South Gloucestershire Council

Yate station connectivity

Engagement report

February 2026

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Executive summary

South Gloucestershire Council is developing proposals for a new walking, cycling and wheeling route linking Ladden Garden Village with Yate Railway Station, aiming to improve safety, accessibility and sustainable travel options.

Public engagement ran from November 2025 to January 2026, with 92 survey responses received.

Travel behaviours show:

- High car dependency (82.6%),
- Significant walking (67.4%) and cycling (42.4%) activity.

Perceived benefits:

Public opinion is somewhat divided. While **some residents support investment in walking and cycling**, many express **scepticism** about the effectiveness and value of the proposals.

- Majority (approx. 52–56%) believe proposals will **make travel safer and easier.**
- 55.7% think it will be **safer and easier for people using wheelchairs**, mobility scooters or other mobility aids to get around.

- Around 40% think it could **encourage more active travel**/public transport use.
- Supporters highlight **improved safety, better connectivity, health benefits, and enhanced access** to the station.

Key concerns:

Some people question the value for money of the scheme.

- **Limited perceived use** of cycling/walking facilities,
- **High costs** of work and **potential disruption** during construction,
- **Increased journey times** for drivers.

Practical issues raised:

- Proposals for Broad Lane do not go far enough to ensure safety,
- Requests for more/safer crossings,
- Concerns about parking and visibility,
- Potential issues exiting and turning into residential side streets,
- Desire for continuous, direct active-travel routes,
- Stronger enforcement of 20 mph limits.

Wider priorities beyond this scheme:

- Fixing potholes,
- Improved footpath maintenance,
- Stricter enforcement against speeding and inconsiderate parking,
- Better public transport.

Yate Town Council provided a detailed response. The council is supportive of the scheme but highlight design considerations to improve safety and use.

Background

South Gloucestershire Council is developing proposals for a new walking, cycling and wheeling route between Ladden Garden Village and Yate railway station. The scheme has been designed to make it safer and easier for people to walk, wheel or cycle to local destinations and to connect new housing with key facilities and transport links.

The proposals are at an early stage, but feedback was sought from people living in the area to consider support for improvements and to help identify any practical challenges to delivering the current designs for the scheme.

The scheme proposes the following enhancements to improve accessibility and safety:

- Measures to improve accessibility at side roads along Longs Drive and Celestine Road to provide a walking and wheeling route suitable for all.
- Continuous footways to provide priority for walking, wheeling, and cycling at side roads on Greenways Road.
- New safer crossing points on Greenways Road and Cranleigh Court Road.
- New on-carriageway cycle route along Broad Lane.
- New segregated cycleway on Greenways Road.
- Removal of two parking bays opposite Little Oaks Day Nursery to improve visibility and safety and allow for a safe crossing point to be installed.
- New on-carriageway cycle route along Celestine Road through to Longs Drive.
- Raised tables and a proposed 20mph speed limit on Longs Drive and adjoining residential roads to manage vehicle speeds.

The public engagement

An online CommonPlace site was created to provide background to the project. Maps of the route and descriptions of the proposed improvements were shared to help people provide informed feedback. Having reviewed the proposals, people answered a series of questions asking whether they felt the scheme would deliver benefits and if the design posed practical challenges.

Respondents could provide feedback either via an online survey on this site or by completing a paper survey response between 25 November 2025 and 30 January 2026.

The engagement was widely promoted through various channels including promotion on social media and it was highlighted in the council's resident newsletter.

Survey respondents

92 people completed the survey. The results of this engagement are not statistically representative of the views of Yate residents due to the low response rate and the nature of the methodology used.

Accepting these limitations, the information gathered and views obtained provide a useful indicator of wider opinion and important issues that need to be considered.

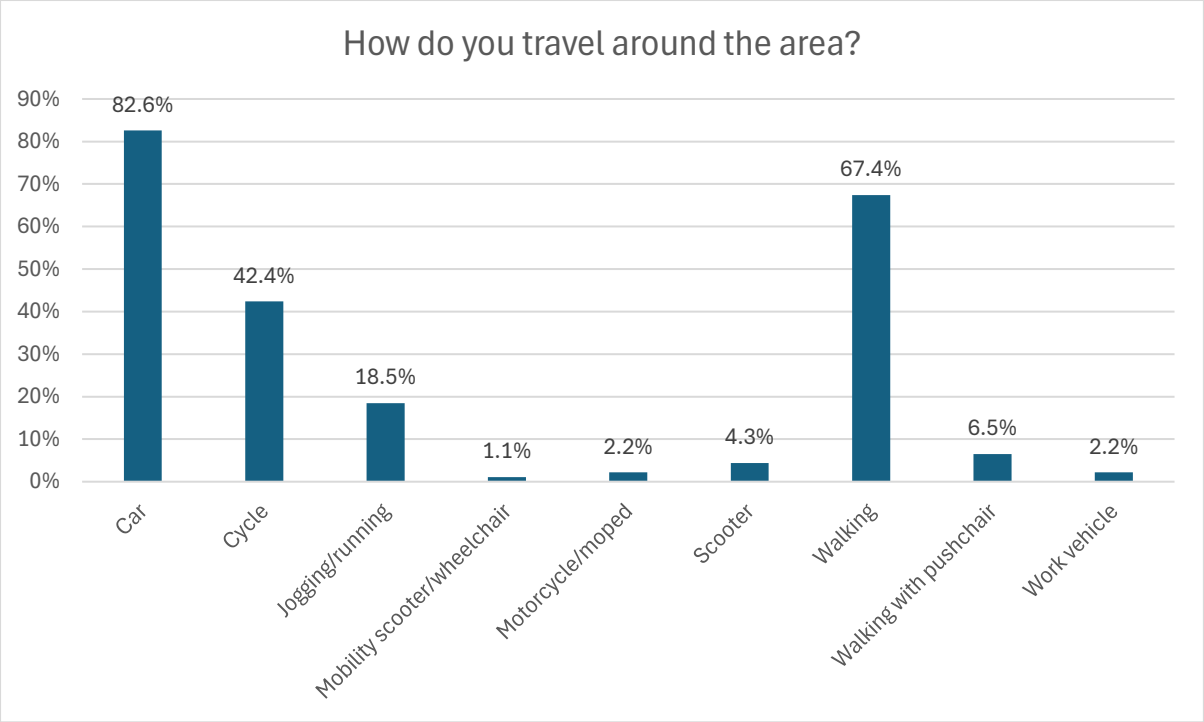
The response rate is not high enough to allow meaningful comparison of responses of different demographic groups. The survey specifically asks about the potential impact of the changes for people with additional mobility needs. This analysis is reported below; there are no comments to suggest that any individual group would be negatively impacted by the proposals.

Due to the software used and the different response options open to respondents, it was possible for people to submit more than one response. This was monitored and there is no evidence of individuals submitting multiple responses.

Personal information and comments that can identify individuals, have been removed from the analysis. Percentages used in this report have been rounded and may not add up to exactly 100%.

Respondents' travel patterns

People were asked when travelling locally how they would usually get around. They could select multiple travel methods, recognising that they may not always do the same thing.



Car dependency is high amongst this group, with 82.6% of respondents indicating that they use a private vehicle to get around. However, there were also several active travellers who responded, with just over two-thirds (67.4%) walking, 42.4% cycling and 18.5% who said they ran or jogged.

Additionally, 6.5% of those who completed the survey had experience walking with a pushchair. Given the aims of the improvements, it would have been helpful to hear from more users of wheelchairs and mobility scooters.

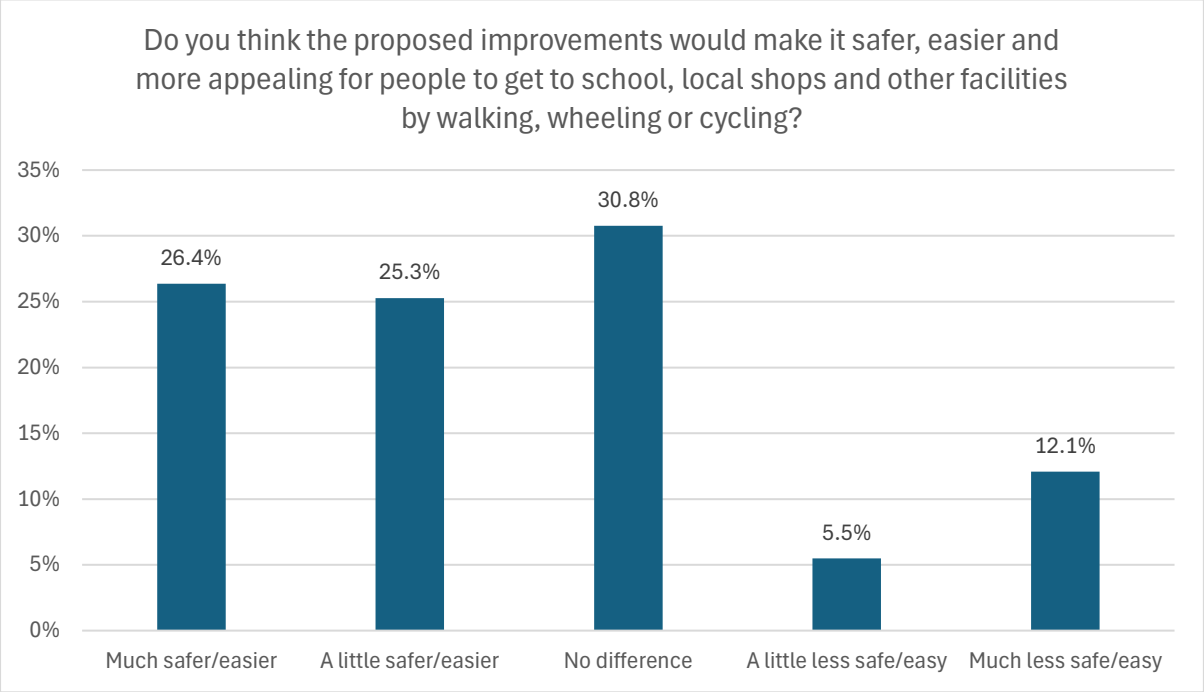
Do people think the scheme could deliver positive outcomes?

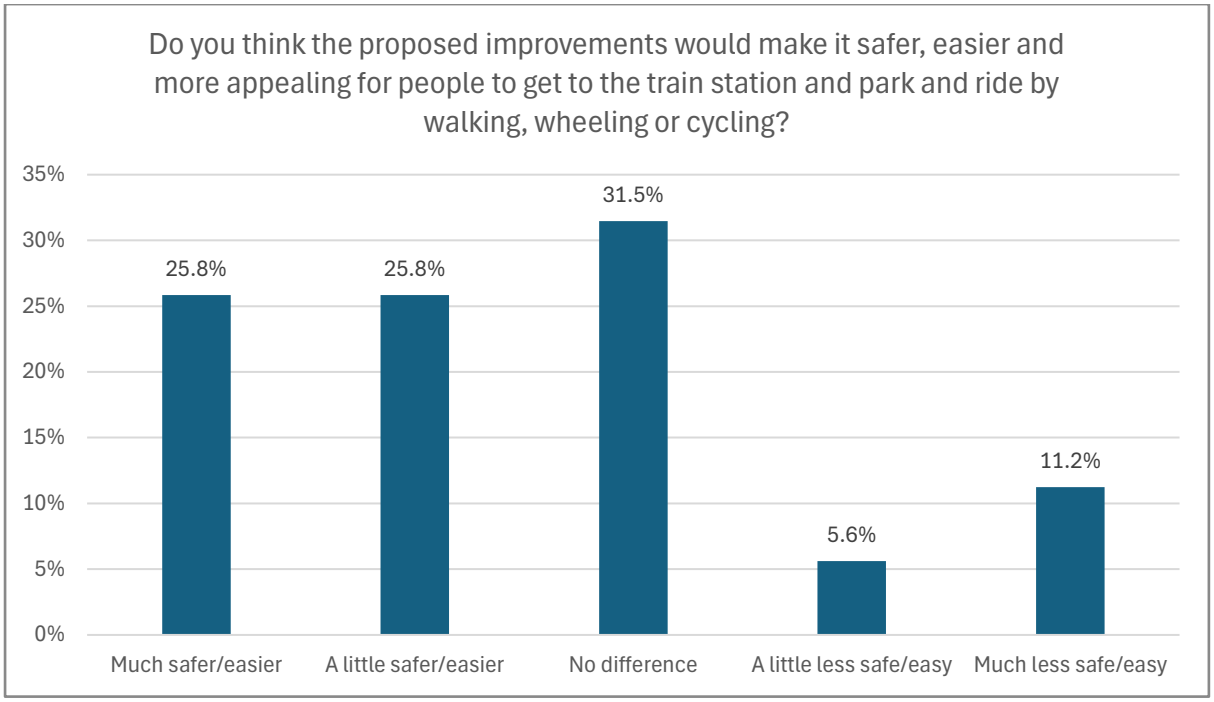
The survey asked respondents the extent to which the proposals could deliver positive outcomes in making getting around safer and easier. They were then asked whether they thought as a result more people would opt to get around using active travel or public transport.

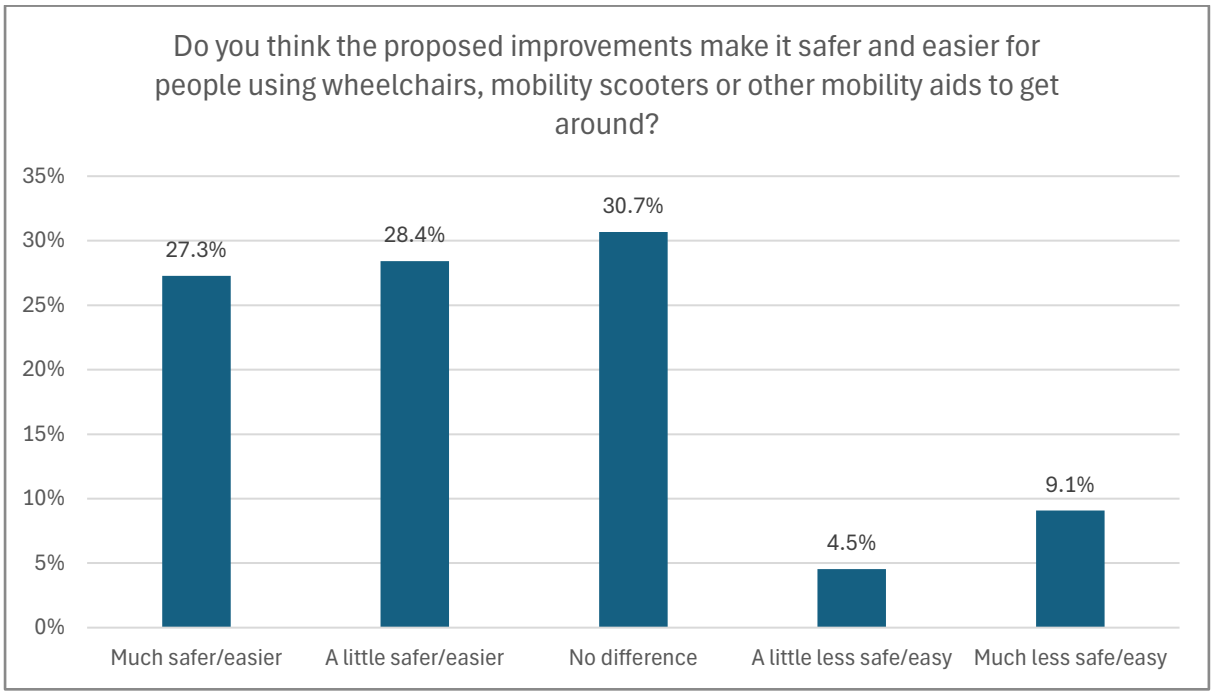
Making travel safer and easier

Three questions were asked to assess the extent to which people thought the proposals would make it easier and safer to get around:

- If it would be easier to get to shops, school and other local facilities by active travel,
- If it would be easier to get to Yate train station by active travel, and
- If it would be easier and safer for people in wheelchairs and mobility vehicles to get around. Each of these questions solicited a very similar response.



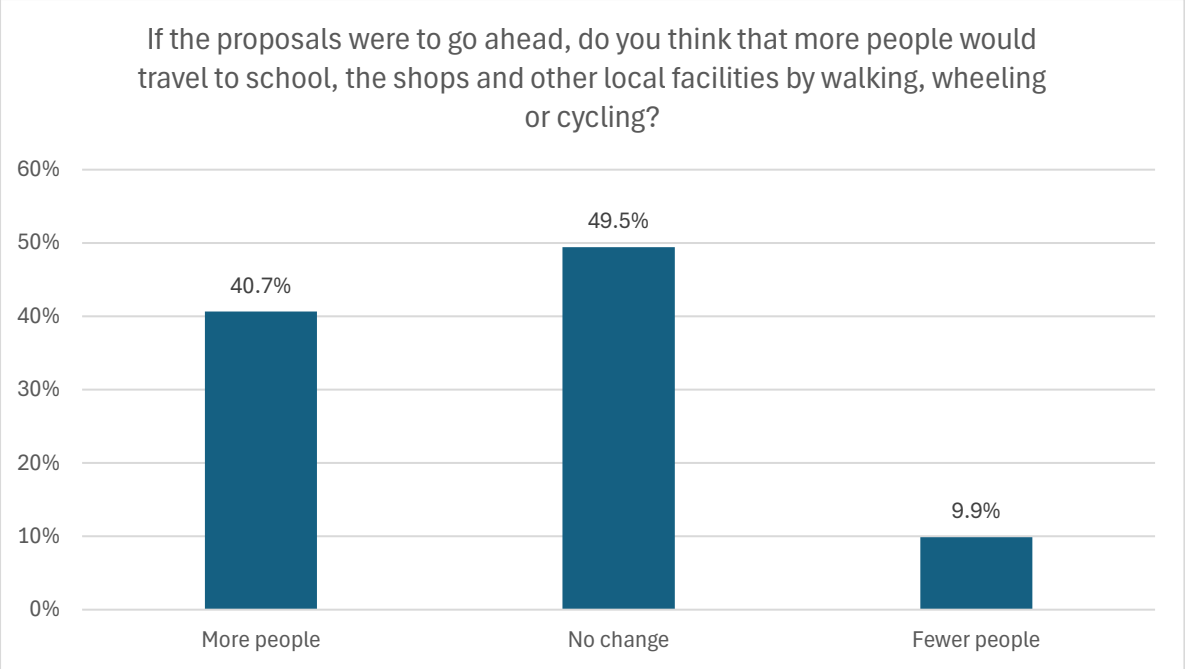


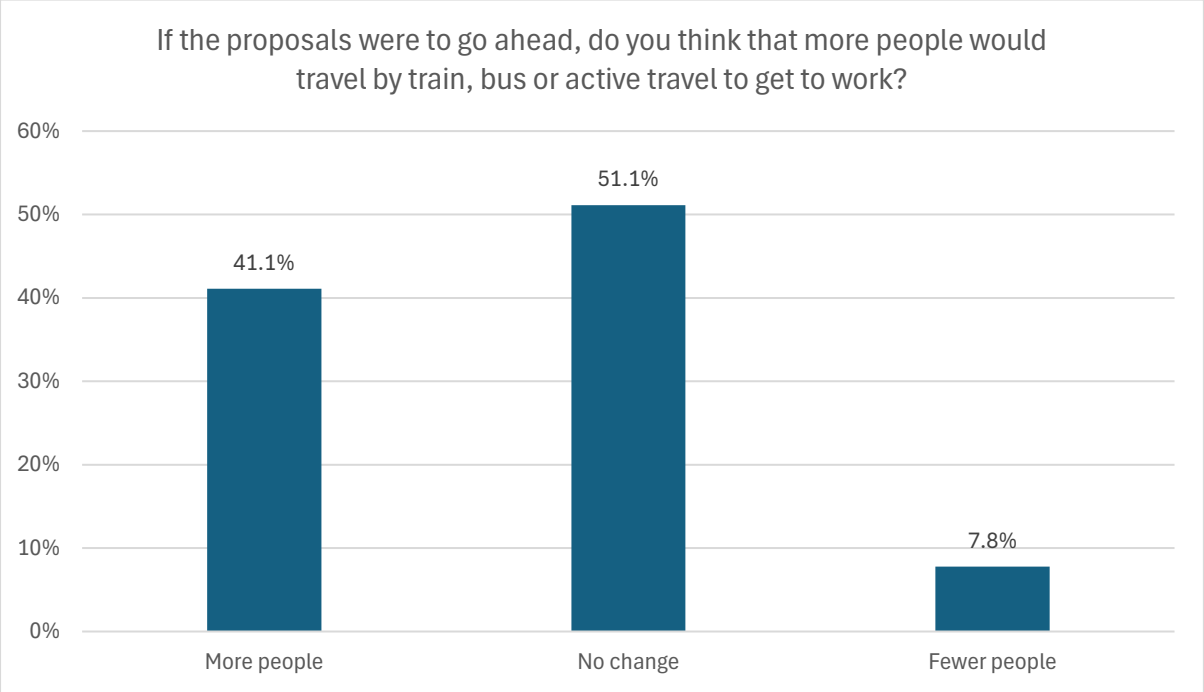


In each case, the majority (between 51.6% and 55.7%) felt that the proposals would make it safer and easier. Approximately 30% of people felt there would be no difference and between 13.6% and 17.6% of respondents said that they thought the changes would make things worse.

Encouraging active travel and use of public transport

A similar pattern was observed when people were asked whether they thought the proposals could encourage more walking, wheeling and cycling, or use of public transport.





Around 40% of respondents thought that more people would choose active travel or public transport, half didn't think there would be much of a change, and just under 10% believed that the changes could deter alternatives to private vehicles.

What is driving these perspectives?

It is clear from the above graphs that whilst many people welcome the proposals, there are others who are more sceptical. The views are partly driven by practical considerations related to this scheme, but from reading the commentary, it is clear that some feedback is driven by more fundamental views on active travel in general.

Those in favour welcome the ambitions behind the proposals, highlighting potential benefits:

- Dedicated active travel infrastructure improves safety for those using it.
- Having a network of safe, continuous, and well-designed walking and cycling routes encourages more people to choose active travel.
- Improving active travel connections to key destinations reduces local congestion and can increase spending in local shops and facilities.
- Investment in sustainable transport delivers wider health and environmental benefits.

"I regularly use the route to walk and run to the train station. Having a cycle route that connects to the main cycle route would be a big positive for me to cycle to the train station. The walking infrastructure upgrade is sorely needed as the pavements and crossings are sparse."

However, some residents do not recognise the potential benefits, and express concerns about:

- Limited use of cycle and footpaths and therefore poor value for money of investment.
- Disruption for motorists and residents during construction.
- Potential increased journey times for drivers.

"There are already too many cycle lanes. Very few people use them and they are a waste of money. Putting in a cycle lane means less room for cars, which makes it less safe for those who use cars, having less of the road to be able to drive."

Investment focused on improving bus services was seen as a higher priority for many if the aim was to encourage alternatives to journeys made by private vehicle.

Potential benefits of the proposed scheme

Those who support the proposals believe that they would make it easier to get to Yate train station and they would improve safety for different road users.

"I really want the improvements to be made as the current status quo actively discourages people to walk or cycle and makes it all but impossible to get around for those with impaired mobility."

In their detailed response to the proposal, the local town council express their support for the scheme and wider efforts to improve active travel in Yate. They believe the connection from Ladden Garden Village to the train station is a much-needed route to link the new residential area to the national rail network.

Pedestrian crossings

New and enhanced pedestrian crossings are generally welcomed as a means of improving safety, though some people would be more assured if the proposals made greater use of zebra and light controlled crossings. Others asked for additional crossings in specific locations including:

- At the roundabout on Broad Lane near Brimsham Green school,
- At the roundabout between Goose Green Way and Randolph Avenue,
- Additional crossings on Cranleigh Court Road,
- Additional crossings on Greenways Road (additionally, one respondent felt the proposed positioning of a crossing on this road was problematic)
- Randolph Avenue,
- Gravel Hill Road footpath.

The benefits of an active travel *network*

Six people commented that the real benefits will only come once the different footpaths and segregated lanes across Yate are joined into a network connecting the different parts of the town and then linking up with other areas. They welcomed these proposals as supporting that process.

> **"I have two children who will be going to college in a few years. Currently from Ladden Gardens there is limited buses to colleges in Filton, and long bus routes to Bristol. By having quick easy access to train station, this would open up education and work opportunities for lots of people."**

In contrast, four people felt that this scheme offered only limited benefits and that there were other roads or journeys which could deliver more transformative benefits with investment in active travel infrastructure.

> **"Much better to spend the money on a footpath/cycle way between Westerleigh and Yate."**

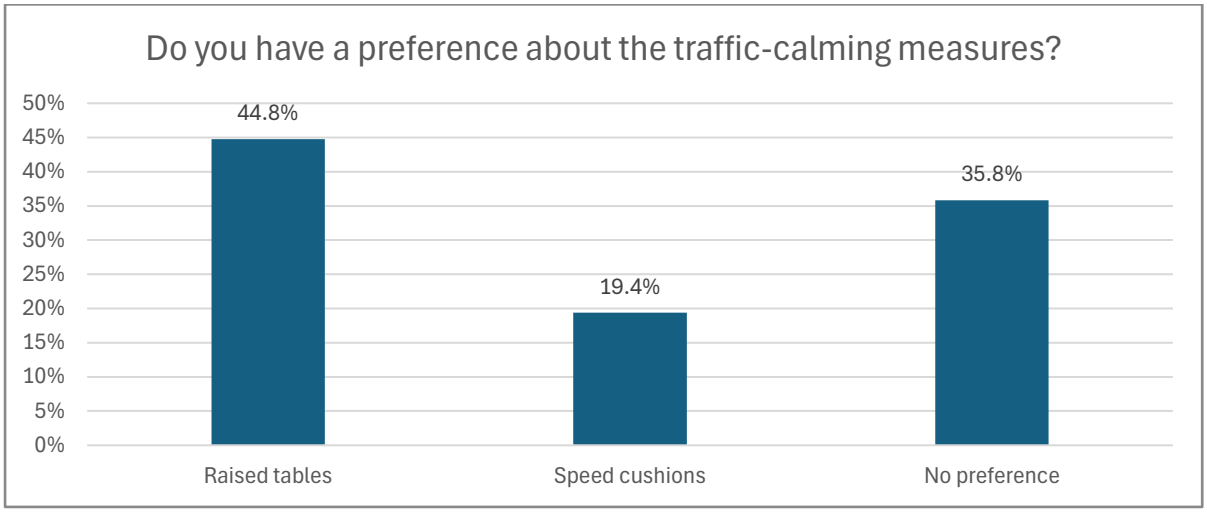
One person thought that the major issue for active travellers accessing Yate train station were the roads and junctions directly outside the station, which are not addressed by these proposals.

Tackling speeding vehicles

Irrespective of their views on the proposals, local people recognise that there are issues with speeding on some roads, especially Cranleigh Court Road, Greenways Road, Longs Drive and Randolph Avenue. Any measures which helped slow down vehicles were considered helpful. However, where 20mph limits are in place, these are not seen to be enforced and respondents didn't think they were especially effective – if new 20mph limits are to be introduced, stronger enforcement is seen as a priority.

Views on traffic-calming measures

Of those expressing a preference, there is much stronger support for raised tables (44.8%) over speed cushions (19.4%).



Those advocating raised tables say:

- They are more effective in slowing down traffic – people felt that drivers (especially those driving larger SUV vehicles) could avoid speed cushions without slowing down.
- Speed cushions can lead road users to weave across the road to dodge the raised areas, creating safety issues. Respondents were concerned that on some parts of the route parked vehicles narrow the road and obstruct visibility and speed cushions would not be appropriate there.
- Speed cushions can cause uneven damage to tyres, requiring them to be replaced sooner.

Some people are opposed to both, highlighting potential damage to car suspension and more noise and environmental damage caused by more frequent braking and accelerating. Tougher enforcement of consistent speed limits is their preference.

Improving accessibility for people with mobility issues

Potential benefits in improving accessibility were viewed positively. The main priority was to ensure pavements have a level, smooth surface, and are wide enough. A couple of people highlighted concerns on Broad Lane in this regard. Tackling pavement parking and clearing vegetation from footpaths regularly was another ask.

"The current route to get between home and nursery involves going over the road bridge with a total of 28 steps. There are cycle rails, but we use a pushchair and it is incredibly difficult. We would welcome anything that makes this route easier and safer for all."

People highlighted a couple of places where there were gates or bollards, which restricted access for cargo bikes and mobility vehicles. Respondents also mentioned areas near Brimsham Green school where there were no dropped kerbs at main crossing points.

"The footpath on Broad Lane is very narrow and you often have to use the road. The junction by the Brimsham school gates and outdoor centre is not very accessible and again you have to use the road instead of the pathways."

A couple of people didn't want shared-use pathways, which require pedestrians and wheelchair users to share space with faster moving cyclists and scooter riders. This was especially problematic in busy areas like outside schools. Physically segregated paths for different users were preferred.

Other specific suggestions for potential improvements included:

- Levelling the concrete parking space at the end of Longs Drive,
- More accessible footpaths throughout Ladden Garden Village and extending wheelchair access to the top of the development.

Practical considerations and concerns

The main concerns raised by survey respondents have been grouped into themes below. People living in the area also provided helpful suggestions about how the scheme design might be adjusted and enhanced to deliver benefits whilst minimising disruption for residents and motorists.

Officers working for Yate Town Council conducted a walking study of the route, and in their response highlight practical considerations and potential improvements. Many of the points highlighted by residents are echoed in the council's detailed response, which appears in Appendix 2.

Measures proposed for Broad Lane

There were several comments specifically related to the proposals for Broad Lane. The consensus was that an on-carriageway cycle route with painted symbols on road surfaces does not go far enough to ensure safety for pedestrians and cyclists – many of whom are children and young people.

Specific issues were highlighted near Brimsham Green school which people asked to be addressed as part of any proposals.

As highlighted above, some people wanted more crossing points, but others wanted more robust measures like a segregated cycle lane and footpath or to create a school street, restricting access to vehicles at drop-off and pick-up times.

Potential issues were also noted at Amberley Court, which are exacerbated during peak traffic periods when young people are dropped off or picked up from school.

> **"On carriage bike markings would be insufficient to ensure safety due to the volume of traffic during school start and finish times. Broad Lane should be turned into a school street during this period."**

Longs Drive

Drivers and cyclists highlight existing issues on Longs Drive, with parked vehicles narrowing road space and restricting visibility. Efforts to improve safety are welcomed, but there is concern that unless parking is restricted in this area, those issues will persist. Indeed, some people believe safety risks could be exacerbated.

> **"The introduction of any raised devices in Longs Drive will cause considerably more likelihood of accidents unless you suspend the parking bays in that area. The existing parking is already problematic as you cannot see round the bend."**

Issues at junctions and access to/from side roads

A couple of residents who live on roads off the main routes where continuous footways are proposed, worry that the proposed designs may make it harder to safely exit junctions. Ash Close (due to the proposed positioning of a new crossing point on Greenways Road), Halifax Road and Sutherland Avenue were specifically mentioned as well as the junction between Broad Lane and Amberley Gardens.

Maintaining direct, continuous active travel journeys

Several people who already cycle in this area completed the survey. Whilst some welcome the proposed designs, others highlight issues with a route which would not be the most direct way of getting to the station/onto Station Road and which would require them to stop or cross the road multiple times, or switch between segregated paths and busy roads.

Two responses said that the design should be altered with the cycle lane on Greenways Road re-located to the other side of the road where there was more space, and to allow cyclists to cross at the traffic lights.

"Cycle lanes that just end and try to force cyclists onto the road create issues for all road users and encourage cyclists to continue on the footpaths. To encourage people out of cars the alternative needs to be safe, direct and ideally unachievable in a car. Utilising the off-road pathways around Yate makes the most sense."

Quality and design of infrastructure

Specific suggestions and requests included:

- Clear delineation/signage showing priorities on roads/shared pathways – e.g. green surface finishing rather than painting bike symbols,
- Signage to direct people to active travel routes,
- Continuous strips of tarmac used on dropped kerbs, rather than kerbstones which can be difficult to negotiate.

Disruption for local people

People point out that traffic can be heavy on some of the roads included within the proposed scheme, especially at school drop-off and pickup times. They are concerned about potential disruption and delays during any works.

A couple of residents are worried about parking. They don't want contractors parking in residential bays during construction works and they don't want on-street parking places to be removed to make way for new footpaths or cycle lanes. The nursery on Cranleigh Court Road is highlighted as an area where there could be pressures.

"This is going to affect people living in the local vicinity, putting their vehicles at risk, preventing access and egress from the roads at already busy junctions especially at busy periods."

Other priorities

Fix potholes and maintain pavements and footpaths

Car drivers, motorcyclists and cyclists all commented on the state of local roads, highlighting the safety issues caused by large potholes. They asked that more money be allocated to fixing road surfaces.

Additionally, there was an ask for more investment in maintenance of footpaths. This included levelling pavement surfaces and cutting back hedgerows and overhanging vegetation to improve accessibility and visibility.

Invest in public transport

Many people would prefer a greater focus on improving public transport as a means of encouraging alternatives to car journeys. They believe expanding the bus route network to more places and offering quicker, more regular bus journeys would be

more likely to get people out of their cars than improving facilities for walking or cycling.

> **"We don't need thousands to be spent on paths and cycle paths. We need reliable, regular and affordable public transport."**

Enforce tougher parking restrictions

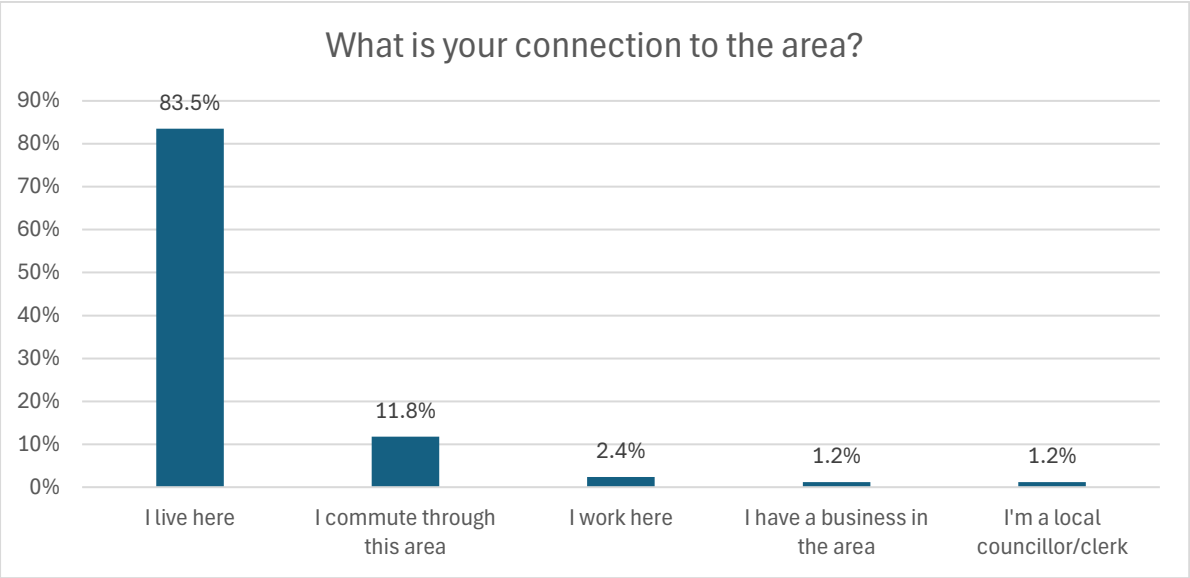
Some people would like tougher restrictions on parking, which narrows roads causing congestion and limiting visibility for pedestrians and other road users. Hotspot areas included outside the shops on Cranleigh Court Road and on Longs Drive. Pavement parking is another frustration for users of wheelchairs and mobility vehicles and people with prams and pushchairs.

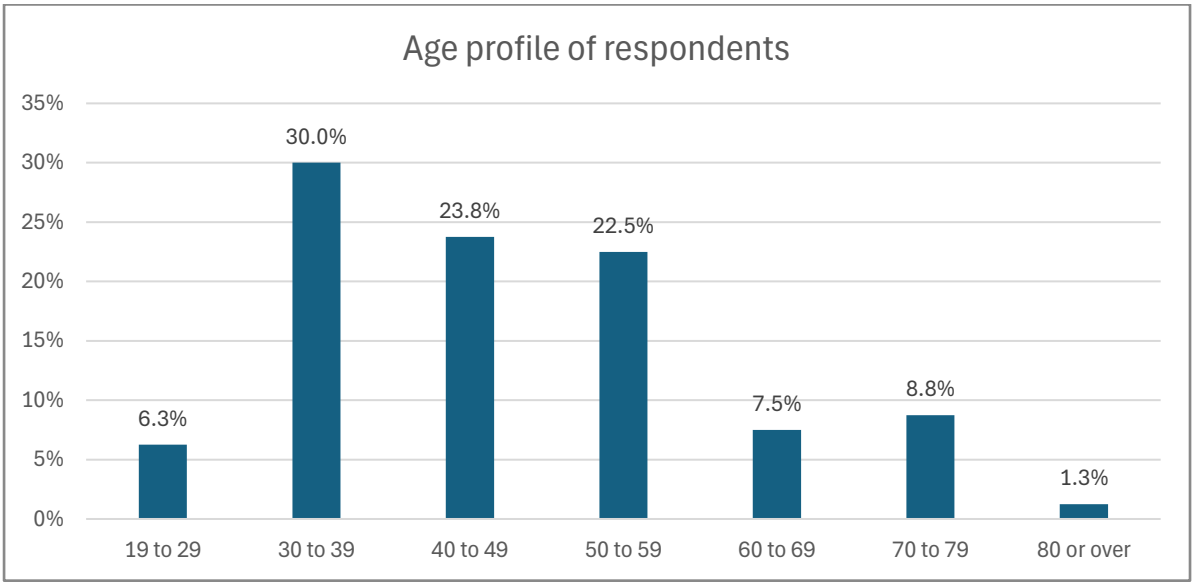
Improve road safety awareness

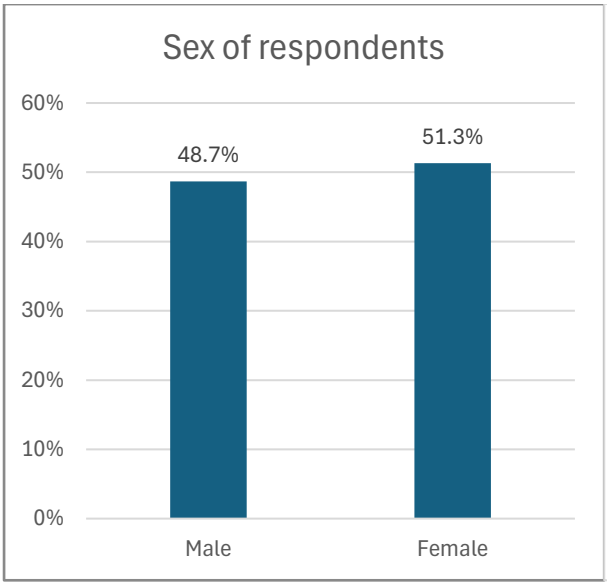
Many comments stemmed from frustration with the behaviour of other road/pavement users. The council and its partners were asked to step up work to improve road safety awareness.

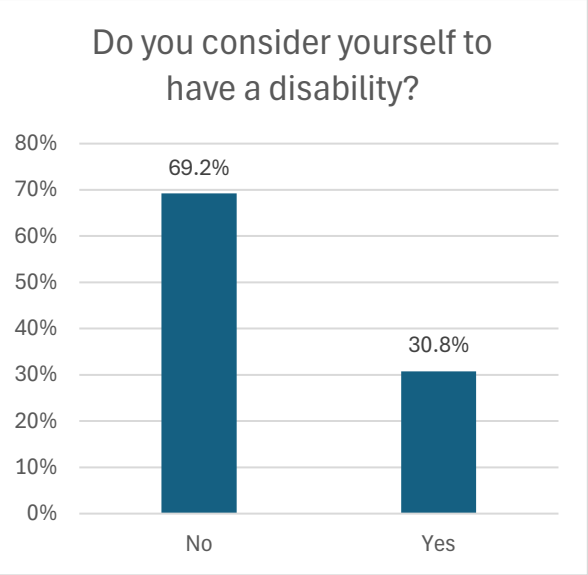
Appendix 1: Respondent profile

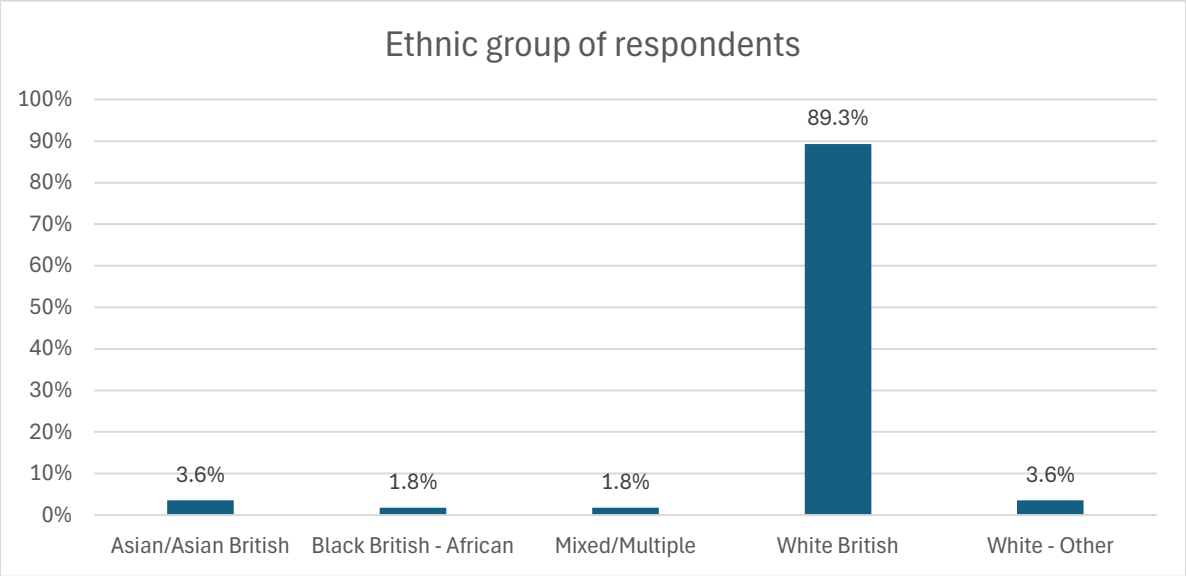
92 people completed the survey. Most (83.5%) were local residents. There was a skew toward working age people, with very few young people and a lower proportion of pensioners than in the local population.











Appendix 2: Written responses

Response from Yate Town Council

Yate town council is very supportive of the work being done by South Gloucestershire to improve active travel in the town and the linkage from Ladden Garden Village to the train station is a much needed route to link the new residential area to the national rail network.
Looking in detail at the proposal in the sections:

Broad Lane

During much of the day Broad Lane is a quiet road and would be suitable for an active travel route. However, during peak travel periods this road is extremely busy both sides of the bollards. Accessing from Randolph Avenue during 8am to 9am there are vehicles parked as well as vehicles accessing to drop students from Brimsham green off along the road and then turning round at the entrance of Amberley court which is significant hazard to cyclists using the route at this period.





The road layout at the end of Amberley court visually gives the impression that the right of way is exiting Amberley court and not for cyclists continuing along Broad Lane. This is due to the continuation of the road surfacing from Amberley court and

as a consequence drivers are not aware that they should be giving way to cyclists. While making these observations we saw two cyclists having to make defensive manoeuvres to avoid cars coming from Amberley court.



The addition of on carriage cycle markings will not be enough to make this a safe active travel route. Similarly exiting Broad Lane the other side of the bollards is extremely hazardous during peak travel times with traffic queuing the length of broad lane to join Goose Green Way with traffic also entering Broad Lane.



Broad lane has the potential to be a great option for the route to the train station, and part of Yates Active Travel network as this is a no through route and more substantial changes would not impact the main flow of traffic through Yate. This route needs to be made significantly safer for cyclists, wheelers and walkers through the restriction of traffic access during peak hours and the use of stronger visible cues to ensure that those cars that need to access this area are aware it is part of Yates Active Travel routes e.g. use of coloured tarmacs, better signage and road layout.

Goose Green to Cranleigh Court

The segment along Greenways Road looks to significantly improve the route for both cyclists and pedestrians with a segregated off road cycle track running alongside a pedestrian footpath. The explicit markings for priority of both pedestrians and cyclists at the entrance to Sutherland and Halifax are a valuable visual cue to the changes in the Highway code and this layout would be welcomed long the length of Greenways Road to Church Road. It is noted that the crossing of Greenways Road is still subject to change but to be effective needs to be clearly visible and allow pedestrians and cyclists to continue unimpeded on their route with minimal wait.
The need for a shared use path along Cranleigh Court is not a preferred option but the proposal is a much needed improvement on the current layout which is geared towards vehicle speed reduction without consideration of other forms of travel.
Along this section consideration also needs to be given to:

- Impact of additional sealed surfaces for the cycle path on the drainage

- Impact on visibility of people using the active travel routes as a consequence of the bus stops and potential traffic manoeuvres around them.
- Design of Mini Zebra crossings and ease of use for wheelchair users and pushchairs.
- Use of vertical deflections on proposed parallel zebra crossings
- Whether the dropped kerb near Celestine Road junction should be further south to minimise confusion.
- Consideration should be given to replacing the eastern-side crossings on Cranleigh Court with soft verge.
- Extension of zig-zag markings on the nursery side of Cranleigh Court

Celestine to Station Road

The reduction in speed to 20mph is always welcome and if introduced needs to be enforced for this to be an effective active travel route. Consideration needs to be given to where parking is allowed as the current arrangement, particularly on bends, lends itself to cyclists being faced with oncoming traffic in the middle of the road without clear line of sight.





There would need to be more visible signage than on carriageway cycle markings on Longs Drive and better visual cues for vehicles coming out of side roads of cyclists and pedestrians having priority to continue along the active travel route e.g. clear raised crossings on the side roads to Parnall to signal priority to pedestrians and cyclists.