

A4174 improvements

Answers to your questions

Background

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

Our aim is to transform the A432 and A4174 route between Yate and the Coldharbour Lane junction on the A4174 to give residents and visitors better options for using buses, walking, cycling and the use of a wheelchair or pushchair.

The proposals include improvements to bus stops and high-quality walking, wheeling (use of a wheelchair, scooter or pushchair) and cycling facilities along this route.

The scheme is being developed by South Gloucestershire Council as part of a wider programme of works aimed at improving public transport and active travel throughout the region and would link up with other existing and proposed tracks and paths to create an integrated network, opening up more and more places to active travel options. It is funded by the West of England Combined Authority through the City Region Sustainable Transport Settlements (CRSTS) Fund, administered by the West of England Combined Authority.

For further information on the CRSTS project, please visit the [West of England Combined Authority's webpage here](#).

Further information on the proposals can be found via the scheme drawings, scheme images and further information document.

Why are you proposing these improvements along this route?

The A4174 is an important local road which sees thousands of vehicle movements everyday as people travel between communities, access amenities or travel to work or school or college.

Along the ring road there are a number of major employers such as the MoD, the Bristol and Bath Science Park and UWE. It is also a key route into Bristol city centre for many towns and villages and connects to the wider motorway network.

Currently, the options for people considering alternatives to the car are not good enough and so many people are forced to use their car when they would prefer not to.

There is a well-used shared use path for pedestrians and cyclists along the A4174 and the proposals we have involve creating a separate two-way cycle lane, improved crossings and a new speed limit to make it safer for pedestrians and cyclists.

We are also introducing a new bus stop to provide easier access to public transport, as well as an additional left-turn lane at the Coldharbour Lane junction to improve traffic flow and journey times.

There is demand for improved walking and cycling facilities along this route. You told us in spring 2022 that you didn't feel safe with pedestrian and cycle traffic using the same paths and wanted some segregation. People have also told us they would switch to active travel and public transport options if they were viable.

We can't simply carry on as we are. Over the coming years we will need to make some very hard decisions about how we travel around the area and go about our daily lives.

We want to deliver a step-change in making walking, public transport and cycling not only viable, but the preferred way of getting around – especially for shorter journeys. To do this, we must make alternatives to the car more reliable, safe and convenient. This scheme supports that sustainable transport investment along one of our busiest and most heavily congested roads.

Why do we need to spend money on cyclists? Why can't you just fix the roads?

We need to do both.

Right now, travelling by car is a convenient way of getting around for many journeys. But this reliance on cars has some significant down-sides;

- Environmental damage due to carbon dioxide emissions,
- Health impacts due to increased pollutants in the air that we breathe,
- Congestion and delays because cars take up so much more space on the road than alternative options like public transport or cycling,
- Less money to spend on more positive initiatives due to increasing spend on fixing roads damaged by vehicles.

Our growing population will exacerbate these issues.

The population of the region is expected to rise from 1.1 million people in 2016 to 1.3 million in 2036. Without positive action, modelling indicates this will lead to a 26% increase in trips on the road network by 2036, increasing average delays per vehicle by almost 40%. This will be worse along busy routes like the A38.

Currently in the West of England:

- Two in three commutes to work are by car, primarily because people have limited alternative options,
- Two in five commutes are less than 2km, a distance which almost all of us could walk or cycle.

Transport represents the largest source of emissions locally (32% of CO₂ is generated by transport in the West of England compared to 26% nationally).

These proposals are part of a wider programme through which we're seeking to deliver a step-change in making walking, cycling and public transport not only viable, but the preferred way of getting around, especially for shorter journeys.

The West of England Combined Authority has been given money by central government to spend on the schemes which have greatest potential to make the biggest difference. Local councils are then working together on local projects, which join up to create an integrated active travel network, opening up more and more places to cycling and public transport. will not impact on funds available in South Gloucestershire for other council services.

The money available for this project can only be used for new transport infrastructure and cannot be used for funding bus services, filling potholes or other day to day funding such as social services, education or libraries. This project will not impact on funds available in South Gloucestershire for other council services.

Why is there a strong focus on walking and cycling?

In 2020 the government published a long-term vision to make England a walking and cycling nation. The plan, called [Gear Change](#), includes the ambitious goal that half of all journeys in towns and cities will be walked and cycled by 2030. Active Travel England (ATE) was set up specifically to lead on achieving this objective. It is a condition of the funding that ATE consider and authorise the scheme.

What does council policy say?

This scheme is part of a wider transport package of improvements set out in the [Joint Local Transport Plan 4 \(2020-2036\)](#) for the West of England which, after consultation in 2019, was adopted as policy by the West of England local authorities, including us. This document sets out the priorities for investment in the area including the A432 and A4174 corridor improvements for walking, cycling, wheeling and enhanced bus services between Yate and Bristol.

The Combined Authority's Bus Service Improvement plan (link [here](#)) also identifies the A432 and the A4174 as a "High Priority Investment corridor" with the commitment to work with bus operators through a partnership agreement to deliver a higher frequency of services.

Benefits to you

How might the scheme benefit me?

This scheme will bring many practical, health and environmental benefits to local residents now and into the future.

New high-quality walking and cycling tracks will make it safer and more attractive to walk or cycle between communities along the route. These facilities will be designed to be suitable for use by people of all abilities. Encouraging people to swap their cars for walking, public transport or cycling will free up space on our roads for those who need to drive.

If no action is taken to provide credible and attractive alternatives to car travel modelling has indicated a 26% increase in trips on the road network by 2036. This is estimated to result in an increase in average delays per vehicle of almost 40%. This will be worse along busy routes such as the A4174. ([Data taken from the Joint Local Transport Plan 4](#))

We want to support active and healthy lifestyles. Walking and cycling have proven health benefits and are known to prevent long-term health conditions. Healthier lifestyles also save the NHS millions of pounds every year and reduces demand on our health services.

Reducing the number of cars on the road will also improve local air quality making a more pleasant environment for those people who live close to or travel along the route.

How would bus travel be improved?

The proposals include installing a new bus stop near to the Wick Wick roundabout which will make using public transport more convenient for people living and working in the Bromley Heath and Emersons Green areas.

Some may argue that people are deterred from using buses because of issues with reliability and frequency of services and because buses simply don't travel to the places they want to go. We're investing in bus infrastructure because over the longer term, we expect buses to play a much bigger role in the overall travel mix.

We continue to work with bus operators and the West of England Combined Authority, who are ultimately responsible for bus services, to deliver a service which gets people to the places they need to go at the times they need to travel.

We need to work together to create the right conditions for the bus model to work.

If we continue to allow buses to be delayed in traffic and if we don't invest in facilities like bus shelters, people won't switch to buses, meaning that too few people will use individual services, bus operators will lose money and they will be forced to withdraw services. If, however, we invest in the infrastructure, like introducing bus lanes at key pinch points and improved bus stop facilities like shelters and raised kerbs, many more people will switch to buses as they are more reliable, accessible and a more pleasurable way to get around. With more passengers, the financial model works, and bus operators will introduce services to more places and more frequent services on existing routes, which will attract more people to switch, which makes more services financially viable, which means more services can be offered and so on...

Initial investment in infrastructure delivers benefits for everyone.

How would facilities for walking, cycling and wheeling be improved?

New segregated walking and two-way cycling tracks are proposed along the A4174. They will make it safer and more attractive to walk, wheel or cycle between communities along the route. These facilities will be designed to be suitable for use by people of all abilities. In some locations, we are proposing to change speed limits to enhance safety and support increased walking, cycling and wheeling.

Along the A4174, new or improved crossing facilities will be provided to improve access to bus stops and the new walking and cycling tracks. The new walking and cycling facilities will be designed in accordance with the Department for Transport's Cycle Infrastructure Design guidance (Local Transport Note 1/20).

How would safety be improved?

Providing segregated facilities for cyclists will reduce the risk of collisions between cyclists and vehicles. Where possible the cycle tracks will also be separated from the footway and bus stops to reduce the risk of collisions between cyclists and pedestrians including waiting bus passengers. Crossing facilities will be designed in accordance with the Cycle

Infrastructure Design guidance with the aim of ensuring safety for cyclists and pedestrians. The proposed revised speed limits will also help to generally improve safety.

How would accessibility be improved?

Wherever possible, we're proposing separating cyclists from pedestrians and wheelchair users, which will improve safety and accessibility. Where this isn't possible and cyclists need to share the same space with pedestrians, clear signage will remind cyclists to give way to pedestrians.

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

How would the proposals affect air quality?

Schemes like this are necessary to make walking or travelling by bike or on a bus safer and more viable. In encouraging more people to use active and sustainable ways of travelling for more of their journeys – especially short trips – we can reduce use of cars.

This will improve air quality. Enhancements to the Coldharbour Lane junction will also improve air quality by reducing queuing traffic at peak times.

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.

Firstly, you told us you agreed with the premise for the scheme – you didn't feel safe with pedestrian and cycle traffic using the same paths and wanted some segregation.

You also wanted to improve safety for pedestrians by increasing the number of crossing points; we are proposing to improve crossings at various locations along the route and to add a new crossing at the Wick Wick roundabout.

You told us that an earlier proposal to install new bus stops near to the Bromley Heath roundabout were not appropriate and the stops would not be easy to access for local people, so we have removed the stops from the scheme.

A summary of the key findings can be found on our consultation homepage, along with an explanation which details how this information has supported the updated designs.

The proposals

Why is a two-way cycle track with segregated pathway proposed along the A4174?

Where there is space, we want to provide separate paths for cyclists and pedestrians and other slower moving people. We are also proposing a two-way cycle track so cyclists travelling in different directions can pass each other safely. These improvements would

reduce the risk of collisions, reduce delays for cyclists and make it a more pleasant experience for all.

Why are there shared-use paths in some places?

There are some areas where space will not allow for a separate path for cycling. In these areas, a fully shared path is proposed to avoid sub-standard widths for both pedestrians and cyclists.

Additionally, where cyclist and pedestrian crossings are proposed, short sections of shared-use path will make it easier for all people to use the crossings.

Why are you proposing to change speed limits in some places?

We are proposing to adjust speed limits in the following locations to improve safety and support increased walking and cycling (westbound only):

- Bromley Heath roundabout from 50mph to 40mph
- Hambrook junction from 50mph to 40mph
- M32 J1 to Coldharbour Lane from 50mph to 40mph
- Coldharbour Lane to Abbey Wood Roundabout 50mph to 40mph

Where roads are narrower and there is less separation between cyclists and vehicles, it is especially important to reduce speeds to maintain safety for both cyclists and road users.

Legislation directs what speed limits should be implemented where this separation is not possible. The table below illustrates the distances and speeds required.

Table 6-1: Minimum recommended horizontal separation between carriageway and cycle tracks*

| Speed limit (mph) | Desirable minimum horizontal separation (m) | Absolute minimum horizontal separation (m) |
|-------------------|---|--|
| 30 | 0.5 | 0 |
| 40 | 1.0 | 0.5 |
| 50 | 2.0 | 1.5 |
| 60 | 2.5 | 2.0 |
| 70 | 3.5 | 3.0 |

*Separation strip should be at least 0.5m alongside kerbside parking and 1.5m where wheelchair access is required.

We will consult with Avon and Somerset Police on the reduction in speed limits.

Why are you proposing a new bus stop?

As part of the [West of England Bus Service Improvement Plan \(westofengland-ca.gov.uk\)](https://www.westofengland-ca.gov.uk), the A4174 has been identified as a site in need of improvements for bus infrastructure.

We investigated the potential for three new bus stops along this route. We are proposing to take forward the stop west of the Wick Wick roundabout, which helps connect local residential properties to bus services improving access to Bromley Heath and Emersons

Green. The other two proposed locations have been removed from the scheme as they were less likely to be used given the distance and long walk from houses.

Why are you proposing new crossings at the Wick Wick roundabout?

We want to make it easier for pedestrians and cyclists to cross this busy roundabout. We are proposing new crossings on the A432 arm of the roundabout which will link existing shared-use paths with the proposed improved walking and cycling paths along the A4174.

More information on the types of crossings proposed is available in the detailed designs.

Why are you changing the road layout on the A432 arm of the Wick Wick roundabout?

During peak times motorists experience congestion and delays to their journeys when traveling from the A432 Badminton Road onto the Wick Wick roundabout. To help alleviate this issue, we are proposing two lanes for traffic travelling onto the roundabout, following the re-opening of the M4 overbridge,

Why are you changing the Coldharbour Lane junction?

The Coldharbour Lane junction is heavily congested during peak times. The proposal to create an additional left-turn lane seeks to reduce the impact of left-turning vehicles towards UWE. Having two left-turn lanes at this busy junction will reduce congestion and journey delays currently experienced by other motorists who want to continue travelling along the A4174.

How will the proposed improvements affect journeys by other vehicles (including motorcycles, cars, vans, lorries)?

The proposed improvements are not expected to impact on other road users. Changes to the Coldharbour Lane junction will help improve traffic flow.

Why are the proposed cycle tracks not being extended further west along the A4174 towards Filton?

The council will continue to develop proposals to support walking, cycling and bus travel across the council area and will bring these forwards as part of the wider programme to address the Climate Emergency.

What is happening at the Hambrook Junction?

In 2019 a national assessment of local authority roads identified the A4174 ring road between the M32 Junction 1 and the Bromley Heath roundabouts as being above the annual mean limit value for Nitrogen Dioxide (NO₂) 40 µg/m³ (micrograms per cubic metre).

We were required by government to assess if there were any actions that could be taken to reduce the high NO₂ to meet the legal limits in the shortest time possible.

Restrictions to some traffic movements were put in place. This junction is still being monitored by the Government Joint Air Quality Unit and the outcome of that monitoring will inform next steps.

Earlier proposals for a new bus gate at this site have been removed from the project, pending the results the Government monitoring period.

Construction

How much might 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.

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

Funding for the improvements will be provided by the West of England Combined Authority's funding from Central Government and will not impact on funds available in South Gloucestershire for other council services.

A Full Business Case, along with a funding request, will be submitted to the Combined Authority once detailed design has been completed. The money available for this project can only be used for new transport infrastructure. The financial restrictions on public spending mean that capital funding from Government (this funding opportunity) must be spent on improving highway assets and cannot be used for funding bus services, filling potholes or other day to day funding such as social services, education or libraries.

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

Should this scheme be progressed, construction is planned to commence in early 2025. It is possible that some elements could be undertaken earlier to coincide with current closure of the M4 overbridge on the A432. We anticipate that overall, construction works may take between 18 months to two years to complete. Given the length of the route it is likely that works will be phased so only certain sections will be worked on at any one time.

How will roadworks during construction affect journeys along the A432 and A4174?

South Gloucestershire Council will work with the appointed contractors to minimise disruption to traffic and maintain access to properties. However, this needs to be balanced with ensuring safety for the public and workforce around work sites.

Most of the works required along the A4174 only affect the existing footway / shared use paths and will not impact on road users. The exceptions to this will be at Wick Wick and Bromley Heath roundabouts and Coldharbour Lane junction, where small-scale improvements to the road layout are proposed and around other junctions where improved crossing facilities will be provided. These works are expected to be of limited duration, and we do not anticipate major impacts for road users or bus services.

Why aren't you progressing the A432 proposals now while the Badminton Road M4 overbridge is closed?

On paper, the overbridge being closed does present an opportunity to progress proposals for the A432 work whilst traffic levels are lower. However, it is important that we do not

skip important steps like consulting with local people and other key stakeholders. We are progressing design work for this stretch of the scheme.

Other

Why are you only presenting proposals for the A4174 this time?

Proposals for the A432 are still being developed. Opportunity will be provided to comment on designs for the A342 Badminton Road next year.

What about Coalpit Heath?

Proposals for the A432 through Coalpit Heath are still under consideration; South Gloucestershire Council is exploring what options are available for an 'on-line' (along the A432) route. Further information will be shared once available.

What has happened with the Station Road co-design process?

The feedback that has been provided through the co-design sessions will be considered in the development of draft designs. Further co-design sessions will be held on these designs before wider public engagement takes place. This is planned for early 2024.

How do the proposals fit in with other schemes in the area?

The [Yate Town Improvement Masterplan](#) seeks to facilitate the transformation of Station Road. The Masterplan outlines key principles to achieve this including reducing space for private vehicles to improve conditions and provide opportunities for sustainable travel.

The Masterplan identifies Station Road/Badminton Road from the western gateway of Yate at Nibley Lane to the town centre (inclusive of the B&Q roundabout) as a key area for enhancing the community offer and improving the route for sustainable travel options, ensuring adequate parking and working with the community to get the right mix and design.

Cycle lanes, through the Active Travel fund, were installed on Station Road in Yate to create a safer environment for pedestrians and cyclists to encourage active travel and to make it easier for people to maintain social distancing during the Covid 19 pandemic. The Experimental Traffic Order (ETO), the legal process through which the cycle lanes were delivered has recently been completed.

Whilst it is recognised that the scheme has received strong feedback, the scheme brings benefits, providing a safer and more attractive environment along Station Road for new and existing cyclists on a main route to and from Yate town centre.

Measures included within the Emergency Active Travel scheme along Station Road are going to remain following a formal public consultation period.

However, the council is committed to continue its work with the community to minimise impact and undertake community led co-design.

Any proposals for Station Road/Badminton Road from Nibley Lane to B&Q roundabout will align with the wider objectives of the A432 / A4174 corridor funding to provide improvements to sustainable transport modes which include bus improvements alongside

high-quality cycle infrastructure that people of all abilities would feel comfortable using from ages 8-80.

Your feedback in response to this consultation will be used, alongside the responses to the masterplan and the delivery of the Active Travel scheme to inform the next stage of community co-design for Station Road to develop specific proposals.

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.

How does the scheme fit in with the council's declared climate emergency and carbon targets?

Since declaring a Climate Emergency in 2019, the council has taken urgent steps to minimise environmental damage and to prepare for the local impact of climate change and reducing carbon emissions. Transport is a key generator of carbon emissions and represents the largest source in district emissions.

We want to deliver a step-change in making walking, cycling and public transport not only viable, but the preferred way of getting around – especially for shorter journeys. To do this, we must make alternatives to the car more reliable, safe and convenient. This scheme supports that sustainable transport investment.

The project will be developed in a way that seeks to reduce any impact on the environment, where possible. We will be developing a tailored Landscape Ecological Management Plan (LEMP) to ensure we protect and enhance biodiversity and landscape during and following construction.

In addition, a carbon management process for design and construction, looking to promote carbon reduction where possible, will be developed for the scheme. The carbon performance of the scheme will also be calculated, quantifying potential road user emission savings from mode shift, against the capital carbon cost from construction. This will be submitted as part of the business case for consideration by the West of England Combined Authority.

How do the proposals take into account the COVID-19 pandemic and changing travel attitudes and behaviours?

The COVID-19 pandemic had a profound impact on travel behaviour, with significant increases in journeys on foot or by bike

Conversely, car and bus journeys declined sharply in March and April 2020 during the first lockdown and fell away again in the second (September 2020) and third (January 2021) lockdowns.

The reduction in vehicle traffic and associated improvements in air quality, congestion and noise pollution were widely welcomed. We want to embed and reinforce the positive changes we saw during Covid by presenting genuine alternatives to the car.

Bus journey numbers are increasing, but not as quickly as trips by car, resulting in the return of congestion and delays for all road users.

It is expected that bus journeys will continue to recover and as such, bus service and infrastructure improvements are considered necessary.

Through improvements to walking, cycling and wheeling facilities, the scheme seeks to strengthen the travel behavioural changes brought about by the COVID-19 pandemic and effect longer term modal shift.

Next steps and more information

What are the next steps for the scheme?

Following the end of this public engagement period, further design work will take place to ensure that the proposals meet the needs of users and the local community. At this point, a Full Business Case will be submitted to the Combined Authority to secure funding to begin to deliver the scheme. Construction on Phase 1 components is expected to commence in 2025.

Is this the only time I can have my say? Are there other opportunities for me to have my say?

Opportunity will be provided to comment on proposals for the A342 Badminton Road next year.

How do I make comments or find out more about the scheme?

We welcome all comments and feedback. If you have a question or would like to register to stay in touch, please email Transport.services@southglos.gov.uk