



ROAD TRAFFIC REGULATION ACT 1984

SOUTH GLOUCESTERSHIRE COUNCIL A432 BADMINTON ROAD AND BADMINTON ROAD, YATE - PEDESTRIAN CROSSINGS

STATEMENT OF REASONS

Background

The council has investigated options to provide a Park and Ride site on the A432 corridor to help tackle existing and future transport challenges in the area by enabling residents to switch from cars to continue their journeys by more sustainable modes.

The West of England Combined Authority approved the full business case for the scheme in January 2021 and planning permission was granted for the scheme in November 2020.

Purpose of Scheme

The A432 corridor between Yate and Bristol is already congested causing severance, safety issues and extended public transport journey times. As a result, a large proportion of trips along the A432 corridor are undertaken by private car, with most trips having destinations in Bristol and the North Fringe. This trend is forecast to increase over time with quality of life implications for the settlements situated along this route.

The climate crisis and air quality issues further support a shift to cleaner and more sustainable forms of transport, including electric vehicles. Proposed P&R facilities provide an opportunity to improve the transport service for residents. The creation of a new P&R site on the A432 in Yate will help to tackle existing and future transport challenges in the area by enabling residents to switch from cars to continue their journeys by more sustainable transport modes.

A summary of the key benefits the scheme will deliver include:

- Reduce traffic flows and congestion on the A432 corridor between Yate and Bristol;
- Reduce travel times by public transport along the A432 corridor;
- Reduce emissions from road traffic within the scheme area and enhance air quality;



- Increase proportion of individual journeys made by walking, cycling or public transport;
- Improve public health due to more people walking and cycling;
- Improve connectivity to Yate Station to capitalise on MetroWest Phase 2 half-hourly services;
- Enable the use of electric vehicles;
- Improve crossing provision.

The West of England (WoE) Joint Local Transport Plan 4 (JLTP4) supports a Park and Ride facility in Yate and the site is also included in the South Gloucestershire Local Plan Core Strategy.

Proposed Scheme

The P&R facility will include a 192-space car park which includes 38 electric vehicle (EV) charging points, 13 disabled parking bays, and 1 dedicated car club space. Parking for 6 motorcycles will be provided, alongside 46 secure bicycle parking spaces.

The scheme will deliver two new bus lay-bys on Badminton Road (A432) (one eastbound towards Yate and one westbound towards Bristol) and a single bus lay-by on the access road to the site. These will enable the site to be served from day one by the existing bus network, as well as futureproofing the site for Metrobus services. A shared use path will be provided from the southern entrance to the site around its south-eastern perimeter to link to the existing shared use path in front of the SGC offices. Two new crossings will be provided; a zebra crossing of the entry road and a signalised crossing of Badminton Road (A432).

It is the aim, that the site will be used by commuters and/or visitors, who will either continue their journey by bus, shared car, an active travel mode (cycling or walking) or rail as Yate railway station is positioned approximately 600m away from the proposed site.

The estimated cost of the scheme is around £3.6 million funded by the West of England Combined Authority. A construction management plan has been prepared to minimise the impact of the works on local people and the environment.

What other options were considered?

Twelve potential sites for a P&R on the A432 corridor were identified in the A432 Yate Strategic Corridor Options Assessment Report (2019) based on their proximity to the corridor and residential areas. Some options were



specific packages of land which could accommodate a large enough site, whilst others were more theoretical areas e.g. within a potential development site. In the assessment of options, it was assumed that the future Metrobus service would serve sites, hence sites on the proposed Metrobus route alignment were preferable. For completeness, alternative approaches to providing a new site were also considered. These included increasing the capacity of existing P&R sites, enhancing existing bus services without providing a new site, and improving walking and cycling links to existing and proposed public transport services.

This site was considered to be the preferred option as it is the most deliverable new site identified and facilitates a full range of measures.

Drawing Reference

Further details of the proposals are shown on drawing numbers T438-729-003 and T438-729-004.