

FALKIRK COUNCIL

**Subject: THE FALKIRK COUNCIL A905 STIRLING – EDINBURGH
(VARIOUS JUNCTIONS/ACCESSES) (PROHIBITION OF
SPECIFIED TURNS ORDER) 2009**

Meeting: PLANNING COMMITTEE

Date: 16 June 2010

Author: DIRECTOR OF DEVELOPMENT SERVICES

1. INTRODUCTION

- 1.1 This report seeks a decision on the making of the above named order, proposed under the Road Traffic Regulation Act 1984. The order seeks to implement turning prohibitions intended to improve road safety on the dual carriageway section of the A905 between Bowtrees interchange and South Bellsdyke roundabout. The extent of the proposed prohibition is shown in the attached plan.

2. BACKGROUND

- 2.1 The effect of the proposed order is to close the existing gaps in the central reservation. Currently, these gaps form cross-roads with direct accesses to the land in each side, and provide opportunities not only for crossing directly across 4 high speed traffic lanes, but also for U-turning, neither of which manoeuvres are desirable in road safety terms on a high speed road.
- 2.2 An objection to the above proposed order has been lodged on the grounds that the restriction would negate the only remaining crossing point between North Bellsdyke Farm and the Bowtrees Roundabout and, as such, will create a blighting effect on the agricultural ground to the west of the A905. The objection refers mainly to the issue of compensation rather than the prohibition itself. The objection has not been withdrawn and the matter, therefore, falls to be considered by Members.

3. JUSTIFICATION

- 3.1 The Design Manual for Roads and Bridges, Volume 6, Section 2, national road design advice indicates that vehicles using a direct access to a dual carriageway should always turn left.

- 3.2 The Design Manual for Roads and Bridges, Volume 6, Section 1, current national design standards emphasises the importance of keeping crossings in the central reservation to an absolute minimum to maintain safety. They state “only in exceptional circumstances should movements across the central reserve be permitted to and from direct vehicular accesses.” It is difficult to imagine any exceptional circumstance other than one in which there is no reasonable alternative route from land on one side of the dual carriageway, to the other.
- 3.3 Upgrade works to the M876 provided an additional roundabout at the north end of the dual carriageway section of the A905. This in turn, along with South Bellsdyke Roundabout, provides a suitable alternative route along the A905 without the need for cross lane manoeuvres. This alternative route is 2.2km in length.

4. TRAFFIC DATA/ACCIDENT STATISTICS

- 4.1 In the ten year period between 1999 and 2008, there were ten personal injury accidents on the approximately 1km length of dual carriageway involved. Five of these were classed as serious, the other five as slight.
- 4.2 Two of the serious accidents involved a vehicle using the central reservation gap access to the Powfoulis Hotel. (Central reservation gap subsequently closed in April 2008 as part of the M876 upgrading works.)
- 4.3 Two of the slight accidents involved vehicles crossing the central reservation at other locations
- 4.4 In the 10 year period between 1999 and 2008, 50% of accidents on the stretch of the A905 between Bowtrees Interchange and South Bellsdyke Roundabout were in the fatal/serious category. Scottish national statistics identify that for all major roads in Scotland the 10 year average for the fatal/serious category in the period ending in 2008 is 22%.

5. CONSULTATION

- 5.1 Consultation was carried out in accordance with 'The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999. In line with these regulations, the following bodies were consulted prior to commencement of the order making process:
- The Freight Transport Association;
 - Central Scotland Fire and Rescue Service;
 - The Road Haulage Association;
 - Central Scotland Police; and
 - NHS Forth Valley.

Notices were posted on site and legal notice placed in the Falkirk Herald.
No adverse comments were received from any of the above organisations.
The only objection received is that referred to para. 2.2

Central Scotland Police responded indicating that they have “no objections or adverse comments to make in respect of the proposals”.

6. FINANCIAL IMPLICATIONS

- 6.1 Legal advice is that compensation payments are not payable to adjacent land owners in these circumstances when making a Traffic Regulation Order in terms of the Road Traffic Regulation Act 1984.

7. RECOMMENDATIONS

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

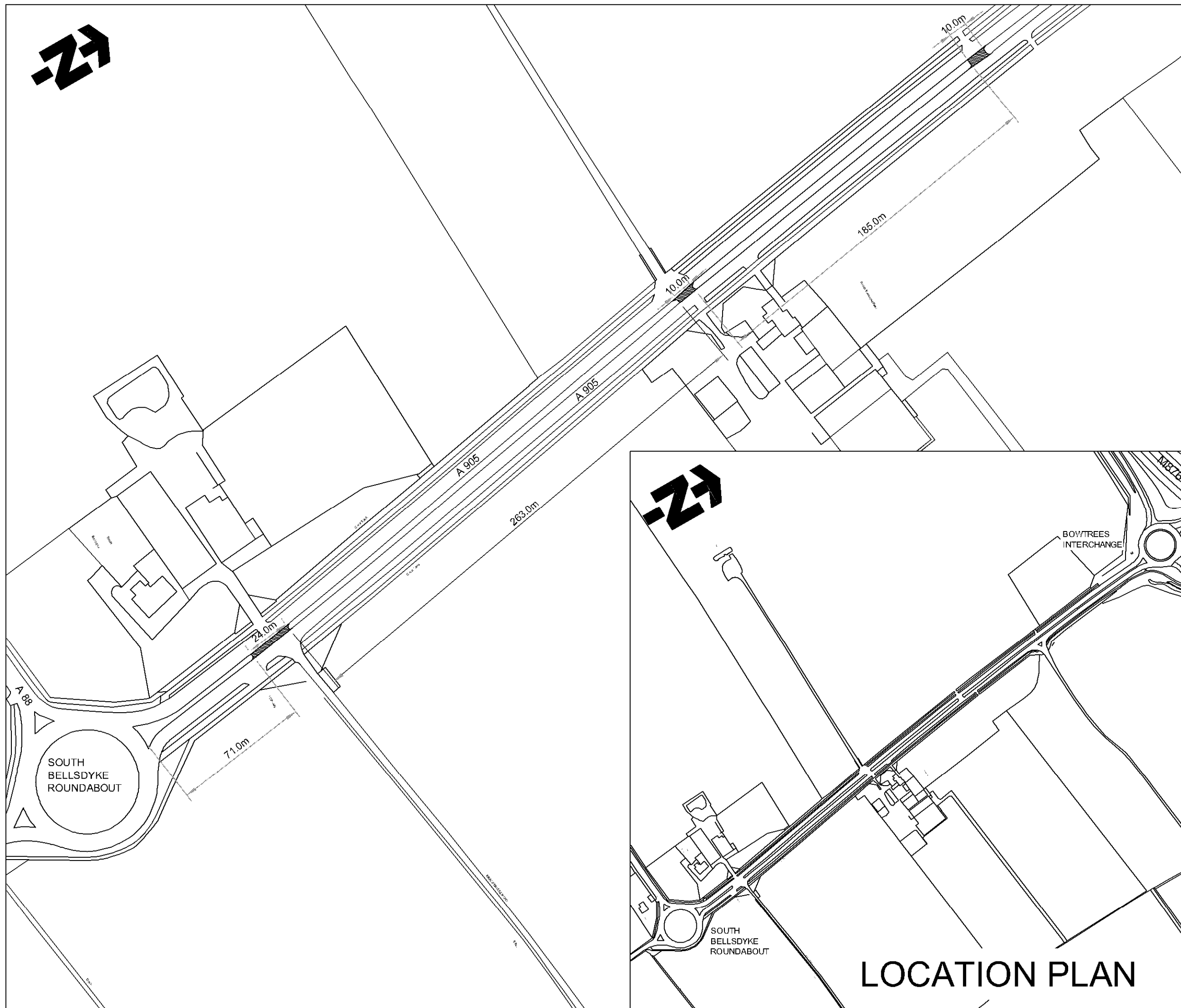
Date: 8th June, 2010

Contact Officer: *Russell Steedman* *Tel: 4830*

BACKGROUND PAPERS

- Draft Traffic Regulation Order (TRO)
- Consultation responses
- Letters of objection and correspondence.

Any person wishing to inspect the background papers listed above should contact Russell Steedman on 01324 504830.



KEY:

 **GAP TO BE CLOSED**

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



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Development Services (Roads)
Abbotsford House, David's Loan
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Director: Steven Gahler

PROJECT

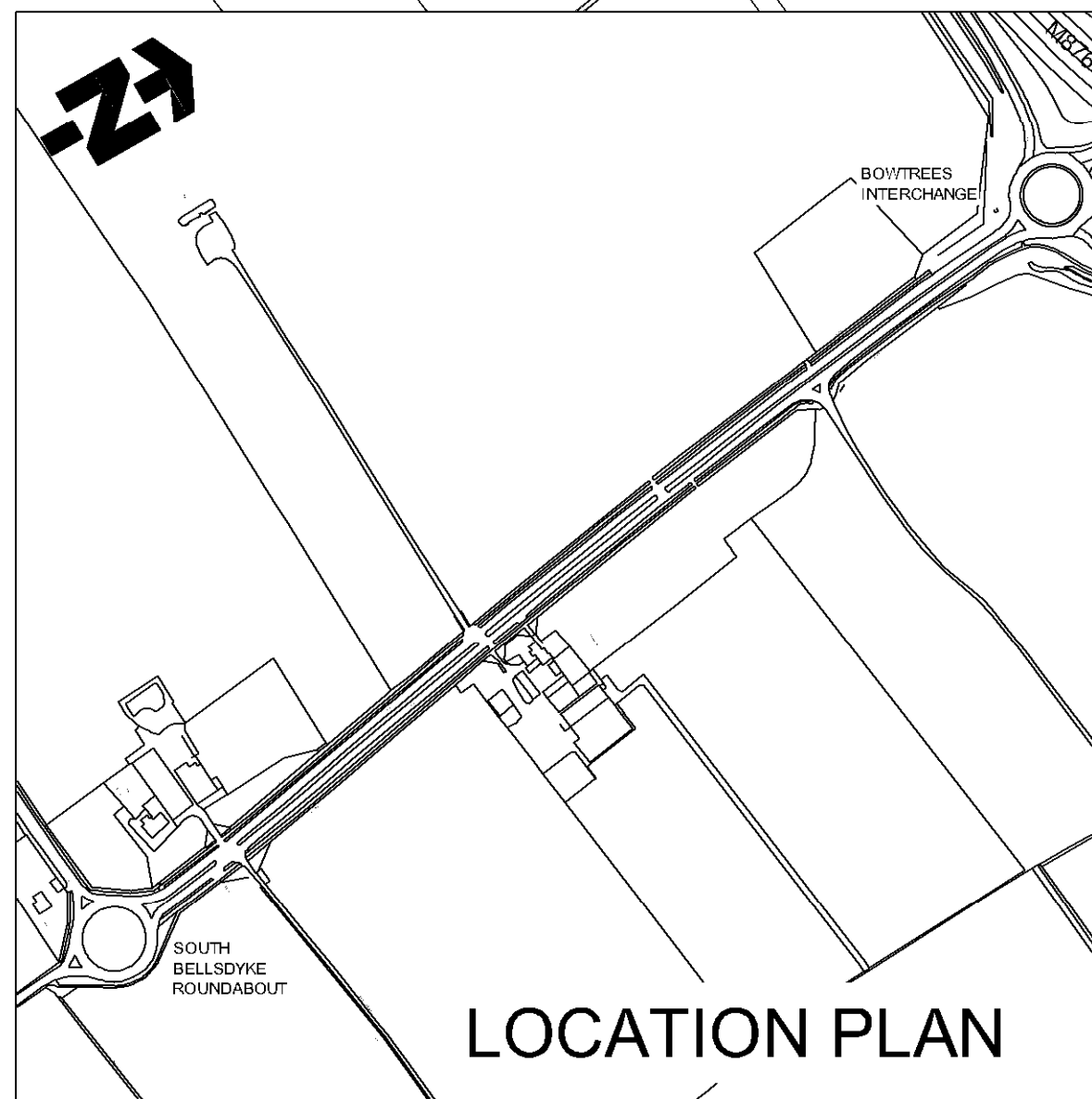
A905 BOWTREES INTERCHANGE TO
SOUTH BELLSDYKE ROUNDABOUT

DRAWING

PROPOSED GAP CLOSING UP TO
PREVENT RIGHT TURN MANOEUVRE

DRAWN	DATE	
JA	25/05/09	
CHECKED	DATE	
RS	25/05/09	
APPROVED	DATE	
RS	25/05/09	

DRAWING NO.
20090525/JA/JA



LOCATION PLAN

