

OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

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OUTCOME OF TRO PROCESS – DECISION (following objections)

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.

The responses to the informal consultation can be found in TRO report number 3.

9. **OBJECTIONS / COMMENTS RECEIVED (following the public advertisement of the proposal(s))**

The objections and supporting comments received have been recorded below with the technical responses in italics underneath each one objection.

3 Support / 2 Objections

- This crossing is the missing link of National Cycle Network route number 4. It is a vital addition to this important cycle route accessing Bath from the east and is much needed, as at present cyclists leaving the canal at Beckford Road have to make a difficult crossing of the A36 to access the city centre, whether via Beckford Road or via Sydney Road. This will create a safe crossing to continue via a low-traffic route along Sydney Road and forms the missing link (once the Bath City Centre improvements are complete) to having a more-or-less fully segregated, flat cycle east-west cycle route across the whole city.

This crossing will also be useful in creating a direct route for local families from the primary school to access Sydney Gardens play area.

- I am writing in support of the Bath Walking, Wheeling and Cycling Links proposals, in particular the City Centre to Kennet & Avon Canal route.

I appreciate the consultation has now closed, but I wanted to share one further point which feels important in practice.

Just to the west of the section shown on the map is Great Pulteney Bridge. In my experience as a lifetime resident living 15 minutes walk away, the footways on the bridge are currently too narrow for the volume of pedestrian use, particularly at busy times such as weekends. It is common to see people, including older people, families with prams, and other pedestrians, having to step on and off the carriageway in order to pass each other. That does not feel ideal from either a safety or accessibility perspective.

For that reason, I wondered whether the council might consider Great Pulteney Bridge as part of future design thinking alongside these wider improvements. A possible option could be to reduce the bridge from two traffic lanes to a single lane with give way control at either end, if that would allow more space to be reallocated to pedestrians.

Some may also suggest using any released width for cycle provision. My own experience, however, is that cycling on the bridge can be safest when taking a clear road position (central), as pedestrians in this location are often visitors and can step unexpectedly into the carriageway. So, from my perspective, additional pedestrian space would be the main priority.

I appreciate this may sit outside the exact current scheme boundary, but it feels closely connected in real-world use and would materially improve the experience of walking through this part of Bath.

Many thanks for your work on the scheme and for considering this point.

- We strongly support the measure, as parents it will make the trip to Sydney Gardens and into town far safer and more pleasant. It has long needed a proper crossing there - too often we have to hike up the hill and then down again to get across with a pram, or wait for a large gap in the traffic to get across. So many families make this journey including our neighbours and will be delighted with a toucan crossing. Too many cars speed on that road too, despite its proximity to a school. This measure will help considerably and improve our daily lives. I am also a driver but support this, nonetheless.
- I am writing to submit a formal objection to Traffic Regulation Order 26-016, relating to the proposed installation of a new toucan crossing on the A36 Beckford Road, Bathwick.

My objection is based on the following grounds:

1. A safe and convenient alternative already exists

There is already a underpass on the Kennet & Avon Canal towpath, which provides a safe crossing point without interacting with A36 traffic. Introducing a second formal crossing so close to an existing safe route appears unnecessary and does not represent a proportionate intervention. In additional there is another crossing very close by, see next point.

2. Safety concerns due to proximity to the existing crossing

The proposed toucan crossing is located very close to the existing signal-controlled crossing. Placing two crossings in such close proximity risks: driver confusion reduced compliance increased stopping/starting behaviour and hence increased pollution pedestrians and cyclists being encouraged to cross at multiple points in a short distance This may reduce, rather than improve, overall safety.

3. Shared-space design introduces new risks

The proposal includes shared pedestrian–cycle space. As someone who regularly walks in this area, I am concerned that mixing cyclists and pedestrians (along with the inevitable e-bikes and e-scooters) in a confined space will reduce safety and comfort, particularly for slower or more vulnerable walkers and on a downwards slope.

4. Lack of clear justification for an additional crossing

The scheme documentation does not appear to demonstrate:
a collision history at this location
a proven demand for a second crossing
why the existing underpass is considered inadequate
Without this evidence, the introduction of a new signalised crossing seems unjustified.

Conclusion

For the reasons above, I believe the proposed toucan crossing is unnecessary, potentially unsafe, and likely to worsen conditions for

pedestrians. I therefore object to TRO 26-016 and request that the Council reconsider the proposal, taking into account the existing safe underpass and the risks associated with installing a second crossing so close to the current one.

Officer response

The new crossing on Beckford Road would provide a safe link for cyclists using the proposed route between Great Pulteney Street and the Kennet and Avon Canal which is currently not possible using the canal towpath.

The location of new crossing points has been assessed by BANES Highways technical assurance team, and an independent Road Safety Audit was undertaken.

The new shared footways have been widened to facilitate the use for both pedestrians and cyclists and meet recommended design guidance widths for shared use footways including signage and tactile paving.

The new crossing is to support the connectivity between Sydney Road and the canal tow path for pedestrians and cyclists along a route that meets accessibility standards.

- It has only just come to my attention the proposals for a Toucan Crossing to be installed on the A36 Beckford Road, Bathwick. This is with the intention of enabling people to walk-cycle along the Kennet and Avon canal tow path, across the A36 and enter Sydney Gardens or continue their journey to Bath city centre.

First of all, there is a perfectly good tunnel on the tow path, which goes under the road and directly into the Gardens.

Secondly the majority of the cyclists who are riding along the canal do not stop when they reach the A36 from the lower exit. They weave their way between the traffic straight across the road down to town or cycle on the pavement until they get the opportunity to get onto the road. Very few people would have the patience to wait at a crossing positioned further up the road on the upper path from the canal.

How do I know this? Because I live in the house beside the A36 on Darlington Road and I watch the cyclists, runners, pedestrians etc who use the canal daily and I watch how they behave.

I will be SERIOUSLY affected by these changes. Why should I have to endure the constant bleeping noise, day and night, straight below my bedroom windows, of a new expensive Toucan Crossing. The traffic already has the traffic lights a few metres further up with Sydney Road and North Road. The vehicles which come round that corner and down Beckford Road, certainly a lot faster than 20mph, are now going to have to stop AGAIN for another crossing. An accident waiting to happen. Also, in the reverse

vehicles travelling east from Bathwick Street traffic lights are going to have to stop twice for traffic lights in the space of a few metres.

You are probably not aware of the difficulties that several large vehicles, after stopping at the traffic lights, have starting their vehicles on a hill and especially when the surface is wet. This happens several times a day and the noise of spinning tyres is very loud. This is now going to be doubled due to the Toucan Crossing and the upper Traffic Lights. This will not help the traffic pollution in this area.

Positioning a crossing straight outside the exit from Sydney Gardens is asking for trouble and especially for excitable children who are likely to run out of the park and straight across the road without waiting.

I have also just been informed today that the bus stop opposite Darlington Road is being moved a fair distance up Warminster Road. I am elderly and very much rely on that bus stop as I have a lot of trouble walking and there are several people like me in this area who will not be able to walk up the hill to the new stop.

I am very much aware that the modern way of thinking is to encourage more walking, cycling and running. I have done all those things in the past but not everyone is able to, hence a regular bus service with convenient bus stops is essential.

Please reconsider the proposals for a toucan crossing and install a silent far cheaper form of crossing.

If this all takes place not only will the traffic pollution increase but the noise pollution will as well. Both forms of pollution have already been increased when you closed Sydney Road to through traffic and forced all the traffic to use the A36. Please remember pollution causes both ill health and stress.

I hope you will reconsider your proposals as I am deeply concerned about the conditions you are forcing upon me due to the position of my house beside the said Toucan crossing!! Please put yourselves in my position.

Officer response

The new crossing on Beckford Road provides a safe link for cyclists using the proposed route between Great Pulteney Street and the Kennet and Avon Canal which is currently not possible using the canal towpath.

The location of new crossing points has been assessed by BANES Highways Technical assurance team, and an independent Road Safety Audit was undertaken.

The new bus stop location from Darlington Road is an increase journey distance of 90m. The recommended distance between bus stops of 400m is maintained as part of the new proposals.

10. ADDITIONAL COMMENTS FROM WARD MEMBERS AND CABINET MEMBER FOR SUSTAINABLE TRANSPORT DELIVERY (in response to the above)

Councillor Manda Rigby - My only suggested amend as a result of the input is to investigate the noise of the toucan when allowing bikes and pedestrians to cross. I appreciate the sound can aid visually impaired people, but when situated close to a resident should also be at a level and timings to minimise disruption to them.

Councillor Toby Simon - I continue to support this proposal. I agree with the comments in support.

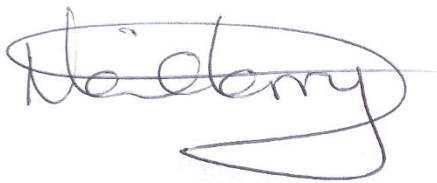
As to the comments objecting to the proposal, I would strongly oppose routing ncn4 via the tunnel under the road which is far too narrow for wheeled traffic. I also think that the repositioned bus stop will be more useful to local residents than the current location.

Cabinet Member for Sustainable Transport Delivery

Councillor Lucy Hodge - My comment. Having noted the comments from the public and ward councillors and the Officer response, I am pleased to support this proposal for a toucan crossing on Beckford road which is an important addition to the cycle route to Bath from the east. It will also benefit both pedestrians and cyclists making journeys through this location, for work, school and leisure, enabling active travel as a safe and realistic alternative to the car.

11. RECOMMENDATION

That the Traffic Regulation Order as advertised should be sealed.

A handwritten signature in blue ink, appearing to read 'Neil Terry', with a stylized flourish at the end.

Neil Terry
Traffic Management & Network Manager

Date: 23/06/2026

12. DECISION

As the Officer holding the above delegation, I have decided that the objections / comments be not acceded to and the Order as advertised be sealed.

The Council's policy framework has been used as the basis to develop the scheme with full engagement with stakeholders across the area.

I further note that the issue of deciding whether to implement any scheme is a matter of broad judgement, taking into account the wider transport and climate aims of the Council rather than a purely mathematical analysis on the numbers of positive or negative responses.

The arguments both for and against the scheme were clearly identified and were considered fully as part of the decision-making process before I made the final decision as set out above.

A handwritten signature in black ink, appearing to read 'Chris Major', is written over a faint, light blue circular stamp. The signature is fluid and cursive.

Chris Major
Director for Place Management

Date:03/07/2026