



Feedback Report

Traffic management and sustainable transport measures – Station Road (A432) / Station Road (B4060) / Kennedy Way (A432) / Westerleigh Road, Yate

Background

In January 2015 the Yate Town Centre Traffic Management and Movement Study identified a number of barriers to the efficient movement of pedestrians, cyclists, public transport and general traffic in and around the town centre. South Gloucestershire Council and Yate Town Council identified several transport related issues that were investigated as part of the study and as a result of development opportunities in the town South Gloucestershire Council has secured funding under section 106 of the Town and Country Planning Act 1990 that may now be used to address issues highlighted in the study.

There have been just two recorded injury accidents on the roundabout junction of Station Road (A432), Station Road (B4060), Kennedy Way (A432) and Westerleigh Road in the last five years. However the junction is a critical intersection where concerns regarding the road safety of non-motorised users have been identified and where significant traffic congestion has been seen to occur. Traffic survey data shows that in a typical 12 hour period from 7am to 7pm, over 30,000 vehicles travel through the junction.

Purpose of the Scheme

To improve traffic flows through the junction, increase driver understanding of the layout, ease congestion and provide improved crossing facilities for vulnerable road users.

Proposed Scheme

Re-design of the road markings and provision of new lane guidance signage on the approaches to the roundabout. To provide informal crossing points over the existing pedestrian desire line in Home Orchard, including a new kerb build out to narrow the carriageway on the northbound exit arm. To provide new puffin crossings on Westerleigh Road and Kennedy Way to address issues of severance highlighted in the recent study.

Tim Gregory

Interim Director for Environment & Community Services, Streetcare, Transport & Waste, PO Box 1954, Bristol, BS37 0DD

Tel: 01454 868004 Email: transportservices@southglos.gov.uk

www.southglos.gov.uk

Drawing Reference

Drawing number T438-619-11 shows the proposed general arrangement of the scheme.

Consultation

Public consultation took place between 11th June 2018 and 2nd July 2018, with details posted on the Council's consultation website. Letters advising of the consultation were sent to 241 addresses in the vicinity of the scheme. Emails were sent to local councillors, parish and town councils, the emergency services and other stakeholders. Public notices were erected around the junction on street lighting columns and temporary A-frame signs were erected on all approaches, advising motorists of the consultation.

Feedback from the consultation

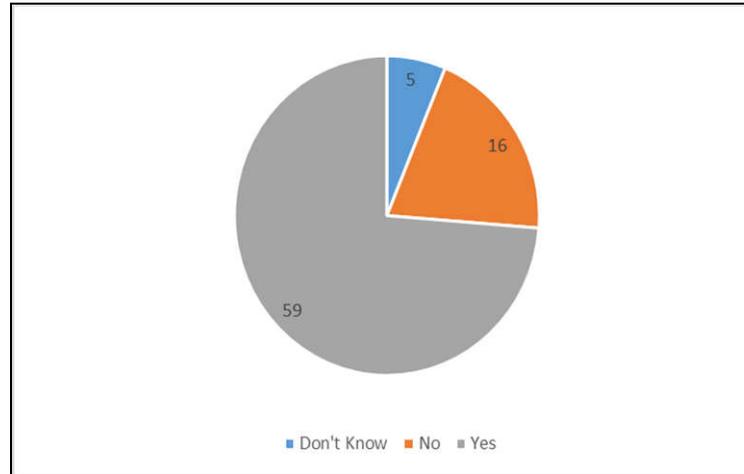
The consultation drawing was downloaded 657 times. The consultation questionnaire was completed on-line 80 times. Overall there was support for the scheme as a whole with 59 responses in support (74%) and 16 against (20%).

In addition to this:

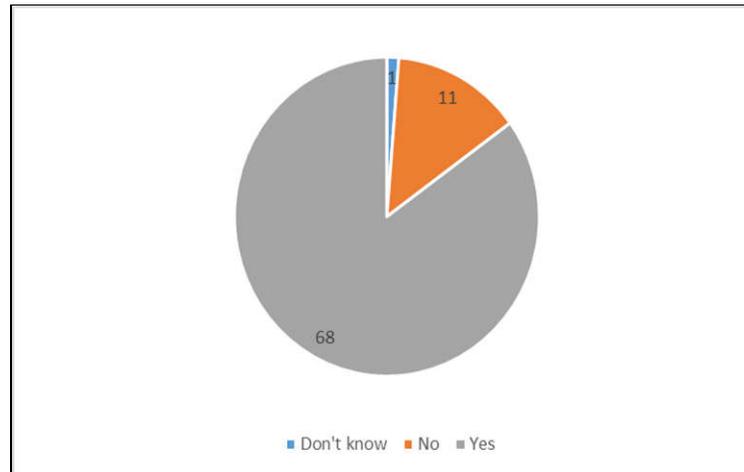
- one e-mail was received containing comments that can be seen below, (with responses provided)
- three e-mails were received in support of the scheme, (including from a disabled resident, Avon & Somerset Constabulary and Yate Town Council)
- one letter was received in support of the scheme, (from Luke Hall MP)
- one paper questionnaire was received in support of the scheme, (from a resident of Home Orchard)

The on-line responses to the individual questions are summarised below:

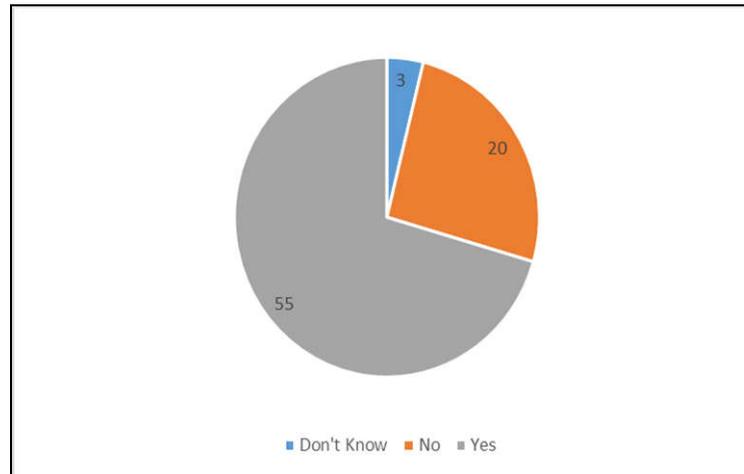
Question 1 – Do you support the scheme as a whole?



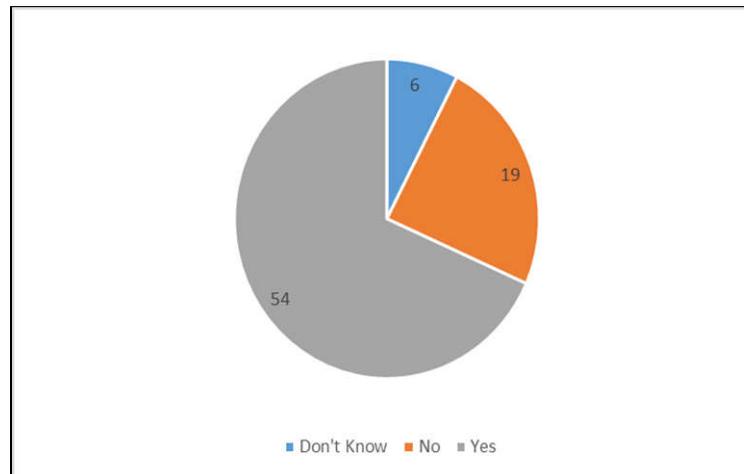
Question 2 – Do you support the changes to the road markings and signage?



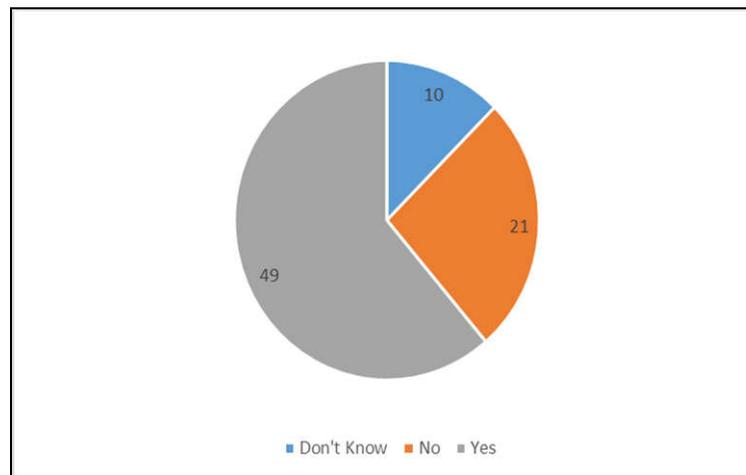
Question 3 – Do you support the puffin crossing on Westerleigh Road?



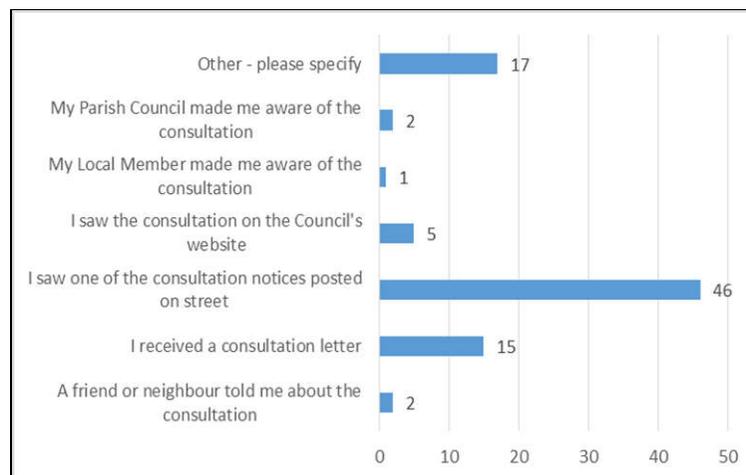
Question 4 – Do you support the puffin crossing on Kennedy Way?



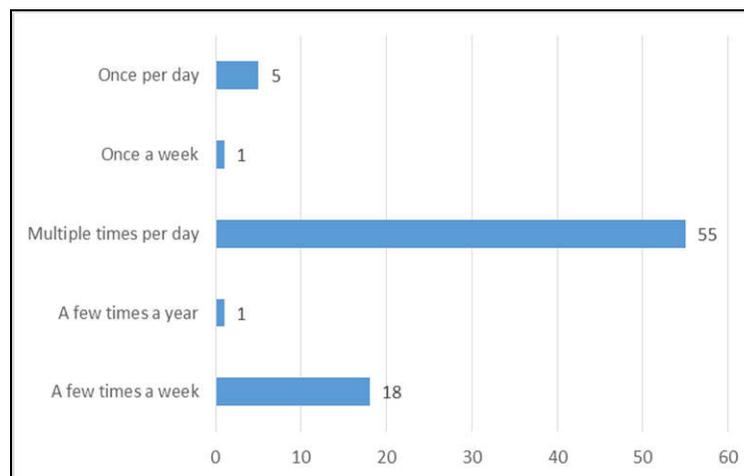
Question 5 – Do you support the kerb build out / informal crossing point on Home Orchard?



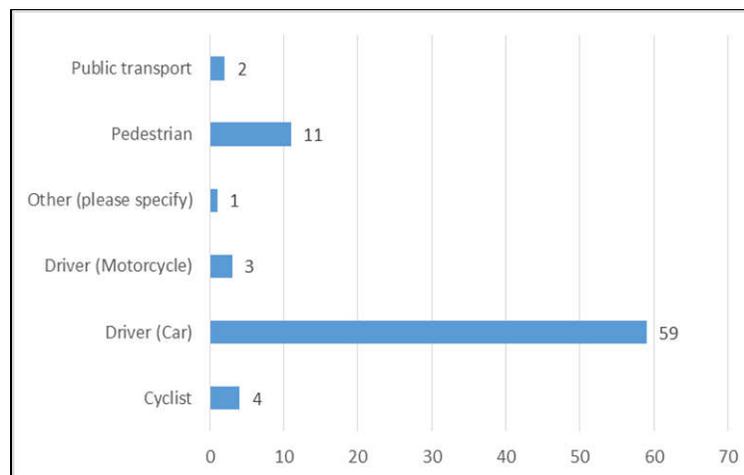
Question 6 – How did you hear about this consultation?



Question 7 – How often do you travel along the roads that are included in the proposals?



Question 8 – What would you say your main mode of transport is whilst using the roads within the area of the proposed scheme?



Other comments

A full list of comment and the engineer's response is provided below:

Question 1 Do you support the scheme as a whole?	Comments	SGC Response	Comment number
Don't Know	I can't see how this proposal significantly improves the experience or the safety of using the junction as a vulnerable user. I've been involved in a near miss as a cyclist at this location.	The proposed lane guidance signage and associated road marking changes are designed to assist all road users through the junction and reduce the likelihood of late or unexpected lane changes and manoeuvres. The proposed design has been subject to Stage 1 / 2 Safety Audit in May 2018 and would be subject to further audit examination following implementation. Puffin crossings give clear priority to pedestrians over motorised road users, thereby giving confidence to vulnerable road users, including children, the elderly and less able-bodied pedestrians that they may cross the carriageway in safety at that point.	1
Yes	Narrowing of the road into Home Orchard is not entirely necessary, when people exit from Morrisons they do not give way to traffic coming out of home orchard residents road.	A survey in February 2018 showed that over 970 pedestrians and cyclists crossed the Home Orchard junction in a 12 hour period. The roundabout junction of Poole Court Drive is beyond the extent of this scheme but the layout complies with national guidance and there have been no recorded injury accidents at this junction in the last 5 years. Construction of the proposed build out on Home Orchard will reduce the width of the crossing point for pedestrians by approximately 1.8m. This reduces the time taken for pedestrians to cross which is a significant road safety benefit. Vehicles enter the Home Orchard junction from the roundabout in single file so a dual lane entry is not essential at this point.	2
No	There are too many sets of traffic lights around yate at the moment and most days there is gridlock	Traffic survey data shows that in a typical 12 hour period from 7am to 7pm, over 30,000 vehicles travel through the junction. Westerleigh Road and Kennedy Way have been identified as significant barriers to the free movement of pedestrians and detailed modelling in March 2018 shows that the proposed changes can be introduced with little consequent adverse impact on traffic conditions. It is considered that the potential benefits to non-motorised users are likely to outweigh any small increase in delay incurred by motorists, should this occur at times when the crossings are heavily used.	3

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Interim Director for Environment & Community Services, Streetcare, Transport & Waste, PO Box 1954, Bristol, BS37 0DD

Tel: 01454 868004 Email: transportservices@southglos.gov.uk

www.southglos.gov.uk

		A non-motorised user (NMU) audit was carried out in 2014 around the town centre loop of Yate, which identified this junction as an area where the volume of traffic coupled with the turning movements creates a poor perception of safety for pedestrians – particularly Kennedy Way, Westerleigh Road and Home Orchard. The proposed crossing facilities are intended to reduce issues of severance highlighted in the NMU as presented in the 2015 Yate Town Centre Traffic Management and Movement Study.	
No	It will cause further traffic congestion in Yate	See comment 3	4
No	dont need more traffic lights as theres enough in the area of station road	See comment 3	5
Don't Know	A lot of traffic problems would be solved by opening the Road to Nowhere thus by-passing Station Rd, this you will NEVER do as opened road would come out directly opposite South Gloucs offices,.	Improvements elsewhere in the Yate area are beyond the scope of this scheme but if you would like to request investigation of a specific traffic management measure or improvement you may do so via the following pages of the SGC public website, here: http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/ Also see comment 16	6
No	When there is insufficient funds to maintain the existing road network safely (I.e. removal of gritting services) it is inappropriate to be spending large sums on road changes	The Environment and Community Services Capital Programme 2018/19 Onwards was approved by South Gloucestershire Council on 6 th April 2018 and became effective from 17 th April 2018. Full details of the Decision can be seen here: https://council.southglos.gov.uk/ieDecisionDetails.aspx?ID=1019 This scheme is fully developer funded - with the funds originating from several large development sites in the Yate area.	7

No	Living close to the proposed changes, traffic will be slower trying to leave my street in a vehicle.	See comment 3	8
Don't Know	I'm unsure that puffin crossings are required.	See comment 3	9
No	On the surface this junction looks confusing but after years of using it daily, it works. The changes I see proposed will not help pedestrians, increase traffic jams, & increase confusion for drivers.	See comments 1 & 3	10
No	Total Waste of Money - Why here? No Accidents or Incidents so why!	See comments 1 & 3	11
No	I feel the crossing is in the wrong place and will cause more congestion resulting in road rage, whereas at the moment people are able to cross and road users to give way to pedestrians	Pedestrian crossing facilities should be located on observed pedestrian desire lines in order to be effective - the further they are located from these points the less likely they are to be used. Puffin crossings give clear priority to pedestrians over motorised road users, thereby giving confidence to vulnerable road users, including children, the elderly and less able-bodied pedestrians that they may cross the carriageway in safety at that point. Also see comment 3	12
Don't Know	Sourcing crossing is require on station road by B&Q	There is already a puffin crossing less than 250m west of this junction, just east of the junction with Eggshill Lane. Introducing another crossing so close to an existing facility may not be an effective use of resources and is beyond the scope of this scheme. Existing bus stops along this section of Station Road make it difficult to safely introduce additional crossing facilities, as the forward visibility of any crossing point may be obstructed when a stationary bus is present.	13

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No	The pelican crossings are poorly placed and unecessary	See comments 3 & 12	14
No	Change of road markings are a goo ideas most people do getting the incorrect lane, when coming from Bristol direction towards Yate on Station road.	Thank you for your comments.	15
Yes	The whole road system in central Yate needs a major overhaul. Road traffic is growing rapidly and reaching capacity at peak times.	<p>South Gloucestershire Council's policy towards congestion is to try and reduce the number of cars on the road by encouraging more journeys by sustainable modes, such as public transport, cycling and walking. The Council has been successful in acquiring funds from central government and is investing heavily in improving the alternatives to driving, working closely with businesses to provide practical support to reduce the number of employees that commute by car. Positive discussions have taken place with bus operators regarding improvements for Chipping Sodbury / Yate and Thornbury and investigating the business case for enabling a new high quality, high frequency bus service to Chipping Sodbury serving Yate, the North Fringe and Bristol. Delivery of the MetroWest project (https://travelwest.info/projects/metrowest) will also see an increased frequency of trains to Yate from hourly to half hourly. There is also a future package of improvement work to be carried out and funded by a Section 106 Agreement in connection with the Brimsham Park development which includes improvement to the traffic signals junctions along Goose Green Way and Yate Road, (B4059). The West of England authorities have also commenced work on a new Local Transport Plan detailing our vision, the first draft of which will be consulted on this year. This will build on the work already undertaken on the West of England Joint Transport Study (JTS) (https://www.jointplanningwofe.org.uk/consult.ti/JTSTransportVision).</p> <p>The JTS contains a range of proposed future transport schemes and initiatives that, together with our transport schemes already in development such as Metro Bus and Metro West, aim to provide realistic alternatives to the private car.</p>	16

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Interim Director for Environment & Community Services, Streetcare, Transport & Waste, PO Box 1954, Bristol, BS37 0DD

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www.southglos.gov.uk

No	There are already too many light controlled pedestrian crossings, there is nothing wrong with what there is at the moment. Instead of spending money on this spend it on improving the road surfaces	See comments 3 & 7	17
Yes	Traffic lights instead of roundabouts as too many people hesitate	Full signalisation of the junction is beyond the scope of this scheme but if you would like to request investigation of a specific traffic management measure or improvement you may do so via the following pages of the SGC public website, here: http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/	18
Yes	This is a busy junction used extensively by cyclists (including me) but the proposed scheme does it needs does not appear to be taken in to account the needs of cyclists.	The purpose of the scheme is set out in the Statement of Reasons and the proposed lane guidance signage and associated road marking changes are designed to assist all road users through the junction and reduce the likelihood of late or unexpected lane changes and manoeuvres. Whilst this is likely to assist cyclists travelling through the junction, it was not considered appropriate to install Toucan crossings over Westerleigh Road and Kennedy Way as there are no off-road facilities for cyclists on the immediate approaches to the proposed two crossing points at the present time.	19
Yes	There is a tragically insufficient number of crossings and like in the 50s motor traffic is privileged while pedestrians and any other road users are marginalised	Thank you for your comments. Also see comment 3	20
Yes	Need safe crossing point from B&Q side/end of Station Rd to Westerleigh Rd open space to then link up with crossing across Westerleigh Rd	See comment 13	21
No	The addition of further traffic lights on the already heavily traffic light station road and surrounding roads, will create further traffic flow issues and longer queues.	See comment 3	22

Yes	All 3 roads are so congested now, improvements would be gratefully received. Shame the bus route got put onto Westerleigh Road.	Thank you for your comments. Considering changes to local bus service routing is beyond the scope of this scheme.	23
No	You're confirming the bad driving already shown and not addressing the issues of coming out of turnings without knowing the road markings from other directions	See comment 1	24
Question 2 Do you support the changes to the road markings and signage?	Comments	SGC Response	Comment number
Yes	AD signs on approaches need arrows to the left and right (see fig 877) to match the road marking?	There is no permitted variant of the Diagram 877 sign in the Traffic Signs Regulations and General Directions 2016, (Schedule 11, Part 2), that permits a named destination to be included within the sign. In order to include destinations on the proposed upright signage it is necessary to use dedicated lane advance direction signs, (Schedule 12, Part 5). Although named destinations are permitted on these signs, there is no permitted variant that allows "ahead and left" or "ahead and right" arrows to be displayed, (in the way that these arrows appear in the form of Diagram 1038 road marking traffic lane arrows). This is why all the arrows on the proposed signs only point in a single direction.	25
Yes	on the exit of home orchard if drivers are in the left hand lane to go towards chipping sodbury driver do cut across and head for kennedy way cutting off card that are in the correct lane (right) this need to be stopped and very clearly marked left lane left turn only, right lane kennedy way and right for westerleigh/station road. better signage is good.	Thank you for your comments.	26

Yes	most people using the roundabout are in the wrong lane and markings are confusing	Thank you for your comments.	27
No	There are road markings "missing". The two lane exit from Westerleigh Road require direction guidance..... outer lane: Bath only. While you provide an indicator of correct lanes just beyond the entrance/exit from B&Q through the road shading there needs to be an earlier help to motorists as they exit Westerleigh Road. I have witnessed many near accidents because of uncertainty by drivers.	Traffic surveys show that on average only around 12% of traffic from the Westerleigh Road approach exits the junction towards Bath via Kennedy Way (A432). Over 26% of traffic on this approach exits towards Chipping Sodbury via Station Road (B4060). Therefore to avoid delays from the direction of Westerleigh Road it is proposed that the offside lane may be used to access either Station Road (B4060) or Kennedy Way (A432). Proposed text markings on the circulatory area of the roundabout confirm that either destination may be reached when approached from this direction.	28
No	I agree with everything *except* for the arrows on the road signs. Where the driver is being guided to a lane where they could turn, the arrows shouldn't just show straight ahead, but also the left/right arrow to indicate this [basically to match the painted road markings - which you can't see if stuck in a traffic queue]	Thank you for your comments. Also see comment 25	29
Yes	The road signage makes good sense	Thank you for your comments.	30
Yes	At the moment when people drive from Westerleigh Road and turn right to go up Station Road towards Sodbury they are confused about which lane to get in. Some take the outer lane and have to cut across traffic to turn off. Some take the inner lane so they are in the right lane once they have passed the turn off to Home Orchard. Nobody agrees which is correct so this needs to be clarified.	Chipping Sodbury (B4060) will be signed from lane 2 as shown on the dedicated lane advance direction sign on the consultation drawing. Proposed text markings on the circulatory area of the roundabout confirm that this destination may be reached when approached from this lane. Motorists then have from the circulatory area of the roundabout to the Home Orchard junction exit to align themselves into the correct lane for either Chipping Sodbury (B4060), via the nearside lane, or other destinations, via the offside lane. The proposals include removing the existing hatching in between these two lanes to allow motorists more time to manoeuvre, making late lane changes less likely	31

Tim Gregory

Interim Director for Environment & Community Services, Streetcare, Transport & Waste, PO Box 1954, Bristol, BS37 0DD

Tel: 01454 868004 Email: transportservices@southglos.gov.uk

www.southglos.gov.uk

		than before. Also see comment 28	
Yes	The markings and road sign plan in the consultation is an improvement on the current set up. While I have never considered the area a problem area for accidents I can see the benefits for pedestrians. The plans give pedestrians a more defined and safer crossing locations. Currently there is some room for error with the road markings especially if you are not from the area which the plans improve.	Thank you for your comments.	32
Yes	Dual lane leading Left to Westerleigh Road and straight to Station Road: Please ensure the left hand marking is clear as I have seen a number of near misses where a driver has assumed it's a dual lane going into Station Road and cut from the left side on the turn itself causing those in the (straight) lane to brake.	There are two 4m left arrows proposed for the nearside lane to encourage motorists to turn left towards Westerleigh, rather than ahead onto Station Road (A432).	33
Yes	all it requires	Thank you for your comments.	34
Don't know	A lot of traffic problems would be solved by opening the Road to Nowhere thus by-passing Station Rd, this you will NEVER do as opened road would come out directly opposite South Gloucs offices,.	See comment 6	35

Yes	changes are needed but not like this. Congestion is bad but can be better cured by redesigning the junction into a large roundabout potentially with traffic lights. A junction that carries this much traffic in a day is a dangerous place to put pedestrians. They should be given crossing points away from the junction, when the driver has cleared the many distractions and manoeuvres.	See comments 6 & 12	36
Yes	I think there should also be yellow hatched lines on the roundabout at the end with westerleigh road and station road as quite often on a morning when driving from Westerleigh Road it will be blocked with drivers trying to go down station road when it is clear to go to either the superstore or Chipping Sodbury.	The Traffic Signs Regulations and General Directions 2016 state that yellow box junctions should not be placed on an area of carriageway at a gyratory system or roundabout unless entry of traffic into that area is at all times controlled by traffic light signals.	37
Yes	Definitely road markings & large signs for direction.	Thank you for your comments.	38
Yes	I do not agree with the road markings at the entry to B&Q, Home Orchard, Morrisons - I think the restriction to make it appear to be one lane will make entry traffic back up onto the roundabout and severely affect the flow through the rest of the roundabout system.	See comments 2 & 3	39
Yes	New road markings as people are struggling with the current system and markings.	Thank you for your comments.	40

Tim Gregory

Interim Director for Environment & Community Services, Streetcare, Transport & Waste, PO Box 1954, Bristol, BS37 0DD

Tel: 01454 868004 Email: transportservices@southglos.gov.uk

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Yes	We've waited for this for so long. We always get cut up trying to go down Kennedy way by people who have used the left only turn from Morrisons to go down Kennedy Way.	Thank you for your comments.	41
No	1. The new signs are both wrong for route selection and confusing 2 The new hatching unnecessary, slows down traffic and will back up to junction. 3. Two more puffin crossings just prior to a busy junction = more traffic jams.	See comments 1 & 3	42
Yes	I do agree that there needs to be a crossing across Home Orchard but not for it to become a single lane on the approach. i feel that there needs to a crossing on Poole Court Drive as people living in the Cul de Sac have little opportunity to cross with vehicles coming into & out of Morrisons. A yellow box to stop vehicles blocking exit from Home Orchard Signs to give way to right at Morrisons	See comments 2, 3, 18 & 37	43
No	Total Waste of Money - Why here? No Accidents or Incidents so why!	The purpose of the scheme is set out in the Statement of Reasons. Also see comment 7	44
Yes	Outside my house there are white lines. What are they for? The plan does not indicate any changes this far from the roundabout.	The extent of the scheme is shown on the consultation drawing T438-619-11. Outside of this area is beyond the scope of this scheme.	45
Yes	The proposals will vastly reduce confusion of non-local drivers particularly on the westbound approach to the Station Road/Westerleigh Road smaller roundabout. The proposed hatching, lane markings and direction arrows are definitely required.	Thank you for your comments.	46

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Interim Director for Environment & Community Services, Streetcare, Transport & Waste, PO Box 1954, Bristol, BS37 0DD

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www.southglos.gov.uk

No	I feel that the council should look at alternative routing of traffic away from the town centre, The 'road to nowhere' being used and extended would have been good but unlikely to happen.	See comments 16 & 18	47
Yes	This is a great proposal, but why remove the direction arrows at the exit from Kennedy Way? They just reinforce that left is only left, which seems like a good idea to me (seeing as you still get the odd idiot trying to push in on the outside & go straight across, to Station Road).	Thank you for your comments. Arrow markings are not permitted within the controlled, (zig-zag), area of the proposed puffin crossing. Further consideration will be given to installing additional 4m arrow markings during the detailed design stage, as appropriate – including immediately after the controlled area, approximately 2m in advance of the give way line at the junction.	48
Yes	Long time overdue it will be a huge improvement	Thank you for your comments.	49
Yes	Improvement to the flow through this area is needed. Long periods of waiting is experienced, particularly at times of peak pedestrian usage. The most affected route personally experienced is coming from the Tesco down Station road, to continue on station road towards the train station. The improved signage will assist non frequent users in understanding the layout.	Thank you for your comments. Also see comment 3	50
Yes	The drawing was not clear, but overall clearer lane markings will help	Thank you for your comments	51
No	signage does need to be changed it is fine as it is	Comments have been received by South Gloucestershire Council to the effect that some motorists find the junction confusing and experience poor lane discipline. Although there are already map type advance direction signs in place the proposed dedicated lane advance direction signs are intended to further assist motorists to select the correct lane on the approach to the junction. Also see comment 1	52

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Interim Director for Environment & Community Services, Streetcare, Transport & Waste, PO Box 1954, Bristol, BS37 0DD

Tel: 01454 868004 Email: transportservices@southglos.gov.uk

www.southglos.gov.uk

Yes	Lanes need more clear markings and speed limits displayed	30mph speed limit repeater upright signs or roundel markings are not permitted under the Traffic Signs Regulations and General Directions 2016 in an area already subject to a 30mph speed limit with a system of street lighting present. Also see comment 1	53
Yes	I'm not understanding why you do not do more for the active travel and public transport and only propose 2 crossings there . I recommend you try to get anywhere in Yate on foot and then think again	See comments 1, 3 & 16	54
Yes	Coming out of the Morrisons arm it is very confusing to then go along the A432 eastwards the way the road markings are at present. If the left hand lane indicated left turn along Station Road AND along the A432 east, and the right hand lane indicated A432 west it would be much more logical. At the moment the right hand lane says A432 but in which direction?	Traffic surveys show that typically 39% of the traffic exiting Home Orchard turns left, (north-east), onto Station Road (B4060). A dedicated left turn lane for only traffic heading in this direction provides clarity to motorists and reduces the likelihood of lane changing collisions on the gyratory. Also see comment 1	55
Yes	Better crossing options on the road between B&Q and Morrisons (Home Orchard)	Thank you for your comments. Also see comment 2	56
No	On-road markings are not always visible due to volume of traffic	When the proposed new road markings are installed as part of this scheme any faded existing markings will be refreshed at the same time, as required. Also see comment 48	57
No	You're ignoring the simple understanding of how roundabouts work as taught by the theory test. Car approaching the roundabout from Westerleigh Road are approaching a two laned roundabout with a two lane 2nd exit. The "Supermarket" lane is incorrect and dangerous. It is exactly what is currently happening, you are not addressing the issue.	See comment 48 - a 4m right arrow in the offside lane on the Westerleigh Road approach will discourage drivers from heading towards the Home Orchard exit.	58

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Interim Director for Environment & Community Services, Streetcare, Transport & Waste, PO Box 1954, Bristol, BS37 0DD

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	A driver from leaving the Supermarket doesn't know!		
Question 3 Do you support the puffin crossing on Westerleigh Road?	Comments	SGC Response	Comment number
Yes	yes this will be safer for people to cross.	Thank you for your comments.	59
No	there is too much traffic congestion a the moment this will just make it worse	See comment 3	60
Yes	This is desperately needed - crossing W'leigh Rd as a pedestrian is currently like running a gauntlet	Thank you for your comments.	61
Yes	This a busy road and safer crossing for pedestrians is vital	Thank you for your comments.	62
No	From personal use of the that junction, this is the least used crossing	Pedestrian surveys carried out in February 2018 showed that the smallest number of crossing movements at the junction took place across Station Road (A432). Also see comment 3	63

No	There are already too many crossings around yatevthat simply backlog the traffic	See comment 3	64
No	dont need more lights	See comment 3	65
Yes	I think that a zebra crossing would be more suitable to allow traffic to run more freely.	Puffin crossings offer more confidence to pedestrians that they have priority over motorised traffic - when the green man shows and the audible signal is heard. On crossing detectors adjust the signals according to the time it takes pedestrians to cross – this minimises the time motorists have to wait, whilst ensuring pedestrians have completed crossing before a green signal is displayed to traffic. Also see comment 67	66
Yes	Ensure the maximum green vehicle traffic time is sufficient to reduce congestion	The proposed puffin crossings will be operated via a system known as MOVA, (or Microprocessor Optimised Vehicle Actuation). Originally designed during the 1980s, MOVA is now a very well established strategy for the control of traffic light signals that can also be used at stand-alone pedestrian crossings and is designed to cater for the full range of traffic conditions, from very low flows through to a junction that is overloaded. For the major part of the range - before congestion occurs, MOVA operates in a delay minimising mode; if any approach becomes overloaded, the system switches to a capacity maximising procedure. In general, the behaviour of MOVA at stand-alone crossings is safe and very efficient in comparison to other systems, (such as VA, fixed time or SCOOT). South Gloucestershire Council operate crossings in 30 mph zones on “pre timed maximums” which means following a set time after a green light shows to traffic, (usually 20 seconds), pedestrians will get immediate demand. If a pedestrian pushes the button on the crossing and there is a sufficient gap then they will see the green man symbol immediately. MOVA does not wait for an excessively long gap - it will normally choose a gap that allows traffic to stop easily enough, but not large enough to tempt a pedestrian into crossing. The change will often assume that one or more vehicles	67

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		will continue when leaving amber is presented. This greatly helps in allowing an appropriate gap to be found and makes operation more responsive to the pedestrian. Such positive control helps avoid confusion to both traffic and pedestrians which is normally beneficial to safety and minimises delays.	
Yes	A safe crossing for pedestrians/ cyclists on this busy roundabout needed.	Thank you for your comments. Also see comment 19	68
Yes	ITS HARD TO SEE HOW CLOSE TO THE ROUND ABOUT ITS GOING TO BE. IS IT LIKELY AT BUSY TIMES TO BLOCK	See comments 3 & 12	69
Don't Know	I find it fairly easy to cross this road.	See comment 3	70
No	Puffins crossings prior but close to junctions increase traffic blockages. eg Chipping Sodbury	See comments 3, 12, 66 & 67	71
No	i think having the island to cross 1/2 way is adequate	See comments 3 & 66	72
Yes	Concerned about how loud the bleep sound just outside my house when it is used & the additional li.	These issues can be addressed during the detailed design stage and you may comment again when the legal notices for the proposed puffin crossing are advertised, (details will be posted on the SGC public website simultaneously).	73

Yes	A zebra crossing would be better (freq. of pedestrians & limit vehicle waiting times)	See comments 66 & 67	74
No	this will cause more congestion, with the addition of several thousand you need to better roads	See comment 3	75
No	will increase congestion & peds wont walk further to use them	See comments 3, 12, 66 & 67	76
Don't Know	I dont know what a puffin crossing is!	See comments 66 & 67	77
No	to many traffic lights in Yate as a whole , more sensible crossing would be a zebra crossing ,	See comments 3, 66 & 67	78
Yes	I feel the puffing crossing should be implemented, however moved further from the roundabout.	See comment 12	79
Yes	We have concerns with traffic flow and access and regress to Home Orchard.	See comments 2 & 3	80

No	it is fine as it is you do not need to change it installing a cross will cause traffic problems	See comment 3	81
Yes	It's currently unsafe to cross the road	Thank you for your comments.	82
No	The addition of further traffic lights on the already heavily traffic light station road and surroun	See comment 3	83
Yes	So long as it doesn't make the queuing traffic on Westerleigh Road worse	See comment 3	84
No	the islands already provide a safe crossing space	See comments 3 & 66	85
Question 4 Do you support the puffin crossing on Kennedy Way?	Comments	SGC Response	Comment number
Don't Know	Crossing would be more beneficial if it was located closer to the roundabout	The proposed crossing is located to the south east of the existing informal crossing point to provide for several metres of carriageway stacking space in advance of the stop line, to minimise the likelihood of the roundabout being obstructed when a red light is showing on the crossing. Also see comment 12	86

Yes	yes this will be safer for people to cross.	Thank you for your comments.	87
No	the traffic at the moment queues back too far on mornings , why put traffic lights after leaving a r	See comments 3, 12 & 86	88
Yes	Though not as badly needed as the W'leigh Rd crossing as traffic less heavy / fast	Traffic survey data shows that Westerleigh Road and Kennedy Way (A432) carry a similar volume of traffic, including heavier vehicles, (HGVs / PSVs). Thank you for your comments.	89
No	There will be 4 Traffic light sequences within 250 metres. Unless coordinated unrealistic.	See comments 3, 66 & 67	90
Yes	Again a busy road and need safe crossing as I walk to the shops and gym	Thank you for your comments.	91
Don't Know	Great to see it installed, but it should be further away from the roundabout.	See comment 12	92
No	There are already too many pedestrian crossings in Yate causing traffic to backlog.	See comment 3	93

Don't Know	Could it result in queued traffic blocking entry onto the roadabout from Station Road (East)?	See comments 3 & 12	94
No	dont need more lights	See comment 3	95
Yes	I think that a zebra crossing would allow traffic to run more freely.	See comments 66 & 67	96
Yes	Ensure the maximum green vehicle traffic time is sufficient to reduce congestion	See comment 67	97
Yes	Safe crossing to Sports Centre, Stores, Minor Injuries etc an advantage.	Thank you for your comments.	98
Yes	I am concerned it might be too close to the junction	See comment 12	99
No	I THINK THERES ENOUGH CROSSINGS ON KENNEDY WAY	The nearest existing pedestrian crossing facility is approximately 230m to the south-east, adjacent to Kennedy Way surgery. Pedestrian surveys completed in February 2018 showed that over 340 pedestrians crossed Kennedy Way in the area of the proposed crossing in a 12 hour period. Also see comments 3 & 12	100

No	Puffins crossings prior but close to junctions increase traffic blockages. eg Chipping Sodbury	See comments 3 & 12	101
No	the island to cross 1/2 way is adequate. a pavement on the left side would be more beneficial	Provision of a new footway is beyond the scope of this scheme but if you would like to request investigation of a specific traffic management measure or improvement, (such as a new length of footway), you may do so via the following pages of the SGC public website, here: http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/ In the meantime your comments will be forwarded to the Traffic Management (Assess and Decide) team for information. Also see comments 3, 12 & 100	102
Yes	A zebra crossing would be better (freq. of pedestrians & limit vehicle waiting times)	See comments 66 & 67	103
No	there is already enough traffic lights and crossings, people are too lazy to walk 50yrd to use cross	See comments 3 & 12	104
Don't Know	is there sufficient ped traffic to warrant it?	See comments 3, 12 & 100	105
Don't Know	I dont know what a puffin crossing is!	See comments 66 & 67	106

No	will cause traffic to back up on the roundabout ,also congestion on the roundabout	See comments 3 & 12	107
No	The puffin crossings will aid pedestrians but will cause Station Rd to be even more congested	See comment 3	108
Yes	As above, further from roundabout - tailbacks can be worse due to these being too close to the junc.	See comments 3 & 12	109
No	it is fine as it is you do not need to change it installing a cross will cause traffic problems	See comments 3 & 100	110
Yes	Tere are lights & a crossing further up by Kennedy way / Courtside surgery so are 2 needed?	See comments 3 & 100	111
No	I think an ordinary non light controlled crossing is the best option and not be an extra expense.	See comments 3, 7, 66 & 67	112
	The addition of further traffic lights on the already heavily traffic light station road and surroun	See comment 3	113

Yes	So long is it doesn't make the queuing traffic on Westerleigh Road worse	See comment 3	114
Yes	the islands already provide a safe crossing space but it is needed due to people exiting Superstore	See comments 3, 12 & 100	115
Question 5 Do you support the kerb build out / informal crossing point on Home Orchard?	Comments	SGC Response	Comment number
No	Can't see benefit of reducing two lanes to one	See comment 2	116
No	why make a busy road narrow this will cause more congestion/accidents	See comments 2 & 3	117
Yes	Yes, it will be much easier to cross a single lane of traffic coming off the roundabout.	Thank you for your comments.	118

Don't Know	I think it should be further away from the roundabout. And why not make this a formal zebra crossing	See comment 12	119
No	The proposed spending on Westerleigh Rd would be far better spent on the Home Orchard crossing.	See comments 3 & 7	120
No	A further obstruction to free vehicle movement	See comment 3	121
No	I think it's too close to the roundabout.	See comment 12	122
No	I don't see the need to do this. A zebra crossing would be better.	See comments 3 & 66	123
No	It will make entry traffic back up onto the roundabout and severely affect the overall flow	See comment 3	124
No	I CANNOT SEE THE POINT	See comments 1 & 3	125

No	Why are you reducing the width of the road as you enter home orchard, it's complete irrelevant	See comment 2	126
Yes	As long as you dont put formal puffin or traffic light crossing where proposing build out.	There are no proposals to introduce a formal crossing facility in Home Orchard.	127
No	bottle necking the traffic is not helping traffic flow along with stopping to let pedestrians cross	See comment 2	128
Don't Know	Not sure how this will help to make the road better. Will it impinge on our save exit from our road?	The build out is proposed on the northbound entry into Home Orchard so will not affect the exit onto the roundabout. Also see comment 2	129
No	just a waste of money	See comments 3 & 7	130
No	A formal crossing is required it can take 5 minutes plus to cross the road from the B&Q side to west	Provision of a formal crossing for Home Orchard is made more problematic due to the wide central island separating the entry / exit carriageways. Also see comment 2	131
Yes	I regularly am frightened by the pedestrians coming from Station Road, stepping out into the road.	Thank you for your comments.	132

No	causing massive congestion with shoppers leaving morrinsons ,and B&Q ,also Home orchard	See comment 3	133
Yes	This should be a more formal crossing, e.g. zebra crossing, & further from the junction.	See comments 2 & 12	134
Yes	Again, shift the crossing point further away. Especially as road is to narrow here.	See comment 12	135
Don't Know	Drawing was unclear	See comment 2	136
No	it is fine as it is	See comments 2 & 3	137
No	This road by the supermarket is where I see the majority of near misses. I was hoping to see a puffi	See comments 2 & 131	138
No	Don't feel it's necessary	See comments 3 & 7	139

Yes	Children, elderly, parents struggle to cross here and it needs a dedicated crossing of its own	See comments 2 & 131	140
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Your Comments If you have indicated that you disagree with the scheme in any way please use the space below...		Comment number
Why bother spend money on a 2m wide footway behind the maintenance bay when providing a new path away from the puffin crossing on Westerleigh Road through the green space towards Station Road? Wouldn't the money be better spent on provision of priority pedestrian facilities like tactiles for Station road crossings	The proposed footway at the rear of the maintenance bay is necessary to provide a continuous facility for pedestrians at this point, who would otherwise have to enter the bay or negotiate the grass verge at the rear. A discontinued footway would be especially problematic for less able bodied pedestrians or users of mobility scooters, wheelchairs or pushchairs. Also see comment 13	141
Greater emphasis should be on signage indicating 7 1/2 ton weight limit on Station Road and steps taken to enforce its observance. Would be beneficial to all local residents if traffic volume generally on Westerleigh Road could be reduced. Perhaps signage on roundabout at other end of Westerleigh Road with junction of Rodford Way to encourage drivers especially HGV,s to use Rodford Way and Scott Way both of which are much wider or preferably making Westerleigh a 7 1/2 ton access only road. Currently plagued with convoys of tipper trucks presumably using land fill site adjacent to railway line bridge. Speeding is currently a problem as drivers tend to accelerate from B&Q roundabout along Westerleigh Road before braking hard when	The 7.5 tonne weight limit is already well signed via map type advance direction signs located along Westerleigh Road, Kennedy Way, (east of Scott Way), Goose Green Way, Scott Way and on regulatory signs at the start of the restriction on Station Road (A432) itself. Enforcement of the restriction is a matter for the Police and any suspected abuse or infringement should be reported to them. Traffic surveys completed in November 2017 and February 2018 demonstrate that HGVs, (heavy goods vehicles), and PSVs, (public service vehicles - buses / coaches), together typically constitute around 2.35% of the traffic using Station Road (A432). Enforcement of the speed limit is a police responsibility - addressing the potential issue of speeding or reducing the volume of traffic is beyond the scope of this scheme but if you would like to request investigation of a specific traffic management measure or	142

<p>approaching the speed camera.</p>	<p>improvement you may do so via the following pages of the SGC public website, here: http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/</p>	
<p>There needs to be signs telling people to use indicators. you will see if it monitored that drivers do not indicate.</p> <p>When drivers exit station road they indicate at the incorrect moment they indicate left for B&Q/Morrisons and do not turn they head for Chipping Sodbury this is causing delays and congestion on exit of Home Orchard onto the roundabout. more strict road rules need to be laid out and signs to remind drivers on when to act accordingly.</p> <p>Making any of the road narrower will cause a lot of congestion and force people to cut people off.</p> <p>There needs to be a give way sign on the exit to Morrisons and on the approach of home orchard (B&Q) side residents of home orchard drive into the street and get cut up from the left by drivers entering from the main road.</p> <p>A 20mph limit would be a very good idea for Home Orchard between morrisons and B&Q as well as the residents street its self, too much speeding if you would like to speak to me please contact me</p>	<p>There is no history of recorded injury accidents to suggest that advisory signs are necessary and no appropriate sign that can be used for this purpose in the Traffic Signs Regulations and General Directions 2016</p> <p>See comments 2 & 3</p> <p>The roundabout junction of Poole Court Drive is beyond the extent of this scheme but the layout complies with national guidance and there have been no recorded injury accidents at this junction in the last 5 years.</p> <p>Council policy focuses on introducing 20mph speed limits in the immediate vicinity of schools. Enforcement of the speed limit is a police responsibility - introducing a new speed limit is also beyond the scope of this scheme, but if you would like to request investigation of a specific traffic management measure or improvement you may do so via the following pages of the SGC public website, here: http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/</p>	<p>143</p>

<p>There are at least 12 sets of traffic lights (junctions or crossings) within approx 1/4 mile of yate centre and now you want to add more and slow the traffic even more ,I know people have to cross the road safely but there are raised islands for them in that area, its grid lock on a morning and evening , and even during school run times yate is a no go area, obviously no one in the traffic planning department drives around Yate during the day , Putting traffic lights immediately after the exit from a roundabout is also not the best idea as it just blocks up the roundabout , has any one tried to drive along link road !!!! On another point also linked to the Yate congestion , why is the road to nowhere not being finished ? Look at the bigger picture, It would stop all congestion in Yate centre Please look at the effect this is going to have on the town , and with another 2500 plus house set for Yate we won't be able to move before long , Traffic Lights are causing this congestion !!!! If you feel the need to have a pedestrian crossing why not a Zebra crossing they still work and the traffic is not stopped for so long , but not right on a roundabout</p>	<p>See comments 3, 6, 12, 16, 66, 67, 100 & 102</p>	<p>144</p>
<p>The scheme will support those pedestrians that are frail or with disabilities as it has become really difficult to cross the road at this roundabout with few drivers giving way and joining the traffic flow at high speed.</p>	<p>Thank you for your comments. Also see comments 1, 2 & 3</p>	<p>145</p>
<p>About time, I have had several near misses with drivers using the Station Road lane suddenly turning right to go up Kennedy Way. Hopefully this will no longer be an issue with the new road markings and signs.</p>	<p>Thank you for your comments. Also see comment 1</p>	<p>146</p>

<p>Overall a much needed improvement to pedestrian safety in at this junction. However the lack of improvements for crossing at the Station Road exit from the roundabout is a glaring omission. This junction is particularly difficult to navigate as a pedestrian, more so than either the W'leigh Rd or Kennedy Way road, in large part due to the speed of traffic coming off the roundabout and inconsistency of indication. Is there a reason other than traffic flow that the Station Rd junction has been omitted from improvements.</p> <p>The speed of traffic turning the corner from Kennedy Way into W'leigh Rd is a concern and the new crossings should also help with this. I note also that none of the extant trees have been mapped in the plans I would expect that the works including the new pavement section and maintenance bay will be undertaken without the removal of trees which contribute greatly to improving the environment of this otherwise grim part of the town's central road network.</p>	<p>Thank you for your comments.</p> <p>Pedestrian surveys carried out in February 2018 at all the existing informal crossing points on each arm of the junction showed that the numbers of crossing movements were lowest across Station Road (A432). Also see comment 13</p> <p>The Council's Tree Officers have already been consulted and where appropriate will be supervising any work taking place on site to ensure that any damage to trees and their roots systems can be avoided. When excavating under tree canopies an air spade will be used where necessary, along with a 'no dig' construction method using a cellular confinement system to retain any newly constructed areas of hardstanding.</p>	147
<p>Whilst safety is paramount there is a need to recognise traffic flow need. Too many traffic light sequences unless coordinated are useless.</p>	<p>See comments 3, 16, 66 & 67</p>	148
<p>Part of the problems at this junction are caused by the poor lane markings alongside the marked bus stops outside of and adjacent to Morrisons supermarket. Changing the lane markings beyond the 'Morrisons Puffin' to enable east bound vehicles to overtake a stopped bus would reduce some of the queue back to the main junction.</p>	<p>Thank you for your comments. Amending the road markings you refer to is beyond the scope of this scheme but if you would like to request investigation of a specific traffic management measure or improvement you may do so via the following pages of the SGC public website, here: http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/</p>	149

<p>Whilst I understand the need to protect vulnerable road users, the centre of Yate has become a no go area for cars. There are already 8 crossings in the roads that surround the town centre and 4 roundabouts. 3 of these crossings are in Kennedy Way and a further one on Station road less than 100m from the proposed crossings. As a town centre resident It is often impossible to turn into Station Road as traffic is backlogged up due to a sequence of 3 sets of crossings operating at random intervals. They are less than 100 yards apart each and the addition of a fourth will only exacerbate the problem. Car users fund the roads and should not be blocked from driving on them every 30 seconds. Any injury on the road is a shame but 2 in 5 years does not seem to me to need the sledgehammer to crack this particular nut. We are more likely to poison pedestrians with fumes from stationary cars than We are to knock them down. I wholly endorse the signage proposals which are long over due.</p>	<p>See comments 3, 12 & 16</p>	<p>150</p>
<p>Yet another way of slowing traffic throughflow. Pedestrian lights blight the local area. All within 20/30 yards of a roundabout!</p>	<p>See comments 3, 12 & 16</p>	<p>151</p>
<p>We live close to the roundabout so drive through it every day but we also try to walk to local facilities whenever we can so have crossed at all of the points mentioned on the plan many times. Crossing the road between Morrisons & B&Q (Home Orchard) is the one we find most dangerous. You currently have to cross two carriageways and cars fly off the roundabout without slowing or indicating so it is difficult to know when it is clear to cross. I've often been caught out and at busy times have resorted to</p>	<p>Thank you for your comments. Also see comment 2</p>	<p>152</p>

Tim Gregory

Interim Director for Environment & Community Services, Streetcare, Transport & Waste, PO Box 1954, Bristol, BS37 0DD

Tel: 01454 868004 Email: transportservices@southglos.gov.uk

www.southglos.gov.uk

<p>running across. I have often seen parents with pushchairs and/or children struggling to cross safely, especially on Saturdays and when they are on the walk to school. I am very surprised there haven't been more accidents on this spot. I would say that this crossing point is used more often than the two others mentioned on your plan. Most of the pedestrians who walk up to the shopping centre from Mow Barton, Cranleigh Court and Longs Drive cross here then cross at the pedestrian crossing outside Morrisons on Station Road (East).</p>		
<p>The plans work very well for the current time but as the number of houses grow in the area a rethink of the entire road network around the shopping centre may well be required to cope with increased traffic.</p>	<p>See comment 16</p>	<p>153</p>
<p>don't need more sets of lights in the area already too many from pearce brothers to leisure centre. already takes most nights twenty minutes just to go back into yate on station road. why not spend the money on opening the road to know where to ease the traffic on the roundabout??? also more houses being built in the area means more vehicles which if the puffin crossing are installed it will cause longer delays.</p>	<p>See comments 3, 6, 7 & 16</p>	<p>154</p>
<p>As stated previously Road to Nowhere was meant in the 70s to solve traffic concerns in Tate, especially Station Road. Will never happen 2 reasons income from Casualty etc and you would not want increase in traffic coming out by your precious offices</p>	<p>See comment 6</p>	<p>155</p>
<p>Anything to help traffic ease off station road is a winner as is also being able to cross the road. would be nice though to have the puddles at the morrisons crossing sorted when we have heavy rain.</p>	<p>Relieving the issue of surface water ponding at the existing puffin crossing is beyond the scope of this scheme but your comment will be forwarded to Street Care for information and so the problem can be further investigated.</p>	<p>156</p>

<p>Redesign the road junction for the road users, drivers and cyclists and try to increase the traffic flow. A standard roundabout would be better. Provide pedestrians with crossings AWAY from the junction. They will be safer if they cross a straight road with less distractions to the motorists.</p>	<p>See comments 12 & 193</p>	<p>157</p>
<p>The money should be spent maintaining the existing road network, such as gritting or fixing the appalling road surfaces on many minor roads. This is especially relevant when the scheme description does not provide clear evidence that safety is an issue in the current design.</p>	<p>Reports of potholes or an otherwise damaged road surface may be submitted to South Gloucestershire Council via the following page of the public website: https://my.southglos.gov.uk/ServicePage.aspx?servicePath=&JScript=1</p> <p>The purpose of the scheme is set out in the Statement of Reasons. Although the injury accident record at this junction is good, road safety is always a major consideration and the proposed scheme design has already been subject to a Stage 1 / 2 Safety Audit. When the scheme progresses to construction the completed works will then be subject to a further Stage 3 Safety Audit.</p> <p>Also see comments 3 & 7</p>	<p>158</p>
<p>As yate is a busy environment when driving, walking, cycling or being on public transport, I find that it is making yate more congested by putting lights up either side of roundabouts making trouble for everyone such as the lights by the white lion and the lights on the link road, both of which have increased congestion when there was clearly a better answer. Road safety is important and I feel that by slowing people with more traffic lights will only try to speed them up in between making it more dangerous for those that dont/wont use pedestrian crossings.</p>	<p>See comments 3, 12 & 16</p>	<p>159</p>
<p>These comments are on behalf of Westerleigh Parish Council.</p> <p>The Parish Council supports the scheme.</p> <p>The only additional comment is the short deadline of the Consultation dates from issue to close meaning limited communication of the proposals</p>	<p>Thank you for your comments which have been noted for future reference.</p>	<p>160</p>

to members of the public in the Parish.		
I don't have a problem with the current layout, except that I realise the road is so wide when exiting onto Kennedy Way that it could appear I am straying across the left lane (I come from Westerleigh Road so am in the right hand lane). But at that stage no one can be in that lane except the people right in front of me waiting to come onto the roundabout.	See comments 1 & 3	161
<p>I have lived in Yate since 1976 and at this address since 1986. Therefore I have seen the development of the town over many years including the initial build of the roundabout system.</p> <p>I would say that I made a point at the public consultation at the time that I thought that a light controlled single roundabout was the solution then !</p> <p>Because we now have this roundabout system, I also think there should be a puffin crossing at the mid road bollards, half way between the Morrisons traffic lights and those at the White Lion.</p> <p>There are a considerable amount of pedestrians in The Glen, School Walk, Tynning Close, Templar Way and North Yate who cut through The Glen to get to the main shopping area by crossing at the bollards.</p> <p>Vehicles are constantly travelling above the speed limit and there have been several near misses for vehicles exiting The Glen, plus pedestrians nearly being hit as they get stranded on the mid road bollard island !</p>	<p>Thank you for your comments. Signalisation of the entire junction, or provision of a further puffin crossing where you describe is beyond the scope of this scheme but if you would like to request investigation of a specific traffic management measure or improvement you may do so via the following pages of the SGC public website, here: http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/</p>	162

<p>The traffic on the road going from Westerleigh road to the roundabout can already get hectic as is. Living in Lyndale road one of the offshoot roads of Westerleigh road, it can already be annoying trying to get out of my street. The puffin crossing will give peds the right of way which will result in slower traffic again.</p> <p>I do approve of the new road markings and signs as people don't tend to know the road layout, especially when going from Kennedy way to Station road, so many near misses with people using the offshoot lane that should go to Westerleigh road, but use it to go down Station road.</p>	<p>See comments 1 & 3</p>	<p>163</p>
<p>I DONT AGREE TO ANOTHER CROSSING ON KENNEDY WAY THE CROSSING YOU HAVE THERE NOW HOLD UP THE TRAFFIC AND CAUSES CONGESTION.</p> <p>A ONE WAY SCHEME AROUND YATE SHOPPING CENTRE MIGHT WORK BETTER TO KEEP TRAFFIC MOVING.</p>	<p>Provision of a one way system is beyond the scope of this scheme but if you would like to request investigation of a specific traffic management measure or improvement you may do so via the following pages of the SGC public website, here: http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/ Also see comment 3</p>	<p>164</p>
<p>I have 2 difficulties in this area - drivers don't get in to the correct lane to turn into Kennedy Way and often turn from the outside lane. It can be a NIGHTMARE trying to cross Kennedy Way, guessing which car is turning left, which one is going around the roundabout. I'd like to see a crossing.</p>	<p>Thank you for your comments. Also see comment 1</p>	<p>165</p>
<p>I have not really found a problem walking around this area using the crossings areas already available and think that more crossings may cause more traffic clogging in the area.</p>	<p>See comment 3</p>	<p>166</p>

<p>Why are you reducing the width of the road as you enter home orchard, it's completely irrelevant, at the moment it makes it alot easier to enter the left lane and either go into b&q or enter my street (home orchard). You are proposing I go into the lane for Morrisons and then get over in a short space of time before going straight over the next round about</p>	<p>See comment 2</p>	<p>167</p>
<p>1. If I'm approaching from Station Road, and I see "superstores" I would think is that B&Q, Morrisons, Tesco or just a subset? If its B&Q/Morisons its turn left. If its Tesco it might be Station Rd or Kennedy Way, usually for me Kennedy Way. So why would the sign effectively remove that choice? Superstores means means nothing to drivers. What is a superstore? Need to name it on sign. Or indicate Yate shopping centre both for Station road exit and Kennedy way exit as both routes are used by both drivers and walkers.</p> <p>2. The sign coming from Westerleigh Road says Chipping Sodbury right hand lane. So I get on the junction in right hand lane and unless there is another sign on junction, I stay in right hand lane and go along Kennedy Way. I'm local so I know to switch to left lane but why add this confusion? The sign from station road is correctly Chipping Sodbury on left hand lane, so should the sign from Westerleigh Road entrance.</p> <p>3. If you are going to add crossings/lights near junction, put them on the junction entrance and dont have a double stop for drivers. The junction at White Lion/Yate Shopping centre exemplifies the problem at busy periods. A roundabout with sets of lights 20 metres either side creates unnecessary double blocks. Put the lights on the junction not a few metres before/after.</p> <p>4. I see nothing here to improve this junction for</p>	<ol style="list-style-type: none"> 1. Both the proposed road markings and dedicated lane advance direction signs have been designed to be consistent with the existing map type direction signs further back from the junctions on each approach, referring to the same destinations. It is not permitted to use individual business names on the upright signs as that constitutes advertising - all roadside advertising is an offence under the Highways Act 1980, unless specifically permitted by the Highways Authority. 2. The proposed design helps separate traffic flows according to the demand at the junction – typically around 40% of traffic exiting Westerleigh Road turns left onto Station Road (A432) and a further 20% proceeds straight ahead into Home Orchard. The remaining traffic exiting Westerleigh Road turns towards Chipping Sodbury, (Station Road B4060 – 27%), and Kennedy Way (A432 – 13%). It is not feasible to direct motorists using the nearside lane 1 approach towards 3 different exit arms of the junction, leaving the offside approach lane 2 available only to traffic heading towards Bath (A46) via Kennedy Way (A432). Proposed road markings on the gyratory direct drivers towards the nearside, (leading to Chipping Sodbury), beyond the Home Orchard exit. 3. Locating the proposed puffin crossings closer to the junction is more likely to create congestion by blocking the roundabout gyratory. Also see comment 12 4. See comment 19 	<p>168</p>

<p>cyclists.</p> <p>5. If the diagram is indicating signs on the road, this doesn't work and is a waste of time. On busy roads you can't read them as you can't read signs on the road underneath the cars in front of you. Learn from the Americans, put the signs above the junction. If you want to make it easier for drivers to get in right lane and provide helpful information, put a diagram of the whole junction indicating the exit point for each destination on signs before the junction and going round the junction.</p>	<p>5. Map type advance direction signs are already in place on each approach to the junction. As stated above, both the proposed road markings and dedicated lane advance direction signs have been designed to be consistent with the existing map type direction signs, referring to the same destinations.</p> <p>Also see comment 48</p>	
<p>Great plan but; Traffic coming up to the roundabout from Westerleigh road is sometimes stopped due to traffic queuing on Station Road from Kennedy way. If there was a yellow box it would stop drivers blocking the road.</p>	<p>See comment 37</p>	<p>169</p>
<p>I raised my concerns about crossing on Poole Court when the new fuel station was erected. It is very difficult to cross here with the constant stream of traffic entering and leaving Morrisons as you have little time to negotiate the traffic. You cannot cross further up as there are often lorries parked and you have to be 1/2 way across the road before you can see. It is exasperated when Morrisons are doing a cheap fuel deal. This is also leads to the blocking of the exit for Home Orchard and we can't leave the cup de sac due to incompetent drivers not leaving a gap. I fully support the new road marking forcing people leaving Morrisons or coming from station rd to have to go left as I have seen so many near misses when they decide to drive towards Bath and cut off the people from Station Rd also travelling in the same direction. I think the new signage will be very helpful. I think a pavement alongside Kennedy way would be more useful as it is very slippery when wet and</p>	<p>See comment 143 concerning Poole Court.</p> <p>Provision of a new footway on Kennedy Way is beyond the scope of this scheme but if you would like to request investigation of a specific traffic management measure or</p>	<p>170</p>

<p>many people wouldn't need to cross if they could walk along that side of the road. The bus used to stop there, i wonder if that is why it no longer does? People going to the leisure centre or shops wouldn't need to cross twice. If they did they could cross at the existing crossing for Courtyard surgery and Lidl etc.</p>	<p>improvement you may do so via the following pages of the SGC public website, here: http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/ In the meantime your comment will be forwarded to the Traffic Management (Assess and Decide) team for information.</p>	
<p>Total Waste of Money</p> <p>Why here? There have been no accidents or incidents, or near misses at these junctions</p> <p>Has anyone studied the movement of traffic here!</p>	<p>See comment 3</p>	<p>171</p>
<p>I agree in principle, would be happy to see my concerns answered</p>	<p>Thank you for your comments.</p>	<p>172</p>
<p>There does not seem to be any segregated cycling infrastructure which would further benefit the scheme.</p>	<p>Provision of new segregated cycling infrastructure is beyond the scope of this scheme but if you would like to request investigation of a specific traffic management measure, you may do so via the following pages of the SGC public website, here: http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/ In the meantime your comment will be forwarded to the Traffic Management (Assess and Decide) team for information.</p> <p>Also see comment 19</p>	<p>173</p>
<p>Putting in more lights and crossing will cause more congestion not ease it as there are already enough in the area. on a daily basis you see people who will not walk a couple of yards to us a proper crossing they will cross somewhere else and then have to run to avoid the traffic. I feel this is a waste of money, better spent on teaching people how to cross the road properly.</p>	<p>See comments 3, 7 & 12</p>	<p>174</p>

<p>Definite need for clearer road markings on Westerleigh Road on approach to roundabout. Have seen people walking on grass verge parallel to leisure centre, opposite magistrates court. Can a tarmac footpath be installed on this side?</p>	<p>See comments 48 & 170</p>	<p>175</p>
<p>Great work with the markings my concerns are that peds will not walk the few meters away from the RAB on westerleigh rd to use the crossing and that those drivers entering westerliegh rd from the RAB may have to break very hard to stop for the crossing due to limited sight lines</p>	<p>See comments 86 & 158</p>	<p>176</p>
<p>My main concern is access while the works are carried out. I need to be able to get in and out of Home Orchard easily and hope there will be minimum disruption while changes are made.</p>	<p>Access to residents and businesses accessed via Home Orchard will be maintained during the works.</p>	<p>177</p>
<p>as far as I recall there has been no fatality's or serious injuries to pedestrians so do not see the need for adding the puffin crossings .as this will add to the congestion in and around Yate centre.per haps the suggestion of this change has come from people that do not live.work ,or drive around yate on a daily basis, at school times it is a nightmare travel.</p>	<p>See comment 158</p>	<p>178</p>
<p>To expand on my answer to question 6, traffic approaching/leaving B&Q and Morrisons travel at such a speed, that crossing Home Orchard on an informal crossing would still be a safety issue for pedestrians. A zebra crossing just before the entrance to B&Q would provide a much safer option, whilst still allowing the free flow of traffic to and from the roundabout/junction. With an informal crossing (as proposed), there is still confusion for pedestrians as drivers do not indicate to make clear their intentions when using/exiting the roundabout.</p>	<p>The northbound entry into Home Orchard is considered more hazardous to cross than the southbound exit, which has better forward visibility of the approaching traffic – consequently the carriageway narrowing / footway widening is proposed on the northbound entry side. A crossing point further north, near the entrance to B & Q, would be several metres away from the existing observed pedestrian desire line. Also see comments 2, 12, 66, 67, 127 & 131</p>	<p>179</p>

Tim Gregory

Interim Director for Environment & Community Services, Streetcare, Transport & Waste, PO Box 1954, Bristol, BS37 0DD

Tel: 01454 868004 Email: transportservices@southglos.gov.uk

www.southglos.gov.uk

<p>Both the interests of pedestrians and road traffic need to be considered together. The whole junction is confusing and dangerous for all users, traffic lights for vehicles would be far safer than the current free for all. There is infinitely more road traffic than pedestrians wanting to cross the roads. Inconveniencing the majority for the sake of the minority seems to be addressing the problem the wrong way around.</p>	<p>See comments 3, 16 & 18</p>	<p>180</p>
<p>Good idea, should make the Roundabout less confusing for people.</p>	<p>Thank you for your comments.</p>	<p>181</p>
<p>Pedestrian crossing that require traffic to stop should be moved further from the junction to allow more cars to clear the roundabout prior to having to stop. A great example of this effect is the crossing on the Filton Abbeywood roundabout when somebody uses the light crossing, heading towards the M32 past UWE. This requires large numbers of traffic to stop just to let a single pedestrian cross, causing huge tailbacks. It would be a shame to see this issue occur in multiple directions around this area. This would in turn have the opposite effect that is intended and potentially worsen the traffic situation. Otherwise, all suggestions are sensible. Particularly changes to road and floor signs.</p>	<p>See comments 3 & 12</p>	<p>182</p>
<p>Before improving road schemes like this south glos needs to prioritise itself on improving the state of the road I am fed up with my car suffering due to the disgusting state of our roads. I have just come back from Cornwall and their roads are in top condition. So this is a priority for south glos to do before altering roads schemes that are working fine.</p>	<p>Reports of potholes or an otherwise damaged road surface may be submitted to South Gloucestershire Council via the following page of the public website: https://my.southglos.gov.uk/ServicePage.aspx?servicePath=&JScript=1 Also see comment 7</p>	<p>183</p>

<p>Can we know what you can propose for the existence of pavement cyclists please? People find that they are a nuisance and can see that there is a danger of collision at any time. It would be better to have designated cycle path markings along Station Road, Yate. I apologise if this suggestion is not relevant to the scheme being consulted on, but it is certainly relevant to the safety of pedestrians.</p>	<p>See comments 19 & 173</p>	<p>184</p>
<p>I am also a pedestrian, but I could only choose one of the above. I'm very much in favour of this as I regularly risk my life crossing the roads around this roundabout/junction.</p>	<p>Thank you for your comments.</p>	<p>185</p>
<p>Unfortunately all these consultations lack vision and modern planning. You put drivers first and everyone else is forced to use the same mode of transportation. Changes suggested are an improvement but in such a miniscule that it's just sad. Encouraging active commute and waling to the shopping centre should be your priorities. This would lower amount of cars on the road and would make Yate muchm more people friendly place. It's such a beautiful town and it's sad to see you give it up to cars . It's impossible to walk to the shops. Why you won't change and improve the town for it's residents is beyond me.</p>	<p>See comment 16</p>	<p>186</p>
<p>I was hoping to see a puffin crossing by the entrance to b&q and Morrison's. I see many near misses here where drivers fail to indicate.</p>	<p>See comment 179</p>	<p>187</p>
<p>Concerned there is not a crossing in Station Rd by B&Q. There appears to be a missing link for pedestrians</p>	<p>See comment 13</p>	<p>188</p>

<p>I think an ordinary non light controlled crossing is the best option and not be an extra expense.</p>	<p>See comment 66</p>	<p>189</p>
<p>The addition of further traffic lights on the already heavily traffic light station road and surrounding roads, will create further traffic flow issues and longer queues. To add further lights when there are some already located within the area on station road and Kennedy Way would just add to further traffic congestion.</p> <p>It can take approximately 20 minutes to get along station road in the morning and 30 minutes on an evening. Additional lights will push these times up,</p>	<p>See comment 3</p>	<p>190</p>
<p>I have lived on Westerleigh Road for 14 years and have noticed how much busier the roads around this area are, it would be nice if there was some way to reduce the amount of traffic going through, peak times now is just grid locked.</p>	<p>See comments 3, 16 & 142</p>	<p>191</p>
<p>Home Orchard needs a dedicated pedestrian crossing somewhere along the road between B&Q and Morrisons. The current road is unsafe as cars use incorrect signalling and lanes, often turning into Home Orchard without signalling. The cars move too fast for the elderly and for parents with young children and pushchairs, and the system is too confusing for children making that particularly crossing area a danger. I don't think these current proposals go far enough in dealing with this.</p>	<p>See comment 179</p>	<p>192</p>
<p>I suggest that the central 'cut through' on the extended roundabout for traffic heading to Westerleigh Road be closed off, allowing all traffic to use a simple roundabout system. This avoids frequent delays on the major route to allow for</p>	<p>A junction re-design is beyond the scope of this scheme but if you would like to request investigation of a specific traffic management measure or improvement you may do so via the following pages of the SGC public website, here: http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/</p>	<p>193</p>

<p>possible traffic heading across the traffic stream taking priority. One simple scheme will improve all traffic flow. It will also allow the Authority to use standard traffic lanes instead of the non-standard lanes proposed. A simpler traffic system will be more easily understood by drivers, particularly those unfamiliar with the area and the non-standard nature of this roundabout.</p> <p>The traffic currently leaving Home Orchard and heading beyond the Station Road exit often (incorrectly) uses the left turn lane to exit across oncoming vehicles already on the roundabout (effectively undertaking) resulting in possible collisions on the entry to Kennedy Way. Building a high kerb where the proposed chevrons are being introduced between Home Orchard and Station Road would prevent this frequent occurrence.</p>	<p>Although providing kerbs in this area would make it more difficult to enter Kennedy Way from the near side, (left turn), lane in Home Orchard, this measure is not considered essential, would represent an additional cost to the scheme and would create a new type of hazard that doesn't currently occur. The proposed hatch markings will help guide drivers in the nearside lane towards Station Road (B4060) – rather than Kennedy Way. Although hatch markings do not physically prevent drivers in the nearside lane from accessing Kennedy Way, if kerbs were used in place of the proposed hatch markings then drivers finding themselves incorrectly in the nearside lane and wishing to enter Kennedy Way may collide with the kerbs.</p>	
<p>Absolutely fine as it is at the moment. It's been like it for as long as I can remember and never had any problems with it as either a pedestrian or driver. Way to many traffic lights in Yate as it is causing way to much disruption. Please leave things alone.</p>	<p>See comment 3</p>	<p>194</p>
<p>The "Superstore" lane from Westerleigh Road is promoting the same dangerous driving currently being seen by drivers approaching the queue of traffic that builds on Westerleigh Road and then choose the outside lane to overtake and turn into the Superstore. Also, someone who incorrectly uses the "Superstore" lane will put people in the know of the lane in a more dangerous position than they are in currently because people know that both lanes often drive to Station Road. I see accidents and near misses at this junction on an often basis and I drive as per the theory test teaches and often find myself being shouted at by other drivers who think the dangerous and historic</p>	<p>See comment 28</p>	<p>195</p>

Tim Gregory

Interim Director for Environment & Community Services, Streetcare, Transport & Waste, PO Box 1954, Bristol, BS37 0DD

Tel: 01454 868004 Email: transportservices@southglos.gov.uk

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<p>lanes are the correct lanes. If I approach a two lane roundabout and can see two lanes on an exit I know that I have to be in the left lane to use the left lane on the exit. This lane goes to Station Road and therefore I feel you should ONLY use the 2nd lane to go to Kennedy Way ONLY. I am not alone in this and recently found myself in a road rage incident where I was going to Station Road and approached from Westerleigh Road in the left lane. I crossed the roundabout and followed the lane straight to which a driver who sped down the right lane from Westerleigh Road was hoping to overtake me at speed to go down Station Road also. A near miss occurred and the driver decided to get out of their car at the traffic lights on Station Road to have a go at me and I fear he would have assaulted me if other drivers did not intervene and agree that I was in the correct lane and driving safely.</p>		
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Comments received via e-mail, (no questionnaire completed)

- 1) Felt that there should be more local signage – ie to Town Centre / Shopping Centre / Car Parks.....just showing through signs not enough for people that might not be local.

SGC RESPONSE – Further improvements to the direction signage for general traffic is beyond the scope of this scheme but if you would like to request investigation of a specific traffic management measure or improvement you may do so via the following pages of the SGC public website, here: <http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/> An investigation into way finder signage for pedestrians and cyclists to Yate Town Centre, (scheme FV162), has recently been completed – several new signs have been designed and the Council is now actively pursuing ways of funding their installation. More information is available from the Traffic Management (Assess and Decide) team. Also see comment 168.

- 2) Puffin Crossing on Kennedy Way – slight concern about it being quite close to junction – although understand that if it is pushed any further along road it could deter people from using it....

SGC RESPONSE – see comment 12

- 3) Crossing between Morisons / B&Q....again quite close to the junction...which could lead to congestion on the roundabout.

SGC RESPONSE – see comments 2, 3 & 12

Future Programme

The initial consultation was carried out to inform local residents and others about the proposed scheme and to ensure that their comments and concerns are considered at an early stage.

In view of the support shown for the scheme, the next stage will be for South Gloucestershire Council to formally advertise the proposed puffin crossings. This involves preparation of legal documents, placing notices in the local paper and along the affected roads, and also publishing details on the Council's website, giving people an opportunity to formally object to or support the proposed scheme. Detailed design of all elements of the scheme, including full investigation of the buried services in the area of the proposed works will continue in the meantime.

Depending on the outcome of the advertisement, it is anticipated that works will commence on site during early 2019. However, if objections are received during the advertisement stage, South Gloucestershire Council will be required to report objections to the Director of Environment and Community Services for a decision on how to proceed.

Tim Gregory

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www.southglos.gov.uk