

STATEMENT OF REASONS

Yate, Station Road Covid19 Cycle Lane

Background

The Yate Master Plan identifies several proposals for housing and employment, and the urban improvements associated with these developments. These will provide opportunities to create additional and improved facilities for pedestrians and cyclists in Yate. The Covid19 pandemic has further highlighted the benefits of increased walking and cycling, which is reflected in the proposed investment by Central Government.

Station Road in Yate is a busy 'A' classified route through the centre of Yate, providing access to residential areas, shopping facilities, amenities and local businesses. The road is heavily used by through traffic.

Station Road is direct and relatively flat, and it is already used by cyclists for commuting and leisure purposes. There are existing cycling facilities from the Stover Road junction to the station, but these are not continuous and do not provide much comfort and protection, plus most of the route doesn't have any facilities for cycling.

Purpose of the scheme

The proposed cycle route along Station Road would offer improvements for those cyclists already using the route and create a convenient and useable facility for residents and visitors to Yate, including commuters, who are new to cycling and/or seeking an alternative to driving. This cycling facility would also highlight and support the Council's vision of developing a network of cycle routes throughout Yate, in accordance with the Yate Master Plan and the developing transport policies of Central Government.

Proposed scheme

The cycle route would be introduced between the traffic signalled junction of Stover Road and the roundabout adjacent to B&Q. It is proposed to be introduced on the carriageway along both sides of Station Road, consisting of improvements to existing cycling facilities and the addition of legally enforceable cycle lanes. Where possible, the cycle lanes would be physically separated from the traffic with cycle lane orcas or similar and planters.

To accommodate the proposed 1.5m wide cycle lanes, it would be needed to modify the existing traffic lanes and remove the on-street limited waiting parking bays along its length. It is anticipated that alternative on-street parking will be identified in the area, however it is likely that the overall number of parking spaces will be reduced.