South Gloucestershire Council

Statement of Reasons

South Gloucestershire Council

Delivering for you

North Yate Highway Improvements –

Background

Following the construction of the Ladden Garden Village development and developments at Peg Hill, there are developer funded monies available to improve local highway, pedestrian and cycle facilities within North Yate. These include capacity improvements, pedestrian crossing facilities active travel schemes, traffic calming measures and 20mph speed limits.

Purpose of Scheme

The purpose of this consultation is to gather views from residents and road users on a package of four proposed highway improvement schemes funded through Section 106 developer contributions. These developer contributions are allocated to South Gloucestershire Council to spend on highway improvement projects only. The proposed schemes are intended to mitigate the impact of local development and improve the safety and efficiency of the transport network for motorists' cyclists and pedestrians. To achieve this, we have developed several schemes, including:

- Increasing capacity at key junctions along Goose Green Way.
- Upgrading and extending the active travel network on Randolph Avenue and Goose Green Way.
- Providing new and improved pedestrian crossing facilities on Randolph Avenue and Goose Green Way.
- Introducing traffic-calming measures and 20mph speed limit on Eastfield Drive.
- Exploring the potential signalisation of the Southfield Way & Wickwar Road junction

Proposed Schemes

Capacity improvements at Broad Lane and Greenways Road junction traffic signals on Goose Green Way

Development in the area has led to increased traffic demand, resulting in congestion and extended delays at key peak times. The scheme is looking to Enhance capacity at the junction by providing additional traffic lanes, revised signal phasing, and optimised lane arrangements. This is necessary to maintain traffic flow and ensure that the junction continues to operate safely and efficiently. These upgrades are being proposed to mitigate the additional vehicle trips generated by nearby development.

Active travel infrastructure improvements

To support sustainable transport objectives and encourage a shift to walking, wheeling, and cycling, especially for children attending the Brimsham School, improvements to active travel routes are proposed. These enhancements aim to provide safer, more accessible, and more attractive facilities for non-motorised users. By delivering high-quality infrastructure funded through Section 106 obligations. The scheme will allow people

making shorter journeys to the local schools and Yate town centre to walk or cycle safely. This will also help to reduced congestion at peak times on the junctions along Goose Green Way. The active travel scheme includes upgrades to the existing route along Goose Green Way and also the provision of new crossing facilities including a new parallel crossing at the south end of Randolph Avenue, a new diagonal 'scramble' type crossing of the Broad Lane and Greenways Road junction and a parallel crossing on Station road to allow easier access to Yate town centre.

Eastfield Drive Traffic Calming and 20mph speed limit

In response to increased local traffic arising from development, traffic calming measures in the form of speed tables are proposed along Eastfield Drive to improve road safety and reduce vehicle speeds. These measures are designed to create a safer environment for pedestrians, cyclists, and residents. There is also a new crossing facility proposed to the south of Pear Tree Hey along with a 20mph speed limit. The improvements also support the broader objectives of creating safer neighbourhoods and reducing the risk of collisions.

Southfield Way Wickwar Road junction signalisation

The existing priority junction of Southfield Way with Wickwar Road currently operates under give way control on the Southfield Way approach. This junction can be difficult to pull out from, particularly during peak periods when traffic flows on Wickwar Road are high.

Drivers exiting Southfield Way can experience difficulty finding acceptable gaps in traffic, leading to excessive waiting times, risk-taking behaviour. These issues are exacerbated by traffic volumes, and turning movements at the junction, which collectively reduce driver confidence and increase the potential for conflict. The proposed scheme introduces traffic signal control at the junction. Signalisation would provide a more balanced allocation of road space, regulate conflicting movements. The introduction of signals is expected to improve safety for all users by reducing conflict points, improving driver compliance, and making vehicle movements more predictable.

The following roads are affected by this scheme:

- Greenways Road
- Goose Green Way
- Broad Lane
- Randolph Avenue
- Southfield Way
- Wickwar Road
- Randolph Avenue
- Peg Hill

Drawing Reference

Drawing number T438-555-060 to 062 shows the proposed Goose Green Way junction improvements. Drawings T438-555-070 to 076 show the proposed active travel scheme, Drawings T438-555-080 to 081 show the proposed signalisation of the Wickwar Road and Southfield Way junction and T3438-555-090 to 091 show the Eastfield Drive proposals.

Timescale

Depending upon the result of the public consultation and advertisement of the proposals it is hoped that construction of the proposed scheme will commence during the 2027/2028 financial year. It is likely that implementation of all elements of the project will take until 2029/30 to complete.