

PUBLIC CONSULTATION FEEDBACK

Westerleigh, Dodington and Yate – Yate Spur Cycle Path – Nibley Lane to the Road to Nowhere

The public consultation is now complete. The Council has reviewed all comments received and provides the following feedback.

Scheme Background

South Gloucestershire Council is continuing work to complete the Yate Spur cycle path. When complete the path will provide a shared use route between the Bristol and Bath railway path at Coxgrove Hill and Station Road, Yate.

Purpose of Scheme

To provide a continuous off carriageway route for commuting, leisure and recreation, linking Yate with the Ring Road cycle path and the Bristol and Bath railway path.

What are the results of the Consultation?

During the consultation period a total of 67 responses were received:

- 49 (73%) responses were in support of the scheme;
- 3 (4%) responses objected to the scheme;
- 15 (22%) responses stated no preference either for or against the scheme.

A summary of the comments received during the consultation are included at the end of this report along with an officer response to them.

What happens now?

Following review of the scheme design to reflect consultation feedback, the Council will aim to construct the Westerleigh Road (Shire Way to Rodford Way) section later in 2017 to meet the funding requirements. Improvements at the railway viaduct and Nibley Lane junction will follow, subject to confirmation of further funding.

We are planning to review route options for the Dodmoor Crossing to Nibley Lane section when we start to look at the design and other constraints for this section in greater detail later this year.

Thank you for taking the time to participate in the formal consultation. It is hoped this statement helps to address the main points raised.

Consultation responses and officer comments

| Ref | Comment | Officer response |
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| <u>General</u> | | |
| 1 | To comment on your consultation. You have spent an amount of money putting in a cycle track by Nibley Lane which you cannot access because it goes nowhere. Now you are considering extending it. In the present climate would it be relevant to spend our money more wisely. 1 Respondent | The path is part of a long term plan to provide an off carriageway route linking Yate with the Ring Road cycle path and the Bristol and Bath railway path, with construction taking place in phases as funding and legal agreements with landowners permit. |
| 2 | Can I please ask where the money is coming from for more cycle changes? Is it the motorists or is it from our council tax? 1 Respondent | The Yate Spur project is currently being funded by central government from the Local Growth Fund which exists to benefit the local area and economy. |
| 3 | If you consider a cycle lane is a good way to spend money then I suggest you think again. 2 Respondents | When the path has been completed, the path is expected to attract more users. It will provide an off carriageway route for cyclists between Yate and the Bristol to Bath Railway Path. It will provide a route for both commuting and leisure purposes. |
| 4 | I have lived in Yate all of my life, and very rarely see cyclists using this particular section of road. So I don't feel there is a need for a cycle path here. Would it be prudent for SGC to monitor cycle usage along the stretch of road before completion of the cycle path at some great cost to the council. 2 Respondents | The Yate Spur path when complete will attract users, there is currently a suppressed demand as some cyclists do not feel safe cycling on the road. |
| 5 | There are several sections of cycle path already where I am left thinking "That's nice, but how am I supposed to get onto it?" 1 Respondent | The opportunity to build the section of path outside of Beech Hill Farm was taken to use funds that would have been lost had they not been spent by a certain deadline. Access to the section of path fronting Beech Hill Farm is limited at present until the path is extended. |
| 6 | From my road experience approximately 90% of cyclists insist on riding on the road alongside a dedicated off road cycle track similar to what you are proposing. 1 Respondent | Cyclists have the right to choose whether they ride on the road or use adjacent facilities. As the proposed path is an integral part of a longer route it is expected that cyclists will use the path. |
| 7 | I am slightly concerned that the design approach you are taking will encourage 'confident' cyclists to still take to the road. A more unified approach could be achieved which would help prevent this. 1 Respondent | The scheme has been developed with consideration given to all road users. |
| 8 | What would be more helpful would be motorist education and police presence to stop the motorists overtaking going round that corner. Very impatient and stupid motorists are stopping people using their bikes. 1 Respondent | Motorist education and police presence are issues for the police. |
| 9 | Lane width at pedestrian islands should either be 3m or over 4.5m, nothing in between. See the TfL London cycle design standards. Pedestrian islands should be at least 2m wide. 1 Respondent | Based on Sustrans design guidance, the recommended lane width at refuges is 3m or less, or 4.0m or more (Sustrans Design Manual Chapter 4, para. 3.79 and table 3.4). It is intended the lanes at refuges on Westerleigh Road will be 3.2 metres wide to allow gritters to pass through without having to raise their snowploughs, with the traffic lanes marked at 3.0 metres wide using road markings. The minimum crossing width for pedestrian refuge islands at constrained locations is 1.5m (Design Manual for Roads and Bridges, Volume 5.2.4, TA 91/05 para. 6.19). |

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| 10 | I wish to ensure that the next sections will be available as a shared use path to include horse riders. 1 Respondent | Provision for horse riders will be provided where possible. |
| 11 | Much of the design does not seem to conform to Public Highways England IAN 195/16. 1 Respondent | Interim Advice Note 195/16 applies to the Strategic Road Network and is therefore inappropriate for this scheme. The proposed path is a shared use facility, IAN 195/16 does not cover the design of shared use facilities. |
| 12 | Has lighting been considered for any of the route? Where sections of the path are away from the road, it is much safer from a traffic perspective but pitch black at this time of year. Some solar-based lighting, or motion sensitive, would be a great addition to the overall project. 2 Respondents | We are looking to provide street lighting at the Nibley Lane junction as part of the scheme. |
| 13 | What about cyclists safety from Nibley Lane forward and beyond into Westerleigh village and onwards towards Pucklechurch and Bristol? 1 Respondent | When the path has been completed, it will provide an off carriageway route towards Pucklechurch and beyond to Bristol and Bath. |
| 14 | On a summers evening, traffic permitting, my partner and I like to walk from South Yate to Westerleigh and visit one of the two pubs there, the New and Old Inns. Do your plans allow for a safe walking route from south Yate, past, What-Nots and along to Westerleigh? 1 Respondent | To the south of Nibley Lane, once the path has been completed, walkers will be able to use it to reach the centre of Westerleigh village. |
| 15 | Is it necessary to tunnel under the railway near the Old Parsonage? I would think a standard foot crossing would suffice as the one east of Dodmoor Farm. 1 Respondent | There is an existing underpass near the Old Parsonage that could be utilised, depending on the route taken forward for this section of the path. This route is yet to be finalised. |
| 16 | I use the route from Shire Way across Wapley Common. Is it possible to get from Besom Lane to the existing route between Dodmoor and Broad Lane? 1 Respondent | At present, to get from Besom Lane to the existing route at Dodmoor Crossing (Broad Lane track), a section of Westerleigh Road has to be used (an approximate length of around 280 metres). |

Nibley Lane Junction / Crossing

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| 17 | Despite being urged to consider a more radical remodelling of this already difficult junction, South Gloucestershire is proposing a minimal scheme that will make the junction more dangerous for motorists as well as hazardous for cyclists. 3 Respondents | Funding limitations mean we are unable to carry out a radical remodelling of the junction. The main objective of the scheme is to provide an improved crossing for pedestrians and cyclists. At Nibley Lane we are introducing a refuge to assist cyclists crossing the road and a cobbled area to help reduce vehicle speeds through the junction. Any alterations to the junction above this are beyond the scope of the Yate Spur scheme. |
| 18 | I have grave concerns about the safety of a cycle crossing on the very dangerous junction of Nibley Lane and Westerleigh Road. I use this road every day and it is perilous enough turning right into Nibley Road from Shire Way at the best of times with traffic approaching from Westerleigh at speed without the added danger of cyclist crossing the road. I fear for their safety and think tactile paving and Keep Clear markings will do nothing to ensure their safety or that of motorists on this very busy junction. 1 Respondent | The design has been completed to current design standards and the proposals will be subject to the Road Safety Audit process which should identify any safety issues with the proposals. |

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| 19 | <p>Why are there no plans to construct a mini roundabout or at the Nibley Lane junction? 2 Respondents</p> | <p>The provision of a mini roundabout has been considered but there is insufficient space available to provide one that provides sufficient visibility without taking additional land which would increase time and costs significantly.</p> |
| 20 | <p>As the Nibley Lane into Westerleigh Road junction is already very dangerous are traffic lights to be installed to control cars and cycles or a roundabout provided to allow free access from all directions. 1 Respondent</p> | <p>There no plans at present to install traffic signals or to construct a roundabout at this junction.</p> |
| 21 | <p>Nibley Lane / Westerleigh Road junction has very poor visibility, especially for motorists turning right into Nibley Lane. I am amazed it does not have traffic lights now. How many cyclists will need to be knocked off their bikes before traffic lights are put in? I believe accidents between cyclists and motorists are "when" not "if" with the proposed layout. 1 Respondent</p> | <p>There are no plans at present to install traffic signals at this junction. Signalising the proposed crossing would require the whole junction to be signalised. Signalising the junction would require the provision of additional traffic lanes and is too expensive to provide as part of the Yate Spur scheme. The proposed refuge will assist cyclists crossing Nibley Lane.</p> |
| 22 | <p>The concern is the crossing of Nibley Lane at its junction with Westerleigh Road. I would prefer to see a form of light controlled crossing at this point mainly for the benefit of very young riders. 2 Respondents</p> | <p>It is anticipated that young users would be accompanied by adults that would supervise younger children when crossing any roads.</p> |
| 23 | <p>Please note my comments on the proposed Nibley Lane crossing: The proposal ignores the chronic traffic congestion at this junction, especially during peak commuter times. The most cost effective solution to this would be to place a mini roundabout at this junction, reducing delays for all traffic. The proposed modification for the cycle path can be easily incorporated into such a design, and at considerably less cost than making two separate improvements. Background comments: Traffic attempting to exit Nibley Lane regularly backs up as far as the railway bridge on Nibley lane during the evening rush hour because a significant proportion of users turn right toward Westerleigh. Also during the evening rush, the small proportion of traffic that turns right into Nibley Lane causes significant unnecessary congestion of traffic all the way to the roundabout on Shire Way. 1 Respondent</p> | <p>The provision of a mini roundabout has been considered but there is insufficient space available to provide one that provides sufficient visibility without taking additional land which would increase time and costs significantly. Reducing congestion at the junction is likely to increase traffic on Nibley Lane which is not suitable for any additional traffic and would cause longer queues at the Badminton Road junction.</p> |
| 24 | <p>Although traffic is limited to 30 mph I have witnessed traffic travelling at much greater speed through this junction. I suggest that a mini roundabout would reduce traffic speed. 2 Respondents</p> | <p>Unfortunately it is not possible to install a mini roundabout as part of the Yate Spur project. The change in horizontal alignment from the proposed cobbled area and the pedestrian refuge should help reduce the speed of vehicles as they travel through the junction in a northerly direction from Westerleigh village onto Nibley Lane, which should improve safety.</p> |
| 25 | <p>The proposal indicates that there is to be a cycle crossing point immediately upon this junction. This seems to me to enhance the probability of accidents in future! 1 Respondent</p> | <p>The proposed path crosses Nibley Lane near its junction with Westerleigh Road. Unfortunately there is little scope to relocate the crossing point further away from the junction.</p> |
| 26 | <p>The central refuge is likely to create traffic build up at the junction due to restricting egress from Nibley Lane (no longer facilitate cars side by side turning left and right). 1 Respondent</p> | <p>The refuge is required to enhance the safety of cyclists crossing Nibley Lane. The introduction of the refuge may increase delays for traffic exiting Nibley Lane at peak periods. Drivers will not be restricted from using other more suitable alternative routes.</p> |
| 27 | <p>Will the island in the middle of the crossing be large enough to accommodate a cycle with a trailer, such as that which might be used by a parent transporting a child to school? Will it be a safe refuge for people with bicycles? 4 Respondents</p> | <p>The width of the proposed refuge is 2.0 metres. An adult cycle is typically 1.8 metres long, an adult cycle with a child trailer bike is typical 2.7 metres long and a tandem is typically 2.4 metres long. Unfortunately it is not possible to provide a wider refuge without restricting access at the junction for long vehicles.</p> |

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| 28 | <p>The proposed changes to the entrance to Nibley Lane from the Westerleigh Road make this entrance too narrow. This is a difficult corner and junction to navigate from either direction on the Westerleigh Road. In particular, coming from the Yate direction, you have to travel quite a way around the bend to be able to see traffic coming from Westerleigh. Any narrowing of the entry will make this turn even more difficult with many people having to drive over the cobbled area. This should not be proceeded with.</p> <p>Putting in a traffic island will make access more difficult for road users in favour of a much smaller number of cyclists. In any event, the traffic coming out of Nibley Road is generally static at the junction because of the volume of traffic on the Westerleigh Road. The improvements to the cycle paths are a good idea, but there should be no changes to the Nibley Road junction.</p> <p>1 Respondent</p> | <p>Changes are required at the junction to enhance the safety of cyclists crossing Nibley Lane. An island will allow cyclists to cross in two stages.</p> |
| 29 | <p>Presumably the new crossing would have appropriate prominent signage.</p> <p>3 Respondents</p> | <p>Yes, there will be prominent signage on the approaches to the new crossing.</p> |
| 30 | <p>There are concerns regarding the turning of long vehicles such as articulated and trailed vehicles as the lanes will be narrower due to the central refuge.</p> <p>1 Respondent</p> | <p>Turning into and out from Nibley Lane will be more onerous for long vehicles. The proposed layout has been modelled using design software and the design tweaked to allow long vehicles to pass.</p> |
| 31 | <p>Vehicles coming from the Yate direction may have restricted visibility (cyclists and pedestrians obscured) whilst approaching and turning into the junction.</p> <p>6 Respondents</p> | <p>Visibility at the junction when turning right into Nibley Lane with the proposed layout has been checked and meets design standards.</p> |
| 32 | <p>It is not clear how cyclists who want to move from any of the roads to the cycle path or vice versa will complete their manoeuvre safely.</p> <p>1 Respondent</p> | <p>Dropped kerbs will be placed at key locations to allow access to and from the path.</p> |
| 33 | <p>The proposed cobbled area would force drivers to turn into the lane before they have adequate visibility of traffic from the south, increasing hazards at this problematic junction.</p> <p>2 Respondents</p> | <p>Checks using design software indicates drivers can turn into Nibley Lane when they have adequate visibility of traffic from the south.</p> |
| 34 | <p>A bike "filter lane" at the southern end of the cobbled area should be added to allow bikes from the south to access the cycleway to go westwards.</p> <p>2 Respondents</p> | <p>Cyclists are not expected to want to make this manoeuvre very often as it would return them back towards Westerleigh. The dropped kerbs at the crossing will be available if cyclists wish to carry out the manoeuvre.</p> |
| 35 | <p>The cycle access at the western side of the Nibley Lane needs to be wide enough for a bike that has used the road approach from the east to access the future bike path westwards.</p> <p>2 Respondents</p> | <p>The 4m wide access is adequate.</p> |
| 36 | <p>In my experience, too many motorists ignore "Keep Clear", especially when it is "only" cyclists who are crossing.</p> <p>1 Respondent</p> | <p>Unfortunately 'Keep Clear' markings are advisory only. However, as usage of the crossing increases it is anticipated that more drivers will be aware that cyclists are looking to cross and will leave a suitable gap at the crossing.</p> |

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| 37 | Make Nibley Lane one-way (from north to south – i.e. permit traffic to travel from Badminton Road towards Westerleigh Road). 1 Respondent | Restricting traffic from travelling from south to north along Nibley Lane would need to be reviewed as part of a wider traffic study to determine the impacts this would have on other routes in the area. Station Road in Yate is already a busy route and making Nibley Lane one-way would encourage more traffic along it. If Nibley Lane were made one-way, consideration would also need to be given as to whether a cycle contraflow could be provided to allow cyclists to travel along Nibley Lane in a northerly direction against the flow of traffic. |
| 38 | I applaud the "cycle slip" for access onto the cycle path towards Yate Station from Westerleigh, but it looks to be totally unsuitable - even downright dangerous - for anyone cycling towards Westerleigh from Yate Station. What provision will there be for them? In particular I am thinking of properties like the school in what was Grace Church on the edge of Westerleigh. 1 Respondent | The cycle slip at the Nibley Lane junction is intended to be one way, for cyclists to use when approaching from Westerleigh village. If cyclists are heading to Westerleigh village they should join the carriageway at the end of the path at Nibley Lane and then use Westerleigh Road. When the path is complete they will have the option to use the path to reach Westerleigh village via Dodmoor Crossing. No provisions are planned at present to provide any facilities on Westerleigh Road to the south of the Nibley Lane junction, to assist cyclists or walkers heading to properties near to Rodford Tabernacle. |

Rail bridge and adjacent Corsican Pine tree

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| 39 | You, the council, don't have permission from the rail authorities to make such changes yet. So why waste the money? 2 Respondents | We have agreement from Network Rail to construct a path through the northern arch of the bridge and are developing a design with them that meets with their approval. |
| 40 | I am concerned that the mature pine tree on Westerleigh road section, adjacent to the railway bridge, is at risk of either having its roots damaged or possibly felled. 1 Respondent | We are looking at retaining the tree using a "no dig" method in the vicinity of the root protection area of the tree. |

Westerleigh Road section, between mini roundabout at the end of Shire Way and Rodford Way roundabout

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| 41 | Shire Way is a common cycling route. How will cyclists coming from Shire Way be able to access the new path to go west or north? Likewise how would cyclists on the path coming from the west or north reach Shire Way? Will the Shire Way cycle access be angled or sufficiently wide for cyclists to easily get onto the cyclepath without having to swing out into the road? 2 Respondents | Dropped kerbs are planned near the mini roundabout to allow cyclists to access the path. Details for accessing the path near the railway viaduct cannot be finalised until agreement has been reached with Network Rail regarding the design of the path through the arch. This is because the height of the path will dictate the location of any access points (dropped kerbs) onto the path. It is planned that any access will be sufficiently wide to allow cyclists to access the path easily. |
| 42 | Signage too for shared path along Westerleigh Road. 1 Respondent | Appropriate signage will be provided in accordance current guidelines. |
| 43 | My disappointment is that the original plans for the use of the path at the rear of Chedworth have not been taken on board. I consider that the costs to the Council will have increased by introducing a shared use path from the roundabout to the road to nowhere. 2 Respondents | The original idea was for the route to pass to the rear of Chedworth but this was rejected due to objections from local residents and the planning application was revised accordingly. |
| 44 | The present plan is completely unsuitable for young children which I would've thought was a major objective. 1 Respondent | The proposals have been developed taking account the constraints in the locality. The revised proposals for the path should be suitable for young children accompanied and supervised by adults. |
| 45 | Our suggestion is to put the cycle track on the other side of Shire Way on what is currently a grass verge which could be widened by the 3 feet you propose. This would ensure walkers are separated by the hedge from cycles. The cycles would have adequate width on that side. 1 Respondent | Introducing two crossings of Westerleigh Road would be less attractive to cyclists as it makes the route less direct and will introduce delays for cyclists as they will have to wait to cross Westerleigh Road. This would require cyclists to cross Westerleigh Road twice. In addition, the verge is not wide enough to provide a separate cycle track – design standards require an effective width of 3 metres. |

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| 46 | <p>I have some concerns about a shared cycle/pedestrian footpath between Shireway and the Road to Nowhere as this is a main walking route for people with dogs to get onto the common. Is the path having a white line to separate cyclist and pedestrians?</p> <p>1 Respondent</p> | <p>In line with Sustrans Design Guidance, for paths of this width, the proposed path will be a shared use path without a white line separating cyclists and pedestrians.</p> |
| 47 | <p>It is time for residents of both Rodborough and Chedworth to have as much consideration as cyclists who seem to have greater rights than local pedestrians!</p> <p>1 Respondent</p> | <p>Pedestrians will have the same rights as cyclists on the shared use path.</p> |
| 48 | <p>The narrowing of the safe refuge points along the Westerleigh Road would be too dangerous for people to cross safely, bearing in mind there is the bus stop on the Chedworth side that takes people to the shopping centre and beyond. Also, the front bungalows along the Westerleigh Road in Rodborough house a majority of elderly residents and they will need a safe place to cross this road in safety to access the bus stop and also the Common. This Westerleigh Road is a 30 miles per hour speed limit but this limit is very rarely used. While all these roadworks are taking place, a set of pedestrian controlled traffic lights could be installed somewhere on the Westerleigh Road which could slow traffic up considerably and allow pedestrians to cross safely</p> <p>I propose at this stage of consultation that a steering committee be formed from one resident of Chedworth and one from Rodborough on a voluntary basis. These two people could be told at a later stage what these roadworks would involve through a meeting, and be involved during this change of use, taking comments and answering questions from Residents who live in both areas.</p> <p>3 Respondents</p> | <p>Introducing narrower lane widths should help reduce vehicle speeds along this section of Westerleigh Road. Design standards allow the use of 1.5m wide pedestrian refuges at constrained locations and the proposals will be subject to the Road Safety Audit process to ensure they are safe. Unfortunately there are insufficient funds to provide a Pelican crossing or to undertake the level of consultation with local residents that has been suggested.</p> |
| 49 | <p>Concern about the location of the pedestrian crossing near the small roundabout near the rail bridge. Motorist approaching road junction might jump crossing hoping to beat on coming vehicles. Cyclists using crossing could be at risk for similar reasons. Using the present island near to Chedworth might be a solution.</p> <p>4 Respondents</p> | <p>It is now proposed to move this crossing point further to the north, further away from the mini roundabout, where visibility is better.</p> |
| 50 | <p>Regarding the proposed crossing nearest the Rodford roundabout. From the Rodborough side you cannot see what's coming as your sight is blocked by the hedge and the bungalow. Could this crossing be moved up towards the roundabout so that you can cross from the Chedworth /common side onto the island and then cross to Rodborough.</p> <p>3 Respondents</p> | <p>Yes, we are intending to move the crossing nearer towards the roundabout, utilising the existing splitter island on the Rodford Way roundabout.</p> |
| 51 | <p>The purpose of the dropped kerb at near Rodford Way roundabout is unclear. There is no corresponding dropped kerb on the other side of the road, so it may create a diagonal desire line from the gap in the hedge at the cable junction box on the opposite side of the road without a central pedestrian refuge. Residents say that people walk through the gap in the hedge and up the verge to cross at the splitter island.</p> <p>2 Respondents</p> | <p>The dropped kerb was proposed to allow cyclists to join the roundabout to head north along Westerleigh Road or east along Rodford Way. We are now looking to provide a crossing facility that uses the splitter island at the roundabout and some dropped kerbs further to the north to allow access to and egress from the path.</p> |
| 52 | <p>Rodford Way is another well-used cycling route. It is not clear how cyclists approaching from the east along Rodford Way could access the new path to go north or south.</p> <p>2 Respondents</p> | <p>We are looking to provide a crossing facility that uses the splitter island at the roundabout at the western end of Rodford Way.</p> |
| 53 | <p>An additional cycle access onto the roundabout should be provided near the kissing gate at the end of the Road to Nowhere to cater for cyclists wishing to head north along Westerleigh Road or east along Rodford Way.</p> <p>2 Respondents</p> | <p>We are proposing to provide some dropped kerbs at this location to allow cyclists to leave the path to head north along Westerleigh Road or east along Rodford Way.</p> |

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| 54 | It is also time to address the excessive speeding along Rodford Way towards Westerleigh and also from the Shire Way mini roundabout to the Road to Nowhere roundabout. In the past 12 months there have been many speeding related accidents in this vicinity and not long before there will be a possible fatality. 1 Respondent | Narrowing of the traffic lanes along Westerleigh Road between the mini roundabout at the end of Shire Way and the roundabout at the end of Rodford Way is expected to help reduce vehicle speeds. |
| 55 | Opening the road to nowhere with a dedicated cycle path to the side would surely be a better and fairer solution also? 2 Respondents | There are no plans at present for the Road to Nowhere to be completed and for it to open to traffic. Reopening the Road to Nowhere to general traffic is beyond the scope of the Yate Spur scheme, however, as it forms part of the route, improvements will be considered at a later date. |
| 56 | Route through the Road to Nowhere isn't great – surface is poor and approach to Station Road is through a wooded section with narrow paths – should there be a significant increase in use this could be a problem. 2 Respondents | The condition of the path across Westerleigh Common will be reviewed once the route has been completed, unless maintenance is needed prior to this. |

Updates on progress

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| 57 | If I could be added to your system for future updates that would be great if not I will keep my eye on this space. 1 Respondent | We will create a dedicated webpage for the Yate Spur project where updates on the project will be posted. |
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