OFFICER DECISION REPORT - TRAFFIC REGULATION ORDER (TRO)

OUTCOME OF TRO PROCESS – DECISION (following objections)

5a

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT:	**A37 Bristol Road (Whitchurch)**
PROPOSAL:	**Signal Controlled Toucan Pedestrian Crossing**
SCHEME REF No:	**26-042**
REPORT AUTHOR:	**Traffic Management Team / KG**

1. DELEGATION

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

Section A	The Chief Executive, Executive Director - Chief Operating Officer, 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 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 signalised pedestrian crossing with dropped kerbs and tactile paving across the A37 between Whitchurch Village and the junction with Queen Charlton Lane, shown on the attached Appendix 1 drawing as part of the Liveable Neighbourhood programme for the area.

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 proposal 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 City Regional Sustainable Transport Settlement (CRSTS).

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 received have been summarised below with the technical responses in italics underneath each one. Full responses and supporting comments can be found in the attached appendix.

It total 3 responses were submitted to this public consultation.
2 partially objecting to the proposals and 1 objecting to the proposals.

Reasons for objecting are shown in table 1 below.

Reason	Partially object	Object
Traffic	2	NA
Other	NA	1

Table 1: Reason for objection

In addition to being able to select a reason for objecting to the proposals, respondents were able to add free text to explain their reasoning in more detail. Reasons for objecting are shown in table 2 below.

Comments received in objection

Reason	Number
TRAFFIC	
Having bus stops in the carriageway rather than in a “lay-by” will restrict traffic flow	1
Narrowing the junction width will reduce capacity for vehicles and increase queuing	1
OTHER	
Moving the bus stops is unnecessary	3
Pedestrians may choose to cross at the crossing when the traffic lights are on green when traffic is waiting to pass buses, putting them at risk when drivers get past the bus.	1
Benefits fewer people that it affects	1

Table 2: Comments received in objection

Officer response

Extensive design work has been undertaken to establish the location of the bus stop. The location identified is the only technically feasible position in relation to the new crossing and existing junctions.

It is acknowledged that buses stopping within the carriageway may occasionally require following traffic to wait briefly. However, this arrangement can improve bus reliability, and the design of the bus stop would make boarding and alighting easier and more accessible. Any delays to general traffic are expected to be short and

are considered proportionate to the wider transport and accessibility benefits provided.

It is considered unlikely that pedestrians would attempt to cross the road without using the new crossing, particularly during the busier periods of the day.

The proposed narrowing is limited to a small section of carriageway to the north of the junction and does not remove any traffic lanes or alter the number of vehicles that can pass through the junction at any one time. As a result, there would be no impact on junction capacity. The tightening of the junction is intended to reduce the distance pedestrians need to cross, improve visibility between road users, and encourage lower vehicle turning speeds, helping to improve safety for all users. Sufficient carriageway width is retained to accommodate the turning movements of vehicles using the junction. The design of the junction has been developed to balance vehicle movement with safety and accessibility objectives and would not increase queuing.

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

Councillor Paul May – No comment.

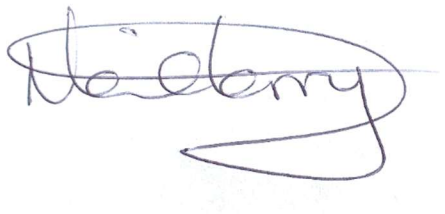
Whitchurch Village Council – No comment.

Cabinet Member for Sustainable Transport Delivery (Councillor Lucy Hodge)

Having noted the Officer's responses in the report, I am fully supportive of this proposal to install a toucan crossing on the A37 Bristol Road in Whitchurch. It will increase safety for pedestrians, in particular children and vulnerable road users, crossing this busy road to reach sites such as the dental surgery, Norton Lane park and bus stops and encourage active travel generally.

11. RECOMMENDATION

That the Traffic Regulation Order as advertised should be implemented.



Neil Terry
Traffic Management & Network Manager

Date: 05/08/2026

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 implemented.

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.



Chris Major — Date: 05/08/2026
Director for Place Management