

PERTH AND KINROSS COUNCIL**Enterprise and Infrastructure Committee****5 June 2013****PROPOSED NO LEFT TURN, BANKHEAD/BACK BRAE JUNCTION,
BLAIRGOWRIE****Depute Director (Environment)****PURPOSE OF REPORT**

This report details the proposals to introduce a permanent No Left Turn restriction at the Bankhead/Back Brae junction in Blairgowrie. The report recommends that a variation be made to the Blairgowrie Traffic Management Order to accommodate this change.

1. BACKGROUND/MAIN ISSUES

- 1.1 The Bankhead to Back Brae junction has an extremely acute left hand turn, particularly for larger vehicles. After vehicles make the turn they are faced with a narrow approach and a fairly steep downward incline. Back Brae is a busy section of road which is regularly used by drivers to access the nearby industrial estate, and Tesco supermarket, in order to avoid the centre of Blairgowrie.
- 1.2 Over a number of years the owners of the adjacent residential property have reported that damage has regularly been caused to the boundary wall as a result of large vehicles turning into the junction and hitting the wall. The wall has had to be rebuilt on a number of occasions.
- 1.3 In 2005 traffic signals were installed at the Bankhead/Back Brae junction as part of the agreement for the relocation of Tesco's supermarket to Welton Road.
- 1.4 Since the relocation of the supermarket and the provision of the traffic signals there has been an increase in the volume of large vehicles using Back Brae as a link to the Welton Road area. Since this alteration there has also been an increase in the number of reports of the wall being damaged.
- 1.5 Traffic surveys were carried out and the southbound left turn from Bankhead into Back Brae had the lowest traffic flows of all the approaches. It was therefore decided that banning this manoeuvre would allow a build out with a bollard to be created to deter large vehicles using the junction from striking the boundary wall. This measure would prevent further damage to the boundary wall, as well as creating a safer footway for pedestrians.

- 1.6 In 2011, as a trial measure, turning left at the junction was temporarily banned to allow the footway to be widened by providing a build out with a reflective bollard to highlight its presence. Although the reboundable bollard has been struck there is very little evidence of any damage to the boundary wall. This trial measure has had the desired effect in reducing the damage to the wall.
- 1.7 A permanent Traffic Regulation Order (TRO) introducing a “No Left Turn” restriction from Bankhead into Back Brae would formalise the temporary trial arrangements.

2. PROPOSALS

- 2.1 As a result of the success of the trial it is now proposed to promote a permanent TRO to introduce a “No Left Turn” from Bankhead into Back Brae.

3. CONCLUSION AND RECOMMENDATION(S)

- 3.1 This report details proposals to vary the TRO for Blairgowrie to introduce a “No Left Turn” for southbound vehicles at the Back Brae/Bankhead junction. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. Should objections be raised, these will be reported back to Committee, with appropriate recommendations.
- 3.2 The Committee is asked to approve the variation to the TRO.

Author(s)

Name	Designation	Contact Details
Brian Cargill	Senior Engineer	477386

Approved

Name	Designation	Signature
Barbara Renton	Depute Director (Environment)	<i>Barbara Renton</i>
Date 8 May 2013		

If you or someone you know would like a copy of this document in another language or format, (On occasion only, a summary of the document will be provided in translation), this can be arranged by contacting
the Customer Service Centre
on
01738 475000

1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes
Community Plan / Single Outcome Agreement	None
Corporate Plan	Yes
Resource Implications	
Financial	Yes
Workforce	None
Asset Management (land, property, IST)	None
Assessments	
Equality Impact Assessment	None
Strategic Environmental Assessment	None
Sustainability (community, economic, environmental)	None
Legal and Governance	Yes
Risk	None
Consultation	
Internal	Yes
External	Yes
Communication	
Communications Plan	Yes

1. Strategic Implications

Corporate Plan

- 1.1 The Council's Corporate Plan 2013 – 2018 lays out five outcome focussed strategic objectives which provide clear strategic direction, inform decisions at a corporate and service level and shape resources allocation. They are as follows:

- i) Giving every child the best start in life
- ii) Developing educated, responsible and informed citizens
- iii) Promoting a prosperous, inclusive and sustainable economy
- iv) Supporting people to lead independent, healthy and active lives
- v) Creating a safe and sustainable place for future generations.

This report relates to (v) above.

2. Resource Implications

Financial

- 2.1 There are no capital resource implications arising directly from the recommendations in this report.

- 2.2 There will be costs involved in advertising the variation to the Traffic Regulation Order. The indicative cost of £500 for this will be met from the Road Safety and Design budget in 2013/14.
- 2.3 The cost of providing permanent road signs will be met from the Road Safety and Design budget in 2013/14.

3. Equality Impact Assessment

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.
- 3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- (i) Assessed as **not relevant** for the purposes of EqIA

Strategic Environmental Assessment

- 3.3 The Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals.
- 3.4 However, no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

Legal and Governance

- 3.5 The Head of Legal Services has been consulted
- 3.6 The Head of Democratic Services has been consulted

4. Consultation

- 4.1 The Head of Legal Services, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report. The Police, the local Elected Members and the Community Council have also been consulted and support the proposals.

5. Communication

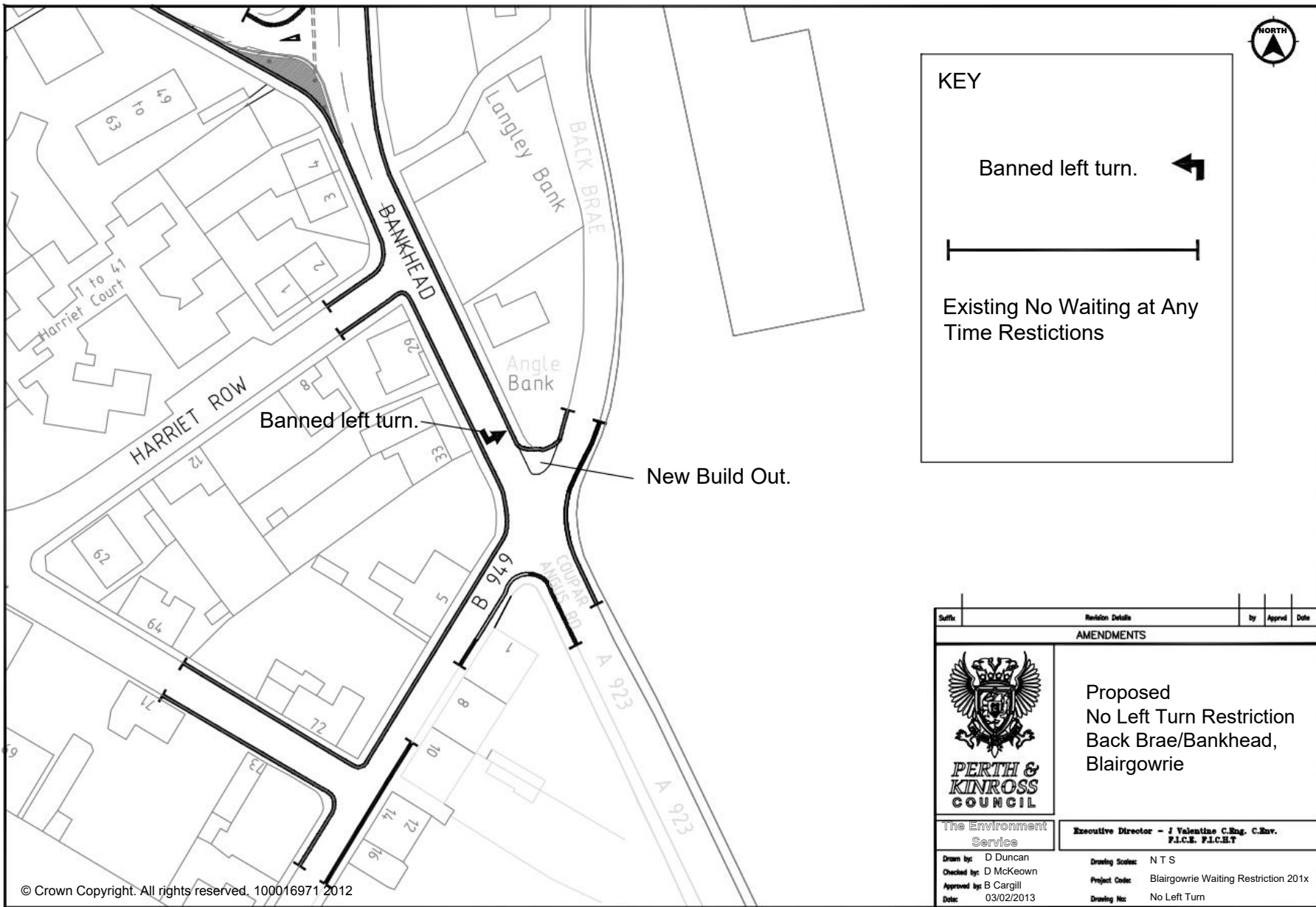
- 5.1 Approval will allow the formal procedure to vary the Traffic Regulation Order to commence. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. Should objections be raised, these will be reported back to Committee, with appropriate recommendations.


2. BACKGROUND PAPERS

None

3. APPENDICES

The proposals are shown on the drawing at Appendix 1.



Suffr.	Revision Details	by	Approval	Date
AMENDMENTS				
 <p>PERTH & KINROSS COUNCIL</p> <p>The Environment Service</p>		<p>Proposed No Left Turn Restriction Back Brae/Bankhead, Blairgowrie</p>		
<p>Drawn by: D Duncan</p> <p>Checked by: D McKeown</p> <p>Approved by: B Cargill</p> <p>Date: 03/02/2013</p>		<p>Executive Director - J Valentine C.Eng. C.Env. P.I.C.E. P.I.C.E.T.</p> <p>Drawing Scale: N T S</p> <p>Project Code: Blairgowrie Waiting Restriction 201x</p> <p>Drawing No: No Left Turn</p>		

