

**Brook Way – Bradley Stoke
Casualty Reduction Scheme
FEEDBACK REPORT**

Purpose of the report

This report is to feedback the results from the Brook Way, Bradley Stoke, casualty reduction scheme consultation that took place between 19th March and 9th April 2021.

Background

There have been 8 reported injury accidents on the section of Brook Way between Savages Wood Road and Braydon Avenue in the last 5 years. Two of which occurred when drivers failed to stop for pedestrians on the zebra crossing which is located between the junctions of Kemperley Way and Hawkins Crescent. The latest speed data (from May 2019) shows that the 7 day average combined speed is 29.3mph and the 7 day combined 85th percentile speed is 33.1mph.

These proposals focus on the two accidents at the zebra crossing site.

Purpose of Scheme

The purpose of the scheme is to reduce the risk of injury accidents occurring at the zebra crossing on Brook Way.

Proposed Scheme

The proposed scheme is to place the existing zebra crossing on a new speed table at the existing site on Brook Way.

Drawing Reference

Drawing number T439-227-004-Rev A shows the proposed speed table on Brook Way.

Consultation

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

Feedback from the consultation

The online consultation drawing was viewed a total of 270 times. There were 56 individuals and organisations that responded to the consultation via the questionnaire and 1 other responses received via other methods.

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

The respondents were asked to fill out a questionnaire. Figure 1 shows the results of the questionnaire responses.

Nigal Riglar,

Director for Environment and Community Services

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

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

www.southglos.gov.uk

Figure 1:

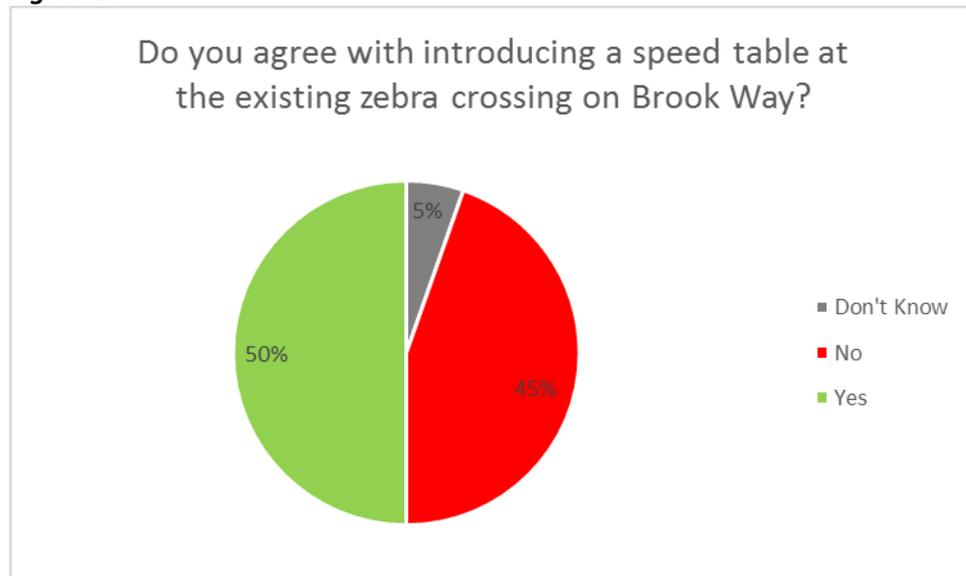


Figure 1 shows that the majority of people agree with introducing a speed table at the existing zebra crossing on Brook Way.

In conclusion the majority of respondents agree with the proposal of introducing a speed table at the existing zebra crossing on Brook Way. Therefore it is recommended that the scheme proceed to legal advertisement.

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

Future Programme

In light of the responses received, the scheme will be forwarded to the Councils Legal Team for formal advertisement as proposed. The Councils Legal Team will draft a notice for publication. A notice will be placed in the local newspaper and also displayed on street in the affected roads for a period of 3 weeks. Details of the proposals will be concurrently published on the Council's website, giving people an opportunity to formally object to, or support the proposed scheme. It is anticipated that legal advertisement of the proposals will take place during the 2021/22 financial year.

If objections are received during the legal advertisement stage, the Council will be required to consider objections in a report before reaching a decision on how to proceed.

Nigal Riglar,

Director for Environment and Community Services

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

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

www.southglos.gov.uk

Appendix A

Comment:	Engineers Response:
A push button is more suitable than a raised road. There are several other places that can benefit from an upgrade rather than this zebra crossing e.g. Wheatfield mini round about too narrow to enter, Zebra crossing at Concorde , several pot holes in the area, several traffic calming pole broken along Brook Way	Thank you for your comments. A push button crossing with traffic lights is a substantially more complicated scheme that would cost a lot more than the current proposal, not just in money but design and implementation time too. The scheme budget is not big enough to accommodate these extra costs. Also signal controlled crossings are generally used either on roads with higher speeds (above 35mph) or where road traffic needs to be prioritise. Neither of these apply to Brook Way.
About time something was done with this Pedestrian Crossing. I am sure many motorists, as well as some pedestrians/cyclists, are not fully aware how to use this type of Pedestrian Crossing. On at least one occasion I and my passengers have seen two young lads on cycles come out of the alleyway and cycle straight across the Pedestrian Crossing without stopping and oblivious to traffic on Brook Way. Similarly pedestrians waiting to cross have been ignored by some motorists probably because they are more used to Traffic Light controlled crossings.	Thank you for your comments.
Anything to reduce the speed of drivers along this stretch of road would be good. Please also consider something between there and Orpheus Avenue	Thank you for your comments. This scheme was originally designed incorporate a number of traffic calming measures along the length of Brook Way between Savages Wood Road and Braydon Avenue but the local members wanted to monitor the affects of introducing a table at the crossing before committing to traffic calming the whole road..
Anything to slow cars down and make it safer and more accessible for active travel is a good thing	Thank you for your comments.
As a dog owner I have to use this crossing 3 times a day to dispose of my dogs waste. On a few occasions I have gone to cross the road and nearly been knocked over by drivers that clearly see me but refuse to stop.	Thank you for your comments.
Bradley Stoke Town Council has no comment to make on the raised crossing table, but councillors have raised concerns over the impact to road users if metal bollards are to be introduced, the risk of life loss to motorcyclists and damage to cars is too great. Council want these concerns noted during the consultation stage.	Thank you for your comments. The concerns have been noted and no bollards are proposed as part of this scheme.
Dear Sirs, The other problem we have all noticed in our section of Brookway is the continuous speeding of cars and motorcycles racing down from Kemberly Way road towards the roundabout at Braydon Avenue and in the opposite direction. There is a pedestrian crossing just before this roundabout which on many occasions there have been near fatal accidents due to vehicles speeding down Brookway. I have reported this to our Councillor as well as to the local police who are aware of this on going problem. Its matter of time before a pedestrian is killed!. Please consider Brookway to be a 20 MPH zone if possible please? Kind Regards.	Thank you for your comments. This scheme was originally designed incorporate a number of traffic calming measures along the length of Brook Way between Savages Wood Road and Braydon Avenue but the local members wanted to monitor the affects of introducing a table at the crossing before committing to traffic calming the whole road. A 20mph speed limit is beyond the remit of this scheme and would need to be a scheme in itself. Any suggestions for new schemes have to be submitted via the online Highways Investigation Request Form. Each suggested scheme requires the support of at least one local ward member or parish councillor on behalf of the parish council. In unparished areas, only the support of the local member is required. Once submitted, requests will be assessed for viability. All viable schemes will be entered onto the Local Transport Investigation List. Once

Nigal Riglar.

Director for Environment and Community Services

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

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

www.southglos.gov.uk

	<p>a year all investigation list schemes will be scored and prioritised for investigation against the council's Joint Local Transport Plan goals. In any given year the 15 highest scoring prioritised schemes will be published in the council's Capital Program and fully investigated</p> <p>There are three possible outcomes of each investigation:</p> <ol style="list-style-type: none"> 1. A simple low cost affordable solution is identified and programmed for immediate implementation. 2. No scheme is recommended and the applicant(s) is informed no further action will be taken. 3. A more involved scheme is identified and entered as a priority scheme on the Local Transport Priority List <p>Please follow the link below for more details: http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/</p>
<p>Excellent idea that I wholeheartedly support. This will help reduce traffic speeds on this road.</p>	<p>Thank you for your comments.</p>
<p>I agree to the scheme because something needs to be done. I am a driver but also use this road to walk my dog and numerous occasions the speed that some cars do along this stretch is scary.</p>	<p>Thank you for your comments.</p>
<p>I agree with the speed table, but would it better to have a Pelican Crossing in place plus cameras to act as a warning to car drivers. Must also take into consideration that push bikes tend to not take any notice of any type of crossing. Also the road speed could be lowered to 20MPH, as a school in in the local area if the last point is considered then speed cameras could be used to monitor traffic speed, this would make a huge difference to this road</p>	<p>Thank you for your comments. A pelican crossing is a substantially more complicated scheme that would cost a lot more than the current proposal, not just in money but design and implementation time too. The scheme budget is not big enough to accommodate these extra costs. . Also signal controlled crossings are generally used either on roads with higher speeds (above 35mph) or where road traffic needs to be prioritise. Neither of these apply to Brook Way.</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. The council would be expected to fund the cost of the camera installation (approximately £50,000).</p> <p>A 20mph speed limit is beyond the remit of this scheme and would need to be a scheme in itself.</p> <p>Any suggestions for new schemes have to be submitted via the online Highways Investigation Request Form. Each suggested scheme requires the support of at least one local ward member or parish councillor on behalf of the parish council. In unparished areas, only the support of the local member is required. Once submitted, requests will be assessed for viability. All viable schemes will be entered onto the Local Transport Investigation List. Once a year all investigation list schemes will be scored and prioritised for investigation against the council's Joint Local Transport Plan goals. In any given year the 15 highest scoring prioritised schemes will be published in the council's Capital Program and fully investigated</p> <p>There are three possible outcomes of each investigation:</p>

Nigal Riglar

Director for Environment and Community Services

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

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

www.southglos.gov.uk

	<ol style="list-style-type: none"> 1. A simple low cost affordable solution is identified and programmed for immediate implementation. 2. No scheme is recommended and the applicant(s) is informed no further action will be taken. 3. A more involved scheme is identified and entered as a priority scheme on the Local Transport Priority List <p>Please follow the link below for more details: http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/</p>
I agree with this scheme	Thank you for your comments.
I am against all types of speed tables because I suffer from back pain and i have to slow down to under 10mph to ride over them. This is very annoying for me and following traffic. Also causes extra pollution.	Thank you for your comments.
I am an octogenarian and I have extremely rarely had any problems at this crossing.	Thank you for your comments.
I am writing to support this scheme as I am aware of the speeds that some vehicles travel along this road. The crossing is an access for the Town Centre, Leisure Centre and schools and is therefore used by a range of ages and a raised crossing would help to slow traffic down and protect users.	Thank you for your comments.
I consider the apples bump a very useful addition to the pedestrian crossing as the motorists would be conscious of slowing down	Thank you for your comments.
I disagree with this scheme because ramps damage cars, even at crawling pace. At peak times, traffic will be severely impeded causing excess noise and pollution. Free-flowing traffic is better. The bumping over the raised table will have adverse side effects for medical conditions that are sensitive to jolting, e.g. spinal issues.	Thank you for your comments. Vehicles travelling over the speed tables at appropriate speeds should not suffer damage. Studies have been carried out investigating the effect of repeatedly traversing road humps and no damage was seen, despite repeated passes at speeds up to 40mph. The Highway Code tells motorists that when they approach traffic calming features they should reduce their speed, therefore the assumption is that driver would negotiate these features at a speed less than the speed limit.
<p>I don't feel that the statement of reasons (SoR) provided gives sufficient justification for the proposed scheme.</p> <p>It is stated that there have been 8 reported injury accidents on this stretch of road with 2 on the zebra crossing. However, I would expect that the vast majority of people crossing the road along this stretch would be doing so at the crossing, so perhaps you need to be giving attention to why 6 accidents have occurred elsewhere on the road. e.g. perhaps a second crossing is required at another location rather than making changes to the existing crossing.</p> <p>It is stated that the two accidents on the crossing were of a "fail to stop" nature. The SoR doesn't explain how a raised table will prevent this type of accident. An associated Facebook post by SGC (https://bit.ly/3dKImMK) states that the raised table will "make the crossing more visible to motorists". Why is this claim not in the official SoR? In practice, I would question this as the only way a raised table makes the crossing more visible is through the painted white triangles on the table inclines. And yet on many other raised table crossings (e.g. Pear Tree Road) these markings are not maintained and soon become almost invisible.</p> <p>The FAQ states that the aim of a speed table is "to slow motor vehicle traffic to a safe speed, as the ramps become uncomfortable for vehicle drivers if they are driven over too fast".</p>	<p>Thank you for your comments.</p> <p>It is not standard practice to include detailed descriptions of all of the accidents that have occurred, however I can clarify that one accident occurred where a driver left the carriageway and collided with a lamp column, another was where a cyclist was hit from behind by a car, another was where a car pulled out of a junction along Brook way into the path of an oncoming motorcyclist who consequently fell off their bike, another was between a cyclist and a car, another where someone drove straight through the zebra crossing and hit two pedestrians, another where a cyclist and car collided, another where a car drove into the back of a bus and lastly another where a car failed to stop at the zebra crossing and collided with a pedestrian.</p> <p>This scheme was originally designed incorporate a number of traffic calming measures along the length of Brook Way between Savages Wood Road and Braydon Avenue but the local members wanted to monitor the affects of introducing a table at the crossing before committing to traffic calming the whole road..</p> <p>A raised table will help to prevent this type of accident by raising the height of pedestrians walking across so they are in better view of drivers, there will be warning signs</p>

Nigal Riglar,

Director for Environment and Community Services

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

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

www.southglos.gov.uk

<p>However, this assumes that a driver is aware of the presence of the speed table. A speed table with faded markings will have no impact on drivers who are not familiar with the road as they will not see it and therefore will not slow down.</p> <p>The SoR should state what alternative strategies have been considered, e.g. rumble strips, permanent speedvisor signs, road realignment, replacement with a light-controlled crossing.</p> <p>More information needs to be provided about the nature of the two previous accidents on the crossing. For example, if they were caused by a pedestrian failing to wait until traffic in *both* directions had stopped, a raised table would most probably not have prevented these accidents.</p> <p>Personally, I have encountered no issues when using this crossing as a pedestrian. The money might be better spent elsewhere, e.g. addressing "fail to stop" incidents at the Braydon Avenue zebra crossing (where I *have* witnessed a near miss) and the issue of pedestrians crossing over the dual carriageway section of Bradley Stoke Way near the Willow Brook Centre, away from the two light-controlled crossings, to reach the southbound MetroBus stop.</p>	<p>placed on Brook Way warning of the raised table which will make drivers take more caution and slow down on the approach to it making them more likely to take notice of anyone on the crossing, as well as cause less harm to a pedestrian if they should be hit because the vehicle would be travelling at a slower speed.</p> <p>A number of alternative strategies were considered at the early stages of the scheme and were discussed with the local members. These include; installing with flow segregated cycle lanes on brook way, signalling the zebra crossing, upgrading the zebra crossing by installing halo beacons, poles with lights in and increasing the length of the anti-skid surfacing, horizontal traffic calming – a series of built outs with planters etc, priority narrowing's, all of which were discredited a viable solutions for various reasons.</p> <p>Braydon Avenue and Bradley Stoke Way are beyond the remit of this scheme. Any suggestions for new schemes have to be submitted via the online Highways Investigation Request Form. Each suggested scheme requires the support of at least one local ward member or parish councillor on behalf of the parish council. In unparished areas, only the support of the local member is required. Once submitted, requests will be assessed for viability. All viable schemes will be entered onto the Local Transport Investigation List. Once a year all investigation list schemes will be scored and prioritised for investigation against the council's Joint Local Transport Plan goals. In any given year the 15 highest scoring prioritised schemes will be published in the council's Capital Program and fully investigated</p> <p>There are three possible outcomes of each investigation:</p> <ol style="list-style-type: none"> 1. A simple low cost affordable solution is identified and programmed for immediate implementation. 2. No scheme is recommended and the applicant(s) is informed no further action will be taken. 3. A more involved scheme is identified and entered as a priority scheme on the Local Transport Priority List <p>Please follow the link below for more details: http://www.southglos.gov.uk/transport-and-streets/streets/road-safety-traffic-schemes/local-transport-priority-list/</p>
<p>I don't think it will make a difference as if people aren't slowing down for people on the crossing they won't slow down for the people sized width of the bump in the road at the same place as where the pedestrians are.</p> <p>I believe lighting in this area is poor at night, I would rather the money was spent on improving lighting and/or not dimming it.</p> <p>Given current restrictions I have been walking around the area more for exercise (mostly at night so I don't get inconvenienced by runners not maintaining social distancing) and lighting I think is the biggest improvement to be made to improve safety.</p>	<p>Thank you for your comments. We will check lighting levels at the crossing and ensure that they meet current standards.</p>

Nigal Riglar,

Director for Environment and Community Services

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

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

www.southglos.gov.uk

I drive and walk along this road regularly and see no real justification of the cost of introducing a raised bump at this point.	Thank you for your comments.
I fully support any attempt to slow traffic on approach to crossing to ensure those wishing to cross do not receive injury.	Thank you for your comments.
I fully support any scheme that will make walking to school safer for children as this does. I hope the council will make similar improvements to help all children have a safe route to their nearest school. I know currently there are busy roads children must cross with no marked crossing to get to their closest school.	Thank you for your comments.
I support this proposal, but I just wonder if ambulances/police cars will be prevented from reaching emergencies quickly.	Thank you for your comments. All emergency services are consulted as part of our schemes and no issues have been raised.
I think it is a waste of money and make no difference.	Thank you for your comments.
I think this is an excellent idea. Can South Glos improve the cycling rout along brookway too.	Thank you for your comments. Improving the cycling route along Brook Way was considered as part of this scheme, however the carriageway is not wide enough along the whole length of Brook way to install continuous cycle lanes. By installing the cycle lanes you would have to remove all of the right turn lanes which imposes a significantly high risk of further nose to tail accidents occurring. If you were to install a cycle lane along the sections that were wide enough there is still a significant risk to cyclists on the sections that would be left untreated. Therefore it was decided that it was not a viable solution to the issues we are trying to resolve at this time.
I use the pedestrian crossing regularly and it is a regular occurrence that cars do not stop at it. It is a key route to school and therefore currently dangerous for children.	Thank you for your comments.
If the purpose is to slow traffic before it reaches the pedestrian crossing what is the point of making the crossing part of the measure? Surely you want to wake up the drivers who have not taken due notice of the crossing beforehand - such as the two you stated had collided with pedestrians on the crossing? Surely the best solution is a speed table at each side of the crossing? Yes, I realise this may double the cost but at least you won't have to re-paint the crossing stripes.	Thank you for your comments. There will be warning signs on the approach to warn drivers of the speed table which will make drivers take more caution on the approach.
It would appear from your background that there have only been 8 accidents in 5 years and only 2 of those are on the crossing due to cars failing to stop. Therefore, in my opinion, 2 in 5 years is not a significant number to warrant the expense. Your speed table report suggests speeding is not an issue, hence a table wouldn't make much of an effect. The road at that point is open and it is easy to view pedestrians. Pedestrians should have some road safety awareness and be conscious of the traffic passing them. It would seem some people do not wait and confirm a car has stopped to let them pass. Speed tables increase wear and tear on the vehicles passing them, require additional maintenance and can cause issues for bicycles and motorcycles passing over them.	Thank you for your comments. Pedestrians do not have to wait for traffic to stop for them to be able to cross a zebra crossing, on the contrary; Rule 195 in the Highway Code states that: you MUST give way when a pedestrian has moved onto a crossing You are legally required to stop at a zebra crossing once a pedestrian has moved on to the crossing, however, you're not required to stop until the pedestrian has moved on to the crossing. Vehicles travelling over the speed tables at appropriate speeds should not suffer damage. Studies have been carried out investigating the effect of repeatedly traversing road humps and no damage was seen, despite repeated passes at speeds up to 40mph. The Highway Code tells motorists that when they approach traffic calming features they should reduce their speed, therefore the assumption is that driver would negotiate these features at a speed less than the speed limit. There is also no evidence to suggest that speed tables cause issues for bicycles and motorcyclists.
Not necessary, waste of tax payers money. Do not need more road works with gist patch still not finished	Thank you for your comments.

Nigal Riglar,

Director for Environment and Community Services

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

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

www.southglos.gov.uk

<p>One of the main reasons for congestion is that traffic does not flow. With every hump/bump road narrowing you introduce this causes congestion which is not good for the environment and people's health especially those who live close by. 8 incidents in 5 years = 2 a year whilst tragic nowhere near excessive! Pedestrians must also not just step into the road because it is a crossing - use your brain and realise look when evident car is going to stop proceed</p>	<p>Thank you for your comments.</p>
<p>Please assure me the zebra crossing will remain. It is a main crossing point for children attending Meadowbrook School, also for others either attending church or accessing the local Jubilee Fields amenity area.</p>	<p>Thank you for your comments. The zebra crossing will remain.</p>
<p>raised table isnt sufficient to protect pedestrians in any case. I struggle to understand what is stopping you from installing proper crossing with lights ?</p>	<p>Thank you for your comments. There are several reasons for installing a table instead of a light controlled crossing. First of all, a light controlled crossing is substantially more expensive to install and maintain than a speed table. Secondly, the reason the scheme has been proposed is to reduce the number of injury accidents that occur by drivers not slowing down or stopping for pedestrians that are crossing. Drivers are still very likely to drive through a red light and may even speed up on the approach to the crossing to try and beat the lights which is not the effect we are trying to have. Drivers are more likely to slow down on the approach to a speed table and would therefore have more time to stop if a pedestrian is crossing.</p>
<p>Speed tables are not great for road bikes so why don't you put traffic lights there instead. This will save destroying the road and avoid future potholes created from the tarmac speed tables as proved on various ones already. Also speed tables are not great for low cars. Better still put traffic lights and also average speed cameras for the whole stretch like used in Cornwall on the a30 which works well</p>	<p>Thank you for your comments. There is no evidence to suggest that speed tables have a negative effect on bikes. As mentioned above; There are several reasons for installing a table instead of a light controlled crossing. First of all, a light controlled crossing is substantially more expensive to install and maintain than a speed table. Secondly, the reason the scheme has been proposed is to reduce the number of injury accidents that occur by drivers not slowing down or stopping for pedestrians that are crossing. Drivers are just as likely to drive through a red light and may even speed up on the approach to the crossing to try and beat the lights which is not the effect we are trying to have. Drivers are more likely to slow down on the approach to a speed table and would therefore have more time to stop if a pedestrian is crossing. Average speed cameras are generally not used on any roads other than motorways. They are very unsightly to install in a residential area. Also 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 sites, 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 for a standard speed camera).</p>
<p>Speed tables are not proven to reduce speed, there have been two accidents in five years on this crossing not exactly an accident hotspot. The money would be better spent relocating the access to the Willow Brook centre from a roundabout that provides access to multiple residential roads and a primary school and putting it on Bradley Stoke Way. This would not only lessen the likelihood of</p>	<p>Thank you for your comments. There are several studies that have proven that speed tables not only reduce speed but are the most effective form of traffic calming compared to other methods. Reallocating road space is beyond the budget and remit of this scheme.</p>

Nigal Riglar.

Director for Environment and Community Services

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

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

www.southglos.gov.uk

accidents but would reduce the congestion that builds up at busy times.	
Speed tables do not reduce speed, a zebra crossing is more than sufficient. We need to remember this is a major through route.	Thank you for your comments. There are several studies that have proven that speed tables not only reduce speed but are the most effective form of traffic calming compared to other methods.
The existing crossing is both suitable and visible. No need to raise it whatsoever.	Thank you for your comments.
The point of the crossing is to make vehicles stop, not slow down. The crossing is not easy to see in poor weather or after dark, particularly with the low street lighting. A raised table will not improve this. A light controlled pelican crossing would be much visible and therefore safer.	Thank you for your comments. As mentioned above; There are several reasons for installing a table instead of a light controlled crossing. First of all, a light controlled crossing is substantially more expensive to install and maintain than a speed table. Secondly, the reason the scheme has been proposed is to reduce the number of injury accidents that occur by drivers not slowing down or stopping for pedestrians that are crossing. Drivers are just as likely to drive through a red light and may even speed up on the approach to the crossing to try and beat the lights which is not the effect we are trying to have. Drivers are more likely to slow down on the approach to a speed table and would therefore have more time to stop if a pedestrian is crossing.
The raised table is a good start but speeds need reducing along Brook Way between the zebra crossing at the mini roundabout to the south as well. A scheme that includes a raised table, chicanes, and coloured road markings would not be an under provision and would go towards making speeds suitable for a residential area and enhance community life.	Thank you for your comments. This scheme was originally designed incorporate a number of traffic calming measures along the length of Brook Way between Savages Wood Road and Braydon Avenue but the local members wanted to monitor the affects of introducing a table at the crossing before committing to traffic calming the whole road.
The road already has alot of traffic calming measures..however this doesnt deter the vast majority of drivers from going over 30mph. This crossing is mainly a hazard as close to a walk way from the estate. I have myself had to slam my brakes on (i was under 30mph) as a child on a bike came straight out from the walkway and onto the crossing...there needs to be some railings there to make people think. The more traffic calming there is on Brook way means more traffic uses and speeds down Bradley Stoke Way. The speeding on this road as become ridiculous day and night. You also have more people crossing as the secondary school children have to cross this road. Bradley Stoke Way is by far a more dangerous road and more needs to be done to slow this down.	Thank you for your comments. This scheme was originally designed incorporate a number of traffic calming measures along the length of Brook Way between Savages Wood Road and Braydon Avenue but the local members wanted to monitor the affects of introducing a table at the crossing before committing to traffic calming the whole road.
The zebra crossing forces you to slow down, we dont need any thing else.	Thank you for your comments.
These speed table bumps things are hideous to go over (however low my speed) for my back. I have a break in my back and all potholes and speed bumps are jarring (even at 5mph) so I wish you'd get rid of all of them. Proper 'speedsters' don't really slow down for them anyway, so you're just punishing normal drivers. If you really need to slow the traffic down, then I would suggest the type where it becomes a zigzag/single road for the left lane then right. It slows people down enough whilst not being hard on anyone's body.	Thank you for your comments. The type of traffic calming described here is a chicane or priority narrowing which we don't build in general but especially on bus routes. Chicanes are not as effective in reducing accidents as speed tables and cushions (especially for 2 wheeled vehicles) and can cause conflicts between drivers potentially causing episodes of road rage.
This crossing has not been an issue. The money would be better spent improving the crossing just off the roundabout at the start of Brook way (By Aldi). Where a little girl has been hit by a car.	Thank you for your comments. The northern section of Brook Way is beyond the remit of this scheme. As explained in the statement of reasons there has been 2

Nigal Riglar.

Director for Environment and Community Services

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

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

www.southglos.gov.uk

	injury accidents at this crossing, of which 2 children and 1 adult have been injured.
<p>This is a good idea. People are more precious about their cars than pedestrian safety so this should encourage drivers to stop.</p> <p>I would love to see something similar applied for all the zebra crossings around the Aldi roundabout. Speaking for myself I've recently had a number of occasions now where drivers do not stop at all and one occasion where a driver shouted abuse at me for using the crossing as they were approaching.</p>	Thank you for your comments.
<p>This is clearly not needed and would be a huge waste of money. In a 5 year period, very minimal injuries and how do we know the pedestrians weren't to blame too? Budget could be put to better use</p>	Thank you for your comments. We know the circumstances of the accidents from the police reports. It is the pedestrians right of way and a driver should always give way to a pedestrian on a zebra crossing.
<p>This should help address excess speed thus:</p> <ul style="list-style-type: none"> - increasing safety for vulnerable pedestrian users (eg children) around and to south of the change - make it safer to exit kemperley way which is becoming very hard due to excess speed of southbound traffic 	Thank you for your comments.
<p>Traffic travels much too fast on this road regularly above speed limit. Needs more traffic slowing measures</p>	Thank you for your comments. This scheme was originally designed incorporate a number of traffic calming measures along the length of Brook Way between Savages Wood Road and Braydon Avenue but the local members wanted to monitor the affects of introducing a table at the crossing before committing to traffic calming the whole road.
<p>Unnecessary for this stretch of road - better options should be presented like lights</p>	Thank you for your comments. There are several reasons for installing a table instead of a light controlled crossing. First of all, a light controlled crossing is substantially more expensive to install and maintain than a speed table. Secondly, the reason the scheme has been proposed is to reduce the number of injury accidents that occur by drivers not slowing down or stopping for pedestrians that are crossing. Drivers are just as likely to drive through a red light and may even speed up on the approach to the crossing to try and beat the lights which is not the effect we are trying to have. Drivers are more likely to slow down on the approach to a speed table and would therefore have more time to stop if a pedestrian is crossing.
<p>whilst not encouraging speeding I do not think the flow of traffic here should be impeded anymore than it is already. This can be a busy road and there is a huge difference between an occasional delay caused by stopping for pedestrians to cross and a delay caused by every single vehicle, day and night, having to slow down to 10 miles / hour to go over the crossing. This is also a major route for Police, Ambulance & Fire vehicles when seconds can count I do not think these vehicles should be delayed in any way.</p>	Thank you for your comments.

Nigal Riglar.

Director for Environment and Community Services

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

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

www.southglos.gov.uk