A4174 Design Response

Consultation responses and design considerations

The 2023 consultation for improvements to walking, wheeling, cycling and bus infrastructure on the A4174 presented five key questions relating to the design of the scheme. The responses to these questions, and a summary of the implications on design have been addressed below:

1. **To what extent are you in favour of creating a new cycleway (or widening existing cycleways/shared use paths), making it safer for pedestrians and cyclists?**

53.1% of respondents were in support of these measures (35.8% opposed), with feedback received highlighting that segregated footpaths would make a 'positive difference' in improving accessibility and safety.

To provide sufficient segregated cycling infrastructure, the scheme has been designed in a manner that caters for a 3m wide bi-directional cycle track, 2m footway and 0.5m separator between the path and carriageway. This conforms to relevant guidance, as set out in Local Transport Note 1/20 (LTN 1/20) (https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120)).

2. **To what extent are you in favour of introducing new crossings and upgrading existing ones to allow pedestrians and wheelchair users to get where they need to more quickly?**

53.8% of respondents were in support of these measures (27.4% opposed), with feedback received highlighting that local people would be the main beneficiaries of these changes.

Where new crossings are proposed, these have been designed in a manner to allow safe transition for both pedestrians and cyclists, improving safety for all road users. Additionally, where crossings have been upgraded, these have been designed to allow for separation (where viable) of both cyclists and pedestrians.

3. **To what extent are you in favour of introducing new speed restrictions to improve safety for road users (vehicles, cyclists and pedestrians)?**

52.7% of respondents were opposed to these measures (34.2% in support), with feedback received questioning the requirement for speed limit changes, along with limited enforcement and vehicle speeds being far lower than the speed limit at peak times being cited as additional reasons for why a change is not required.

As abovementioned, most consultation respondents were in support of measures to introduce or widen cycleways. However, to ensure these measures are of an appropriate standard, the scheme must be designed to conform to LTN 1/20. This places a minimum

width restriction and speed limit when designing footpath, cycle path and buffer widths adjacent to the carriageway.

As set out in the guidance LTN 1/20, the minimum buffer width between a cycle path and carriageway is 0.5m where 40mph limits exist. The required width is greater for 50mph.

The new scheme has been designed to utilise all the available space, and as such only a 0.5m buffer is possible in some areas and therefore a 40mph limit is an essential requirement to maintain safety for all road users.

Further information is available in the project FAQs, visit https://a4174improvements.commonplace.is/en-GB/proposals/your-questions-answered/step1).

4. **To what extent are you in favour of introducing a new two-lane exit on to Coldharbour Lane from the A4174 to improve traffic flows?**

48% of respondents were in support of these measures (25.2% opposed), with feedback received noting that this is a congestion hotspot, and the measures would improve the reliability of bus services. It was also noted that an extension to the lane should be considered.

The two-lane exit design works within the geographical scope of the project, seeking to alleviate the known congestion issues at this site by providing an additional lane for motor vehicles turning left into Coldharbour Lane. An extension to this lane, beyond what has been designed would be outside of the agreed scope, and as such, will be considered as part of additional future schemes.

5. **To what extent are you in favour of creating a new bus stop near to the Wick Wick roundabout to open up bus travel to people living in this area?**

53.2% of respondents were in support of these measures (19.2% opposed), with feedback received noting that the additional bus stop would be beneficial. It was also noted that the siting of the bus stop may need further consideration, and the reliability of bus services being a cause for concern.

The proposed bus stop location follows feedback received from the 2022 consultation (https://consultations.southglos.gov.uk/YCSWW), and further investigation into the feasibility of providing a bus stop at alternate locations along the ring road during the relevant funding window for the project.

Through the West of England Combined Authority (WECA) Bus Service Improvement Plan https://www.westofengland-ca.gov.uk/wp-content/uploads/2022/12/West-of-England-Bus-Service-Improvement-Plan-1st-Annual-Review-Final-221221.pdf), the A4174 has been noted as an area for improvements to bus priority. As such, it is hoped that further enhancement to bus services can be delivered alongside the changes being made from this project.