



North Road – Stoke Gifford Proposed 20mph Speed Limit Consultation Feedback Report

Purpose of the Report

The purpose of this report is to feedback the results from the recent consultation on the proposed 20mph speed limit in the vicinity of 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. Proposals to introduce raised tables at the 2 Zebra crossings on North Road were consulted on between the 17th June and 8th July 2019. As a result of the responses received at consultation and local member input, the decision was made to change the proposals to a 20mph speed limit.

Current speed readings on North Rd (average of 20.5mph by the village green) support the introduction of a 20mph speed limit without the need for physical traffic calming therefore avoiding the need to construct a temporary access at the northern end of Knightwood Rd. The Bristol Twenty Miles Per Hour Limit Evaluation study showed a reduction of 2.7mph in average speeds through introducing a “Sign only” 20mph Speed Limit. Research has shown that “Sign only” 20mph limits reduce higher end speeds (85th and 95th percentile) the most.

Purpose of Scheme

To reduce traffic speeds on North Road, in particular higher end speeds.

Proposed Scheme

To install a 20mph speed limit on North Road and the connecting cul-de-sacs.

Drawing Reference

The existing and proposed speed limits are shown on drawings T429-678-021 and T429-678-022.

Consultation

Consultation took place between the 23rd September and 14th October 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.

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Feedback from the Consultation

The online consultation overview drawing was viewed a total of 191 times. There were 91 individuals and organisations that responded to the consultation via the questionnaire and 1 other response received by email.

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

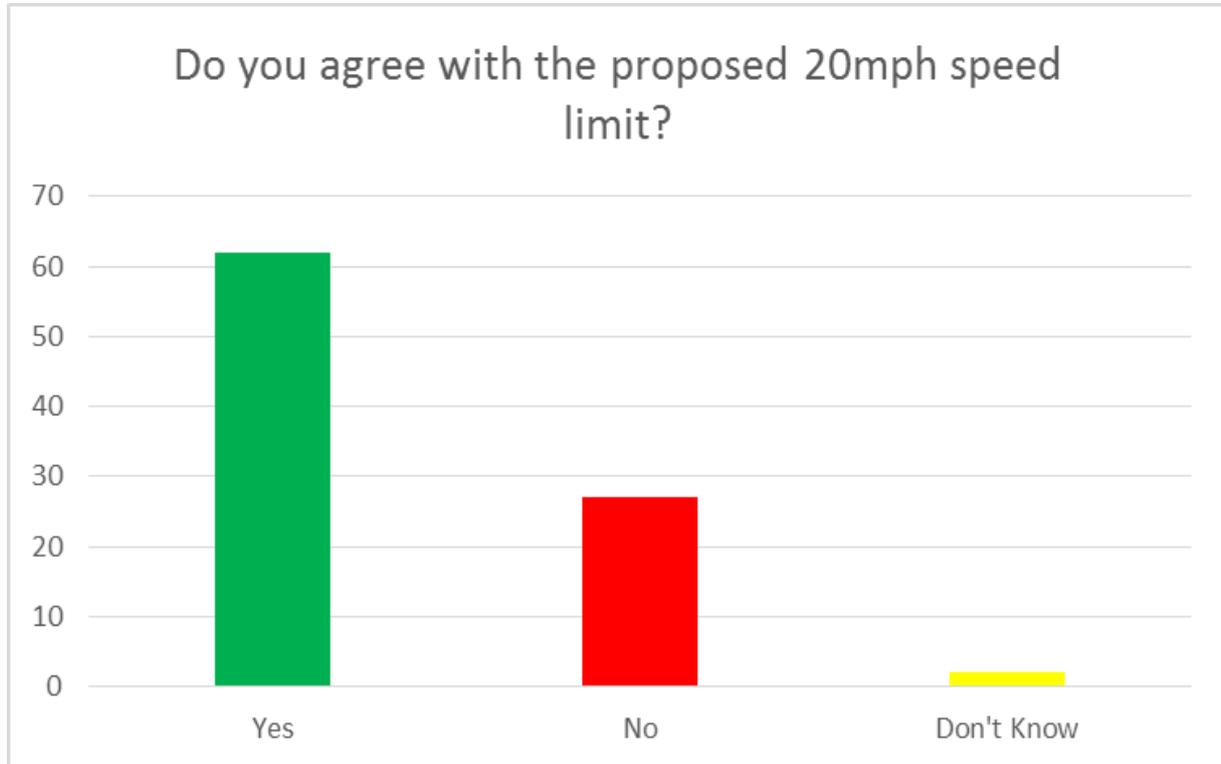


Figure 1

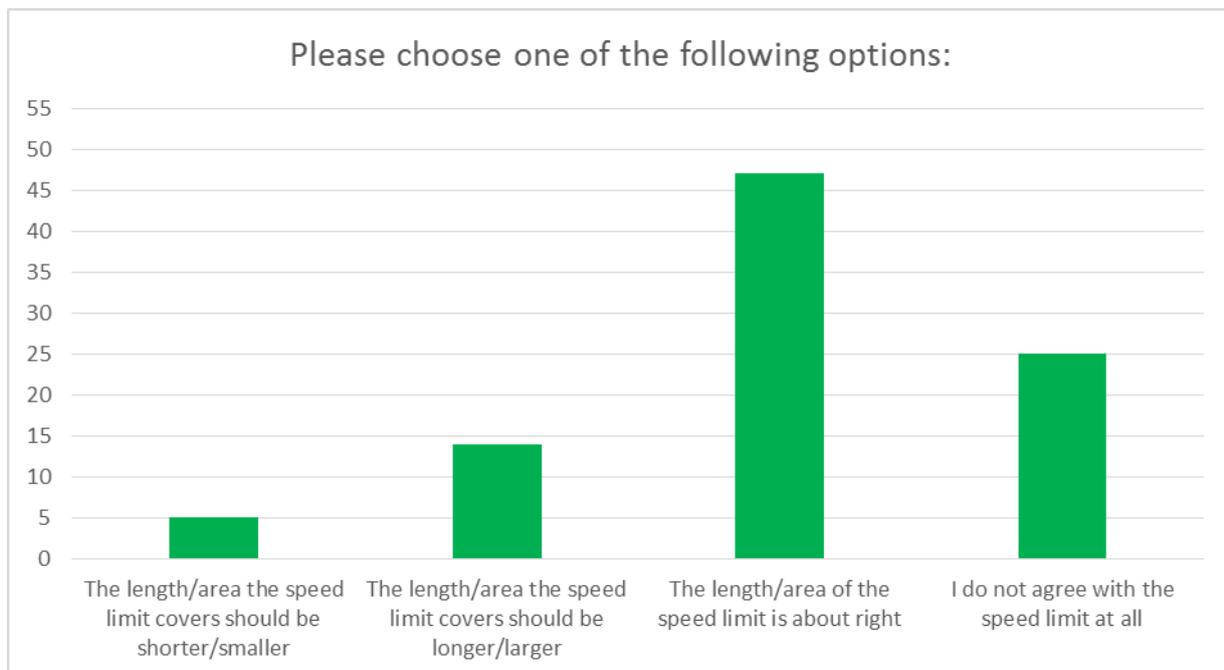


Figure 2

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.

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During the consultation period, a petition was sent to South Gloucestershire Council. This is also considered in Appendix A

Future Programme

In light of the responses received at consultation and the fact that the majority supported the proposals, the scheme will now be forwarded to the Councils Legal Team for formal advertisement.

Depending on comments made at the public advertisement stage, it is anticipated that the speed limit will be implemented in Spring/Summer 2020.

Additional Information and Councils Response

1. Why implement a 20mph speed limit if average speeds are only 21mph?

Although average speeds on the affected roads are only 21mph, the maximum speeds are well above this level. Monitoring of 'sign only' 20mph speed limits, introduced in the past, has shown that they are particularly effective at reducing high end speeds.

2. Why not enforce the existing speed limit instead of implementing a 20mph speed limit?

The purpose of the scheme is to reduce vehicle speeds. Only a small percentage of drivers are exceeding the current speed limit therefore enforcing the existing speed limit will have little effect on traffic speeds.

3. Why not install the speed limit only where there is a speed issue?

Government guidance sets out the minimum lengths of speed limits with the purpose of avoiding too many changes in speed limits which can lead to confusion amongst drivers and reduce compliance. Implementing short 20mph sections along North Rd would create inconsistency with changes in the speed limit occurring without a change in the nature of the road.

Average speed readings taken at multiple points along North Rd support the implementation of a 20mph limit for the entire area proposed.

4. What measures will be installed to implement the 20mph speed limit?

The speed limit will be a "Sign only" limit. There will be terminal signs and roundels at either end of the limit and repeater signs located at intervals in compliance with regulations for signing 20mph limits. The majority of the repeater signs will be mounted on existing lamp columns.

5. Why are traffic calming features no longer being considered?

The raised zebra crossings consulted on in the initial consultation were highly contentious amongst residents, particularly due to the need to create a temporary access just off Winterbourne Road which increased the cost of the scheme (to a total construction cost of approx. £71k).

Following the initial consultation, a meeting was held between SGC Officers, local members and the Parish Council. The local members did not support the proposed raised tables at the zebra crossings and asked for a 20mph speed limit to be progressed instead. SGC Officers confirmed that speed readings taken on North Road supported the implementation of a 20mph speed limit without the need for traffic calming. The decision was made to abandon the traffic calming proposals on North Road and proceed with a 20mph limit as an alternative (the cost of installing the 20mph speed limit is expected to be approx. £3k).

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To implement any traffic calming on North Road, a new scheme would need to be added to the capital programme. 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 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:

<http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/>

6. How will the speed limit be enforced?

Enforcement of speed limits in South Gloucestershire is undertaken by the Police. You can find the following statement on their website:- "20mph speed restrictions will be treated in the same way as any other speed limit in the Avon and Somerset Police area in that enforcement will not be routine but will be intelligence led and where there is evidence of clear and excessive offending, accompanied by an aggravating factor, Avon & Somerset Constabulary may consider enforcement where appropriate."

7. What is being done about the parking issues in the area?

Waiting restrictions (double yellow lines, single yellow lines etc.) in Stoke Gifford are currently under review, we expect to carry out a consultation on changes in the coming months.

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Appendix A

Comments received at Consultation via the online questionnaire	Officer's response
I think it's great to encourage 20mph speed limits but I'm also reluctant that if it's just 20mph signs, more traffic calming measures should be implemented definitely. Also LED street lighting to ensure safety at night.	Thanks for your comments. Please see the additional information and Councils response above. The Councils street lighting team is currently rolling out LED lighting across South Gloucestershire.
As the recorded speed over a seven day period did averaged below 22 mph there is no need for a speed limit	Thanks for your comments. Please see the additional information and Councils response above.
No need as I have not noticed cars going above the speed limit	Thanks for your comments. Please see the additional information and Councils response above.
This is a good idea. A lot of children walk to school this way and it is not safe to drive above 20 mph. Most people do drive slowly, but a few do not.	Thanks for your comments.
I've had difficulties crossing with my children from Rock Lane on to Court Avenue because visibility is poor and people sometimes drive too quickly down this road.	Thanks for your comments. Please see the additional information and Councils response above.
What measures will be installed to enforce the new limit? (Responsive signage, road humps, etc.)	
I live opposite the Rock Lane junction by Court Avenue & the traffic races past. I don't feel the 20 mph limit will be enough alone. There is no zebra crossing yet a busy road crossing point for many school children & I have witnessed a fair few near misses. The road narrows & is also a blind spot for drivers pulling out of Rock Lane or approaching. We need speed humps or another zebra crossing.	Thanks for your comments. Please see the additional information and Councils response above.
It's about time. Be a lot safer to cross all these roads in the village location.	Thanks for your comments.
As a local resident whose children cross North Road to get to school, I am extremely concerned about the speed at which some vehicles travel along it. This is compounded by the lack of visibility caused by parked cars close to the zebra crossing next to the Trust Hall. (I would encourage South Glos Council to remove this parking, which appears to be entirely used by Bristol Parkway commuters, or at least enforce "30 minutes between 1pm and 2pm" restrictions as elsewhere in Stoke Gifford) I am very disappointed that the original plan to put in raised tables was not carried out. I support this proposal, but only as a second best alternative (and would still much prefer that the raised tables were put in). Given that cars regularly travel well above the existing limit, I am sceptical that the 20mph limit will have a significant effect without enforcement or street furniture. However, this proposal is better than nothing.	Thanks for your comments. Please see the additional information and Councils response above.
Reduced speed limits to 20 mph very much needed. I regularly see cars using North Road appearing to be going in excess of 30 mph, the road is not wide enough for these speeds and North Road is close to 2 local primary schools with many children walking in this area most days.	Thanks for your comments.
Average speed I have driven around this area is probably nearer 15mph, why enforce a lower limit, bearing in mind	Thanks for your comments. Please see the additional information and Councils response above.

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no children during school hours, so the 20 limit serves no purpose and after dusk when the streets are quiet anyway.	
Although I agree with the proposal the current 30 mph is not enforced so how is 20mph going to make a difference?	Thanks for your comments. Please see the additional information and Councils response above.
Traffic does go too fast up north road, especially on the corner by Osbourne Court so I support the scheme to make the village safer - especially for children.	Thanks for your comments.
The people who are constantly exceeding the current limit will continue to travel at the same speeds regardless of the limit. Although I am generally against raised areas on the road, I do approve of raised crossings as these cause traffic to slow at the appropriate points.	Thanks for your comments. Please see the additional information and Councils response above.
The letter received from Soth Glos Council mentions 'concerns raised by local Councillor regarding vehicle speeds on North Road, Stoke Gifford'. I have not been consulted by this local councillor so I am surprised that someone with this authority has chosen to take this forward on my behalf. This person (Councillor) has made an arbitrary decision on my behalf. Such major changes that affect the local community need to be discussed and agreed by residents not a Councillor. I do not agree with the proposal and I do not want or think it is necessary to spend money on this proposal. It would have been gratuitous for this Councillor to have consulted his constituents.	Thanks for your comments. The purpose of this consultation is to discuss the proposals with the residents. This scheme has been requested by residents for a number of years.
<p>This is a start to reducing speeds along our roads, but will it be enough?</p> <p>Hopefully when entering into the 20 mph zone there will be very obvious warnings with signage and road markings, but PLEASE lets not fall victim to "sign clutter" along every street and cul-de-sac with repeater signs.</p> <p>Exits should be marked clearly also to mark the end of the zone.</p> <p>Speeds should be monitored and enforced and not advertised as a "Sign only" 20mph speed limit zone.</p>	Thanks for your comments. Please see the additional information and Councils response above. The scheme will be signed in line with government regulations.
who is going to supervise the speed limit (we never see a traffic warden) schemes of this nature have been proposed before but have never been implemented. and isn't it about time C double yellow lines were extended further into the village CB	Thanks for your comments. Please see the additional information and Councils response above. Speed limits are enforced by the police.
If people are speeding, why not enforce the limit. Just reducing the speed will not stop speeding. If you have to travel at 20 you spend your time looking at the speedo and not outside the car	Thanks for your comments. Please see the additional information and Councils response above.
This is a really longed for scheme. The road is very narrow in places and there is places where vehicles drive down the narrow part of the road in the middle at great speed. There are places where children cross from Rock Lane at both ends to go to school either on foot or cycle, and to use the facilities at The Trust Hall and the Church Hall, besides the elderly at the Nursing Home. Reducing the speed to 20 will only add seconds to a	Thanks for your comments.

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journey, and could save a life or accident.	
The area proposed is the right size as these are key routes used by primary and school children.	Thanks for your comments.
I have witnessed speeding and failure to obey the zebra crossings on North Road. Whilst a 20mph zone is a good idea, you will need work with the Police to enforce it. The raised tables were a much better idea and it is regrettable that the Council made the wrong decision on the previous consultation.	Thanks for your comments.
I live on north road and I fail to see how just putting a 20 limit sign will make any difference what so ever! A 30 limit is ignored so why would a sign make any difference! North road is a fatality waiting to happen, traffic calming needs to happen, whether it be speed bumps or road thinning areas. At 6pm the road is a race track and the other day I experienced two cars racing side by side! I don't appreciate being told by some by some councilers that people of the village don't want traffic calming! My children are unable to play on our driveway as I seem the road to fast. Crazy in a village that we love are we risking our children's lives by not putting in a few bumps on the road. Traffic calming needs to happen and needs to happen fast. A 20 limit will not make any difference to the racers that race up the village now.	Thanks for your comments. Please see the additional information and Councils response above.
Good that 20mph limit is being introduced. We would have been happy with speed bumps too	Thanks for your comments.
20mph speed limit is a good idea, much better than raised tables.	Thanks for your comments.
Major routes through the area should remain at 30mph except immediate vicinities of schools etc. There shouldn't be a blanket 20mph limit which like seen in many areas who've done this, blanket reductions will be less respected and complied with (regardless of levels of enforcement) by motorists and the differential speeds will be greater. I don't reject 20mph in the right places like right by schools during drop offs or busy high streets but blanket reductions including on major commuter routes should not be considered highly.	Thanks for your comments.
In my opinion, the 20mph limit does not need to be in place for the smaller side roads, as there are less opportunities to gain excessive speed, and residents tend not to speed on their own roads. However, the 20mph speed limit SHOULD be enforced along the whole length of North Road, as there is the opportunity for drivers to exceed 40mph, and non-residents using it as a throughway are not as considerate.	Thanks for your comments. Please see the additional information and Councils response above. Implementing a 20mph limit only on North Rd would require additional 30mph terminal signs at the entrance to all the side roads. This would be inconsistent with North Rd, create unnecessary sign clutter and increase the overall cost of the scheme.
I agree with side streets but not the main North Road since drivers adapt to lower speeds as required and its their duty to be careful in built up areas - let drivers use their brains and stop controlling them. Plus North road would be a nightmare to cyclists like myself if you reduce to 20mph.	Thanks for your comments. Please see the additional information and Councils response above.
The 20mph speed limit is a good idea but it's important that this is enforced through speed cameras as people already ignore the 30mph limit. Speeding is a real problem on North Road and the raised zebras would of been an ideal way (along with the 20mph limit) to slow drivers	Thanks for your comments. Speed cameras are typically used as a last resort when all other methods of reducing speeds are exhausted. All speed cameras in South Gloucestershire are

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<p>down. It's a shame the raised zebras have been denied although good that a 20mph limit will be in place as long as the police enforce this.</p>	<p>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.</p> <p>The council would be expected to fund the cost of the camera installation (approximately £50,000).</p>
<p>I think the speed limit will be ignored equally as the current 30mph is by the dangerous drivers. It will only be sued to occasionally fine drivers.</p> <p>To solve the real safety issues something like raised zebra crossings would be much more effective.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>As far as I know there have not been any fatal or serious accidents on these roads in the 30 years we have lived here. Presumably people want the 20 limit because they think cars are going too fast.</p> <p>People who ignore the 30 limit will mostly continue to ignore the 20 limit.</p> <p>People who try to keep to the 30 limit will mostly try to keep to the 20 limit. They will then be aggressively tailgated by some drivers to try to make them go faster.</p> <p>I see no realistic alternative, but the net result will be some people continuing to go faster than 30 and the majority of drivers being unhappy at the new lower limit and at being tailgated.</p> <p>There will be no reduction in fatalities or serious accidents. The solution would be to ban drivers permanently for breaking traffic laws. Driving should be a privilege not a right.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p> <p>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).</p>
<p>You really need to consider speed bumps to slow people down. Cars often fly up / down North road and there are so many children around and a blind bend so cars should really be driving slower and just a speed limit / signs won't work</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>I feel that the walk and cycle to school initiative is great, but some people already do not observe the 30 limit. I feel it would be safer if, at the existing crossings the humps suggested previously were installed forcing vehicles to slow at critical places. If this is complemented by a 20 mph zone I have no objection, but otherwise feel this is a pointless, costly and dangerous proposal as people will feel safer, while actually being as safety compromised as ever, making the situation actually worse.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>The reason for slow speeds at the village green is that the road is narrow due to parking on one side and people frequently have to slow down or stop for oncoming traffic. The majority of drivers drive considerably and safely on North Rd but there are some, mainly youngsters, who drive at high speed. They don't observe the 30 limit and therefore wouldn't observe the 20 limit. There need to be some physical traffic calming measures to address these drivers.</p> <p>A particular black spot is the end of Rock Lane near Court Ave. A lot of children cross the road here to access the lane through to Touchstone and cars coming round the</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>

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<p>bend in North Rd don't see people crossing there until they are almost on them.</p>	
<p>Unless action is taken to reduce speed on North Road, sooner or later there will be a major incident, possibly with fatalities. Some drivers treat it as a racetrack, particularly in areas where young children are taken to school. Additionally, those with reduced mobility are particularly at risk just crossing the road.</p>	<p>Thanks for your comments.</p>
<p>I am concerned that those who already drive too fast will not follow the speed limit, and believe that further enforcement is needed, possibly in the form of speed humps and occasional cameras. We have had 2 accidents in North road in the last year, fortunately not fatal, but I fear that one day a child will be killed.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>We do get people speeding</p>	<p>Thanks for your comments.</p>
<p>I believe this is a solution to a non-existent problem. I have lived in the area for 12 years and do not believe excess speed to be a problem on North Road or any of the connected cul-de-sacs.</p>	<p>Thanks for your comments.</p>
<p>As North Road is a residential area, I feel that a 20mph speed limit would be appropriate: In my experience many car drivers travel at nearer to 40 mph in 30mph zones, and so reducing the limit to 20mph may encourage those same drivers to cut their speed significantly. This I feel would enhance safety for both pedestrians and certainly cyclists.</p>	<p>Thanks for your comments.</p>
<p>I live in the adjacent housing estate of Simmonds View / Bakers Ground and would like to see the 20mph speed limit on these roads as well, because they are similar roads with many schoolchildren walking to school.</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 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>I walk often on North road and the surrounding side roads, and have not perceived any danger from the traffic. If you reduce the speed limit from an already safe 30mph to 20mph you will unnecessarily increase journey times for careful motorists, even at times of day when the road is quiet, and the weather and visibility are good. When the road is busy, traffic naturally self regulates to a lower speed. When it is quiet, 30 mph is safe. If people are happy to ignore the 30mph limit and drive at 40, how will reducing that limit to 20mph help? Those who obey the law will be forced to slow down, even when 30mph would be appropriate. Those who ignore the law will be unaffected. In fact, impatient drivers, encountering a car traveling at 18mph, will be more inclined to attempt a high risk overtake than if the leading car is free to do 28mph.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>

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<p>Reducing the speed limit could lead to more high risk behavior. I think this reduction in limit is a bad idea</p>	
<p>I do not believe that this scheme should be introduced because there is not an issue with vehicle speed on North Road. I live on North Road and frequently observe the traffic, either from my window or when walking along the road which I do several times a day. I disagree with the members of the public and the local councillor regarding traffic speeds. Average speeds and higher end speeds do not appear to be excessive. The speed readings (average speed 20.5mph) confirm that speed is not an issue on this road. The proposed source of funding for this change comes from a scheme to support walking and cycling to schools. No evidence has been presented to show that children are deterred from walking or cycling by the current vehicle speeds. My child walks along this road and I am happy for her to do so.</p> <p>The unintended consequence of the proposed speed limit change is an increase in carbon dioxide emissions. Several studies have shown vehicle efficiency to be lower at 20mph than 30mph. I do not support a change that results in increased carbon dioxide emissions.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p> <p>20mph zones tend to produce lower speeds and a smoother driving style which in turn can reduce emissions, in particular particulate and NOx emissions.</p>
<p>There is a definite need for speed restrictions on North Road especially around the entrance to the Trust Grounds where visibility is particularly poor for cars exiting the facilities. 20mph will only work if it is enforced however.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>Yes, a lower speed limit must always be a good thing. However, it would need frequent enforcement as a sign or two would not affect the behaviour of some of the road users if there is no consequence to their speeding. I urge the council to reconsider further measures to ensure the safety of road/crossing users and users living next to these roads.</p> <p>I believe that we need to return to the proposal of raised crossings. Although I would not like this as a car user, I have had too many close calls with and without my children at the two North Road crossings where cars often do not stop.</p> <p>I find that the visibility of the crossings is a problem, not because of the lighting but because of the cars that are parked on both sides and the curves in the road (for the lower crossing). Drivers often can't see pedestrians until the very last second. Parked cars cause a big problem with pedestrians waiting on the Trust Hall side of the road for the higher crossing. The pedestrians can not see the cars coming and the cars can't see the pedestrians.</p> <p>Raised crossings would force drivers to slow down regardless of the presence of pedestrians. The parked cars slow cars down, of course, and the parking is needed, so I think the raised crossings would be the best compromise, with or without the 20mph limit.</p> <p>This is an area that is used extensively by vulnerable</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>

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members of society. Both supervised and unsupervised children are walking and cycling to the primary school, pre-schools, secondary schools, scouting groups and St.Michael's Church centre. The residents of Osbourne Court, situated on North Road itself often use the lower crossing. The elderly, the disabled, teenagers and young children are particularly vulnerable to the dangers of the speeding cars and vehicles not stopping at the crossings.

Please reconsider putting in further measures to protect the residents and visitors of Stoke Gifford.

Although I do not agree with the 20mph Speed Limit proposal; I do accept that some drivers drive too fast through the village, in both directions from Knightwood Road to North Road and vice versa.

20mph Speed Limit signs or Flashing Speed awareness signs are all well and good for most careful drivers who may need reminding from time to time but have no effect whatsoever on the more impatient or aggressive drivers unless backed up with some Police involvement/enforcement.

From mine and other residents' observations; passive 20mph Speed Limit signs are a waste of money and makes no difference at all to those drivers who frequently and deliberately flout the law whether through complete indifference or because they are late for some appointment.

For those aggressive drivers, the ONLY option is to have some physical deterrent such as speed humps at or near pedestrian crossings or where there are clear One-Lane only chicanes/traffic calming, like one sees in working effectively in other villages/areas of the country.

Having lived at my address for over 22 years I would also ask that someone takes a very Long Hard Look at the junction of Knightwood Road with B4057 Winterbourne Road which my house overlooks.

Every morning and every evening between Mon - Fri and often at weekends, about half a dozen cars drive illegally through this junction.

They contravene the No Left Turn signs by turning very sharply left or more like a 'U' Turn from the main B4057 Winterbourne Road, into the blind bend being the end of Knightwood Road.

I have in the recent past seen these drivers complete the above manoeuvre in the mornings then drive hard through the village to get to the roundabout junction of North Road with Hatchet Road (trying to beat the traffic by cutting off the corner of Winterbourne Rd and Hatchet Rd).

Potentially dangerous and illegal.

I know this because I have eventually caught up with these cars, on my way to work, and can see the same cars amongst the small queue of traffic waiting to turn left at this roundabout junction.

Some of the drivers who contravene this No Left Turn; I suspect them of living in or visiting addresses in Stoke Gifford village as it happens even at off-peak times and sometimes late at night, because they can't be bothered to drive all the way round via Hatchet Road.

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

Contravening a banned left turn is a traffic offence and should be reported to the police. Only the police have the powers to enforce moving traffic offences in South Gloucestershire.

The banned left turn is clearly signed and the kerb alignment emphasises this.

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<p>I suspect most of these drivers use it as an effective albeit a potentially dangerous traffic-busting method to beat the peak time traffic travelling down Winterbourne Road and into Hatchet Road.</p> <p>I do not know why some drivers feel the need to also do this stupid and illegal manoeuvre on relatively quiet weekends but they do.</p> <p>Twenty years or more ago I wrote to the Council trying to prevent this bad driving behaviour/problem which was obvious within days of moving into my home.</p> <p>The Council's solution at the time was to add a few inadequate feet to the existing dividing kerb at the junction so that cars now have to drive a little further before turning into the blind bend.</p> <p>May I suggest someone(?) devises a more realistic solution to prevent this daily offence occurring which will in turn will stop those drivers going too fast, through the village, trying to beat the traffic queues by illegally cutting off the corner of Winterbourne Rd and Hatchet Rd. The Police are obviously far too busy and thinly spread to take action at this junction every peak commuter time of every day and in any case a properly designed junction should not need any Police involvement in the first place.</p> <p>For your consideration and action.</p>	
<p>20 mile an hour speed limit would be perfect accept the people using the road would not take any notice. There needs to be more than just a sign to reduce the speed. Raised crossings and speed bumps would be more beneficial. Walking out of the lane on our way home from school can feel very dangerous with 3 children. We always end up wet too as the cars speed past! More needs to be done!</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>In my experience the main problem is the speed that some people drive along North Road, and the number of drivers failing to stop at the two zebra crossings on North Road. I would prefer the zebra crossings to be raised so that drivers are more aware of them and to ensure drivers have to slow at these crossing points as they are used by many families walking to and from the local school, to the park and the old school rooms.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>I believe that we need additional traffic calming measures. Pedestrians are at risk from cars being driven too fast and not stopping at pedestrian crossings. I believe that the proposal to introduce speed tables at the pedestrian crossings would be more effective at reducing speed of traffic and decreasing the risk of injury to pedestrians. A 20mph limit could be introduced alongside speed tables or speed bumps.</p> <p>How will a 20mph speed limit on it's own increase road safety? How will it be monitored to ensure speed limits are being adhered to?</p>	<p>Thanks for your comments.</p>
<p>On Sunday morning, at 1.05am, I heard a car travelling in excess of 50mph past my house, and it continued to accelerate around the left-hand bend. Imposing a 20mph limit will not stop this sort of driver, who does not abide by existing 30mph limit. A 20mph limit will only impact (and frustrate) the vast majority of law-abiding residents of Stoke Gifford. The only thing that will impact these</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>

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<p>speeding drivers are speed-ramps / speed cushions, like those on Great Stoke Way. The main speed-avenue is from the Allen and Harris estate agents to the first bend in North Road, then the stretch alongside the Stoke Gifford Poplar Rooms and Playing field, where the second zebra-crossing is situated. Only two sets of ramps are need in front of the Zebra crossings, NOT 20mph throughout the SG village. The 20 mph will only impact (and greatly frustrate) law-abiding residents, not the speeders. Please only target the reduction of excess speedsters near the zebra-crossings.</p>	
<p>Cars are regularly driven along North Road above the 30 mph speed limit. A road that is used multiple times a day by pedestrians - local residents and a vast number of school children. Not only are cars being driven too fast but a number do not stop at the designated zebra crossings. I have personally expired this on a number of occasions at the crossing by the Trust Hall/Rock Lane Junction when walking my child to and from school. Perhaps thought should also be given to how this can be made a safer place to cross.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>Yes! Long awaited speed limit of 20mph welcomed all as indicated on drwg ref T429-678-022 (Aug 19). I feel that the speed limit of 20mph is essential but there will still be traffic that will exceed this limit unless it is "policed" by cameras and fines issued accordingly.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>It would be beneficial in terms of safety for Hatchet Road to be included in the 20 mph limit and for such limits to be enforced appropriately. Hatchet Road carries traffic that often exceeds the existing 30mph speed limit off peak and near misses at the mini roundabout between Hatchet Road and North Road have become a normality off peak due to drivers on Hatchet Road speeding and unable/unwilling to respond to giving way to traffic from the right. A slower speed would also make it safer for pedestrians and more vulnerable road users.</p>	<p>Thanks for your comments. Reducing the speed limit on Hatchet road is beyond the remit and budget of the scheme.</p> <p>Existing speeds on Hatchet Road are too high to implement a 20mph limit without traffic calming.</p>
<p>I think this is a fantastic proposal that has my full support. The existing speed limit is regularly exceeded and the road is incredibly dangerous to cross, even with the existing zebra crossings.</p>	<p>Thanks for your comments.</p>
<p>I have been frequently, often more than once per day, driving this road since 1986 and can say I have never had a speed incident.</p> <p>The road cannot be safely driven faster than 25 mph due to</p> <ol style="list-style-type: none"> 1) parking opposite in parts of the road, 2) due to bad corners at either joining of Rock Lane, one corner has very bad visibility of on-coming traffic in both directions. 3) the presence of two Zebra Crossings, 4) the paths are constantly used by children (and adults), the play ground half way along North Road is in constant use, 5) frequent complicated traffic movements on the Village Green/ Pub location, 6) eight side roads and numerous drives entering North Road further on from the area of the Garage. 	<p>Thanks for your comments.</p>

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<p>NB To prevent the odd person driving home or through too quickly, (over 30 mph), often at home time, could be cured with a Police Motor-cyclist and a speed gun, followed by a Press Report. The word would quickly go round.</p>	
<p>This as with other 20 MPH schemes do not slow vehicle down it only makes the streets look more untidy by adding posts, signs, and painted road markings the worst section of this roads problem is the first part from the roundabout at the junction of North Rd and Hatchet Rd. to the top of the hill towards the popular rooms this should be the section dealt with probably with speed humps of some form as they do slow all vehicle down to a degree</p>	<p>Thanks for your comments. Please see the additional information and Councils response above.</p>
<p>I think a 20 mile p/h speed limit is an excellent idea. I already try to do this because this is appropriate to the road/s which are twisty, narrow in places with an increasing number of foxes running out from the hedges! There are lots of pedestrians in the area and I know there are several residents who use mobility vehicles on the road.</p> <p>Apart from the obvious benefits for the safety of pedestrians, cyclists and animals I shall enjoy not being tail gaited in my car by those people who treat North Road like Silverstone!</p> <p>Thank you so much - I really hope that the new limit can be implemented.</p>	<p>Thanks for your comments.</p>
<p>From experience it should be hard to exceed 20 throughout the whole of North road due to narrow points and parked cars ?</p>	<p>Thanks for your comments.</p>
<p>Road markings in this area are very poor and any budget should be spent in restoring the current markings to make them visible to current best practice.</p>	<p>Thanks for your comments. Poor markings should be reported to streetcare@southglos.gov.uk</p>
<p>How can the expense be justified just to reduce the speed by 0.5mph. You state average speed is 20.5mph. Please spend this money on resurfacing roads instead.</p>	<p>Thanks for your comments. Please see the additional information and Councils response above. The cost of the scheme is a fraction of the cost of an injury accident.</p>
<p>I totally disagree with 20 mph along this proposed site, 30 mph is a sensible speed to drive. Motorist are being penalized with 20 mph speed limits just about everywhere and it is not fair to most drivers for such an extended stretch and busy part of road.</p>	<p>Thanks for your comments.</p>
<p>I was one who commented that I thought that the raised tables had the potential to reduce safety instead of improve it. As a side issue they introduced a needless change in speed and distraction that was there all the time. The 20 mph speed limit however has none of these disadvantages. Most sensible drivers will be little affected by it. They are already complying or close to it. The occasional use of a "smiley face" non-enforcement detector will help the compliance level of those who need a reminder. I was one who suggested 20 mph as an alternative and</p>	<p>Thanks for your comments.</p>

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fully support it.	
I can not agree with the speed limit not that anybody can go above 20 mph at peak start and finishing times, as I can see it as another cash cow for the authorities on a sunny Saturday / Sunday morning when folk can be caught and fined for doing 23 mph by a speed trap, when the boy racers get away with it late at night racing around dangerously with the big bore exhausts waking us up, or is that what always appears to be the plan to generate more money when desired, with limited expenditure with regards to safety.	Thanks for your comments. Please see the additional information and Councils response above. The Council doesn't generate any money from enforcement of speed limits.
Can someone take a look at the increase in inconsiderate day-long car-parking (presumably by people using the station) along the first 50 metres of the entrance to Field Farm Close, particularly at the junction with Rock Lane. It has become too dangerous and sometimes residents have to now reverse back to let fellow residents get past.	Thanks for your comments. Please see the additional information and Councils response above.
Whilst i fully agree with the proposed 20 mph speed limit through Stoke Gifford, I feel with the continual lack of Law Enforcement, some drivers will ignore the new limit knowing they will never be caught. Thus making the proposals quite worthless.	Thanks for your comments. Please see the additional information and Councils response above.
Screens showing actual speed should be included at several spots along North Road as a clear indication to drivers if they are exceeding 20mph	Thanks for your comments. 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 police speed enforcement would usually be considered. North Road does not currently meet the criteria for VAS signs.
I support the 20mph speed limit but think most people will ignore it. The raised crossings would have much more impact and we'd fully support that	Thanks for your comments. Please see the additional information and Councils response above.
I feel that the removal of the speed raised tables is a mistake, relying on a 20mph sign can easily be ignored. When I first noticed the lamppost signs advising on this consultation I was pleased but disappointed about the crossings. Later that day I noticed that some of the signs had been removed, this indicates to me that some people will not take notice of a sign so some other speed recorder should be used. Also I feel that this should cover the whole of Stoke Gifford not just a few select roads. We have enough problems with outsiders parking in our roads and reducing the width of the road and not wishing to pay car park prices, these are the ones to be concerned with.	Thanks for your comments. Please see the additional information and Councils response above.
While I'm happy that the speed limit in the zone is going to be reduced, I don't understand why the plan to create raised pedestrian crossings has been abandoned. Both of the pedestrian crossings on North Road need to be improved for both visibility, reduced speed and mobility access for parents with children and the disabled. While the speed reduction is a good start, the raised crossings should also be included / considered for future	Thanks for your comments. Please see the additional information and Councils response above.

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development.	
I support the previous proposal to introduce 2 raised tables on North Road. I do not support the new 20 mph speed limit. I represent the views of all the local residents I have spoken to about this issue.	Thanks for your comments.
I believe the raised steps will cause the traffic to slow down more than the new 20mph will. i think the speed limit enforcement will become a cashcow and wont affect the overall speeds of vehicles along North Rd (in particular).	Thanks for your comments. Please see the additional information and Councils response above. The Council doesn't collect any revenue from the enforcement of speed limits.
The proposal has a wide area for the speed limit to apply. You should be using the new speed limit in areas where there is a problem or potential problem with 'speeding' vehicles and the public, ie level crossings and spots where there may be a significant number of children at certain times of the day.	Thanks for your comments. Please see the additional information and Councils response above.
I fully support the introduction of a 20mph speed limit along North Road and the cul-de-sacs indicated in the plans. However I am now seeing a further deterioration in safety caused by people parking along North Road to avoid parking charges at Parkway Station and to attend functions/conferences etc at the new St Michael's Centre. During one recent Friday vehicles were parked on the right hand side of North Road (travelling towards the dual carriageway) right up to the junction with Court Road. The outcome was that cars travelling towards the dual carriageway were forced to overtake on the wrong side of the road on the blind curve/bend between the junction with Rock Lane (adjacent to the play area) and Barn Owl Way. I would ask and suggest that consideration be given to extending the parking restrictions along this particular stretch of road. In order for any speed limit to be effective there must also be some means of enforcement.	Thanks for your comments. Please see the additional information and Councils response above.
The double yellow lines at opposite sides and various intervals along North Road cause the traffic to stop in order to allow the opposing vehicles to use the single car space. Some drivers become very impatient. Having said that I do not know how it could be improved. There should be double yellow lines opposite the entrance to Barn Owl Way as parked cars make it difficult to see oncoming traffic when trying to use the entrance from the direction of the village green.	Thanks for your comments. Please see the additional information and Councils response above.
I agree that a 20mph speed limit for North Road is long overdue and this should also extend to Rock Lane. However, if it is to be "sign only" and is not to be enforced it will do little to deter the constant speeding of predominantly young men who regularly speed up and down the road at up to 60 mph.. The crossings are used as a walking route to and from St	Thanks for your comments. Please see the additional information and Councils response above.

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<p>Michael's School . A recent accident by the crossing to Fabian Drive resulted in a car, driven by a young man, failing to take the bend from Rock Lane into North Road , leaving the road and crashing into the wall of the Trust Ground children's play area. Had this happened 10 minutes earlier it would have coincided with the school children coming home and crossing North Road from Fabian Drive;. The potential result does not bear thinking about.</p> <p>In addition to the 20mph limit, the original proposal for two raised tables should be proceeded with as a matter of urgency, it is a common view in Stoke Gifford that we have been lucky that no pedestrian or cyclist has been seriously injured or killed as a result of the constant speeding and dangerous driving we see every day on this road which is made more dangerous by the blight of on-road parking by commuters and holiday makers using the station and avoiding the excessive parking charges . Let us hope something will now be done to make our community safer.</p> <p>Our South Glos councillors have, I know, been pressing for action on this (along with the Parkway Bridge,for many years as I did myself in my years as Chair of the Parish Council . Let us hope that something will now be done.</p>	
<p>Although I am not convinced that any change is necessary (e.g. The recent speed check results were low), I think this is far preferable to speed tables which cause so many problems.</p>	<p>Thanks for your comments.</p>

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During the consultation period, the following petition was sent to South Gloucestershire Council:



As of 14/10/2019, 139 individuals have signed the petition (the majority of which are residents of Stoke Gifford).

The original proposals were very contentious amongst residents, particularly due to the need to create a temporary access just off Winterbourne Road which increased the estimated cost of the scheme (to a total construction cost of approx. £71k).

Following the initial consultation, a meeting was held between SGC Officers, local members and the Parish Council. The local members did not support the proposed raised tables at the zebra crossings and asked for a 20mph speed limit to be progressed instead. SGC Officers confirmed that speed readings taken on North Road supported the implementation of a 20mph speed limit without the need for traffic calming. The decision was made to abandon the traffic calming proposals on North Road and proceed with a 20mph limit as an alternative.

To implement any traffic calming on North Road, a new scheme would need to be added to the capital programme. 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 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:

<http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/>

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Appendix B

Comments received at Consultation via Email	Officer's response
<p>[Avon and Somerset Police]</p> <p>Thank you for the email invitation to online consultation regarding the proposed 20mph speed restriction on North Road, Stoke Gifford, as shown on the attached drawing.</p> <p>I understand from the Statement of Reasons that "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 Councillor regarding traffic speeds on North Rd, especially through the 2 Zebra Crossings. Proposals to introduce raised tables at the 2 Zebra crossings on North Road were consulted on between the 17th June and 8th July 2019. As a result of the responses received at consultation and local member input, the decision was made to change the proposals to a 20mph speed limit. Current speed readings on North Rd (average of 20.5mph by the village green) support the introduction of a 20mph speed limit without the need for physical traffic calming therefore avoiding the need to construct a temporary access at the northern end of Knightwood Rd. The Bristol Twenty Miles Per Hour Limit Evaluation study showed a reduction of 2.7mph in average speeds through introducing a "Sign only" 20mph Speed Limit. Research has shown that "Sign only" 20mph limits reduce higher end speeds (85th and 95th percentile) the most.</p> <p>Purpose of Scheme To reduce traffic speeds on North Road, in particular higher end speeds.</p> <p>Proposed Scheme To install a 20mph speed limit on North Road and the connecting cul-de-sacs."</p> <p>As previously discussed, we have a Force stance regarding the introduction of speed restrictions, which has been written to reflect the current speed environment. I copy this below for your information.</p> <p>"Speed limits are only one element of speed management and local speed limits should not be set in isolation. They should be part of a package with other measures to manage speeds, which include engineering, visible interventions and landscaping standards that respect the needs of all road users and raise the driver's awareness of their environment, together with education, driver information, training and publicity.</p> <p>The police service has to ensure all resources are used effectively in responding to community priorities. Avon and Somerset Constabulary will support all appropriate speed limits, including 20mph roads, where;</p>	<p>Thanks for your comments.</p>

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The limit looks and feels like the limit, giving visiting motorists who wish to conform that chance;
 the desired outcome has to be speeds at the limit chosen so as to achieve safe roads for other and vulnerable users, not high speeds and high enforcement;
 the limit is self-enforcing (with reducing features) not requiring large scale enforcement;
 the limit is only introduced where mean speeds are already close to the limit to be imposed, (24mph in a 20mph limit) or with interventions that make the limit clear to visiting motorists;
 speeding problems identified in an area must have the engineering, site clarity and need re-assessed, not simply a call for more enforcement.

Enforcement will be considered in all clearly posted limits, given other priorities, and this will be by:

Targeted enforcement where there is deliberate offending and the limits are clear;

Where limits are not clear (that is they don't feel like or look like the limit or are on inappropriate roads), they will not be routinely enforced, only targeted where there is intelligence of obvious deliberate disregard which may result in increased threat, harm or risk to other road users.

Deliberate high harm offenders will always be targeted and prosecuted whereas enforcement against drivers who simply misread the road may not be appropriate.

None of the above should in anyway leave the impression that we will not enforce the law, As with all speed limits, and other enforcement work, we will use evidence to ensure that our resources are allocated in the most appropriate way using appropriate tactics. Enforcement of limits that do not comply with the above representations could lead to mistaken offending and could risk the loss of public support.

Enforcement cannot and must not take the place of proper engineering and or clear signing.”

We do not, as part of this consultation, check the accuracy or validity of what is being proposed but we do consider implications for road safety and enforcement.

We always expect that:

- a) the powers being exercised are available to you as traffic authority, are valid and are appropriate for the proposals;
- b) the descriptions of the lengths of road, the road names, the road numbers and any directional descriptions are correct and accurate;
- c) where any proposals replace existing restrictions or prohibitions, that the previous orders are adequately revoked or varied;

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d) the mandatory traffic signs giving legal effect to the order will be fully TSRGD compliant, will give drivers adequate guidance and will be placed to accord to the descriptions in the order.

We have worked on the assumption that, by submitting this TRO for consultation, you are also confirming the above points and that subject to consultation, the order will be made. Any enforcement action taken by the Police will be based on this and, should this transpire not to be the case, Avon & Somerset Constabulary will not accept any liability – financial or otherwise – arising as a result.

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