



Statement of Reasons

Bradley Stoke South / Stoke Gifford Great Stoke Way Roundabout Proposed Improvements

Background

The council has investigated options to improve the operation of the Great Stoke Roundabout in Stoke Gifford, at the junction of Bradley Stoke Way and Great Stoke Way with the B4057 Winterbourne Road.

The West of England Combined Authority has approved the outline business case for a preferred scheme. Public consultation on this will support the development of a full business case, which is required for funding to be secured to deliver the scheme.

Purpose of Scheme

This scheme aims to increase vehicle capacity at Great Stoke Roundabout, to accommodate the increase in traffic flows expected from the committed developments in the area and the widening of Gipsy Patch Lane railway bridge as part of Cribbs Patchway Metrobus Extension. Traffic modelling indicates that it will operate significantly over-capacity during the morning and evening peak periods by 2036, leading to increased levels of congestion with more queueing and delay.

Improving capacity at critical pinch-points is essential to improve the West of England's infrastructure, to meet the housing and economic growth ambitions to the year 2036 set out in the emerging Joint Spatial Plan, i.e. 105,500 new homes and 82,500 new jobs across the region.

Harry Stoke and the Cribbs Patchway New Neighbourhood are two important new housing locations in South Gloucestershire. These will lead to around 8,000 new homes in the local area.

This junction is part of a key route to the Filton Enterprise Area and Cribbs Patchway New Neighbourhood, which between them represent the predominant economic hub for South Gloucestershire and the largest mixed use strategic development site in the South Gloucestershire Core Strategy. The scheme will support a wider sustainable transport package for the economic hub.

The North Fringe to Hengrove MetroBus route travels through this junction. To maximise the attractiveness of the route and sustainable travel choices, it is important that it operates as reliably as possible. The junction is also important for traffic movements, including buses, to and from the Bristol Parkway transport interchange.

Great Stoke Roundabout sits at the crossroads of several walking and cycling routes. The crossings at the roundabout are currently uncontrolled, which leads to increased chances of conflict between pedestrians and cyclists and vehicles, as well as delays to crossing the roads while waiting for gaps in traffic. In order to encourage walking and cycling it is important that users feel comfortable using them and that they not be subjected to significant delay.

The proposed scheme is complementary to other junction capacity schemes successfully delivered in the North Fringe such as Aztec West roundabout, as part of a package of investment to support the Filton Enterprise Area and the sustainable housing growth.

The objectives of the improvement scheme are to:

- Reduce levels of congestion;
- Improve journey time reliability;
- Reduce vehicular emissions; and,
- Improve pedestrian and cyclist routes.

Proposed Scheme

The improvement scheme involves the following works to convert the existing roundabout:

- Widening of the approaches to the roundabout and on the roundabout itself, to increase the number of lanes from two to three;
- Installation of Toucan crossings (shared use pedestrian and cycle) across all roundabout approaches; and,
- Relocation of the current cycle access ramp on Great Stoke Way to provide greater separation between this ramp and the proposed crossing to reduce the risk of conflicts between pedestrians and cyclists.

Further details are provided on the drawing (see below).

The estimated cost of the scheme is around £2.3 million. This would be provided by the West of England Combined Authority. A construction management plan will be prepared to minimise the impact of the works on local people and the environment.

What other options were considered?

Five other improvement options were considered. These were less effective in improving capacity, reducing delays, improving safety and/or improving facilities for pedestrians and cyclists. The rejected options were:

- Option 1: Uncontrolled roundabout with entries widened to three lanes
- Option 2: Widened uncontrolled roundabout (as Option 1) with Toucan crossings on the southern and western approaches
- Option 3: Fully signal controlled roundabout with Toucan crossings on the southern and western approaches
- Option 4: Replacement of the roundabout with a traffic signal controlled intersection
- Option 5: A variation of Option 3, a partially signal controlled roundabout with Bradley Stoke Way remaining uncontrolled, with Toucan crossings on the southern and western approaches

Drawing Reference

Further details of the proposals are shown on drawing number 673847.BK.36.01-103.

Timescale

Subject to receiving funding, construction could commence in Autumn 2019 and is expected to take one year to complete.

Have your say

We would like to hear your views on the proposed improvement scheme.

A short online questionnaire and further material about the scheme is available at:

<https://consultations.southglos.gov.uk/consult.ti/GtStokeRbt/consultationHome>

You can also email any comments or questions to: transportservices@southglos.gov.uk

Please ensure that all feedback reaches us by **29 March 2019**.

Next steps

Following the closure of the consultation period a report will be prepared to set out the feedback to this consultation. In spring 2019, South Gloucestershire Councillors will take a decision on proceeding with the scheme and seeking funding from the West of England Combined Authority.

The consultation report and further updates will be available on our web page

<https://consultations.southglos.gov.uk/consult.ti/GtStokeRbt/consultationHome>