.

Coalpit Heath to the A4174

The final stretch of the route appears to be the least consistent with a switch from two-way cycle path to shared use path. While there does appear to be a pinch point on the approach to the burger layby southbound, there seems to be plenty of space to move back to a segregated approach for pedestrians and cyclists immediately and continue this round the layby. The protection of the path in the layby using permanent bollards will be entirely necessary but it would be nice if these could be designed to be both robust and aesthetically pleasing. The standard plastic bollards are frequently taken out by motorists manoeuvring. The redesign of the Ruffet Road and Down Road junctions is sound, however given the history of this stretch of the road as an accident black spot and the efforts taken to redesign to prioritise bus, cycle, pedestrian and foot traffic it is hard to see the justification for retaining the 40mph limit for through traffic which will undoubtedly cause conflict at crossings and approaching speed to junctions.

Other points

Please note that Bristol Cycling Campaign does not comment on the scale, architecture or appropriateness of developments, only the cycling elements. We remain available to engage with the council and/or developers to facilitate the best possible designs for active travel infrastructure.

Westerleigh & Coalpit Heath Parish Council Consultation Response (5th August meeting minutes)

For the reasons explained in the questionnaire responses that follow, Westerleigh & Coalpit Heath Parish Council regrettably withdraws its support for the section of the scheme from Frog Lane Coalpit Heath extending to the M4 overbridge.

Section 2: Your feedback on the improvements

P3 North Road to B&Q roundabout section

No response, as not in the parish.

P5 Frog Lane Coalpit Heath to North Road Junction Yate

1. To what extent are you in favour of creating separate cycle lanes, making it safer for those walking, wheeling or cycling between Frog Lane Coalpit Heath and North Road Yate?

Somewhat against

2. To what extent are you in favour of introducing new crossings and improving existing junctions between Frog Lane Coalpit Heath and North Road Yate?

Somewhat supportive

3. To what extent are you in favour of improving bus stops between Frog Lane Coalpit Heath and North Road Yate to make travelling by bus more pleasant?

Neutral

4. Please share any feedback in relation to the proposals for the Frog Lane Coalpit Heath to North Road Yate section of the route:

As a general point, it is essential that residents living adjacent to junctions where changes are proposed are consulted directly about the impact on access to and from their properties, and that appropriate access is assured.

Specific comments:

(i) Nibley Lane junction

The Parish Council questions whether the eastbound priority crossing is necessary.

Have residents living adjacent to the Nibley Lane junction been consulted directly about the impact on access to and from their properties, and appropriate access assured? This is essential.

(ii) Stover Road junction –

The plans simplify the junction and improve it for walking, wheeling and cycling. There do not appear to be any real issues for vehicles with the proposed layout.

Have residents living adjacent to the Stover Road junction been consulted directly about the impact on access to and from their properties, and appropriate access assured? This is essential.

(iii) North Road junction

The proposals remove a right turn, but a suitable alternative route is available.

As above, have residents living adjacent to the North Road junction been consulted directly about the impact on access to and from their properties, and appropriate access assured? This is essential.

P6 Coalpit Heath viaduct to Frog Lane section

1. To what extent are you in favour of creating separate cycle lanes, making it safer for

those walking, wheeling or cycling between Coalpit Heath viaduct and Frog Lane?

Strongly opposed

2. To what extent are you in favour of introducing new crossings and improving existing

junctions between Coalpit Heath viaduct and Frog Lane?

Strongly opposed

3. To what extent are you in favour of improving bus stops between Coalpit Heath viaduct

and Frog Lane to make travelling by bus more pleasant?

Somewhat against

4. Please share any feedback in relation to the proposals for the Coalpit Heath viaduct to

Frog Lane section of the route:

The Parish Council response is separated into general comments on this section of the scheme and comments on specific proposals for crossings and junctions.

General comments

This section of the route includes the residential section of the Badminton Road (A432) which goes through the centre of Coalpit Heath village, with Frampton Cotterell village just to the west. Although the proposals would provide some benefits to local residents and commuters, particularly improved safety and a better experience for those walking, wheeling and cycling (more detailed comments below), on balance the proposals are not appropriate for this residential village location.

The Parish Council welcomes the increase in the number of signal-controlled crossings on this section of the route (from three to eight) which would notably increase safety and improve the experience for those walking, wheeling and cycling. The proposed changes to the Beesmoor Road/ Roundways junction and the Church Road junction would bring some improvements for those walking, wheeling and cycling.

HOWEVER, the likely benefits are outweighed by the negative ripple effects of the proposed segregated cycle lanes and junction changes required to accommodate them,

on village residents, businesses and community facilities. Comments on specific elements of the scheme are expanded upon below, but in general these negative ripple effects include:

• Vehicle access to the numerous residential and business properties fronting the Badminton Road will become more difficult.

• Vehicle access to/ from side roads and at key junctions along the Badminton Road will be de-prioritised and will become more difficult.

• Several junctions look to become significantly more dangerous for vehicular movements (see specific comments below).

• All on-street parking on the Badminton Road will be lost, negatively impacting residents, businesses and community facilities fronting the road and on adjacent side roads, where parking will be displaced to.

• Vehicle road space along the Badminton Road will be reduced, which will likely lead to increased vehicle congestion, also impacting buses travelling along this route. More traffic lights will lead to more stopping and congestion. Although the desired outcome is to increase cycling, wheeling and walking along this route, there is no clear evidence that the increase will be enough to offset the increase in traffic congestion through the centre of the village.

• The majority of village bus stops will become less safe for disabled users as the cycleway crosses behind them, restricting access.

Specific comments

(i) Station Road junction

There is a short section of double width cycleway across this junction. Query, is this necessary especially as the stop line is so far back? The stop line is too far back, such that vehicles will be forced to stop over the priority crossing to get appropriate visibility to turn on to Badminton Road.

Car drivers will be unable to see left when turning out from Station Road onto Badminton Road.

This is unsafe.

(ii) Beesmoor Rd junction

This crossing is undoubtedly better/ safer for walking, wheeling and cycling. The addition of light-controlled crossings on Roundways/ Henfield Hall and on Beesmoor Road are welcome as they will provide safer walking access to the nearby Manor Primary School, Manor School Field and Manor Hall and facilities along Beesmoor Road.

However, the junction arrangement is not better for vehicles. For large vehicles negotiating the junction it is very narrow, with the turning space at the junction drastically reduced.

(iii) Southview Crescent junction

This is a single track road. Visibility for turning right into this road travelling north is poor and is obscured by a bus shelter and vegetation. The narrowing of the Badminton Road and loss of the central road space for vehicles waiting to turn right into Southview Crescent, will make this right (easterly) turn much less safe i.e. vehicles have nowhere to wait to see if the road is clear before turning. There will also be no room for a vehicle to wait at the entrance to Southview Crescent, where the new cycleway will be, to allow vehicles turning on to the Badminton Road to pass.

(iv) Woodend Rd junction

This is a busy junction for vehicles which is on an incline. The stop line is too far back. Vehicles will be forced to stop over the priority crossing to get appropriate visibility to turn on to Badminton Road.

This is unsafe.

(v) Heathcote Drive junction

The stop line is pushed further back than currently. Fencing on the corner (southern side of Heathcote drive) plus the bus shelter being moved closer to the junction, will reduce visibility for vehicles turning on to the Badminton Road. Vehicles may be forced to stop over the priority crossing to get appropriate visibility to turn on to Badminton Road, especially turning right. This is unsafe.

(vi) Woodside Road

The light-controlled crossing close to this junction and the Sainsburys store/ Badminton Arms is a very welcome addition and will provide safer walking access to local facilities.

(vii)Church Road junction

The addition of a light-controlled crossing just south of the junction is a very welcome addition and will provide safer walking access to this important local route. The narrowing of the junction will make it safer for walking, wheeling and cycling.

Have residents who live in the properties on the Badminton Road immediately opposite the junction been consulted directly? The plans show a new verge/ separator between the highway and the cycleway, which the residents of two properties here will have to cross to access. It is not clear from the plans how this will impact their access.

The lane for vehicles travelling south to turn right into Church Road is reduced in size/ capacity, which is likely to lead to more congestion and queuing at peak times at this junction. Also the position of the light-controlled crossing will lead to more congestion.

(viii) On-street parking and access

Badminton Road can currently accommodate on-street parking along long stretches through Coalpit Heath village. The road is certainly not in constant use for this purpose as homes and businesses generally have off-street parking. However, visitors, delivery drivers, tradespeople and customers regularly make use of the available on-street parking, making it valuable to residents who live on the Badminton Road. With no on-street parking there will be displacement to adjacent roads which is likely to create new local parking problems. Furthermore, it is unclear what enforcement options are available if vehicles

park on or temporarily block the cycleway. Is loading permissible for example? If there is not appropriate enforcement the entire cycleway will be undermined.

Two particular locations where the removal of parking will have an impact on wider village life are:

a. Outside St Saviours Church, adjacent to Beesmoor Road. Large events like weddings and funerals often lead to parking on the Badminton Road. This is not a regular occurrence, but the removal of parking will impact the church and its visitors. Displacement of parking to side roads will become an issue.

A related issue here is roadside access to the listed Lychgate for funerals and weddings. It will be a great loss to the community if access can no longer be accommodated.

b. Outside the Miners Social Club. Again, during larger community and private events, on-street parking is taken up. Removing this capacity could affect the viability of this valued community facility and access to events held there. Displacement of parking to side roads will become an issue.

(ix) Bus stops

There are various bus stops on this section of the route where the cycleway crosses behind the stop. This is not recognised as best practice in designing cycleway schemes. Crucially in this village location, the design will negatively affect access for disabled bus users e.g. with mobility issues, making using the bus LESS safe for them. Improving walking, wheeling and cycling facilities will be at the expense of residents with limited mobility who need to use bus services.

They will no longer be able to access some stops safely.

P7 M4 overbridge to Coalpit Heath viaduct section

1) To what extent are you in favour of creating separate cycle lanes, making it safer for those walking, wheeling or cycling between the M4 overbridge and Coalpit Heath viaduct?

Strongly opposed

2) To what extent are you in favour of introducing new crossings and improving existing junctions between the M4 overbridge and Coalpit Heath viaduct?

Strongly opposed

3) To what extent are you in favour of improving bus stops between the M4 overbridge and Coalpit Heath viaduct to make travelling by bus more pleasant?

Neutral

4) Please share any feedback in relation to the proposals for the M4 overbridge to the Coalpit Heath viaduct

The Parish Council response is separated into general comments on this section of the scheme and comments on specific proposals for crossings and junctions.

General comments

This section of the route includes the more rural and less residential part of Coalpit Heath and the hamlet of Kendleshire. Just north of this section, the cycleway becomes bidirectional and moves to one side of the road due to limited road space. South of the viaduct and past the junction with Park Lane, it reduces to a shared use footpath and cycleway. It then becomes a separate footpath and cycleway again for a short section, before reducing back to a shared use path past the Down Road/ Ruffet Road junction all the way to the M4 overbridge. The Parish Council's view is that fewer residential properties and businesses will be negatively affected on this section, but it provides more limited benefits to local residents and commuters walking, wheeling and cycling, than the section of the route that goes through the village.

The council is concerned that the shared use sections of the path will not be safe for pedestrians.

Although the shared use path will likely improve safety for cyclists (including riders of faster electric bikes and electric scooters), they are likely to travel faster along this section of the route because there are fewer driveways and side roads to cross. This could put pedestrians, especially dog walkers or carers with buggies, at risk or discourage them from using the path. Although private electric scooters cannot be ridden legally on such paths (at this point in time), in reality they will, further increasing risks to pedestrian safety because of the speeds at which they can travel. This is likely to be an issue along the whole stretch of the cycleway, but it will undoubtedly impact the shared use sections more.

Also, it is unclear whether the street lighting on this section of the route will be upgraded? Without improved lighting the shared use path will be much less safe for pedestrians during the autumn and winter months in the mornings and early evening.

There are some welcome improvements for buses along this section, but the need for buses to stop on the road makes the impact neutral overall.

Specific comments

(i) Cuckoo Lane junction

Will the proposed shared use path encroach upon the protected verge opposite the Cuckoo Lane junction? There is a no cut verge here due to the presence of orchids.

There is limited space on Cuckoo Lane before the priority crossing, for vehicles to wait for the crossing to clear before turning into Cuckoo Lane. Similarly there is limited space for a vehicle to wait where it has good visibility before turning out of Cuckoo Lane. The changes will make it less safe for vehicles turning into and out of Cuckoo Lane.

(ii) Ruffet Road/ Down Road junction

The proposed priority crossing, junction changes, crossing island and equestrian holding areas will make crossing Down Road, Ruffet Road and the Badminton Road at this point, much safer for residents and commuters walking, wheeling, cycling as well as riding a horse. However, this is at the expense of making the junction less safe for vehicles, in particular those crossing from the Down Road junction to the Ruffet Road junction. They can no longer use the northern leg of the Ruffet Road junction. Instead, drivers will need to wait in the middle of the Badminton Road until they can clear the Ruffet Road crossing. Buses will also be stopping in the road at this point for the adjacent bus stop. These

factors, plus the position of the light-controlled crossing, will lead to increased queuing and more congestion at this junction.

(iii)Park Lane junction/ Burger lay by

The proposed puffin crossing is a welcome addition as is the bus shelter in the lay by. These measures will improve the experience of pedestrians and bus users.

However, the new layout deign reduces the width of the layby road, thereby reducing capacity for large vehicles to stop here and inconveniencing those drivers of large vehicles that need a stopping place This will impact the burger van business. A different design could retain a wider layby and accommodate the segregated shared used path.

What would the impacts be for you if the improvements were delivered?

The Parish Council recognises that the improvements will have different impacts for different residents, so this question is best left to individual residents to respond to. However, the general point must be made that the improvements will have negative ripple effects on village residents, businesses and community facilities. It is essential that these are understood fully and considered by South Gloucestershire Council when decisions are taken about amendments to the scheme and whether to go ahead with the scheme as a whole. This council is disappointed that the consultation process has failed to specifically engage with the residents of Coalpit Heath village, for example through a tailored questionnaire about the part of the route that goes through the village.