

OFFICER DECISION REPORT – TRAFFIC REGULATION ORDER (TRO)

2

APPROVAL TO PROGRESS TRO

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: Beckford Road, Bath
PROPOSAL: Active Travel Scheme
SCHEME REF No: 21-016

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

2. LEGAL AUTHORITY

This proposal, with regards to parking restrictions and the cycle lane, is made in accordance with the Road Traffic Regulation Act 1984, which under Section 1 provides, generally, for Orders to be made for the following reasons, and in the case of this report specifically for the reason(s) shown with an “x” in the right hand column:

(a)	for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or	X
(b)	for preventing damage to the road or to any building on or near the road, or	
(c)	for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or	X
(d)	for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property,	
(e)	(without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or	
(f)	for preserving or improving the amenities of the area through which the road runs, or	

(g)	for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)	
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This proposal, with regards to the continuous footways, is made in accordance with Section 90A of the Highways Act 1980.

3. **BACKGROUND**

In May 2020 the Department for Transport launched the Active Travel Fund to enable more journeys to be made on foot and by bicycle. This initially supported temporary highway schemes to aid social distancing in response to the Covid-19 pandemic but a next phase of funding (tranche 2) was then launched for permanent schemes, focusing on reallocating road space to promote active travel.

One of the schemes proposed incorporates a lightly segregated cycle lane along the northern side of the A36 Beckford Road, between its junctions with Bathwick Street and Warminster Road. Consultation was carried out between 26 February and 21 March 2021.

On 23 July, at a Cabinet meeting, Cabinet Members agreed that the Beckford Road proposals should proceed to the TRO consultation stage.

This scheme has been separated into two parts, 21-016A (Parking Restrictions) and 21-016B (Mandatory cycle lane).

4. **ISSUES**

21-016A (Parking Restrictions) - This plan is shown on **Appendix 1**.

21-016B (Mandatory cycle lane) - This plan is shown on **Appendix 2 (Part A&B)**

The above are necessary in order to provide segregated cycle infrastructure on Beckford Road, to promote an alternative mode of transport to motor vehicles for road users, to improve safety and accessibility for pedestrians and cyclists in the area, and to enhance the local environment. The new proposals will restrict on-street parking in the area however these restrictions are necessary for the safety of all road users.

Parking Restrictions

In Beckford Road the proposals are to remove the existing parking bay and the unrestricted area of parking and replace them with double yellow lines in order that lightly segregated cycle lanes in both directions can be provided.

It is also proposed that a short section of double yellow lines are removed from Forester Road to provide additional parking for permit holders. In Warminster Road it is proposed that a section of double yellow lines are removed and replaced with a time limited parking bay, to help offset the removal of the time limited parking bay in Beckford Road. In both of these locations it has been assessed that it is safe to

remove the yellow line restrictions for this purpose.

Mandatory cycle lane

This is proposed on the north-west and northern side of Beckford Road in order to provide dedicated space for cyclists which motor vehicles must not enter, other than to cross into or from a private access /driveway/car park or a side road.

Continuous footways

It is proposed that 'continuous footways' (also known as 'blended crossings') which raise the level of side road carriageways to the height of adjacent footways where they meet the major road, are provided at the Beckford Road junctions with Forester Road, Beckford Gardens and Darlington Road. The purpose of these is to slow vehicles approaching when entering and exiting side roads and to give pedestrians priority when crossing.

5. SOURCE OF FINANCE

This proposal is being funded against project code TCL0016 (Active Travel Fund).

6. CONSULTATION REQUIREMENT

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

PROPOSALS APPROVED FOR INFORMAL CONSULTATION WITH THE CHIEF CONSTABLE, WARD MEMBERS AND CABINET MEMBERS FOR TRANSPORT.

Signature:



Date: 26th August 2021

Paul Garrod
Traffic Management and Network Manager

7. COMMENTS RECEIVED TO DATE

Chief Constable

I understand that this is an “Active Travel” proposal, as shown on the attached drawings.

I understand from the TRO Report that “*In May 2020 the Department for Transport launched the Active Travel Fund to enable more journeys to be made on foot and by bicycle. This initially supported temporary highway schemes to aid social distancing in response to the Covid-19 pandemic but a next phase of funding (tranche 2) was then launched for permanent schemes, focusing on reallocating road space to promote active travel. One of the schemes proposed incorporates a lightly segregated cycle lane along the northern side of the A36 Beckford Road, between its junctions with Bathwick Street and Warminster Road. Consultation was carried out between 26 February and 21 March 2021.*

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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.", Beckford Road forms part of the A36 and falls into this category.

All routes are potential Abnormal Indivisible Load (AIL) routes and we view all Abnormal Load notifications on an individual basis. Looking at vehicle width, potentially we could have loads up to 4.6m wide without a Police Escort using A roads through the Force area, and this is the desirable minimum safe clearance ideally on the A36. (We request Hauliers to self-escort AIL over 4.1m wide on A roads.)

Private escort personnel do not have any powers to stop or direct traffic so there would be no option for them to temporarily stop traffic at all on this route.

I recall that a letter was written in either 1999 or 2000 to all the Local Authorities within our Force area, citing Statutory Instruments 1999 No.1026, 'Highways, England and Wales The Highways (Traffic Calming) Regulations 1999' which came into force on 28 April 1999. The letter drew the attention to paragraph 9 - Prohibition of certain works.

"9. No traffic calming work shall be constructed or maintained in a carriageway so as to prevent the passage of any vehicle unless the passage of that vehicle is otherwise lawfully prohibited." <https://www.legislation.gov.uk/ukSI/1999/1026/made>

At that time, it was requested that, in planning and design of traffic calming measures, note was taken of Abnormal Indivisible Loads as defined in The Authorisation of Special Types 1979, Construction and Use Regulations 1986 and the Road Traffic Act 1972, Section 42 and Section 79 and identified that such vehicles vary in width from a minimum 2.9 metres to an undefined maximum.

Plan 21-016B (Mandatory cycle lane) shows physical measures described as "Traffic Island 400mm Wide x 2500mm Long (Typical Arrangement)", "Cycle Lane Separator 175mm Wide x 2500mm Long (Typical Arrangement)" and "Cycle Lane Separator 120mm Wide x 720mm Long (Typical Arrangement)".

Please can you clarify the impact of these measures on available carriageway width.

My understanding is that the consultation process is currently informal. If approached formally, there is potential that we would be unsupportive of the proposed measures if they restrict carriageway width on the A36, for the reasons stated above. Currently, Abnormal Load and HGV activity has been restricted by the works on the Cleveland Bridge and any potential impact on restricting carriageway width by the temporary scheme currently in situ will not have been quantifiable.

Additionally, it is not possible to provide a dedicated police enforcement presence to the mandatory cycle lane, with any enforcement being targeted and intelligence led.

With regard to Plan 21-016A (Parking Restrictions), a plan of existing mandatory restrictions are not provided, but there is an awareness that potential vehicle displacement created by removing parking spaces in this location could result in parking issues elsewhere. Enforcement of waiting restrictions within the Bath and North East Somerset Council area rests with B&NES Parking Services.

Officer response: Along much of the length of the proposed cycle lane there is currently car parking, and the cycle lane does not take up any more width than this. The remaining road widths with the cycle lane in place are shown on our proposal drawings. We do not consider, therefore, that the proposal affects the ability of Beckford Road to be used by Abnormal Loads.

The road widths given are from the edge of the physical measures that would be used to separate the cycle lane from motor traffic. Every 15 metres there are 'wand' devices which are effectively bollards and cannot be overrun. Within the 15m gaps are lower-level devices called 'Orcas' which can be overrun.

Parking

No comment.

Ward Members

Bathwick:

Cllr Manda Rigby – As Ward Member - I am supportive of this TRO going out for consultation, and understand how this piece of predominantly cycling infrastructure, with some pedestrian benefits, fits into the wider plans to make it possible for those who can and want to choose non car travel to be able to do so.

However, I am not entirely convinced by the design of the floating bus stop. I understand that this is a nationally approved design, but I have great concerns over how in practice it will work in this position. Were the TRO to be approved and progress, I'd like to ensure as much as possible is done in terms of signage to let cyclists know that they must Give Way to people getting on or off the bus, and that we monitor closely any problems this design in this place causes.

Cllr Dr Yuktेशwar Kumar – No comment.

Cabinet Member for Climate & Sustainable Travel

Cllr Sarah Warren – Please proceed to consultation.

8. RECOMMENDATION

As no significant objections and/or comments have been received following the informal consultation described above, the Traffic Regulation Order process should commence.



Signature:
Paul Garrod
Traffic Management & Network Manager

Date: 22nd November 2021

9. DECISION

As the officer holding the above delegation, I:

Approve the progression of this Traffic Regulation Order.	X
Agree that this Traffic Regulation Order should not be progressed at this time.	

In taking this decision, I confirm that due regard has been given to the Council's public sector equality duty, which requires it to consider and think about how its policies or decisions may affect people who are protected under the Equality Act.

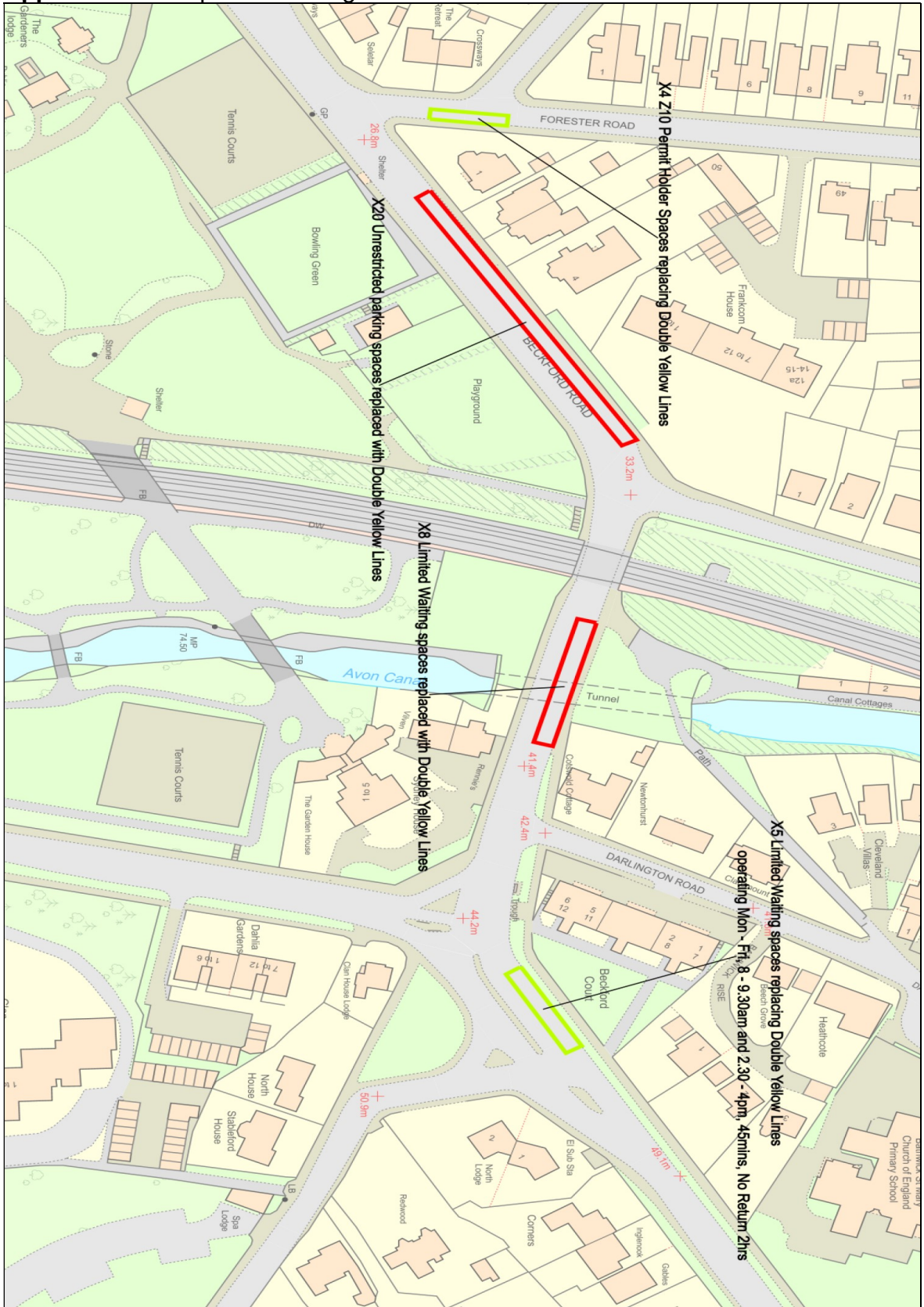


Signed:

Date: 24/11/21

Chris Major
Director for Place Management

Appendix 1 – Proposed Parking Restrictions – Added and Removed



Appendix 2 (Part A) – Proposed Mandatory Cycle Lane:

