



North Road – Stoke Gifford Proposed Raised Zebra Crossings Consultation Feedback Report

Purpose of the Report

The purpose of this report is to feedback the results from the recent consultation on the proposed raised Zebra Crossings on North Road, Stoke Gifford.

Background

Funding has been made available for a number of schemes that support walking and cycling to schools.

Concerns have been raised by members of the public and the Local Councilor regarding traffic speeds on North Rd, especially through the 2 Zebra Crossings. As a result, funding has been approved for the installation of 2 speed tables which the existing Zebra crossings will sit on.

Purpose of Scheme

To reduce traffic speeds on the approach to the Zebra crossings on North Rd and to reduce the number of incidents where drivers fail to give way at the crossings.

Proposed Scheme

To install the existing Zebra crossings on North Rd on raised tables.

To create a temporary access point between Winterbourne Rd and Knightwood Rd for vehicles to access the area during the construction of the raised tables (which will require a road closure).

Drawing Reference

Outline details of the scheme are shown on drawings T429-678-002, T429-678-003 and T429-678-005. Drawings T429-678-006 and T429-678-007 show the proposed diversion route.

Consultation

Consultation took place between the 17th June 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 all 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 emergency services, amongst other statutory stakeholders were invited by email to view the consultation.

Nigel Riglar,

Director for Environment and Community Services

Streetcare, Transport and Waste, Design & Operations Team, P O Box 1954, Bristol, BS37 0DD

Tel: 01454 868004 E-mail: TransportServices@southglos.gov.uk

www.southglos.gov.uk

Feedback from the Consultation

The online consultation overview drawing was viewed a total of 77 times. There were 62 individuals and organisations that responded to the consultation via the questionnaire and 2 other responses received by email.

The respondents were asked to fill out a questionnaire. Figures 1, 2 and 3 show the results of the questionnaire.

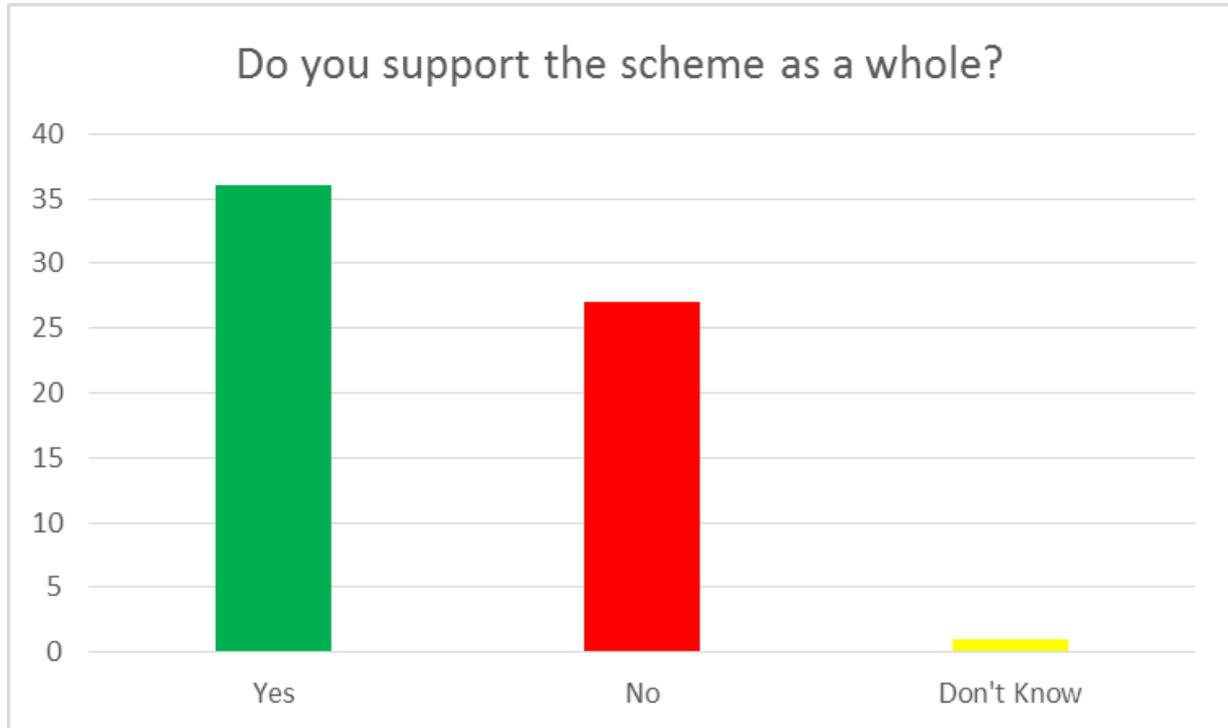


Figure 1

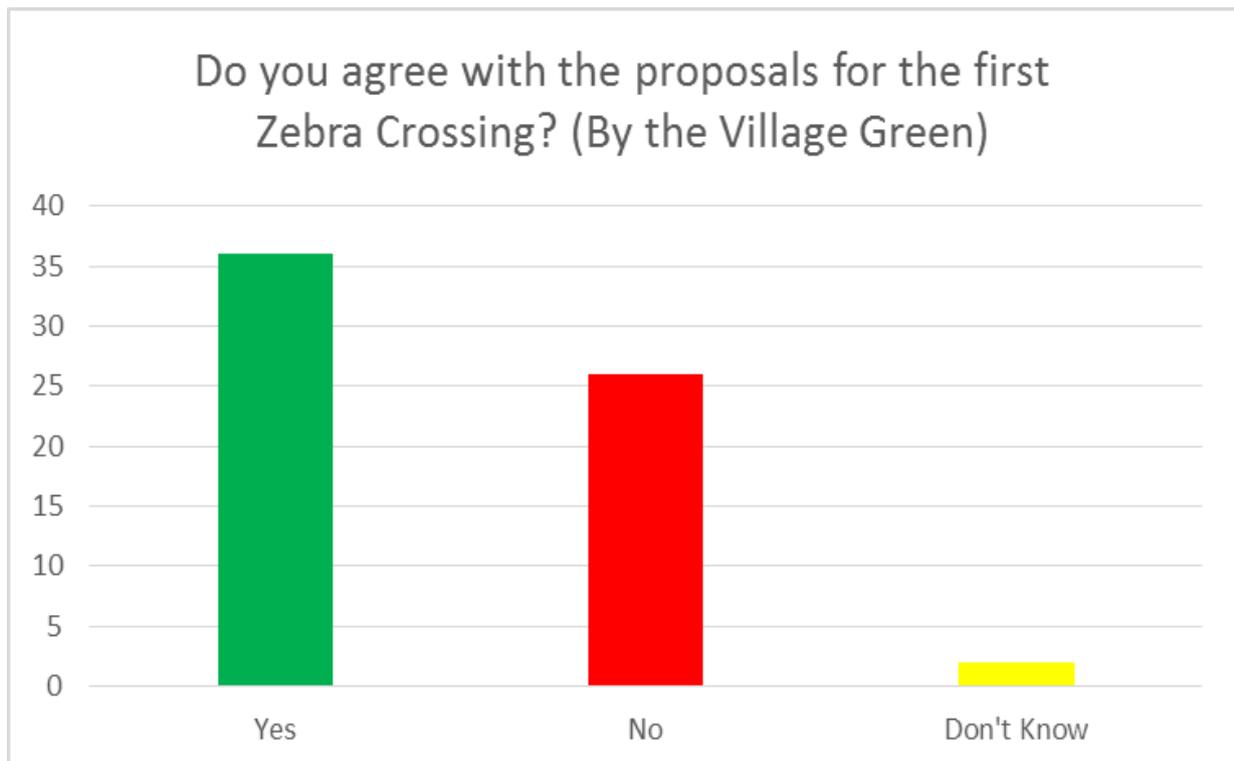


Figure 2

Nigel Riglar,

Director for Environment and Community Services

Streetcare, Transport and Waste, Design & Operations Team, P O Box 1954, Bristol, BS37 0DD

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www.southglos.gov.uk

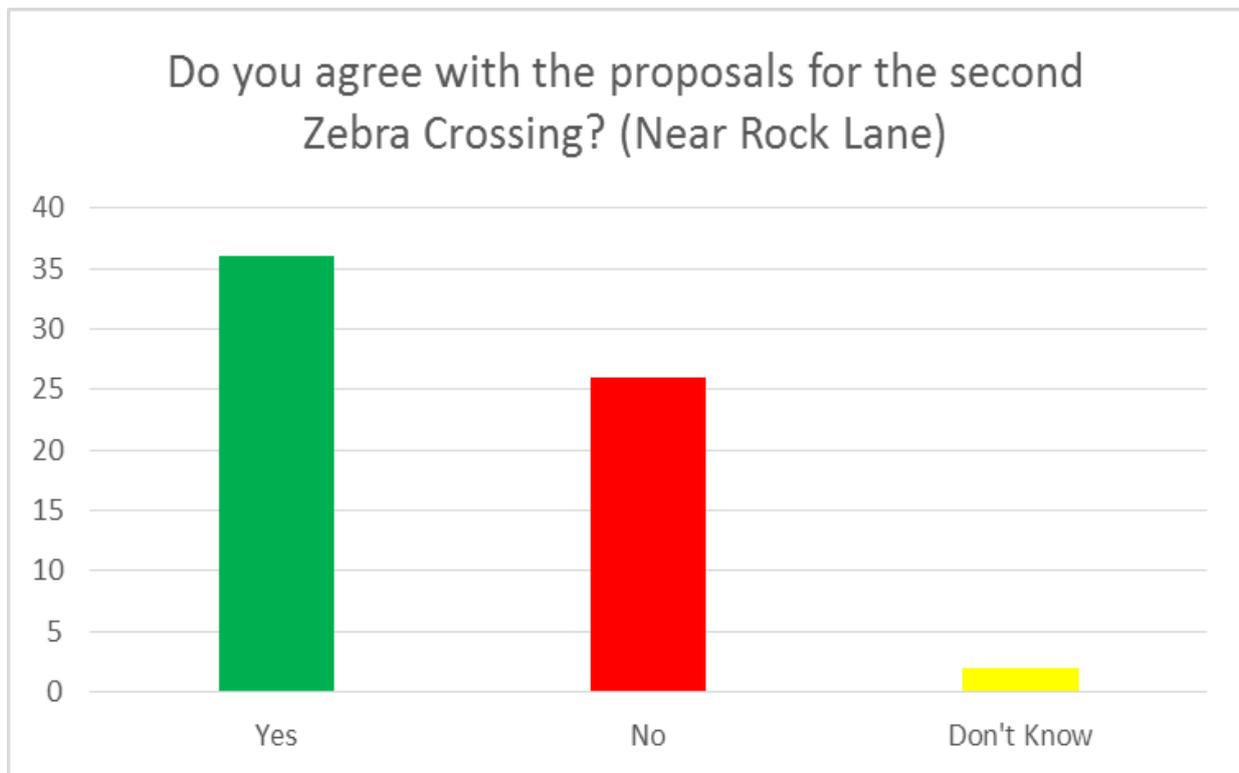


Figure 3

The comments received as part of the consultation have now been reviewed. The comments/concerns received via the online questionnaire are in appendix A, all other comments received are in appendix B.

The following comments were received from the Local Councillors and Parish:

Councillor Ernie Brown: *From the info you have provided it appears to be very 50/50 and recorded speed levels certainly do not warrant traffic calming. As I said Monday the money would be better served in Marks account repairing roads, after all it all comes out the public purse. Besides there was not a big enough response from residents to warrant spending £100,000*

Councillor Brian Allinson: *The abuse of the current 30 mph limit is getting worse and I am rapidly coming to the conclusion that a 20mph limit is required.*

My colleague Cllr Ernie Brown does not like the idea of speed tables under the crossings and suggests the use of speed visor displays instead.

Whilst I accept that they can bring some improvements to speed I believe their effectiveness is short lived and indeed in some cases anti social idiots use them as an incentive to speeding! Something really does need to be done before there is a serious accident on North Rd.

Stoke Gifford Parish Council: *No statistical evidence to justify these proposals. The proposed measures will have little impact on reducing speed generally along North Road. Area of proposed development suffers from slippery surfacing in poor weather conditions. Funding would be best allocated to priority traffic calming measures elsewhere in South Gloucestershire i.e. accident hot spots etc. Consideration of alternative traffic calming measures to be explored i.e. flashing signs etc.*

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Future Programme

Following the end of the consultation period, the proposals and the results of the consultation were discussed at a meeting between Council Officers, the local Councillors and Parish Council. It was decided that instead of progressing the raised zebra crossings, the Council would consult on installing a 20mph speed limit starting at the junction between North Road and Hatchet Road, and extending to Knightwood Road at the junction with Winterbourne Road. Current average speed readings support the installation of a 20mph speed limit without the need for physical traffic calming which would significantly reduce the cost and disruption of the scheme.

Additional Information and Councils Response

1. Not aware of any accidents at the Zebra crossings

The proposals have come about because of complaints made by residents regarding traffic speeds at the 2 Zebra crossings and vehicles driving through them whilst pedestrians wait to cross.

Our data shows that there have been 2 recorded injury accidents along North Rd in the past 5 years. The last recorded injury accident at a Zebra crossing on North Rd was in 2013 (at the zebra near Rock Lane).

2. 20mph Limit/Zone

As discussed above under future program, South Gloucestershire Council will consult on installing a 20mph limit instead of installing the raised zebra crossings.

3. Pollution caused by traffic calming

Speed Tables tends to produce lower vehicle speeds which in turn tends to reduce NOx emissions and overall noise levels (despite slightly increased noise levels at the traffic calming feature). Vehicles should be reducing their speed on the approach to Zebra crossings regardless of whether there is traffic calming.

4. Damage to vehicles

Vehicles travelling over the speed tables at appropriate speeds should not suffer damage. Studies have been carried out investigating the effect of repeatedly traversing road humps and no damage was seen, despite repeated passes at speeds up to 40mph.

5. Speed cameras

Speed cameras are only installed when other speed reduction measures aren't viable. All speed cameras in South Gloucestershire are owned and operated by the police and the council receives no income from them. The police would need to agree to operate and maintain any new fixed camera site, for which a case would need to be made on recorded injury accident and speed grounds.

The council would be expected to fund the cost of the camera installation (approximately £50,000).

6. Installing double yellow lines

Changing any waiting restrictions in the area would require a waiting restriction review. South Gloucestershire Council is currently working on a waiting restriction review for Stoke Gifford which will be consulted on once ready.

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7. Parked cars acting as traffic calming

Whilst parked cars do tend to reduce traffic speeds, there is no guarantee that there will always be parked cars in the vicinity of the zebra crossings to reduce traffic speeds. There is also a trade off as parked cars reduce visibility to the crossings.

8. Emergency vehicles

The standard detail which the Council uses for the installation of its speed tables was designed with emergency vehicles in mind and complies with national guidelines.

9. Gypsy Patch Lane & other clashes

The scheduling of the proposals (if moved forward to implementation) will take into account any other works taking place in the area.

10. Resurfacing

Funding for this scheme cannot be used for maintenance purposes.

11. Flashing signs (Vehicle Activated Signs)

The council has a strict eligibility criteria for installing Vehicle Activated Signs (VAS). For a permanent VAS sign to be considered, there must be an injury accident problem associated with inappropriate speed which has not been remedied satisfactorily by standard signing. In addition, to install vehicle activated speed reminder signs, 85th percentile speeds must be demonstrated to be at the level at which with police speed enforcement would usually be considered. North Road does not currently meet the criteria for VAS signs.

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Appendix A

Comments received at Consultation via the online questionnaire	Officer's response
<p>There is already a zebra crossing by the garage on North Road. I have lived here for thirty five years and never heard of an injury caused by a speeding car or car on this road. The distance between the proposed speed table and the bend by the care-home is some 50m which is not sufficient to create high speed. A speed table, apart from being costly will serve no purpose at this location. I use this road several times a day and have never experienced traffic issues.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>A speed table will serve no purpose at this location as cars cannot generate sufficient speed between the proposed location and the sharp bend, also at this location traffic is often at a standstill due to parked cars on either side of the road by the school rooms.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>I have never heard of a car related injury on North Road. Traffic is often at a standstill due to the narrowness of the road. Speed tables can cause accidents at night due to drivers thinking a cars lights are raised to give right of way so I am opposed to this proposal</p>	<p>Thanks for your comments. There is no evidence of speed tables causing accidents at night time.</p>
<p>Not heard of any injury caused by traffic therefore see no need for the introduction of speed calming measures</p>	<p>Thanks for your comments.</p>
<p>This is a village road and see no requirement for speed tables, strongly object</p>	<p>Thanks for your comments.</p>
<p>I entirely agree with this plan as cars speed down North Road and sometimes do not stop unless you have a foot on the road!! Also the crossing near Rock Lane is a continuation of a cut through which children run through and potentially could run into the crossing without warning!</p>	<p>Thanks for your comments.</p>
<p>I agree that traffic travels too fast here. Possible case for 20mph limit as crossings use for walk to and from schools. The junction by the Beaufort Arms has become more dangerous due to increase in car journeys to Co-op and chip shop. I have seen several near misses here. Another reason for 20mph limit.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>Whilst i fully agree with all the proposals, i am concerned about the number of vehicle, Cars and, delivery lorries that park directly in front of the Fire Stoke Garage, opposite the green on the zig zag lines blocking the view of pedestrians using that crossing. Whilst i also accept the garage is a business callers should adhere to the road markings. Many children come out of the lane adjacent to the crossing which is an accident waiting to happen.</p>	<p>Thanks for your comments. Parking on zig-zags is illegal and is a matter for either the police or the Councils Parking Services to enforce.</p>
<p>I use North Road to cycle to the Trust Ground, speed tables would make it more difficult.</p>	<p>Thanks for your comments.</p>
<p>As a resident of Brins Close with a child at St Michaels School, I am strongly supportive of this scheme. Some cars travel extremely fast along North Road, which has the effect of splitting the village in half. Making both these crossings be raised zebras will slow traffic, and therefore make it much safer to send children to school on foot or by bike (including from the direction of the Kings Drive</p>	<p>Thanks for your comments.</p>

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development).	
I support the proposals because there have been many occasions since I have lived here when vehicles or bicycles have failed to stop or only just stopped in time when I have been crossing at the two zebra crossings involved. Many primary and secondary school children use them every day. Speeding is a problem, especially at the crossing next to the Trust Hall playground. Raised tables will encourage drivers to travel at a safe speed and raise awareness of the crossings.	Thanks for your comments.
inconsiderate drivers who use north road who speed. slow up at these crossings but they drive at a rate between them. that is where the problem arises if pedestrians choose to cross the road not on the crossings.	Thanks for your comments.
Strongly disagree with this proposal. 1. The road is narrow so there is no room for speeding traffic 2. There are multiple cars parked on both sides of the road so traffic has to drive slowly 3. People I see crossing the road cross where it is convenient for them not on the zebra crossing. Putting any crossing in would be negative as residents use their own desire line 4. The money set aside could be used better for road and pavement improvements 5. The raised crossing is anti social 6. Drivers might take legal action against the council if the raised areas caused damage to their vehicles 7. Make it a 20 zone area if you must do something as I am sure this would be more cost effective and safer for pedestrians and drivers alike	Thanks for your comments. Please see the additional information and Councils response above. Crossing counts collected by the Council show that both crossings currently receive regular use, particularly the crossing by Rock Lane which is on a route to school. The Councils uses a standard detail in line with national guidance for the construction of speed tables, research has shown that road legal vehicles travelling over speed tables at a safe speed are not damaged by the traffic calming.
I have lived in North Road Stoke Gifford for 31 years and as far as I aware there has never been accident in North Road. Raised speed bumps on the zebra crossings are unnecessary as traffic cannot travel at speed up North Road due to parked vehicles and bends in the road. Also I strongly object to the increase in vehicle exhaust pollution that will be caused by cars having to select a lower gear to navigate the bumps. When cars select a lower gear engine speed increases and causes more pollution. This will endanger many more lives in North Road over coming years than not installing speed bumps. The council could spend our Council tax on much more useful schemes than this one.	Thanks for your comments. Please see the additional information and Councils response above.
As a regular user of this road and as somebody who lives on it, I have not witnessed a problem with speed and I believe this change is unnecessary. I object to the proposals on the grounds of increased noise and pollution, particularly of particulate matter. Vehicles slowing down and then accelerating again will result in brake dust being emitted, the noise of engines revving and increased CO2 and particulate matter being kicked out the back of exhausts. This change will make it difficult for me to have the front windows of my house open. In addition to these problems I frequently see ambulances use this road. It will increase response times and make it very uncomfortable for patients.	Thanks for your comments. Please see the additional information and Councils response above.

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<p>As both driver and pedestrian on North Road I strongly support this scheme. I believe the area would also benefit from being made into a 20mph zone as there are many width restricted places along it.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>I agree with the scheme in full, However I do not believe it goes far enough.</p> <p>In between these new Zebra crossing the road is straight and cars travel extremely fast. In view that there is a park for children and hall for many activits for younger children and a nursery etc in between crossings I would like to see a 20mph speed limit imposed with new signs and or perhaps a middle speed bump or similar, its a fast road with lots of children around at peaks times and on the evenings.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>I have lived in Stoke Gifford for over 20 years and do not believe the proposed Raised Zebras are necessary or will significantly improve road safety. I feel the funding for this scheme would be better utilised supporting local services. The main traffic problem in North Road is further along, beyond Barn Owl Way up to Parsons Avenue where the road narrows. Here I believe a 20mph speed limit would be beneficial.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>I suffer with chronic pain and find that going over speed tables causes me lasting neck pain in particular. I have lived here for over 20 years and cannot remember there ever having been an accident near or on the zebra crossings on North road. In my experience drivers who drive faster than is safe do not change their behaviour because of raised tables/raised crossings and they can even lead to more risky driving when they become impatient to overtake cars who do slow down for the speed table/crossing. I think reducing the speed limit is a better option, may be with electronic speed monitor signs or perhaps putting in pelican crossings. Until quite recently the crossing near to rock lane was allowed to stay in a state of disrepair with the paint worn for at least a couple of years. Why was it not seen as a priority to keep it well painted and clearly visible so that cars could see it in good time? This may have led to some drivers not slowing down sufficiently on the approach to the crossing in the last couple of years. Living with pain/physical limitations is difficult enough without having to cope with the additional pain caused by going over speed tables every time I leave or return to my home. My accessibility will be severely affected and I am sure I will not be the only person who will struggle for various reasons including health conditions and disabilities. I was upset today to see that the crossing near the junction with rock lane has been marked up for alteration already, just two days after receiving the consultation letter. I hope this does not mean the decision has in fact already been made and the consultation is being done in order to comply with legal obligations, rather than as a way to seek residents points of view and take them into account. This will greatly affect my quality of life and ability to work and to engage in society.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above. We sometimes markup sites early in the design process to identify implementation issues.</p> <p>The speed tables are designed to comply with national guidelines.</p>
<p>I use this road multiple times per day both walking and</p>	<p>Thanks for your comments. Please see the</p>

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<p>driving. I cannot think of any times that I have seen anyone driving at excessive speed. Part of the reason for this is probably that there are cars parked on both sides which means that cars have to slow for each other. Pretty well everyone is driving sensibly.</p> <p>This will probably cost many thousands to build which is tax payer money. There are many other better things to spend this on. In my view it is totally unnecessary and potentially causes damage to our cars. This is the only way into old Stoke Gifford. Finally could I ask if there have been any accidents?</p>	<p>additional information and Councils response above.</p>
<p>To whom it may concern,</p> <p>I am writing this open letter, because of my growing concern regarding the impact of installing speed tables in our parish.</p> <p>While there is no doubt that installing speed bumps/tables does normally reduce the average speed of cars and road traffic accidents on busy roads, this does not come without a cost.</p> <p>Emerging research has shown that their installation increases air pollution, damage to car suspension, and reduces the value of properties in the surrounding area. While they can deter non-residents from crowding out nearby parking space, our close proximity to Bristol Parkway Train station makes me doubt that this will make any difference.</p> <p>Further, the attached paper is demonstrable evidence that to many roads in quieter, suburban areas such as Stoke Gifford, traffic bumps and tables do nothing to alleviate traffic incidents. If anything, in roads that previously had next to no recorded road traffic incidents, the installation of these respective blockades appears to increase them!</p> <p>North Road is not dangerous. Word travels around our community; we would know if there were enough incidents to warrant numerous local residents lobbying the council for this proposed intervention. This makes me wonder what the origins of this proposal were in the first place. There is no need for any council-led intervention beyond repainting the zebra crossing. Raising it would simply be a redirection of local funds to produce aforementioned artificially-created environmental and economic externalities.</p> <p>Worst of all is the insurmountable threat that they pose to people living in the local area who suffer from conditions such as arthritis, or brittle bones and joints. My mother, who herself suffers from arthritis, has to drive impossibly slowly over bumps and tables, for fear of further aggravating her pain and chronic deterioration caused by her condition. Though I do not have the exact demographic data for our area, there is little doubt that there is a significant portion of the local population who</p>	<p>Thanks for your comments.</p> <p>The study you linked states that the small sample size made it difficult to determine the effectiveness of speed tables on residential roads. However the study showed an overall reduction in accidents (by 38%) and a reduction in injuries (by 93%) on residential streets and the final conclusion of the study was that traffic calming makes residential streets safer.</p> <p>National studies have shown that speed tables tend to reduce speeds significantly. There is a strong correlation between reduced speeds and a reduction in the number and severity of accidents.</p> <p>We sometimes markup sites early in the design process to identify implementation issues.</p> <p>The speed tables are designed to comply with national guidelines.</p>

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<p>are more elderly, and thus more susceptible to conditions that make going over speed bumps and tables equally intolerable.</p> <p>To many of us, North Road is the only way to drive to anywhere we normally commute to, so this move would confine a significant number of people to their homes, especially if they cannot walk long distances and could otherwise still drive. It goes without saying that reducing independence is commensurate with a sharp reduction in quality of life. We would have to seriously consider selling our house and relocating if this installation is seen through, and I doubt we would be the only ones considering alternate living arrangements for more vulnerable family members.</p> <p>On the balance, I fail to see how this move would increase the aggregate wellbeing and livelihood of the local community. The consequences I have mentioned may be less tangible, or damaging from an optics perspective than road traffic accident statistics are, but that does not make them any less real.</p> <p>I hope that this proposed regrettable project is not a forgone conclusion, as the red markers, recently painted on the side of the North Road pavement, might suggest it is.</p> <p>If this has not already been decided, I urge you to seriously consider the consequences of unwisely using funds that could be better spent on more productive projects, if at all.</p> <p>Thank you.</p>	
<p>The zebra crossing near the park has long been in need of an upgrade. My only concern is how long it will take and the temporary access at Knightwood Road.</p>	<p>Thanks for your comments. The proposals consulted on in this consultation would've taken 5-6 weeks to implement. Introducing a speed limit will take significantly less time and resources to construct.</p>
<p>I have never seen cars speeding along this road and/or not stopping for pedestrians. The village green crossing always has cars parked as you approach so everyone automatically slows down in case of other cars coming the other way.</p> <p>The second crossing by Rock Lane is clearly visible from a long way away and coming from the narrow section you wouldn't speed anyway as you approach the corner.</p> <p>I think it's a complete waste of taxpayers money and time. I also do not want to see any kind of access into Knightwood Road from Winterbourne Road.</p>	<p>Thanks for your comments. The access into Knightwood Road would only be temporary.</p>
<p>Make the road a 20mph zone, reduce parking outside of the St Michaels centre and the Trust rooms so as to make visibility around the crossing better</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>This is a very good idea as I have been at the crossing countless times when cars have failed to stop. One of the main causes is traffic parked too close to the crossing, in my opinion. It has been clear on a number of occasions</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>

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<p>that drivers are concentrating on the parked cars near the Rock Lane crossing and navigating the bend in the road.</p> <p>To make the scheme a success, you need to ensure double yellow lines are used to make the crossing clearer (i.e. keep cars further from the zebra markings) and this will reduce the cognitive overhead for drivers and hopefully they'll concentrate more on the pedestrians.</p> <p>The zebra crossing is so dangerous, in my opinion, that it was one of the factors why my wife and I chose not to send my eldest son (5 yrs) to St. Michael's primary school as he would have to cross it every day from where we live in Rock Lane.</p>	
<p>I have never experienced cars not stopping or driving too fast when using the zebra crossings on North road and yet as a local resident I am often a pedestrian and consequently use the crossings quite frequently.</p> <p>I am also seriously concerned that we are having to experience a possible road closure, especially as we are having to consider Gypsy Patch Lane being closed for a significant amount of time . Please don't make life as a resident of Stoke Gifford any more difficultwe already have the nuisance of Network Rail on our doorsteps!</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>Any changes to this road must not take place at the same time Gypsy Patch Lane is closed for bridge work to be carried out. Gypsy patch Lane will be closed in the future and is currently closed. There is enough road disruption in this area at the moment. This road closure is causing traffic build up and people driving faster to avoid traffic holdups. There is only one entrance to North Road for residents and exits which also needs to be considered.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above. The proposals include a temporary access from Knighwood Rd to ensure residents would have access if the proposals had progressed as consulted on.</p>
<p>Whilst I support the need for the proposed change to crossings, I am concerned regarding the timing of the work. Currently, there is major road disruption in the local area, and much more planned over the next few years. Scheduling the proposed work should be as a result of robust examination of the impact on the currently overstretched road network.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>Those that speed along this road will still do so between the crossings. If you want to slow traffic use speed bumps along the route.</p> <p>Raising the crossing will just make drivers brake suddenly and without caution.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above. The purpose of the scheme is to reduce vehicle speeds at the crossings.</p>
<p>Please note that I have a classic sports car which has low ground clearance. It is important that the proposed platforms are not too severe or the car will continually bottom on them, a gentle lead up to the raised area is definitely an advantage. Can I also point out that the speed of the traffic along North road makes it difficult , and at times dangerous, when trying to exit Rock Lane onto North Road using the second junction (not the baptist Chapel junction but the later one). The position of the houses and bend to the left and the parked vehicles to the right means it is almost impossible to see traffic approaching from either direction and the traffic speed makes it even worse. Your proposal will not solve this as traffic will have speeded up after the second Zebra</p>	<p>Thanks for your comments. We do not install mirrors as they have a history of causing injury accidents between cars and motorcyclists.</p>

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<p>crossing. Can I suggest a mirror on the post opposite the junction so that traffic exiting this part of Rock Lane can have a better view of approaching vehicles in each direction. I am willing to demonstrate the problem if you care to have a site visit.</p>	
<p>Yes could you ask parents with children not to stand at crossing talking with children. Not sure if they want to cross and slow down. Very naughty.</p>	<p>Thanks for your comments.</p>
<p>Totally agree we need them. Walking on the pavement feels like you are unsafe due to speed of passing traffic. I especially worry about the younger kids walking to school and back. The crossing by north road is often ignored by motorists (probably due to the a-pillar blind spot in cars) but nevertheless, people on the crossing should not be put in danger because of this. A raised crossing would make the vehicle slow down and then they are less likely to miss people on the crossing.</p>	<p>Thanks for your comments.</p>
<p>You say that "concerns have been raised by members of the public and the Local Councilor regarding traffic speeds on North Rd, especially through the 2 Zebra Crossings". However, I have lived in Oxbarton since it was built (over 30 years) and I have never been bothered by the speed of the traffic nor am I aware of any accidents involving the Zebra Crossings. In fact, I am more bothered by the cyclists using North Road (especially those who ride without any regard for those using any other means of transport).</p> <p>Your aim is to "reduce traffic speeds on the approach to the Zebra crossings on North Rd and to reduce the number of incidents where drivers fail to give way at the crossings" by "the installation of 2 speed tables which the existing Zebra crossings will sit on" (through a scheme "that supports walking and cycling to schools"). I believe that your proposals "to install the existing Zebra crossings on North Rd on raised tables" will not achieve the desired outcome, is overkill & just a means to spend the money which has become available.</p> <p>As your proposals will require a road closure the proposed temporary diversions are extremely long & will require the (vital) creation of "a temporary access point between Winterbourne Rd and Knightwood Rd for vehicles to access the area during the construction of the raised tables". However, you give no indication of the duration of the road closure nor have you any proposals for how you will go about constructing "the temporary access point", reversing it or saying how long it will last. How are you going to ensure that North Road does not become a "rat run"?</p>	<p>Thanks for your comments. Please see the additional information and Councils response above. The access into Knightwood Rd would only be open for the duration of the closure, therefore there would be no through route available for people to rat run. The original proposals would've taken 5-6 weeks to construct (including just over 1 week for the temporary access).</p>
<p>There is no need for these amendments as a resident of the area I do not see the issues referenced. If you want to address serious and needed concerns then control the excessive and dangerous speeds regularly witnessed on the B4057 Winterbourne Road.</p>	<p>Thanks for your comments. Addressing speeds on the B4057 Winterbourne Road is beyond the remit of the scheme.</p>
<p>I do not agree with this proposal. Having lived in this area</p>	<p>Thanks for your comments. Please see the</p>

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<p>for 12 years, I do not believe that there is an issue here. Both Zebra crossings are near a corner, which drivers naturally have to slow down for. Moreover, the raised zebra crossings have the potential to increase pollution in the area if drivers have to slow down even more for the raised crossings and subsequently accelerate after crossing them. However, I would like to make two recommendations.</p> <p>Firstly, please could the signage for each of the Zebra Crossings be improved to increase awareness for drivers who are unfamiliar with the area that they are approaching a zebra crossing.</p> <p>Secondly, when approaching the crossing by Rock lane from the Village Green, people waiting at the right hand side of the zebra crossing can be obscured by vehicles parked on the road outside the Trust Hall. I believe it would be sensible to extend the white zigzags to improve the sight line for drivers approaching this crossing. I have sketched this using the red lines in the attached annotation.</p> <p>I believe that both of the above proposals would improve safety at the crossings at a significantly reduced cost than the proposal of raising the zebra crossings.</p>	<p>additional information and Councils response above.</p>
<p>I think this is a great scheme, in the short time I have been living in the area I have noticed a significant increase in the speed of the traffic, particularly in the North Road area. Not only will this reduce the opportunity for motor vehicles to increase their speed, outside of a park, it will also reduce confusion to drivers who see pedestrians walking out of the footpath from Fabian Drive. Drivers will already be reducing their speed for the raised section, regardless of whether the pedestrian will be crossing the road or turning right along North Road.</p>	<p>Thanks for your comments.</p>
<p>On a weekly basis, I see cars accelerating up North Road reaching speeds of between 30 and 50 mph. The Zebra crossing near the Village Green is a main crossing point for children and parents accessing the Green, St Michael's Coffee Shop and the Old School Rooms - every day. This speed-reducing proposal is becoming more essential.</p>	<p>Thanks for your comments.</p>
<p>Surely there is no need to raise the Zebra crossings or any other traffic calming scheme along North Road as it already has one. It's called parked cars on either side of the road.</p> <p>The suggestion of raising the road at the zebra crossings is not good for motorcyclists or car users. It is a road come the end of the day. I find it ironic that the council can waste money putting speed ramps everywhere but can not afford to repair the roads in the first place.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>Consideration should also be given to a method of controlling vehicle speeds in the section of Rock Lane joining north Road where there is no pavement and where the road is too narrow for two cars to pass and blind entrances from private driveways. Children and parents are experiencing difficulty on the school run as there is in some places nowhere to step out of the way of traffic. This</p>	<p>Thanks for your comments. If you would like to request a scheme, South Gloucestershire Council has an agreed process whereby requests for highway improvement measures can be submitted for possible inclusion on the Local Transport Priority List. Schemes that are added to this list are scored annually against key transport criteria as set out in</p>

Nigel Riqlar,

Director for Environment and Community Services

Streetcare, Transport and Waste, Design & Operations Team, P O Box 1954, Bristol, BS37 0DD

Tel: 01454 868004 E-mail: TransportServices@southglos.gov.uk

www.southglos.gov.uk

<p>section of road is also busy with cyclists as it is on the national cycling network. This road has now become extremely dangerous due to inconsiderate speeding motorists.</p>	<p>the Joint Local Transport Plan. If you wish to submit a request you may wish to view the following page from the SGC public website that explains the scheme prioritisation process:</p> <p>http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/</p>
<p>Firstly why on earth does a small, little used side road have 2 zebra crossings!!!! Both crossings are exceptionally badly sited leading straight from lanes/footpaths so pedestrians have the habit of walking straight out into the road - light controlled crossings would solve that problem! One crossing is sited by a quasi religious cult and their members frequently disregard all parking laws and park right across the zebra crossing. Residents do not speed along North Road but because of the unlawful parking of visitors are forced to hurry through gaps whilst traffic from the other end waits to come through. Tackle the root cause which is thoughtless parking by the religious group! North Road contains a Care Home which is the center of the community and many local residents have family there - anything that impedes ambulances getting to and from the care home is unacceptable</p>	<p>Thanks for your comments. Please see the additional information and Councils response above. Crossing counts show that both Zebra crossings are used regularly, particularly the Zebra near Rock Lane which is on a school route.</p> <p>Pelican crossings are beyond the remit and budget of the scheme. Pelican crossings would also be unsuitable for North Rd (due to road width, traffic volumes, pedestrian volumes, cost etc.).</p>
<ol style="list-style-type: none"> 1) Not aware of accidents that would necessitate the proposals 2) I don't feel unsafe crossing the road at these points 3) Raised speed-tables / zebras lead to vehicle damage & wear 4) Raised speed-tables / zebras lead to speeding up & slowing down, increasing vehicle pollution & noise 5) Raised speed-tables / zebras lead make travelling in vehicles less comfortable 6) Flashing speed signs with red & sad vs green & happy faces would be cheaper & more effective 7) Cost of such a scheme is prohibitive, relative to its likely benefits 8) The money would be much better spent on other safety enhancements, such as going towards creating a safe pedestrian walkway into Bristol Parkway, under the railway, from Church Road 	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>No statistical evidence to justify these proposals. The proposed measures will have little impact on reducing speed generally along North Road. Area of proposed development suffers from slippy surfacing in poor weather conditions. Funding would be best allocated to priority traffic calming measures elsewhere in South Gloucestershire i.e. accident hot spots etc. Consideration of alternative traffic calming measures to be explored i.e. flashing signs etc.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>It is unfortunate that SGC do not maintain the appropriate road markings in a good state of repair. If the signs and white paint markings were to be maintained to a higher standard then this waste of money would be unnecessary.</p>	<p>Thanks for your comments.</p>

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Director for Environment and Community Services

Streetcare, Transport and Waste, Design & Operations Team, P O Box 1954, Bristol, BS37 0DD

Tel: 01454 868004 E-mail: TransportServices@southglos.gov.uk

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<p>A good example of this:-</p> <p>New Road junction at the area of the WISE Campus - 14:03hrs Thursday 27th June RTC involving two vehicles - Police and Ambulance in attendance Air bags deployed on vehicles. Contributory reason almost non-visible road markings yet again at this area.</p>	
<p>The distance on approach to zebra crossings for parking cars should be extended in each direction as this causes the driver not able to see pedestrians waiting to cross on approach. Stop people parking all day to catch a train for work .especially out side the popular rooms which cuts out the view on approach do not allow parking along this stretch.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>Please confirm length of time expected to complete the works. Provide written detail and timeline proposed for diversions</p>	<p>Thanks for your comments. The original proposals would've taken 5-6 weeks to construct (including just over 1 week for the temporary access). Additional details including dates are usually sent out closer to the start of construction.</p>
<p>I have concerns about cars parked on the main road outside the trust hall cars have not a clear view to get onto the main road when leaving the trust car park also there seems to be more and more cars parking up barn owl way making it difficult for residence to reverse their cars</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>As nearby residents and daily users of North Road, my wife and I would be interested to understand what physical evidence there is of speeding occurring on it. We do not have the impression that this is a problem. If measures to improve safety are required, they would need to be effective and also take into consideration other factors, like environmental concerns. There are many ways of enforcing the law at pedestrian crossings, virtually all of which are less intrusive than raised platforms (which also increase pollution levels e.g. tyre and break dust). Installing pelican or puffin crossings, with speed cameras if necessary, would be a more caring way of protecting our community environment and ensuring our safety.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p> <p>Pelican and Puffin crossings are beyond the remit and budget of the scheme. Pelican crossings would also be unsuitable for North Rd.</p>
<p>I feel the the Village Green Zebra crossing is could be made more safe by reviewing the permitted parking on the approach to the zebra crossing at that location. During the daytime and early evening, when the crossing is most used, the vehicles that are usually parked on the north side of the crossing, particularly outside the Old School Room extension in North Road, create a limited view for both pedestrians who are using the crossing and traffic negotiating that part the road and approaching the crossing from either direction.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>SPEED LIMIT SHOULD BE 20 MPH AND SHOULD BE SUBJECT TO POLICE ENFORCEMENT ACTION.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>I use the crossing by Rock Lane a minimum of two times a day walking my child to school, and the crossing near The Green several times a week including for church on Sunday. The number of times cars have sped straight over without stopping, or screeched to a halt at the last second due to speeding, is unbelievable. I would love to see measures brought in to make the road safer for those using the church premises but more importantly for the</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>

Nigel Riglar,

Director for Environment and Community Services

Streetcare, Transport and Waste, Design & Operations Team, P O Box 1954, Bristol, BS37 0DD

Tel: 01454 868004 E-mail: TransportServices@southglos.gov.uk

www.southglos.gov.uk

high number of children going across the road. I wouldn't let my child walk by herself due to having to cross that road using the crossing.

What I'd also love to see is a reduction in the speed limit along the whole road to 20mph, and for it to be enforced. Given the parking bays on the road, the narrowing section by Rock Lane, and the fact there are two crossings used by children and elderly church users, I feel this would be of great benefit to the area. It is not really a thoroughfare - people using the road are primarily residents in the area going to or from home, and I feel this together with the raised crossings would help make the road safer for all.

I

I do not think that the problems described in the consultation document gets to the main issues. The proposed solution could make matters worse. I propose some ideas for improvement. Crossings on North Road are not typical crossings. They have more similarities to each other than to other typical crossings.

They are both approached with a bend and traffic parked on both sides so traffic has to follow a chicane.

Most traffic is local and is aware of the presence of the crossing.

The main problem, particularly as flows are relatively low, is spotting the presence of pedestrians waiting to cross.

This is because of poor sight-lines and high levels of distraction.

Please see photographs of approaches.

Can you see any pedestrians waiting to cross?

The lighting installed for the crossing is helpful.

Clarification to where cars should park when restrictions were introduced was a significant step backwards.

Vehicles have to negotiate a chicane with the crossing in the middle.

They tend to arrive at the crossing at an angle and concentrating on oncoming traffic rather than any pedestrians.

DO

Review where cars can park to reduce chicane and improve sight-lines.

The improved grip surface on the approach to the Trust Hall crossing was a good idea spoiled in its execution.

Cars approaching round the bend are likely to cut the corner if they are going a little fast.

This means that covering only half of a narrow road with less by the zig zags (perhaps 30% there ?) may cause loss of control due to differential grip between left and right tyres.

DO

Install high grip surface to full width of road.

There are a number of cycles symbols on the road, which are the symbols used to show cycle paths. What they are supposed to mean here is not clear.

They do however provide unhelpful distraction near crossings.

DO

Thanks for your comments. Please see the additional information and Councils response above.

North road is a signposted cycle route and cycle repeater symbols have been provided to remind drivers to look out for cyclists.

Changing the alignment of North road is beyond the budget and remit of the scheme.

Tables are typically more effective at reducing traffic speeds than speed cushions.

Speed Tables in South Gloucestershire are installed in accordance with our standard detail. The standard detail was designed in line with national guidelines which takes into account the safety of tables. The safety Audit for the scheme raised no concerns about the implementation of the tables at the existing zebra crossings.

Nigel Riglar,

Director for Environment and Community Services

Streetcare, Transport and Waste, Design & Operations Team, P O Box 1954, Bristol, BS37 0DD

Tel: 01454 868004 E-mail: TransportServices@southglos.gov.uk

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Remove rather pointless cycle symbols ideally everywhere, but at least near crossings.

There is quite limited visibility between end of Rock Lane near crossing and "merging" direction of North Road.

DO

Consider whether it is worth moving North Road slightly to ease bend, improve visibility of traffic and improve visibility of pedestrians.

In general

DO

Consider if there is any scope to de-clutter near crossings. I am concerned that for the majority of drivers who are driving at a moderate speed the main effect of the raised table at the crossing is to provide yet another distraction just before reaching the any pedestrians on the crossing. Potential weaving, because of parked cars etc, will make this worse at there could be an angled approach to the edge.

DO

I would recommend you do not use the table for the crossing.

I am concerned that it would make the crossings less safe. Some of my suggestions below assume that you ignore this advice.

Would it be worth considering pads rather than tables to slow people down?

Pads can help moderate excess speed, and are particularly suitable when the approach is straight, it is possible to split carriageway into two so you approach the pad squarely and it has little impact on those going slow. As these crossings do not suffer from much excess speed and fails to meet the other points I mention they are particularly unsuitable.

DO

Do not consider as an alternative.

I will say more in a moment about the second reason for not wanting these tables, as I am concentrating here on safety.

The level of distraction is affected by the size of the bump when you hit the table.

If the table is lower (less aggressive) the distraction will be lower.

DO

If you do install tables at the crossings, choose a modest option for its height.

I find that observation of others and of myself is helpful in making comments in this area.

I am very aware of my own attention being potentially taken from people on the crossings as I approach, which is why I commented on it so much.

I often walk this road and cross it, but rarely cross at the crossings.

This is mainly because there are other much safer places to cross North Road.

You will notice that so far I have made little mention of traffic traveling too quickly.

Nigel Riglar,

Director for Environment and Community Services

Streetcare, Transport and Waste, Design & Operations Team, P O Box 1954, Bristol, BS37 0DD

Tel: 01454 868004 E-mail: TransportServices@southglos.gov.uk

www.southglos.gov.uk

<p>This is because it is quite a low proportion of vehicles. Do they need any particular measures ?</p> <p>The obvious approach is to set a 20 mph speed limit on some or all of North Road. I have mentioned this to a few people before including it in my reply. I was surprised that no one thought it a bad idea and most said something to the effect that they already (more or less) stayed below around 20 on this stretch of road. This may be worth considering. If you do a warning device between the crossings could be helpful</p> <p>I have concentrated on the safety issue. There is another issue. Bumps can damage vehicles or their occupants. I have had a coil spring break. Needless changes in vehicle speeds increase fuel consumption and pollution. People have said to me why should the majority who are driving safely have to put up with this. As you can only enter from one end there is no way of avoiding them.</p>	
<p>Great plan, there have been a number of times where cars have not stopped (& on some occasions not even noticed the crossing. It will stop accidents.</p>	<p>Thanks for your comments.</p>
<p>A large contributory problem is the cars parked on alternate sides of North Road. As a driver, you often only see people waiting to cross at the very last moment. Of course, it will be a pain as a driver and cyclist but I'm also a parent. I have seen cars go straight through the crossings many times whilst I wait to cross with my children. I don't think the parking will/can change so I think this is the best way to slow car drivers and cyclists down before the crossings. Cyclists also go straight through the lower crossing as they build up speed going downhill. Please could we have a gentle hump though for the sake of cyclists and cars. Bradley Stoke humps already make us have to frequently spend money on tracking and tyres. Thanks.</p>	<p>Thanks for your comments. Speed tables are installed according to the Councils standard detail (1:11 ramps).</p>
<p>I fully support any moves to reduce the speed of traffic along North Road. I have lived in Oxbarton since 1987 and drive or walk along North Road at least once a day. During this time there has been a big increase in:</p> <ul style="list-style-type: none"> the number of vehicles using the road the number of vehicles parked in North Road (limiting road width and visibility) the speed at which vehicles are travelling, and the number of motorists positioning themselves in the middle of the road (as opposed to 'their' side) when negotiating the narrow bend just past Parsons Avenue. <p>I note that your Statement of Reasons points to supporting cyclists and walkers through these changes; anything that reduces speed will support ALL users.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>

Nigel Riglar,

Director for Environment and Community Services

Streetcare, Transport and Waste, Design & Operations Team, P O Box 1954, Bristol, BS37 0DD

Tel: 01454 868004 E-mail: TransportServices@southglos.gov.uk

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<p>My own experience (as a user of the crossings and as a driver) is that the worst speeding takes place on the 'straights' between Knightwood Road and the Rock Lane crossing and the Rock Lane crossing and The Green crossing. The two other main safety issues are: cyclists (no safety gear or lights and wearing dart clothing) speeding across the road at night - usually from between parked vehicles), and the number of vehicles which continue to flout the traffic regulations by turning left off Winterbourne Road and into Knightwood Road.</p> <p>I fear that unless these issues are also tackled, eg speed bumps or speed warnings (smiley or cross faces) on the road in addition to the raised crossings and a more determined approach to preventing cars turning from Winterbourne Road into Knightwood Road the issue of inappropriate speed and safety hazards will continue.</p>	
<p>I would be grateful if Council would consider changing the current "give way" status at the end of Rock Lane close to the crossing to a compulsory "stop". I ask this based on two factors: my own observations when cycling, observing traffic emerging from Rock Lane turning left, dwelling over their decision to pull out leaving little time to turn their head to notice persons on the crossing. I also have two close family members who were both knocked over by a car when crossing that very crossing when walking to school. Both were taken via ambulance to A&E but thankful no lasting physical injuries resulted. Many thanks.</p>	<p>Thanks for your comments.</p> <p>Generally stop signs will only be approved where visibility is so restricted that it is essential for drivers to stop before entering the major road.</p> <p>The Traffic Signs Manual (Chapter 3) clearly defines the visibility distance for emerging vehicles from the side road which would justify provision of a stop sign.</p> <p>It is essential that the stop sign is only used at junctions where the visibility is below the criteria set down in the Traffic Signs Manual, otherwise the sign could come into disrepute. Rock Lane does not meet the criteria set out in the Traffic Signs Manual for a Stop Sign.</p>

Appendix B

Comments received at Consultation via Email	Officer's response
<p>It has been brought to my notice that there is an intention to put speed bumps on North Road. As a resident of Stoke Gifford for the last 26 years I deem these to be unnecessary. The money could be better spent on supporting public services. I trust my comments will be taken into consideration during the planning approval process.</p>	<p>Thanks for your comments. If the scheme had progressed as consulted on, there would've been a chance at the legal advertisement stage to formally object to the scheme.</p>
<p>[Avon and Somerset Police] The proposals should meet the aspiration of the Statement of Reasons.</p>	<p>Thanks for your comments.</p>

Nigel Riglar,

Director for Environment and Community Services

Streetcare, Transport and Waste, Design & Operations Team, P O Box 1954, Bristol, BS37 0DD

Tel: 01454 868004 E-mail: TransportServices@southglos.gov.uk

www.southglos.gov.uk