

**Subject:** A346 Salisbury Road, Marlborough – Proposed Toucan Crossing

**Cabinet Member:** Cabinet Member for Highways, Street Scene and Flooding

Cllr Nick Holder

**Key Decision:**

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**Purpose of Report**

1. To consider the comments received following the formal advertisement of a proposed Toucan crossing on the A346 Salisbury Road, Marlborough and to recommend an appropriate way forward.

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

2. The proposed Toucan crossing meets two of the outcomes in the Council's Business Plan 2022-2032.
  - Outcome 2 Resilient Society – communicate with communities in a way that promotes constructive discussion, tailored to the communities needs and developing better solutions to these. To empower communities and groups to act in their local area. This outcome has been met through the development of the proposal through the planning process and the consultation undertaken as part of that process.
  - Outcome 3 Thriving Economy – Deliver infrastructure to enable local communities to live, work and play locally, businesses to invest and everyone to take responsibility for the environment. Helping to build an efficient and effective transport network, including viable alternatives to the car. This outcome has been met by the proposed introduction of a Toucan crossing as part of an improved active travel network, providing an alternative to car-focused transport and improving road safety.

**Background**

3. The provision of a signal-controlled crossing at this location was identified as necessary as part of the planning consent process associated with Marlberg Grange and as such has been subject to previous public consultation. It is therefore the case that the premise of a crossing in this location has been determined and the Traffic Regulation Order consultation formalises the legal aspects relating to the controlled zone to ensure that appropriate enforcement can take place if needed.
4. Technical review has determined that this is the most appropriate crossing type for this location, considering vehicle speeds, the posted speed limit, adjoining infrastructure, crossing usage and vehicle volumes. Signal controlled crossings are commonly situated within areas such as this where the speed limit is 30mph and gap availability for those wishing to cross is limited.

**Main Considerations for the Council**

5. To consider the comments received as part of the formal consultation as set out in the following section.

### **Consultation**

6. Consultation has been undertaken with:

- The elected Wiltshire Council Member through the statutory TRO consultation process.
- The elected Marlborough Town Council through the statutory TRO consultation process
- Emergency services through the statutory TRO consultation process
- Members of the public through the statutory TRO consultation process

7. The proposed Toucan crossing was subject to formal consultation between 29th August 2024 and 23rd September 2024. During the consultation period a total of three items of correspondence were received in response to the Council's proposals. Of these, two were in support of the proposal and one was in objection to the proposal.

8. The provision of a Toucan crossing at this location was identified as a requirement of the planning consent granted for the Marlberg Grange development, with S106 monies sought from the developer to allow its installation by Wiltshire Council. The location and type of crossing provision were set out and consulted upon through the planning process and this formal advertisement relates to the controlled zone associated with the crossing to ensure that enforcement of vehicle related offences, such as parking within the controlled zone, can take place if required.

9. Marlborough Town Council expressed support for the Toucan crossing and the extent of the controlled zone through the consultation process.

10. The elected Wiltshire Council Member did not formally comment through the consultation process but has given support to the provision of the crossing and adjacent shared use path.

11. A member of the public responded to the consultation in support of the crossing, recognising that pedestrians find the A346 Salisbury Road very difficult for pedestrians to cross at this location at present. They requested a 20mph speed limit on also be considered, particularly given the narrow footway on the route to and from the town centre.

12. A 20mph speed limit cannot be considered for this route due to it forming part of the strategic network. The introduction of a 20mph speed limit would not align with the guidance set by the Department for Transport in Circular 01/13 'Setting Local Speed Limits' or the adopted Wiltshire Council policy.

13. A submission objecting to the proposed crossing was also received from a member of the public. The objection was made on the basis that further measures to improve the pedestrian environment are needed between Cadley and the town centre prior to any

crossing being provided. In addition, the following questions were asked. The officer response to those questions is also shown below.

- *Why is the consultation only happening now, when residents have seen a notice informing of work starting imminently? Has the work already been authorised?*

The consultation relates to the associated Controlled Zone either side of the crossing (Zig Zag Markings) and it is a legal requirement for all standalone pedestrian crossings. The controlled zone prohibits motorists from undertaking certain activities such as stopping, loading and overtaking.

The provision of a signal-controlled crossing at this location was identified as necessary as part of the planning consent process associated with Marlberg Grange and as such has been subject to previous public consultation. It is therefore the case that the premise of a crossing in this location has been determined and this current consultation formalises the legal aspects relating to the controlled zone to ensure that appropriate enforcement can take place if needed.

- *The current speed restrictions and level of traffic on this stretch of road are surely counter to this kind of crossing?*

Technical review has determined that this is the most appropriate crossing type for this location, considering vehicle speeds, the posted speed limit, crossing usage and vehicle volumes. Signal controlled crossings are commonly situated within areas such as this where the speed limit is 30mph and gap availability for those wishing to cross is limited.

- *What safety measures are you planning to put in place at the top of the hill, by Postern Hill Camp site to warn the speeding, heavy traffic that there may be congestion? Congestion caused by people on the road!*

The signal-controlled crossing will only stop the flow of traffic when someone is waiting to cross. The use of detectors at the crossing can tell when a person has walked away or crossed without the signal changing and as such cancelling the demand, ensuring the crossing does not give a red light to traffic unnecessarily. Modern technology within the crossing allows a balance between managing traffic flow and pedestrian demand and such the impact on vehicle capacity along the A346 will be minimal.

Drivers entering Marlborough on approach to this crossing will already have passed the signing alerting them to the reduction in speed limit to 30mph and the commencement of the built-up area. The roundabout with Blenheim Road also serves to manage vehicle speed and drivers should be adjusting their driving behaviour accordingly. Additional measures are not required.

It is appreciated that there is a desire for further changes to improve pedestrian facilities along the route and the provision of a crossing is the first step in achieving this. It is unfortunate that not all improvements can be delivered as one process, however funding is available currently to make this particular improvement. Specific concerns relating to the area around Cadley and the campsite should be raised via the Local Highway and Footway

Improvement Group. More information on this can be found here <https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups> along with the form which should be sent to Marlborough Town Council in the first instance.

- *Can the public please be furnished with facts, such as the statistics for the number and seriousness of road traffic accidents on the A346 in the last ten years before they are asked to make decisions on this crossing?*

Collision information is available to the public using the following website <https://www.crashmap.co.uk/Search>.

### **Overview and Scrutiny Engagement**

14. Proposed Traffic Regulation Orders and advertisement of highway infrastructure changes are not generally subject to engagement with the Overview and Scrutiny Committee. This proposal has not been to Overview and Scrutiny Committee however the legal process set out by the Road Traffic Regulation Act (1984).

### **Safeguarding Implications**

15. There are no safeguarding implications relating to this proposal.

### **Public Health Implications**

16. The proposed Toucan crossing and associated pedestrian and cycle infrastructure will provide an alternative active travel route and promote more walking and cycling for short journeys within Marlborough. Increasing physical activity has a benefit to individual physical and mental health of our residents and reduced car use provides a benefit to the community in terms of quality of environment and air quality.

### **Procurement Implications**

17. The construction of the proposed crossing, including supervision activities, materials and labour, will be procured through our existing Term Consultancy and Term Highways Maintenance contracts.

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

18. A review of the equality risk matrix has been undertaken and determined a low equality risk score therefore a full Equality Impact Assessment is not required.
19. The provision of a Toucan crossing will improve accessibility for those with physical, sensory or cognitive impairments by introducing a formal means of crossing the A346 with signals to stop traffic and visual, audible and tactile signals to alert vulnerable users as to when it is safe to cross along. In addition, the crossing will provide dropped kerb access and tactile paving further enhancing accessibility.

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

20. The proposal will introduce additional street furniture in the form of traffic signals and associated above and below ground apparatus. There will be additional electricity consumption to facilitate the operation of the traffic signals however this will be an extra low voltage supply with electricity usage minimised through the use of LED systems and the latest technology.
21. The proposed crossing will promote an increase in walking and cycling, particularly for shorter journeys, reducing reliance on private motor vehicles therefore providing a positive impact on carbon reduction.

### **Workforce Implications**

22. There are none with this proposal.

### **Risks that may arise if the proposed decision and related work is not taken**

23. The requirement for the proposed crossing has been identified and agreed through the planning process. The formal advertisement relates particularly to the controlled zone associated with the crossing. Should the decision be taken not to proceed as advertised, the crossing will be installed without legal backing to enforce any parking or loading/unloading within the controlled zone. Parking within the controlled zone would create a road safety issue in that it impedes users of the crossing and limits inter-visibility between users and approaching vehicles and could result in increased collisions.

### **Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks**

24. If the decision is made to proceed as advertised, there is a risk that there may be further challenge at the call-in stage. This is considered to be a minimal risk.

### **Financial Implications**

25. Funding for the Toucan crossing provision is through S106 funding from the Marlberg Grange development and the Council's Integrated Transport Block allocation from the Department for Transport.

### **Legal Implications**

26. The implementation of the proposed crossing and its controlled zone requires formal advertisement and processing in line with the Road Traffic Regulation Act 1984 and associated procedural regulations. Failure to adhere to the statutory processes could result in challenge through the High Court.

### **Options Considered**

27. The options considered are:
- I. To proceed as advertised;
  - II. To abandon the proposal.

### **Conclusions/Proposal**

28. It is proposed to proceed as advertised. The provision of a Toucan crossing at this location has been identified as a requirement through the planning process associated with the Marlberg Grange development and subject to public consultation as part of that process. The formal advertisement to which this report relates is for the controlled zone associated with the crossing. Implementation of the controlled zone in accordance with the Road Traffic Regulation Act (1984) ensures that enforcement of the controlled zone can take place to minimise the potential for conflict arising from vehicles stopping to park or load/unload within the extents of the crossing.

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**Appendices**

Appendix 1 - Advertisement

**Background Papers**

None