

ANGUS COUNCIL

ROADS COMMITTEE

14 JUNE 2001

BLAIRFIELD ROAD, BIRKHILL

REPORT BY THE DIRECTOR OF ROADS

ABSTRACT

This report discusses a request that the Council promote an Order prohibiting driving on the unadopted section of Blairfield Road, Birkhill.

1 RECOMMENDATIONS

It is recommended that the Committee agree:-

- (i) to note the diverse local opinion regarding the possible prohibition of driving on the private section of Blairfield Road, Birkhill;
- (ii) not to promote a Traffic Regulation Order prohibiting driving on the private section of Blairfield Road, Birkhill at this time.

2 BACKGROUND

Following a request from the Local Member that consideration be given to the promotion of a Traffic Regulation Order prohibiting driving on the unadopted (i.e. privately maintained) section of Blairfield Road, Birkhill a postal survey of local opinion was carried out.

This formal consultation exercise comprised questionnaires which were sent out to residents east of Dronley Road. A copy of the questionnaire is attached (see Appendix A) and the attached plan indicates the length of unadopted road concerned. The outcome of the poll was that 54% (225 No) desired the prohibition, 9% (36 No) wanted the status quo and 37% (156 No) of residents did not return the questionnaire.

In addition to the questionnaires the views of the local Community Council were sought and they have indicated their opposition to any closure of Blairfield Road. Some of the local residents most directly affected have also written expressing their total opposition to a closure.

To summarise therefore it is clear that despite the overall majority in favour of the closure there is strong opposition from some residents and the Community Council who prefer the status quo.

This was the view which prevailed in 1993 when Tayside Regional Council attempted to promote an Order to close this road. In consideration of the objections received when the draft order was advertised it was decided not to proceed with the Traffic Regulation Order at that time.

The unadopted length of Blairfield Road is very narrow and is very lightly trafficked. There are road humps on the road which were installed by local residents around 8 years ago and which are effective in keeping traffic speeds well below the 30 mph speed limit. The road is used regularly by pedestrians and horse-riders for recreation. Although there is no strong road safety reason for prohibiting traffic there are no footways and there is no doubt that the occasional presence of vehicles would alarm some pedestrians and horse-riders.

In conclusion, therefore, despite the results of the survey indicating a large number of residents in the wider community in favour of closing the road it is questionable whether there are sufficient reasons on the grounds of road safety or traffic management to support the promotion of the necessary Traffic Regulation Order in the face of the strong (albeit minority) objection.

3 FINANCIAL IMPLICATIONS

The cost of promoting the Order and the associated signing and bollards would be in the region of £2,500, and this could be met from the Roads Department's Revenue Budget. However the approval of the recommendation not to proceed with the promotion of the requested Traffic Regulation Order would allow this funding to be allocated to other priorities on the public road network.

4 HUMAN RIGHTS IMPLICATIONS

There are no human rights implications arising from the proposals in this report.

5 CONSULTATION

The Chief Executive, the Director of Law and Administration and the Director of Finance have been consulted in the preparation of this report.

Dr Bob McLellan
DIRECTOR OF ROADS

NOTE:

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information), were relied on to any material extent in preparing this Report:-

Report No 1630/93 – Tayside Regional Council – Roads and Transport Committee – 12 October 1993.

Report No 29/96 – Tayside Regional Council – Roads and Transport Committee – 16 January 1996.

NJ/JSG
16 May 2001
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