South Gloucestershire Council

A432 improvements

Design Response

Introduction

South Gloucestershire Council (SGC) held a consultation in summer 2024 to gather public feedback on proposals to provide better travel options along the A432 between Wick Wick roundabout and Station Road in Yate. Proposals include:

- 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.

Full details of the consultation process and results can be found in the separate Consultation Report which is available on the Commonplace website https://a432improvements.commonplace.is/.

Through the consultation we received over 600 responses and a variety of feedback including some queries, concerns or suggestions in relation to the proposals. A thorough review of all feedback has been undertaken by the project team. The purpose of this report is to acknowledge the key or recurring suggestions, identify where any changes have been made to proposals as a result of the consultation, and provide further explanation where appropriate for common queries.

Design Response

The 2024 consultation for improvements to walking, wheeling, cycling and bus infrastructure on the A432 presented a range of questions relating to different aspects of the scheme. The route was split into four sections and separate feedback was gathered for each. The response 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 separate cycle lanes, making it safer for those walking, wheeling or cycling?**

Section	Response
B&Q roundabout to North Road, Yate	49.6% of respondents were supportive of these measures (39.1% opposed).
North Road, Yate to Frog Lane, Coalpit Heath	48.4% of respondents were supportive of these measures (39.3% opposed).
Frog Lane, Coalpit Heath to Viaduct, Coalpit Heath	48.5% of respondents were supportive of these measures (40.5% opposed)
Viaduct, Coalpit Heath to M4 Overbridge	50.3% of respondents were supportive of these measures (36.9% opposed)

To provide sufficient segregated cycling infrastructure, the scheme has been designed in a manner that caters for either a bidirectional cycle track, with separated footpath or a unidirectional cycle track with separate footpath, where feasible. There are instances where this is not possible, and Shared Use Paths (SUPs) have been proposed, based on width constraints, to provide a safe solution. This conforms to relevant guidance, as set out in Local Transport Note 1/20 (LTN 1/20)[1].

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

Section	Response
B&Q roundabout to North Road, Yate	54.1% of respondents were supportive of these measures (28.5% opposed).
North Road, Yate to Frog Lane, Coalpit Heath	51.3% of respondents were supportive of these measures (30.1% opposed).
Frog Lane, Coalpit Heath to Viaduct, Coalpit Heath	52.3% of respondents were supportive of these measures (30.7% opposed)

Viaduct, Coalpit Heath to M4 Overbridge	55.6% of respondents were supportive of these measures (28.1% opposed)

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.

Similarly, junctions have been designed to provide safe passage for all road users, improving on the existing configuration in some instances.

3. **To what extent are you in favour of improving bus stops?**

Section	Response
B&Q roundabout to North Road, Yate	51.7% of respondents were supportive of these measures (19.8% opposed).
North Road, Yate to Frog Lane, Coalpit Heath	51.9% of respondents were supportive of these measures (21.7% opposed).
Frog Lane, Coalpit Heath to Viaduct, Coalpit Heath	51.1% of respondents were supportive of these measures (22.2% opposed)
Viaduct, Coalpit Heath to M4 Overbridge	51.4% of respondents were supportive of these measures (23.4% opposed)

To improve access to public transport infrastructure, improvements to bus stops will be made throughout the corridor, including new bus shelters, where feasible.
This includes incorporating measures to provide a continuous cycle route, whilst asserting the priority of pedestrians at bus stops, through the introduction of bus stop bypasses. To facilitate these changes, some bus stops will be relocated.

B&Q roundabout to North Road, Yate, specific questions

Three additional questions were asked regarding specific measures on Station Road. The response to these questions, and a summary of the implications on design have been addressed below:

1. **To what extent are you in favour of reducing the speed limit to 20mph between North Road, Yate and the B&Q roundabout to make walking, wheeling and cycling safer?**

33.1% of respondents were in support of this measure (53.1% opposed), with those supportive stating it would create a safer environment for all.
Those opposed stated that speed is already low, indicating that there is no need to reduce speed formally, or that a reduced speed would exacerbate congestion in the area.

The scheme seeks to reflect the ‘High Street’ nature of Station Road, with the desire to encourage more residents and visitors to walk and cycle, leading to a reduction in congestion, air pollution and associated car use.
A reduction in speed limit has been incorporated into proposals to reduce the likelihood of casualties for vulnerable road users and to reinforce the existing weight restrictions on Station Road.

Features such as the proposed raised table at the junction of Westleigh Close, have been introduced to supplement a speed reduction, creating a safer and more pleasant environment for all users on Station Road.

2. **To what extent are you in favour of creating new parking spaces on Station Road?**

46% of respondents were in support of this measure (23.1% opposed), with those in favour stating that the parking spaces would support local businesses and those opposed feeling as though they are unnecessary or not in line with the overall objectives of the scheme.

The co-design process applied to Station Road highlighted a requirement for additional parking spaces to cater for businesses and deter unlawful parking of vehicles. The spaces provided do not detract from the sustainable infrastructure being implemented but provide a facility not currently present in the proposed location.

3. **To what extent are you in favour of removing the right turn movement from the A432 into North Road to create space for improved walking and cycling paths at the North Road junction?**

28.5% of respondents were in support of this measure (53.9% opposed), with those in favour noting the requirement for this change to facilitate the required infrastructure. Those opposed generally did not appreciate the reasoning behind this proposal and felt it would increase journey times, congestion and emissions.

Without significantly impacting the quality of the proposals by limiting the continuous cycle provision and separate footway, the right-turn lane into North Road, from Station Road, must be removed as part of these proposals due to limited available widths.
For the junction to function optimally, the complete removal of this right turn is required to reduce congestion concerns and to ensure continuous walking, wheeling and cycling provision is catered for.

Options available for those wishing to turn right include access via Stover Road, the B4059 (Goose Green Way) or via the roundabout at Culvert Avenue.

Changes made post-consultation

This section provides a summary of the design elements that have changed since the consultation, as a result of public and internal feedback received.

Stover Road

We received a variety of feedback relating to the Stover Road junction. As a result, we have altered designs to retain the existing access route to Pearce Bros. We have also removed traffic islands at this junction to provide improved manoeuvring space for large vehicle turning.

SGC officers met on site with several residents to discuss their queries and concerns and have agreed that a dedicated signal pole for residents will be provided on the west side of the proposed crossing, in the northeast corner of the junction and all current carriageway sensor loops will be maintained in the proposed design. Improvements to drainage and extension of dropped kerbs were also discussed which will be considered at the detailed design stage.

Culvert Avenue roundabout

Designs have been amended at this roundabout to provide improved crossing facilities. The proposed crossing across the A432 has been upgraded to a Toucan crossing and a parallel Zebra crossing is proposed across Culvert Avenue, with paths either side upgraded to accommodate this movement.

Station Road / Moorland Road

Following consultation feedback, we have amended proposals to extend the yellow box markings at this junction across all westbound lanes.

St Saviour's Church

Concerns were raised of parking and access at St Saviour's Church, particularly during events like weddings or funerals. We have identified a parking solution for this site and further consultation will take place between SGC and the users of this site.

Cycle lane north of viaduct

A section of the proposed cycle lane just north of Coalpit Heath viaduct by the lay-by has been moved slightly further south away from the carriageway to accommodate the significant changes in ground levels at this location. This will provide an easier journey for cyclists and allow for better drainage. An area of hardstanding has been included between the cycle path and footpath/carriageway for drivers accessing the lay-by.

Cuckoo Lane junction

Following feedback from internal teams at SGC and councillors, we have adjusted the design of the junction between the A432 and Cuckoo Lane to provide a dedicated right-turn ‘pocket’ for those turning right into Cuckoo Lane. This is considered a safer design that will encourage better driver behaviour and reduce likelihood of collision.

Additional questions and comments

Several standalone questions and comments were received during the consultation window. These have been linked to common themes, and the response to these questions/comments, and a summary of the implications on design have been addressed below:

Section	Theme	Design Response
B&Q roundabout to North Road, Yate	Access to residential properties.	Access remains unaffected, with footway and crossing provision for active modes (pedestrians and, where relevant, cyclists) improved, but these do not present a reduction in existing access provisions for vehicles.
	Location of crossing point in proximity to Eggshill Lane and Westleigh Close.	The design proposed 4-way raised table crossing at the Junction between Westleigh Close and Station Road, providing a safer crossing point for cyclists emerging from Westleigh Close, when considered alongside the proposed 20mph speed reduction. The intended signalised crossing placement seeks to strike a balance by centrally positioning between Westleigh Close and Sunnyside Lane, whilst also considering the need for those using the bus stops at this site.
	Entry and exit of Moorland Road junction.	As noted above, the design includes proposals for widened yellow box markings outside Moorland Road which now extends over both westbound lanes.
	Access to Kennedy Way.	Kennedy Way is beyond the extents of this scheme; access the cycle path will be via existing paths on the north side of the roundabout or crossings further west on Station Road. The design endeavours to deliver the recommendations of the LTN 1/20 guidance wherever site constraints permit.

	Extension of the existing island in proximity to Eggshill Lane.	The proposals require this island to be repositioned due to an amendment in lane layout, along with being extended to prevent traffic from making right turns into Eggshill Lane.

Section	Theme	Response
North Road, Yate to Frog Lane, Coalpit Heath	Crossing at Culvert Avenue.	As noted above, the design has been amended to reflect existing crossing movements, with the proposed crossing across the A432 upgraded to a Toucan crossing. Additionally, a parallel Zebra crossing is proposed across Culvert Avenue, with paths either side upgraded to accommodate this movement.
	Continuation of provision outside of the Park and Ride.	Provisions for a bus stop shelter and pedestrian access necessitates the incorporation of a shared use path for this segment due to the available widths at this location.
	Nibley Lane (southern junction).	The designs aim to introduce a raised crossing for pedestrians and cyclists across Nibley Lane, south. A raised side road crossing for pedestrians across Nibley Lane, north, has also been introduced. These measures seek to reduce speeds and reinforce priority across side roads for vulnerable road users.

Section	Theme	Response
Frog Lane, Coalpit Heath to Viaduct, Coalpit Heath	Crossing point at Church Road.	This crossing has been designed following guidance from LTN 1/20 and maximises safety for all road users by using a segregated crossing where cyclists and pedestrians have priority. The narrowing of the carriageway and implementation of a segregated crossing will significantly enhance safety and accessibility for cyclists and pedestrians.
	‘Cyclops’ junction at Beesmoor Road.	The proposed design for this junction is to allow for safe crossing for vulnerable road users, whilst retaining the existing signal configuration. This includes additional signal-controlled crossings on the Beesmoor Road and Henfield Road arms of the junction, with the right-turn lanes on Badminton Road retained.

	Side road crossings throughout Coalpit Heath.	The design seeks to provide a combination of give way and raised table crossings to significantly enhance safety for all users. Areas where these have not been introduced are where there are lower number of pedestrian activities and a larger number of HGVs that need to be catered for.
	Parking provision outside St Saviour's Church.	As noted above, the design has been amended to incorporate parking provision outside St Saviour's Church. This is still being developed, and relevant parties will be consulted to finalise this element.

Section	Theme	Response
Coalpit Heath viaduct to M4 Overbridge	Shared Use Path provision.	The provision of segregated use paths is the preferred option throughout the corridor, however, where space is constrained, Shared Use Paths (SUP) have been provided in some locations for continuity. In some instances, there may be sufficient space to segregate users, however as this may be over small stretches, it can lead to increased conflict between users, and therefore a SUP has been provided. The design follows relevant guidance as referenced in LTN 1/20 to make sure these measures are correctly implemented.
	Down Road and Ruffet Road junction issues.	The design seeks to introduce controlled crossing points for pedestrians, cyclists and equestrians across both the A432 and Down Road to improve safety and assert priority at these locations.
	M4 Overbridge	South Gloucestershire Council are working with National Highways to ensure that sufficient width paths are provided in the design for a new bridge across the M4. As this is a National Highways scheme, all relevant updates will via their distribution channels.

Section	Theme	Response
General	Suggestions outside of project scope	We are unable to alter the scope of the project, but we appreciate the desire for further

		improvements and will retain these suggestions for future consideration.
	Environmental issues	A full Environmental Impact Assessment has been carried out for this scheme, and through the design process SGC and AtkinsRéalis have done as much as possible to conserve and protect wildlife. The scheme at the Cuckoo Lane section has been designed to ensure the Lizard Orchids (and Bithynian Vetch) in this area are protected. The design also seeks to deliver against all Ecology Biodiversity Net Gain requirements meaning more trees and vegetation will be planted than taken away. The increased provision of active travel infrastructure will also help to reduce pollution from car travel and lessen the burden on the environment in the long term.
	Traffic and congestion impacts	Traffic modelling has been undertaken to understand likely impacts of the proposals and concluded that congestion will not be significantly impacted as a result. The increase in active travel provision from the scheme will aim to reduce traffic level as people make a change to active travel methods.
	Cycle path colour / differentiation	The cycle route will be distinguishable from the main carriageway by a contrast in colour and a range of kerbing throughout, in accordance with LTN 1/20 guidance, to maximise safety for all users.
	Road width for emergency vehicles	Similar road widths are in place across the country and are in line with latest design guidance. When reacting to emergency vehicles, as per the Highway Code rule 219, road users should “Consider the route of such a vehicle and take appropriate action to let it pass, while complying with all traffic signs.”
	Cyclists required to cross multiple times on route	To ensure the route is accessible for all, improvements to crossings to accommodate those walking, wheeling and cycling must be implemented. Whilst we acknowledge a likely small time delay of using the segregated track and associated crossings when compared to cycling directly on-road, the provision of a fully segregated cycle route creates a more accessible option for new and inexperienced cyclists. As cycling is permitted on the

		carriageway, more confident cyclists can continue their route in a similar fashion to motorists, if preferrable.
	Traffic enforcement	Issues of speeding, parking and weight limits are the responsibility of South Gloucestershire Council traffic enforcement and the relative bodies. However, the design of this scheme aims to best combat unsafe practices on the carriageway especially around schools and areas of heavy pedestrian use, within the extents of design.

Next Steps

The Full Business Case for this project was submitted to the West of England Combined Authority in November 2024 and are awaiting approval at the time of writing this report. Pending approval, detailed designs would be developed for construction to begin in early 2025. The Commonplace website https://a432improvements.commonplace.is/ will be kept up-to-date with project progress.