

OFFICER DECISION REPORT – NOTICE OF CONSTRUCTION
INFORMAL CONSULTATION (Cabinet Member for Transport)

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PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: A37 Whitchurch Crossing
PROPOSAL: Toucan Crossing
SCHEME REF No: 23-010
REPORT AUTHOR: Kris Gardom

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 3, Section 4** of the Constitution under the **Delegation of Functions to Officers**, as follows:

Section A	The Chief Executive, Strategic Directors, Divisional Directors and Heads of Service have delegated power to take any decision falling within their area of responsibility....”
Section B	Without prejudice to the generality of this, Officers are authorised to: serve any notices and make, amend or revoke any orders falling within his/her area of responsibility.
Section D9	An Officer to whom a power, duty or function is delegated may nominate or authorise another Officer to exercise that power, duty or function, provided that Officer reports to or is responsible to the delegator.

For the purposes of this report, the Director of Place Management holds the delegated power to make, amend or revoke any Orders.

2. LEGAL AUTHORITY

This proposal is made in accordance with the Road Traffic Regulation Act 1984, which under Section 23 enables local highway authorities to establish crossings for pedestrians.

3. PROPOSAL

The proposal is for a signalised toucan crossing between the two bus stops to the north of Queen Charlton Lane on the A37, which will provide a safe and effective crossing facility for pedestrians and cyclists. Blister tactile paving, along with road markings and signage to indicate its presence would also be provided. The new formal crossing point will improve the level of service of the Active Travel facilities in the area.

4. BACKGROUND

This scheme is part of the Liveable Neighbourhoods (LN) programme. The programme aims to improve streets and neighbourhoods across Bath and North East Somerset through a combination of temporary, permanent, and behavioural change interventions.

The interventions will help reduce vehicular traffic speeds in addition to providing safer environments for pedestrians and cyclists to navigate the A37 and access the play park from surrounding residential areas. Encouraging people to explore their neighbourhoods by way of walking, cycling, and wheeling.

Feedback collected to date has been obtained through the original Liveable Neighbourhood application and the public engagement phase, which took place in December 2021. This has provided the Project Team with a better understanding of the issues facing the local community, and potential interventions that would deliver improvements through a combination of temporary and permanent measures.

The A37 is a major route in and out of Bristol, with high volumes of traffic including heavy vehicles and high vehicle speeds on the approach to Whitchurch Village. The issue comes from both cars, vans, and HGVs, which also negatively impact on pollution. Currently there are no pedestrian priority crossings along this stretch of the A37.

The scheme area is located along the A37, just to the South of Whitchurch Village. The current challenge for pedestrians and cyclists is to cross the busy and fast A37 to access the play park and the National Cycling Network route 3. A signalised toucan crossing between the two bus stops to the north of Queen Charlton Lane on the A37 would provide a safe and effective crossing facility for pedestrians and cyclists.

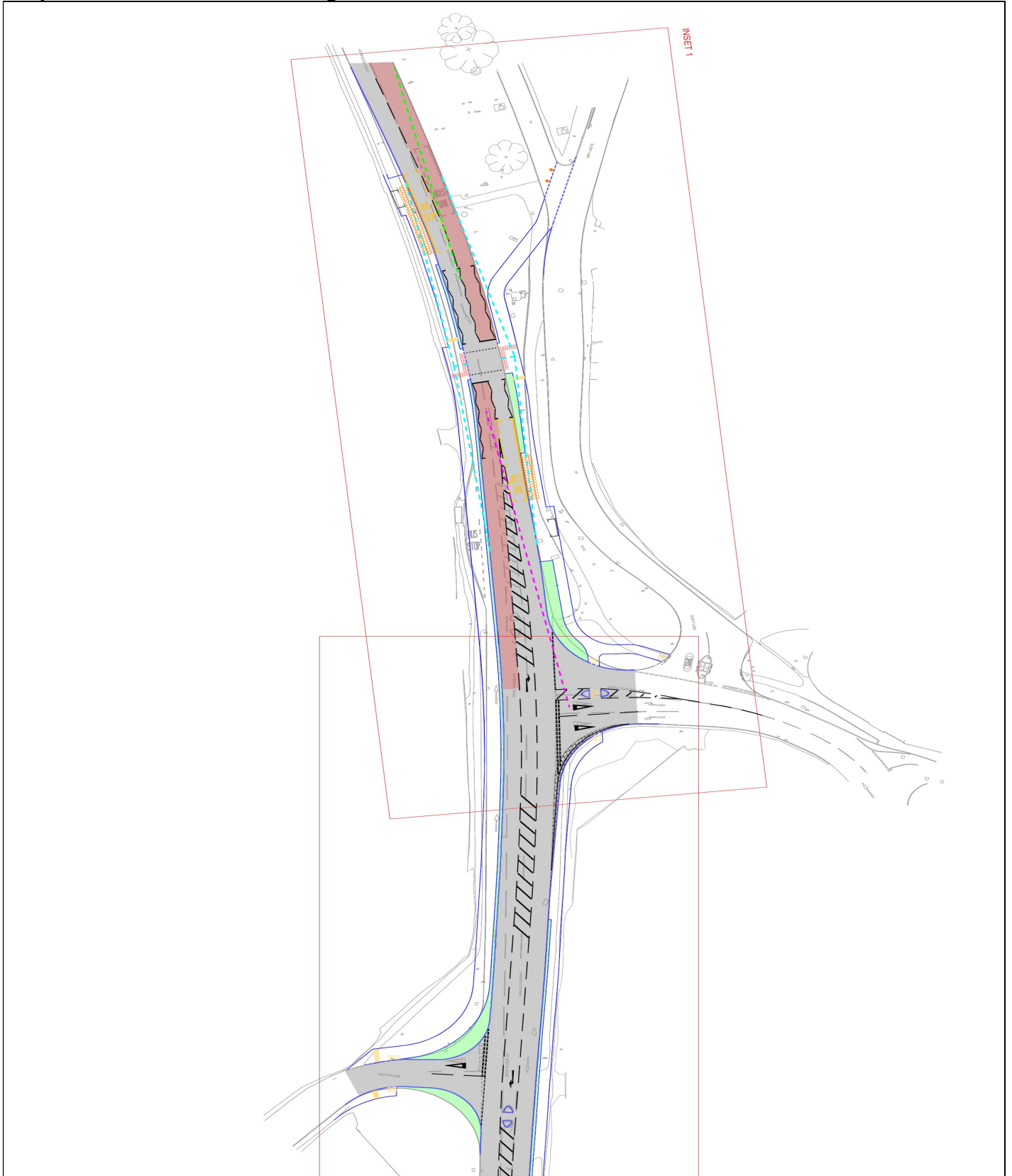
5. SOURCE OF FINANCE

This proposal is being funded by the project code: TLN0002S – LN-A37 Crossing

6. CONSULTATION REQUIREMENT

The proposal requires informal consultation with the Chief Constable, Ward Members, and the Cabinet Member for Transport.

Proposed A37 Toucan Crossing Location Plan:



7. COMMENTS RECEIVED TO DATE

Chief Constable

Further to the email below, I understand from the Informal Consultation document that *“The proposal is for a signalised toucan crossing between the two bus stops to the north of Queen Charlton Lane on the A37, which will provide a safe and effective crossing facility for pedestrians and cyclists. Blister tactile paving, along with road markings and signage to indicate its presence would also be provided. The new formal crossing point will improve the level of service of the Active Travel facilities in the area.”* and that the background to the scheme is that *“This scheme is part of the Liveable Neighbourhoods (LN) programme. The programme aims to improve streets and neighbourhoods across Bath and North East Somerset through a combination of temporary, permanent, and behavioural change interventions.*

The interventions will help reduce vehicular traffic speeds in addition to providing safer environments for pedestrians and cyclists to navigate the A37 and access the play park from

surrounding residential areas. Encouraging people to explore their neighbourhoods by way of walking, cycling, and wheeling.

Feedback collected to date has been obtained through the original Liveable Neighbourhood application and the public engagement phase, which took place in December 2021. This has provided the Project Team with a better understanding of the issues facing the local community, and potential interventions that would deliver improvements through a combination of temporary and permanent measures.

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The A37 is an Abnormal Load route. Abnormal Loads are defined in The Authorisation of Special Types 1979, Construction and Use Regulations 1986 and the Road Traffic Act 1972, Section 42 and Section 79.

Such vehicles vary in width from a minimum 2.9 metres to an undefined maximum. An Abnormal Indivisible Load of 32' / 9.75m width has been moved within our Force Area in the past, and movement of Abnormal Indivisible Loads which fall in the width band between 2.9 metres and 6.1 metres is not uncommon.

Abnormal Loads are permitted, subject to the constraints of their routing, to move without escort up to a width of 4.1m (over that the loads are either self-escorted or subject to police escort).

The UK Government road classification standard states ‘A roads will generally be among the widest most direct routes in an area and will be of the greatest significance to through traffic’ and from UK Guidance published in 2012 “All sections of the strategic road network and primary route network which are not classified as motorways are classified as A roads.”, the A37 falls into this category.

I draw your attention to the Statutory Instruments 1999 No.1026, Highways, England and Wales The Highways (Traffic Calming) Regulations 1999, paragraph 9, (attached) and the attached letter which was sent to all Local Authorities within our Force area in 2002 on behalf of the then Chief Constable, which relates to the need for local authorities to consider the impact of any works on Abnormal Load routes.

We would request that Bath and North East Somerset Council as the highway authority ensures that no physical obstruction is placed on the carriageway/footpath which could permanently impede the progress of an Abnormal Load, and considers the use of demountable street furniture associated with the proposed crossing facility if necessary.

The proposal should meet the aspiration behind its introduction.

Response: While the carriageway has been narrowed within the immediate proximity to the Toucan, the singular carriageway width has not dropped beneath what is already in situ at the traffic island site (to the south of the scheme), meaning that a precedence has been set and any abnormal load that can pass the existing furniture can comfortably pass the Toucan. However, bolt down Keep Left bollards can be implemented on the traffic island to ensure safe passage of any abnormal load using this route.

Ward Members

Whitchurch / Publow:

Cllr Paul May – No comment.

Whitchurch Village Council - The report has the full support of members of Whitchurch Village Council, and they are happy for these proposals to progress to Public Consultation.

REPORT APPROVED FOR CIRCULATION TO CABINET MEMBER FOR TRANSPORT



Paul Garrod
Traffic Management and Network Manager

Date: 6th March 2023