

Station Road, Yate Co-design

Focus Group Session 1:
29 March 2023

Summary report



About

On Thursday 23 February 2023, more than 100 local people attended our community drop-in sessions at Yate Parish Hall. You can read a [report on the feedback received](#) during the community drop-in.

The feedback gathered from the community drop-in sessions identified key measures that could make Station Road a better place for all. They included:

- **Reduced traffic volume**
- **A continuous cycle route**
- **Improved parking** (for access to businesses during the day and for visitors to residents during the evening and at weekends)
- **Improved traffic flow / reduce congestion**

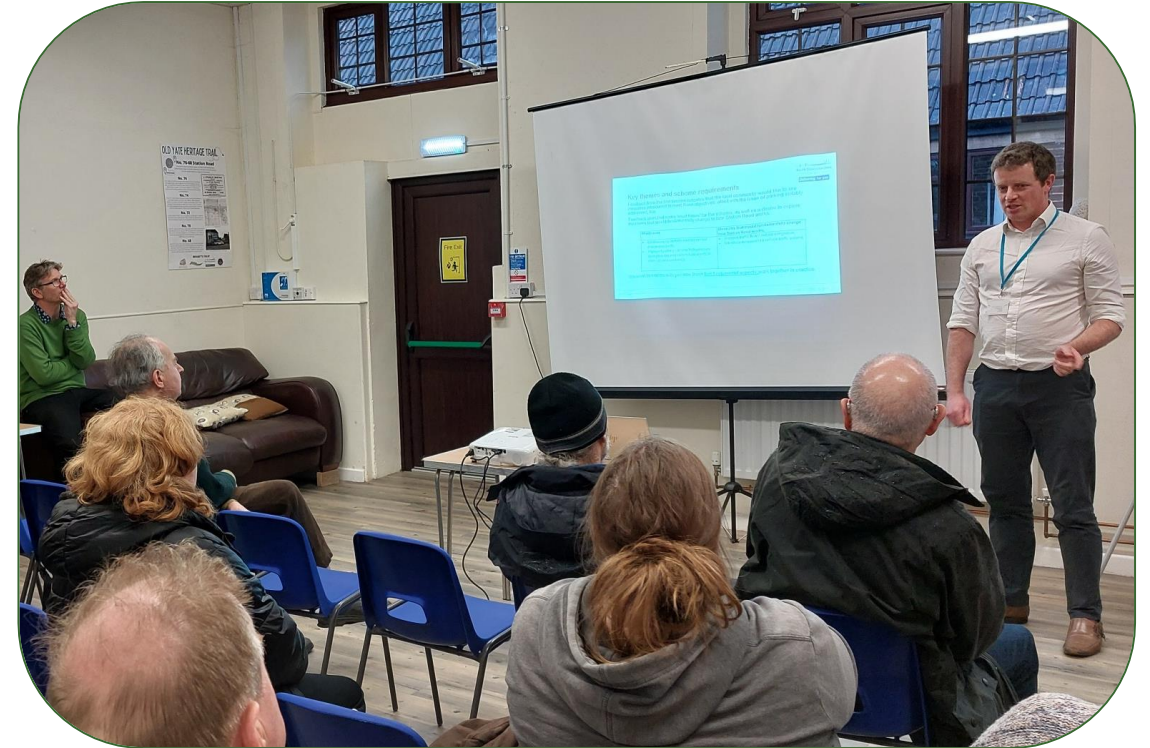
These key measures were explored in more detail at the first focus group session. This report summarises the findings / outcomes of this first session.

Focus group – session 1

The first focus group session was attended by 24 local people at the YMCA on Station Road on Wednesday 29 March 2023.

The session involved a walk along Station Road with stops at specific locations to discuss key measures, how they could be achieved and their implications, as well as other potential measures.

This was followed by a roundtable discussion to gather feedback and agree on the key requirements for Station Road.



Measures to reduce traffic volume

The group discussed measures to reduce traffic volumes. However, there was **little support** for the proposed measures.

These measures included:

- One-way traffic system: Seen as having no benefits. The group raised concerns that this would result in negative impacts such as increased journey times and worsening conditions on other routes
- Traffic filters (a point at which most vehicles would be stopped from passing through): There was little support for this measure - seen to have a ripple effect on alternative routes
- Alternative routes: Some members of the group suggested construction of the 'Road to Nowhere' could reduce traffic volumes; however, this would not be within the project scope

The group also felt that changes to behaviour that could reduce traffic volume – e.g. people moving from using their cars to public transport – was unlikely due to the lack of buses.

Continuous cycle route

There was **consensus** amongst the group that a segregated cycle route is needed.

To allow on-road cycling, traffic volumes along Station Road would need to be reduced by 90%, which the group did not think was realistic or appropriate.

Design suggestions for the cycle route included:

- Making sure it is continuous / uninterrupted
- Raised kerbs to help protect users of the route
- Coloured surfacing
- New / improved provision for mobility and push scooters
- New / improved crossings along the route

Improvements to parking

The group spoke about potential measures to improve parking along Station Road and what they could mean.

Key issues raised included:

- The roads are narrow making it difficult to accommodate on-street parking; parking bays should not block traffic at any time during the day
- Specific locations identified as concerns include Mow Barton, Moorland Road, Longs Drive and Jan's Café. Most of these locations were also mentioned during the drop-in sessions in February
- Off-street parking is available but not easy to access
- Side roads are often busy with limited parking availability

Improvements to parking – off-street parking

There was **consensus** to explore off-street parking options at the following locations:

- Whirlpool
- B&Q
- Yate railway station parking
- Tesco Express
- Longs Drive
- Car parking spaces at churches / other religious establishments
- Yate Park and Ride

The group suggested exploring providing free parking at B&Q and Yate railway station and improving the capacity of parking at Tesco Express. It was recognised that these measures would require permission from the landowners.

There was further discussion regarding improving the accessibility of the Longs Drive car park.

Improvements to parking – on-street parking

There was **agreement** that Station Road is mostly too narrow to accommodate on-street parking and a cycle route.

There was also **support** from the group to consider on-street parking where it would not hinder flow of traffic. People felt this could slow down speeding traffic.

There were **concerns** about having on-street parking near the cycle route. Some of the group suggested having a cycle track on the opposite side of the road from on-street parking.

The group also discussed some options to improve the parking situation on side roads, though there was no overall agreement. Some of the measures discussed included:

- Closing side roads such as Eggshill Lane to increase parking
- Introduction of parking permits for residents; however, this was rejected due to the cost implication to residents

Measures to improve traffic flow / reduce congestion

There was **no support** for investigating banning turning movements at the Cranleigh Court Road junction and Longs Drive junctions. People felt that traffic would be diverted to other roads, and it would not be popular with the public.

There was a **consensus** to explore the potential of banning right turning movements at the North Road junction

Some of the arguments in support included:

- Increased space along the railway bridge for a cycle facility
- Stover Road provides an alternative route
- Proximity to roundabout at council offices would help those still needing to access North Road

It was recognised that the impacts of this measure on local businesses would need to be investigated.

Measures to improve traffic flow / reduce congestion

Other measures to improve traffic flow / reduce congestion include:

- Junction design changes: The group was **open** to exploring different junction designs, believing it could be worth exploring the potential for mini-roundabouts and priority junctions at several locations.

The group also **agreed** that traffic signals at Cranleigh Court Road and Longs Drive junctions could be linked to improve traffic flow

- Restrict turning movements at side roads: There was **little support** for restricting turning movements at other side road junctions. People suggested it could be worth improving the enforcement of the right turn ban from Eggshill Lane onto Station Road
- Increasing road width: It was felt that widening Station Road - removing planters / greenery and removing bollards etc. - could be an option to explore

Other measures

Other measures that were discussed in the session included:

- Measures to reduce speed: There was a mixed response. Some supported measures to reduce speed limits; others felt that this could affect air quality and impact journey times. Measures such as installing cameras and raised pedestrian crossings to reduce traffic speeds were discussed
- Signage / wayfinding: Signage restricting HGVs and showing the priority of road users on Longs Drive were highlighted as areas to be explored
- New / improved pedestrian crossings: The group agreed on the need for new / improved crossings. Suggestions of new crossings near the Station access and near Sunnyside Lane
- Cycle parking: There were suggestions to increase cycle parking along Station Road if it would not block the footway
- Bus stops: The existing bus stop locations were seen to be fine, though the quality of the stops would need to be improved

Conclusion



There was **little support** for the potential measures to reduce traffic volume.



There was **consensus** for the need for a segregated cycle facility due to the high traffic volume along the road.



There was **consensus** that certain off-street parking locations should be explored. On-street parking should be considered where it would not block traffic.



There was **consensus** to investigate the potential to ban right turn movements at North Road and no support to ban turning movements at Cranleigh Court Road and Longs Drive junctions. There was **little support** to restrict turning movements at other side roads.

The potential for changes in junction design were **supported** while proposals to increase road width were suggested.

Next steps

The Station Road focus group will meet again during summer 2023.

These sessions will involve the co-design of draft proposals and options before producing draft designs.

We will invite the wider public to share their views and comments on the draft designs in late 2023.

The final designs will form part of the Final Business Case which will be submitted to the West of England Combined Authority in 2024.

