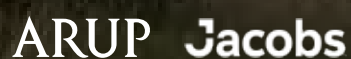


Report July 2020
Issue 0.3

Yate Baseline Report

SOUTH GLOUCESTERSHIRE COUNCIL





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Prepared by Arup in collaboration with Jacobs, on behalf of South Gloucestershire Council.

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In preparing this report we are relying on information contained in reports supplied by the client and third parties, as stated throughout the document. We have relied in particular on the accuracy and completeness of such reports and accept no liability for any error or omission in this statement to the extent the same results from error or omission in the other consultants' reports.

Please note, this report is intended to be viewed and printed as an A4 double-sided document with cover page.

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Disclaimer:

This report reflects the results of a baseline assessment undertaken by the consultant team and doesn't necessarily reflect the view of SGC or its partners. After publication, valuable feedback has been received which will inform the masterplan. We will also continue to shape our analysis following public engagement feedback, which will be used to update our baseline reporting accordingly in future documents.

Contents

1.	THE PLAN FOR CHANGE	4
1.1	Introduction, aims and objectives	4
1.2	Planning policy context	7
2.	CONTEXT ANALYSIS	12
2.1	Green infrastructure	12
2.2	Water	14
2.3	Socio-demographics	16
2.4	Mobility	20
2.5	Yate - Historic mapping	26
2.6	Yate today	28
2.7	Systems Approach	30
2.8	Drivers for Change	34
3.	FOCUS AREAS ASSESSMENT	36
3.1	Introduction	36
3.2	Yate Town Centre	38
3.3	Station Road	48
3.4	Yate Station	52
4.	WHAT DOES IT ALL MEAN FOR YATE?	56
4.1	SWOT analysis	46
5.	PRECEDENTS	58
5.1	Houten	

1.1 The plan for change

INTRODUCTION

Unprecedented and major challenges from our natural environment and our socioeconomic and political context require us to design our community plans from a totally new perspective to adequately address those challenges. Strategic objectives and global goals around sustainable development, climate change and zero carbon emissions, set by UN, Paris Climate agreement, the Kyoto protocol and the Brundtland report can and should be addressed by a bottom up approach.

In that approach, people and community are at the centre of our thinking, as behavioural change will empower the speed and strength of planned changes.

Our approach is therefore inclusive of community and business engagement to provide a barometer of local aspiration that will directly influence our thinking and contribute to building a sense of ownership over Yate's future direction. Creating opportunities for younger generations will be at the forefront of our thinking and will include exploring ways of promoting low risk business start-ups, agile working practises and affordable living.

In this document we have sought an understanding of the DNA of Yate, its spatial and non- spatial issues; with the objective to identify the right mix of heritage, social, cultural and economic opportunities that will help shape a new sense of pride and community. With the masterplan we want to ensure the public realm enhances local identity and sense of place and ensure it becomes a place for people.

At the heart of the masterplan will be a high-level masterplan of the urban lifestyles and regeneration opportunities around Yate Station, Station Road, Western Gateway, and the Town Centre. Developing a compelling vision for this area, creating a vibrant and connected centre for Yate, will help to unlock redevelopment and regeneration across the entire town, whilst balancing this against protecting and enhancing Yate's high quality natural and historic environment, and conserving its agricultural and natural hinterland.

This report is the first of a three-stage approach towards a Yate Town Centre Improvement Masterplan, promoted by South Gloucestershire Council, crafted through a joint effort of SGC council, Steering Group and consultants and with grassroots engagement support of a wide range and variety of stakeholders during next stages of work. It is deeply rooted in an assessment and understanding of the existing context, appreciation and understanding of the local character and identity combined with a lessons-learned from best practice and benchmarks. That combination will help us create a solid evidence base for a fresh and critical search for a set of unique drivers of change. These drivers of change will become the base for specific opportunities and proposals which are ambitious and deliverable at the same time.



Unprecedented context

The masterplan takes a “whole town” approach, considering at a high level how a contemporary vision, strongly conditioned by the current context of climate emergency, energy transition, circular economy and UN Sustainable Development goals, can drive new growth and planned major transport infrastructure integrated in the existing town. It will draw from existing policies and plans, such as Yate Community Plan 2008-2028 and South Gloucestershire Core Strategy, River Frome Reconnected, West of England Green Infrastructure Framework and Local Cycling and Walking Infrastructure Plan from the holistic perspective of a renewed vision and holding them against the bright light of the current socioeconomic and climatological context. During the next stages of work this holistic vision will be the basis of design for a masterplan for Yate that focuses on key project areas that will help unlock wider opportunities. These areas are Yate Station, Station Road, and Yate Town Centre.

The masterplan will provide the evidence, vision and site specific detail to inform the council’s next Local Plan. This includes updating and refreshing the existing adopted planning policy for Yate.

The project will:

- Be based around the proposed strategic transport infrastructure improvements, providing an evidence base to inform a masterplan for Yate to meet the needs of the town and its future growth;
- Identify and agree objectives to inform a masterplan for the defined areas and seek stakeholder endorsement and wider community engagement of those objectives
- Work up a high-level vision for the defined area to meet the agreed objectives
- Secure stakeholder endorsement of the vision; and
- Provide a framework for informing next steps in delivering that agreed vision.

OBJECTIVES

The objectives for Yate Town Improvement Masterplan respond to and redefine objectives set out in the South Gloucestershire Local Plan Core Strategy and the Vision for Yate in its Community Plan. This stage of work has created the evidence base that will allow us to identify new opportunities and key drivers of change to meet the following overarching objectives:

- Unlocking the potential for future growth through transformation, improvement and regeneration of the existing Yate with a “whole town” approach.
- Exploring how the town could be shaped by an overarching vision for grass root community engagement at a local scale; Creating initiatives, interventions and mechanisms which empower the businesses and people of Yate to play a key role in shaping the future of their town.
- Promoting active travel to generate health and wellbeing benefits and enhance connectivity and sense of place.
- Create opportunities to promote ease of connection through public transport and interchange, reducing car usage, tackling congestion and enhancing air quality. From Yate to Bristol, Yate to Rural, Yate to Chipping Sodbury.
- Meet the needs of an ageing population and counter the migration of youth with quick, medium and long-term interventions and transformation.
- Maintain economic prosperity, address social deprivation, deliver inclusive growth, affordable access to jobs, skills and housing.



Image: Spatial Strategy vision for Yate & Chipping Sodbury-South Gloucestershire Local Plan Core Strategy

1.2 Planning policy context

There are a range of national, regional, and local policies which affect Yate that will need to be considered in developing the masterplan. Key policies include:

CLIMATE EMERGENCY

The United Nations says we could have just 10 years to limit a climate catastrophe. More than half the UK's principal local authorities have now declared a climate emergency, along with the UK, Welsh and Scottish Governments.

On 17th July 2019, South Gloucestershire Council declared a Climate Emergency. This means that the council is saying that the global climate is in a state of breakdown and that this is an Emergency Situation. We all need to take urgent steps to address this situation. The council has pledged to provide the leadership to enable South Gloucestershire to become carbon neutral by 2030. In addition, the council has signed up to the UK100 pledge to ensure 100% renewable energy across the area by 2050.

Addressing the Climate Emergency locally will involve increasing action to reduce greenhouse gas emissions from transport, housing, industry and land use and working with a wide range of stakeholders including residents, businesses, community and voluntary groups, health providers, landowners and strategic organisations.

The council will be looking at the action it is currently taking on climate change and will be considering how this can be increased. Following the Climate Emergency declaration made by the Council on 17th July 2019, the targets within the Climate Change Strategy were updated to reflect the declaration.

The revised targets are:

- Carbon emissions: To provide the leadership to enable South Gloucestershire to become carbon neutral by 2030.
- Renewable energy generation: Locally based renewables providing 100% of energy by 2050 as part of the UK100 Pledge.
- Climate resilience (Adaptation): To prepare for the local impacts of the Climate Emergency.

The overarching vision set out in the Climate Change Strategy is:

“A climate resilient South Gloucestershire with a thriving low carbon economy and lifestyle reflected in our travel, homes, businesses and communities and where nature can flourish.”

To deliver the vision and targets, the Council will develop action plans for a 10 year period. As part of this action plan, the overarching Council Plan and Departmental Service Delivery Plans will be revised to ensure that the Council's response to the Climate Emergency is embedded within all Council programmes and activities.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF), MHCLG 2019

Sets out the Government's planning policies for England and how these should be applied. There is a presumption in the NPPF in favour of sustainable development which is underpinned by a number of core principles around sustainable economic development, a low carbon future, conserving and enhancing the natural environment, and actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling.

The NPPF seeks to promote growth whilst creating a high-quality build environment underpinned by vibrant communities. Key policies relevant to the Yate masterplan include:

- Policy 7 – Ensuring the vitality of town centres and places town centres at the heart of local communities by taking a positive approach to their growth, management and adaptation.
- Policy 8 – Promoting healthy and safe communities, supporting development decisions which achieve healthy, inclusive and safe places.
- Policy 9 – Promoting sustainable transport, supporting development that reduces greenhouse gas emissions and reduces congestion and facilitates the use of sustainable modes of transport.

LOCAL INDUSTRIAL STRATEGY, WECA 2019

Identifies three sector strengths that drive innovation in the West of England, including: advanced engineering; creative, cultural and digital industries; and financial, business and legal ‘tech’ services. The strategy aims to increase cross-sectoral innovation, based on these strengths, and identifies the importance of infrastructure to allow the region’s residents to move seamlessly around the region, using affordable transport solutions that minimise the impact on the environment.

WEST OF ENGLAND JOINT LOCAL TRANSPORT PLAN 4, 2020-2036

Sets out how the West of England authorities aim to achieve a well-connected sustainable transport network. The plan sets out a

vision, objectives, policies and interventions for transport in the region. A number of major schemes are proposed around Yate. These include improved railway infrastructure and cycle routes, a Yate metrobus extension and a number of new highway routes including a link to the proposed M4 Junction 18a, a new Winterbourne and Frampton Cotterell bypass and Coalpit Heath and Westerleigh bypass.

SOUTH GLOUCESTERSHIRE LOCAL PLAN CORE STRATEGY, 2006-2027

The Core Strategy forms part of the South Gloucestershire Local Plan and was adopted in 2013 to cover the period from 2006 to 2027. The document outlines the ‘policies and programmes for the general location of new development, its type and scale, and the resources to deliver it, as well as the protection of what is valued about the area’. In particular, it makes provision for a new neighbourhood on the northern fringe of Yate, comprising 2,700 dwellings, two primary schools, a community centre, and local retail and leisure. The document outlines policies around high quality design, location of development, strategic transport infrastructure, and others the masterplan will be informed by.

The West of England authorities also prepared a Joint Spatial Plan (JSP) that was to inform updates to Local Plans in the region. It was envisioned that existing urban area of Yate would be a focus for “Urban Living”, optimising the mix of uses, density and design to deliver housing, job and services growth. Yate was also selected as a location to provide an additional 2,000 dwellings and 30 hectares of employment land at two “Strategic Development Locations”, outside of the existing settlement boundary. However, following an Examination in Public in July 2019, South Gloucestershire Council have now withdrawn from the JSP. The West of

England authorities are now considering the next steps in the Local Plan making process. While no decisions have yet been made, updates to the NPPF and continued focus on effective use of sustainable brownfield sites make it likely that urban Yate will remain a key focus for new homes, jobs and services in future growth plans for South Gloucestershire. Any growth plans will need to build on its new town origins, strategic location, and improving sustainable transport connections to urban Bristol.

YATE COMMUNITY PLAN, 2008

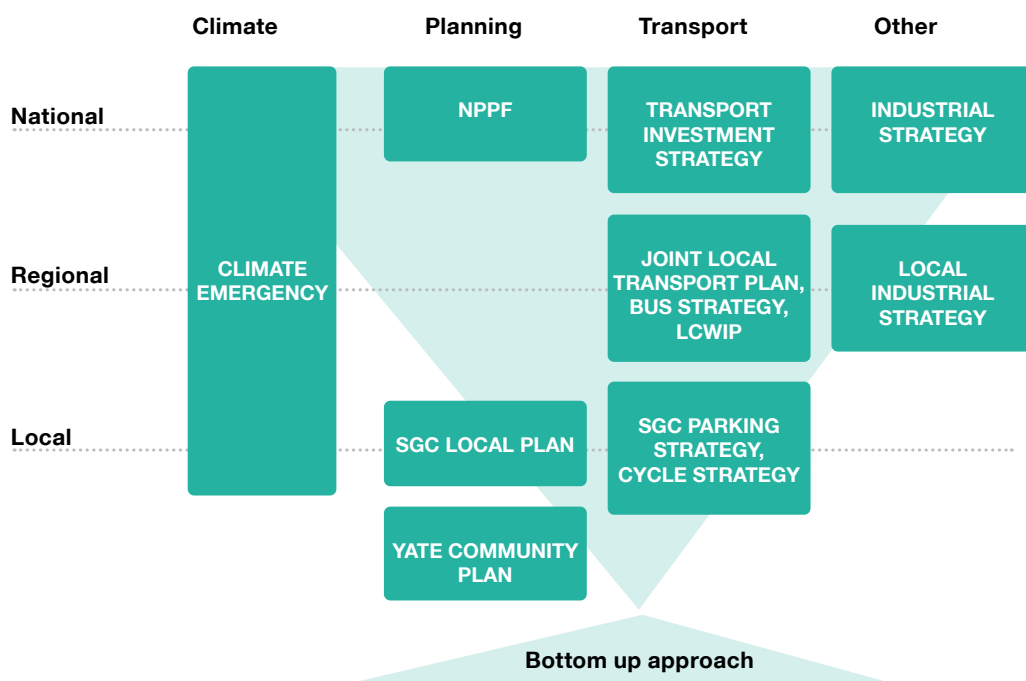
The plan reflects the aspirations of the people of Yate, setting out a vision for the Yate of 2028 where:

- The perceptions of the town more accurately reflect the reality of Yate as a dynamic and interesting place to live
- Inclusiveness and accessibility for all are the norm in all walks of life

- Yate is a hub to the surrounding towns and villages but retains a sense of human scale
- The economy of the town has retained its vibrancy which is further developed
- Yate is a sustainable community
- The town centre has fully realised its potential and is viewed as a positive asset to the town

The community plan looks at a series of more detailed issues, visions and opportunities based around the themes of young people, the town centre, transport and accessibility, the environment, economy and business, and culture and leisure.

The Yate Community Plan is now over ten years old, and while the majority of its aspirations remain valid today, the new Yate masterplan provides an opportunity to review, take stock, and update the vision for Yate.



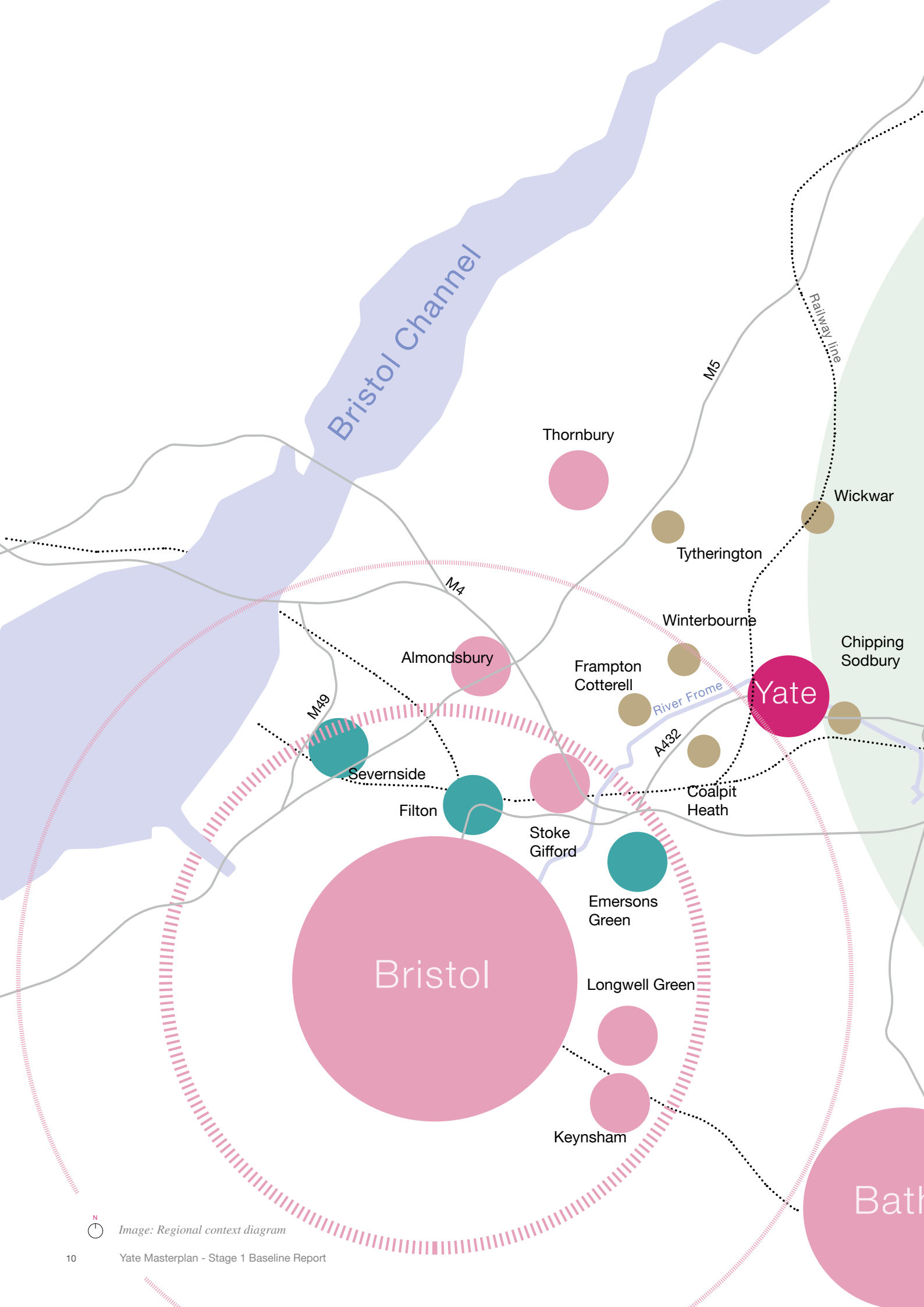
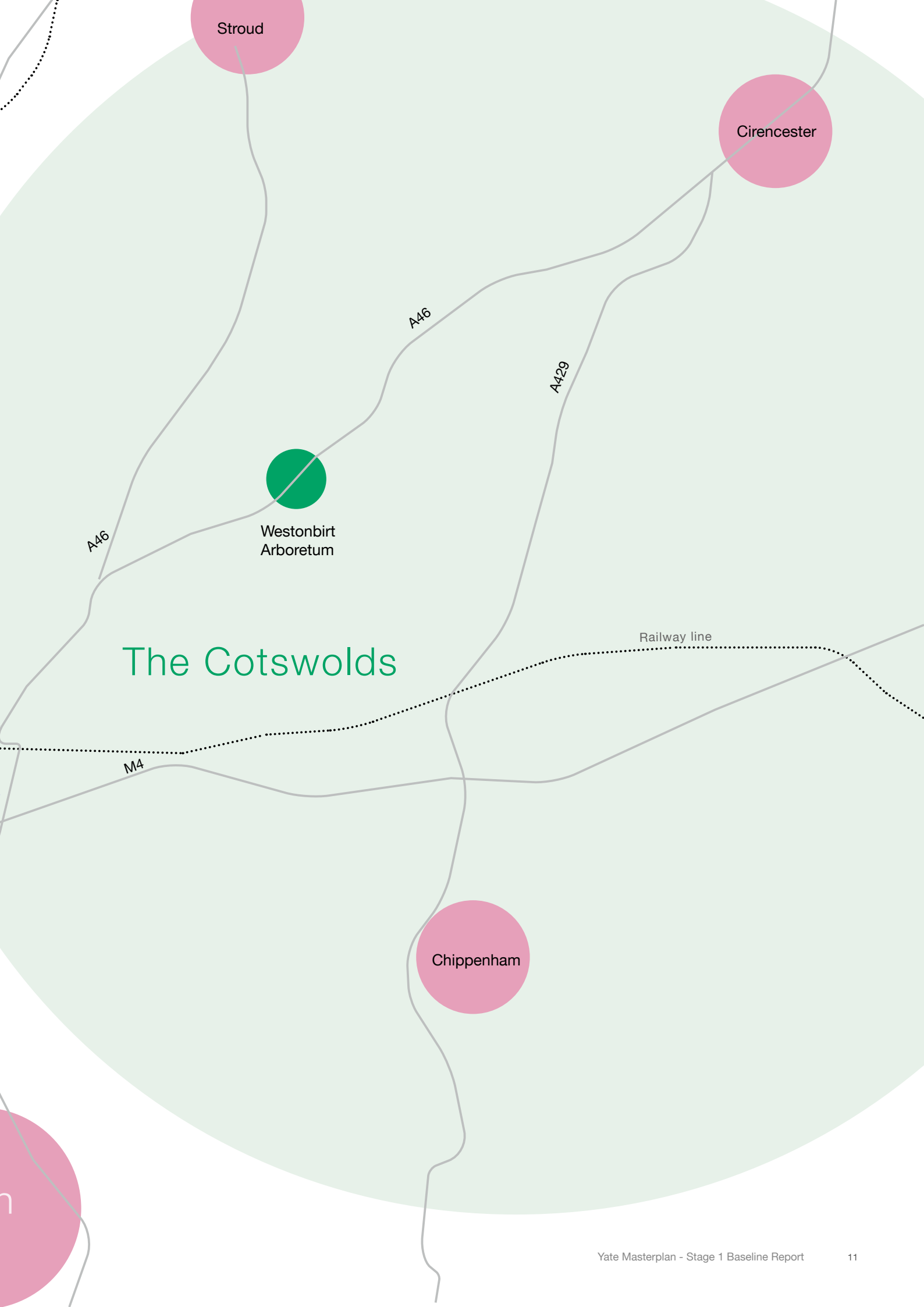


Image: Regional context diagram



Stroud

Cirencester

A46

A429

Westonbirt
Arboretum

The Cotswolds

Railway line

M4

Chippenham

2.1 Green infrastructure

The natural, rural and agricultural landscape surrounding Yate, with its rivers and streams, commons, and parks, jointly form a multi-functional network of high value open assets and linkages.

These green and blue corridors operate at a variety of spatial scale levels in the urban environment. Green Infrastructure assets can contribute to a strong ecosystems by providing breeding and foraging habitat for wildlife and supporting biodiverse flora. These green spaces also promote healthier active lifestyles and contribute to the mental and physical wellbeing of individuals and communities.

The landscape extends outwards from Yate in a series of low-slung vales, before leading to higher ridges along downland. These contrasts are a product of the highly varied geology and soil types of the region. Much of the flat land surrounding Yate is utilised for agriculture, leaving the majority of broadleaf woodland on more sheer slopes. The farming activity, which is mainly livestock rearing and arable, has also created a large-scale geometric field patterns, some lined with hedgerows and interspersed with hedgerow trees.

ECOLOGY

Grassland and wooded habitat types both provide biodiversity benefits in the area.

Meadow habitats include both dryland areas on slopes, and wetter areas within valley basins. In particular they support insects, birds, small mammals, as well as predators, such as sparrowhawks, foxes and other large carnivores.

Broadleaf habitat also support insects in its rides and glades, roosting for birds, including rooks, and nesting and cover in scrub. Bird species found locally include chiffchaff, blackcap, song thrush, bullfinch, green woodpecker and goldcrest, while common pipistrelle and other bat species are also resident.

CULTURAL HERITAGE

The area has evidence of a rich geological and cultural history. There are many significant geological features, including fossil features. Visible signs of early human activity include Neolithic long barrows and stone circles, as well as forts from the iron-age. Records indicate that settlements date from the medieval period. In the area around Yate, they tend to be dispersed and connected by an intricate system of lanes. A later period of settlement in the form of linear mining villages has been overlaid on this older pattern. These assets are suited to enhanced interpretation and revelation for locals and visitors.

EXISTING AND POTENTIAL ASSETS

Westerleigh (more generally known as Yate) Common is a significant existing green infrastructure asset. It currently provides generous open spaces, as well as some hedgerow habitat. There is opportunity to enhance this, while preserving the current beneficial qualities, including long distance views.

There is an additional opportunity at Wickwar Quarry to enhance the biodiversity and frame the special geological qualities of the site. There is scope for this site to be activated for further recreational use, including the potential for events.



Regional green and blue infrastructure network



The Common at Yate



Wickwar Quarry

2.2 Water

FROME RECONNECTED

The River Frome Reconnected Partnership has identified five core themes and one cross-cutting aspiration for better stewardship of the River:

- responding to and managing flood risk;
- reconnecting people and communities;
- reconnecting the Frome to nature;
- redevelopment and planning in the Frome catchment; and
- resilient landscapes/ sustainable land management.

Adaption to climate change through spatial planning is a cross-cutting aspiration relating to all the five themes.

CONTEXT

The source of the Frome lies within Dodington Park in the Cotswolds. Over c.32km it then flows initially northwesterly towards Yate, and then turns southwesterly towards Bristol, before it reaching its confluence with the River Avon at Bristol's Floating Harbour. The catchment area of the River is c.36 km². The Frome Valley Walkway (29km) follows the course of the River public walkway from Old Sodbury to Bristol.



Incorporation of SUDs infrastructure into an existing neighbourhood at Greener Grangetown (Arup)

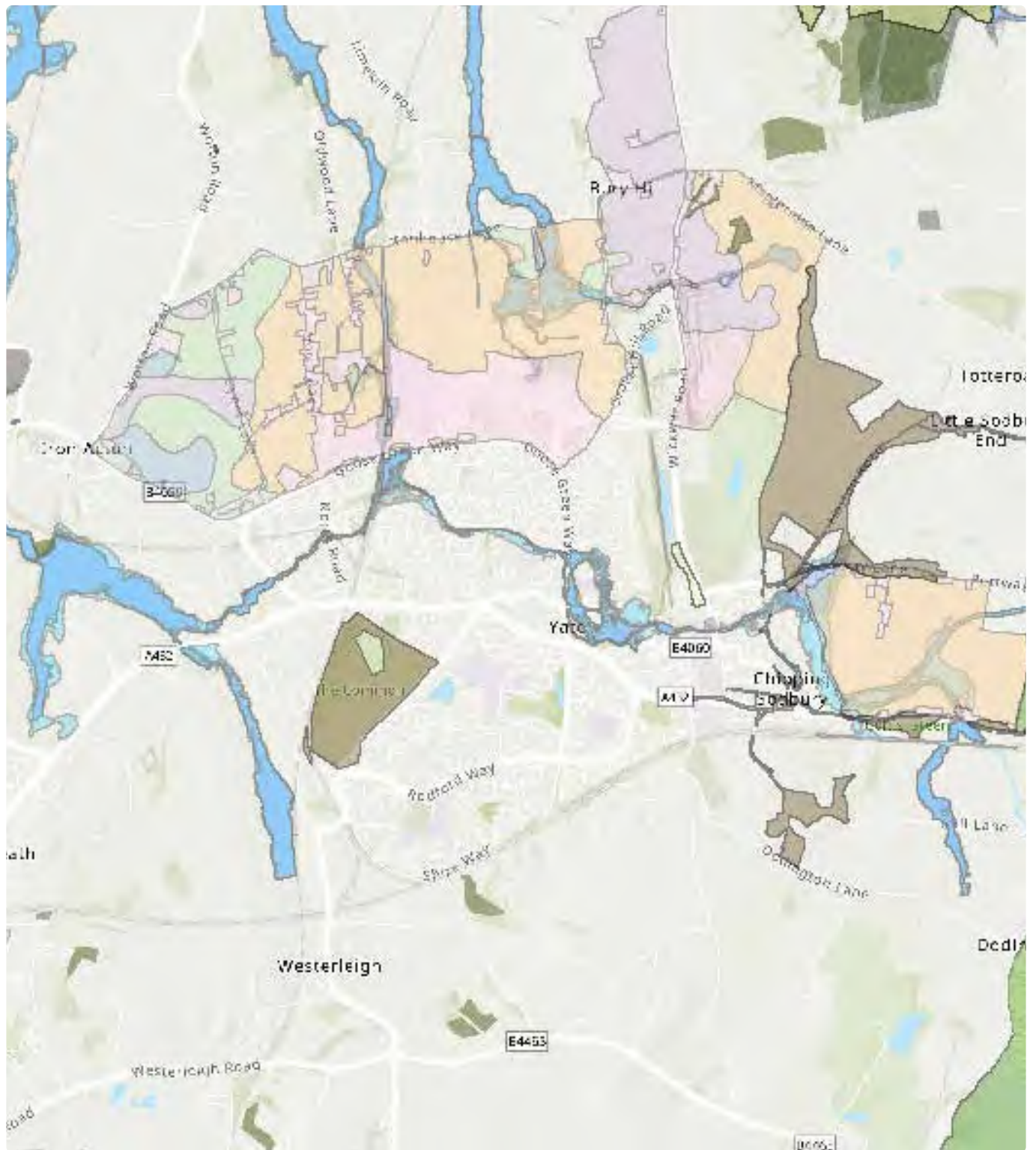
RIVER BIODIVERSITY

Overall the river has an ecological rating of Moderate, with recent declines in some biological quality markers, including macrophytes/phytobenthos and invertebrates. Hydromorphology is described as good and not being artificial or heavily modified. However, specific pollutants (Triclosan, Copper, and Zinc) have been recorded as high. The overall chemical hazard classification of this section of the river is graded as good. The two factors noted as contributing to this degradation are the creation of physical barriers which have created ecological discontinuity, and impacts from development and transport as part of urban growth.

This assessment also largely characterise the further two downstream sections of the river before it reaches the Avon. However, poor nutrient management from agricultural areas also begins to become a detrimental factor, and specific pollutants begin to include Iron and Manganese.



River Frome catchment areas



Regional green and blue infrastructure network, environmental designations

ALC GRADE	
Grade 1	Woodland
Grade 2	Ancient Woodland
Grade 3a	Scheduled Monuments
Grade 3b	Registered Commons
Grade 4	SSSI
Other	Flood Risk Zone 2
Area of Outstanding Natural Beauty	Flood Risk Zone 3
Park and Garden	

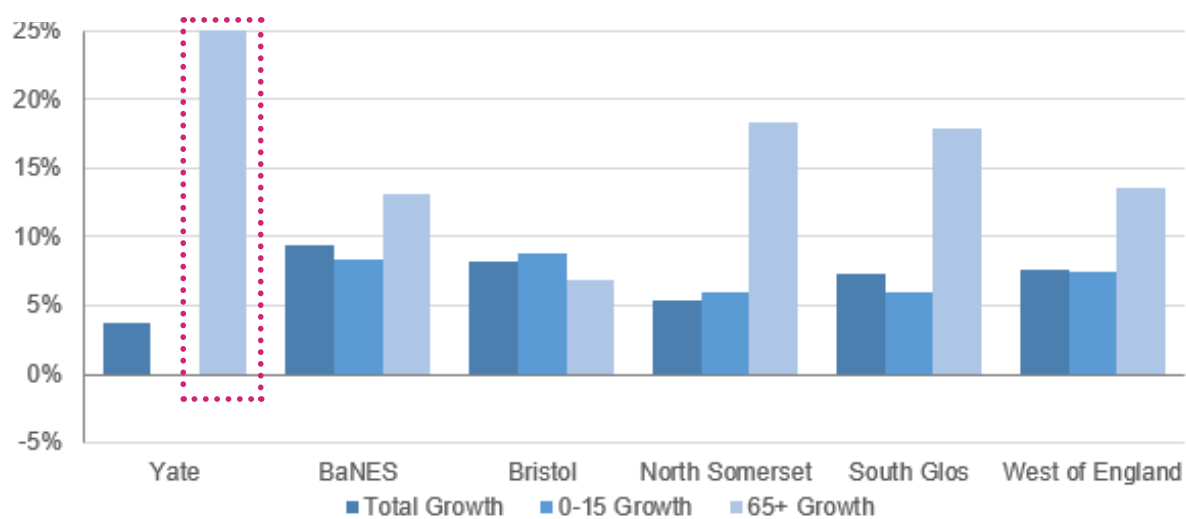
*ALC - Agricultural land classification

2.3 Socio-demographics

Since an era of exponential population growth as a commuter town close to Bristol in the 60's, Yate's population has been relatively stable. The current combined population of the built up area of Yate and connected town Chipping Sodbury is around 35,000. The population of Yate according to 2011 Census data is approximately 21,000 people. A new neighbourhood development North of Yate will add another 2,700 new homes, and around 6,500 people, up to the year 2027.

The town has experienced a larger than average growth of senior citizens population, marked by a 25% increase over the last decade, the largest percentage in the region. On the contrary, the growth of younger population in the age of up to 15 years, has shown no growth at all. Yate is clearly favoured by people in retirement age and significantly less so by families with young children.

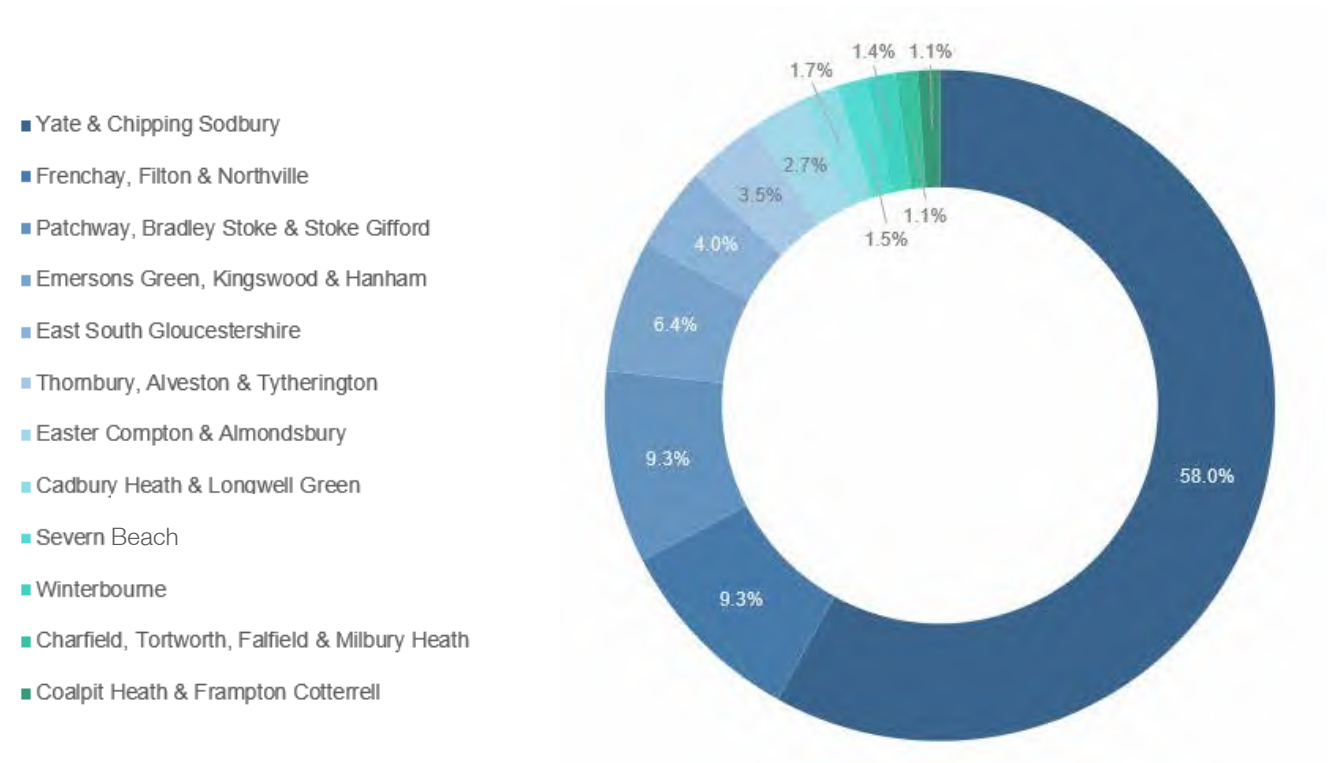
The table below shows the huge increase in percentage of over 65's, the highest in the region - and no growth in young people, so there is a proportional reduction in 0-15 year olds in the town.



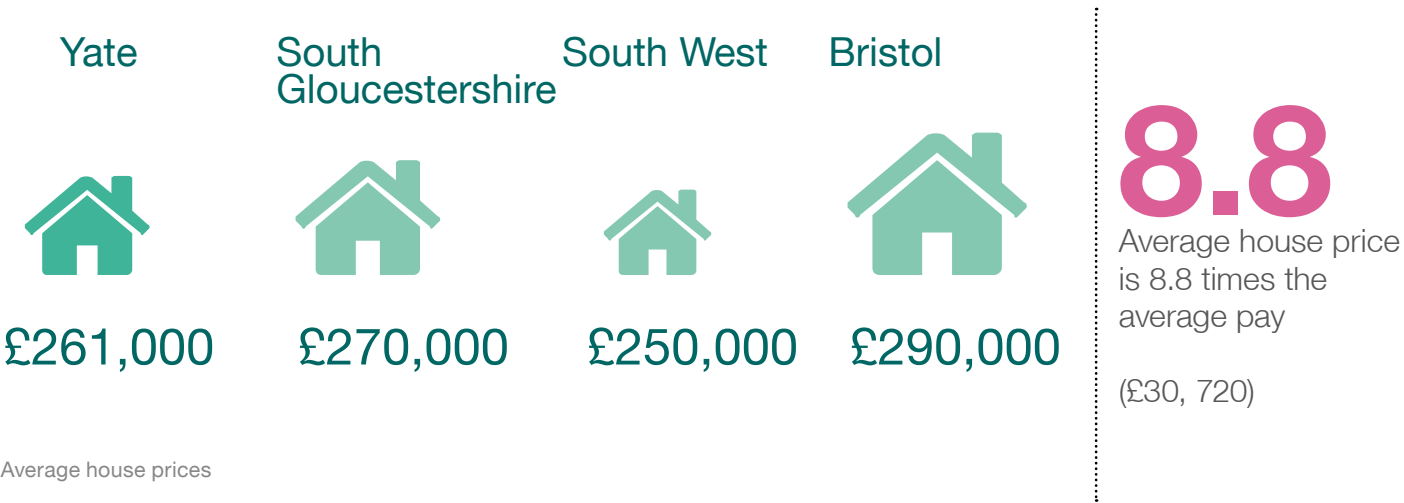
Population growth by main age groups (2011-2018)

Of the total working population that is resident in Yate, a total of 58% work in Yate and Chipping Sodbury, within a two-kilometre radius, which means they live at a relatively close distance from their home. Another 25% of the working population works in the employment areas in the Northern Fringe of Bristol, within a 10-kilometre radius of home. The rest of the working population, resident in Yate, works in other areas around Yate. These groups clearly constitute the car commuting population in Yate.

69% of working residents who live in Yate work in South Gloucestershire. The table below shows where within South Gloucestershire.



One of the reasons Yate is chosen as a home location, in spite of the distance from work, might be the lower average price of homes, of around £261,000 in 2019, compared to an average of £270,000 in South Gloucestershire and an even higher average of £290,000 in Bristol.



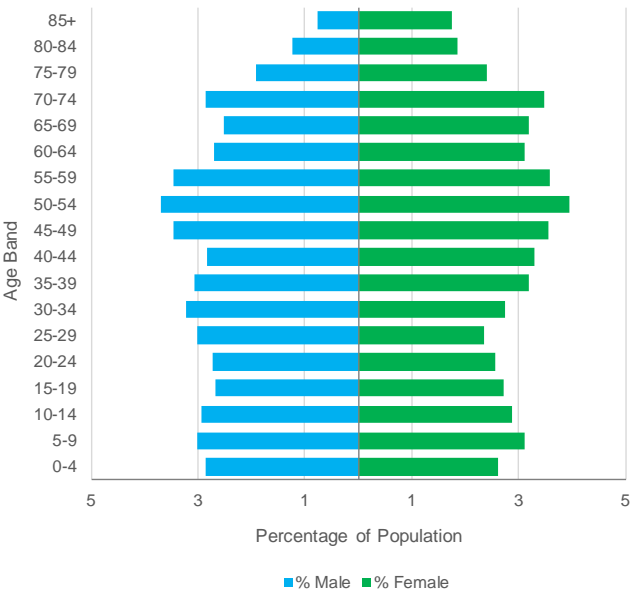
Average house prices

Source: South Glos Quality of Life Survey 2019

SOCIOECONOMIC OVERVIEW

The demography of Yate is changing, and the current population pyramid shows a higher percentage of people in the age groups between 45 and 59. This fact, together with the affluence of people over the age of 65, will result in a significant shift towards older age groups during the coming decade. The population pyramid also shows a lower percentage of people in the age group 20 and 24, which is completely opposite to nearby Bristol, that is favoured by a significantly high percentage increase of people in that age group, probably due to the large student population.

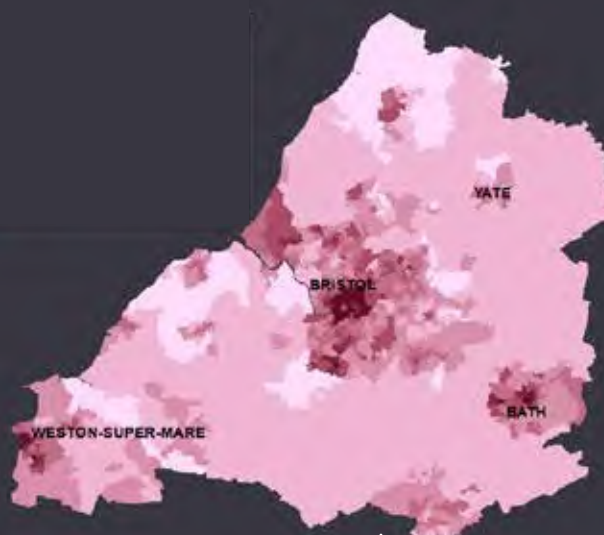
There is a growing number of older people living in Yate. This is not being replaced by younger people, who leave the area.



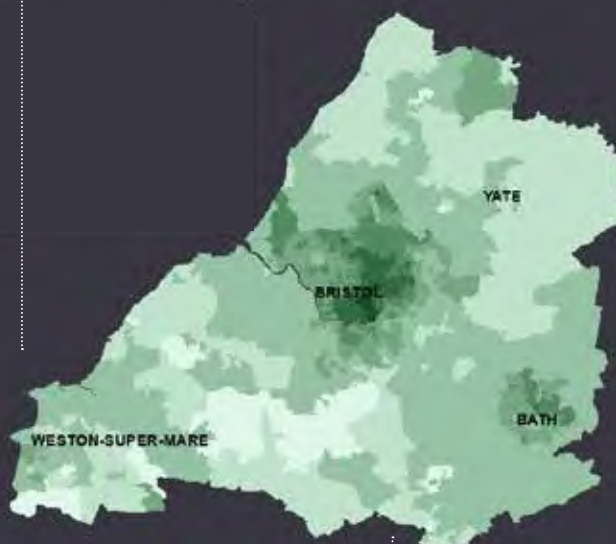
Over the last decade, Yate has experienced a significant growth in part time jobs, of more than 35%, together with a slight decrease in full time jobs. The increase in part time jobs is almost twice as big as in the rest of West of England and three times the percentage growth in South Gloucestershire. The average pay for part time jobs generally slightly is below the average of Bristol.



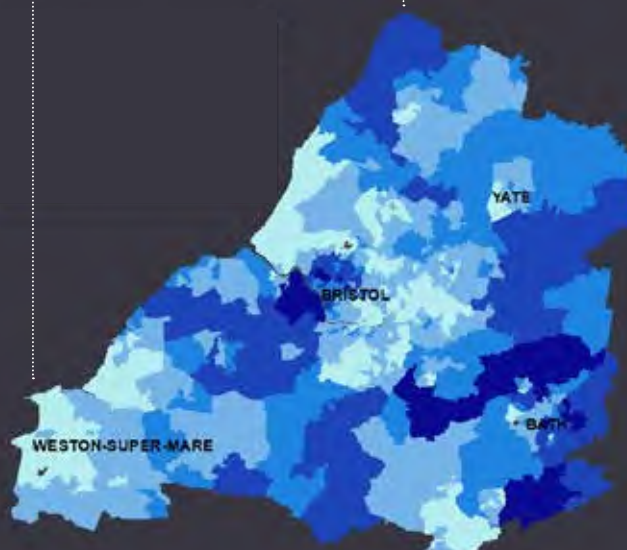
Proportion of households with no access to a car (2011)



Population from BME background (2011)



Median house prices (2019)



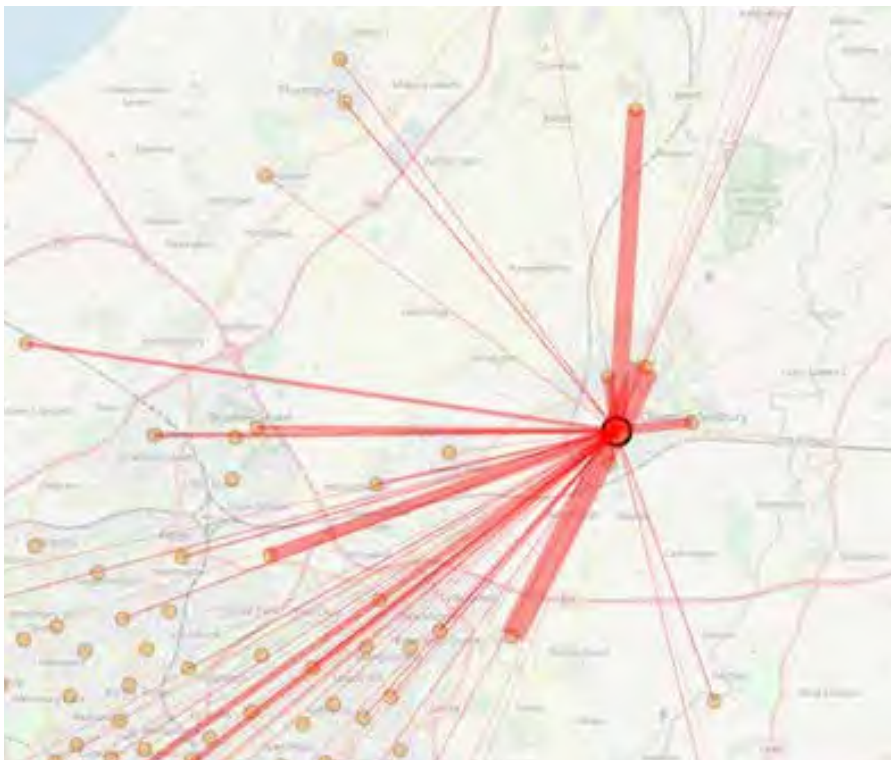
2.4 Mobility

Yate is situated approximately 10 miles north-east of Bristol, with road and rail connections to the Bristol urban area, surrounding towns & villages, Bath, and further afield.

Yate is currently both a centre in its own right, and a commuter town with strong links to the Bristol urban area (see below). Approximately 40% of residents currently work in Yate, with the remainder commuting elsewhere. The most significant commuter destinations are the north and east fringes of Bristol, a typical 30 minute commute. A combination of free parking provision and a lack of bus services to these key employment areas leads to the vast majority of these trips being made by car, around 70%.

This leads to significant congestion along the A432, particularly at Station Road and through the south west corridor towards Bristol.

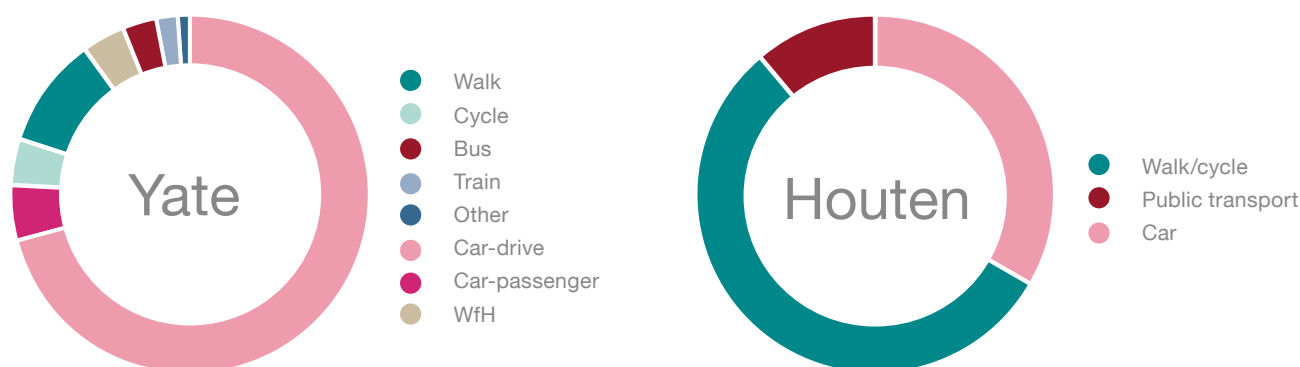
Yate is now at a turning point as congestion could become a barrier to future housing and employment growth in the area. Easing congestion, as well as transforming sustainable transport connections to the Bristol Urban Area will enhance the towns role as a local centre and destination.



Workplace locations of Yate residents (Source: Census 2011)



Yate is currently highly car dependent, with three quarters of residents currently commuting by car. Traffic flows are consistently high on weekdays and at weekends, with 70% of visitors to Yate Town Centre arriving by car. By contrast, Houten in the Netherlands is a similar sized commuter town built in the 1960's. Houten was built to support walking, cycling, and public transport, with cars not able to drive through the centre of town, and shows what could be possible in Yate.



Modal split charts for Yate and Houten

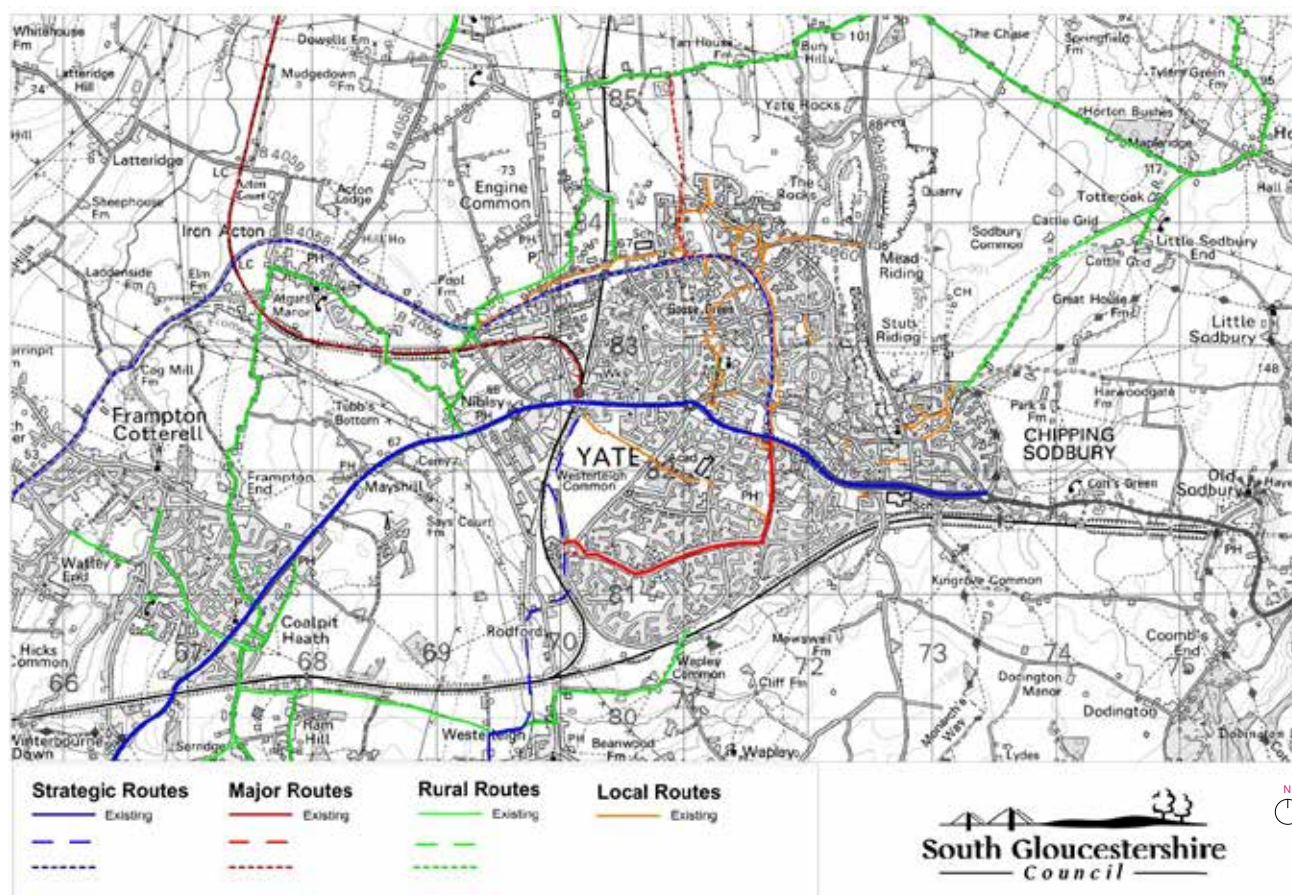
In response to the climate crisis, the West of England Joint Local Transport Plan 4 sets the path for transport in the region to be carbon neutral by 2030, as well as tackling other issues caused by car dependency including congestion, poor health, and poor quality public spaces. To achieve this, there will need to be a substantial shift towards more sustainable forms of transport. Recent reports from the West of England authorities suggest the overall distance travelled by car needs to reduce by up to 40% by 2030 to tackle the climate emergency, along with near total conversion of the vehicle fleet to ultra-low emission vehicles such as electric cars. With its compact size, potential to become more of a local centre, and potential for public transport improvements, Yate is well placed to enable this transformation.

EXISTING AND FUTURE TRANSPORT PROVISION

Walking and cycling

At just 2 miles across, Yate is a compact town ideal for walking and cycling and there is a huge opportunity to capitalise on this. For walking, there is standard footpath provision across Yate, in addition to a network of off-road walking routes linking quiet residential neighbourhoods and cul-de-sacs. However, high traffic volumes on Station Road and encircling Yate Town Centre lead to an unpleasant walking environment through the heart of the town and act as a barrier to increased walking.

For cycling, there is also huge potential, with a network of quiet residential streets providing a pleasant cycling environment in many areas. However, there is a lack of connected and dedicated cycle infrastructure, with limited provision on major roads including on Station Road. Providing cycling infrastructure for people of all ages and abilities on these key routes could unlock a widespread shift to cycling. This is recognised by both the South Gloucestershire Cycle Strategy (Figure 3) and draft West of England Local Cycling and Walking Infrastructure Plan (Figure 5), which include proposals for Yate such as improved walking and cycling infrastructure on Station Road.



Existing, planned, and aspirational cycle routes (Source: South Gloucestershire Council Cycle Strategy (2016)).

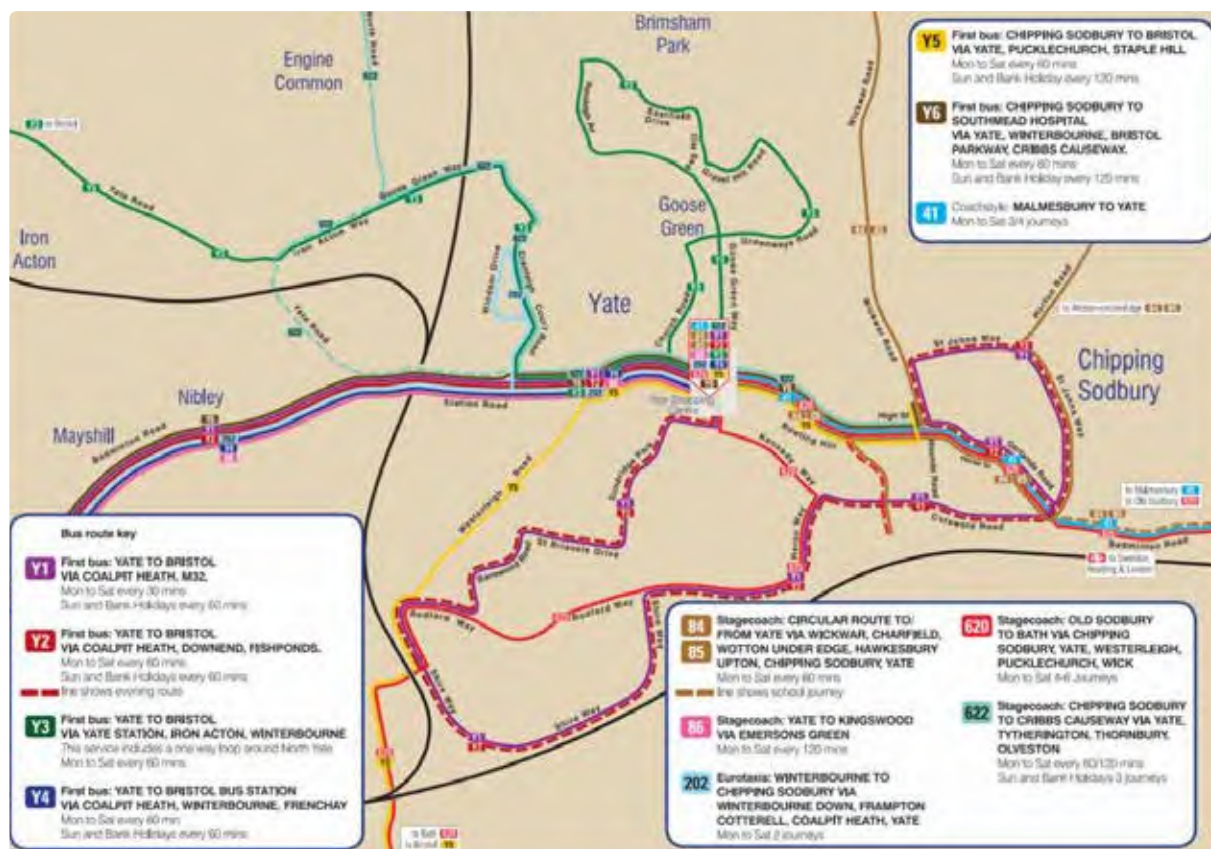
Bus

Only 3% of Yate's residents currently travel to work by bus. Bus journey times are typically significantly longer than journeys by car, with a trip on the Y5 service between Yate shopping centre and Bristol city centre during peak periods taking 2.3 times longer than the equivalent trip by car. There is a lack of bus lanes and bus priority measures both within Yate and on key routes such as the A432. Within Yate, there are frequent buses (6 per hour) linking the bus station, rail station, and onwards to Bristol. However, bus services for the rest of the town are typically less frequent with only one service an hour, forming a disjointed and complex bus network for the size of the town.

A transformational increase in bus use is likely to be a key tool for tackling transport carbon emissions in Yate, with capacity for significant growth within the 10 year climate emergency timescales. There is an opportunity to enhance bus provision on Station Road and

the A432 to Bristol, linked to a more coherent bus network within Yate and better local bus facilities to help bring about this change. There are existing proposals for a metrobus route to serve Yate, providing a further upgrade to the existing services (Figure 5), and the West of England Joint Bus Strategy sets out the aspiration to double bus use by enhancing key routes, linked by smaller feeder services and improved interchange facilities.

In addition, SGC are currently working to develop an Outline Business Case for a multi-modal Park & Change site on the A432 in Yate. Linking with existing bus services in the interim, and with proposed extensions to MetroBus in the longer term, the facility will provide optimal interchange opportunities for bus services to and from Yate town centre. The site will also provide interchange opportunities for other transport modes including walking and cycling and serve as an overflow for trips to and from Yate Railway Station.



Bus services in Yate



Rail

Yate station is approximately a mile to the west of the town centre. The station is on the main line between Bristol Temple Meads and Birmingham New Street, with an hourly service between Gloucester and Westbury on weekdays, and one additional half-hourly service in the morning peak.

Originally opened in 1844, the station was closed in 1965 but reopened again in 1989. Given its closure during a period in which development in Yate was proceeding at pace, the station did not form a central focus of the development of the town centre. As a result, despite its close proximity, the station suffers from poor legibility and connectivity to the town centre via Station Road. The position of the staggered platforms, which sit either side of the road, further worsen the arrival / departure experience for users, especially those wishing to interchange with bus services.

While only 2% of Yate residents currently commute by rail, rail patronage is increasing year on year. Indeed, peak time services between Yate and Bristol are often crowded with commuters traveling into central Bristol and students traveling to campuses at Filton.

To support the growing demand for rail trips to and from Yate the MetroWest Phase 2 project will provide enhanced frequencies, with two trains per hour. Initial feasibility work has been undertaken to relocate the station platforms and improve bus interchange in line with MetroWest Phase 2 enhancements.

There is the potential to transform the station area and improve access to the rest of Yate, to help drive passenger growth further, and potentially help unlock longer term frequency enhancements beyond the MetroWest proposals.

Road

Key roads within Yate, including Station Road, Kennedy Way, and Yate Road, suffer from peak time congestion due to high levels of car commuting. With high traffic volumes traveling along the A432 towards Bristol, the A432 junction with the A4174 Ring Road is a known pinch point on the network. To avoid this area, some Yate car commuters divert to less suitable routes including Westerleigh Road, the B4059, and Perrinpit Road, cutting across country to access free parking in the north and east fringes of Bristol.

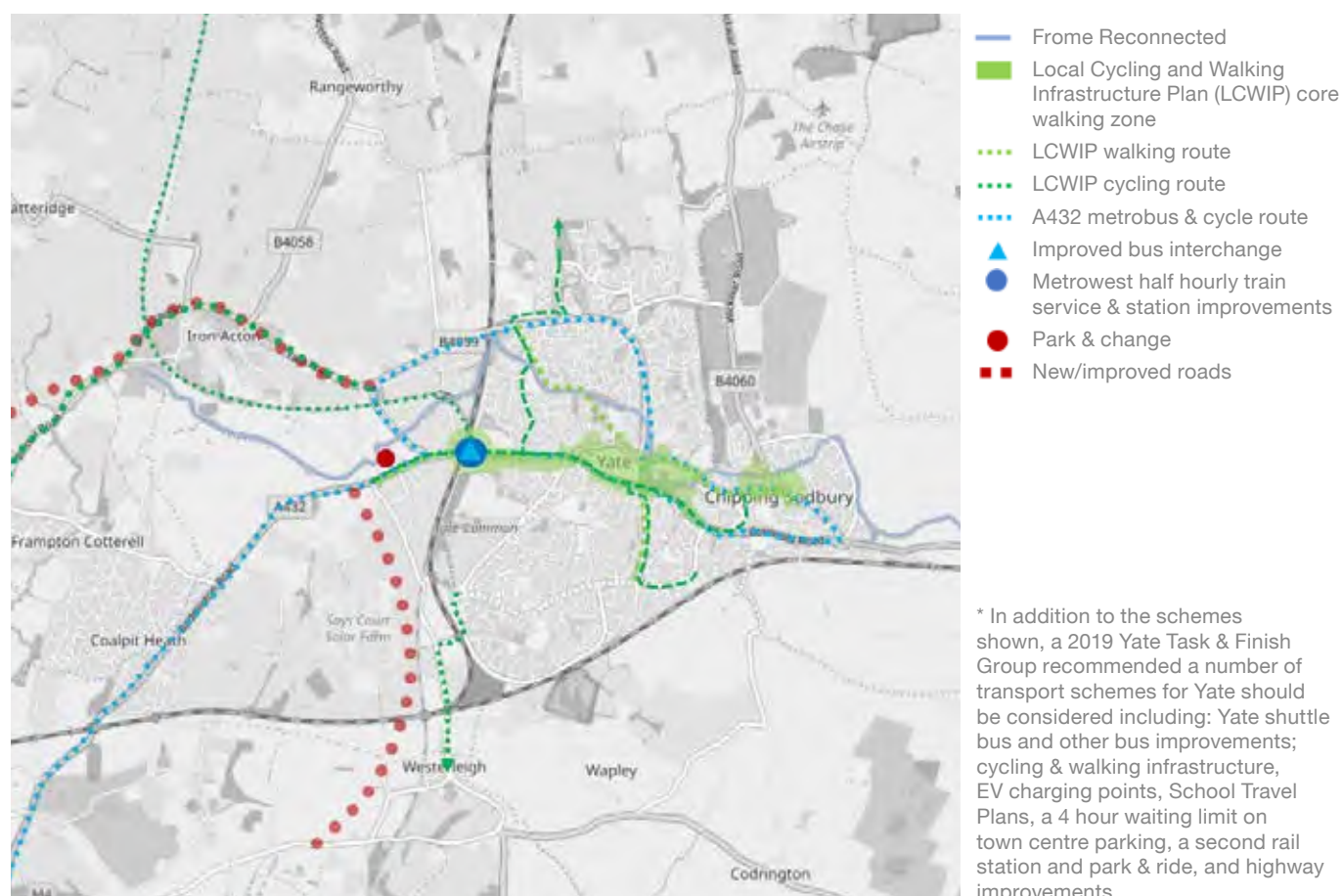
Emerging proposals for a Winterbourne and Frampton Cotterell Bypass or a Coalpit Heath and Westerleigh Bypass, would help divert traffic to more suitable and direct routes. They would also provide dedicated bus priority, with routes to popular destinations currently not served by public transport from Yate alongside segregated active mode infrastructure.

While the bypasses may entrench car dependency for some Yate residents, it also presents an opportunity to free up road space along the A432 through from Station Road, thereby enabling more reliable public transport trips and encouraging more active mode trips on the existing corridor a key local east-west connection.

The Joint Local Transport Plan 4 (JLTP4) highlights the need to manage demand for trips by car and recognises this will mean new charges and restrictions, with tough new measures to be considered including: management of parking provision, reallocation of road space to sustainable transport modes, road user charging, workplace parking levy, and town centre private vehicle bans. It notes that control over the availability of parking spaces is a key tool in limiting car trips, and is

presently the most readily available and widely accepted method of managing demand. In this context, there is a need to review parking restrictions both within Yate itself at existing and new developments, and also at workplace destinations for Yate residents in the north and east fringes of Bristol.

Where travel demand management measures such as workplace parking levies are introduced, there is a significant opportunity to reinvest revenues received in a range of more sustainable transport alternatives to better serve local populations and enhance opportunities for active travel.



2.5 Historic overview

The history of Yate tells a story of why a clear vision for future growth and change is needed.

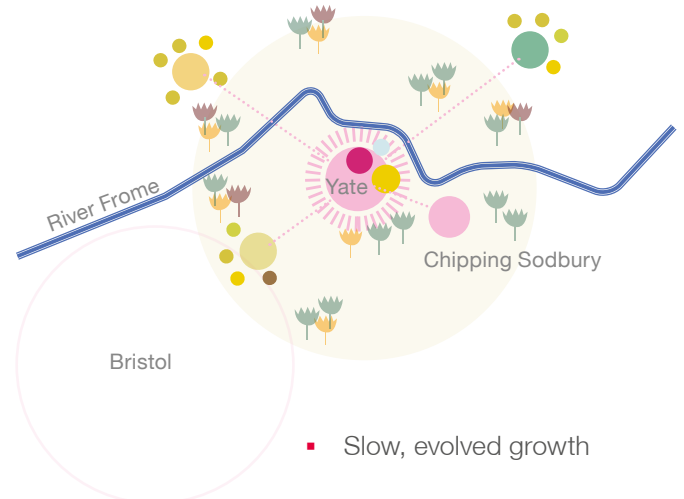
The town in its current form reflects social, political and economic drivers of post-war growth and the impact that this continues to have on our daily lives. Post-war growth models created large-scale communities connected by new road infrastructure. Whilst there was a clear ambition to create better places to live and work, this was a model dependant on personal car use. The Buchanan Report 'Traffic in Our Towns' (1963) was key to this. It assumed that separating growing numbers of cars from pedestrians was necessary. The physical form of Yate town centre and the Radburn estates in southern Yate are a direct manifestation of this. The result is an ingrained dependency on car orientated development. However on the flip side, these estates were granted lots of open green spaces and streets used for active travel.

At a wider level, the speed and ease of car travel has seen the growth of a connected, regional economy with people working and living at further distances. Resultant commuting often leads to lost productivity due to congestion, environmental damage, personal health impacts and less time for friends and families.

By contrast, before the start of the Twentieth Century Yate was a small, rural settlement that was inextricably linked with the surrounding agricultural community and economy. It was compact, walkable, self-contained and reliant on local labour and supply chains. Many of these traits are central to the concept of a sustainable settlement in the Twenty First Century.

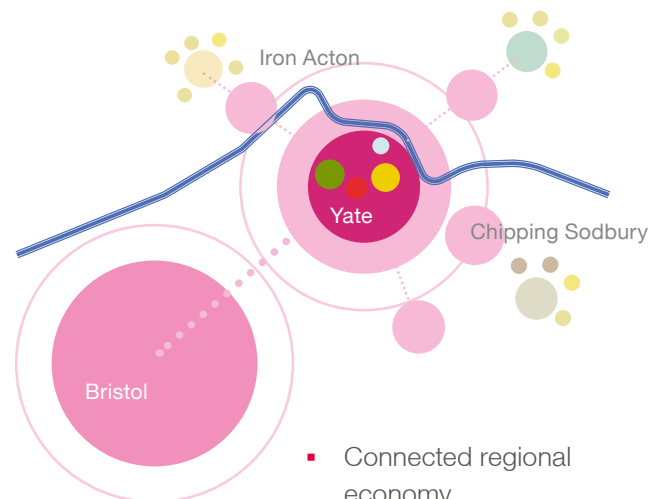
The history of Yate provides a clear demonstration of the issues associated with car orientated development and the valuable lessons in sustainability that have been lost over the last century.

PRE-20TH CENTURY



- Slow, evolved growth
- Self contained village/town
- Strong links to surrounding agriculture

THE 1960'S ONWARDS



- Connected regional economy
- Growth in commuting
- Longer supply chains
- Cars begin to dominate



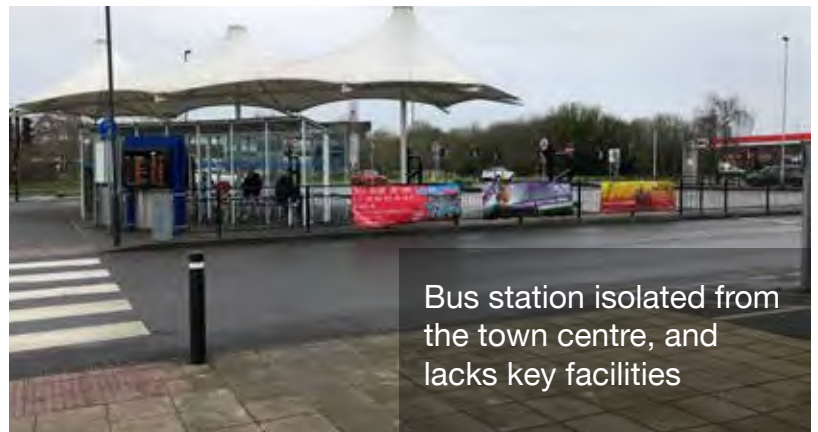
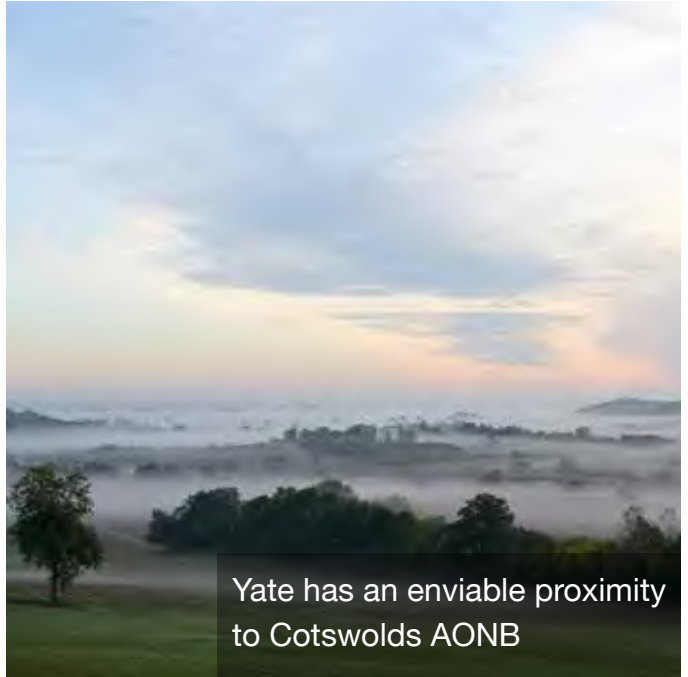


2.6 Yate today

EARLY FINDINGS FROM SITE WALKOVER

The design team completed a number of site walkovers, throughout various times of day to understand how the town operates.

The selection of images on this page and overleaf present a snapshot of ideas and findings from the main site walkover in early January 2020. The focus for the analysis was on Station Road, Yate Station and the Town Centre, and the journeys in between these locations.



Big box retail at Yate town centre draws in regional customers...



But the centre is difficult to get to as a pedestrian



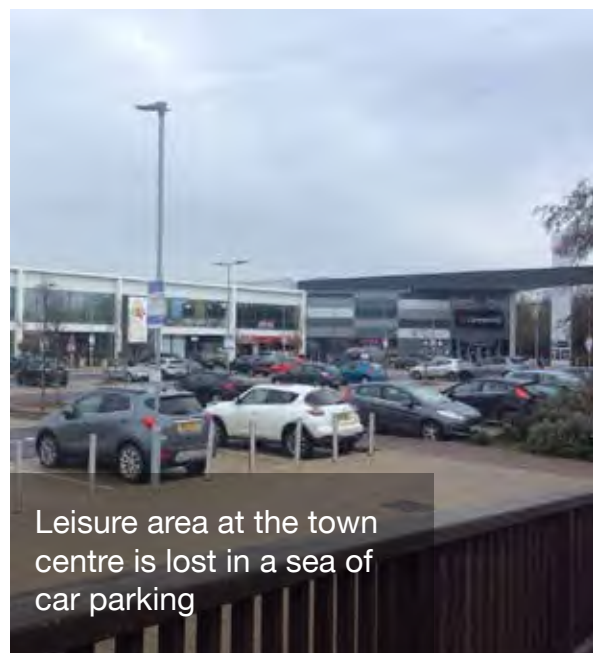
Only one food & beverage unit uses the waterfront along the River Frome



The River Frome walkway is not well used and has no overlooking from buildings



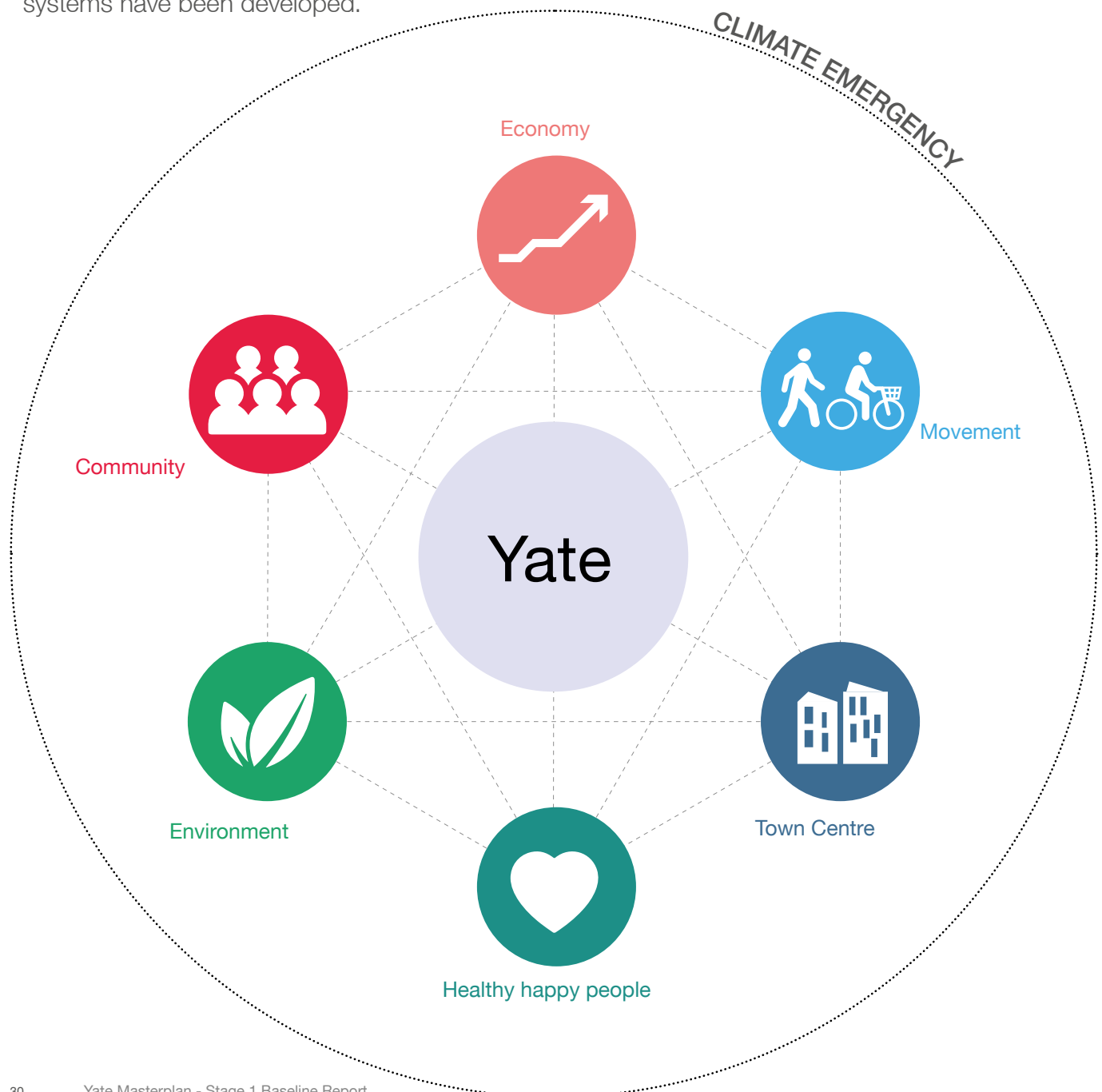
The communities north of Station Road are leafy and pedestrian friendly



Leisure area at the town centre is lost in a sea of car parking

2.7 A systems approach

A systems approach considers the town in the context of interconnected and overlapping 'systems' or themes such as the local community or the movement. This approach means that all considerations and drivers of change are understood and are read within the context of a wider strategy. Using the evidence gathered for this report and the existing aims of the Yate Community Plan and the South Gloucestershire Local Plan Core Strategy (2013) a set of suggested systems have been developed.





Community

Placing people and community at the heart of the strategy by:

- Combating social deprivation through inclusive growth for local people, family, friends, relatives and visitors alike.
- Promoting a strong and distinct sense of identity, community pride and sense of belonging.
- Ensuring that everyone has access to work, places to live, places to meet and has access to the natural world irrespective of age. Understanding that special emphasis is needed for the elderly and the young.
- Engaging with everyone to make sure all voices are heard and that everyone has the opportunity to contribute.
- Extending the calendar of events to help the community come together and explore opportunities to connect with each other.
- Exploring opportunities for increased arts and culture through new facilities



Environment

Working with the natural environment to:

- Protecting and enhancing local flora and fauna
- Improving the relationship between the town, the wider agricultural area and the Cotswolds AOB through better partnership working, access and awareness.
- Focusing on key opportunity areas including Frome Reconnected, the quarry site and Westerleigh Common.
- Integrating green and blue infrastructure through the design and operation of buildings, streets and space



Movement

Moving to a modal hierarchy that promotes people over private vehicles in order to:

- Prioritise active travel in infrastructure investment, design and operations to move to a modal hierarchy
- Improve people's health and well-being
- Improve the environmental health of Yate and its surroundings
- Reduce CO2 emissions.
- Reclaim existing roads and spaces as places for people
- Improves social mobility by reducing physical separation throughout the town
- Helps drive Clean Growth by developing on low-carbon forms of movement



Economy

Adopting a model of clean growth which will provide sustainable economic growth by:

- Providing access to new skills and training within Yate
- Diversifying the local economic base through new space for next generation enterprise including research and development and knowledge based industries
- Promoting circular economy models to reduce waste, resources are preserved and supply chains are more localised.
- Retaining and attracting the best talent by creating an attractive place to live and work



Town Centre

Increase the density and intensity of uses within the town centre in order to:

- Provide more services in one, easy to access location to reduce the need to travel further
- Enhance the 24/7 economy
- Increase activity and vibrancy in the heart of Yate through a more diverse range of uses throughout the day and evening
- Create new places to live within a short walk of amenity
- Diversify the retail, leisure and housing offer
- Create safe, attractive places for people to meet and gather
- Ensure well located brownfield land provides new homes, jobs and services



Healthy, happy people

Helping to improve people's physical and mental well-being by:

- Creating new, accessible green space and improving access to the existing green infrastructure
- Ensuring people have high quality places to meet, gather and socialise within easy reach of their homes
- Reducing car dependency and increasing active travel to increase activity levels and decrease air pollution.
- Provide easy to access health provision within a short distance of their homes

2.8 Drivers of Change

Drivers of change are wider societal, economic and environmental issues and challenges.

These will have both direct and indirect impacts on the future of Yate and its community. It is essential to understand these to ensure that we are shaping a place that will be future proofed against tomorrow's challenges.

The initial findings of this report are timely. In the aftermath of the current crisis, the need for investment in our physical and social infrastructure will become a national priority. Local and national economies will need to develop rapid initiatives to alleviate the significant economic harm caused by the pandemic. Large scale (transport) infrastructure projects have often been used to regenerate economies after economic downturns, it is logical to assume that this will be the case following the end of the pandemic.

As the stewards of significant investment, South Gloucestershire Council are likely to become instrumental in the post Covid-19 in the region. This is likely to mean the organisation leads from the front by demonstrating best practice and operating with energy and dynamism to catalyse economic recovery through infrastructure based investment. The coming months will be critical in developing strategies and working methods to be ready for the new economic landscape that is emerging.

In the short and potentially long term there are likely to be changes in the way people use public space and view urban mobility. This will require accelerated action from South Glos to mitigate and reverse potentially damaging behaviours such as an increase in car usage as people shun places and spaces where others congregate or are placed in close proximity.

Understanding the behavioural changes caused by the pandemic and acting quickly to shape new behaviours will be an important first step.



Economy



Movement



Town Centre



Healthy happy people



Environment



Community

£300million

Value of tourist related spend in South Gloucestershire¹

£33billion

Value of West of England Combined Authority economy²

76%

journeys by car for short distances, in Yate³

>15%

Minimum reduction in vehicle miles needed in response to climate emergency⁴

32%

of carbon emissions from transport, (levels similar to 2005) while industry reduced by 45%⁵

17%

UK growth in online sales as a percentage of total sales 2006-2020⁶

60%

UK population is overweight/ obese⁷

£14.2bn

Estimated yearly cost in the UK from illness associated with physical inactivity⁸

-22%

Reduction in early death risk for people over 60 who do just 15 minutes of exercise per day⁹

500

loss of species in the UK in the recent past¹⁰

1.5° C

target to limit temperature rise by 2050¹¹

2030

SGC to become carbon neutral¹²

30%

of Yate population are older than 60 which may condition mobility requirements¹³

25%

growth in number of 65+ residents in Yate¹⁴

60%

of residents work outside of Yate and mostly use car for commute¹⁵

Please find references to above on page 61

3.1 Introduction

Three different areas have been at the heart of Yate community life during the past two centuries as the centres of reference for trade, commerce, business, social encounters for residents and visitors alike, both for the town and as a gateway to the surrounding countryside and parishes.

Their current character and spatial morphology represents a specific period of Yate's growth, during which the town centre shifted from west to east, ignoring the historical and spiritual centre of the rural community, the Church of St Mary's.

The station never evolved from two functional platforms with a shed at the crossroads of town and industry. Station Road is still a linear traffic movement space with scattered individual

buildings. And the shopping area is still an introvert, low rise, car based and daytime use town centre. These areas seem frozen in time and deal daily with a legacy of past eras.

Still geographically at the heart of Yate, these three areas are also inherently key to the materialisation of the drivers of change. Through targeted interventions they can become the drivers of spatial sustainable transformation and regeneration that will unlock and leverage a much wider, integral and larger transformation of Yate.

Our assessment of these three key areas identifies the key challenges for each of these areas and identifies the opportunities for an emerging future vision.



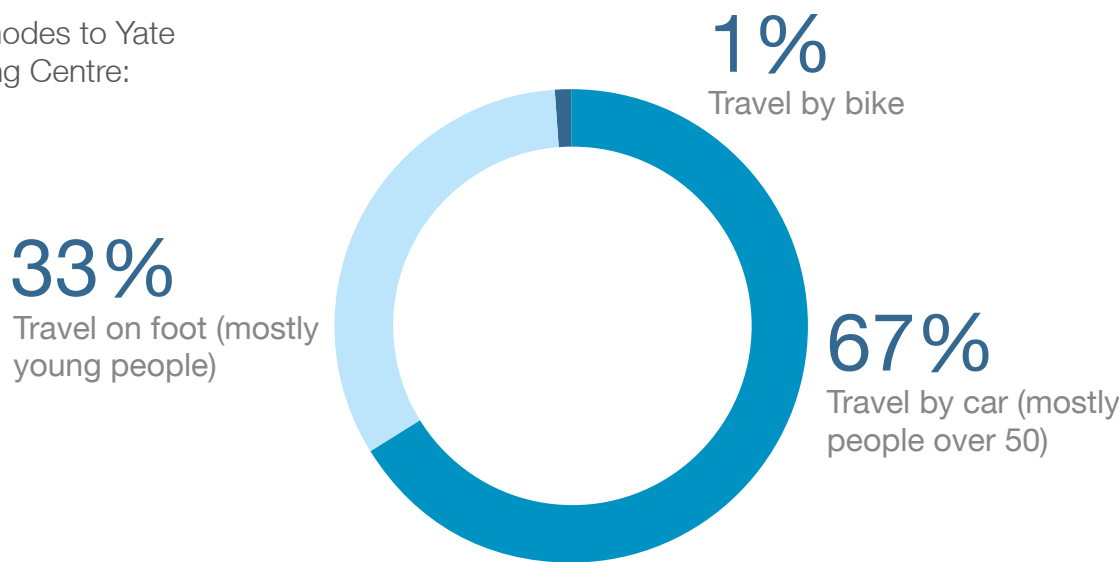


3.2 Yate Town Centre overview

Built during the rapid growth of Yate in the 1960's, Yate Town Centre was designed in the style of modernist American shopping malls, and journeys to and from it are based around the needs of the private car. It is in fact a shopping centre, privately owned and managed. The development is surrounded by car parking and traffic corridors.

Visitors can arrive by car, park for free, walk around the pleasant semi-covered pedestrianised inner streets to do their shopping, and return to their car to drive home. There is very little incentive to walk or cycle to the town centre as the roads are barriers to safe movement, and is poorly connected by public transport.

Travel modes to Yate Shopping Centre:



81%

Of visitors come for grocery shopping and bulk goods



40%

Of visitors are over 60



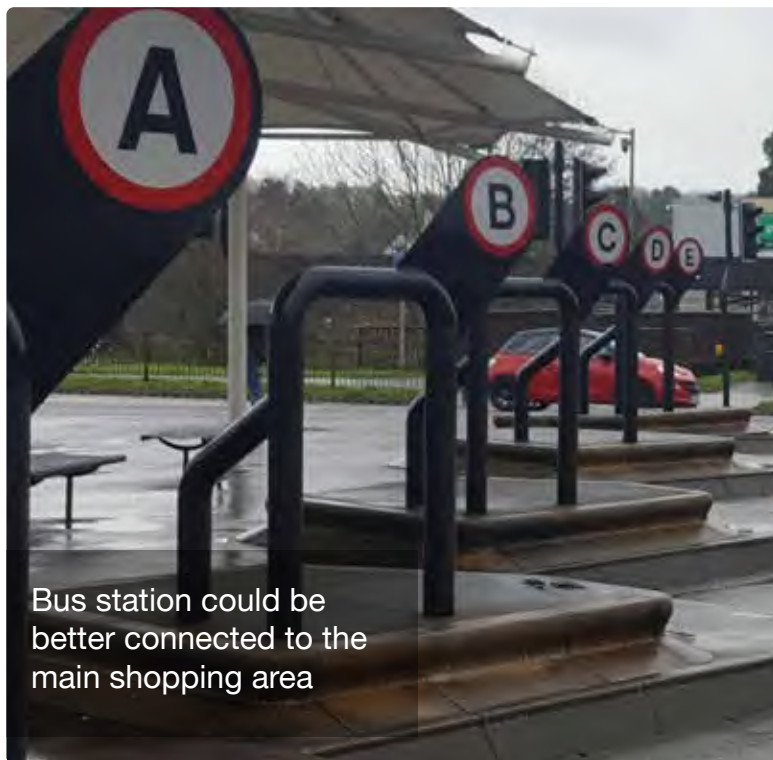
22%

Of visitors come for the leisure offer

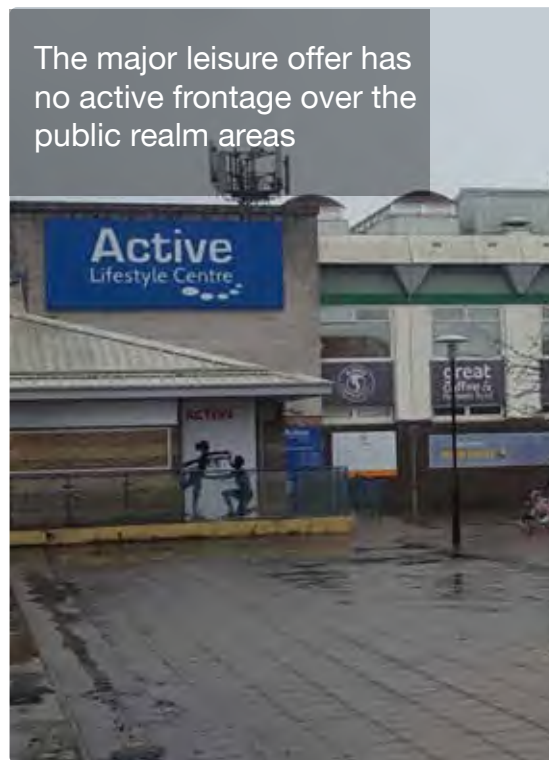


80%

Free car parks occupancy levels daytime



Bus station could be better connected to the main shopping area



The major leisure offer has no active frontage over the public realm areas



A busy fruit and vegetable market within the shopping centre

Traditional town centres are generally High Streets in the heart of the settlement, knitted into the existing place, with numerous destinations and attractors.

Yate Shopping Centre acts as the town centre, but is it really a town centre?

The spatial arrangement of the core encourages private vehicle use. The shopping centre is an island surrounded by congested roads, and provides 1,400 car parking spaces on-site. A fast food drive-through takes up important space for civic life.

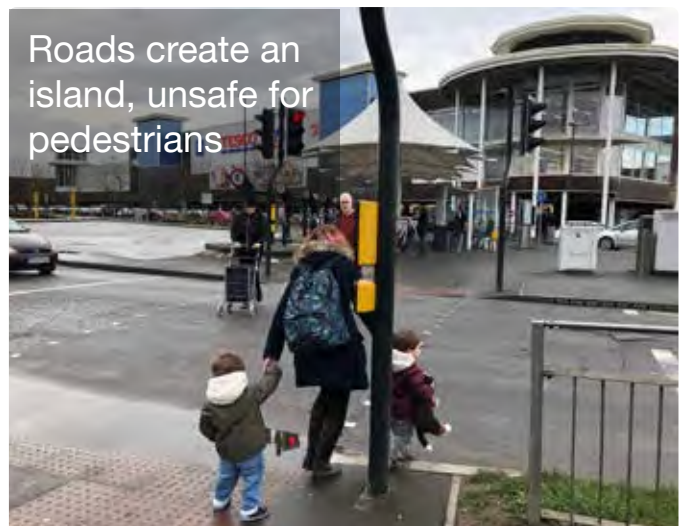
In her book “the Death and Life of Great American Cities”, Jane Jacobs clearly identifies the issues of car-based town planning. “Automobiles are often conveniently tagged as the villains responsible for the ills of cities and the disappointments and futilities of city planning. But the destructive effect of automobiles are much less a cause than a symptom of our incompetence at city building.

She also offers four indispensable conditions that generate exuberant diversity in a city’s district, that demonstrate what fundamental aspects Yate Town centre currently lacks and

would enable it to become a real town centre:

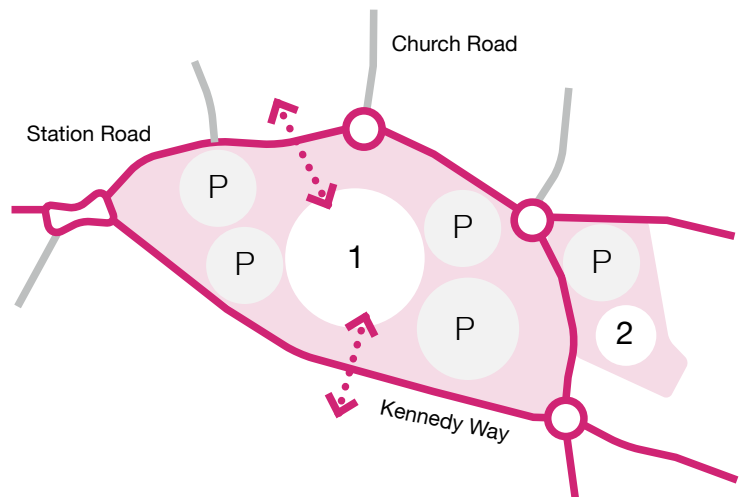
1. The district, and indeed as many of its internal parts as possible, must serve more than one primary function; preferably more than two..
2. Most blocks must be short; that is, streets and opportunities to turn corners must be frequent.
3. The district must mingle buildings that vary in age and condition, including a good proportion of old ones so that they vary in the economic yield they must produce. This mingling must be fairly close-grained.
4. There must be a sufficiently dense concentration of people, for whatever purposes they may be there...”

The current town centre is an island between parking lots, with introverted monofunctional buildings, the cultural facilities don’t attract enough people, lacks an attractive, visible and open public square and lack the variety of purposes and activity that would attract a dense concentration of people throughout the day and night.



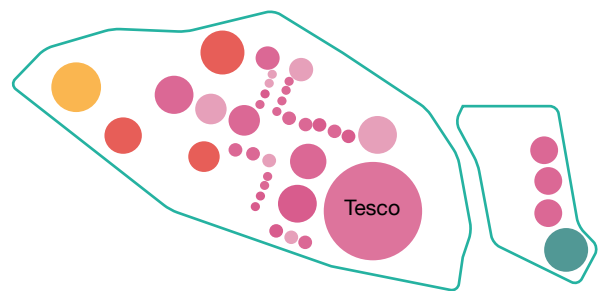
YATE SHOPPING CENTRE IS TWO ISLANDS

- Difficult to enter as a pedestrian
- Designed for the car
- Surrounded by car parks



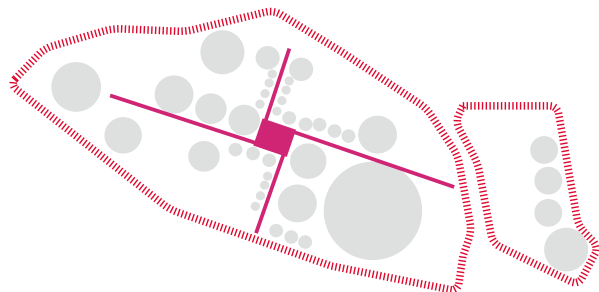
DISPARATE, DISCONNECTED LAND USES

- Big box supermarkets
- Ambulance/fire services could be located elsewhere in the catchment area
- Leisure tucked away in corner



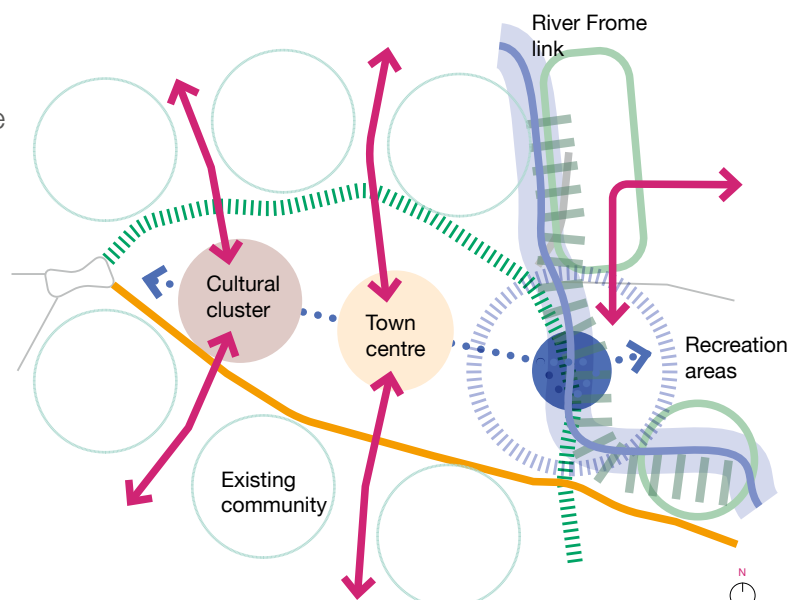
INWARD LOOKING, 1960'S DEVELOPMENT

- Car parking on street side
- Retail units face inwards
- Area closed off at night



THE OPPORTUNITY

- Three complementary character areas: the cultural cluster, the town centre and the leisure/ recreation area
- Transformation of road network into active travel routes
- River Frome as a green/blue link
- Opportunity to use the existing river asset
- Connect existing green spaces
- Knit into the existing fabric of Yate



YATE EVENTS CALENDAR

Part of the identity of a town is captured and reflected by events and activities that celebrate important aspects and moments of community life, such as traditions, seasonal changes, sports, nature and important dates. A thriving and vibrant community hosts events that offer activities and opportunities for people of all age groups, throughout each season of the year and throughout different times of the day. This will avoid certain age groups leaving to look for community life elsewhere and will strengthen community ties and a sense of place and pride. Some traditions have been lost and could be recovered, some traditions could be created. The younger and older age groups need specific attention when redesigning the event calendar.





Successful, managed and targeted events are an integral means of delivering wider benefits. These include:

- Community engagement;
- Attracting new visitors and broadening the range of visitors;
- Supporting local businesses;
- Showcasing a place and projecting a positive image;
- Improving profile and awareness.

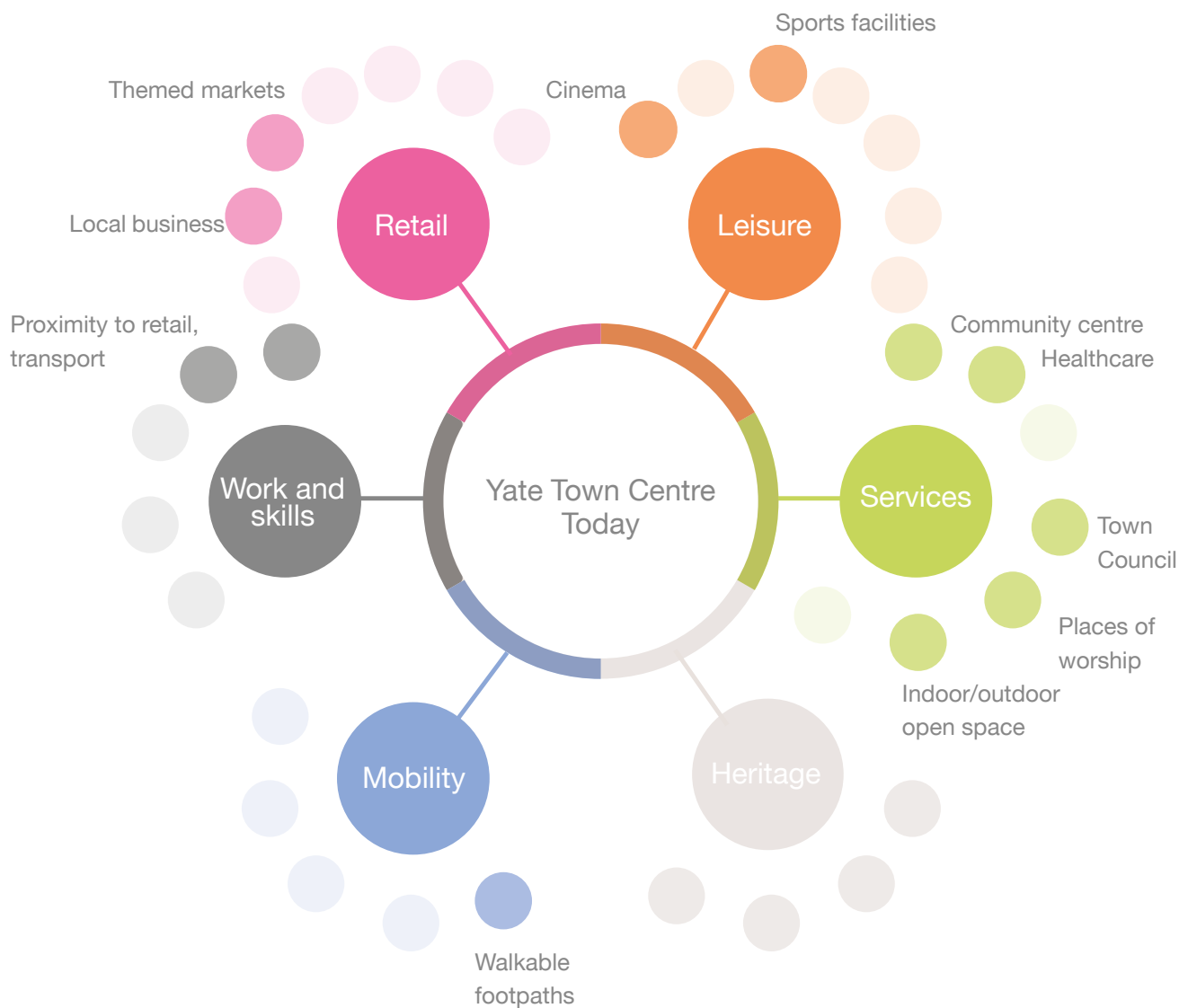
WEAKNESSES: LACK OF EVENTS, ACTIVITIES AND PROGRAMMING OF SPACES

Attractive and prosperous town centres rely on a much greater mix of uses, and users. The below diagram shows a gap analysis of what types of uses are currently at Yate Town Centre.

11.8 million

footfall through Yate Shopping Centre

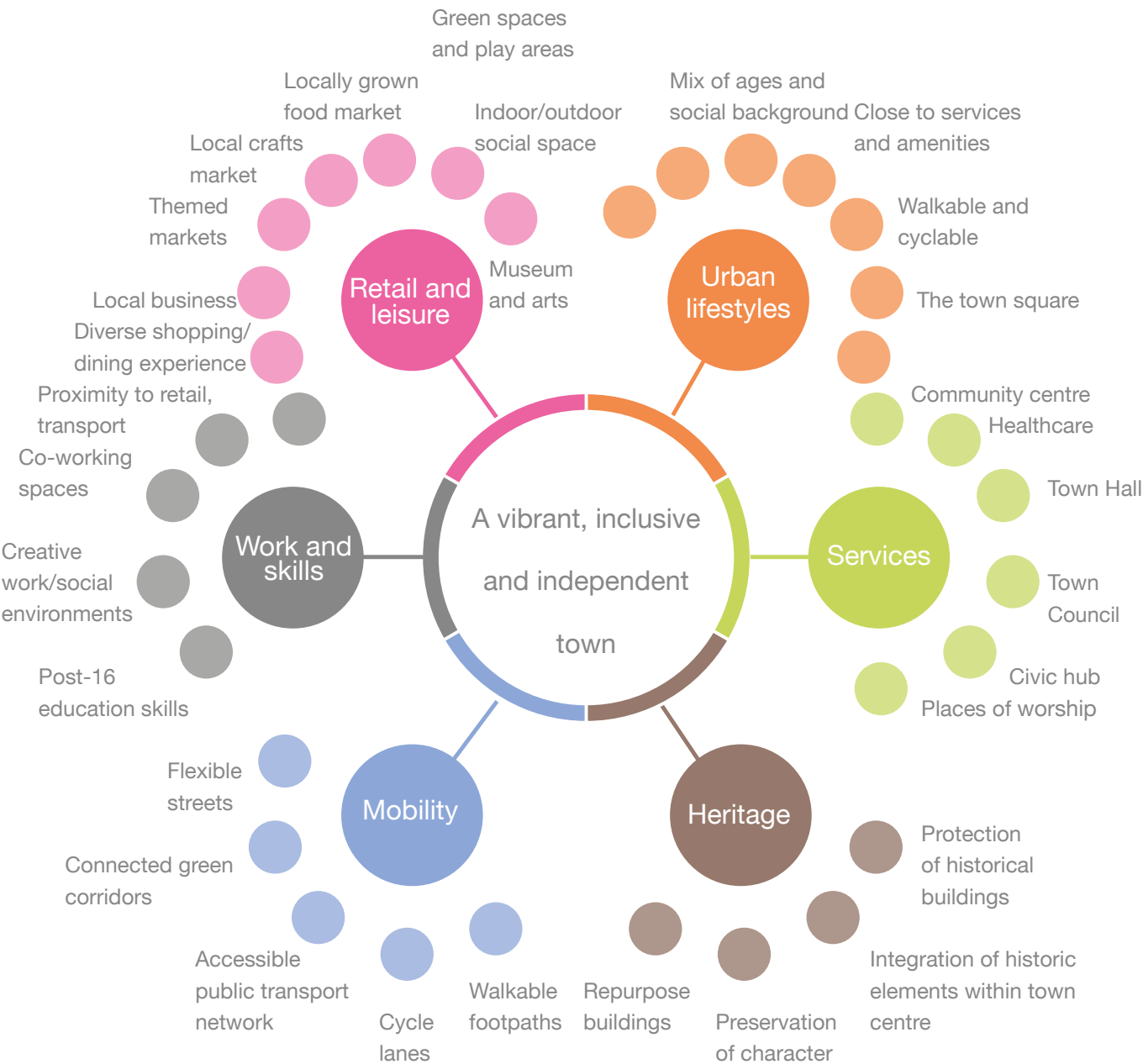
Yate Shopping Centre, Ellandi Report 2019

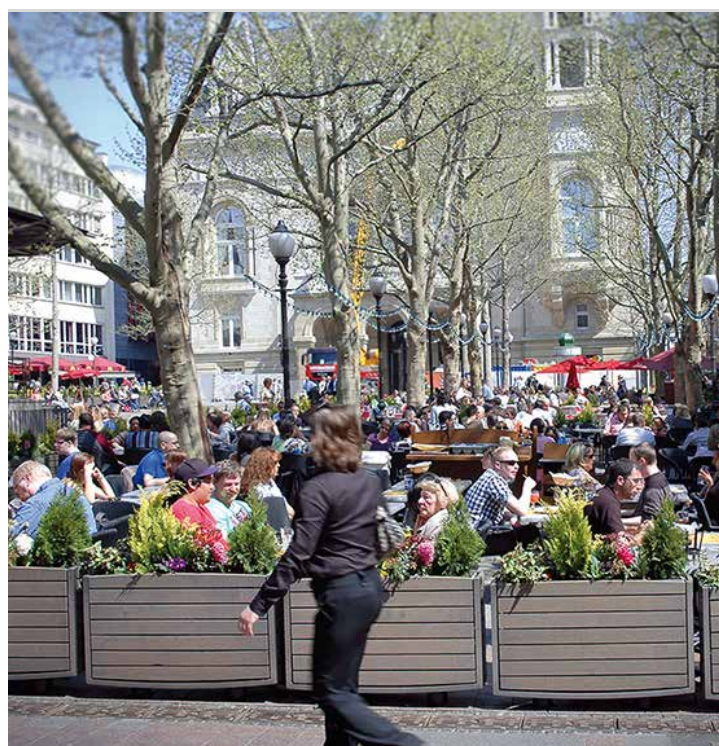




OPPORTUNITIES

Attractive and prosperous town centres rely on a much greater mix of uses, and users. The below diagram sets out how a more diverse town centre can become a lively place in day and evening times.









3.2 Station Road

EXISTING SITUATION

As the key east-west linkage between the town centre, train station and adjoining employment sites Station Road plays a crucial role in connecting the town’s main destinations. Beyond this it forms part of the wider road network linking Yate with Bristol.

Characterised by a mix of residential properties coupled with retail, commercial and service offerings, Station Road is also a destination for largely local trips.

This strategic importance is currently manifested in heavy congestion and little sense of identity or place. The journey experience from those on foot, on bike is currently poor and the environment is not inclusive for many users. At a broader scale, Station Road currently forms a physical and mental barrier between adjoining communities.

Mode	Experience	Time
	<ul style="list-style-type: none"> • Easy • Heavy congestion 	3-7 minutes
	<ul style="list-style-type: none"> • Poor overall experience • Limited secure / sheltered cycle parking at station and other destinations • No points of interest • No cycle lane 	6 minutes
	<ul style="list-style-type: none"> • Very poor experience • No wayfinding to station • Feels unsafe • No points of interest or landmarks • No rest stops • Air pollution, noise pollution from vehicles 	18 minutes
	<ul style="list-style-type: none"> • Bus every 12 minutes • Bus station at Town Centre is lacking facilities • Bus stop not close enough to train station 	4-8 minutes



A critical view on Station Road street section

THE OPPORTUNITY

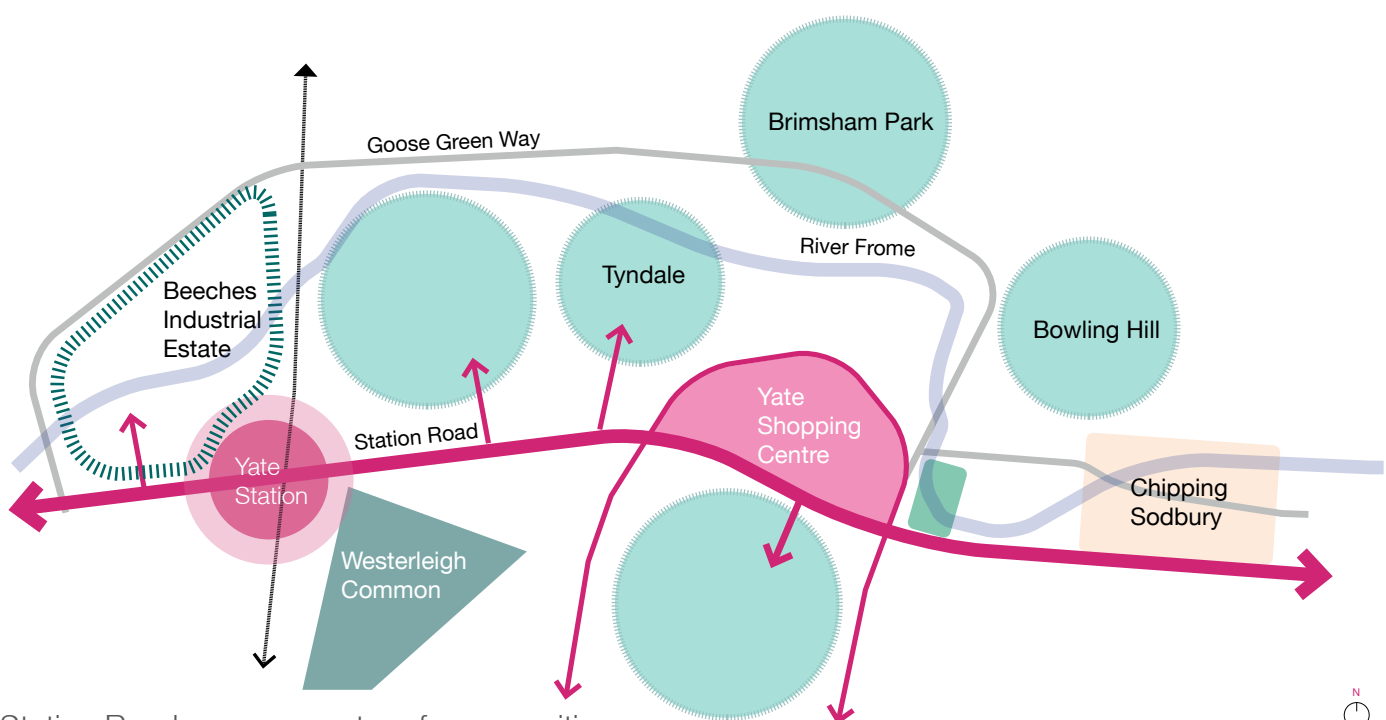
As part of a wider strategy to create sustainable communities, we are understanding the importance of street and design and placemaking alongside long standing highway engineering and design practices. This integrated approach means land-use planning, urban design landscape architecture, sustainable urban drainage and active travel are now considered as fundamental considerations and not 'add-ons' to established highway concerns.

We also need to understand that roads and streets are adaptable and will continue to evolve over time. Station Road itself has transitioned from a low trafficked rural link to the vehicle dominated road present today. The next evolution of Station Road will need to respond to the wider challenges such as climate change raised within this report.

The important first step is how we consider Station Road. It is currently accepted as a 'road' where the primary purpose is to move traffic. It does not provide the same environment for safe movement, social interaction and identity as a 'street' does. We need to move away from the existing mono-functional situation toward a broader approach that fully considers the importance of context. The initial stage of assessment has revealed significant opportunities.

CONNECTING COMMUNITIES

Firstly, a wider appreciation of Station Road shows the negative impact that high traffic volumes have on adjoining and outlying communities. The road is acting as a physical and mental barrier, bisecting Yate north and south. There is an opportunity to consider Station Road as the place where these communities converge rather than separate. This may be through shifting land use strategies to provide more amenity, encouraging active travel and by making it safer and easier to cross.



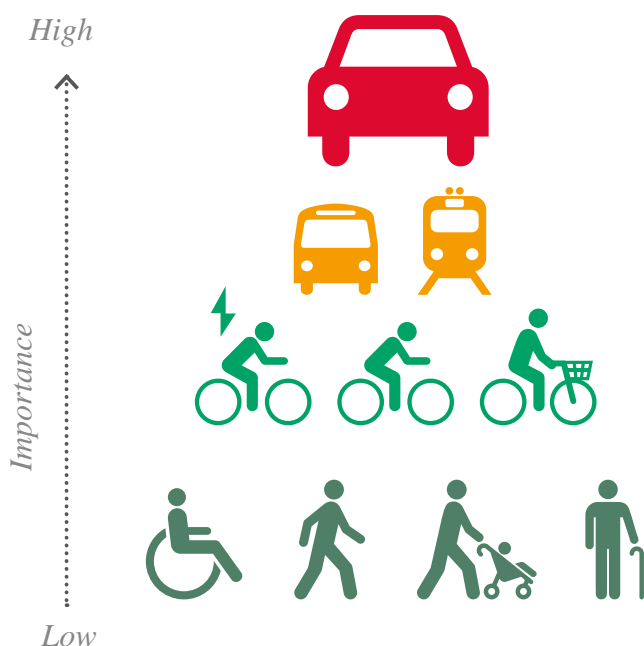
Station Road as a connector of communities

A NEW MODAL HIERARCHY

Policy, legislation and research all point toward the need to reverse decades of car orientated thinking and design around our streets and public spaces. The impacts of this approach are profound and continue to blight our towns and cities. For Yate and Station Road this will mean making a radical shift from a car-based lifestyle to one based around clean air and exercise through walking and cycling. To achieve this the modal hierarchy needs to shift to a Twenty-First Century approach.

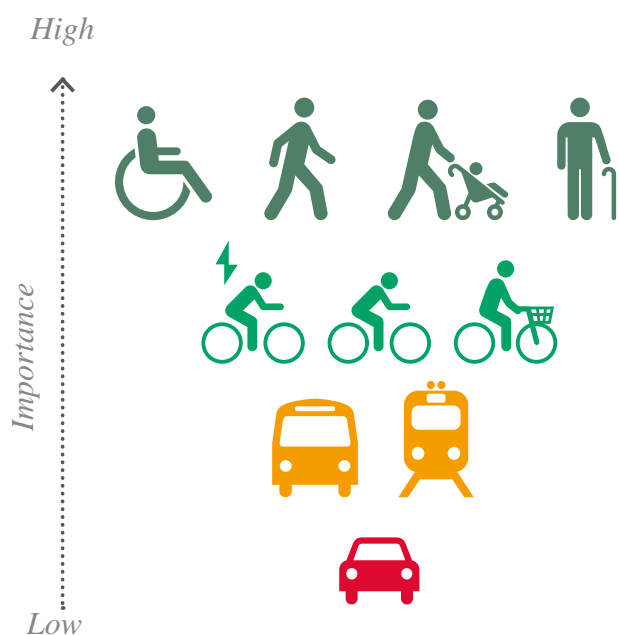
The Twentieth-Century Approach - Car-orientated.

- Increased infrastructure costs
- Unhappy people
- Dirty air
- Less attractive streets, spaces and parks
- Reduced social inclusion
- Carbon used not calories
- Natural world harmed



The Twenty-First Century Way - People orientated.

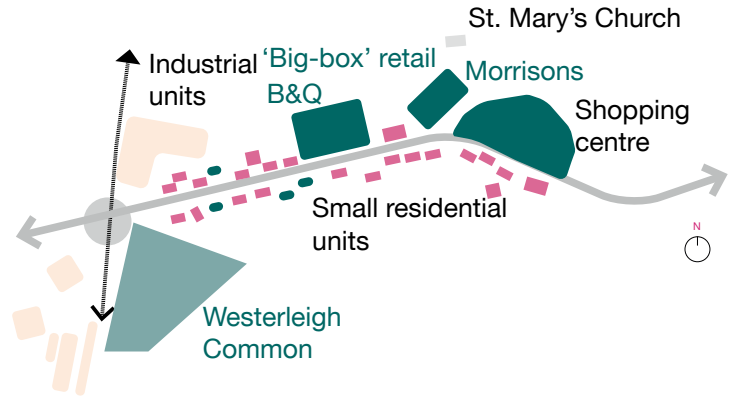
- Reduced infrastructure costs;
- Healthier, happier people;
- Cleaner air;
- More attractive and safer streets, spaces and parks;
- Greater social inclusion;
- Calories used not carbon;
- Natural world helped.



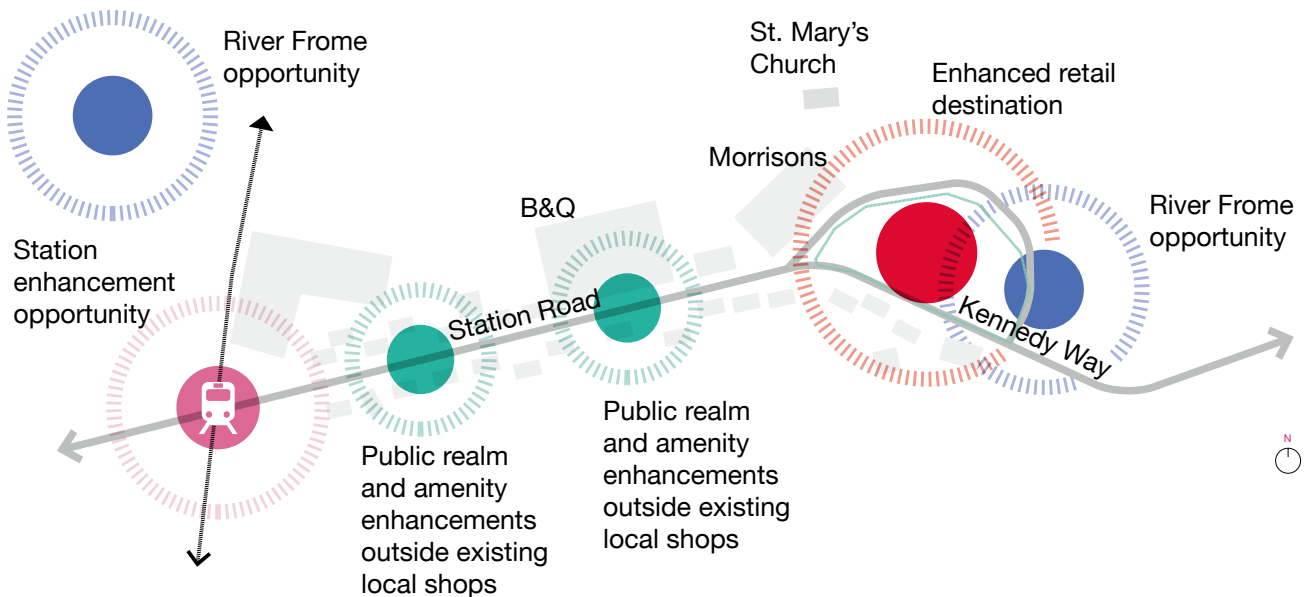
RETHINKING THE CONTEXT

Beyond the road corridor, land use planning and urban design will be needed to ensure that the right type, mix and density of uses are delivered alongside adaptations to the road. Early ideas show how improving places such as the town centre or the station area and creating new areas of interest along Station Road could create a radically different context. By taking this context-based approach it is possible to see that far from being a piece of highway infrastructure, Station Road is the element that links these places together. As such it will need to be considered and designed in way that complements future uses.

Finally, there is an opportunity to enhance the setting of the listed buildings along Station Road and celebrate them as important heritage assets, of which there are numerous along this road.



The existing situation: Adjoining land use do little to create a sense of place or defined character



A possible future scenario: Changes to land use, activity and character are combined with a Station Road that is focused on people not private vehicles.

3.3 Yate Station

Stations are often perceived as merely functional infrastructure which provide a point of arrival and departure. Yet stations can play a central role in shaping their surroundings and catalysing urban regeneration if they are considered as part of a joined-up approach to place-making. The recent Arup and Network Rail publication 'Tomorrow's Living Station' explores and identifies the future role stations will play in our towns and cities.

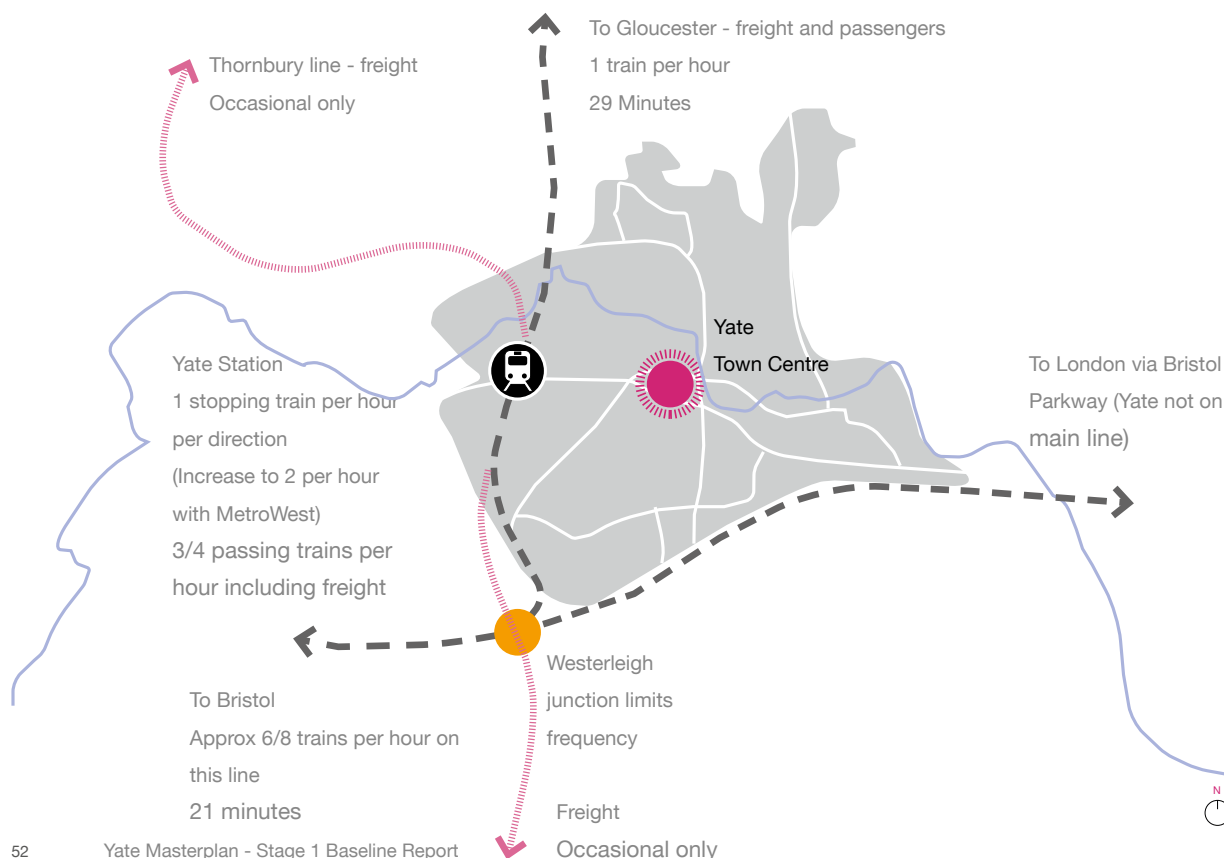


'Tomorrow's Living Station'
publication, Arup & Network
Rail

This publication responds to the challenges of the future in three key areas:

- As the centre of movement for people by co-locating other forms of low carbon transport such as active travel and bus.
- Supporting inclusive growth by forming the heart of new mixed use areas, creating a memorable first and last impression and providing space for learning and meeting
- As the heart of healthy communities by creating new green spaces, promoting active travel and providing new community infrastructure

The initial appraisal of Yate station has considered the station and its surroundings in this context.





Towards Bristol

Station concealed

Platforms segregated

Dominance of car parking

Towards Yate Town Centre

Brunel's listed Goods Shed is a valuable heritage asset

Surrounded by big-box industry

No overlooking

Opportunity to utilise Westerleigh Common

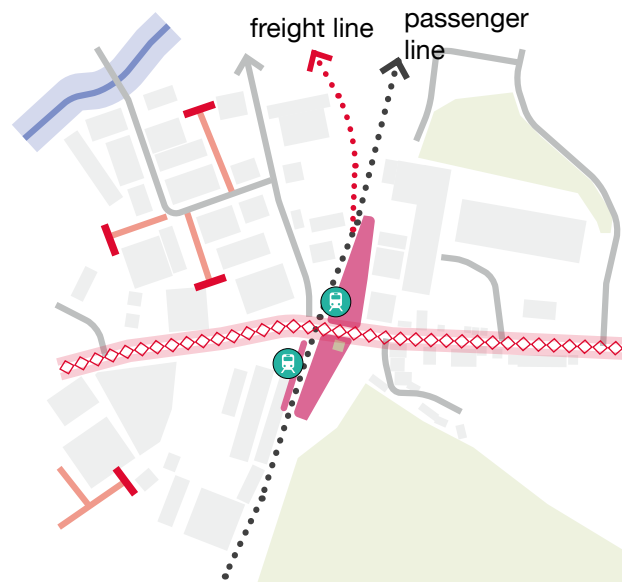
Level change between street and station



Selection of images of Yate Station and its context

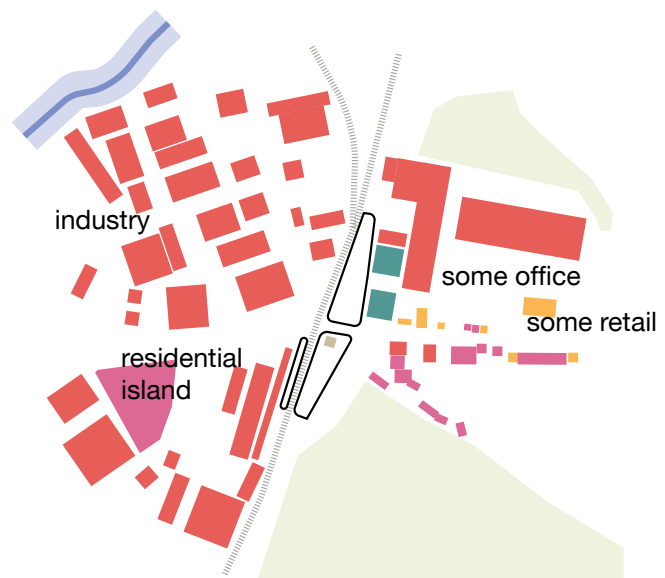
YATE STATION SPANS ACROSS THREE SITES

- Difficult to find from Station Road
- Sites are disconnected from each other
- This is worsened by Station Road
- Industrial estate access roads are confusing and full of dead ends



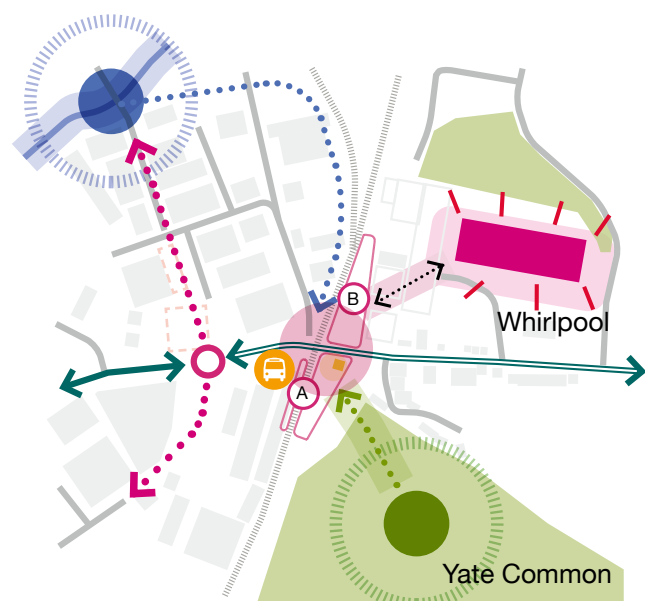
YATE STATION IS SURROUNDED BY LOW DENSITY BUILDINGS

- Surrounded by large sheds and uses which provide no activity in evening and currently provide poor quality environment
- Car parking surrounds station with no overlooking for safety
- Smaller residential units to east along Station Road



THE OPPORTUNITY

- Create an arrival space for the station
- Rationalise station facilities into one location (A or B)
- Utilise land surrounding station, potentially including office buildings and Whirlpool site
- Pull blue and green into site
- Station Road becomes Station Street
- Bus interchange/ cycle parking on Station Road
- Potential to rationalise industrial estate access



4.1 SWOT analysis

We have collated our findings from each section of the report, and organised into strengths, weaknesses, opportunities and threats. These are set out below.

Strengths

- Affordable housing in an expensive region
 - A busy, popular retail area
 - Leafy, suburban neighbourhoods
 - Regular and increasing bus and train connections to Bristol and other settlements
 - Proximity to Chipping Sodbury, the Cotswolds AONB, Bristol
 - Surrounding natural landscape, semi-rural setting
 - Compact town and flat with potential for active travel
-

Opportunities

- River Frome as part of a wider climate adaptation and sustainable mobility strategy
- Increase density, mix of uses and activity (placemaking) in the shopping core area and on Station Road, and adjacent industrial estates
- Intensity of bus routes to link with destinations and improve stop facilities
- Potential for urban lifestyles in the core area of the town centre
- Incorporate SUDS and blue systems through new and existing routes to safeguard existing water courses



Weaknesses

- Lack of facilities and destinations for young and old people
- Link between station and town centre fragmented and poor quality
- Links from wider Yate into town centre core are challenging and unappealing for cyclists and pedestrians
- Fragmented placemaking, disperse destinations, lack of people density
- Both Station arrival experiences are unattractive and frequency inefficient and lacking inter-modality
- Town turns back on major Green and blue assets, Yate Common and River

... Frome.....

Threats

- Continuing drain of young people out of towns
- Changing nature of retail and high streets nationally - retail area is monofunctional thus day rhythm based and competes with external retail with complementary offer and online
- Segregation between south and north of station road and Yate and Chipping Sodbury
- Continue traditional transport model which reduces air quality, impacts overall health and increases congestion

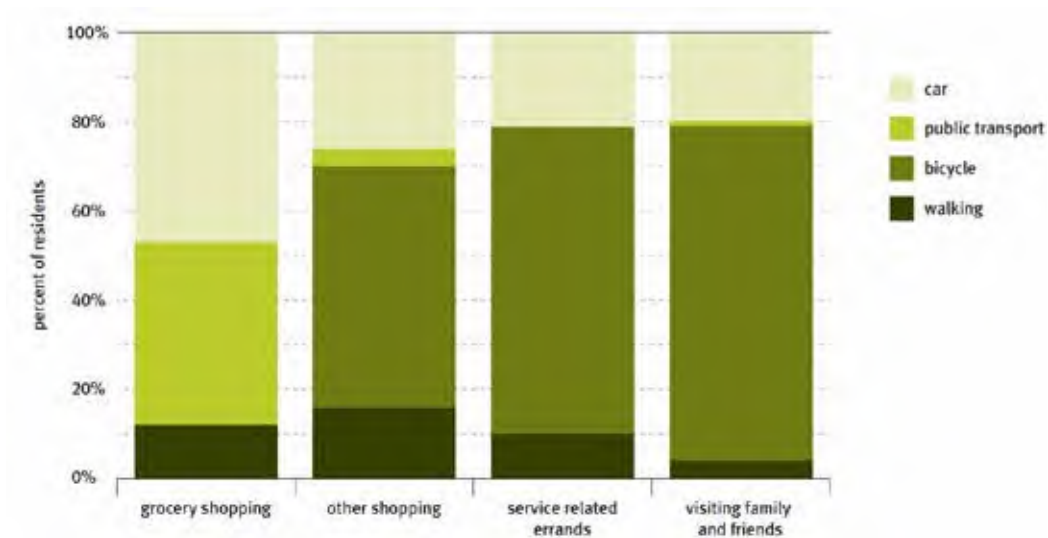
5.1 Houten

Mobility has spurred Yate's growth and shaped the public realm and layout of the settlement. The railway and Yate station shaped the first significant growth explosion and brought employment and prosperity thanks to many new industries that settled near the station and station road. The second explosion of growth from 1960's to 1980's, was propelled by the car. Yate station was even closed during that time. This period brought a new American Style shopping centre, wide roads, large parking spaces and extensive (cheap) housing estates. This modernist urbanism and new town approach to mobility and urban planning, centred around the car, is what still defines

Yate's identity. The major challenge Yate is facing is today is to find a more sustainable mobility model that radically changes both reality and perception of its identity.

There are examples of commuter towns that have experienced a similar situation and that have been transformed into full grown independent communities with proper character and identity, with sustainable mobility in the heart. Two examples are the city of Houten, with Houten Castellum new town and the city of Almere, both in Holland.





Cycling highways encourage social interaction, Houten



Cycling infrastructure throughout the town centre, Houten

HOUTEN

Houten was developed during the 60's and further expanded during the 90's, as a commuter town at a distance of 15 kilometres (20 minutes' drive) from Utrecht, very similar as the distance between Yate and Bristol.

The city's innovative traffic layout limits intra-city car use and gives priority to traffic safety for pedestrians and cyclists. Core design features include narrow roads, application of traffic calming measures and separation of bicycle paths from car traffic whenever possible. The town of 50,000 inhabitants is divided into two main town centres, Houten and Houten Castellum. Each town centre is designed around a train station that is surrounded by a mixed use environment with retail, offices and residential. The central areas have pedestrian and bicycle priority and are surrounded by

a ring road for car traffic, with a radius of approximately one kilometre. The rest of the city is covered by an extensive, 129-kilometre-long network of bicycle paths. All neighbourhoods are only accessible to cars via the peripheral ring roads. The network of paths for cyclists and pedestrians includes a thoroughfare that passes directly through the town centre, providing filtered permeability for cyclists and pedestrians. Most of the schools and important buildings are located along this thoroughfare. Thanks to this design, cycling is the most direct mode of transportation and is often even faster than travel by car. As a result, between 70% and 80% of trips to shopping, for leisure and visits are made by bike, bus and walking. Still 53% of home-work trips are made by car, mostly because this involves travel distances of over 15 kilometres.



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