

Bowland Way, Bradley Stoke – Proposed Speed Table and Zebra Crossing – Consultation Feedback Report

Purpose of the report

This report is to feedback the results from the consultation on the proposed speed table and zebra crossing in Bowland Way, in the vicinity of Bowland Green Primary School, Bradley Stoke.

Background

Bowland Way, Bradley Stoke, has a history of vehicles failing to stop at the current zebra crossing in between the junctions of Honeysuckle Close and Tresham Close. The objective is to reduce vehicle speeds on the approach to the zebra crossing and this will be achieved by installing a wider speed table, which will also improve visibility and make the crossing safer for pedestrians to use. There are currently speed cushions 60 metres either side of the proposed location for the speed table and zebra crossing.

The purpose of the scheme is to reduce traffic speed approaching the zebra crossing near Bowland Green Primary School, which will improve road safety for vulnerable road users as well as making walking and cycling to school more attractive.

Proposed Scheme

The proposed scheme is to introduce a speed table with a zebra crossing in the vicinity of Bowland Green Primary School.

The following roads are affected by this scheme:

- Bowland Way
- Honeysuckle Close
- Tresham Close

Drawing Reference

Drawing number T439-211-004 Rev A shows the proposed speed table and zebra crossing.

Consultation

The consultation took place for 3 weeks between 17th June 2019 and 8th July 2019. Details of the proposals, including a plan and statement of reasons were posted on the South Gloucestershire website. The Council sent letters advising of the consultation to properties affected by the proposals. In addition, notices were posted and maintained in the area for the 3 week consultation period. Local members, the Parish Council and the emergency services, amongst other statutory stakeholders were invited by email to view the consultation.

Feedback from the consultation

The online consultation drawing, which showed an overview plan of the proposed speed table and zebra crossing was viewed a total of 104 times. There were 32 individuals and organisations in total that responded to the consultation via the questionnaire.

The comments received as part of the consultation have now been reviewed.

Figures 1 – 4 show the results of the questionnaire responses.

The respondents were asked whether they supported the scheme as a whole, the results for this question are shown in figure 1.

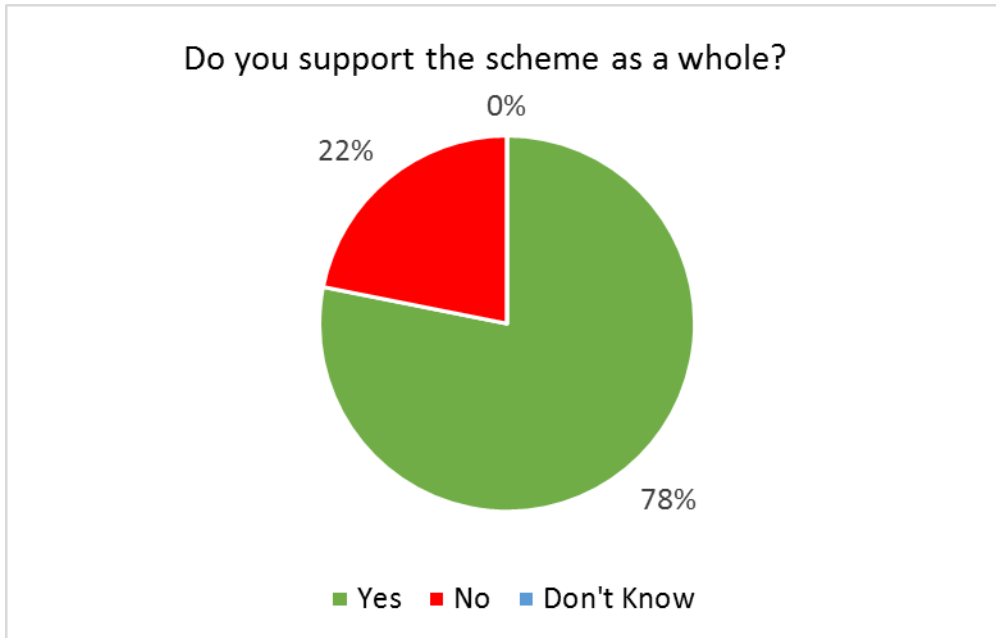
Nigel Riglar

Director for Environment and Community Services

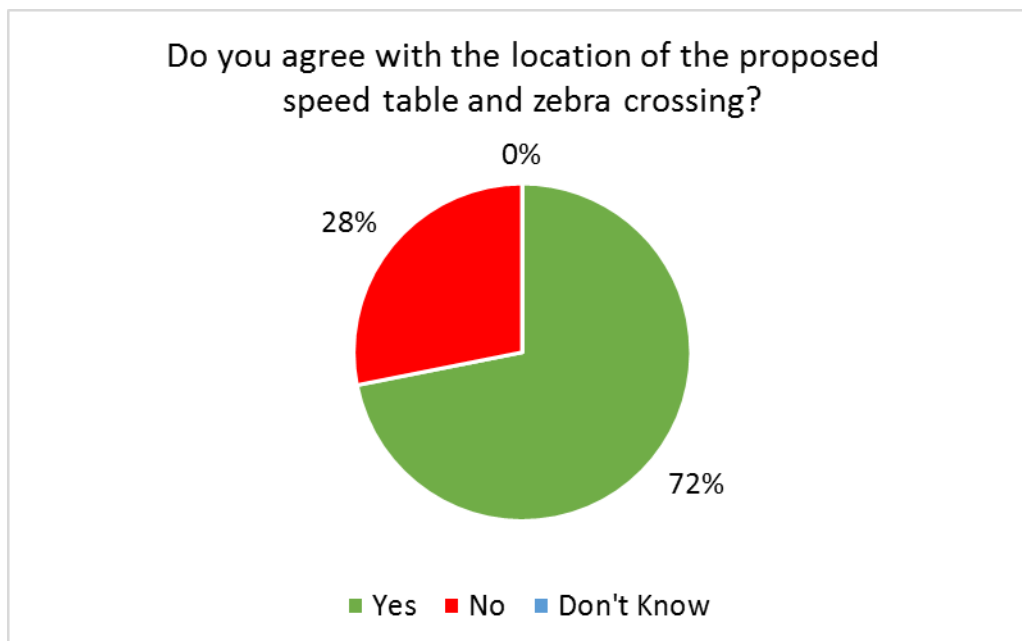
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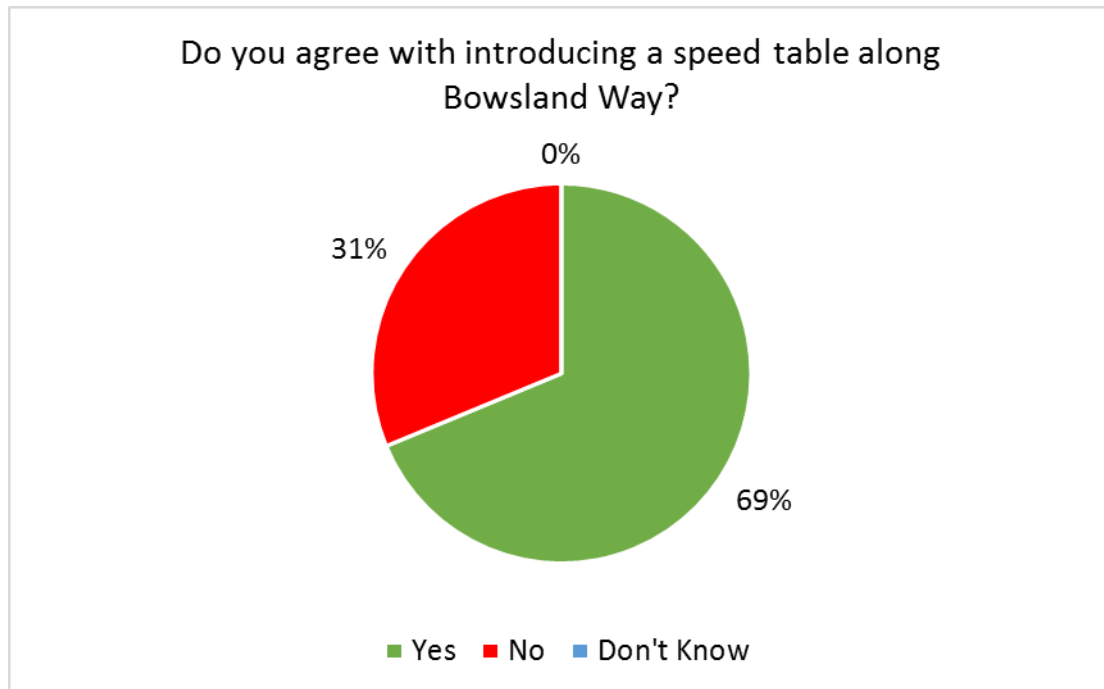
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Figure 1:

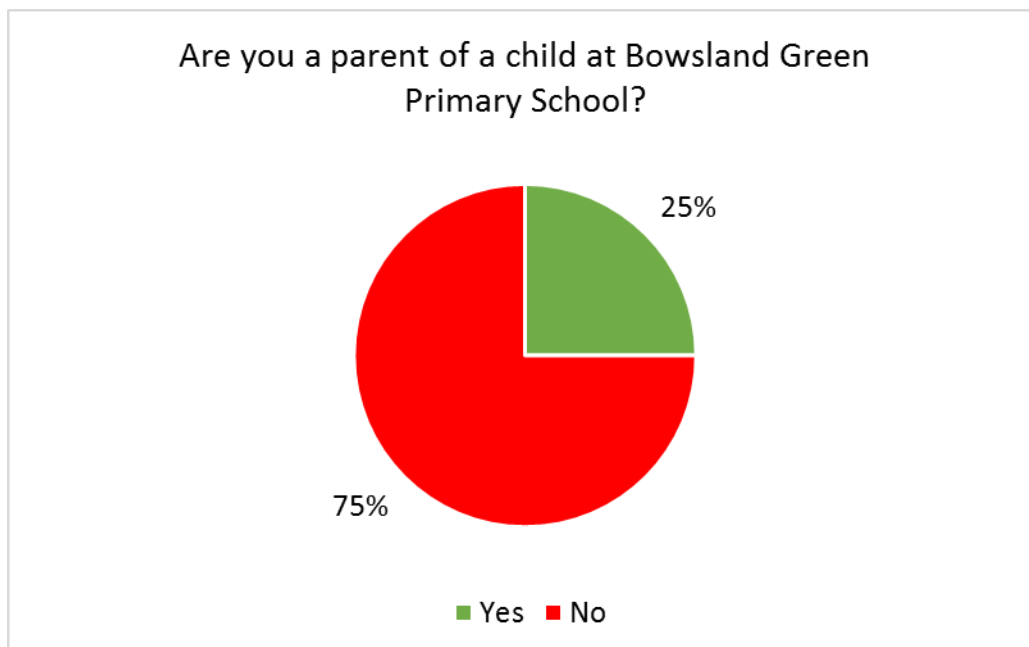
The respondents were asked whether they agreed with the location of the proposed speed table and zebra crossing. The results for this question are shown in figure 2.

Figure 2:

The respondents were asked whether they agreed with introducing a speed table along Bowsland Way. The results for this question are shown in figure 3.

Figure 3:

The respondents were asked whether they were parents of a child at Bowsland Green Primary School. The results for this question are shown in figure 4.

Figure 4:

The comments received as part of the consultation have now been reviewed. The comments/concerns received via the online questionnaire are in Appendix A. No other comments have been received.

Future Programme

The results from the questionnaire show that the majority of respondents supported the proposals and were in favour of introducing a speed table with a zebra crossing.

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The scheme will now be forwarded to the council's legal team for them to arrange advertisement of the proposals.

During the 3 week advertisement period, notices will be placed in the local paper and on street in the affected roads. Details of the proposals will also be published 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. However, if objections are received during the advertisement stage, the Council will be required to consider objections in a report before reaching a decision.

Appendix A

Key:

The comments are colour coded according to Figure 1 on page 2.

All comments with **red** stripes to their left indicate that the respondent **did not** support the scheme.

All comments with **green** stripes to their left indicate that the respondent **did** support the scheme.

All comments with **blue** stripes to their left indicate that the respondent **didn't know** if they supported the scheme.

Comments received at Consultation via the online questionnaire	Officer's response
Below are the comments from the respondents who chose 'yes' to supporting the scheme as a whole.	
<p>I'm very happy at the proposed scheme, but I would propose it does not go far enough.</p> <p>There is a terrible problem with speeding on this road - and I'm sure there will be a serious injury soon.</p> <p>The crossing is a good first step, as is the extended zig zag no parking zone. But it *must* be enforced. The current 20mph limit is routinely ignored and this will be too if not properly backed up with action.</p> <p>I believe there also should be a speed camera or some form or further deterrent on this section of road. Many cars and even buses travel well beyond 20mph here when small children are walking on the road.</p> <p>I've complained multiple times to my local councillor and I'm glad there's action. But I would like to see more.</p>	<p>Thank you for your comments.</p> <p>The current zebra crossing is not raised, and adding a speed table aims to further reduce vehicle speeds for those who persistently speed. It will encourage motorists to slow down enough to be able to stop at the zebra crossing and give way to pedestrians. There is a history of vehicles failing to stop and this will enable pedestrians to cross safely whilst making the crossing wider increases the forward visibility.</p> <p>A speed camera is beyond the remit of this scheme.</p> <p>Enforcement of the speed limit lies with the police but installing a speed table should make the speed limit self-enforcing.</p>
<p>I would suggest also putting double yellow lines on the road as you come out of Tresham close. 3-4 cars park here at school pick up times and it is difficult to see as you come out of the junction what traffic is coming from the left.</p> <p>Also worth considering putting up railings along the zebra crossing to stop children who run ahead and</p>	<p>Thank you for your comments.</p> <p>Waiting restriction reviews stem from complaints and information that has been given to us from local residents and Local Councillors over a few years. Unfortunately the budget for this scheme doesn't allow for the inclusion of any waiting</p>

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<p>cross e.g. with scooters. Appreciate they should be looked after / managed by parents but these are primary age children so this should be a consideration</p>	<p>restrictions (double yellow lines) at this time. However the Councils Assess and Decide Team will be notified and this request will be recorded and put forward for the next waiting restriction review.</p> <p>Pedestrian guard railing is beyond the remit of this scheme and wouldn't generally be considered for an area such as this. The department for transport issued a guidance note in April 2009 on pedestrian guard railing (which can be accessed here: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/328996/ltn-2-09_Pedestrian_guardrailing.pdf) which gives guidelines for when they should be used. In general, they are not an effective solution and slowing traffic around the school is a better solution.</p>
<p>My daughter went to Bowsland Green and we used the crossing every morning and afternoon. I was also on the PTA for the school and in November 2011 did a survey for the school.</p> <p>I quote "to the BG parents that waved at me this morning but looked very puzzled because I was in my car outside school - I was doing a survey on the zebra crossing. The crossing was used 29 times, 2 cars failed to stop and 1 slowed down but drove over the crossing before the person had got to the other side. Wonder what percentage that works out at?!"</p> <p>Doesnt seem much but that was just one morning, the amount of drivers still half asleep or not paying attention is awful. My daughter at 16 still uses that crossing and it's still just as unsafe as it was when she was at Bowsland Green</p>	<p>Thank you for your comments.</p>
<p>You may need to install a speed table on both sides of the zebra crossing, to prevent cars & motor cycles speeding, coming from the Honeysuckle Close direction as well.</p>	<p>Thank you for your comments.</p> <p>There are currently 2 sets of speed cushions 60m either side of the proposed speed table.</p>
<p>The speed table has been proven to not work and will not make a shred of difference to the zebra crossing. The problem lies with inconsiderate parents parking dangerously on the road alongside the school, on corners, 2 feet away from the crossing, across people's drives and it goes on. A speed table will not improve anything because they will still continue to park selfishly. It literally is a one way system between 8.30 to just after 9 and 14.50 ish to 15.40ish. As a resident, I have complained to the school with regards to reckless parking, so have many of my neighbours to no avail. I have witnessed many 'stand up arguments' between residents / parents and other drivers / parents. I have also contacted the council before about dangerous parking, whereby Traffic Wardens have been sent to monitor - as if parents are going to park dangerously when they are around. This is an expensive option which will fail, double yellow lines should be put outside of the school on Bowsland Way - this is the</p>	<p>Thank you for your comments.</p> <p>Speed tables have been proven to slow traffic speeds and have been implemented successfully in many locations across South Gloucestershire.</p> <p>The current zebra crossing is not raised, and adding a speed table aims to further reduce vehicle speeds for those who persistently speed. It will encourage motorists to slow down enough to be able to stop at the zebra crossing and give way to pedestrians. There is a history of vehicles failing to stop and this will enable pedestrians to cross safely whilst making the crossing wider increases the forward visibility.</p> <p>This is not a waiting restriction review and double yellow lines are beyond the remit of this scheme. Inconsiderate parking can be reported to parking services via email: parklegally@southglos.gov.uk or</p>

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only workable solution. There is a back entrance to the school so shouldn't cause too much inconvenience for the parents, plus they can park in a residential street rather than the main road. This would be a much cheaper and more effective option. I have attached a couple of photo's from today as an example to try and demonstrate the issue, I couldn't take any more because parents were sat in their cars. If the parents parked in a sensible manner or not at all on Bowsland Way, then there wouldn't be an issue with them obscuring other drivers vision. Do not spend and waste more money on something that isn't going to work.



by telephone 01454 868000 during office hours.

The police should be contacted on 101 for parking on the pavement and obstructive parking.

The Councils Assess and Decide Team will be notified and this request will be recorded and put forward for the next waiting restriction review.

I believe speed table would not make things better. I think a toucan crossing with lights is more appropriate. This way if there is no one waiting, the traffic would flow. And if someone pushing the button they will know to wait for the light to cross. So there will be less "chancing" it, and easier for children to understand as they get taught early about green/red lights and when it is safe to cross.

Thank you for your comments.

Signal controlled crossings are used on higher speed roads (traffic speeds above 35mph). With the introduction of a speed table, we are aiming to bring speeds down to 20mph which is appropriate for a zebra crossing outside a school.

As long as the zebra crossing is raised as well I see no issue with this consultation.

Thank you for your comments.

I think it's a really important movement forward to reduce speed around Bowsland Green Primary

Thank you for your comments.

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<p>School, the last thing we want is a child being hurt or worse. Reduction in speeds around all schools should be a law requirement, so all we can do to help until it could be proposed and potentially passed we should.</p>	
<p>I am a school governor at Holy Trinity School in Broad Croft and previously campaigned for a raised zebra crossing when I was the local member for that area. I really believe that this raised zebra crossing will reduce the number of incidents of cars failing to stop. I think a 20 mph should also be installed with flashing lights when children are entering and exiting the school.</p>	<p>Thank you for your comments.</p> <p>The crossing is in an area which is part of a 20mph zone and there is already a school sign with flashing lights on Bowsland Way.</p>
<p>Something also needs to be done about parking along this street at school start/stop times.</p>	<p>Thank you for your comments.</p> <p>Parking restrictions are beyond the remit of this scheme, however your request has been recorded for consideration in the next waiting restriction review.</p>
<p>Bradley Stoke Town Council agree that a scheme is necessary to facilitate pedestrian safety when using the road, but would urge South Gloucestershire Council to consider a light-controlled crossing instead, as the consultation is based on vehicles not stopping at the zebra crossing.</p>	<p>Thank you for your comments.</p> <p>Signal controlled crossings are used on higher speed roads (traffic speeds above 35mph). With the introduction of a speed table, we are aiming to bring speeds down to 20mph which is appropriate for a zebra crossing outside a school.</p>
<p>Fully agree with the scheme and would request extending the zagged lines past Tresham close to deter parking on the road which is a major hazard for motorists and causing congestion on the pedestrian crossing, this occurs at every school pickup time.</p> <p>Very happy to see this in place ASAP to help many and deter the few.</p>	<p>Thank you for your comments.</p> <p>The pedestrian zig zags have to be a certain length according the regulations and guidance. They should not be extended for parking purposes and it would be more appropriate to install double yellow lines at this location. Unfortunately this is beyond the remit of this scheme, however the Councils Assess and Decide Team will be notified and this request will be recorded and put forward for the next waiting restriction review.</p>
<p>Traffic control along this section of road is vitally important for the safety of the pupils in our school. Cars travel too fast and too many vehicles park along the zigzags, despite the constant attempts we put in place to control this - eg visible patrolling of the area at peak times. Our 260 pupils, many of whom cycle or walk to school alone, are not safe on the road with the current structure. Only this week a parent arrived at school shaken because a child had swerved into the road in front of their car. As a school, we need the support of a traffic structure to help us with guiding families to use the road safely and to keep our pupils safe.</p>	<p>Thank you for your comments.</p>
<p>This will not reduce speed on this road, nor will it make the crossing safer. When this was done on pear tree road several years ago the speed actually</p>	<p>Thank you for your comments.</p> <p>The current zebra crossing is not raised, and by</p>

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<p>increased. A full, pedestrian operated red light crossing is all that is going to work. To actually stop the traffic. This will be a total waste of time and money. Put traffic lights here or don't bother doing anything.</p>	<p>adding a speed table, this should reduce speeds and encourage drivers to stop and allow pedestrians to use the zebra crossing safely. Furthermore the current crossing is too narrow which doesn't give much forward visibility to drivers. Part of this scheme is to make the zebra crossing wider which will make it more prominent to drivers.</p> <p>Signal controlled crossings are used on higher speed roads (traffic speeds above 35mph). With the introduction of a speed table, we are aiming to bring speeds down to 20mph which is appropriate for a zebra crossing outside a school.</p>
<p>Although there is a 20mph speed limit on this section of road, it does not seem to be observed!!</p> <p>My house has a pedestrian access onto Bowsland Way.</p>	<p>Thank you for your comments.</p>
<p>Below are the comments from the respondents who chose 'no' to supporting the scheme as a whole.</p>	
<p>The main problem with this road is the fact that parents/carers park outside the school blocking the road for other users & in some cases I have seen people parking on top of the speed bumps to secure a place. They park so close to the zebra crossing it is had to tell if the are waiting for someone to cross or stopped.</p>	<p>Thank you for your comments.</p> <p>The zig zags will be extended which aims to target inconsiderate parking and improve visibility for motorists which will allow pedestrians to cross safely.</p>
<p>I travel on Bowsland Way daily and also walk along it with my dog at least once a day. I have never had an issue crossing this zebra crossing and do not see any need for another speed bump to be added to this road. The real problem on Bowsland Way is all of the parents parking in dangerous positions on the road during school drop off / pick up. More effort should be made to encourage alternative pick up methods or sacrifice a small section of the playground to allow for a lay-by to be created. Finally the few people who do drive excessively on this road will not change their driving habits because of a new speed bump and will truly be a waste of money that could be better used elsewhere such as fixing the potholes on Woodlands Lane.</p>	<p>Thank you for your comments.</p> <p>The current zebra crossing is not raised, and adding a speed table aims to further reduce vehicle speeds for those who persistently speed. It will encourage motorists to slow down enough to be able to stop at the zebra crossing and give way to pedestrians. There is a history of vehicles failing to stop and this will enable pedestrians to cross safely whilst making the crossing wider increases the forward visibility.</p> <p>This is not a waiting restriction review and double yellow lines are beyond the remit of this scheme. Inconsiderate parking can be reported to parking services via email: parklegally@southglos.gov.uk or by telephone 01454 868000 during office hours.</p> <p>The police should be contacted on 101 for parking on the pavement and obstructive parking.</p>
<p>There already enough signs for drivers to slow down, plus zebra cross already in place which I think drivers observe at all time.</p>	<p>Thank you for your comments.</p>
<p>The addition of ramps makes bus journeys uncomfortable - why not use average cameras to make sure drivers do not speed along that stretch and put up flashing signs to slow down. Adding ramps to roads just increases costs later when</p>	<p>Thank you for your comments.</p> <p>As this is a bus route, the size of the speed table has been designed to accommodate public transport.</p>

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<p>potholes occur from the ramps. You have not considered people on buses etc travelling along there either.</p> <p>RAMPS should be the last resort nowadays and they are a real nuisance for bicycles etc.</p> <p>Another alternative is a sign that reads the number plate of vehicles approaching and shows their number plate with SLOW DOWN when the crossing is in use. A much better approach.</p>	<p>The TFL document on Traffic Calming states that 'Most bus companies prefer a plateau length of at least 6 metres, which can accommodate the wheel base of most buses in the UK' (TFL 2005). This particular speed table has been designed with a length of 8 metres.</p> <p>Signs such as suggested are not prescribed in the regulations and cannot be installed.</p>
<p>Even at 20mph speed tables are painful for people like me that suffer with back problems. I have to pass them at less than 10mph, this means people following come close to hitting the back of my vehicle.</p>	<p>Thank you for your comments.</p>

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