

FALKIRK COUNCIL

Subject: THE FALKIRK COUNCIL (UNION ROAD AND MAIN STREET, CAMELON, FALKIRK) (PROHIBITION OF SPECIFIED TURNS AND ONE WAY TRAFFIC) ORDER 2015
Meeting: PLANNING COMMITTEE
Date: 1 February 2016
Author: DIRECTOR OF DEVELOPMENT SERVICES

Ward: Falkirk South

Local Members: Depute Provost John Patrick
Councillor Colin Chalmers
Councillor Dennis Goldie
Councillor Gerry Goldie

Community Council: None

Council Officer: Russell Steedman – Network Co-ordinator

1. INTRODUCTION

- 1.1 This report seeks a decision on The Falkirk Council (Union Road and Main Street, Camelon, Falkirk)(Prohibition of Specified Turns and One Way Traffic) Order 2015, the purpose of which is to improve pedestrian safety in the vicinity of Union Road, Camelon, Falkirk by the introduction of a northbound, 18 metre long, section of one way traffic system and the prohibition of specific turning manoeuvres into, and out of, Union Road as shown on the drawings in Appendix 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 In terms of the relevant legislation, the authority requires to consider all objections made and not withdrawn before making the Order.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 were approached by local Members and members of the public with regards to pedestrian safety in the vicinity of Union Road, Camelon, Falkirk. Concerns were raised regarding visibility and the potential conflict between pedestrians crossing Union Road (east-west) and vehicle movements into and out of Union Road.

3. PROPOSAL

- 3.1 A feasibility study was undertaken to consider what improvement could be made to improve the pedestrian safety record at this locus. The following options were considered:

Option 1

Proposal to signalise the junction between Main Street/Union Road, Camelon, Falkirk. This option considered the installation of pedestrian crossing facilities on all three approaches to the junction.

This option is not considered appropriate as, based on current traffic volumes, the installation of signals would introduce significant delays on both Main Street and Union Road. Pedestrians would also face significant waiting times to cross at controlled crossings.

Option 2

Proposal to install a pedestrian controlled crossing on Union Road only. Given the existence of private accesses and side road junctions, the crossing location would be approximately 30 metres from the junction with Main Street.

This option is not considered appropriate as, given the above constraints combined with signal visibility requirements, the crossing location would some distance from the junction with Main Street, Camelon. As such, the usage of such a facility is likely to be limited as it would be located well away from pedestrian desire lines along Main Street, Camelon. In addition, this option would result in a loss of parking availability on Union Road, Camelon.

Option 3

Proposal to convert a section of Union Road to a one way traffic system (northbound). The central reservation on Main Street would require to be closed to prohibit vehicles from turning right into Union Road. This option would require the promotion of a Traffic Regulation Order to allow prohibitions to be legally enforced.

This option is considered to be the most appropriate proposal based on a benefit to cost analysis and, as such, the necessary Traffic Regulation Order was prepared and advertised.

- 3.2 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 August 2015.

4. CONSULTATION

- 4.1 Four letters of objection were received, and have not been withdrawn following explanatory correspondence.

- 4.2 The first objection, received 02 September 2015, related to
- a) The lengths of the alternative routes being significant and effectively doubling the journey length for this objector.
- 4.3 The second objection, received 03 September 2015, related to
- a) Severance issues on the basis that the north of Camelon would be cut-off from accessing the clinic, dentist and doctors surgery and would involve a significant detour.
- 4.4 The third objection, received 11 September 2015, related to
- a) Alternative routes resulting in rat-running through neighbouring residential roads which are already congested with parked vehicles. The objector is concerned that vehicle speeds are already excessive and that the proposals will force more vehicles along Brown Street, Hamilton Street, Glenfuir Street and Stark Avenue which is concerning given the numbers of children living locally.
- 4.5 The fourth objection, received 16 September 2015, related to
- a) A concern that northbound traffic crossing the Forth and Clyde Canal at Lock 16 may travel in a westerly direction using either Carmuir Avenue, Baird Street, Brown Street, Stark Avenue, Mansionhouse Road, Brown Street, Carmuir Street, Wall Street, Watling Drive and Watling Street as they are narrow and congested at times. The objector cited a concern that any additional traffic would cause a serious roads problem and greatly increase the risk of an accident.

The objector then identified specific issues within particular streets with the view that the proposals would have a detrimental impact. These related to

- b) Baird Street – The objector was concerned that the proposals would result in an increase in traffic on Baird Street which would be detrimental to patients of the health clinic and doctors surgery, and would have a detrimental impact on people visiting the High Court or Chinese restaurant.
- c) Brown Street – The objector was concerned that the proposals would result in an increase in traffic on Brown Street which would have a detrimental impact on the old peoples home, Carmuir Primary School and the parish church hall which would be in addition to the already increased traffic levels on Brown Street caused by vehicles trying to avoid congestion on Camelon Main Street.
- d) Stark Avenue - The objector was concerned that the proposals would result in an increase in traffic on Stark Avenue travelling in a westerly direction to access Baird Street/Brown Street to avoid congestion on Main Street and the traffic calmed Carmuir Avenue.
- e) Mansionhouse Road - The objector was concerned that the proposals would result in an increase in traffic on Mansionhouse Road where the Procurator Fiscal's office is located near to a very busy junction at Brown Street/Baird Street which is congested due to parked vehicles.

- f) Carmuir's Street - The objector was concerned that the proposals would result in an increase in traffic on Carmuir's Street and that this would have a detrimental impact on children attending Carmuir's Primary School who travel by foot or car on the adjacent routes.
- g) The objector highlighted their concern that traffic using these roads to travel west would be forced to access Glasgow Road to continue their journey at either the junction of Hamilton Street/Main Street or Watling Street/Main Street and is concerned that these junctions are already extremely busy.

The objector then requested that a signal controlled junction is installed at Union Road/Main Street with a designated pedestrian crossing facility at the junction.

- 4.6 Comments were received outwith the objection period which ended 17 September 2015. These comments were received on 28 September 2015 and 13 October 2015.
- 4.7 One email was received 02 September 2015 but it was unclear as to whether an objection was being made. An email was sent (04 September 2015) seeking clarification but no response was received. This was, therefore, not considered to be an objection.
- 4.8 Development Services responded to objectors on 6 October 2015 making the following points with regards to the proposals:
 - a) The intention of the proposed Traffic Regulation Order is to improve pedestrian safety in the vicinity of Union Road. Personal injury accident data collected by Police Scotland and provided to Falkirk Council identified a number of accidents in the vicinity of this junction.
 - b) Alternative options were considered as part of a feasibility study including a signalised junction at Main Street and a standalone signalised crossing on Union Road.

The signalised junction was shown to create significant delays on Main Street and Union Road for both pedestrians and vehicles.

A standalone signalised crossing on Union Road, given the proximity of private accesses and side roads, would be in excess of 30 metres from the junction with Main Street. This is considered to be a significant distance from pedestrian desire lines and usage of such a facility is likely to be limited. In addition, such an installation would result in a loss of parking on Union Road, Camelon.

- c) Alternative routes are already likely to be sought given current congestion levels on Main Street. These routes are likely to be sought to avoid pedestrian crossings and signalised junctions on the A803. It is considered that the volume of vehicles that will use residential streets as alternative routes will be relatively small giving rise to minimal road safety issues. In addition, parked vehicles on the surrounding residential road network serve as traffic calming features and are likely to discourage motorists from such routes.
- d) The proposals are, on balance, in the best interests of road safety and are considered beneficial.

- 4.9 The objectors were asked to withdraw their objections, if so minded to do so, to allow the Traffic Regulation Order to progress.
- 4.10 No objections were withdrawn.

5. CONCLUSION

- 5.1 The purpose of the proposals is to improve pedestrian safety in the vicinity of the junction between Main Street and Union Road, Camelon, Falkirk. The proposed Order is considered beneficial in terms of road safety, and is, on balance, in the best interests of road safety. The proposals would help to improve pedestrian facilities in and around the junction with Union Road.

6. RECOMMENDATION

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

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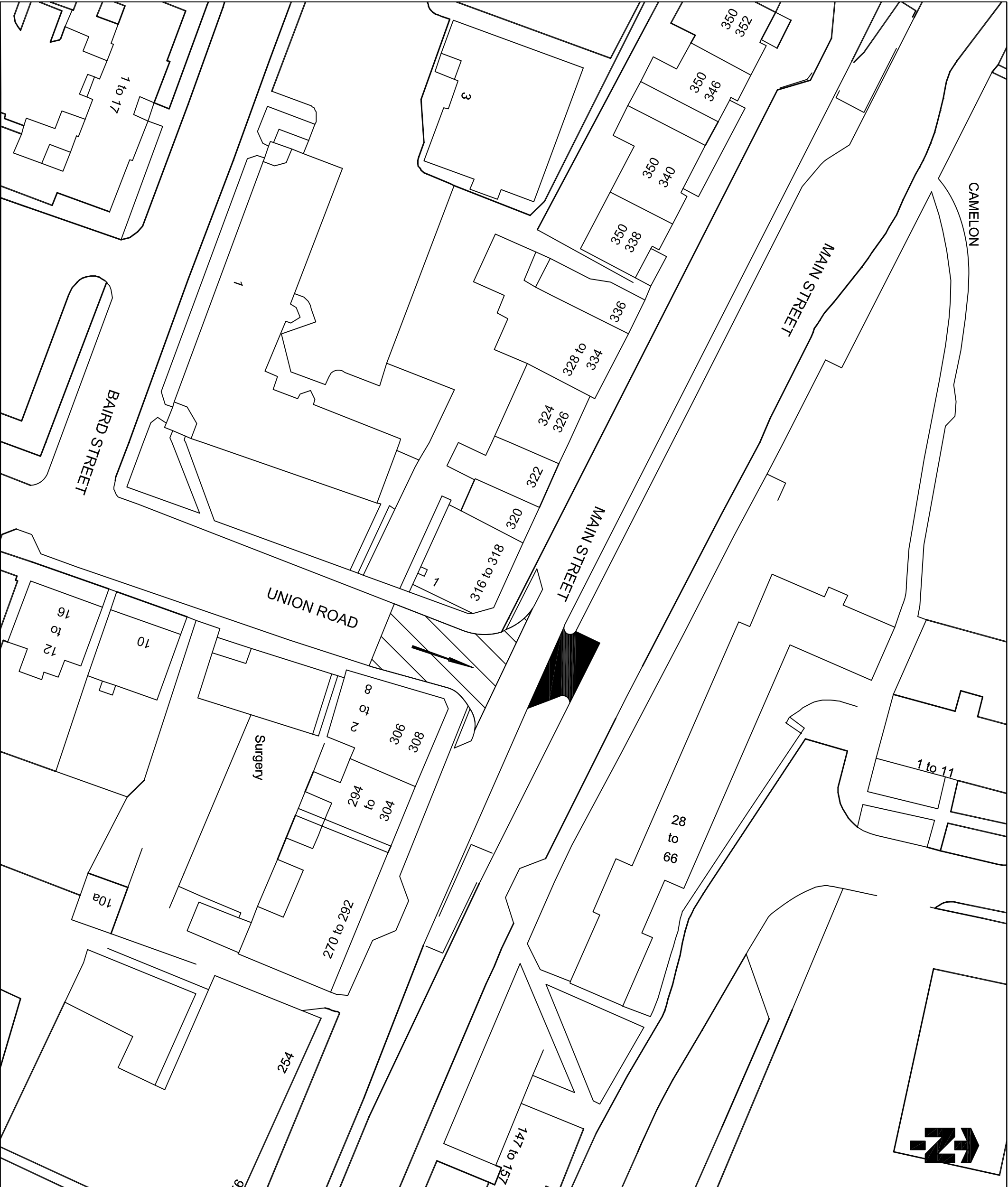
Director of Development Services

Date: 11 January 2016

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

LIST OF BACKGROUND PAPERS

1. The Falkirk Council (Union Road/Main Street, Camelon, Falkirk)(Prohibition of Specified Turns and One Way Traffic) Order 2015
2. Falkirk Council – A803 Main Street/Union Road, Camelon – Traffic Signals – Feasibility Study
3. Letters of objection and correspondence



LEGEND:



Section of carriageway designated as "One-Way" in a northerly direction from a point 42 metres north of Baird Street in a northerly direction for a distance of 17 metres or thereby.

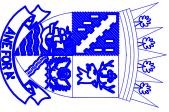
Permitted direction of travel



REVISIONS AND ISSUES

NO	DATE	BY	DETAILS

NOTE:
1. NO DIMENSIONS TO BE SCALED FROM THIS DRAWING
2. CONTRACTOR TO CHECK ALL SIZES ON SITE





Falkirk Council
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Director Rhona Gellier

PROJECT
THE FALKIRK COUNCIL (UNION ROAD AND MAIN STREET, CAMELON, FALKIRK)(PROHIBITION OF SPECIFIED TURNS AND ONE-WAY TRAFFIC) ORDER 2015

DRAWING

PROHIBITION OF RIGHT TURN (MAIN STREET - UNION ROAD) AND ONE-WAY TRAFFIC (UNION ROAD)

DRAWN	JA	DATE	29/07/2015	SCALE 1:500@A3
CHECKED	DEHG	DATE	18/08/2015	
APPROVED		DATE		
RS		DATE	18/08/2015	
DRAWING NO.				
TRO/15/004/001				

 bst	 UKAS Survey Systems
Engineering Design Unit	
Certificate No. FS 58865	



KEY:

- Alternative route for vehicles accessing Union Road from Main Street, Camelon, Falkirk (westbound)

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NOTE:
1. NO DIMENSIONS TO BE SCALED FROM THIS DRAWING
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PROJECT THE FALKIRK COUNCIL (UNION ROAD AND
MAIN STREET, CAMELON,
FALKIRK)/(PROHIBITION OF SPECIFIED
TURNS AND ONE-WAY TRAFFIC) ORDER
2015

DRAWING

ALTERNATIVE ROUTE 1 - ALTERNATIVE ROUTE FOR VEHICLES ACCESSING UNION ROAD FROM MAIN STREET, CAMELON, FALKIRK (WESTBOUND)

DRAWN	DATE	SCALE
JA	29/07/2015	1:2500@A3
CHECKED	DATE	Engineering Design Unit
DEHG	18/08/2015	
APPROVED	DATE	
RS	18/08/2015	 



TR0/15/004/002



KEY:

Alternative route for vehicles accessing Union Road from Main Street, Caramel, Falkirk (eastbound)

REVISIONS AND ISSUES		
NO	DATE BY	DETAILS

NOTE:
1. NO DIMENSIONS TO BE SCALED FROM THIS DRAWING
2. CONTRACTOR TO CHECK ALL SIZES ON SITE

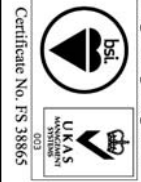


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PROJECT
THE FALKIRK COUNCIL (UNION ROAD AND MAIN STREET, CAMELON, FALKIRK)/(PROHIBITION OF SPECIFIED TURNS AND ONE-WAY TRAFFIC) ORDER 2015

DRAWING
ALTERNATIVE ROUTE 2 - ALTERNATIVE ROUTE FOR VEHICLES ACCESSING UNION ROAD FROM MAIN STREET, CAMELON, FALKIRK (EASTBOUND)

DRAWN	DATE	SCALE
JA	29/07/2015	1:2500@A3
CHECKED	DATE	
DEHG	18/08/2015	
APPROVED	DATE	
RS	18/08/2015	
DRAWING NO. TRO/15/004/003		





KEY:

— Alternative route for vehicles accessing Main Street (eastbound) from Union Road, Caramel, Falkirk

REVISIONS AND ISSUES		
NO	DATE BY	DETAILS

NOTE:
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PROJECT
THE FALKIRK COUNCIL (UNION ROAD AND MAIN STREET, CAMELON, FALKIRK)/(PROHIBITION OF SPECIFIED TURNS AND ONE-WAY TRAFFIC) ORDER 2015

DRAWING
ALTERNATIVE ROUTE 3 - ALTERNATIVE ROUTE FOR VEHICLES ACCESSING MAIN STREET (EASTBOUND) FROM UNION ROAD, CAMELON, FALKIRK

DRAWN	DATE	SCALE
JA	29/07/2015	1:2500@A3
CHECKED	DATE	
DEHG	18/08/2015	
APPROVED	DATE	
RS	18/08/2015	
DRAWING NO. TRO/15/004/004		



Engineering Design Unit
Certificate No. FS 38865