

# Station Road, Yate Co-design

Focus Group Session 2:  
04 July 2023

Summary report



# About

Station Road is an important gateway into Yate, as well as being home to a diverse range of businesses and popular community facilities.

Working with the community, we hope to make it safer and easier for people to get about on foot, wheelchair, bicycle, bus and car.

We have committed to working with the local community on developing proposals for Station Road through a co-design process.

This process began with community drop-in sessions held on Thursday 23 February 2023 where more than 100 local people attended the sessions at Yate Parish Hall. You can read a [report on the feedback received](#) during the community drop-in.

Some people who attended also signed up for the Station Road focus group to work with us and other stakeholders to develop proposals to make Station Road a better place for all.

# About

The feedback gathered from the community drop-in sessions identified key measures that were explored in more detail during the first focus group session held on Wednesday 29 March 2023. You can read a [report on the feedback received during the first focus group session](#).

We found out:

- There is **little support** for the potential measures to reduce traffic volume
- There is a **consensus** for the need for a segregated cycle facility due to the high traffic volume along the road
- There is a **consensus** that certain off-street parking locations should be explored. On-street parking should also be considered
- There is a **consensus** to explore restricting turning movements at North Road, but nowhere else. Other junction changes could be considered

## Focus group – session 2

Since the last session, we have:

- Looked at what can fit into the available road space to reflect the key requirements for Station Road
- Looked at different types of cycle tracks and how they fit with the carriageway, parking and bus stops
- Looked at the off-street parking options discussed in the previous session
- Reviewed key requirements against the project scope and funding

These assessments have been used to inform the development of some initial design ideas, which were presented and discussed with the group at the second session.

The session was attended by 12 local people at the YMCA on Station Road on Tuesday 04 July 2023.

The aims of the session were:

- To understand the standards and guidelines that are used to produce designs
- To discuss and improve the initial design ideas that have been developed
- To discuss other important aspects of the scheme

# Initial design ideas – key considerations

As we develop designs for Station Road, we must consider:

- Scheme objectives and funding requirements
  - Station Road is part of a wider scheme to improve sustainable travel options along the A432 and A4174
  - The scheme is government funded, overseen by the West of England Combined Authority (the Combined Authority)
  - Funding requirements mean that bus, walking and cycling facilities must be a key design consideration
- Space available
  - There is limited space along Station Road
  - We must balance the needs of all road users
- Safety requirements
  - We must make sure the design is safe for all users
  - Design guidance sets out the minimum requirements to keep everyone safe
- The views and opinions of the public/other stakeholders
  - All designs must consider, and look to incorporate where possible, the views and opinions of the public and other stakeholders



# Initial design ideas – section map

Initial design ideas were presented across 6 key sections along Station Road, as shown in the image below.



# Initial design ideas – map content

The group discussed the initial design ideas for each section using a series of maps. Staff were on hand to provide additional context and guide the discussion.

Depending on the section, the maps showed how different features such as bus stops and cycle tracks could fit in with traffic lanes considering the width of the road.



# Overall scheme – initial design ideas

Our assessments have shown that:

## Cycling provision

- There is space for a segregated cycle track from Nibley Lane junction (north) to the Station Road roundabout, except along a short section of approximately 16 metres near the eastbound Stover Road bus stop
- The decision between a one-way cycle track versus a two-way cycle track\* will depend on the road widths available at different locations and other factors such as bus stop locations and on-street parking
- Both tracks have benefits: a one-way cycle track flows with general traffic; a two-way cycle track takes up less space

## Parking

- There are opportunities to provide on-street parking near Whirlpool and at the section between Cranleigh Court Road junction and B&Q
- Off-street parking opportunities need to be further reviewed

*\*One-way cycle tracks are located on each side of the road and travel in the direction of traffic; two-way cycle tracks are located on one side of the road with cyclists travelling in both directions*



# Overall scheme – group feedback

The group discussed this and made the following observations:

## Cycling provision

- Crossings are needed to access a two-way cycle track therefore making one-way cycle tracks easier to use
- People could be less likely to cross the road and use a two-way cycle track on one side of the road, especially during peak hours
- A one-way cycle track would be better used, even though some of the group felt that cyclists could use it as a two-way track in any case

## Parking

- The group generally felt that the on-street parking opportunities identified would be beneficial to some residents and local businesses. Further feedback on this is provided in the relevant sections
- Off-street parking opportunities need to be further explored

# 1. Badminton Road – initial design ideas

Our assessments have shown that:

## Walking, cycling and wheeling

- There is enough space to accommodate a segregated cycle track along this section, except along a short section of approximately 16 metres near the eastbound Stover Road bus stop
- The design of this section can tie into the existing one-way cycle tracks on Badminton Road towards Coalpit Heath
- Safe, convenient and direct routes for pedestrians, cyclists and wheelers can be provided at all junctions including both Nibley Lane junctions, Stover Road junction and the roundabout at Culvert Avenue



# 1. Badminton Road – group feedback

The group discussed this and made the following observations:

## Walking, cycling and wheeling

- Suggestion to incorporate a consistent and continuous cycling facility while avoiding switching from one-way to two-way cycle tracks
- Mark out and segregate the cycle facility from the carriageway
- Ensure accessibility by providing dropped kerbs
- Improve pedestrian facilities at junctions within this section

## Safety and capacity improvements

- Provide adequate space to accommodate heavy goods vehicles (HGVs) within this section
- Improve safety at both Nibley Lane junctions for pedestrians, motorists and cyclists
- Encourage eastbound traffic to turn left at Stover Road junction so that through-traffic uses Goose Green Way
- Suggestion to provide gateway signages for Station Road and to re-brand the road

## 2. North Road – initial design ideas

Our assessments have shown that:

### Junction capacity

- There is not enough space along the railway bridge to fit a right turn lane to access North Road and adequate pedestrian and cycle facilities
- Removing a right turn lane and maintaining the right turn to North Road would mean that the junction capacity would be affected, therefore, we would also need to explore the impact of the removal of the right turn movement into North Road
- Removing the right turn into North Road would require further engagement with residents and businesses along North Road
- A mini-roundabout was investigated which would allow for the right turn movement; however, this would require further investigation to check the impacts for all road users





## 2. North Road – group feedback

The group discussed this and made the following observations:

### **Walking, cycling and wheeling**

- The waiting area at the crossing on the railway bridge is inadequate, especially during busy periods
- Suggestion for a new pedestrian and cyclist bridge adjacent to the existing bridge; however, this is not within the scope of the project
- Need to ensure cycle access to the Frome Valley Walkway from North Road or Stover Road

### **Safety and traffic capacity**

- Concern that a mini-roundabout would not be safe unless traffic speeds are reduced significantly
- Safety concerns that traffic lights for a signalised crossing near a mini-roundabout would be mistaken for traffic signals for the roundabout, therefore potentially increasing conflicts between road users
- Suggestion to ban turning movements into North Road or make it no-entry. However, there was also concern that this would isolate residents to the north of North Road and increase traffic at Stover Road junction

## 3. Station access – initial design ideas

Our assessments have shown that:

### Junction capacity

- A right turn lane into Westleigh Close could not be accommodated together with pedestrian and cycling facilities
- A right turn lane to access the Yate railway station could fit in the available space; however, the space could not also accommodate bus stops

### Bus stops

- Existing bus stops could fit together with pedestrian and cycle facilities. The bus stops would need to be relocated/staggered to fit within the available space

### Walking, cycling and wheeling

- A crossing near the bus stops and station access could be considered



## 3. Station access – group feedback

The group discussed this and made the following observations:

### **Pedestrian and cycle crossing**

- A right turn lane to the railway station is not a priority; rather a crossing and bus stops would be more beneficial
- A crossing is needed at the Westleigh Close/station access junction to cater for pedestrians and cyclists coming from Yate Common to the railway station
- Concerns that having many signalised crossings from Stover Road junction to the station access would have an impact on traffic
- Concerns that poor visibility and high speed of vehicles travelling downhill from the railway bridge towards the Westleigh Close /station access junction could impact a proposed crossing at this location. Some suggested speed enforcement measures such as cameras and speed humps

### **Bus stops**

- Reduced visibility due to the existing bus shelter at the Westleigh Close junction makes it difficult to pull out from the nearby driveway. Reducing the width of the Westleigh Close junction was suggested to relocate the bus stop and improve pedestrian crossing

## 4. Station to Longs Drive – initial design ideas

Our assessments have shown that:

### Parking

- Off-street parking at Whirlpool has been previously investigated, with work still underway to determine if this may be suitable;
- It is not possible to provide on-street parking between the station access and Jan's Café due to the high number of accesses to houses and businesses and the location of bus stops along this section
- Approximately 7-8 on-street parking bays could be provided along the Whirlpool fence, near the Longs Drive junction

### Walking, cycling and wheeling

- The high number of accesses to houses and businesses along this section pose a challenge in providing a crossing to access any on-street parking





## 4. Station to Longs Drive – group feedback

The group discussed this and made the following observations:

### Walking, cycling and wheeling

- Suggestion for a new crossing near the Whirlpool entrance

### Parking

- Request for design interventions (e.g., kerbs) to prevent pavement parking near the new development area
- While the on-street parking identified would be beneficial in serving the businesses and residents within the area, some members of the group felt that this parking is not favourable for families, and it could present safety hazards to cyclists. Some of the group suggested we need to consider off-street parking as an alternative
- Suggestion to explore off-street parking at the Whirlpool site

## 5. Longs Drive to Cranleigh Court Road – initial design ideas

Our assessments have shown that:

### Junction improvements

- There isn't enough space to maintain the existing right turn lanes at the Longs Drive and Cranleigh Court Road junctions
- A mini-roundabout layout was considered to accommodate right turning movements; however, the layout would need further investigation

### Bus stops

- Staggering bus stops near the Longs Drive junction would be required to accommodate a cycle track



## 5. Longs Drive to Cranleigh Court Road – group feedback

The group discussed this and made the following observations:

### Cycle facility

- Preference for a cycle track on the northern side of the road to allow access to industrial areas

### Off-street parking

- Suggestion for an alternative access to Longs Drive car park from Longs Drive

### Speed reduction

- Some support for a reduced speed limit to 20mph to accommodate crossings and make it easier to join from side roads

### Junction improvements

- Little support for mini-roundabouts and concerns that it could not cater to peak time traffic along Longs Drive
- Suggestion to link up traffic lights at the junctions to improve capacity
- Encourage traffic to use Goose Green Way which would improve capacity at signalised junctions without right turn lanes
- Extend the yellow box hatching at the Moorland Road junction making it easier for traffic to turn right

## 6. Cranleigh Court Road to B&Q – initial design ideas

Our assessments have shown that:

### Parking

- Few on-street parking opportunities are available in this section. On-street parking provision would mean that the space would be limited for public areas and can also have an impact on traffic

### Bus stops

- The bus stops located near Mow Barton would need to be staggered to fit within the available space. This would limit the opportunities to provide on-street parking within this section





## 6. Cranleigh Court Road to B&Q – group feedback

The group discussed this and made the following observations:

### On-street parking

- While some group members felt that the space near Eggshill Lane is not enough to provide on-street parking, others felt that if parking is not provided, people will park inconsiderately
- Concerns that parking enforcement was lacking, especially between Cranleigh Court and Eggshill Lane and along The Avenue
- Need to investigate opportunities to work with Yate Town Council to improve public spaces in front of Yate Parish Hall and Yate Community Centre

### Street furniture

- Concerns that street furniture such as cycle parking will block the footway

### Bus stops

- Bus stop improvements near Mow Barton are seen as a priority since the existing bus shelters block the footway

# Summary

## Overall scheme:

- Some preference for one-way cycle tracks compared to two-way cycle tracks
- Support for new pedestrian and cycle crossings
- Some support for speed limit reduction to 20mph along Station Road to improve safety at crossings
- Support for both on-street and off-street parking provision to support local businesses/residents at key locations

## Next steps:

- Develop an initial design considering different speed limits, crossings and on-street parking opportunities along Station Road.
- Review off-street parking opportunities.
- Check practicality of one-way and two-way cycle tracks considering interaction with junctions in terms of capacity and safety.

# Summary

## 1. Badminton Road:

- Emphasis on a safe, consistent, continuous and accessible route for pedestrians and cyclists, including through junctions
- Encourage through-traffic to turn left at Stover Road junction to relieve pressure on Station Road
- Investigate gateway signage for Station Road/ branding Station Road

Next steps:

- Review major junction options checking against safety and capacity.
- Explore opportunities for branding of Station Road.

## 2. North Road:

- There is a lack of space along the railway bridge for a right turn lane
- Concern that banning turning movements at North Road would isolate residents along North Road while increasing traffic at Stover Road junction
- Safety concerns regarding a mini-roundabout junction layout

Next steps:

- Investigate the capacity of different junction layouts using transport models.
- Engagement with local community along North Road

# Summary

## 3. Station access:

- Bus stop improvements and a crossing are seen to be beneficial while a right turn lane into the Yate train station is not a priority
- Speed enforcement measures were suggested
- Relocate bus stops and ensure good access to driveways

Next steps:

- Develop an initial design taking into consideration a crossing, speed enforcement measures and access to driveways.

## 4. Station to Longs Drive:

- Suggestion for a crossing at Whirlpool access
- On-street parking seen as beneficial though off-street parking is seen to be necessary
- Suggestions to introduce measures to prevent pavement parking

Next steps:

- Develop an initial design taking into consideration on-street parking, pedestrian and cycle crossing, and measures to prevent pavement parking.
- Review off-street parking opportunities.

# Summary

## 5. Longs Drive to Cranleigh Court:

- Little support for mini-roundabouts
- Measures to encourage some rerouting of traffic to reduce pressure at junctions with the removal of right turn lanes could be supported
- Ensure any changes improve turning from Moorland Road into Station Road

Next steps:

- Investigate the capacity of different junction layouts using transport models.
- Develop design option(s).

## 6. Cranleigh Court Road to B&Q:

- Some acknowledgement that space is limited for on-street parking though lack of on-street parking near Eggshill Lane is seen to encourage pavement parking
- Bus stop improvements near Mow Barton seen as a priority

Next steps:

- Develop initial design options with and without on-street parking.



## Next steps

The feedback we have received through the co-design sessions has been fed into the design work. The design work has also taken into consideration the technical requirements.

To develop these proposals further, we need to carry out traffic modelling. This work is ongoing and will determine the impact of the proposals on the wider road network.

These designs will be shared with the group for discussion in a further session, prior to public engagement with the wider community. We will provide more information on this in early 2024.

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