



Public Consultation Results

Bradley Stoke Way, near Wheatfield Drive - Proposed Toucan Crossing and Speed Limit Reduction

The recent online consultation generated responses from six individuals comprised as follows:

Agreed with the proposals	0
Agreed but with reservations	2
Gave comments without expressing a preference	2
Disagreed with the proposals	2

The majority of comments have been summarised below, together with the relevant officer responses:

Is a new crossing necessary and were other options considered? Do the proposals represent value for money?

Pedestrian traffic movements and the accident profile for the area have changed since the opening of the new shopping centre. There is a possibility that unless action is taken the accident pattern resulting in these two very serious incidents could continue. Furthermore, even before the accidents occurred, the need for a crossing in this location had been identified as part of the North Fringe to Hengrove Rapid Transit Project, which, if funding is secured, will be constructed in 2014/15.

Several other measures were tabled for consideration during meetings involving local Councillors, SGCs Senior Road Safety Officer, School Governors & representatives of the Local Constabulary's 'Collision Investigation Unit' as well as the many suggestions put forward by local petitioners and members of the public. If implemented, the new crossing, speed limits and bus lane will be closely monitored. If monitoring highlights the need for further speed reduction measures then these can be considered and the current proposals do not preclude that possibility.

The completed works are budgeted for a figure close to £100,000 which compares favourably with similar works carried out by the Authority. The budget has been approved for construction in the 2012-13 financial year and the source of the funding is from developer contributions in the North Fringe.

Is it necessary to reduce the speed limit to 30mph over the length of all three crossings and won't this increase journey times?

A problem had been identified with vehicles running through red lights at the existing crossings due to excessive speeds. A key factor when setting a speed limit is how the road looks to the driver, such as its geometry and adjacent land use. Drivers are likely to expect and respect lower limits where they can see there are potential hazards, for example outside schools and in areas where there is pedestrian activity close to the road. The main areas where pedestrians tend to cross Bradley Stoke Way are around the existing and proposed Toucan Crossings. Extending the speed restriction beyond the existing crossing provides a consistent message to drivers approaching each of the crossings on Bradley Stoke Way. A potential increase of 5 sec to the journey time in each direction has been calculated as a result of the speed limit changes.

Why doesn't the speed limit extend further south?

When considering changes to speed limits, the existing injury accident record on the road in question is an important factor. Our records show that beyond the area where we are proposing to change the speed limit there have been few reported injury accidents within the lengths of 40mph speed limit and none involving pedestrians or accountable to speeding.

To the south of the existing, southern toucan crossing a footpath exists only on the Northbound side and therefore presents no reason for pedestrians to cross. If a speed limit is set unrealistically low, it is likely to be ineffective and lead to disrespect of the speed limit. Speed measurements recorded within the existing 40mph speed limit north of Webbs Wood roundabout show that a large majority of drivers travel at or about 5mph above this speed.

In accordance with national guidelines for speed limits this section is subject to a limit of 40mph but will be kept under review.

Why aren't physical measures used to reduce the carriageway widths on the crossing approaches?

There is a need to restrict general traffic to a single lane through the new crossing. This could be achieved by physically narrowing the approaches with expensive kerb realignments and street lighting works. However, there are proposals to install a bus lane in this location as part of a new rapid transit route from the North Fringe of Bristol to Hengrove. The best value for money use of resources would be to introduce this length of bus lane now rather than installing expensive kerb works that may have to be removed in 2 or 3 years time.

Will such a short length of bus lane serve any purpose and why is it not separated by a physical feature?

The bus lane helps reduce general traffic to one lane at the crossing approach and would be used by Bus Rapid Transit services to/from The Mall, proposed as part of the North Fringe to Hengrove package. The use of all bus lanes within the new rapid transit route will be restricted to buses, pedal cycles, community buses, dial-a-ride buses, motorcycles, private hire vehicles, school buses and taxis, in line with Council policy.

To introduce kerb separation between the bus lane and general traffic would require much wider traffic lanes to allow buses to pass cyclists safely and for emergency vehicles to pass any broken down vehicles. This is an extremely expensive option that would require land take from the adjacent car park and expensive diversion of buried services including fibre optic cables. There are many bus lanes in the area that do not have kerb separation and have operated safely for many years, so it would be difficult to justify such expense.

Formal Objections

Should you wish to formally object to the proposals you must do so by writing to:

Dean Shepherd,
Legal & Democratic Services,
The Council Offices,
Castle Street,
Thornbury
BS35 1HF

Please quote the appropriate reference relating to your objection:

Toucan Crossing	-	L3/DS/STOP/PT.4310
Bus Lane	-	L3/DS/STOP/PT.4309
Speed Limits	-	L3/DS/STOP/PT.4308

The closing dates for formal objections are:

Toucan Crossing	-	8 th February
Bus Lane	-	1 st March
Speed Limits	-	1 st March

All formal objections received will be reported to the Executive Member for Planning, Transportation and Strategic Environment who will then decide how to proceed.

References

The Proposed North Fringe to Hengrove Package is a major transport scheme that is being promoted by South Gloucestershire and Bristol City Councils. Further details can be found at <http://travelplus.org.uk/north-fringe-to-hengrove-package>