South Gloucestershire Council

Briefing note

10 March 2025

A432 FAQs

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Background

What are the improvements and who will be responsible for delivering them?

Our aim is to transform the A432 and A4174 route between Yate and the Coldharbour Lane junction, providing residents and visitors with better options for buses, walking, cycling, and using wheelchairs or pushchairs.

The scheme will deliver:

- Upgraded bus stops to improve accessibility and convenience.
- High-quality facilities for walking, wheeling (using wheelchairs, scooters, or pushchairs), and cycling along the route.

This project is part of a wider programme led by South Gloucestershire Council to enhance sustainable travel across the region. By linking to existing and planned tracks and paths, the improvements will help create an integrated network, making more destinations accessible via sustainable travel options.

The scheme is funded through the City Region Sustainable Transport Settlements (CRSTS) Fund, managed by the West of England Combined Authority.

For further information on the CRSTS Fund, please visit the West of England Combined Authority's project webpage here.

Further information on the improvements can be found on the scheme's website.

Why do we need to spend money on walking, wheeling, cycling and public transport? Why can't you just fix the roads?

We need to do both.

Right now, travelling by car is a convenient choice for many journeys. However, relying heavily on cars comes with significant drawbacks:

- **Environmental impact**: Cars are a major source of carbon dioxide emissions, contributing to climate change.
- **Air quality and health**: Vehicle pollutants harm the air we breathe, affecting our health.
- **Traffic and delays**: Cars occupy far more road space than alternative options like public transport or cycling, leading to congestion.
- **Rising road repair costs**: More cars mean more wear and tear on roads, reducing funds available for other positive initiatives.

As our population grows, these challenges will only increase.

The region's population is projected to grow from 1.1 million in 2016 to 1.3 million by 2036. Without action, modelling predicts a 26% increase in road trips by 2036, leading to 40% longer delays on average – especially on key routes like the A4174.

Currently in the West of England:

- Two in three commutes are by car, largely due to limited alternatives.
- Two in five commutes are under 2km, a distance easily walkable or cyclable for most people.

Transport is the largest contributor to local carbon emissions, accounting for 32% of CO2 in the West of England (compared to 26% nationally).

These changes are part of a wider regional programme to make walking, public transport and cycling not only viable, but the preferred way of getting around – especially for shorter journeys.

The West of England Combined Authority has secured funding from central government to deliver projects that can make the biggest difference. Local councils are working together to create an integrated active travel network, improving access to cycling and public transport across the region.

The funding for this project is specifically allocated for new transport infrastructure. It cannot be used for other purposes such as:

- Filling potholes
- Funding bus services
- Supporting council services like social care, education, or libraries

Importantly, this project will not impact the budget available in South Gloucestershire for other council services.

Benefits to you

How will the scheme benefit me?

This scheme will provide a range of practical, health, and environmental benefits for local residents, both now and in the future.

New high-quality walking and cycling tracks will make it safer and more attractive to walk, wheel or cycle along the A432. Along Station Road in Yate this will be supported by a new 20mph speed limit. The National Travel Attitudes Survey (NTAS) found that 66% of adults over the age of 18 agreed that "it is too dangerous for me to cycle on the roads". The

figure was even higher for women, at 71%.

The improvements will address safety concerns and will be designed to be suitable for use by people of all abilities. It is not acceptable that people with disabilities and people pushing buggies cannot get to their destinations safely, because there are not enough safe crossing points for them to use.

Walking and cycling have proven health benefits, helping to prevent long-term conditions and supporting active, healthy lifestyles. By making these options safer and more accessible, the scheme promotes better wellbeing for individuals while reducing demand on NHS services, saving millions of pounds each year.

Providing more travel options will encourage a shift away from car use, reducing congestion and emissions and improving air quality.

This will make it a more pleasant and healthier environment for those living near or travelling along the route.

How will safety be improved?

Safety will be enhanced through the introduction of segregated facilities for cyclists, reducing the risk of collisions between cyclists and vehicles. Wherever possible, the cycle tracks will also be separated from footways and bus stops, minimising the potential for conflicts between cyclists and pedestrians, including waiting bus passengers.

New crossing facilities will be designed in line with the Department for Transport's Cycle Infrastructure Design guidance, prioritising safety for both cyclists and pedestrians.

Additionally, speed limit reductions along the route will help create a safer environment for all road users.

How will accessibility be improved?

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

We are planning 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 at side road junctions will also be given to people who are walking, cycling, or wheeling across side roads, supporting the latest changes to the Highway Code and priority hierarchy at side roads.

It is not acceptable that people with disabilities and people pushing buggies cannot get to their destinations safely, as there are not enough safe crossing points for them to use.

Bus stops will be designed in a manner that is inclusive for all, providing suitable shelter

(where applicable) 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.

Listening to you

How have you considered my views?

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.

In 2022, we asked for your views on proposed improvements to the A432, focusing on how to make bus travel, walking, wheeling, and cycling safer and more accessible. Your feedback helped to shape the designs, including new footpaths, dedicated spaces for pedestrians and cyclists, and improved crossings.

Informed by feedback on the proposals from the 2022 consultation, designs for the proposals were produced and shared during a second consultation in 2024.

Why are you informing people now so close to the start date of the project?

We have worked hard over the past few years to ensure that residents and businesses are aware of the project to improve the A432, with multiple rounds of consultation and publishing updates as regularly as possible. Whilst we want to inform people as early as possible of potentially disruptive work in their area, we must also work within the timescales of our contractors, with changes possible at short notice.

We want to see the project completed sooner rather than later to minimise disruption in the long-term and are now moving forward at pace to deliver these much-needed highways improvements.

The CRSTS project has a specific timescale for delivery, with all projects funded through to March 2027. To ensure these timescales are met, construction is planned to start in March 2025 for the A432.

The improvements

No one uses the cycle lanes on Badminton Road. Why are you building more cycle lanes?

The council has carried out annual surveys along the current Badminton Road cycle

lanes between Coalpit Heath and Nibley Lane since they were installed in spring 2022. Our data shows that there has been an increase in the number cyclists and pedestrians using these improved facilities.

During October 2023 there were 6,400 cycle journeys along the new cycle lanes. This represents a 36% increase since October 2022.

Through the improvements being made as part of this project, we will be providing links to a variety of destinations, opening routes which are currently only on-road without any segregation, such as Coalpit Heath and Station Road. When these changes have been made, we anticipate that these figures will have even more of a significant uplift.

Will there be any impact on how I access my driveway or business?

A consequence of the improvements will be that vehicles exiting or accessing private driveways or businesses will need to cross the new cycle tracks in addition to the existing footway, where applicable.

Drivers would need to check for passing cyclists in the same way they currently do for pedestrians using the footpath and vehicles on the road. The designs ensure maximum visibility for cyclists and drivers.

Examples of other, similar schemes that have been built are also provided **here** so that you can understand how the scheme will affect entry and exit into your property.

How will the improvements affect journeys by other vehicles?

Our improvements will make it safer and easier for people to swap car journeys for walking, cycling, or use public transport. As more people make this switch to sustainable travel the number of vehicles on the road will reduce. Less traffic will mean less congestion for those who still need to travel by car.

Construction

How much will these changes cost?

Cost estimates are being developed as part of the design process and the current allocated budget is £34.7 million. However, this is for the entire scheme and for improvements along the whole of the A432, including Station Road and Badminton Road, and the A4174 Avon Ring Road.

Where is the money coming from to pay for these improvements?

Funding for the improvements is being provided by the West of England Combined Authority's funding from Central Government, via the City Region Sustainable Transport Settlement and will not impact on funds available in South Gloucestershire for other council services.

The financial restrictions on public spending mean that capital funding from Government (such as this funding opportunity) must be spent on improving highway assets and cannot be used for other purposes such as:

- Filling potholes
- Funding bus services
- Supporting council services like social care, education, or libraries

When will construction take place and how long will it last?

Construction is planned to commence in March 2025 and be completed by Winter 2027. Given the length of the route, works will be phased so only certain sections will be worked on at any one time.

The works will take place in the following phases:

1. Wick Wick Roundabout to Down Road: Spring 2025 – Summer 2025
2. Down Road to Beesmoor Road: Spring 2025 – Winter 2026
3. Church Road to North Road: Summer 2025 – Spring 2026
4. Beesmoor Road to Church Road: Winter 2026 – Winter 2027

How will roadworks during construction affect journeys along the A432?

To enable these improvements, we will need to introduce a series of traffic management arrangements to ensure the work can be undertaken safely for both our workforce and the travelling public. To manage traffic, there may be lane closures with temporary traffic lights, but not full road closures.

Detailed traffic management information will be released before each phase begins. We appreciate that these measures will cause some disruption, however we will aim to keep this to a minimum over the course of the works. We'll keep you updated with latest available information through the project website.

How do these improvements fit with designs for the new replacement Badminton Road M4 overbridge?

Throughout the works we will be coordinating with National Highways as they continue to rebuild the M4 overbridge, which will remain closed whilst construction on the A432

is undertaken. Doing this work now will minimise disruption in the long term while traffic on the A432 is lower than normal.

Will any bus routes or timetables be changed as a result?

No changes to bus services are proposed as part of the scheme.

The Combined Authority is working with operators to establish an Enhanced Partnership to improve bus services across the West of England which will cover both commercially operated services and those operated with financial support from the Combined Authority.

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

Next steps and more information

How do I find out more about the scheme?

You can visit our website for project updates and detailed maps of the works at southglos.gov.uk/a432improvements.

If you would like project updates delivered straight to your inbox, sign up to the council highways newsletter at www.southglos.gov.uk/keep-in-touch.

Alternatively, if you have any questions, please email a432-a4174-improvements@southglos.gov.uk.

Alternatively, you can write to us at: Department for Place, PO Box 1954, Bristol, BS37 0DD.