

**FALKIRK COUNCIL**

**Subject: THE FALKIRK COUNCIL (B810 STATION ROAD, POLMONT)  
(PROHIBITION OF WAITING) ORDER 2015**  
**Meeting: PLANNING COMMITTEE**  
**Date: 1 February 2016**  
**Author: DIRECTOR OF DEVELOPMENT SERVICES**

**Ward: Lower Braes**

**Local Members: Councillor Steven Jackson  
Councillor Malcolm Nicol  
Councillor Alan Nimmo**

**Community Council: Polmont Community Council**

**Council Officer: Russell Steedman – Network Co-ordinator**

**1. INTRODUCTION**

- 1.1 This report seeks a decision on The Falkirk Council (B810 Station Road, Polmont)(Prohibition of Waiting) Order 2015, the purpose of which is to prevent parking on Station Road in the vicinity of its junction with Gilston Crescent and to alleviate congestion and facilitate the passage of vehicles on Station Road as shown on drawing referenced TRO/15/026/1. In terms of the Council's Scheme of Delegation, this decision requires to be made by Committee as unresolved objections have been received to the making of the Order. In terms of the relevant legislation, the authority requires to consider all objections made and not withdrawn before making the Order.
- 1.2 Members should be aware that it is available to them to call for a hearing on the Order should they find themselves unable to determine whether the Order should be made or not at this stage. Such a hearing would be conducted by an independent person (referred to as "the reporter") appointed by the Council from a list of persons compiled by the Scottish Ministers for that purpose. Members would then need to consider the report and recommendation of the reporter before making a determination.

**2. BACKGROUND**

- 2.1 Development Services has received a significant level of correspondence from local Members and members of the public raising concerns regarding parked vehicles on Station Road. 35 enquiries were received supporting the introduction of measures to address the issues caused by these vehicles. The parking appears to be by commuters who parked on Station Road during a rail bridge closure continuing to do so, even though the bridge has now re-opened.
- 2.2 Observations indicate that the parked cars reduce visibility for drivers exiting from Station Lane on to Station Road and hinder the visibility through a double bend on Station Road. Drivers are also experiencing a degree of congestion through the double

bend, especially drivers of larger vehicles, and on the approach to the traffic signal controlled junction at Salmon Inn Road.

### **3. PROPOSAL**

- 3.1 The provision of double yellow line waiting restrictions on Station Road would assist the passage of traffic and maintain adequate visibility from Station Lane and through the double bend on Station Road. The majority of the correspondence received from local Members and members of the public suggested this as a solution to what was viewed as a road safety issue.
- 3.2 It was considered possible that those cars prevented from parking in the vicinity of the railway station might migrate further down Station Road. This could have resulted in congestion on the southbound approach to the traffic signals and restricted visibility at the junction of Station Road and Gilston Crescent. To address this, the Order proposes implementing waiting restrictions to the junction of Gilston Crescent. It is considered unlikely that commuters would park on Station Road beyond this junction.
- 3.3 In accordance with Local Authorities Traffic Orders (Procedure) (Scotland) Regulations, 1999, notices of intention were posted on-street and in the local press in the prescribed manner in November 2015.

### **4. CONSULTATION**

- 4.1 One letter of objection was received, and has not been withdrawn following explanatory correspondence.
- 4.2 The basis of the objection, received on 12 November 2015, related to a) concerns regarding increased commuter parking on side roads, particularly on Netherfield Road and Victoria Place, should they be prevented from parking on Station Road, and b) suggesting that a resident parking permit scheme should be introduced.
- 4.3 Development Services responded to the objector on 30 November 2015 firstly detailing the background behind the Order. The objector was advised that the parking on Station Road appears to be by commuters who parked on Station Road during the rail bridge closure continuing to do so, even though the bridge had now re-opened. The objector was advised that parking close to the junction of Station Lane restricted visibility for drivers attempting to turn onto Station Road from the side road and that the parked vehicles caused a degree of congestion on Station Road, both at a double bend and on the approach to the traffic signal controlled junction. The objector was advised that the proposed Order is intended to address a road safety issue and to alleviate congestion on a busy B-Class road.
- 4.4 The separate points listed in 4.2 above were then addressed as follows:
  - a) The objector was advised that both Netherfield Road and Victoria Place form part of the public road and that no resident has a right to park on the public road directly outside their residence. It was acknowledged that while commuter parking can cause an inconvenience to local residents, this parking does not raise the same road safety concerns or levels of congestion as that being experienced on Station Road.

It was suggested that the drivers of the parked cars on Station Road were not 'new' commuters, rather they were commuters who parked elsewhere prior to the bridge

closure, either in the public car parks located next to the rail station or on side streets. The objector was advised that, in view of this, should parking be prevented on Station Road, it was unlikely that the surrounding streets would experience any increase in commuter parking than that experienced prior to the closure of the rail bridge. It was suggested that, in effect, the overall result of preventing parking on Station Road would be to reflect parking practices that occurred prior to the rail bridge closure.

- b) The objector was advised that within the Falkirk Council area, only the Controlled Parking Zone within Falkirk town centre had a residents' parking scheme. Furthermore, the extent of the available permit parking was limited and was operated on a first come, first served basis.

The objector was advised that residents parking schemes are normally introduced coincident with areas containing pay and display parking bays. Both these schemes are normally introduced in town centre areas where reliable and frequent levels of enforcement can be achieved. Residents permit parking is introduced in these areas to provide a cheaper and convenient alternative for residents compared to the pay and display parking.

Finally, the objector was advised that there were no plans to extend on-street parking charges to other areas outwith Falkirk town centre and hence there were no proposals to introduce resident parking schemes outwith the existing Controlled Parking Zone.

- 4.5 The objector was asked to withdraw their objection, if minded to do so, to allow the Order to progress.
- 4.6 The objection has not been withdrawn.

## 5. CONCLUSION

- 5.1 The purpose of the proposals is to improve road safety in the vicinity of the junction between Station Road and Station Lane. The proposed order is considered beneficial in terms of reducing congestion on Station Road, through a double bend and on the approach to a traffic signal controlled junction.

## 6. RECOMMENDATION

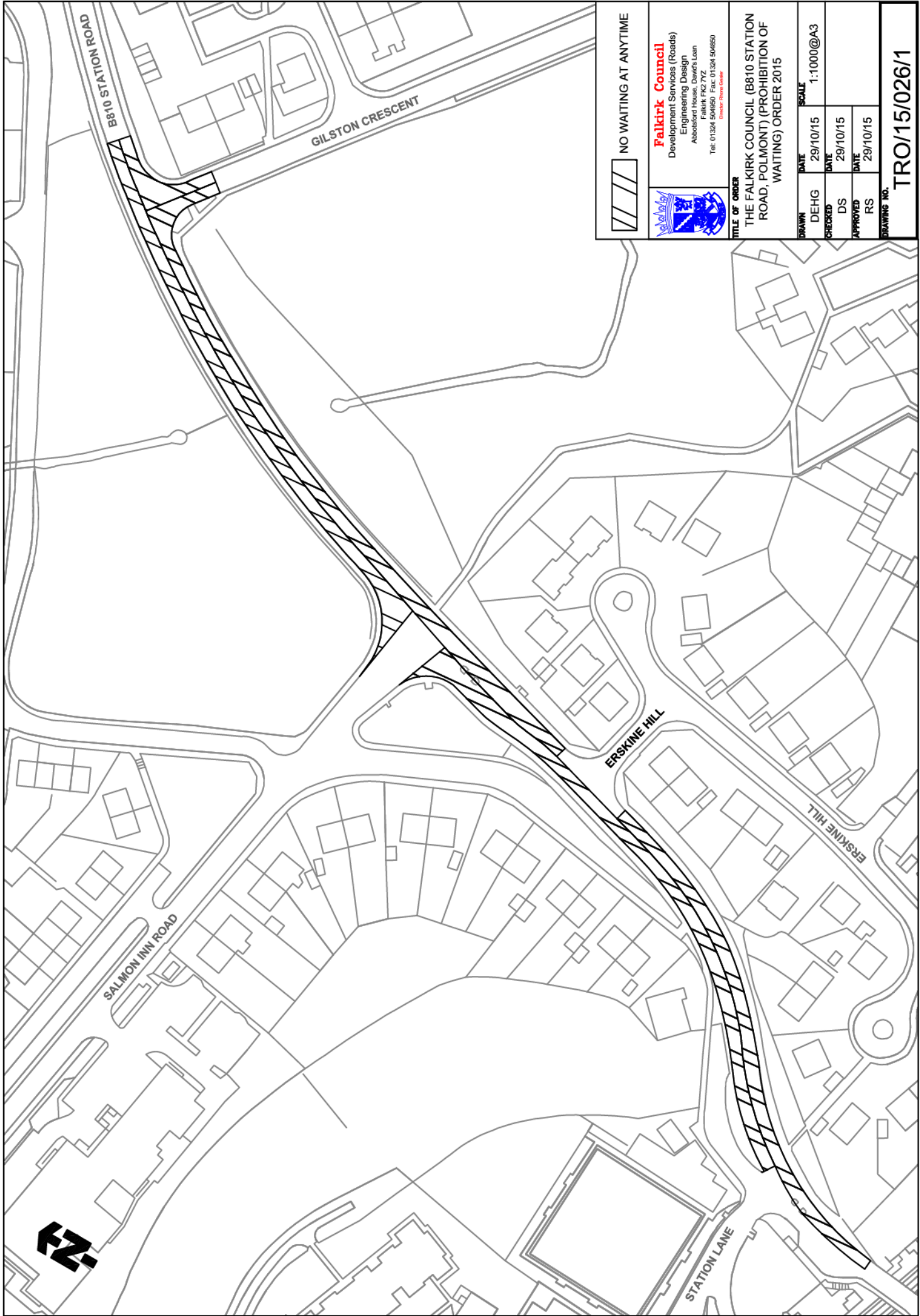
- 6.1 **Members are asked to consider the terms of the report including the objection and determine whether the Order should be made.**

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**Director of Development Services**  
**Date: 11 January 2016**

Contact Officer:            Russell Steedman, Network Co-ordinator            Tel: Ext 4830

### **LIST OF BACKGROUND PAPERS**

1. The Falkirk Council (B810 Station Road, Polmont)(Prohibition of Waiting) Order 2015
2. Letter of objection and correspondence



NO WAITING AT ANYTIME



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**TITLE OF ORDER**

THE FALKIRK COUNCIL (B810 STATION  
ROAD, POLMONT) (PROHIBITION OF  
WAITING) ORDER 2015

DRAWN	DATE	SCALE
DEHG	29/10/15	1:1000@A3
CHECKED	DATE	
DS	29/10/15	
APPROVED	DATE	
RS	29/10/15	

DRAWING NO.

TRO/15/026/1