

EMERGENCY ACTIVE TRAVEL FUND SUPPORT – SOUTH GLOUCESTERSHIRE COUNCIL

# Response to critical friend review: Cycle lanes Station Road, Yate

November 2020

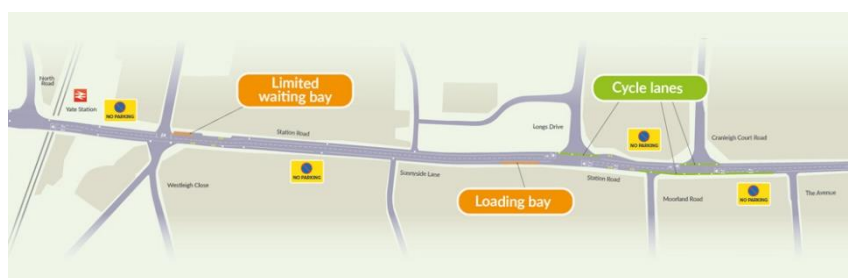


# Response to critical friend review: Cycle lanes - Station Road, Yate

## 1.0 Background

Following the outbreak of Covid-19 and the implementation of measures to control the spread of the virus, the council began to install schemes to support social distancing in areas where it would otherwise be difficult. The schemes focus on creating more space for pedestrians and cyclists to help them stay safe while travelling to and from work and school, accessing our parks and open spaces or shopping in our high streets.

Station Road in Yate was an area identified as a priority for improving safety for cyclists and pedestrians due to the numbers already using this route to travel and the increase in use as more people started to return to work and schools reopened in the summer.



Artist impression and initial design of Station Road cycle lanes

On Monday 24 August cycle lanes were installed on both sides of Station Road in Yate from the Culvert Avenue junction to the B&Q roundabout to create a safer environment for pedestrians and cyclists and make it as easy as possible for people to maintain social distancing.

The cycle lanes were installed as an experimental traffic order (ETO) and the scheme is under consultation until Wednesday 24 February 2021. More information about the scheme is available at [Making public places safer | BETA - South Gloucestershire Council \(southglos.gov.uk\)](https://www.southglos.gov.uk/making-public-places-safer).

The consultation is available at [Station Road, Yate – cycle lanes Phase 1](https://www.southglos.gov.uk/station-road-yate-cycle-lanes-phase-1).

**Note for reference** – The review from Sustrans has been carried out in reference to the requirements set out in the government's Local Transport Note 1/20 (LTN 1/20): '[Cycle infrastructure design](https://www.sustrans.org.uk/resources/cycle-infrastructure-design)' which provides guidance and recommendations for local authorities introducing schemes to improve cycling infrastructure. This scheme was designed before the guidance was published (27 July 2020). Therefore, while we intend to adjust the scheme to comply with LTN1/20 as far as possible, not all requirements are compulsory

for schemes designed under Tranche 1 of Emergency Active Travel Funding prior to the release of LTN 1/20.

## 2.0 Critical friend independent report

To help review the new cycle lanes, Sustrans were invited by the council to carry out an independent critical review to make recommendations for improvements and help inform the final decision about the cycle lanes once the ETO deadline is reached. The report has been reviewed by the council and includes responses to the recommendations made in the report. The critical friend independent review by Sustrans took place on 22 October 2020 and their report was completed on 23 November 2020.

Sustrans are a charity dedicated to improving everyday journeys for everyone. They make contributions that assist in the development of all official active travel policy and guidance. Find out more at [Home - Sustrans.org.uk](https://www.sustrans.org.uk).

This report includes a summary of the recommendations made by Sustrans and the council's responses to each recommendation.

## 3.0 Initial/short-term recommendations and responses

Overall, the report from Sustrans recommends the implemented measures should be reviewed and consideration given to more significant changes and highlights concerns that 'further piecemeal investment in this corridor could prevent a full redesign of Station Road that fully caters for pedestrians, cyclists and other road users with a scheme that fully meets the published design standards.'

### 3.1 Recommendation 1

Advisory cycle lanes and coloured surfacing for cycle lanes should be installed across all junctions to highlight cycle movements.

#### **South Gloucestershire Council response:**

Coloured cycle lane surfacing is already planned for the following junctions along Station Road and will be installed as soon as possible:

- Cranleigh Court Road
- Eggshill Lane
- Longs Drive
- Moorland Road
- North Road
- South Avenue/Badminton Road

In light of additional feedback we will also include the following junctions:

- Mow Barton
- The Avenue
- Westleigh Close
- Yate Station access road

The surfacing must be installed in dry weather conditions and the work will take place as soon as possible under the right conditions.

### 3.2 Recommendation 2

Consider local widening of cycle lanes across junctions.

#### **South Gloucestershire Council response:**

The width of Station Road means that it is not possible to widen the cycle lanes to the 2.5m recommended by the Local Transport Note (LTN) 1/20.

### 3.3 Recommendation 3

Consider extending the orcas where appropriate to improve the continuity of protection provided. Accesses and pedestrian desire lines will need to be carefully considered.

Orcas and mini orcas (as seen in picture below) are lane separators used intermittently to highlight the edge of a cycle lane.



*Mini orcas as light segregation on a cycle lane.*

#### **South Gloucestershire Council response:**

Orcas may no longer be used as the light segregation feature and more robust alternatives are being investigated for suitability. This part of the scheme is under development following feedback and an update will be provided once a decision has been made on the extent and method of segregation.

### 3.4 Recommendation 4

It is also advised that vertical features, such as traffic wands (thin upright cones), are installed at the beginning of a run of orcas.

#### **South Gloucestershire Council response:**

We are exploring options and will install visible, vertical features if the scheme is made permanent following conversations with local residents and businesses about the positioning.

### 3.5 Recommendation 5

Cycle parking provision is incorporated into the scheme and should be installed under LTN 1/20. There has been discussion on site about cycle parking so it is appreciated that it has been considered and further engagement with businesses and residents is required to determine the most suitable location.

#### **South Gloucestershire Council response:**

The council is working with stakeholders and landowners to agree positioning for cycle parking.

### **3.6 Recommendation 6**

It is recognised there is no straightforward solution to the loading areas and the inclusion of loading distracts from the benefits of the cycling provision. It is recommended that further engagement with local shop owners takes place to identify additional improvements to loading area.

#### **South Gloucestershire Council response:**

A loading area has been incorporated in the scheme for customers to use. The scheme is under an experimental traffic order (ETO) which means adjustments can be made to the waiting restrictions and loading and unloading restrictions. Requests for adjustments can be considered where evidence is available to justify the change. We are reviewing a request to reduce the loading restriction by one hour (from 8am -10am to 8am-9am) and are reviewing the cycle lane usage to confirm the change will not disproportionately impact cyclists using the route.

There is not enough space for the preferred option to have dedicated loading bays on the highway along Station Road.

Liaison with properties affected by the cycle lanes will continue throughout the consultation period to allow for variations to be requested and inform any final decision on features that might become permanent.

## **4.0 Recommendations for medium/long-term measures**

### **4.1 Recommendation 7**

Consider removing the left-turn lane at the junctions for Cranleigh Court Road and Longs Drive. Reducing two lanes to one through these junctions would enable the cycle lane to continue through the junction and bypass the signals. This would also create an opportunity to look at re-phasing the signals to allow for a cycle-only phase, early release or improved pedestrian crossing phases. Increasing levels of cycling through the provision of cycling and other traffic management measures may have a positive impact on journey times along a route if there is a reduction in the level of motor traffic. This may help offset any negative impact on motorised traffic at a single junction (LTN 1/20 10.2.2).

#### **South Gloucestershire Council response:**

Removing the left turn movement for vehicles into Cranleigh Court Road and Longs Drive to create a cycle bypass would have a significant impact on traffic flow through Station Road, particularly during the evening peak. This would result in eastbound vehicles accessing Longs Drive having to travel up to the lozenge roundabout by B&Q to make a 'U' turn manoeuvre, increasing vehicles movements in an already busy area.

This consideration is outside the scope of this scheme and available funding. It could be explored as part of the emerging Yate Master Plan.

### **4.2 Recommendation 8**

Consider early release for cycles at signalised junctions with the use of LLCS (low level cycle signals) for example at Stover Rd and North Road junctions. Cycle bypasses would be preferable (LTN1/20 10.6.5). However, most of the junctions seem to have insufficient width and a detailed review of topographical data would be required. Cycle gates may also be considered at some locations, enabling cyclists to move through the junction before motor vehicles.

**South Gloucestershire Council response:**

This consideration is outside the scope of this scheme and available funding. It should be explored as part of the emerging Yate Master Plan.

**4.3 Recommendation 9**

To avoid conflicting, and potentially dangerous, bus/cycle movements at bus stops, we strongly recommend installing either bus stop bypasses or bus stop borders, whichever is deemed to be the most appropriate, at all bus stops to enable continuity for cyclists (Figures 6.30 and 6.32 from LTN 1/20).

**South Gloucestershire Council response:**

This consideration is outside the scope of this scheme and available funding. It should be explored as part of the emerging Yate Master Plan.

**4.4 Recommendation 10**

Continuous cycle facilities across raised side road crossings, such as continuous footways should be considered (Figure 10.13 from LTN 1/20).

**South Gloucestershire Council response:**

This consideration is outside the scope of this scheme and available funding. It should be explored as part of the emerging Yate Master Plan.

**4.5 Recommendation 11**

A network assessment is recommended to explore options for encouraging motorised traffic away from Station Road. Reduced traffic would allow more space for full segregation of cycle facilities.

**South Gloucestershire Council response:**

Work has been carried out to provide new advanced direction signing for eastbound traffic travelling along A432 Badminton Road with signing for the 'town centre' via Stover Road, Iron Acton Way and Goose Green Way to encourage traffic to use this route and avoid Station Road.

**4.6 Recommendation 12**

Junction and crossing improvements giving pedestrian priority are recommended. Traffic signals could be upgraded, and kerbs realigned to tighten junction extents, reducing the speed of turning vehicles and crossing distances is also recommended e.g. at Longs Drive and Cranleigh Court Road. Footway widening and resurfacing at certain locations would help to improve the walking environment.

**South Gloucestershire Council response:**

In the short term there are plans to introduce measures to improve existing pedestrian access with dropped kerbs along Station Road (from Stover Road junction to Yate town centre) within the council's Capital Works programme (SC05/2019).

Included in the council's Local Transport Priority List there is an investigation scheme (FV160) for the provision of side road-controlled crossing facilities with refurbishment of site and upgrading to 'intelligent' traffic signals which change in response to the traffic flow at the time (Microprocessor Optimised Vehicle Actuation – MOVA).

All investigation list schemes will be scored and prioritised against the council's Joint Local Transport Plan goals. In any given year, the 15 highest scoring prioritised schemes are published in the council's Capital Programme and fully investigated.

#### **4.7 Recommendation 13**

It is recommended that traffic calming measures are introduced at strategic locations such as centre line removal, road narrowing, horizontal and vertical deflection features such as speed humps and tables, or surface treatments. It is also recommended to consider reducing the speed limit to 20mph.

#### **South Gloucestershire Council response:**

This consideration is outside the scope of this scheme and available funding. It should be explored as part of the emerging Yate Master Plan.

#### **4.8 Recommendation 14**

Explore placemaking opportunities and urban realm improvements, including cycle parking provision or cycle hub facilities. Further engagement within the community would be required.

#### **South Gloucestershire Council response:**

Comments noted.

#### **4.9 Recommendation 15**

Explore other funding sources such as the West of England Investment Fund to support delivery of further ambitions for this route and the local walking and cycling network.

#### **South Gloucestershire Council response:**

Comments noted.

#### **4.10 Recommendation 16**

It is strongly recommended that options for providing cycle priority are considered at all side roads.

#### **South Gloucestershire Council response:**

Providing cycle priority on all side roads off Station Road would require extensive consultation and construction as a medium to long term adjustment. This consideration is outside the scope of this scheme and available funding. It could be explored as part of the emerging Yate Master Plan.

