

OFFICER DECISION REPORT - NEW PEDESTRIAN CROSSING

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APPROVAL TO PUBLICLY ADVERTISE THE TRO

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT:	A36 Beckford Road, Bathwick, Bath
PROPOSAL:	Signal Controlled Toucan Pedestrian Crossing
SCHEME REF No:	26-016
REPORT AUTHOR:	Gina West

1. DELEGATION

The delegation to be exercised in this report is contained within **Part 2 Section 2.35** of the Constitution under the **Delegation of Functions to Officers**, as follows:

Section A	The Chief Executive, <i>Executive Director - Chief Operating Officer, Directors</i> 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 their area of responsibility.
Section D	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 and the Head of Highways Delivery hold 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

To introduce a new Signal Controlled Toucan Pedestrian Crossing at Beckford Road, Bath approximately 68 metres from its junction with Sydney Road.

The proposal is shown on the attached drawing.

4. REASON

Please refer to the Statement of Reasons.

The Council has had in mind and discharged the duty (as set out in section 122(1) of the Road Traffic Regulation Act 1984) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) so far as practicable. It has also had regard to the factors which point in favour of imposing a Signal Controlled Toucan Crossing. It has balanced the various considerations and concluded that it is appropriate to promote a Signal Controlled Toucan Crossing. The Council has also considered and discharged its network management duty under section 16 of the Traffic Management Act 2004. It has concluded that the proposed Signal Controlled Toucan Crossing is consistent with that duty, having regard to its other policies and objectives.

5. IMPACT ON EQUALITIES

An Equality Impact Assessment has been undertaken in relation to the introduction of pedestrian crossing facilities, which is available upon request. The Council has had due regard to the needs set out in section 149(1) of the Equality Act 2010. It considers that the proposed Order is consistent with the section 149 public sector equality duty, which it has discharged.

6. IMPACT ON HUMAN RIGHTS

The proposals are considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property). However, the Council is entitled to affect these rights where it is in accordance with the law, necessary (in the interests of public safety or economic well-being, to prevent disorder and crime, to protect health, or to protect the rights and freedoms of others), in pursuit of a legitimate aim and proportionate to do so. The proposal(s) within this report are considered to be in accordance with the law, necessary, in pursuit of a legitimate aim and proportionate.

7. SOURCE OF FINANCE

This proposal is being funded through the 2025/26 active travel scheme (Bath Walking Wheeling and Cycling route between the Kennett and Avon Canal and Great Pulteney Street via Sydney Place).

8. CONSULTATION REQUIREMENT

The proposal requires consultation with the Chief Constable, Emergency Services, Road Haulage Association, Freight Transport Association (Logistics UK), Parking Services, Waste Services, Ward Members and the Cabinet Member for Sustainable Transport Delivery.

9. COMMENTS RECEIVED TO DATE

Chief Constable – It is understood from the Statement of Reasons that the proposal is *“To introduce a new Signal Controlled Toucan Pedestrian Crossing at Beckford Road, Bath approximately 68 metres from its junction with Sydney Road.*

Reasons

The introduction of the measures is to support the delivery of the Bath Walking Wheeling and Cycling route between the Kennett and Avon Canal and Great Pulteney Street via Sydney Place.

The project seeks to rebalance how road space is used across the city by prioritising active modes of transport to reduce congestion and improve air quality.

The scheme will bring significant benefits to the community by making it easier for people to choose walking, wheeling, or cycling for their everyday journeys.

A Signal Controlled Toucan Pedestrian Crossing would be the most suitable form of pedestrian facility at this location, having due regard for the number of pedestrians, volume of traffic, topography, and character of the road.”

From the link <https://maps.app.goo.gl/YSfCdVtBi7AZ1FMJ7> it can be seen that the existing informal cycle lane is physically separated from the running lane by studs and bollards and is part of the carriageway not the footpath. The drawing shows that tactile paving for the proposed Toucan crossing will enter the cycle lane which appears now to be sited on the footpath, please could this be clarified?

Beckford Road at this location is part of the A36. The A36 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 self-escorted/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 A36 falls into this category.

The street furniture associated with the proposed Toucan crossing should reflect potential Abnormal Load width, if necessary.

The proposal should meet the aspirations behind its introduction.

Officer response

The existing cycle lane is part of the carriageway, although it is separated from traffic by wands and Orcas. In the proposed design, a shared-use path, accommodating both pedestrians and cyclists would be introduced to provide a direct link between the Kennet and Avon Canal and Sydney Road via the toucan crossing. This arrangement enables cyclists travelling in both directions along Beckford Road to be fully segregated from motor traffic, and the inclusion of a controlled crossing point removes the need for cyclists to negotiate traffic lanes uncontrolled.

Emergency Services – No comment.

Road Haulage Association – No comment.

Freight Transport Association – No comment.

Parking Services – No comment.

Waste Services – No comment.

Ward Members

Councillor Manda Rigby – No comment.

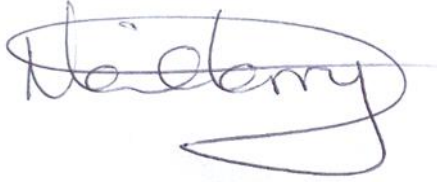
Councillor Toby Simon – No comment.

Cabinet Member for Sustainable Transport Delivery:

Councillor Lucy Hodge - Please proceed to public consultation.

10. RECOMMENDATION

As no significant objections and/or comments have been received following the preliminary consultation described above, the public advertisement of this proposal for a new crossing should progress.



Neil Terry
Traffic Management and Network Manager

Date: 08/04/2026

11. **DECISION**

As the officer holding the above delegation, I approve the progression of this proposal for a new crossing.



Chris Major
Director for Place Management

Date: 10/04/2026