

BRISTOL CYCLING



Response to Consultation

Bristol Cycling Campaign

Yate, Chipping Sodbury, A432 and A4174 improvements

REF: <https://consultations.southglos.gov.uk/YCSWW/consultationHome>

27th March 2022

Bristol Cycling Campaign strongly supports the proposal for safe cycling provision on the A432 between Bristol and Yate and on the A4174.

We have some points that we would like to emphasise and see reflected in the detailed design when this becomes available.

General comments for the whole scheme:

- Ensure full LTN 1/20 compliance.
- Introduce cycle priority at all junctions (segregated paths must not give way to side roads), and where appropriate install raised tables at junctions for both cyclists and pedestrians.
- Use cycle signals at traffic controlled junctions.
- Install shared-use paths only when absolutely necessary.
- Consider the need for both actual safety and perceived safety when designing infrastructure separated from motor traffic.
- Consider the need for social safety on sections off-carriageway.
- The infrastructure should be designed for future provision of segregated cycleways

e: info@bristolcycling.org.uk
w: www.bristolcycling.org.uk
f: Bristol Cycling Campaign
t: @BristolCycling

connecting to Bristol Parkway, connecting to the Concorde Way, along Coldharbour Ln and Stoke Ln, along the ring road to connect with the Bristol to Bath Railway Path, and along the A432 into Chipping Sodbury.

Yate and Chipping Sodbury Improvements:

- We support traffic calming measures on Rodford Way, but question why light segregation is being used rather than full segregation and why this segregation will only be installed on short sections of the route through junctions. Rodford Way is a wide road with ample space either side of it to install fully segregated cycle infrastructure.
- We believe that installing fully segregated cycleways on Station Rd is crucial to the long term success of the A432 proposals. Safe cycle infrastructure needs to be continuous for the entire length of people's journeys, if the safe infrastructure stops at the Yate boundary we believe that this will discourage people from using the proposed sections on the rest of the A432. We would like to see 2 metre wide unidirectional cycleways with full segregation installed on Station Rd, or failing that a 3 metre wide bidirectional cycleway. We believe the need to prevent parking and stopping on the cycleway through this section will necessitate kerb segregation or closely spaced wands.

A432 Yate to Wick Wick Roundabout Improvements

- We strongly support the currently under construction segregated cycleways between Coalpit Heath and Nibley Lane and support looking at further upgrades to the current cycle scheme with respect to side roads and bus stop treatments. We believe it will be important to monitor whether the cycleways are being used for parking and/or stopping when they open and if it is happening regularly then appropriate actions are taken to stop this.
- We support the 'on-line' proposal for Coalpit Heath and encourage the council to find a way to achieve safe, segregated cycle infrastructure for the entire length of the A432 through Coalpit Heath. An extension of the with-flow cycle tracks and separate footway from Nibley Lane would be excellent, however our main concern would be vehicles parking, stopping, and generally encroaching onto the cycle tracks, which we would expect to be more of a concern through a semi-urban area like Coalpit Heath when compared with the more rural section through to Nibley Lane. Measures to prevent or monitor this must be physically designed-in, such as light segregation techniques. Even accounting for the

risk of vehicle encroachment onto the cycle tracks we still would strongly support the “on-line” proposal rather than the “off-line” proposal due to the benefits of having a direct route through the village, having a route easily accessible to more residents of Coalpit Heath (who we believe will account for a large number of users of the scheme), and due to the need for social safety which tends to be a big concern with off-carriageway sections. We dispute the claim that the A432 through Coalpit Heath is too narrow and propose the following:

- Point closure of several of the side roads to motor vehicles, such as Bell Road, Woodend Road, The Causeway, Rose Oak Lane, etc. Modelling may then show the right turn lane can be removed.
- Alternatively, or in conjunction with the above point, there are some quite big visibility splays at most the junctions in Coalpit Heath, so by constructing a bent out bi-directional cycle track it may be possible to retain shorter right turn pockets as well as safe cycle provision.
- With flow segregated cycle tracks or failing that, a bi-directional track for the entire length of the road through Coalpit Heath.
- Traffic calming measures where appropriate to support pedestrian and cycle safety, reduce noise pollution, and improve the environment of the village.
- More crossing points for pedestrians.

Officers should ensure that the hierarchy of road users in LTN 1/20 is being respected in the Coalpit Heath proposals. Pedestrians come first, followed by bicycles, public transport, and lastly private motor traffic. This means that improving bus reliability is not an appropriate reason for not providing safe and direct facilities for pedestrians and cyclists.

- We strongly support the proposal for a two-way cycle track with separate footway along the eastern side of the A432 between Coalpit Heath and Kendleshire junction.
- We support proposals for Junction improvements to Park Lane and Beesmoor Road to improve facilities for cyclists and pedestrians.
- We are concerned with the proposals for a section of shared use path between Kendleshire Junction and Wick Wick Roundabout. We are not opposed to short sections of shared use path where all options to incorporate segregated cycle infrastructure have been exhausted, however we question whether that is the case here. It could be feasible to remove more of the verge alongside the southbound carriageway to install a 3 metre

bidirectional cycleway with a footway alongside it. We would encourage council officers to look for any way segregated cycle infrastructure can be installed on this section to enhance pedestrian and cycle safety.

- We support the proposals for Wick Wick roundabout, but request that wait times for cyclists and pedestrians at all crossings are short.
- We believe it to be crucial to the success of the scheme that safe cycle provision is installed between Wick Wick roundabout and Cuckoo Lane.

A4174 Wick Wick roundabout to Coldharbour Lane Improvements:

- We strongly support the proposals for all of the segregated cycle infrastructure in this section.
- There is a need for a well designed M32 Junction 1, with short waits at traffic signals for pedestrians and cyclists and wide shared use paths.
- Very large sections of the segregated cycleways in this section run off-carriageway. To promote social safety please ensure that all off road sections are adequately lit and vegetation is cut back from the sides of the path.

We would appreciate being consulted again when detailed designs for the cycle route are available.

CONTACT

Bristol Cycling Campaign
infrastructure@bristolcycling.org.uk
<http://www.bristolcycling.org.uk>

e: infrastructure@bristolcycling.org.uk
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