

OFFICER DECISION REPORT - NEW PEDESTRIAN CROSSING
(Traffic Regulation Order 'Notice') TRO

5a

OUTCOME OF TRO PROCESS – DECISION (following objections)

PREPARED BY: Traffic Management Team, Highways and Traffic Group

TITLE OF REPORT: Farrington Gurney Mobility Hub CRSTS Scheme

PROPOSAL: Signal Controlled Puffin Pedestrian Crossing

SCHEME REF No: 26-034A

REPORT AUTHOR: Sadie Cox-Alcuaz

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 Signal Controlled Puffin Pedestrian Crossing on A37 Bristol Road, Farrington Gurney. A Puffin crossing can be used by pedestrians.

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 Puffin Crossing. It has balanced the various considerations and concluded that it is appropriate to promote a Signal Controlled Puffin 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 Puffin 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 cost code: TCSVL004S

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))

One comment of support (with suggestions) has been received and is shown below.

I support this proposal, but would like the council to consider additional or alternative measures

The Parish Council supports a new pedestrian crossing on the A37 in principle. We are not convinced that a toucan (push-button) crossing is justified at this location. A simple zebra crossing would still give people a safe place to cross, would interrupt traffic less, and would cost the public purse less to install and run. The A37 is already a very busy road through the village. Any extra stop-start at this point quickly backs up into the A37/A362 junction and the existing Air Quality Management Area. A zebra would keep traffic moving more steadily. If the Council proceeds with a signal-controlled crossing, the timings should be coordinated with the junction lights so queues do not build between the two. We understand a toucan is intended to help cyclists as well as pedestrians. It is not clear from the drawings how the west side of the road can safely take both, or how cyclists would join or leave the crossing. Until that is shown, a toucan looks like over-specification. We therefore ask that the scheme be amended to a zebra crossing, with signal control only if the Council can demonstrate that a zebra would be unsafe and that the signals can be timed with the A37/A362 junction.

Officer Response:

The proposed crossing on the A37 is a signalised 'Puffin' crossing, for pedestrians only, improving access to the bus stops.

Surveys of traffic volume at this location have shown average daily flows of more than 14,00 vehicles. Design guidance such as Active Travel England's Rural Design Guide 2026 (Table 10.1) suggests that at 30mph, a zebra crossing would be suitable for few users where traffic volume exceeds 8000 daily vehicles. Given the high traffic volume and use of the route by HGVs, a signalised crossing is considered most appropriate for safe and comfortable use by most people.

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

Councillor Ann Morgan - I have already stated to the PC that I feel a proper push button crossing is the only safe option.

Cabinet Member for Sustainable Transport Delivery

Councillor Lucy Hodge - My comment is – I support the recommendation in the report.

11. RECOMMENDATION

That the proposal as advertised is implemented.



Paul Garrod
Head of Highways Delivery

Date: 21/09/2026

12. DECISION

As the Officer holding the above delegation, I have decided that the objections / comments be not acceded to and the proposal 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
Director for Place Management

Date: 22/09/2026