

**CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND WASTE-  
CLLR BRIDGET WAYMAN**

**HIGHWAY AND TRANSPORT SERVICE**

**OFFICER CONTACT:** Kirsty Rose 01225 756182 Email: [Kirsty.rose@wiltshire.gov.uk](mailto:Kirsty.rose@wiltshire.gov.uk)

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**PUFFIN CROSSING INSTALLATION**  
**TROWBRIDGE ROAD, BRADFORD ON AVON**

**Purpose of Report**

1. To:
  - (i) Consider the comments received following the formal advertisement of proposed PUFFIN signal controlled crossing on Trowbridge Road, Bradford on Avon.
  - (ii) Recommend the installation of the crossing.

**Relevance to the Council's Business Plan**

2. The proposal meets two of the priorities in the Council's Business Plan 2017-2027. Those priorities being:
  - Priority 2 – Strong Communities - (Reduced road casualties, Reduced risk of floods, Healthier population, Good Countryside access and cycling and walking opportunities).
  - Priority 4 – Working with Partners as an innovative and effective Council – (Community involvement, Delivering together).
3. Priority 2 has been met through the proposed introduction of a signal controlled crossing that will address issues directly raised by the nearby primary school and members of the local community. The proposed crossing will address road safety concerns raised by the school. Addressing issues raised by members of the local community will contribute towards the building of a stronger community.
4. Priority 4 has been met through the development of the proposals (to which this report relates) with members of the local community through the Council's formal waiting advertisement process and Fitzmaurice Primary School, following the Taking Action on School Journeys (TAOSJ) process.

**Background**

5. This request has been progressed primarily through the TAOSJ process. This is a process by which schools produce a Travel Plan and promote ideas to encourage walking, cycling and other means of travel to school, avoiding the use of the private car. Through this process, schools often come across barriers to walking and cycling, such as road safety concerns.

6. In producing its Travel Plan, Fitzmaurice Primary School identified the difficulty encountered by pedestrians walking to and from the school when faced with crossing Trowbridge Road in the vicinity of its junction with Poulton. A pedestrian assessment was undertaken in accordance with the Wiltshire Council Pedestrian Crossing Practice Note, which identified the preferred crossing location and determined that the criteria for a signal controlled crossing, was met.
7. The proposed crossing on Trowbridge Road, Bradford on Avon was formally advertised for comment on 7 December 2018. The Council's closing date for receipt of objections or other representations to the advertised Traffic Regulation Order (TRO), together with the grounds on which they were made, was 7 January 2019.

### **Summary of Proposals**

8. Proposals are to install a signal controlled PUFFIN crossing on Trowbridge Road, Bradford on Avon, near to its junctions with St Laurence Road and Poulton. In order to provide the crossing, a footway build-out must also be constructed, shortening the marked on-street parking bay by approximately two car lengths. A plan outlining the proposal is provided in **Appendix 1**.

### **Summary of responses**

9. A total of five items of correspondence have been received in response to the Council's proposals. Of the five items, two expressed support for the Council's proposals and three objected to the Council's proposals.
10. A summary of the issues raised and officer comments are included in **Appendix 2**. Details of the commentator are provided in **Appendix 3**.

### **Main Considerations for the Council**

11. Consideration needs to be given to the comments received on the Council's advertised proposals and whether or not changes should be made to them in light of the comments received. The Council has to balance meeting its statutory obligations as the local highway authority against the wishes of local residents.
12. Highway law states the public highway is for the passage and re-passage of persons and goods, and consequently any parking on the highway is an obstruction of that right of passage. There are no legal rights to park on the highway, or upon the Council (as the local highway authority) to provide parking on the public highway, but parking is condoned where the right of passage along the highway is not impeded.
13. Wiltshire Council's Local Transport Plan (LTP) 2011-2026 sets out the policies by which the authority will achieve the overarching goals set by national government. These include the reduction of carbon emissions and contribution to better safety, security and health. The proposal, in encouraging more walking to and from school, is in line with the following LTP policies:
  - SO2 To provide, support and promote a choice of sustainable transport alternatives.
  - SO11 To reduce the level of air pollutant and climate change emissions from transport.
  - SO8 To improve safety for all road users and to reduce the number of casualties on Wiltshire's roads.
  - SO14 To promote travel modes that are beneficial to health.

### **Overview and Scrutiny Engagement**

14. There are none in this scheme.

### **Safeguarding Implications**

15. There is no risk to the Council as a result of these proposals.

### **Public Health Implications**

16. There are none with this proposal.

### **Corporate Procurement Implications**

17. There are none with this proposal.

### **Equalities Impact of the Proposal**

18. There are none with this proposal.

### **Environmental and Climate Change Considerations**

19. The Council's proposals would require the installation of traffic signal equipment and road markings associated with the controlled crossing. Doing so would have a minimal visual impact on the area.
20. The provision of the crossing is to assist pedestrians and to encourage greater uptake of sustainable modes of transport such as walking and cycling. The decrease of private vehicle journeys on the network as a result will have a positive impact upon the local environment.

### **Risk Assessment**

21. If schemes, programmed for design or delivery within the current financial year, are not progressed the Council risks the potential of delayed delivery in subsequent years due to other funding demands and uncertainty of future budget allocations.

### **Financial Implications**

22. There is an allocation in the 2018-2019 TAOSJ budget which allows for the design and introduction of this scheme. Should the scheme not progress, the funding would be returned to the TAOSJ budget allocation and would be available to be put towards other schemes.

### **Legal Implications**

23. The introduction of a signal controlled crossing requires the processing of a TRO. The process of introducing a TRO is governed by the Road Traffic Regulation Act 1984 and associated procedural regulations. Failure to adhere to the statutory processes could result in the installation being successfully challenged in the High Court.

### **Options Considered**

24. To:
- (i) Implement the proposed signal controlled crossing as advertised.
  - (ii) Amend the proposal in consideration of the comments received.
  - (iii) Abandon the proposals.

### **Reason for Proposal**

25. The proposal is intended to improve road and pedestrian safety by providing a signal controlled crossing in accordance with Wiltshire Council's Pedestrian Crossing Practice document. The proposals will also be in accordance with both Priority 2 and Priority 4 of the Council's Business Plan.

### **Proposal**

26. That:
- (i) The proposals be implemented as advertised.
  - (ii) The objectors be informed accordingly

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**The following unpublished documents have been relied on in the preparation of this Report:**

None