

# South Gloucestershire Council

## DECISION REPORT BY THE DIRECTOR OF ENVIRONMENT AND COMMUNITY SERVICES ACTING UNDER DELEGATED AUTHORITY

**SUBJECT OF REPORT: TO CONSIDER OBJECTIONS TO THE PROPOSED 20MPH SPEED LIMIT ON NORTH ROAD AND SURROUNDING AREA (STOKE GIFFORD WARD)**

**DATE:** 14 August 2020

### **Purpose of Report**

1.To consider objections received following the statutory advertisement of the proposed 20mph speed limit on North Road and surrounding area, Stoke Gifford Ward.

### **Policy**

2.The joint Local Transport Plan (2011-2026) sets out policies to deliver an affordable, low carbon, accessible, integrated, efficient and reliable transport network to achieve a more competitive economy and better connected, more active and healthy communities. The Joint Local Transport Plan is based around five key transport goals.

- Reduce carbon emissions
- Support economic growth
- Promote accessibility
- Contribute to better safety, security and health
- Improve quality of life and a healthy natural environment

### **Background**

3.The 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.

### **The Issues**

4.The purpose of this scheme is to reduce traffic speeds on North Road, in particular higher end speeds.

## ECS70/2020

5.The scheme engineer has worked with the local members in developing the proposals.

### Consultation -

6.Public consultation of the 20mph speed limit was undertaken between the following dates;

- 23<sup>rd</sup> September 2019 and 14<sup>th</sup> October 2019

#### Consultation 1

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 Councils and the emergency services, amongst other statutory stakeholders were invited by email to view the consultation.

The online consultation 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 via email.

The respondents were asked to fill out a questionnaire. There were 2 questions asked, Figures 1 and 2 show the results of the questions. Further information is available on request.

Figure1:

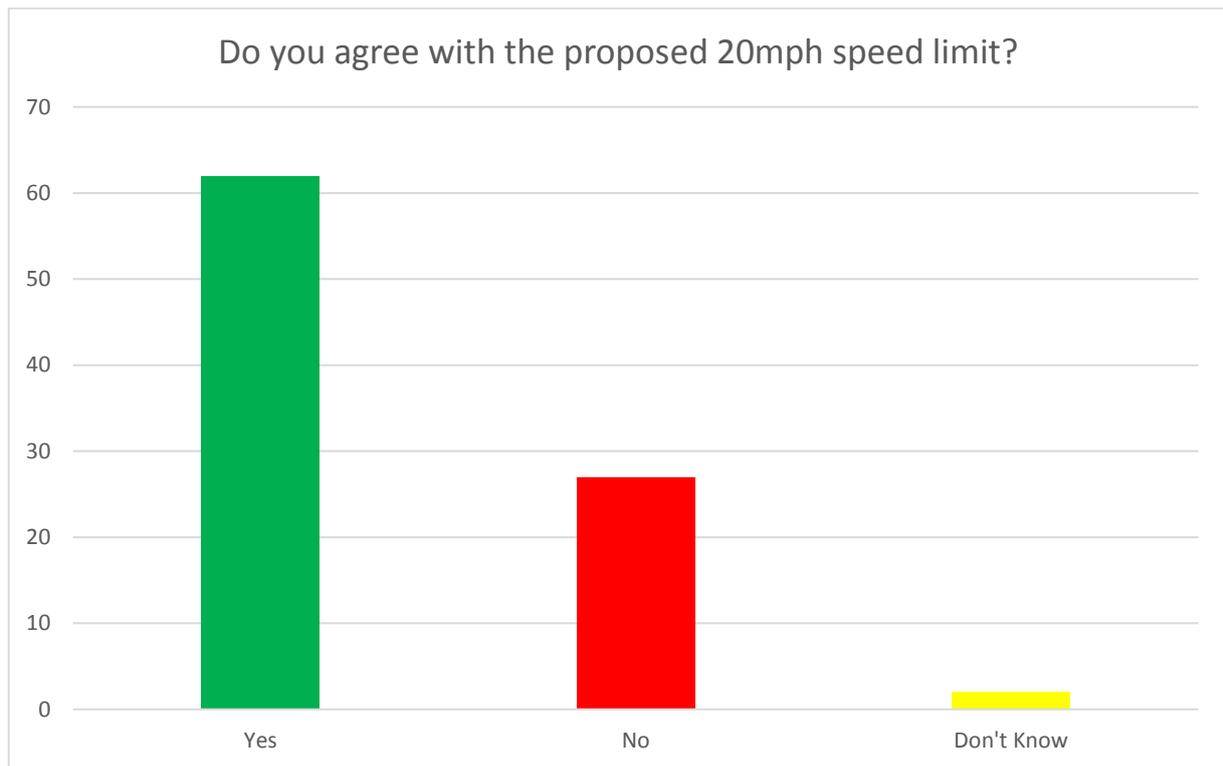
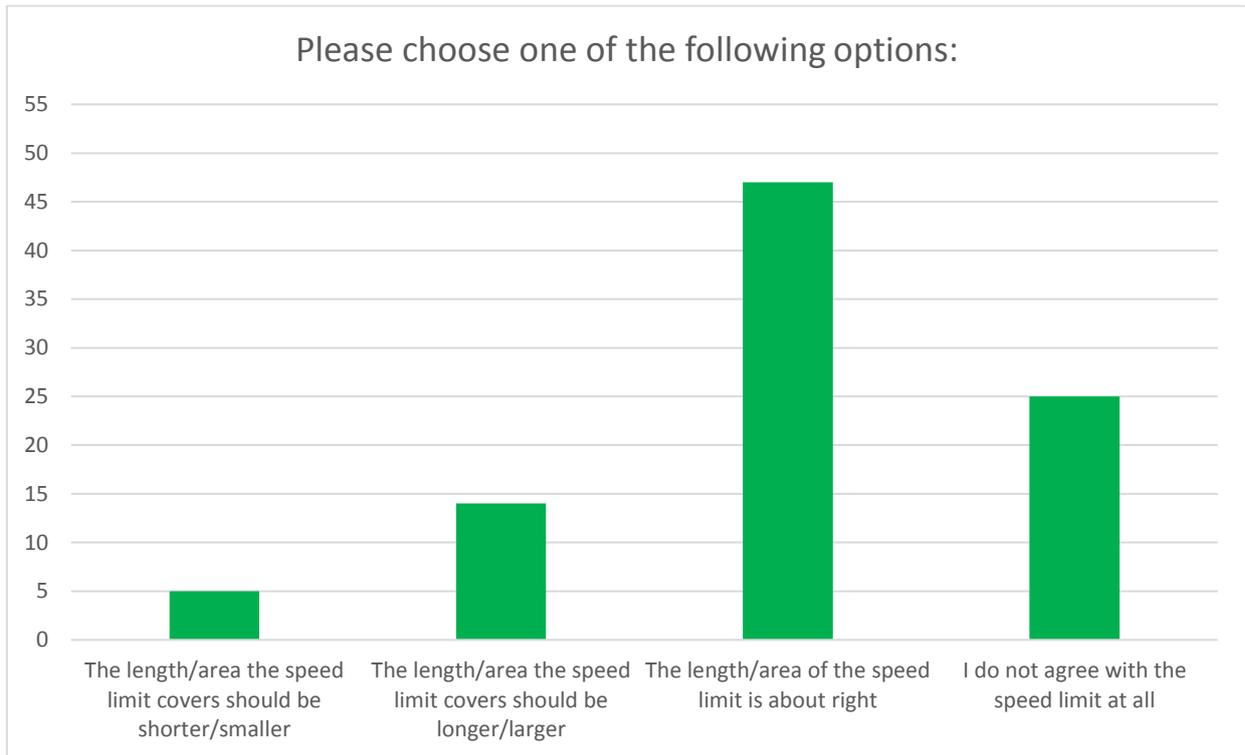


Figure 2:



In light of the responses received during consultation, the proposals were forwarded to the Councils Legal team for formal advertisement.

7. The proposals were advertised from 27<sup>th</sup> May 2020 to 22<sup>nd</sup> June 2020.

8. Responses received are as follows:-

- 12 objections, 10 letters of support and 2 additional comments
- The responses are considered in Appendix A of this report.

### Local Member

9. The local members have commented as follows:-

*The original request and consultation was for North Road only, I was not aware this would become a blanket 20mph order throughout Stoke Gifford.*

**Cllr. Ernie Brown**

*Nevertheless I fully support the proposals. We simply have too many cowboys about and the proposals may help.*

**Cllr. Brian Allinson**

*The plan is unchanged from what was consulted on and only includes North Road and the cul-de-sacs off of North Road.*

*The Cul-de-sacs were included for the following reasons:*

## **ECS70/2020**

*If we were to only implement a 20mph on North Road and not the side roads, it would be necessary to install 20/30 terminal signs at the entrance to every side road therefore increasing the cost of implementing the scheme and creating sign clutter without providing a benefit.*

*Signing the side roads at a higher speed than North Road could create confusion amongst drivers. Guidance from the DfT is to avoid too many changes to the speed limit in an area, especially where there are few changes in the nature of the road.*

### **Council Officers Response**

## **Options**

10. There are three options for how to proceed:-

- Implement the scheme as advertised
- Implement the scheme with some changes
- Abandon the scheme

## **Financial Implications (includes tax implications such as VAT)**

11. Implementing the 20mph Speed Limit on North Road and the surrounding area can be met from the £23,000 budget allocated to the scheme within the directorate's 2019/20 Capital Programme, LGF – School associated bid (£8,740.02 has been spent to date 13/07/2020). Should the scheme be abandoned then the remaining funding would be re-allocated within the confines of the grant conditions.

James Bidwell, Finance Manager

☎ 01454 863510

## **Legal Implications**

12. In reaching a decision the Director of Environment and Community Services is required to consider the responses received to the consultation. Details of the outcome of the consultations and the officer responses to them are set out in this report. There are no other legal implications arising directly from this decision.

Andrew Griffiths, Solicitor and Group Manager, Legal Team

☎ 01454 863037

## **Human Resources Implications**

13. There are no human resources implications arising from this report.

Gaynor Fisher, HR Business Partner - Environment and Community Services

☎ 01454 868193

## **Environmental Implications**

14. The proposed scheme aims to reduce traffic speeds, increase safety for road users and improve the local environment for residents in the affected area. There may be some associated reduction in emissions from vehicles and therefore some improvements to localised air quality.

Lucy Rees, Senior Environmental Policy & Climate Change Officer

☎ 01454 862224

## **Social Implications**

15. The proposed 20mph limit should provide a safer and more social environment for the community in and around the Stoke Gifford Ward.

## **ECS70/2020**

Robert Walsh, Head of Safe and Stronger Communities

☎ 01454 865818

### **Economic Implications**

16. There are no direct economic implications arising from this report or the recommendation.

Ian Steele, Business Investment & Digital Connectivity Manager

☎ 01454 868202

### **Equalities Consideration**

17. There are no equality issues arising from this report or the recommendation.

Mark Shearman, Principal Engineer, Design & Operations Team, Streetcare

☎ 01454 863601

### **Privacy Impact Assessment**

18. There are no privacy issues.

Mark Shearman, Principal Engineer, Design & Operations Team, Streetcare

☎ 01454 863601

### **Risks, Mitigations & Opportunities**

19. Implementation of the scheme should increase safety for vulnerable road users.

### **Other Implications**

20. There are no other significant implications for the council.

### **Conclusions**

21. Whilst we recognise that the scheme has received a number of objections, officers have worked with members and other stakeholders to mitigate the impact of the scheme and therefore given the benefit to the community it is recommended that the scheme is implemented as advertised.

### **Decision**

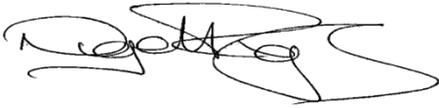
1. Both the local members and officers see value in progressing the proposed 20 mph speed limit. It is therefore recommended that the proposed 20 mph speed limit on North Road and the surrounding area should be implemented as advertised.
2. That the Head of Legal Governance and Democratic Services be authorised to seal the Traffic Regulation Orders.
3. That the objectors are informed accordingly.

### **Decision of the Director of Environment and Community Services**

**I make the decision as recommended having been advised and taken account of all relevant factors.**

**Signed:**

**ECS70/2020**



**Nigel Riglar**  
**Director of Environment and Community Services**

Date: 14 August 2020

**Departmental Contact**

Mark Shearman, Principal Engineer, Design & Operations Team, Streetcare

☎ 01454 863601

**Background Papers**

Responses to the advertisement of traffic regulation orders

Statement of reasons

Feedback statement and summary of comments to consultation

**Appendices**

Appendix A - Summary of objections to the STOKE GIFFORD - North Road and surrounding area – Proposed 20mph speed limit.

Appendix B – Drawing number; T429-678-022 Rev A

**APPENDIX A – STATUTORY OBJECTIONS TO: STOKE GIFFORD – North Road and surrounding area – Proposed 20mph speed limit.**

Objectors comments	Officers comments
<u>Statutory objections</u>	
Objection to the scheme on grounds of the following:-	
<p><u>Support 1</u></p> <p>Good morning.            I am a resident of Beaufort Crescent in Stoke Gifford. I received your letter this morning and wanted to contact you to thank you for recognising that there is a problem! There are other residents of this cul de sac who have delusions of grandeur and either feel that a speed limit does not apply to them or that they have missed their calling as the next Lewis Hamilton! This is not Silverstone! Their lack of consideration for other residents including the young and elderly is despicable.            I for one welcome these proposed limits and would even go as far as to welcome a lower speed than 20mph! We have a 'blind' corner at the top of the street which is regularly blocked by members of the public who use the street to park to use the Parkway station rather than pay their car parking fees. This causes dangerous situations when combined with increased and inconsiderate driving speeds.            I look forward to the proposal being passed and the limits being enforced by speed camera if necessary!</p>	<p>Thanks for your comments.</p>
<p><u>Support 2</u></p> <p>I support these proposals. I've recently moved to the area and live on North Road, and I consider that people drive a little too quickly up through the village. If a 20 mph limit slows people down a little, then I think it's a good idea. I would also propose to increase the signage around the rec ground / play area to highlight the risk of children running out.</p> <p>I like the fact that the plan doesn't include speed humps as I consider these to increase noise and emissions. I can't speak for any of the side roads, though I doubt there is much issue in those!</p>	<p>Thanks for your comments.</p> <p>There are proposals to improve the Parkway social distancing scheme if the scheme stays in past the initial trial period.</p>

## ECS70/2020

<p>Are there any plans to increase safety by reducing the interactions between cycle/pedestrian traffic under the rail bridge by Parkway? I did wonder whether a "one way" system for cycles would help - i.e. west bound on the left, east bound on the right. Improving lighting under the bridge would help a lot as well. It's difficult as it's such a high traffic area. Introducing a new pedestrian/cycle entrance to the station on the west side of the tracks would make a big difference too, but would need a bridge. Perhaps an underpass could be installed? Expensive though!</p>	
<p><u>Support 3</u></p> <p>I am in full agreement regarding this proposal however, I will be very interested to know as to how these changes are going to be enforced.</p> <p>Many drivers already speed down Hatchet Lane and Beaufort Crescent and I do not think changing the speed limit is going to change them without there being a viable deterrent in force.</p> <p>If no deterrent is available I think the project will be a waste of time and money i.e. if drivers ignore the current unpoliced 30mph limit they will also ignore a unpoliced 20mph limit.</p> <p>So what is the alternative?</p> <p>a) Police Speed checks? (Not seen a police officer round here for years!)</p> <p>b) Fixed Speed Cameras (Everyone will know where they are and slow down accordingly)</p> <p>c) Mobile Speed Cameras (Big vans stand out like sore thumbs on residential streets - Nowhere to hide!)</p> <p>d) Speed Bumps/Sleeping Policemen (Get ready for the claims for damaged suspension)</p> <p>We are already seeing how many people have contempt for the law by flouting current Covid 19 legislation so I don't think a few 20mph signs are going to have much affect.</p> <p>Can the cost of Taxpayers money for this project be justified and how many peoples lives/injuries is it anticipated to save?</p> <p>How many lives have been lost / people injured in the selected area because of speed during the last 10 years. If these figures are not available, what is / where is, the justification for such legislation</p>	<p>Thanks for your comments.</p> <p>The BRITE study carried out in Bristol showed there was a "statistically significant" reduction in average speeds through the use of "sign only" 20mph limits. The estimated saving following a decrease in casualties in Bristol is £15 million per year.</p> <p>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 &amp; Somerset Constabulary may consider enforcement where appropriate." 20mph zones are designed to be self enforcing, however if there is an issue with excessive speeds the police can be informed and may choose to take action if deemed necessary.</p> <p>In 2018, Avon and Somerset Police issued NIPs (notice of intended prosecution) to 25000 motorists for exceeding the speed limit on 20mph roads.</p>
<p><u>Support 4</u></p>	<p>Thanks for your comments.</p>

## ECS70/2020

<p>I live at Oxbarton, Stoke Gifford and I am in total support of the proposed 20mph speed limit in Oxbarton and other roads detailed in the order 202. There has been a big increase in road traffic since I moved to Stoke Gifford 33 years ago and the 30mph speed limit is no longer an optimum speed due to the increase in vehicles parked at the roadside (garages converted into living spaces etc) and bicycles.</p>	
<p><u>Support 5</u></p> <p>I fully support this proposal.</p>	<p>Thanks for your comments.</p>
<p><u>Support 6</u></p> <p>I agree to the proposed 20 mph speed limit in Stoke Gifford. Vehicles travel at speed through the village especially in between the Rock Lane area and on the narrow section where you cannot see oncoming traffic and children crossing the road from Rock Lane to go to school on the other side.</p> <p>It would help if notification of “road narrows and warning of oncoming vehicles” could be signed.</p> <p>20 mph would be safer for everyone in the area.</p>	<p>Thanks for your comments.</p> <p>Your request regarding new signs and lines has been passed on to the relevant office to investigate.</p>
<p><u>Support 7</u></p> <p>I fully support the introduction of a 20mph limit through Stoke Gifford.</p> <p>I would also like to highlight the poor visibility when using the crossing adjacent to Poplar Rooms. Obviously given the number of young families who use this crossing this is a concern.</p> <p>When crossing from the Poplar Rooms side, visibility to the left is very poor due to the parked cars, this could be tackled in one of two ways.</p> <ol style="list-style-type: none"><li>1.Restrict parking in the area outside Poplar Rooms.</li><li>2.Having a narrowed section of road with a wider foot path in the immediate vicinity of the Zebra crossing.</li></ol>	<p>Thanks for your comments. Introducing waiting restrictions is beyond the remit of the scheme. Parking issues in the area are being considered in the Stoke Gifford Waiting Restriction review.</p>
<p><u>Support 8</u></p> <p>Following your recent consultation regarding the parking in Stoke Gifford I feel the resident’s responses will again be ignored and overridden by South Gloucestershire Council. My wife and I feel very strongly that introducing, by signage, a 20moh speed limit is a waste of time and money on certain roads in the village. Quite simply the roads are of insufficient in length to reach 20 mph let alone exceed</p>	<p>Thanks for your comments.</p> <p>Leaving the surrounding roads at 30mph whilst implementing a 20mph limit on North Road will increase the cost of the scheme. This is due to the additional signage (terminal signs) which would be required at every junction to sign the side roads at 30 mph.</p>

## ECS70/2020

it. You will be putting up signing which will have little or no bearing with your aims. The money would be far better spent on reducing the dangerous parking in Stoke Gifford, which you continually ignore. We fully support the 20 mph proposal for North Road. Whilst your proposals are well intended who will enforce them? The minority who currently exceed speed limits will continue to do so, the signs will have no effect.

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. Signing side roads at a higher speed limit than North Road could create confusion and may even encourage drivers to speed up when driving along the side roads.

Studies have shown that introducing sign only 20mph limits reduce traffic speeds, in particular 85<sup>th</sup> percentile speeds. The BRITE study carried out in Bristol showed there was a "statistically significant" reduction in average speeds through the use of "sign only" 20mph limits.

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." 20mph zones are designed to be self enforcing, however if there is an issue with excessive speeds the police can be informed and may choose to take action if deemed necessary.

In 2018, Avon and Somerset Police issued NIPs (notice of intended prosecution) to 25000 motorists for exceeding the speed limit on 20mph roads.

Waiting restriction in the area are currently under review as part of the Stoke Gifford Waiting Restriction Review.

Support 9

Thanks for your comments.

## ECS70/2020

<p>As a resident of Beaufort Crescent, this proposed speed restriction gets my support. On a daily basis we are plagued by commuters using Parkway Train station and parents wanting to drop their children off at St Michael's school on their way to work, who speed up our road looking for places to park. They are often late and therefore fixated on speeding to catch up. Both ourselves and neighbours have had pet cats killed by cars speeding up to the top of our cul-de-sac to turn around.</p> <p>I wish you every success with this traffic regulation order.</p>	
<p><u>Support 10</u></p> <p>I am in favour of the proposed 20 MPH speed limit as per the consultation documents but please could it also apply to cyclists.</p> <p>Being a resident in Mead Road [REDACTED] I am constantly aware of cyclists travelling at excessive speeds on this road. There is a gradient at one end of the road which enables cyclists to build up considerable speed particularly in the area where there is only a pavement on one side of the road. With the need for social distancing coupled with the increase in pedestrian footfall can something be done to limit the speed of the increasing number of cyclists using using this road.</p> <p>Another problem area is where Mead Road meets the B4057 (Winterbourne Road), again cyclists travel at excessive speed downhill on the shared pavement with very little regard for pedestrians emerging from Mead Road or crossing at the pedestrian lights.</p>	<p>Thanks for your comments. The only measure that would further address speeding on Mead Road would be the installation of traffic calming. However, the general principal of introducing traffic calming measures in the North Road area was rejected after the initial consultation.</p>
<p><u>Objection 1</u></p> <p>I have read the proposed changes and the roads that require the 20mph are Hatchet Lane and North Road.</p> <p><b>The other roads proposed do not require a 20 mph and would be a total waste of council money.</b></p> <p>I have lived at [REDACTED], nearly thirty years and regularly drive these roads.</p> <p>Field Farm requires parking restrictions exactly the same as North Road without infringing the covenants on our properties which are for life.</p> <p>Would you please convey this note as well. In Field farm when I mentioned restricted parking scheme I meant 'the no return in half an hour'. The entry into the road gets all day parkers on the right hand side of the road. using either Parkway Station or are employed at the MOD.</p>	<p>Thanks for your comments.</p> <p>The Stoke Gifford Waiting Restriction Review is currently underway. Your comments regarding waiting restrictions have been passed on to the relevant officer.</p> <p>Leaving the surrounding roads at 30mph whilst implementing a 20mph limit on North Road will increase the cost of the scheme. This is due to the additional signage (terminal signs) which would be required at every junction to sign the side roads at 30 mph.</p> <p>Government guidance sets out the minimum lengths of speed limits with the purpose of avoiding too many changes in speed limits which can lead</p>

## ECS70/2020

<p>Also, vans that should n't be parked in the road breaching the covenants of our properties. We require double yellow lines on the left and the half hour rule on the right. No excessive use of double yellow lines or 'permit' parking please, as our family and friends require space to park.</p>	<p>to confusion amongst drivers and reduce compliance. Signing side roads at a higher speed limit than North Road could create confusion and may even encourage drivers to speed up when driving along the side roads.</p>
<p><u>Objection 2</u></p> <p>I live in Stoke Gifford, and my house is on North Road, just past the garage and Zebra Crossing. I constantly clock cars (mainly young people – but not always) who reach speeds of 50 – 60 mph past my house before they have to brake sharply to take the left-hand bend past Osborne Court Care Home.</p> <p>The problem is on this stretch of North Road...not in the roads suggested by the new 20mph order. Putting a blanket 20mph restriction in the area is an inappropriate solution (but probably cheaper option than a single speed-ramp) to a very localised speeding problem on that stretch of North Road. I cannot imagine the drivers who reach these speeds taking much notice of a 20mph sign...in fact, it will probably encourage them to go faster as “bravado” and showing off to their passengers.</p> <p>A simple, and inexpensive camera with the “green smiling-face” or “red sad face” would probably be better, although it will not dissuade the most determined speeders. However, such a camera (two cameras - pointing up and down North Road at that point) could easily be periodically fitted with NPR facility and people fined as a result.</p> <p>I believe this would receive much more support from the community than the imposition of a blanket (and unnecessary) 20mh speed limit along the other roads mentioned in the proposal. A more focused response would be more effective.</p>	<p>Thanks for your comments.</p> <p>Leaving the surrounding roads at 30mph whilst implementing a 20mph limit on North Road will increase the cost of the scheme. This is due to the additional signage (terminal signs) which would be required at every junction to sign the side roads at 30 mph.</p> <p>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. Signing side roads at a higher speed limit than North Road could create confusion and may even encourage drivers to speed up when driving along the side roads.</p> <p>Speed cameras are typically used as a last resort when all other methods of reducing speeds are exhausted.</p> <p>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.</p> <p>The council would be expected to fund the cost of the camera installation (approximately £50,000). As a comparison, the expected construction cost of the scheme is approximately £3,000.</p> <p>The proposals to introduce a 20mph speed limit in the area received majority support at consultation.</p>

## ECS70/2020

### Objection 3

Having considered the proposal I see no reason why the application of a 20mph speed limit would have on the proposed roads. There was a time years ago when children would play on the streets and for their safety I would support a lowering of the speed limit. In this modern era there are fewer people and children do not play in the streets anymore. If there had been any high incidents of reported accidents on these roads then again I may support this proposal? Due to there being no accidents or incidents that would require a lowering of the speed limit then I am would like it to be noted that I am against this proposal.

Thanks for your comments.

Various studies including BRITE study in Bristol has shown that introducing 20mph limits increase walking and cycling, both among children travelling to School and adults travelling to work.

Since January 2013, there have been 3 injury accidents on North Road involving pedestrians.

### Objection 4

I am emailing to object to the speed restrictions planned for Stoke Gifford. I believe it to be a waste of money to carry out this work and to have it policed. There is no need for a 20mph limit because these roads are small and rarely would high speeds be used. In addition the main issue for local residents is, I think, parking which has been discussed and promised to be dealt with for some years. It would be a much better use of resources to put double yellow lines in or some other timed restriction to prevent parking by station users in residential streets. This has been pointed out before and has been a problem for bin vans and could easily prevent emergency vehicles from travelling as the parking can be very inconsiderate.

Thanks for your comments.

Studies have shown that introducing sign only 20mph limits reduce traffic speeds, in particular 85<sup>th</sup> percentile speeds. The BRITE study carried out in Bristol showed there was a “statistically significant” reduction in average speeds through the use of “sign only” 20mph limits.

Whilst average speeds are approximately 20mph, 85<sup>th</sup> percentile speeds are much higher at 24.9mph and 26.6mph. Research has shown that sign only 20mph limits are effective at reducing 85<sup>th</sup> percentile speeds.

The chance of a pedestrian being killed or severely injured is significantly higher when hit by a vehicle at 30mph that at 20mph. The Royal Society for the Prevention of Accidents (ROSPA) says: “An analysis of vehicle speed in pedestrian fatalities in Great Britain, found that 85% of pedestrians killed when struck by cars or car-derived vans, died in collision that occurred at impact speeds below 40mph, 45% at less than 30 mph and 5% at speeds below 20 mph.”

There have been 3 injury accidents involving pedestrians on North Road since January 2013 including one involving school children at the Zebra crossing near Rock Street.

	<p>Installing new waiting restrictions is beyond the remit of the scheme. Waiting Restrictions are currently being considered as part of the Stoke Gifford Waiting Restriction Review.</p>
<p><u>Objection 5</u></p> <p>Thank you for advising me of the 20 proposal However the forms for comments does not open on my computer</p> <p>So my comments are...</p> <p>A. What is the proposed temporary entrance at north of Knightwood road referred to in the documents This is not explained anywhere</p> <p>B Why , when the proven average speed is 22 do you wish to waste a large amount of money bringing in a totally unenforceable speed restriction. To place a 20 speed limit in small culde sacs is a waste.</p>	<p>Thanks for your comments.</p> <p>A. There are no longer any proposals to provide a temporary entrance at the North end of Knightwood Road. The original proposals on North Road included installing 2 speed tables at the existing raised Zebras which would of required a road closure, therefore a temporary access was proposed to prevent residents getting landlocked.</p> <p>B. Whilst average speeds are approximately 20mph, 85th percentile speeds are much higher at 24.9mph and 26.6mph. Research has shown that sign only 20mph limits are effective at reducing 85th percentile speeds.</p> <p>The chance of a pedestrian being killed or severely injured is significantly higher when hit by a vehicle at 30mph that at 20mph. The Royal Society for the Prevention of Accidents (ROSPA) says: "An analysis of vehicle speed in pedestrian fatalities in Great Britain, found that 85% of pedestrians killed when struck by cars or car-derived vans, died in collision that occurred at impact speeds below 40mph, 45% at less than 30 mph and 5% at speeds below 20 mph."</p> <p>There have been 3 injury accidents involving pedestrians on North Road since January 2013.</p> <p>Leaving the surrounding roads at 30mph whilst implementing a 20mph limit on North Road will increase the cost of the scheme. This is due to the additional signage (terminal signs) which would be required at every junction to sign the side roads at 30 mph.</p>
<p><u>Objection 6</u></p>	<p>Thanks for your comments.</p>

## ECS70/2020

<p>Apart from North Road, applying the 20 mph limit to the other roads and streets is a waste of money as the amount of traffic on these road and streets is minimal and as it is almost certain traffic enforcement will never take place why bother when the money could be spent on other road safety schemes.</p> <p>The research quote, if conducted on these streets would almost certainly find the 85th percentile speeds far below 20 mph. For example Couzens place is only some 34 metres long and putting a 20 mph limit on this defies common sense.</p>	<p>Leaving the surrounding roads at 30mph whilst implementing a 20mph limit on North Road will increase the cost of the scheme. This is due to the additional signage (terminal signs) which would be required at every junction to sign the side roads at 30 mph.</p> <p>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. Signing side roads at a higher speed limit than North Road could create confusion and may even encourage drivers to speed up when driving along the side roads.</p>
<p><u>Objection 7</u></p> <p>I think the main argument given in the Statement of Reasons is fundamentally flawed. It cites a survey when the average speed was 20.5 mph – near the village green – quite possibly the most open and in turn quickest part of North Road. I would have expected you to have carried out a more thorough survey based on evidence gathered from at least one other point on North Road. Furthermore, as you go on to propose extending the speed limit to adjacent side roads then you surely should have gathered evidence from a sample of those streets. Dare I suggest a survey, given the much narrower nature of those roads, would not have given you the answers you are seeking so you did not bother.</p> <p>This does appear to be a classic case of ‘a solution trying to find a problem’. My criticism here is the lack of objectivity and minimal effort made to made a proper case.</p> <p>However, I think there is case – a local resident’s opinion, nothing more, to have a 20 mph speed limit on North Road – certainly from the Beaufort Arms to the say 100 yards past the Trust Hall. There is, I would suggest little to be gained from having 20mph speed limits on the nominated side roads – I wish to oppose this part of the proposal.</p> <p>If you still have lots of public money to spend then why not do a survey on vehicle speeds on Ratcliffe Drive and if the evidence supports it reduce the</p>	<p>Thanks for your comments.</p> <p>Speed readings were collected from 2 locations along North Rd, these locations were chosen due to their proximity to the Zebra crossings which are well used particularly by school children. There have been 3 injury accidents involving pedestrians on North Road since January 2013 including one involving school children at the Zebra crossing near Rock Street.</p> <p>To implement a “sign only” 20mph limit, average speeds must be less than 24mph. Average speeds on North Road are 20.5 mph and 21.2 mph respectively therefore supporting a 20mph sign only limit. Whilst average speeds are approximately 20mph, 85<sup>th</sup> percentile speeds are much higher at 24.9mph and 26.6mph. Research has shown that sign only 20mph limits are effective at reducing 85<sup>th</sup> percentile speeds.</p> <p>The chance of a pedestrian being killed or severely injured is significantly higher when hit by a vehicle at 30mph than at 20mph. The Royal Society for the Prevention of Accidents (ROSPA) says: “An analysis of vehicle speed in pedestrian fatalities in Great Britain, found that 85% of pedestrians killed</p>

## ECS70/2020

speed limit on this road – not the side roads that's a complete waste of finite public money. And whilst writing why not address the appalling state of repair of white road markings – that is more likely to enhance road safety in this area.

Other comment on the new process – why have you changed how you collect consultation responses – yes I've seen your note when registering / logging in – this is more likely to deter people getting engaged in the process!!

when struck by cars or car-derived vans, died in collision that occurred at impact speeds below 40mph, 45% at less than 30 mph and 5% at speeds below 20 mph.”

Leaving the surrounding roads at 30mph whilst implementing a 20mph limit on North Road will increase the cost of the scheme. This is due to the additional signage (terminal signs) which would be required at every junction to sign the side roads at 30 mph.

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. Signing side roads at a higher speed limit than North Road could create confusion and may even encourage drivers to speed up when driving along the side roads.

### Objection 8

Am opposed to this proposal due to the fact that it appears nothing is being done to make it enforceable. If people are speeding now when there are 30 signs what good is replacing them with 20 signs going to do?

Why not spend the money placing speed cameras and speed sensitive warning signs? Preferably more speed cameras which in turn will generate income to allow further controls to be put in place

Thanks for your comments.

Studies have shown that introducing sign only 20mph limits reduce traffic speeds, in particular 85<sup>th</sup> percentile speeds. The BRITE study carried out in Bristol showed there was a “statistically significant” reduction in average speeds through the use of “sign only” 20mph limits.

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."

	<p>20mph zones are designed to be self enforcing, however if there is an issue with excessive speeds the police can be informed and may choose to take action if deemed necessary.</p> <p>In 2018, Avon and Somerset Police issued NIPs (notice of intended prosecution) to 25000 motorists for exceeding the speed limit on 20mph roads.</p> <p>Speed cameras are typically used as a last resort when all other methods of reducing speeds are exhausted.</p> <p>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.</p> <p>The council would be expected to fund the cost of the camera installation (approximately £50,000). As a comparison, the expected construction cost of the scheme is approximately £3,000.</p>
<p><u>Objection 9</u></p> <p>Without enforcement this will be a collection of signs of no value other than expense to the council tax payer.</p> <p>The people who speed will still exceed these limits irrespective of signs the deterrent for them is the raised road surfaces similar to those employed in Cheswick village together with signage.</p> <p>Calming areas should be on North Road at the crossing outside the school room, at the crossing by the Poplar rooms, Barn Owl Way, Couzens place and Mead Road. These are areas where excess speed is noted.</p>	<p>Thanks for your comments.</p> <p>The BRITE study carried out in Bristol showed there was a “statistically significant” reduction in average speeds through the use of “sign only” 20mph limits. The estimated saving following a decrease in casualties in Bristol is £15 million per year.</p> <p>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</p>

	<p>where there is evidence of clear and excessive offending, accompanied by an aggravating factor, Avon &amp; Somerset Constabulary may consider enforcement where appropriate." 20mph zones are designed to be self enforcing, however if there is an issue with excessive speeds the police can be informed and may choose to take action if deemed necessary.</p> <p>In 2018, Avon and Somerset Police issued NIPs (notice of intended prosecution) to 25000 motorists for exceeding the speed limit on 20mph roads.</p>
<p><u>Objection 10</u></p> <p>I am not in favour of the proposed speed limit amendment in Stoke Gifford. My objection is that I do not think this is a sensible use of Council Money. With the exception of a few sections of North Road and a small section of Knightwood Road, it is not possible to exceed 20MPH due to the physical layout of the roads. Therefore, it does not seem a wise use of council money to invest on these signs, particularly on the side roads.</p> <p>Whilst I am aware that a small minority of drivers do drive at speeds above 20MPH in this area, I also do not believe that placing 20MPH signs will have a significant impact on the speeds of these drivers (in the same way that a small minority of drivers continue to enter Knightwood Road at its eastern end, from the B4057, Winterbourne Road)</p> <p>I would far prefer the council to spend its money on items which will improve traffic safety in the area. This includes the following:</p> <ol style="list-style-type: none"><li>1) Better signing, to alert drivers as they are approaching each of the two Zebra crossings on North Road.</li><li>2) Creation of a prominent Stop Sign (and accompanying white line on the Road where Rock Lane joins North Road (west junction, by Stoke Gifford Baptist church). This is a blind junction and I've noticed a number of vehicles exiting it without looking right properly.</li></ol>	<p>Thanks for your comments.</p> <p>Leaving the surrounding roads at 30mph whilst implementing a 20mph limit on North Road will increase the cost of the scheme. This is due to the additional signage (terminal signs) which would be required at every junction to sign the side roads at 30 mph.</p> <p>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. Signing side roads at a higher speed limit than North Road could create confusion and may even encourage drivers to speed up when driving along the side roads.</p> <p>Whilst average speeds are approximately 20mph, 85<sup>th</sup> percentile speeds are much higher at 24.9mph and 26.6mph. Research has shown that sign only 20mph limits are effective at reducing 85<sup>th</sup> percentile speeds.</p> <p>Installing new waiting restrictions is beyond the remit of the scheme. Waiting Restrictions are currently being considered as part of the Stoke Gifford Waiting Restriction Review.</p>

## ECS70/2020

<p>3) Installation of double yellow lines on North Road by Court Avenue, to allow vehicles exiting Court Avenue to see traffic approaching.</p> <p>4) Consider if there are any further measures which can be taken to prevent vehicles joining Knightwood Road from Winterbourne Road.</p>	<p>We have received no complaints of vehicles attempting to join Knightwood Road from Winterbourne Road. The banned left turn is clearly signed and the kerb alignment emphasises this.</p> <p>Signing changes and introduction of a STOP at the junction between Rock Street and North is beyond the remit of the scheme and has been passed on to the relevant office to investigate.</p>
<p><u>Objection 11</u></p> <p>I have given the content of this Order Paper issued by Debbie Finch, Senior Legal Officer, which I note is a 'Proposed' Traffic Regulation Order, a great deal of thought. I am pleased to hear you say this 'Order' is a proposal and not a foregone decision that the Speed restriction will be enforced.</p> <p>Having lived in Stoke Gifford since 1986 and endured an ever growing traffic congestion, thanks to the Stoke Gifford By-pass being over 12 years late and the Village being used as a 'rat-run' for Bradley Stoke, plus the expansion of Parkway Railway Station and the serious Parking problem all over Stoke Gifford by Railway Passengers using the Village as a day long parking event. The universal increase in car ownership has increased the clogging of the Village Streets by residential car parking, adding constantly to our street congestion.</p> <p>I wonder if Council Officials have driven through Stoke Gifford and into the Streets mentioned in the Order. I suggest that a compulsory reduction in Village Vehicle movement from 30MPH is not necessary as parking congestion and vehicle movements generally reduces speeds every day to below 20MPH.</p> <p>I am very much against this Order as 1) I consider the Order as yet another unnecessary infringement to my driving rights; 2) vehicles on British Roads are geared by Manufacturers to 30MPH, as this has been and is the 'norm' and to reduce to 20MPH will over 'rev' engines in lower gears, extra pollution; 3) plus safety will be reduced as not to exceed 20MPH the vehicle speedo will require much more attention and, in a congested road, less time viewing the road ahead; 4) I always understood that speed orders were only looked at when accidents, on the certain roads in question, increased suddenly or there was a very</p>	<p>Thanks for your comments.</p> <p>The Royal Society for the Prevention of Accidents (ROSPA) says: "An analysis of vehicle speed in pedestrian fatalities in Great Britain, found that 85% of pedestrians killed when struck by cars or car-derived vans, died in collision that occurred at impact speeds below 40mph, 45% at less than 30 mph and 5% at speeds below 20 mph."</p> <p>Speed readings taken on North Road show that whilst average speeds are approximately 20mph, 85<sup>th</sup> percentile speeds are higher.</p> <p>Since 2013 there have been 3 injury accidents involving pedestrians on North Road. The Council received significant (68% from 92 respondents) support from residents during the consultation phase.</p> <p>Guidance is for 20 mph limits to be considered in areas where people and vehicles mix, there does not need to be a pre-existing accident problem to implement a 20mph.</p> <p>The BRITE study carried out in Bristol showed there was a "statistically significant" reduction in average speeds through the use of "sign only" 20mph limits. The estimated saving following a decrease in casualties in Bristol is £15 million per year.</p> <p>There is no evidence of vehicles producing more pollution when driving</p>

## ECS70/2020

serious accident involving even death; 4) as a Parish Councillor I cannot recall in 13 years a complaint or an approach from the Public about speed causing accidents in the Village.

If there is a speeding problem in the Village that I am not aware of, I suggest leaving the 30mph in force and installing a Speed Camera. A Camera that can be moved, with maximum fines and driving licence points for offenders and publicity locally. That I am sure would have a greater effect than static signs that cannot be policed.

at 20mph. A smoother drive style and cutting out of acceleration from 20mph to 30mph is considered to be beneficial for emissions. Overall the evidence from research studies suggest that 20mph limits are likely to result in negligible impact upon air pollution.

Wider observed benefits of 20 mph limits include increases in walking and cycling which produce further health and pollution benefits.

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 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). As a comparison, the expected construction cost of the scheme is approximately £3,000.

### Objection 12

Regarding speed changes in Stoke Gifford fro 30 to 20 mph.  
The drivers at present on North Road cannot adhere to 30 mph.  
So why does the council think by changing a few signs to read 20 will make any difference.  
What the village needs to solve this issue are sleeping policemen speed humps regularly throughout the village

Thanks for your comments.

Whilst average speeds are approximately 20mph, 85<sup>th</sup> percentile speeds are higher.

The BRITE study carried out in Bristol showed there was a “statistically significant” reduction in average speeds through the use of “sign only” 20mph limits.

Speed humps were considered during the consultation stage but the decision was made to proceed with a 20mph limit as an alternative due feedback.

### Additional Comment 1 (Avon and Somerset Police)

Thanks for your comments.

## ECS70/2020

Thank you for your email and attachments regarding the proposed 20mph speed restriction on various roads, Stoke Gifford as shown on the attached plan.

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 Road, 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 Road (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 Road. 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 the following roads:- Barn Owl Way, Beaufort Crescent, Brins Close, Court Avenue, Couzens Place, Elm Grange, Field Farm Close, Hatchet Lane, Knightwood Road, Mead Road, North Road, Orchard Knoll, Oxbarton, Parsons Avenue, Rock Lane Somerset Crescent, The Green, The Orchard” as shown on Drawing T429-678-022 Rev A (attached).

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.

“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,

## ECS70/2020

together with education, driver information, training and publicity.

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;

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.

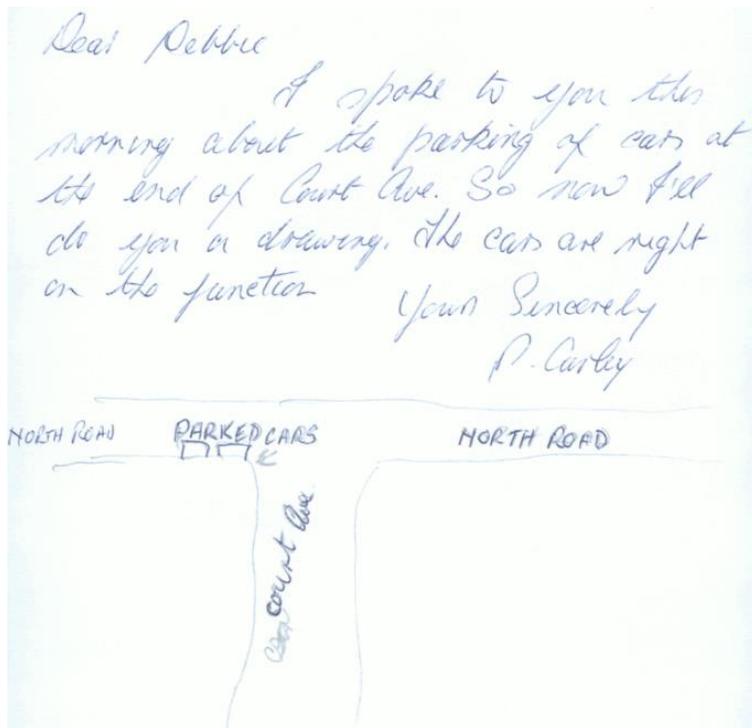
## ECS70/2020

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:

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

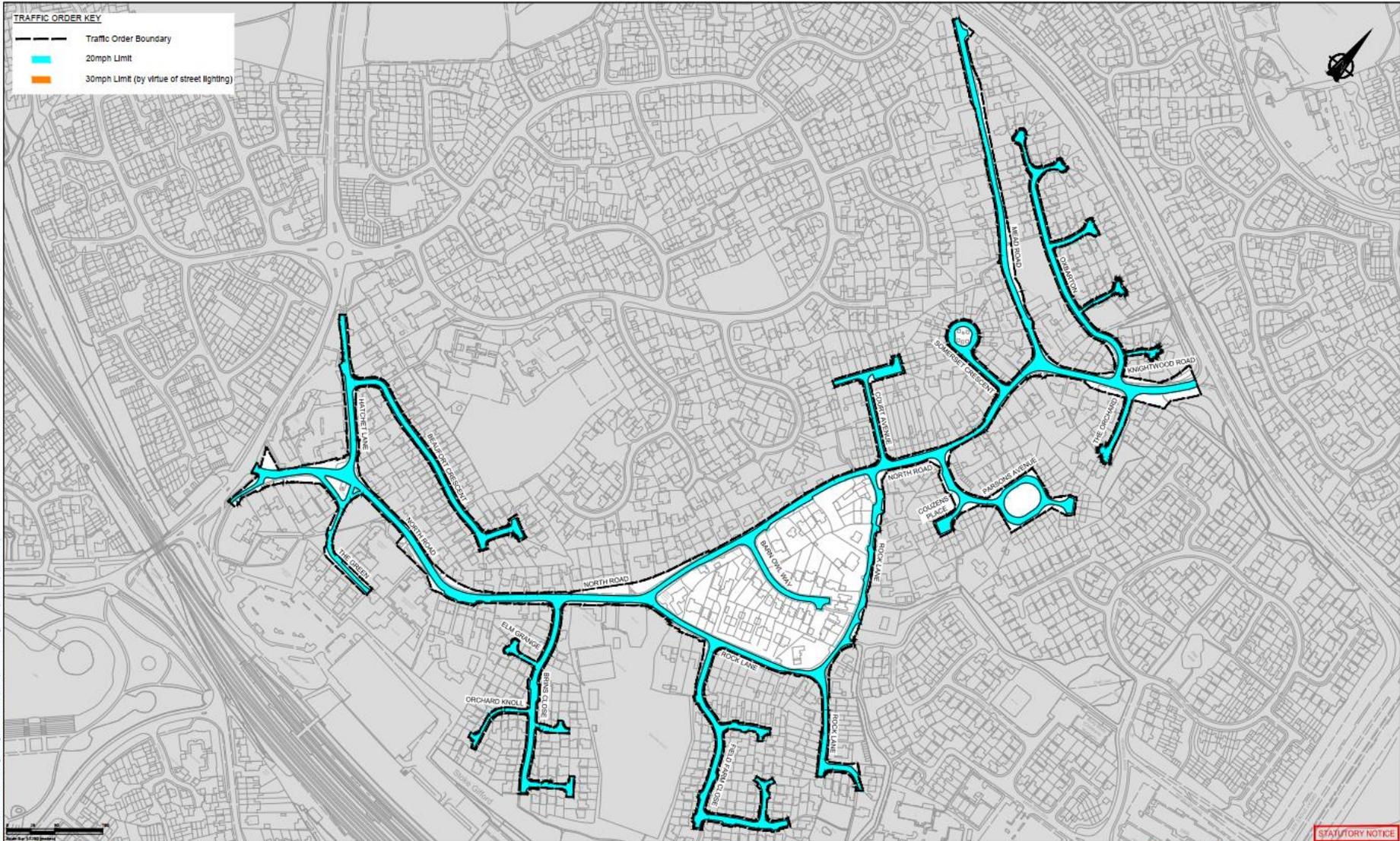
We have worked on the assumption that, by submitting this TRO for consultation, you are also confirming the above points and that subject to consultation process, the order will be made. Any enforcement action taken by the Police will be based on this and, should this transpire not to be the case, Avon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

### Additional Comment 2



Thanks for your comments. Your comments have been passed onto the relevant officer who is investigating parking issues in the Stoke Gifford area as part of the Stoke Gifford Waiting Restriction Review. There are double yellow lines proposed at the junction between North Road and Court Avenue as part of the Stoke Gifford Waiting Restriction Review.

## APPENDIX B – PROPOSED PLANS



STATUTORY NOTICE

**DESIGNER NOTES**

© Crown copyright and database right. 2020 Ordnance Survey 100014116.  
This map has been provided for the scheme consultation and must not be used for any other purpose. Only one paper copy may be made for your own use.

Rev	Description	Drawn	App'd	Date
A	Legal Advice	JK	SB	04/19
B	Consultation	JK	SB	04/19

**South Gloucestershire Council**  
DEPARTMENT OF ENVIRONMENT AND COMMUNITY SERVICES  
DIRECTOR  
Transport

**STREETCARE TRANSPORT & WASTE**  
PO Box 1954  
Bristol, BS37 0DD  
Telephone: 01454 868 000  
Email: TransportServices@southglou.gov.uk

Project	North Road Stoke Gifford 20mph Speed Limit						
Title	Proposed Speed Limit						
Scale: B1 A0	1:1,250	Drawn	JS	Checked	MS	Approved	
Date	Aug 19	Date	Aug 19	Date			
Dwg No.	T429	Rev	678	Rev	022	Scale	A