

Feedback Report

Stoke Lane, Proposed 20mph Zone & Traffic Calming

Purpose of the Report

The purpose of this report is to feedback the results of the recent initial consultation on proposals to introduce; a 20mph speed limit and zone, speed tables and additional speed cushions with other traffic calming features on Little Stoke Lane and Stoke Lane.

Background

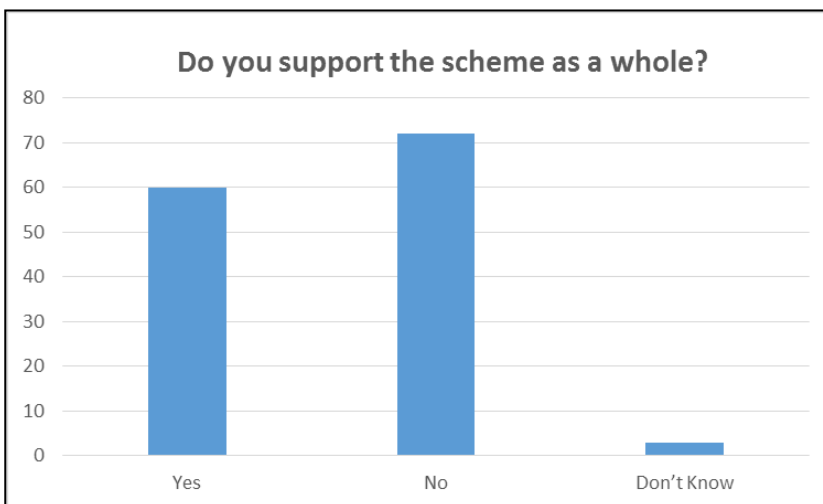
The Council is introducing 20mph speed limits in areas around schools where there is a high number of children, and to promote safe environment to walk and cycle to school. Further measures have been proposed to introduce additional traffic calming features to slow traffic on the two roads highlighted.

Consultation

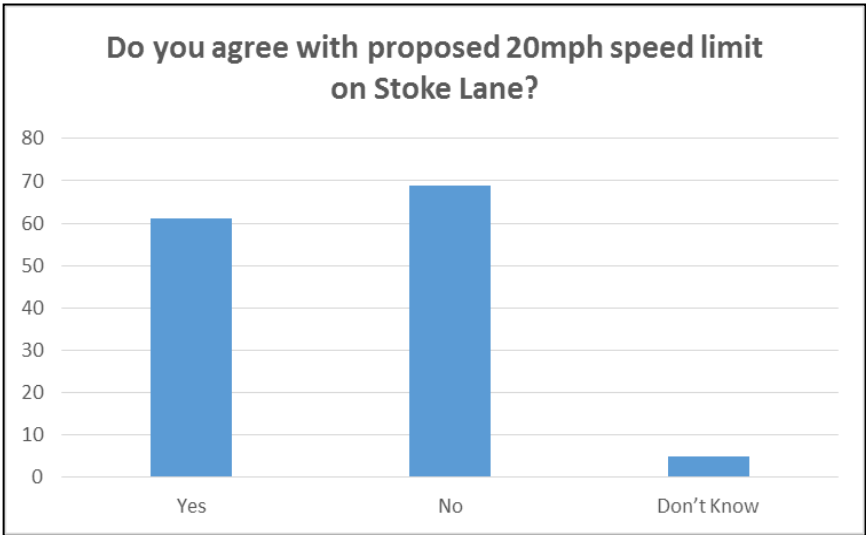
Public consultation was undertaken between 21st of May to the 14th of June 2019. Letters advising of the consultation were delivered to all properties affected by the proposals. In addition notices were erected on lamp columns and posts in prominent positions on the roads affected by the proposals. Details were also entered onto the Council's consultation website. Emails advising of the consultation were sent to the local councilors, and emergency services.

Feedback from the Consultation

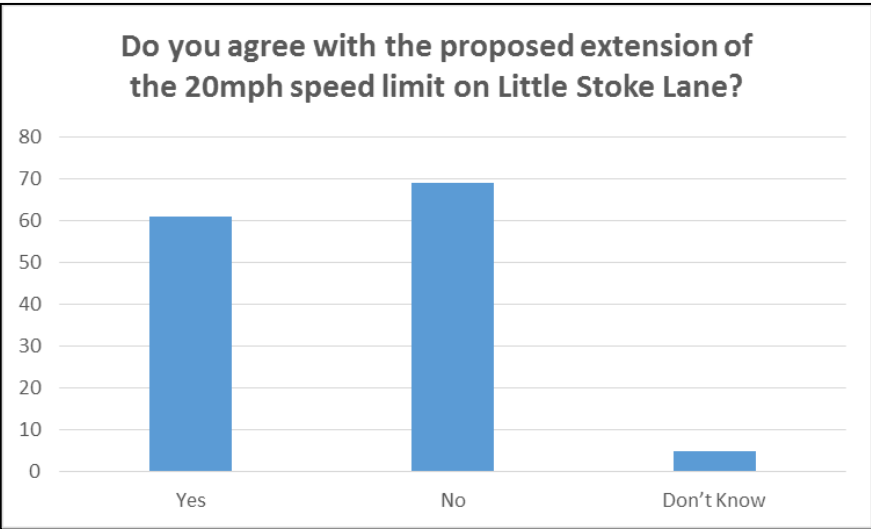
The drawings showing the proposals for the speed limit and traffic calming on the online consultation was viewed on average 204 times. There were 135 individuals and businesses who completed the questionnaire. Overall a majority of responses were against the proposals with 60 in favor and 72 against, and 3 do not know.



YES	44% (60No)
NO	53% (72No)
DON'T KNOW	2% (3No)

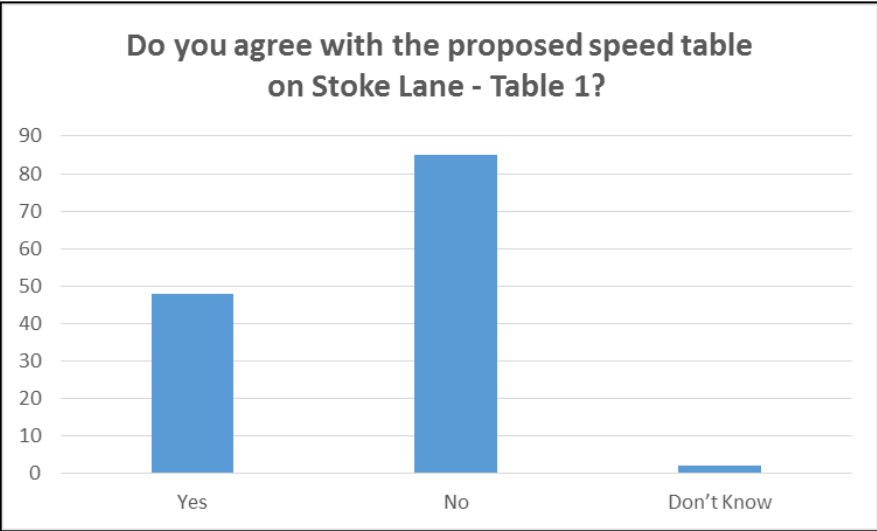


YES 47% (64No)
NO 52% (70No)
DON'T KNOW 1% (1No)



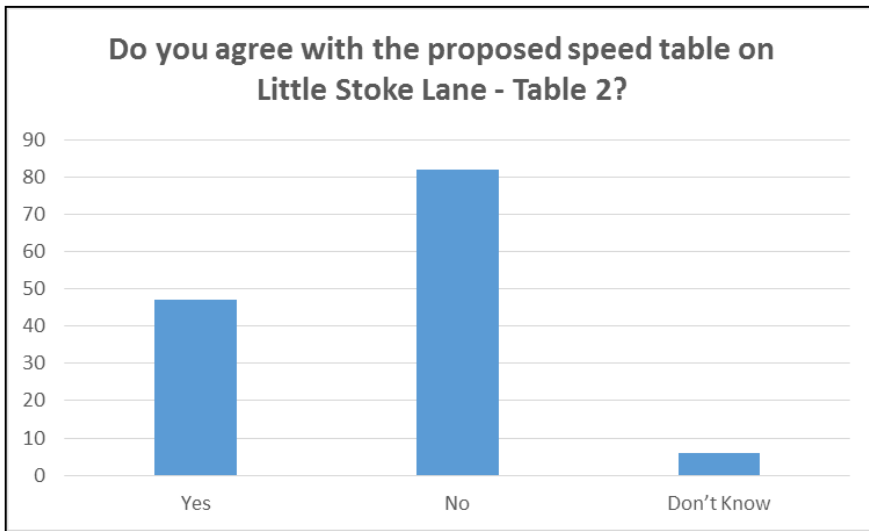
YES 45% (61No)
NO 51% (69No)
DON'T KNOW 4% (5No)

YES



YES 36% (48No)
NO 63% (85No)
DON'T KNOW 1% (2No)

YES



YES

35% (47No)

NO

61% (82No)

DON'T KNOW

4% (6No)



YES

33% (44No)

NO

63% (85No)

DON'T KNOW

4% (6No)

Who responded?

Resident living in the affected area	83 No.
Resident outside the affected area	43 No.
Local employer	0 No.
Commuter	18 No.
Local councillor	4 No.
Member of Parish council	5 No.
Other	6 No.
Prefer not to say	0 No.
Skip this question	3 No.

Other comments

A full list of comments and the engineer's response is provided in the questionnaire responses section.

Future Programme

The initial consultation was carried out to inform the local community about the proposed speed limit and additional traffic calming measures, and to ensure that their comments and concerns are considered at an early stage. Following a meeting with the local members from Stoke Gifford and Bradley Stoke North, it was decided that Little Stoke Lane would be removed from the scheme and, with support from the Bradley Stoke North member, Stoke Lane would continue to the next stage. The 20mph zone now will be concentrated around Stoke Lane and reduced traffic calming will be installed only on Stoke Lane.

The next stage for South Gloucestershire is to formally advertise a Traffic Regulation Order for the proposed scheme. This involves the preparation of legal documents, placing notices in the local paper and along the affected roads and publishing details on the Council's website, giving people an opportunity to formally object to or support the proposed scheme.

Depending on the outcome of the advertisement, it is anticipated that works will commence on site shortly after the Traffic Regulation Order has been signed and sealed which is anticipated to be in 2020. 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.

Officer comments

- 1) There is no current date for the implementation of the scheme, but it's anticipated to be in 2020. If the scheme is implemented, then the road will be closed during construction. The current and future diversion route for Gypsy Patch Lane does not direct traffic onto Little Stoke Lane.
- 2) South Gloucestershire Council has made a resolution to ensure that schools in South Gloucestershire are covered by a 20mph speed limit. This approach is in line with guidance from the Government, which is encouraging local authorities to introduce 20mph speed limits or zones in residential areas being used by people on foot or bicycle.
- 3) This route does not meet the criteria set out by the police and national guidance for average speed cameras or a fix camera. It is also not suitable for this location due to the many side roads.
- 4) Traffic calming keeps vehicle speeds at a constant speed if used in a series such as those proposed for Stoke Lane. This would therefore keep emissions to a minimum compared with accelerating and braking behaviour.
- 5) The large number of schools in the vicinity of Stoke Lane means that Stoke Lane has increased likelihood that children will be travelling to and from school and undertaking activities before and after the school day near and on surrounding roads
- 6) The proposed scheme hasn't been developed through accident data, it was proposed because of the point made in comment 2.
- 7) South Gloucestershire Council cannot control driver behaviour. All drivers should uphold the speed limit and obey the laws of the highway.
- 8) Parking restrictions are not part of the remit of this scheme, however there are proposed reviews for the Stoke Gifford area. Any requests made for waiting restrictions have been passed to relevant officer.
- 9) Little Stoke Lane has been removed from the scheme following consultation with the local members.
- 10) The Police have been consulted on this scheme, enforcement will be targeted where there is deliberate offending and the limits are clear. However in the line with police advice, the scheme is designed to be self-enforcing.

11) Traffic Calming features are self-enforcing, therefore constant monitoring isn't required.

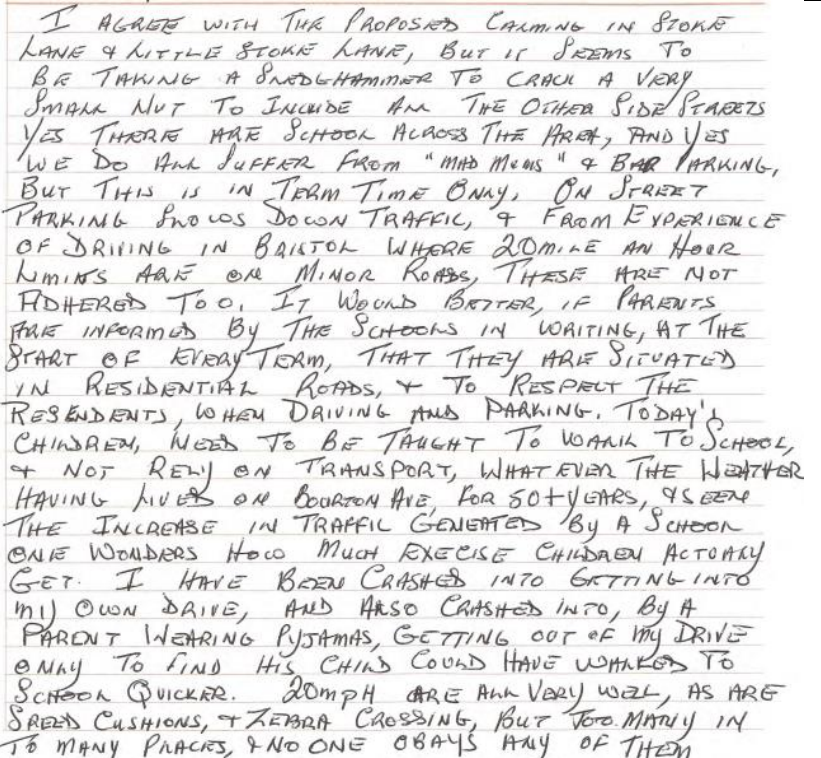
12) The proposed scheme hasn't got the budget to undertake maintenance work on the highway

Questionnaire and written responses

<p align="center">Comments received at Consultation (Note comments have been reproduced as submitted so include all spelling and grammatical errors uncorrected)</p>	<p align="center">Officer's response</p>
<p>Traffic is heavier at the moment due to bridge closure on Gypsy Patch so assessing numbers at this time would be totally inaccurate and assume you are only implementing these measure ready for next years extensive time closure of the bridge area? I agree that a lower speed limit should be introduced in part but think the length of road covered is excessive</p>	<p>Officer comment 1. Officer comment 9.</p>
<p>Why would you make it 20mph and add MORE 'traffic calming' measures? Speed tables and harsh speed bumps put my mum back in hospital. I'm 19 and speed bumps damage my back from an injury.</p> <p>What is the reason for wanting to add this ridiculous limit and measures? Have you any data to support why this is necessary? When was the last incident involving a child and a car on these roads?</p> <p>The only thing you need to do is move the zebra crossing near the a38 which leads up from the mini roundabout. Other than that, don't do anything. You'll make the situation worse, again.</p>	<p>Officer comment 2.</p>
<p>the council after numerous requests have always rejected changing the dangerous rat run Stoke Mead into one way.there are always cars parked on this road which is ok but it makes a very short road into a single carridgeway with an exit entry from what i class as a main road Stoke Lane which is made very precarious by the two extended pavements at the stoke lane end.It is near impossible to turn left onto stoke lane without crossing the crown of the road (white line)into oncoming traffic.Now this scheme requires two calming tables immediately turning left from Stoke Mead----- completely ridiculous. 1)Can we have the extended pavements reduced back to normal size as they all were in Little Stoke Lane.? 2) Can Stoke Mead be made one way? 3) Will a member of the council sit with me whilst we make the left turn into Stoke Lane from Stoke Mead to understand it first hand? 4) Reopen Shellmor Avenue to two way traffic,this will reduce traffic at the start of Stoke Lane around the area of the zebra crossing.Never any reason to make this route one way.Should be two way with left turn only on entrance to Stoke Lane. Thank you I await your reply.</p>	<p>All the suggestions are beyond the remit of this scheme.</p> <p>The proposed 20mph should help with vehicle turning movements in and out of junctions.</p>
<p>20 mph is too slow especially with volume of traffic expected with road closure gypsy patch. Traffic calming and table only damage cars and cause vehicles to drive faster between then to make up time lost. Would be more benefit to have 30mph as is with average speed cameras to penalise anyone breaking the law instead of just damaging cars and causing rat race between calming measures. Note will also give youths jumps for bicycles and mopeds to cause more danger and possible obstructions.</p>	<p>Officer comment 3. Officer comment 2.</p>
<p>The proposal to create speed tables in Stoke Lane will cause massive tail-backs in both Stoke Lane, the surrounding roads and on the mini-roundabout from the A38 into Stoke lane. The timing of the scheme will cause traffic congestion on all local roads in this area, in the light of the Gypsy Patch Lane closure over the coming months.</p>	<p>Officer comment 1.</p>

<p>Studies have shown https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757302/20mph-technical-report.pdf</p> <p>that where 20 mph limits have been imposed over the previous 30 mph speed limit the long term effect has only resulted in a reduction in the mean average speed of vehicles of 1 mph. The effect of imposing a 20 mph speed limit has had the effect of making local residents feel safer in thinking the speed of traffic will be lower, when in fact the speed of vehicles travelling through the area has hardly changed at all, and there is little, if any evidence to show that the lower speed limit has had any impact on road safety. In fact Bath city council reported a rise in vehicle related accidents since imposing a 20mph limit. The sense of additional safety is therefore a false sense, and may lead to local residents becoming less aware of potentially faster moving traffic having been falsely led to believe that traffic will be moving slower.</p> <p>As a driving instructor for 10 years, I see how drivers behave in a 20 mph zone and it is my professional opinion that the dangers and risks to safety are higher as careful law abiding drivers (who were not involved in any incidents before hand) stick to the 20 mph limit, yet the impatient drivers (higher risk, and more likely to be involved in an incident to begin with) not only disregard any speed limit restrictions, but now actively look to overtake the slower moving traffic, often with little to no regard to the consequences of their actions.</p> <p>For any speed reduction to be effective, the driver must feel as though the environment they are driving in is unsuitable for higher speeds. To that end, I support the traffic calming measures, although I don't feel they go far enough, more speed tables, zebra crossings, and mini roundabouts would have a much more positive effect on traffic speeds than simply putting up signs that the majority will simply ignore.</p>	<p>The results of the report are for 20mph areas with only signage. The study concentrated on this, rather than the proposed 20mph with traffic calming.</p> <p>Officer comment 5.</p> <p>Officer comment 7.</p> <p>The proposed scheme has traffic calming. We have has to reduce the extent of the scheme because of lack of support.</p>
<p>From reports I have read reducing the speed limit to 20mph limits, with or without traffic calming increases the amount of pollution in the area. This would have a negative effect to the local schools and residents.</p> <p>Furthermore if the 20mph limit is because of the local schools I suggest an alternative. Suggest the 20mph speed limit is only active between 8-9am and 3-4pm weekdays when schools are open. Weekends and outside this time is 30mph. Or introduce pelican crossings. It is also important to note that parts of the proposed 20mph speed does not have a footpath on both sides of the road so nobody should be crossing the road. It is also important for adults to educate children to only cross at designated pedestrian crossings and not blind bends, etc. My experience with 20mph and cyclists are actually more dangerous. Not all cyclists follow the 20mph speed limit and actually it is more dangerous to over take cyclists when sticking to the 20mph speed limit.</p> <p>Suggest where possible and grassed areas available, a designated cycle lane near footpaths are introduced. Therefore cyclists are away from cars and the 30mph speed limit can be maintained.</p>	<p>Officer comment 4.</p> <p>Officer comment 5.</p> <p>Footway works are beyond the remit of the scheme.</p> <p>There are no plans for cycle infrastructure improvements as part of the scheme.</p>
<p>30 mph is a completely acceptable speed, at school times lights can flash indicating 20mph at school times only.</p> <p>Speed humps cause me spinal pain at speeds above 5mph causing annoyance to following traffic.</p> <p>It would be interesting to know how many accident have occurred in the past 5 years.</p>	<p>Officer comment 5.</p> <p>Officer comment 6.</p> <p>Officer comment 2.</p>
<p>Waste of public monies when they can be used for other purposes like filling in pot holes and maintaining green spaces and parks</p>	<p>Officer comment 12.</p>
<p>Most of the proposed 20 zone consists of small residential streets where the average speed is as a result quite low. The effort in making</p>	<p>Officer comment 2.</p>

<p>this a 20mph zone will be a waste of public money which could be better spent on other projects.</p>	
<p>20MPH zones can and do lead to tailgating and dangerous overtaking. Having to suffer these 20mph zones in Bristol I have witnessed many near misses caused by impatient drivers, most side roads are so busy you cannot get to 20mph and surely the point of a main rd is to safely allow traffic to move along quickly. Speed bumps, road narrowing, bus stops built out into the rd to stop traffic, pointless cycle lanes. All these measures have a negative effect on the environment, increased fumes from cars driving in a high gear, cars stuck behind buses. Odd that funds can be found for this nonsense and not for social care, libraries, oap care and so the list goes on. Any funds that are available should be spent on important issues and not wasted on pointless "feel good" issues that will only effect a small number of self interested parties.</p>	<p>Officer comment 7.</p> <p>The surrounding roads in the proposed area are already 20mph.</p> <p>Officer comment 4.</p>
<p><u>SPEED CUSHIONS DAMAGE VEHICLES TYRES AND SUSPENSION AND ARE NOT ACCEPTABLE</u></p> <p><u>SPEED TABLES CAUSE SIMILAR BUT LESS DAMAGE DUE TO AFFECTING VEHICLE EQUALLY AT THE SAME TIME FOR TYRES</u></p> <p><u>THERE SHOULD BE NO CUSHIONS ONLY TABLES</u></p> <p><u>WHAT IS THE OVERALL COSTS OF TABLES V CUSHIONS</u></p> <p><u>PLEASE CONSIDER INTRODUCTION OF AVERAGE SPEED INDICATORS - ONE AT EACH END OF STROKE LANE / LITTLE STROKE LANE IE FROM A38 JUNCTION TO GYPSY PATCH LANE JUNCTION.</u></p> <p><u>WHY HAS LITTLE STROKE LANE ALREADY GOT SPEED TABLES BUT STROKE LANE HAS ALREADY ONLY GOT SPEED CUSHIONS</u></p> <p><u>THERE SHOULD BE AT LEAST ONE MORE SPEED TABLE BETWEEN THOSE AT POSITION B & (2) DRG T440-06-03 SAY AROUND BDRHAM PARADE</u></p>	<p>Officer comment 4.</p> <p>The proximity of driveways makes it difficult to install full width speed tables in Stoke Lane. Where possible we have proposed tables.</p> <p>Officer comment 3.</p>
<p>Calming measures result in more congestion resulting in more harmful gasses going into the environment. Before granting permission for new houses to be built CAREFULLY plan traffic routes and take into consideration the number of cars that will come with each new house.</p>	<p>Officer comment 4.</p>
<p>You need to make the section of little stoke lane directly outside the little stoke school double yellow lines. The parked cars on that section cause poor visibility and encourage drivers to drive recklessly and aggressively in an attempt to get past the parked cars. We had the same issue when there were road calming chicanes in that section. I would also recommend a zebra crossing outside the school to assist children in crossing and negating the need for the crossing assistant. I would further recommend a speed table or zebra crossing outside number 5 little stoke lane as the crossing there is becoming dangerous as some road users speed between the existing speed tables. With the new proposed speed tables, make them big enough to actually slow the car users down. The ones on little stoke lane are pathetic and are easily driven over at speeds exceeding 30mph. I would finally recommend a proper bike lane to be marked on little stoke lane and stoke lane, preferably on the pavement for safety. The corner of stoke lane by Shellmor Ave is deadly for cyclists as car users try to overtake or drive to close.</p>	<p>Officer comment 8.</p> <p>Officer comment 9.</p> <p>There are no plans for cycle infrastructure improvements, as part of this scheme.</p>
<p>You state that your objectives are to assist walking and cycling to school and I can see how the two speed tables will help. However the two other pairs of humps can distract drivers from watching for pedestrians and cyclists whilst they are steering around them to minimise the bump. At least you have not chosen to use chicanes as have been disatrously used across Frenchay Common! As to the 20mph limit on the back roads I cannot see how it helps</p>	<p>Officer comment 2.</p> <p>To achieve a 20mph zone, traffic calming either needs to be installed or already be in place. The side roads already have</p>

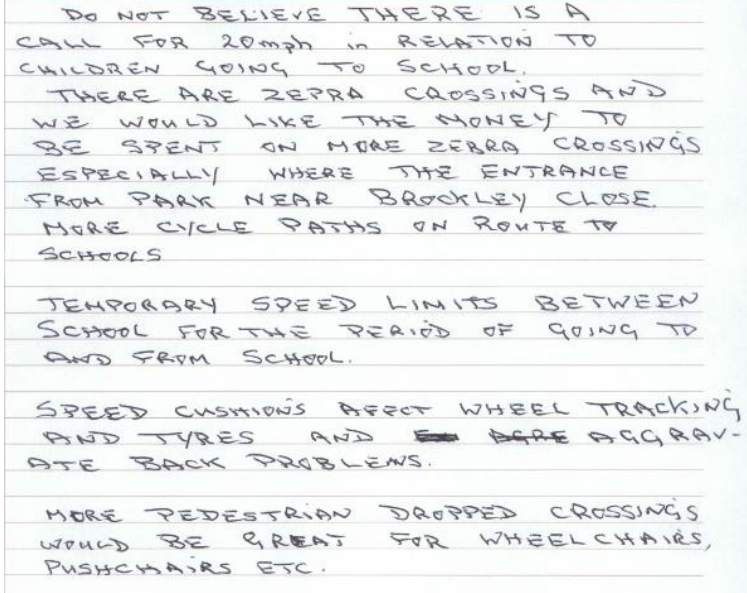
<p>your stated objectives by cluttering the streets with 20 roundels when in most of these cul-de-sacs it would be difficult to exceed 20mph anyway</p>	<p>20mph reaper signs installed. The larger signs will be installed when the speed limit changes. But most of the signs existing are proposed to be removed.</p>
<p>I fully understand the need to reduce speed around school and residential areas with pedestrians, but please do not begin any of this work until the rail bridge work and road lowering is completed on the Gypsy Patch road. The detours for heavier traffic may be wider, but local people use this route regularly to avoid Rolls Royce and rush hour traffic. I am a community health worker and slow moving traffic around Bradley Stoke/Little Stoke/Stoke Lodge is a constant problem.</p>	<p>Thank you for your support. Officer comment 1.</p>
<p>The use of speed tables are extremely painful if you have a bad back even at low speeds. The problem is the drop when you exit the speed table which produces quite a severe motion on the rear of the car which the suspension does not reduce even at very low speeds and can cause extreme pain. I have had to go a long way round to avoid such tables or not driven the car at all at times. Its also not easy for cyclists to mount speed tables either. Could other solutions (Speed bumps?) than speed tables be used?</p>	<p>We are limited to the number and type of traffic calming due to budget and national guidance.</p>
 <p>I AGREE WITH THE PROPOSED CALMING IN STOKES LANE & LITTLE STOKES LANE, BUT IT SEEMS TO BE TAKING A SLEDHAMMER TO CRACK A VERY SMALL NUT TO INCLUDE ALL THE OTHER SIDE STREETS YES THERE ARE SCHOOLS ACROSS THE AREA, AND YES WE DO AND SUFFER FROM "MAD MANS" & BAR PARKING, BUT THIS IS IN TERM TIME ONLY, ON STREET PARKING SLOWS DOWN TRAFFIC, & FROM EXPERIENCE OF DRIVING IN BAILEY WHERE 20MPH AN HOUR LIMITS ARE ON MINOR ROADS, THESE ARE NOT ADHERED TO. IT WOULD BETTER, IF PARENTS ARE INFORMED BY THE SCHOOLS IN WAITING, AT THE START OF EVERY TERM, THAT THEY ARE SITUATED IN RESIDENTIAL ROADS, & TO RESPECT THE RESIDENTS, WHEN DRIVING AND PARKING. TODAY'S CHILDREN, NEED TO BE TAUGHT TO WALK TO SCHOOL, & NOT RELY ON TRANSPORT, WHATEVER THE WEATHER HAVING LIVED ON COURTON AVE, FOR 50+ YEARS, I SEE THE INCREASE IN TRAFFIC GENERATED BY A SCHOOL ONE WONDERS HOW MUCH EXERCISE CHILDREN ACTUALLY GET. I HAVE BEEN CRASHED INTO GETTING INTO MY OWN DRIVE, AND ALSO CRASHED INTO, BY A PARENT WEARING PJAMAS, GETTING OUT OF MY DRIVE ONLY TO FIND HIS CHILD COULD HAVE WALKED TO SCHOOL QUICKER. 20MPH ARE A VERY WELL, AS ARE SPEED CUSHIONS, & ZEBRA CROSSING, BUT TOO MANY IN TOO MANY PLACES, & NO ONE OBEYS ANY OF THEM</p>	<p>Officer comment 11. Officer comment 8.</p>
<p>South Glos CC is obsessed with speed humps. Despite what the so called experts say, there is no way that a car can travel over these humps multiple times without damage. They also slow the traffic down to create traffic queues which increases pollution. If it is necessary to slow traffic down, this should be done by speed cameras although as all new vehicles are now going to be fitted with GPS's which prevents them from exceeding the speed limit, why waste all this money, spend it on the schools or where it is needed instead.</p>	<p>Officer comment 3. Officer comment 4.</p>
<p>The 20mph limit is welcome. The existing speed bumps are more than adequate. New larger speed bumps are a waste of taxpayers money. They only serve to make vehicles brake harder and more erratic. Also they cause damage to vehicles no matter what speed you go over them. At peak times the traffic is at a standstill or at best crawling at well under 20mph. Spend the money on repositioning the zebra crossings in more sensible places other than blind bends, maybe then people can see them and traffic can anticipate them. These are where all accidents or near misses happen on Stoke Lane.</p>	<p>Officer comment 4.</p>

<p>Speeds bumps etc are not required - I have never seen anyone going over the 30mph on Stoke Lane whilst travelling to and from work. In fact quite often you can't go faster than 25. There are enough speed bumps already. Complete waste of tax payers money</p>	<p>To achieve a 20mph zone, traffic calming either needs to be installed or be already in place.</p>
<p>Speed limit will not be enforced in the same way as it is not currently in the existing 20 mph limits in the area.</p> <p>Proposal will add to the current traffic congestion which will substantially increase when the railway bridge on gipsy patch lane is closed. Incidentally will the works be carried out during that period?</p> <p>No mention is made of the value of funding available, so obviously a business case has been made to carry out the proposal, so why waste council tax payers money on a consultation?</p> <p>Use the monies for speed cameras</p>	<p>Officer comment 11.</p> <p>Officer comment 1.</p> <p>Officer comment 2.</p> <p>Officer comment 3.</p>
<p>I think 20mph on Stoke Lane and Little Stoke Lane at all times is a bit overkill, but agree with it during school drop off and pick up times.</p> <p>I have a proposal which stops the roads of Stoke Lodge being used as rat runs, which I feel is a better use of money. In the morning rush hour, traffic travelling along Stoke Lane towards the A38 is often queued up past the Braydon Avenue mini roundabout. Some impatient drivers then decide to turn left into Stokemead and jump the queue by rejoining Stoke Lane much further down at Amberley Road. Using these roads as rat runs is dangerous to pedestrians and also means the drivers who have been patient have to wait longer.</p> <p>My proposal would be to block off the Amberley Road / Stoke Lane junction to vehicles (but allow cycle access). This will solve the rat run issue. Residents still have the choice of joining Stoke Lane via Stokemead or Painswick Avenue.</p> <p>By closing off Amberley Road, the nearby zebra crossing on Stoke Lane (which I feel is in a dangerous position as it's on a corner and difficult to see as you join Stoke Lane from the B4057) could be moved to a safer place on the straight section of road where Amberley Road is now blocked off.</p>	<p>Officer comment 5.</p> <p>There is no proposal to close any of the existing roads in the area as part of the scheme.</p>
<p>What are the results of the study (which should have been done) to establish the likely walking routes for children to reach their destinations, and the associated risk study to determine the current risk factor and change in risk after implementation. This study will have determined whether there is actually a current risk to children, and the most appropriate crossing locations.</p> <p>The road has pavements on both sides, and crossings already exist, plus an underpass to go North from the housing estate bounded by Braydon Avenue. How many incidents have there been to date involving children on foot or cycling along the roads affected?</p> <p>Table 1 is close to a corner which cannot reasonably be taken at 30mph already, so appears unnecessary. In icy driving conditions, the location of this table could reduce safety as the icy ramp up could cause steering instability at a point close to this corner, where cars and buses have to take a wide berth.</p> <p>There seems little point in then having additional speed bumps so close to table 1.</p> <p>Table 2 is more appropriate to control the speed on a long straight stretch where drivers might overspeed. But a 30mph table might be more appropriate considering the road conditions.</p>	<p>Officer comment 2.</p> <p>Officer comment 6.</p> <p>The proposed traffic calming measures have designed in accordance to government guidelines, which includes distances between features.</p> <p>There are no plans to remove existing features.</p> <p>Officer comment 4.</p> <p>Officer comment 1.</p>

<p>There is already a zebra crossing opposite No. 48, so is this to remain in addition to the one opposite No. 60, or be removed?</p> <p>What are the results of the study done regarding the risk of increased pollution as a result of a 20mph limit, as engine output is less efficient at 20mph than at 30mph (gear and RPM). Also, there is an increased tendency to accelerate/brake between obstacles which further increases pollution.</p> <p>Has the scheduling of the works considered the impact on the increased traffic using Braydon Avenue and Little Stoke Lane during the closure of Gypsy Patch Lane?</p>	
<p>The traffic flow along this section of the road at the times permitted does not allow you to even reach 30 mileagess per hour so pleas don't waste money on this scheme</p>	Officer comment 2.
<p>Having such a long period of 20 mph through Stoke Lane and little Stoke lane will only encourage more drivers to take risks overtaking. Plus speed bumps can cause harm to your vehicle when you are going over them a minimum of 4 times a day</p>	Officer comment 7. Officer comment 4.
<p>Speed humps are deployed already to an excessive extent through Little Stoke Lana and Braydon Avenue. There is no value in increasing the volume, they are very wearing to drive over and force drivers to drive on a line dictated by their location rather than the safest line based on the traffic. as a cyclist I feel more vulnerable when travelling by humps since cars will avoid giving me adequate clearance because they can't risk driving over the crown of the hump. Speed tables down Little Stoke lane are very inconsistently made and are not convenient for cyclists. The biggest safety risk in this area is the volume of parking by schools at school finish times. Recent closure of Gypsy Patch has increased volumes significantly - introducing traffic humps at a time of increased volume will provide no benefit.</p>	Officer comment 7. Officer comment 8. Officer comment 1.
<p>Traffic speed tables/ cushions lead to poor air quality and driver frustration. Preference the use of speed cameras , each end of Stoke lane</p>	Officer comment 4. Officer comment 3.
<p>There is no basis for assuming 20mph speed limit improve safety, arguably the contrary and they cost money and cannot be undone with out costing more - money I'd rather was spent on crossings and cycle paths.</p>	Officer comment 2.
<p>I understand the need for 20mph by the school and fully support that, there is no need for 20mph anywhere else you have proposed, the speed tables that are already there are awful, i drive over them at 15mph and my car rattles around its awful. What i would support to make the road safer ia to have a no parking zone by the school, if you need to drive down this road at school open/close time only one lane can get through and cars try to push through and its dangerous. I support the crossings you have proposed as they make sense, but please dont waste tax payera money on signs and more speed tables, we have some really bad road surfaces that could benefit from the money instead.</p>	Officer comment 8. To achieve a 20mph zone, traffic calming either needs to be installed or be already in place. Only where the speed limit changes where signs will be installed. Officer comment 12.
<p>I do not believe that slowing traffic to 20 mph will work the 20 mph in little Stoke is so often disregarded I have been overtaken on ls lane while doing 20 mph.....I feel that speed cameras would hopefully reduce people's speed if there is a risk of punishment.....risk of killing someone doesn't seem to have an effect. I am astonished that the 20 mph on little Stoke lane stops just metres from the exit from the park.....this means that cars put their foot down just before the little exit onto the road and coped off at 30 mph.....I have been overtaken here too a car actually king on the wrong side of the island.....I have installed a dash cam now because of the awful driving I have witnessed</p>	Officer comment 7. Officer comment 3.
<p>The existing 20mph zone in Stoke Lodge does not in any way slow vehicles around the schools. The parents delivering children to these schools are only interested in how close they can park and how quick</p>	Officer comment 8. Officer comment 10.

<p>they can drive in and out of the area. Children and residents are at serious risk from the speed of the vehicles at this moment in time. What makes the Council think extending the zone will improve the situation. Unless the zone is policed which we all know is never going to happen, what is the point of wasting our money on a scheme that will not make it any safer to walk or drive in this area. Would the money not be better spent filling the potholes in our roads which are deadly for cyclist and motorcyclist, or POLICE THE 20mph ZONE is that two much too ask?</p>	<p>Officer comment 11.</p>
<p>As a van driver carrying long lengths of building materials for my business on a roof rack find it very stressful going over the ridiculously high speed bumps, I've had to stop using Little Stoke Lane already because of this. Why can't we have an average speed camera set up at either end of calming area instead?</p>	<p>Officer comment 3.</p>
<p>Just because the speed limit is changed should not mean speed tables every where, this money could be used on pot hole repairs</p> <p>Ref the 20mph signs. Save money only one sign required at the entrance to Tetbury Cl. Signs 5 & 7 not required. Do we really need a 20 mph sign in Bibury Av.</p>	<p>To achieve a 20mph zone, traffic calming either needs to be installed or be already in place.</p> <p>Signs are installed where necessary or a legal requirement.</p>
<p>I feel that it is not appropriate to reduce the main roads - Stoke Lane, Little Stoke Lane & Braydon Avenue to 20 mph as this will impact on residents who already experience high volumes of traffic and this would make the traffic emit additional emissions into their properties. In addition to this it will cause tailbacks of traffic which will also impact on residents.</p>	<p>Officer comment 2.</p> <p>Officer comment 9.</p>
<p>there is no need for a 20 MPH speed limit. It cannot be policed, unless at great cost. The money saved could be spent on other services.</p>	<p>Officer comment 2.</p> <p>Officer comment 11.</p>
<p>I just feel it's a waste of money. Signs and speed humps do not make the majority of motorists slow down. If the roads around here were huge accident hot spots I would completely agree to this scheme. The dangerous areas I feel are the people parking on the road and the grass verge at the bottom of Little Stoke Lane and when parents pick up and drop off at little stoke school. Why doesn't the council put a long lay-by outside the flats and opposite the school and at the bottom of little stoke lane so it keeps the main roads free of parked cars. The zebra crossing by the church is in a dangerous area on a bend. I have seen a couple of near misses here. It's not useful that cars also park on these ramps. Why doesn't the council spend more money repairing the roads?</p>	<p>Officer comment 2</p> <p>Officer comment 6</p> <p>Officer comment 8.</p> <p>Officer comment 9.</p> <p>Officer comment 12.</p>
<p>I agree with the 20 mph speed limit and signage. If cars observe the 20 mile per hour speed limit there should be no need for any tables or cushions on the roads. there are enough of these at the far end of little stoke lane and these are too high at present. A better idea would be flashing 20 mile per hour signage as these are more likely to be observed.</p>	<p>To achieve a 20mph zone, traffic calming either needs to be installed or be already in place.</p> <p>Officer comment 11.</p> <p>Vehicle activated signs only reduce averages speeds by about 1mph which is not sufficient in this case.</p>
<p>I don't feel the need to reduce the speed or put in bumps Stoke lane should stay at 30</p>	<p>Officer comment 2.</p>
<p>I agree wholeheartedly that traffic calming is needed on Stoke Lane as it is used as a rat run and is so busy/noisy. I'm not sure about the speed table as the position could impede our driveway access. I think a speed camera would be better as the corners at no's 17/19 & the one by Shelmor ave are taken at speed, making an exit from our driveways dangerous. The road surface is appalling making it noisy and the pollution levels are now unacceptable due to the increased use of Stoke Lane.</p>	<p>Thank you for your comment.</p> <p>It has been placed to avoid blocking of any driveway.</p> <p>Officer comment 3.</p> <p>Officer comment 12.</p>
<p>I believe we have enough traffic calming measures already in place on the little stoke lane , installing average speed cameras would be a</p>	<p>Office comment 3.</p>

<p>better option in Stoke lane, at the top of Stoke lane to Braydon Avenue?, their are two zebra crossings between the top of Stoke lane and Braydon Avenue, and another average speed camera between Braydon avenue and clay lane round about hopefully should be enough</p>	
<p>I do not believe 20mph or tables are beneficial to reducing speed or pollution. People tend to speed up between tables and humps. average Camera's are a more effective in my view</p>	<p>Officer comment 4. Officer comment 3</p>
<p>I feel that the only way to control the speed in relationship to the Amberly road crossing is to change the crossing to light control thereby giving clear control for pedestrians whether young pr old this would also allow cyclists to cross when using it as part of the adjacent cycle lane. I understand there is a proposal for average speed control cameras which would be good as since moving to the area just over 2 years ago I have never seen the 20mph limit in Little Stoke lane monitored by a mobile unit.</p>	<p>A scheme is already going ahead at that location. Officer comment 3.</p>
<p>We have a small old car that creaks and groans over every bump and although ALWAYS drive over bumps very slowly it is obviously damaging our car. We also have a Motorhome and when driving over bumps everything shakes in the van eg Crockery saucpans, glasses. I'm certain that it is having a detrimental effort on everything in my Motorhome. I prepose that automatic traffic lights are installed that turn red for 15 seconds if a car is traveling over the speed limit. Several of these along the length of Stoke Lane would prevent speeding (as it would be quicker to stick to the speed limit than keep stopping at the lights) Drivers would soon learn not to speed. These lights are in use in many countries to isn't a gimmicky idea. The cost would probably comparitable to speed safety cameras. Would be interested to discuss with you. Think about the results... 1 Speeds limits would be adhered to. 2.Damage to cars illuminated 3.Local residents not so effected by the noise of vehicles bumping over ramps. 4. Easier and cheaper to maintain road surfaces. 5.No need to alienate drivers with unpopular speed cameras. Lots of information about this system is in this link https://www.itsinternational.com/categories/enforcement/features/traffic-signals-turn-red-to-stop-speeding-drivers/</p>	<p>Officer comment 4. Traffic signals are not suitable for this road.</p>
<p>In conjunction with these proposals it is suggested that two further changes are considered. The bend at the junctions of Stoke Lane and Shellmor Ave is very tight and the buses in particular always seem to meet at this corner. The verge here is wide the road could be realigned to relieve this pinch point. Also, Shellmor has been a 20 zone for sometime now but there are some idiots who accelerate at a ridiculous speed off this junction on a regular basis. Could/should calming measures be considered between this junction along its length past the junctions of Maisemore and Sandhurst , without which the whole exercise seems pointless.</p>	<p>There are no plans to alter the road layout or existing traffic calming features as, it's beyond the remit of the scheme.</p>
<p>I agree that, with all the schools in the area, traffic calming is sensible but I drive an old Mini and already have to drop to 10 miles an hour to navigate the current speed tables/cushions on Stoke Lane/Braydon Avenue, which causes problems as owners of large cars which are not effected by these measures have even tried to overtake me. Would it not be possible to install average speed cameras as an alternative?</p>	<p>Officer comment 3.</p>
<p>I do not believe that these schemes are necessary and the money assigned to completing these can be better used for highways</p>	<p>Officer comment 2</p>

<p>improvements around the area. During times where these is increased traffic the speeds that vehicles maintain is usually less than the 30mph limit currently allowed on these roads and therefore spending money on implementing arbitrary limits seems completely unnecessary.</p> <p>I am concerned at the timing of these proposals being in line with the closure of Gipsy Patch Lane which is diverting traffic along the roads in question. Where is the logic in planning roadworks along roads that are being used by locals who are unable to use one of the main traffic corridors in the area? It appears to highlight the poor planning that has been seemingly commonplace in the South Gloucestershire region over the years.</p> <p>As this is apparently being considered for the safety of parents, children etc who access the schools in the area, can the council please publish ALL figures relating to accidents on these roads over the past 10 years? I would request that these figures show, but not restricted to:</p> <ol style="list-style-type: none"> 1) Road traffic accidents (vehicle on vehicle) 2) Pedestrian injuries (detailing minor and major injuries where possible) 3) Fatal accidents. <p>As part of this information any proof that these accidents were caused due to the speed limits on these roads and not caused by other reasons.</p> <p>The money assigned to this proposed scheme can be better used to improve the condition of main routes in the area or being used in schemes to reduce congestion where poor planning/traffic schemes have been implemented in the past.</p> <p>I do hope that the council actually takes a genuine interest in what the public says as this has certainly not been evident in the past.</p>	<p>Officer comment 1.</p> <p>Officer comment 6.</p> <p>Officer comment 12.</p>
<p>The alternative suggestion of the Parish Council to have average speed cameras at each end of Stoke Lane(which appear to have the desired effect when used on motorway roadworks) would achieve the slowing of traffic without tailbacks and the likely damage to health due to air pollution.</p>	<p>Officer comment 3.</p>
	<p>Officer comment 2.</p> <p>Officer comment 9.</p> <p>Officer comment 5.</p>
<p>I think 20mph is unnecessary 30 is fine. 20mph and speed bumps increases pollution as people are in cars longer</p>	<p>Officer comment 2.</p> <p>Officer comment 4.</p>
<p>I disagree with the proposed speed limit of 20 MPH along Stoke Lane and Little Stoke Lane, its a commuter route through the "estate" and</p>	<p>Officer comment 2.</p>

<p>provides a free flowing access route to local residential streets. I would prefer "speed bumps" over a 20 MPH speed limit.</p>	<p>To achieve a 20mph zone, traffic calming either needs to be installed or be already in place.</p>
<p>I think the current 30 MPH speed limit along both Stoke Lane and Little Stoke Lane are good enough for the current traffic volume. I agree with the 20 MPH limits in the side roads leading off Stoke Lane and Little Stoke Lane. I do not agree with "speed bumps" of any sort as they are abused by most vehicles by passing over them at speed, they are not effective. I also think the zebra crossing on the corner of Stoke Lane , near Amberly road is in a dangerous position and should be relocated on a straight road section.</p>	<p>Officer comment 2. Officer comment 11. A scheme is already going ahead at that location.</p>
<p>Already too many speed bumps, 11 sets between our home and tesco. The area already suffers too much pollution and more 'so called' traffic calming will only add to this. A 20 mile an hour speed limit is unnecessary on a main through route. Please spare the residents of this area from this ridiculous scheme.</p>	<p>Officer comment 2. Officer comment 4.</p>
<p>South Glos appear determined to install lower speed limits and obstacles known as traffic calming measures wherever they can. I am as determined to object to this as a matter of principle. Drivers should always obey existing speed limits, and drive according to conditions at the time. Children, pedestrians and cyclists should always be aware of the hazards using roads. 20 mph limits are not enforced unless it is for revenue raising by mobile cameras, so are pointless as well as expensive. It is a privilege to be able to drive, and drivers should not be nannied into driving at appropriate speeds....it is only a matter of time before someone decides 20 mph is too fast and men with flags are employed to walk in front of vehicles....to quote a rather famous book " there is nothing new under the sun"</p>	<p>Officer comment 2. Officer comment 11.</p>
<p>I completely agree with the implementation of the scheme, due to finding it very difficult to cross street or pulling my car out of my driveway, due to the proximity to the bend and all cars traveling at 30-40mph.</p>	<p>Thank you for your support.</p>
<p>Aztec West roundabout and Gypsy Patch Lane get congested at rush hour. Little Stoke Lane is used by commuters to Bradley Stoke, Stoke Gifford and Winterbourne let alone those who live in Stoke Lodge and Little Stoke. 20mph speed limit and traffic calming will create congestion in Stoke Lodge and Little Stoke too, which will increase pollution for school children at the three Primary Schools.</p>	<p>Officer comment 4.</p>
<p>THE AMOUNT OF TRAFFIC IN THE AREA AND BOTTLENECKS AT ROUNDABOUTS CAUSES PEOPLE TO USE STOKE LANE/ LITTLE STOKE LANE AS A SO CALLED 'RAT RUN'. A FURTHER AMOUNT OF TRAFFIC CALMING AND A SPEED CHANGE TO 20 M.P.H. WILL NOT HELP, UNLESS IT IS PROPERLY MONITORED FOR SPEEDING, SO I SUGGEST SPEED CAMERAS. WOULD BE A PREFERRED OPTION. IN ADDITION, WITH THE RAILWAY BRIDGE IN GYPSY PATCH LANE NOW BEING CLOSED FOR A RE-BUILD, THE SITUATION COULD GET WORSE, SO PLEASE BE PATIENT! A LITTLE PIECE OF HISTORY: HAVING HAD A STROKE IN 2017 AND PASSING OUT AT HOME, 999 BROUGHT AN AMBULANCE AND A+E WERE CALLED BY THEM, ARRANGING FOR ME TO BE ACCEPTED IMMEDIATELY ON ARRIVAL. PASSING OVER THE EXISTING TRAFFIC CALMING OBJECTS DURING THE JOURNEY IN THE AMBULANCE WAS MOST UNPLEASANT AS I SUFFERED A GOOD SHAKING. UPON ARRIVAL AT A+E, I HAD A FURTHER EMERGENCY EPISODE AND I WAS RUSHED INTO 'RESUSITATION'. A SUBSEQUENT HEAD SCAN FOUND BLEEDING IN MY BRAIN AND MY LIFE WAS ON THE EDGE. THEREFORE I WOULD LIKE TO REGISTER MY OBJECTION TO THE PROPOSED SCHEME AS I BELIEVE THIS TYPE OF TRAFFIC CALMING METHOD PUTS LIVES AT RISK.</p>	<p>Officer comment 11. Officer comment 1.</p>

<p>I would like to see another crossing further down Little Stoke Lane near to Little Stoke Primary. Double yellows in this area would also be appreciated as at school collection/drop off times there are so many cars parked everywhere that it becomes a hazard for both cars and pedestrians.</p> <p>Enforcement of the 20mph zone would be appreciated - at the moment the area is used as a rat-run at times (especially at the moment with Gypsy Patch Lane road closures).</p>	<p>Officer comment 9.</p> <p>Officer comment 11.</p>
<p>I live on the bend which in my opinion is the most dangerous location. Are these measures enough for us getting on and off our drives?</p>	<p>The bend is classed as a traffic calming measure, with additional traffic calming features and 20mph, it should help leaving and accessing driveways.</p>
<p>I agree that the traffic should slow down on these roads, it is sometimes quite dangerous for my Wife to safely cross the roads, even on the crossings, as she has mentioned to me on numerous occasions that some people do not like to stop when she is waiting to cross, and she needs to do this with our young son on a daily basis.</p>	<p>Thank you for your support.</p>
<p>The traffic will slow up and there will be more pollution especially during rush hour which gets longer each week. It will be uncomfortable for bus passengers especially when the council wants to promote more public transport use. First bus may say too many speed tables damages the buses so there will divert the 19, 19A and Y6 away from Stoke Lane, which will derive a lot of local residents public transport. A Lot children use the pavements and zebra crossings to reach the local schools. There are multiple local roads running parallel to Stoke Lane which could be marked as Stoke Lane bypass. There needs to be a cycle path in Little Stoke park which could run parallel Little Stoke Lane. Get Stoke Gifford Parish council to do it.</p> <p>We need more pedestrian crossings in Little Stoke Lane and Stoke Lane.</p>	<p>Officer comment 4.</p> <p>The traffic calming standard details allow for buses to travel over them with minimal disturbance.</p>
<p>So glad this is hopefully being done, I have watched the speed limit sign and been dismayed that many cars travel over 40mph down this road the top one I have seen was 52. This has got to end for the safety of everyone.</p>	<p>Thank you for your support.</p>
<p>I think the whole area should also have LED lighting to ensure safety at night.</p>	<p>South Gloucestershire Council has a programme to upgrade all of-street lighting to LED.</p>
<p>20 mph is not an environmentally friendly speed to drive at. It makes drivers so frustrated that they speed up more at the end of the 20 mph zone (for example Southmead Road). It encourages people to walk out in to the road and drivers to pull out, which is so dangerous (for example in Henleaze). Children should be made to learn the Green Cross Code, like we had to in the 80's.</p>	<p>Officer comment 4.</p> <p>Officer comment 7.</p> <p>Pedestrians should cross at dedicated crossing points and when it's safe to do so.</p>
<p>I object to the proposed scheme on the grounds of the progressive damage to vehicles that is caused by driving over speed cushions and tables even at below 20mph. I believe this scheme would greatly increase pollution and noise in a residential area as drivers brake and then accelerate. Measures such as speed tables and cushions divide drivers' attention, distracting them from the normal observation required when driving through a residential area.</p> <p>I also object to the use of Little Stoke Lane/Stoke Lane as a diversion during the closure of Gypsy Patch Lane, which as I understand it could be 12 months or more in total. Your justification for this traffic-calming scheme is that safety needs to be increased for the many pupils attending the four schools in this area. Yet you see fit to turn the same route in a rat run.</p>	<p>Officer comment 4.</p> <p>Officer comment 1.</p> <p>Officer comment 2.</p>
<p>Speed tables are fine as long as they aren't the really harsh ones</p>	<p>Thank you for your comment.</p>
<p>Already to many traffic calming measures in place and the road doesn't warrant any more. Especially if Gypsy Patch Lane is going to</p>	<p>Officer comment 2.</p>

<p>be closed for an extended period of time that year. The area is already too slow moving, council should be looking at ways of increasing the average speed of roads, not slowing them further. As locally they're already gridlocked!</p>	<p>Officer comment 1.</p>
<p>Too many speed bumps can cause damage to vehicles, particularly to the underside and suspension. If you are aware that a particular section of the road allows reckless drivers to speed then place a speed camera there. I agree with 20 mph around schools but not on the 28 roads in little stoke. Signs before pedestrian crossings. Speed cameras being moved around the area.</p>	<p>Officer comment 3.</p> <p>The existing roads around Little Stoke Lane & Stoke Lane are already 20mph. Only roads not already 20mph are proposed to have a limit change.</p>
<p>A- there is enough speed bumps and raised road works around the surrounding area</p> <p>B- the speed is 20mph already this being adhered to should be enough.</p> <p>C- speed bumps and raised road works cause damage to vehicles which costs the owners such as myself money and we pay enough in road tax as it's is !</p>	<p>To achieve a 20mph zone, traffic calming either needs to be installed or be already in place. In the existing 20mph, there is no plans to add any traffic calming features.</p>
<p>I pay my road tax & council tax, so I would ask why you are intent on making it more & more difficult to travel close to my home? The traffic In the local area is a nightmare already, so why do we need more infrastructure that will further slow the traffic down & cause more backlogs.</p> <p>If you have money in the kitty, spend it on something that will benefit the flow of traffic, not hinder it further. You will not get the majority of people to walk their kids to school as it is status for them to turn up in a huge 4x4.</p> <p>Why are all the traffic calming measures in & around Bradley Stoke? Why are they not in Thornbury, Kingswood or Yate? Could it be because that is where SGC offices are or historically were!</p> <p>Traffic "cushions" (lets call than what they are Speed Humps) are not a safety feature. If people are going to speed then they will do it anyway. Speeds Humps damage cars, break suspension, steering racks & take wheel tracking out of alignment rendering cars less safe to drive.</p> <p>Painting white hatching on the side of a nice wide road, someone will have to explain to me the logic, as no one I know understands the point except wasting good paint.</p> <p>If you want to safeguard the children at the schools in Little Stoke spend the money putting a pedestrian bridge or bridges over the road. Or put a speed limit on when they are arriving & leaving school. Why does the area need traffic calming measures & a 20mph speed limit when the kids should be in class or left & are at home?</p>	<p>Officer comment 2.</p> <p>The reason for this location is due to the large number of schools in the area, which link back to the officer comment 2.</p> <p>Officer comment 7.</p> <p>Bridges are beyond the budget and remit of this scheme.</p> <p>Officer comment 5.</p> <p>Officer comment 11.</p>
<p>A large number of parents use Station Rd to take/collect children to and from Holy Family School and Play Station Nursery. At times it is hazardous for pedestrians to walk down Station Rd, not only for speeding cars but also driving down pavements and parking do that young children have to walk in the road! Have you considered cameras to catch these inconsiderate drivers Catch the many to use their phones while driving..... And would give income to the council.</p>	<p>Officer comment 3.</p> <p>Officer comment 8.</p>
<p>I think there are more than enough traffic calming measures in place already and money would be better spent on repairing the poor roads and repainting the road markings which are in great need attention from a health and safety point of view.</p>	<p>Road maintenance are different budgets to the proposed scheme.</p>

<p>Reasons for not supporting are: 1 Increase in pollution: both air quality and noise 2 Speed Cushions and speed tables are hazards for cyclists</p> <p>Stoke Lane/ Little Stoke Lane/ Braydon Avenue, these are now major roads due to the high level of development in the past 10 years. Speed Tables and Speed Cushions will not deter vehicles from these roads. The result of your 20 mph Traffic Calming measures will be to increase pollution both in terms of air quality and noise. Vehicles slowing and accelerating will fill the air with noise and fumes. The children you mention walking to school will be the recipients of this high level of pollution. The Willow Brook Centre has recently installed three very aggressive speed "cushions". When walking to the centre at busy times now you are met with diesel/petrol filled air, a noticeable deterioration since this additional "safety" measure was introduced. If you wish to reduce the speed to 20 mph then install cameras.</p>	<p>Officer comment 4.</p> <p>Officer comment 3.</p>
<p>The 20 mph zone is an unnecessary expense which will only create a traffic queue and air pollution .</p>	<p>Officer comment 4.</p>
<p>Speed Bumps only cause traffic jams and inconvenience most drivers don't care about them and continue to drive at speed over them. They cause damage to Car tyres and cause wheel alignment problems. The resulting traffic jams lead to more air pollution and poorer quality of life for local residents. A much better ides would be to install average speed cameras at both ends of Stoke Lane this will stop the boy racers speeding up between each and slowing down at the last possible minute.</p>	<p>Officer comment 7.</p> <p>Officer comment 3.</p>
<p>i agree that transport needs to be made slower on little stoke lane and the surrounding areas, however I have my reservations that the proposals will slow vehicles down. Little stoke lane is now busier than ever with the closure of gypsy patch lane and despite being assured by councillors that it wouldn't be used as a diversion to the a38 it clearly is as it is now like living on a dual carriageway and cars are evidently going faster than 20/30mph! Vehicles clearly don't slow over existing traffic calming measures so adding more I am not sure will help.</p>	<p>Officer comment 7.</p> <p>Officer comment 1</p>
<p>Speed cameras would be a better option , studies have been done that 20 mph speed limit do not reduce casualties compared to 30 mph. Therefore 20 mph in side roads are a waste of money and better spent on road repairs filling pot holes etc and even to go as far as new tarmac and pavement repairs.</p>	<p>Officer comment 3.</p> <p>Officer comment 6.</p> <p>Officer comment 2.</p> <p>Officer comment 12.</p>
<p>There are enough lumps and bumps already Perhaps some money could be spent on road surfaces, and speed restrictions could be achieved by average speed cameras, which would also generate revenue</p>	<p>Officer comment 12.</p> <p>Officer comment 3.</p>
<p>Parking on this road is a big problem,(Stoke Lane) especially outside the school, and on the entrance to Stoke lane from Gipsy Patch Road. Also parking on the side roads (on the pavements), I have requested that yellow lines should be painted on these side roads especially the entrance to Brockley Close. Where the refuge lorry very often gets blocked from leaving or entering, (due to bad parking) in the close, on the Friday collection day.</p>	<p>Officer comment 8.</p>
<p>This work is not necessary. the roads mentioned are safe and traffic speeds are within the existing limits. Such work as described will only promote continual slower-faster speed transitions with consequent increase in emissions and rage with reduction in awareness of what is happening around. Hard obstructions such as narrowing or speed tables create random steering actions to avoid or minimise their effect. The problems are of more concern when coupled with wet or frozren surfaces.</p>	<p>Officer comment 2.</p> <p>Officer comment 4.</p> <p>Officer Comment 8.</p>

<p>The expense would be better spent policing the existing parking/child delivery and pick up restrictions around the schools and pavement parking causing parents and children to walk along and cross without proper visibility.</p>	
<p>Speed bumps do not slow down traffic. Ramps are to severe and cause damage to tyres and suspension of vehicles. The council will be subjected to claims for damage etc. Save money and install Speed Cameras.A system like the motorways have with an average speed is used. A fine is always the best option The side roads around Stoke Lane will become rat runs with cars trying to avoid the calming areas.</p>	<p>Officer comment 3.</p>
<p>Whilst I support the idea in principal, my negative responses are due to observation of drivers' habits in this area, and elsewhere, that those who want to exceed speed limits - will, regardless of any measures to reduce speed on our roads put in place at high cost: and those who are careful drivers for all the right reasons negotiate speed bumps with the inconvenience of an uncomfortable ride (you can't call them cushions) - and ultimate damage to their cars, as ours has been putting uneven wear on the inside of tyres due to Tracking disalignment from speed bumps. Good luck with any ideas you try, but perhaps an additional point for discussion concerning safety on our roads could be spending some of the allocated budget for speeds bumps on road repairs and putting the vanishing white paint back on Lane markings, Crossings etc.</p>	<p>Officer comment 7. Officer comment 12.</p>
<p>There are sufficient traffic calming in the vicinity. The money would be better spent on repairing the existing roads around Little Stoke and Stoke Lodge. Also implemented double yellow lines for 100metres around the perimeter of a school</p>	<p>Officer comment 12.</p>
<p>Please install average speed cameras instead of other calming measures. This suggestion is made as they work. Nothing else will make drivers slow down.</p>	<p>Officer comment 3</p>
<p>I agree with a 20mph limit and introducing traffic calming measures. However, if the purpose of the funding is to improve conditions for walking and cycling, particularly for travel to and from school, I think you are failing to provide any suitable cycling infrastructure to support this. The best way to support cycling would be to provide protected cycling routes as part of the scheme. Whilst reducing speeds will indirectly improve conditions for cycling it won't provide conditions suitable for the majority of people to feel safe. In addition, the introduction of crossing islands will create pinch points which are particularly dangerous for cyclists. If the road is an appropriate width and car speeds are low enough there is no need to introduce islands or the associated pinch points. I don't think the scheme is going any where near far enough to be effective and it doesn't apply appropriate design principles for low traffic neighbourhoods which would be appropriate (e.g. https://www.livingstreets.org.uk/media/3844/lcc021-low-traffic-neighbourhoods-detail-v9.pdf)</p>	<p>The proposed scheme is a start in improving cycling and walking for the area by lowering speeds. Additional features, as suggested aren't in the remit for this scheme. These are existing islands, the proposal is to improve them.</p>
<p>I don't like speed bumps on the local roads as they look unsightly and cause a lot of damage to the suspension and wheel alignment of vehicles.</p>	<p>Thank you for your comment.</p>
<p>The 30 mph limit is adequate and currently the natural bend in the road at junction of Shelmor Avenue and Stoke Lane slows down traffic sufficiently, likewise the current traffic calming measure adjacent to Little Stoke Park is sufficient as the traffic is slowed down by the mini roundabouts at Clay Lane, and Braydon Avenue.</p>	<p>We agree that the areas mentioned are good for traffic calming features but the proposals are filling in the gaps between them.</p>

<p>With the forthcoming closure of Gypsy Patch Lane to facilitate the railway bridge expansion, and the increased traffic that must surely have to use Stoke Lane as a diversion, it will cause mayhem in the area and an increase in traffic pollution affecting children walking to school.</p>	<p>Officer comment 1.</p>
<p>The installation of crossing islands on Stoke Lane will reduce the width of the road and present an increased risk to cyclists. This is generally typical for South Glos road layouts as there are numerous existing measures purported to help cyclist which actually generate an increased risk to this group of road users.</p>	<p>These are existing islands, the proposal is to improve them.</p>
<p>"I think these slower speed limits are much needed. There are lot of older people and children in the area and the speeds that some people drive down the local roads is very scary. I live on Dyrham Parade and have a 3 year old daughter. Please drive down our road at 50mph+ on many occasions which is very concerning, especially as there is a school at the end of the road."</p>	<p>Thank you for your comment.</p>
<p>Very much opposed to reducing traffic speed. Cars parked on the road already create bottle necks why create more.</p>	<p>Thank you for your comment. Officer comment 8.</p>
<p>WHILE I AGREE WITH THE PROPOSAL TO REDUCE THE SPEED OF TRAFFIC IN STROKE LANE I WISH TO OBJECT TO THE WAY IT IS PROPOSED TO BE DONE. BY PUTTING IN SPEED TABLES AND SPEED CUSHIONS THESE WILL ONLY SLOW THE TRAFFIC FOR A SHORT DISTANCE AND IT WILL THEN ACCELERATE TO A HIGHER SPEED BETWEEN THE TABLES AND CUSHIONS WITH AN INCREASE IN POLLUTION AND NOISE FROM GOING OVER THE CUSHIONS. THIS WILL ALSO BE DETRIMENTAL TO THE HEALTH OF CHILDREN AND THE ELDERLY. I PARTICULARLY OBJECT TO THE CUSHIONS OUTSIDE NO.60 STROKE LANE AS THERE IS ALREADY AN ISLAND IN THE MIDDLE OF THE ROAD WHICH HAS AN EFFECT ON SLOWING TRAFFIC SPEEDS AND MAKES IT VERY DIFFICULT TO ACCESS MY DRIVE WHEN TRAVELLING IN A NORTHERLY DIRECTION. IN PLACE OF SPEED CUSHIONS AND TABLES I SHOULD LIKE TO SUGGEST THAT AVERAGE SPEED CAMERAS BE LOCATED AT THE START OF STROKE LANE, NEAR THE JUNCTION WITH AMBERLEY ROAD, AND AT THE JUNCTION OF LITTLE STROKE LANE AND CLAY LAKE. THESE WILL HAVE A GREATER EFFECT ON TRAFFIC SPEED AND WILL REDUCE POLLUTION FROM ENGINES. WITHOUT CAMERAS HOW WILL THE 20MPH LIMIT BE MONITORED? I HAVE LIVED ON STROKE LANE FOR OVER 40 YEARS AND DO NOT RECALLECT ANY MONITORING OF THE 30MPH SPEED LIMIT DURING THIS TIME. THE PRESENT SPEED LIMIT IS REGULARLY BRACED, ESPECIALLY AT NIGHT, CAUSING MUCH SLEEP DISTURBANCE. THE FITTING OF AVERAGE SPEED CAMERAS SHOULD REDUCE THE SPEED TRAVELLED THROUGH STROKE LANE TO THE ADVANTAGE OF ALL WHO RESIDE ON IT.</p>	<p>Officer comment 4. Officer comment 7. Officer comment 3. Officer comment 10. Officer comment 11.</p>
<p>Speed calming measures such as speed tables and cushions cause danger as some drivers change course to try to avoid them They can also cause motorcyclists danger as the warning paint showing where they are is not maintained and on a bike you need to take these obstacles at a lower speed than 20mph. As a cyclist car drivers swerve into your path to avoid the cushions. Motor vehicles slow down and accelerate around these measures causing increased pollution</p>	<p>Officer comment 7.</p>
<p>I fully support the measures proposed, I would also like speed Tables introduced on Bourton Avenue, this is because of the complete disregard of motorist with regards to THE 20MPH SPEED LIMIT on this Road.</p>	<p>There are no proposals on Bourton Avenue to introduce traffic calming measures.</p>
<p>I do not agree with the use of the tables , driving a commercial van as I do for work , which is full of my tools I have broken three leaf springs on the rear of my vehicle over the last two-three years due to them being on little stoke lane. I slow down for the traffic calming bumps but they do not cause my vehicle to bounce and damage my suspension like the tables do</p>	<p>The design of tables has improved since the Little Stoke Lane were installed. This such reduce the impact.</p>
<p>I do not object primarily to calming, however some of the existing tables are so sharp they damage suspension, they should be a lot smoother on entry and exit.</p>	<p>Please see previous comment.</p>

<p>FIRSTLY I WOULD LIKE TO COMPLIMENT THE PROFESSIONAL CONSULTATION DOCUMENT. AS A FORMER MANAGER AT ROLLS ROYCE AND AIRBUS I ACCEPTED CRITICISM THAT WAS CONSTRUCTIVE. I TRUST YOU ACCEPT MY COMMENTS IN THE SPIRIT SENT. I HAVE LIVED AT THIS ADDRESS FOR 34 YEARS. THE ALREADY INSTALLED 20 MPH ZONES IN THE AREA HAVE NEVER BEEN POLICED SO HAVE HAD LITTLE EFFECT. THE SPEED RAMPS MAY LOCALLY REDUCE SPEED, BUT AT THE COST OF ADDITIONAL AIR POLLUTION AND NOISE CREATED BY DECELERATION AND ACCELERATION. THIS IMPACTS AROUND THE ROAD SURFACE, AS ILLUSTRATED IN CONISTON ROAD, BRYDOWN AVENUE AND BROOKWAY. IMPORTANTLY IT WILL DO NOTHING TO REDUCE TRAFFIC NOW USING STOKES LANE AS A RAT RUN. THE CLOSURE OF CYPRESS PATCH LANE HAS MADE LIFE INTOLERABLE AND YOU PLAN TO CARRY OUT THIS WORK AT THE SAME TIME. ON A SELFISH NOTE, THE RAMPS AT NO.11 WILL FURTHER MAKE ACCESS TO MY PROPERTY EVEN MORE DIFFICULT. THE HERB EXTENSIONS OPPOSITE MY PROPERTY WERE AND STILL ARE, ANOTHER ISSUE I ACCEPT BUT THE ONLY ADVICE GIVEN BY JOHN FOX WAS TO 'SORT OF DRIVE ONTO THE PAVEMENT' AND TRY AND REVERSE. I FEEL TWO STRATEGICALLY POSITIONED GATSO CAMERAS WOULD BE MUCH MORE EFFECTIVE, SELF POLICING AND FUN TO RAISE. KEEP THE LIMIT AT 30 M.P.H. THE IDEA OF AVERAGE SPEED CAMERAS IS ATTRACTIVE BUT THEY WOULD NEED POSITIONING SO AS TO STOP THE SIDE ROADS BECOMING RAT RUNS. THINK THE PROPOSALS ARE TREATING THE 'EFFECT' AND NOT THE ROOT CAUSE OF THE VOLUME THIS ROAD NOW HAS.</p>	<p>The current 20mph on the side streets are limits. The proposals are to create a 20mph limit on Stoke Lane, which would then create a zone.</p> <p>Officer comment 4.</p> <p>Officer comment 1.</p> <p>Officer comment 3.</p> <p>Officer comment 2.</p>
<p>It is already bad enough trying to get down this road with cars parked on the sides meaning you have to wait until the other lane is clear to go round the car. There are ENOUGH speed bumps in the area. There is absolutely no reason to do this and I have never seen anyone exceeding 30mph in the area, in fact it's in my daily commute and I often see people doing 20mph. There are already pedestrian crossings, spread out well across the section that is 30mph. Just leave the roads that are fine alone and focus on roads that actually need improving.</p>	<p>Officer comment 2.</p>
<p>If you study the impact of the changes to the access road at Willow Brook it is plain to see that this will just increase traffic congestion, therefore increase pollution also damage to vehicles and passengers. 30 mph is a reasonable speed limit for a main road with pedestrian controlled crossing points (which are highly visible to both drivers and anyone wishing to cross) at suitable places. If necessary this could be monitored with speed cameras.</p>	<p>Officer comment 4.</p> <p>Officer comment 2.</p> <p>Officer comment 3.</p>
<p>This will be an excellent opportunity in an attempt to reduced traffic speed in this expanded area. The 20mph speed limits will be a great edition however without enforcement of this it will prove futile. The speed tables will be a great help in providing a physical barrier to reducing traffic speed and great to see that you have opted for speed tables as oppose to speed cushions.</p>	<p>Officer comment 10.</p> <p>Officer comment 11.</p>
<p>Table number 2, should be a light controlled, pedestrian crossing. If there is enough money consideration should be given to the installation of a average speed camera system. This would ensure a smooth flow of traffic throughout the length of the road system. This will stop traffic rushing between the traffic ramps with a increased chance of accidents and pollution.</p>	<p>Traffic signals are beyond the remit of this scheme.</p> <p>Officer comment 3.</p> <p>Officer comment 4.</p>
<p>I must say first that am strongly in favour of road safety and a paid supporter of such road safety organizations such as RoSPA and the Institute of Advanced Motorists. I say this to show that I do not condone inappropriate speed in suburban areas. The following remarks are entirely my own. I regularly walk to work in the region of the existing 20 mph zones along Little Stoke Lane and Rossall Avenue. Every day I see that the speed limits are not working and they won't work if they are not enforced. This is why I oppose the introduction of the 20 mph limit. When I drive along these regions I always get tailgated by other drivers who clearly wish to disregard the limit. When I walk in these areas just about every car I see is clearly exceeding the 20 mph limit (I have some 35 years experience as a driver, cyclist and am involved with driving instruction so I have a good judgement of speed). I have only ever seen 2 types of vehicle adhering to the limits, driving instruction cars and, on one occasion</p>	<p>Officer comment 9.</p> <p>Officer comment 7.</p> <p>Officer comment 3.</p>

<p>only, a speed camera van driving through the area to get to Gypsy Patch Lane. If you extend the 20 mph limit as proposed without enforcement you will not increase safety but you will cause road rage. Incidentally many of the drivers exceeding the limit are parents driving their children to school. If this group of drivers don't 'get it' without enforcement then it does rather prove my point that a 20 mph WITH SPEED CAMERA ENFORCEMENT is the only viable option. Without SPEED CAMERA ENFORCEMENT the 20 mph signs and even the speed bumps are just so much waste of money.</p>	
<p>Traffic calming measures should all be replaced with speed tables, as traffic calming measures will not stop motor bikes, vans 4x4 hgv from speeding as the bumps will be ineffective. The good things about speed tables are that they serve as a crossing point for pedestrians and wheelchair users...</p>	<p>We are limited to the number and type of traffic calming due to budget and physical nature of the road and proximity of driveways.</p>
<p>The current 30 mph limit on Stoke Lane is the correct limit for this road. From my casual observations when using this road traffic generally appears to be adhering to this speed limit. The 90 degree bend in the vicinity of Bourton Avenue already acts to slow the traffic flow and there are 3 zebra crossings which allow easy crossing of the road for pedestrians at busy times. If after this consultation the council decide to go ahead and implement a 20 mph limit, I consider one table would be adequate without the need for additional cushions. PLEASE DO NOT CARRY OUT ANY WORKS ON STOKE LANE OR LITTLE STOKE LANE UNTIL REPLACEMENT OF THE RAILWAY BRIDGE AT GYPSY PATCH LANE IS COMPLETED AND GYPSY PATCH LANE IS FULLY REOPENED!</p>	<p>Officer comment 9. Officer comment 1.</p>
<p>Poor parking and cramped roads make the roads dangerous. Provide clear routes for traffic to flow and the risk will be reduced</p>	<p>Officer comment 8.</p>
<p>WHILE I AGREE WITH THE PROPOSED SCHEME IN PRINCIPLE, I AM A STOKE LODGE RESIDENT, AND I CONSIDER THAT NO WORK SHOULD BE CARRIED OUT AT ANY TIME WHEN THE GYPSY PATCH BRIDGE IS CLOSED TO TRAFFIC. THE CURRENT CLOSURE HAS INCREASED TRAFFIC SIGNIFICANTLY IN STOKE LANE AND IS CAUSING DIFFICULTIES FOR US. I WOULD LIKE TO ADD THAT WE ONLY FOUND OUT ABOUT A FEW DAYS BEFORE IT OCCURRED.</p>	<p>Officer comment 1.</p>
<p>To install a speed table to enforce a 30mph limit is ridiculous and dangerous to two wheelers traveling at perfectly legal speeds unless the rider sees them and can slow to less than 20mph to prevent severe shocks through the arms and spine. But first you have to spot them - not always easy when the markings on them have worn off and at night / in rain. Please use rumble strips first and if they fail try speed cushions. Regarding 20mph zones - have you any real evidence that accidents have reduced? I doubt it. It is just PC gone mad. Furthermore, all these speed humps and tables are making traveling around our area most unpleasant. To be honest, if I was thinking of moving to the South Glos area now and I saw all these ridiculous humps I would be seriously put off. At the same time there are pot holes and broken up road surfaces all over the place! Please fix these first before you waste scarce money on humps and lumps!</p>	<p>Officer comment 6. Officer comment 2. Officer comment 12.</p>
<p>Introducing more speed calming measures is going to slow down the flow of traffic even more than it is now. The speed bumps cause major damage to cars and we have enough of these in the area already. The congestion on the surrounding roads is bad at present, and often not easy to get out of the side roads on a morning without any more traffic calming. As shown in the recent traffic calming at Tesco, which now been removed, these cause queues and with the large volumes of traffic passing through would be a nightmare. As a Resident living on Braydon Avenue the traffic starts to queue from about 7 am most mornings. Even earlier with the gypsy patch lane closure at present. These works which are going be on-going</p>	<p>Officer comment 1.</p>

<p>over the next couple of years need to be taken into account as people are using Braydon Avenue and Little Stoke Lane as a rat run not the diversion through Bradley Stoke Way.</p>	
<p>The council is obsessed with 20mph speed limits. I agree with this in the vicinity of schools or at dangerous locations but neither seem to apply in this case. Surely the money could be better spent. Please note that I use this route by both car and bus to reach my daughters house in Patchway and the Mall.</p>	<p>Officer comment 2.</p>
<p>I have lived at my present address for 53 years and probably have more experience of traffic than most .Speed tables are not the answer , traffic cameras ARE whichever type used ,preferably a combination of average speed and indicated signs showing a "smiling face" or similar .Definitely not chicanes !</p>	<p>Officer comment 3. See previous comment.</p>
<p>I fully support the proposed programme of work however I'm not sure how effective the 20mph zone will be. The 20mph limit on Dyrham Parade appears to have made little difference to traffic speed probably because its a relatively long straight stretch of road. The signs aren't clear and one is partially covered by shrubbery. I believe that for a scheme like this to work effectively it needs to be policed either by mobile or fixed speed cameras.</p>	<p>Officer comment 10. Officer comment 11. Officer comment 3.</p>
<p>The speed bumps/platforms do not work and 20 mph are largely ignored by most drivers. Installing priority buildins are a lot more suitable. Additionally and unfortunately i have had reason to be in the back of an ambulance on a few occasions, and speed bumps are horrendous in them, especially if you have an injury. More reason for priority systems to be put in place. Further more, put more pressure on schools to ban the school run</p>	<p>Priority narrowing's are not as effective in reducing vehicle speeds as speed tables and are particularly ineffective when traffic flow is tidal. They have a poor accident record for 2 wheeled vehicles.</p>
<p>I think this is a great idea. Living in this area I think it really needs the traffic speed calming. I also think there needs to be better enforcement of the speed restrictions. The existing 20mph limit is barely maintained with cars speeding all the time up and down Stoke Lane. It is so dangerous for the kids in the area.</p>	<p>Thank you for your comment. Officer comment 10. Officer comment 11.</p>
<p>20 MPH limits are suitable for outside schools, where it is very narrow, dangerous or there is wildlife etc at risk, but not as a blanket for a whole area because if they do not match the actual road conditions and vicinity people will just ignore them and they lose their meaning. So many roads are now reducing speed limits now which do not fit the road conditions and as such are not appropriate. This means that people start paying less attention to speed limits and ignore them. That means when there actually is an area which really warrants a lower speed, or where accidents have happened, people will not consider the speed limits and the risk of accidents then becomes greater. Slower speeds also cause more traffic jams as people do not pass through quick enough, which also cause more pollution and a sense of the roads being more jammed up. There are no benefits to blanket low speed areas, just frustrations from all drivers, and local residents. I disagree with all 20 MPH limits unless it is a specific area for a specific purpose.</p>	<p>Officer comment 2. Officer comment 6. Officer comment 9</p>
<p>I do not see the need for 20mph zone - there are already too many traffic calming measures in the area. The current 30mph is adequate and I am happy for my children and myself to travel across the area whether by car, foot or bicycle and there are sufficient pedestrian crossings to safely cross the roads in the area. This area does not need further restrictions and inconvenience for residents who are already suffering with the closure of Gipsy Patch Lane.</p>	<p>Officer comment 2. Officer comment 1.</p>

<p>Happy with additional safety at the playing field crossing point. But 30mph is a perfectly safe limit for upper Little Stoke lane and doesn't need to be reduced. Moreover, the speed table 'solution' is totally unreasonable. The ferocity of the ramps mean some car/bus drivers slow almost to a halt for fear of vehicle damage- this results in frequent road rage and increased pollution due to constant acceleration and braking. Frankly the humps on Brandon are a better balance between safety and allowing residents to travel/commute. Another point; the zebra crossing near Bourton is lethal. When buses are stopped it is impossible to see any pedestrians crossing!</p>	<p>Officer comment 2.</p> <p>Officer comment 4.</p> <p>Officer comment 7.</p> <p>There are no plans to move the existing zebra crossings.</p>
<p>We were encouraged to buy small cars by the government and councils. These speed humps cause damage to our cars and our physical health especially arthritis and back injuries.</p>	<p>Thank you for your comment.</p>
<p>The use of traffic calming measures by way of speed bumps is a bad idea as it can wreck a car driver's suspension. I think it would be far more beneficial to introduce speed cameras and would say 30mph along Stoke Lane is ample. However, I think 20mph should be introduced on roads and nearby side roads, where there are schools. In my view, besides damage to car suspension, when ambulances are in the vicinity with ill people in them on their way to hospital it would be extremely uncomfortable for a sick person having to endure travelling over speed bumps.</p>	<p>Officer comment 3.</p> <p>The existing roads off Stoke Lane are already 20mph.</p>
<p>speed bumps and tables cause more pollution</p>	<p>Officer comment 4.</p>
<p>Strongly object to additional traffic calming measures being proposed for this location. The wider local community are now facing significant travel disruption owing to the closure of Gipsy Patch Lane due to the Cribbs Patchway metrobus extension scheme (CPME), preliminary works of which have now began and are expected to last until 2021. There are already sufficient traffic calming measures in place for much of the proposed route and consideration should be given to reviewing this proposal once major construction works have been completed in the local community.</p>	<p>Officer comment 1.</p>
<p>I stated in the questionnaire that though I did not object to extending the 20MPH zone I strongly objected to extra calming measures for some of the following reasons which I had stated on the form.</p> <ol style="list-style-type: none"> 1 The existing scheme already make it uncomfortable to travel on public transport and likely to cause injury. 2 We have already fourteen slowing measures in Little Stoke Lane made up of speed tables, speed cushions, chic canes and mini roundabouts. 3 Stoke Lane has already got two sets of speed cushions, pull outs, three Pedestrian crossings and an approximately forty degree bend. Surely to put more in these two roads is overkill and such a waste of valuable money that could be spent on the many bad existing road surfaces in our area. 4 No account by South Gloucestershire Officers of the damage to vehicles seem to be taken into consideration when planning these schemes. 	<p>The traffic calming features have been improved to reduce the impact on local transport.</p> <p>Officer comment 9.</p> <p>The proposed traffic calming is designed and located to national guidance.</p>
<p>The proposal for the plan to put speed pumps in Stoke Lane in My opinion is a complete waste of money deliberately increasing the already air pollution from constant traffic.</p> <p>I live within a hundred metres from Stoke Lane and every day I have to wash off A grey, dirty surface from a glass top table in my back garden.</p> <p>I suffer with chronic breathing problems anyway and obviously the slowing up of traffic to negotiate these bumps will only make matters worse, not just for me but to all residents.</p>	<p>Officer comment 4.</p>

<p>I would suggest that if you have such a large amount of cash to spend you should be considering using it for things that would be beneficial to the residents, if not, then reduce our Council rates!</p>	
<p>Local Members</p>	
<p>Thanks for the briefing on the proposed scheme for reducing the speed on Stoke lane to 20mph. As I said at the meeting,I believe the people that do excessive speed along the road have already caused accidents and at some point someone will be seriously injured. Cars have already ended up in gardens and one car ended up on its side. Getting out of the side roads and driveways on to Stoke lane is difficult at times due to the fast moving traffic. With several schools in the immediate vicinity and the fact that we are trying to encourage walking and cycling to school, we do need to do something soon. I said to you that I am not a fan of speed cushions and prefer the speed tables as can already be found in Little Stoke lane. If you are able to tweak the proposed scheme at all with this in mind ,I would prefer it. However,having said that, I also think that the letter sent out in the name of the parish council in the last few days promising the impossible did skew the results after that. With safety in mind I am happy to say I would like a scheme to reduce the speed in Stoke lane to go ahead.</p>	<p>Thank you for your support. Changes will be considered following the meeting and public feedback.</p>
<p>Would support 20mph scheme outside schools only. Traffic is already congested and with the closure of Gypsy Patch Bridge the proposal would grind traffic to a standstill.</p>	<p>Officer comment 1.</p>
<p>The roads in question are subject to a large flow of through traffic generated from areas of employment, residential and shopping facilities surrounding Stoke Lodge and Little Stoke. Traffic also is additionally intensive at School starting and ending times due to three Junior and Infants Schools in Stoke Lodge plus another in Little Stoke, plus routes through to other major schools including Patchway, Filton, Bradley Stoke, Alveston and Winterbourne. An additional reason to hurry these welcome changes through is the imminent temporary but almost 2 year planned closure of Gypsy Patch Lane in the implementation of the widening of the bridge which allows traffic to flow west and east under the Railway line. This closure will undoubtedly lead to traffic not normally using Little Stoke Lane or Stoke Lane to find alternative routes due to the closure. Ensuring slower speeds along this road prior to this closure will be very welcome news for residents. There are dangerous bends in this road and many accidents have happened. To secure slowing of this road by reducing speed limits together with the measures proposed I will restate here is very welcome. Please proceed as quickly as possible.</p>	<p>Thank you for your support.</p>