### Yate Town Council

### Notes of the meeting held between representatives of the Planning and Transportation Committee and South Gloucestershire Council Officers held on

### 7th October 2020 from 2.30pm to 4.15pm

Meeting Held via Zoom Video Conferencing

*This remote meeting was held under The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020, permitting the holding of remote meetings, with conditions.*

*The agenda was published in a timely manner on the Yate Town Council website and members of the public were invited to attend the meeting.*

Present via Video Link

Councillors John Gawn – Chair (part-meeting), Mike Drew and Chris Willmore, Yate Town Council.

Councillor Ruth Davis – Chair (part-meeting), South Gloucestershire Council - Yate Central Ward.

Councillor Paul Hulbert – Dodington Parish Council.

Mark King and Kristy Spindler – South Gloucestershire Council.

Town Clerk, Service Support Manager and Service Support Assistant (KH).

18 Members of the public.

## Item 1. Apologies for Absence

Apologies for absence were received from Councillors John Davis,Tony Davis, Cheryl Kirby, Margaret Marshall, Alan Monaghan, Jane Price and Karl Tomasin.

## Item 2. Members’ Declarations of Interest Under the Localism Act 2011

*Members who consider that they have an interest are asked to: (a) State the item number in which they have an interest, (b) The nature of the interest, (c) Whether the interest is a disclosable pecuniary interest, non-disclosable pecuniary interest or non-pecuniary interest.*

Councillor John Gawn declared an interest having been involved in canvassing and campaigning with local residents and requested South Gloucestershire Central Ward Councillor Ruth Davis chaired the remainder of the meeting.

Prior to handing over the chair to Councillor Davis, Councillor Gawn advised the meeting that the Experimental Traffic Order Station Road Cycle Lane scheme is a South Gloucestershire scheme and that Yate Town Council has a commitment to wanting a cycleway there. However when Yate Town Council was consulted on the proposals it was made clear to South Gloucestershire Council they needed to talk to residents and traders first and work out solutions to problems and Yate Town Council suggested some possible solutions (eg. talking to Whirlpool about the parking issue).

Unfortunately South Gloucestershire Council went ahead without consulting first.

The Town Council position is that we want a cycleway but we also want the problems for residents and traders addressed. Yate Town Council do not see it as an either / or - cycle lane or residents/traders, and believe things can be improved for cyclists without causing problems for residents and traders. It was confirmed that the purpose of the meeting is to try to find solutions that work for everyone.

## Item 3. To Receive Any Requests for Dispensations

No requests for dispensations were received.

## Item 4 . Public Participation Session with Respect to Items on the Agenda

Members of the public were invited to speak and the following comments were made:

* Traders have lost business through lack of parking; café takings are down 50% as the nature of the business is to pop-in to purchase. The train station car park and the Longs Drive car park are not suitable (payment required/too small for vans (main clientele)). Business unlikely to survive until end of consultation, lucky if it lasts the next 6 months (business has been going for nearly 100 years). Is there any compensation available to traders for the loss of takings owing to the scheme? Is there any parking available for small lorries? Have there been cycling incidents to warrant this scheme?;
* A new masterplan/vision for Yate has recently been advertised stating improvements to Station Road to make it more attractive and lively. However the cycle scheme seems to be creating an urban clearway with speeding cars, isolated residents, removed access and reduced parking. Accessible parking for businesses and residents has gone and now being pushed onto side streets which is creating ill-feeling in community. There are only 8 or 9 spaces between Tesco and the Railway Station and they are time limited. South Gloucestershire Council undertook no consultation and only gave 1 week’s notice before proceeding with the scheme. Businesses are being affected as people won’t park in a private car park in the train station and walk down to use the businesses. There are other issues too – lorries are turning into Creda and holding up the traffic as nobody passes the lorries;
* South Gloucestershire Council undertook an undemocratic process with no prior consultation. Businesses are suffering and will close. Could a compromise be made, with a cycle route on one side of the road, leaving parking on other side? Cycling round to the shopping centre needs addressing. No consideration was given by South Gloucestershire Council to residents or traders, which is very upsetting;
* Support the letter sent by Yate Town Council to South Gloucestershire Council. Congestion has increased and many cyclists on using the pavement. Feels very undemocratic with Covid being used as a reason to slip the scheme through which is destroying the old Yate High Street;
* Visitors that need to drop items off to the bike shop are being forced on to side streets, then end up on the pavement as the loading bay/drop off area outside the shop has disappeared and double yellow lines added; they can stop in more dangerous places where the cycle lane doesn’t extend so the scheme is very confusing. An email was sent to South Gloucestershire Council on 18th September querying the rules for dropping off, yet the email has not yet been answered. Why double yellow lines, as single lines would make more sense?. Shop takings are down – is there any compensation available?;
* Tailoring business originally opened on Station Road as parking was available, and was needed for the nature of the business – customers dropping off heavy items or passing trade need to pop in for enquiry/consultation. Can a number of limited-term spaces be installed to allow customers to pop in and out of traders? The scheme maybe has good intentions but it didn’t consider the impact on the whole community and South Gloucestershire Council’s engagement around the scheme was poor. Seem to be some safety issues with the design – ie stop starting of the cycle lanes, encouraging cyclists onto busy road and turning cutting across cycle lanes;
* Why are there no drop kerbs where cycle lanes end?
* As a keen cyclist, cycle lanes are welcomed; however recognise the impact on businesses. The volume of cyclists should not be used to justify existence of the scheme; safety should be the main consideration (eg, pavements aren’t removed if they are not well used by pedestrians). Would be great to see this cycle lane linked up to others especially around the shopping centre and it’s important to make cycle lanes feasible. The removal of parked cars along Station Road is a massive improvement and visibility of cyclists is better. We need to encourage sustainable transport and need data to justify impact;
* Where can lorries park for drivers to have a breakfast in the café?
* Resident who now feels shut-off as visitors and family members cannot park outside her home. Sleepless nights caused by rumblings owing to materials used on the road surface. Has experienced problems with cyclists on pavements. No parking available outside her home so deliveries cannot be taken and household maintenance is impossible as there is nowhere for tradesmen to park. South Gloucestershire Council referred parking to the train station, B&Q, and community buildings on Station Road – none of which allow general all day parking and all of which are private car parks.
* As a cyclist never had any real concerns travelling along Station Road; biggest problems were turning into/out of Longs Drive/Cranleigh Court which are now better. However appalled that local business are suffering . Confusion - white lines shouldn’t be crossed – but how do people get to their drives?;
* Disappointed by South Gloucestershire Council; there are elements of the cycle lane that disappear and cars cut into the cycle lane. Traffic congestion is worse owing to removal or left/right turns and pollution increased. The weight limit is not enforced and lorries continue to use Station Road. Very limited parking for traders. 20 years ago Station Road was due to close to traffic completely so this scheme is a huge departure from that idea.
* What monies have been paid to South Gloucestershire Council for this scheme and how much did the scheme cost?
* Better signage needed to explain parking restrictions and clarification of rules.
* Consider putting cycleways on ringroads as would not effect homes and businesses.
* Increase in cars now parking on pavements, crossing over the cycle lanes – this is a big safety issue for cyclists and pedestrians.
* Area around the lozenge roundabout (peanut) needs sorting out as it pushes cyclists onto the pavement, then leaving them on the wrong side of the road to get back onto the cycleway.

**Item 5. South Gloucestershire Council Response**

South Gloucestershire Council representatives advised that:

* changes have been implemented under an experimental traffic order that can last for up to 18 months. This enables schemes to be experienced during the formal consultation period, which for an experimental order is 6 months. However it is also possible to make adjustments/tweaks to the scheme and to confirm the suitability of a scheme before permanent changes are made or the scheme is removed.
* The scheme was installed to comply with the latest government guidelines (LTN 1/20) which does not allow for multi use lanes (eg, only on one side of the road) and therefore these could not be funded.
* The scheme intended to lock in benefits experienced during the Covid-19 lockdown.

It was suggested that questions and comments be grouped together and forwarded to South Gloucestershire Council to consider carefully outside of the meeting .

**Item 6. Yate Town Council Response**

The South Gloucestershire Council represenatives were thanked for attending the meeting and for taking the time to listen to comments raised by the community. They were also asked to take away the issues raised and come back to enable us to work through possible solutions.

**Item 7. The Way Forward**

A consolidated list of questions be prepared and forwarded to South Gloucestershire Council.

*(NB: Questions in Appendix 1 were forwarded to South Gloucestershire Council and also posted to the Town Council website immediately following the meeting).*

**Item 8. Date of Next Meeting**

A meeting be arranged following the response from South Gloucestershire Council to the questions raised.