

Introductions

KCC :

Andrew Sinnott (AS) – Secretary

Anita Anderson (AA) – Treasurer

Apologies from Gavin McLellan and David Scott-Park

WDC :

Gail Macfarlane (GMc) – Chief officer Roads & Neighbourhoods which now covers Roads & Transport, Greenspace & Waste Management and Corporate Asset and Fleet Management

Liam Greene (LG) – Manager Roads & Transport

Derek Barr (DB) – Capital Projects Manager (Roads)

After introductions, AS opened the meeting with an expression of thanks from KCC for the work done so far on the A811 and the continued engagement meetings.

Current issues raised

Ross Loan horseshoe

AA raised resident-reported issues with potholes and ponding/flooding from fields or possibly leaks. Also raised the quality of repairs and questioned how some potholes are repaired and some ignored. Finally, the issue of sightlines being blocked (both directions) by high vegetation for traffic exiting Mill Loan at Little America.

WDC response : LG explained the constraints on budget and how small teams work on reported issues. There is a limited amount of materials they have so if they find more repairs than planned they report back that there are remaining issues after fixing what they came for. They do extra ones if they have the materials. The nature of the current repair products makes them look unsightly but do the job. It cannot be compared to hot tarmac repairs which utility companies do after planned work. New materials are being looked at.

Action : WDC to do a Condition Assessment. As so many issues reported, it may be time for a full resurfacing. The sight line issues will also be assessed.

Online Fault Reporting System

AS raised the issue with the 'black hole' of the current online reporting system. Many cases are reported but if not resolved there is no feedback to say what the status is or even that

the report has been received by the right team. Many cases then get re-reported often with the same effect.

WDC response : LG explained the current system does not have the functionality to follow up reports online. There is a new reporting system being evaluated. The only way to follow up now is to call the Contact number.

Ongoing projects

A811

Remaining pavement work strategy

The two pinch points remain as the major issue. Surveys were promised to assess potential solutions such as moving a telegraph pole or diverting around it – there is no possibility of moving the road. The other point may not be resolvable as it would potentially require a substantial wall to be moved. However, until a survey is done no solutions can be discussed.

The surface at each of these points could still be improved even if the width cannot be increased.

AA also brought up the failure of some of the resurfaced path near the garden centre where weeds have already broken through the new surface.

WDC Response (LG) : The survey is still to be done.

Action : The patch by the garden centre will be reinspected.

Drainage inspections at key identified locations and subsequent remedial work

We asked about the previous suggestion that key points of repeated flooding be inspected for collapsed or blocked pipework as it seems that just clearing the gulleys is not the complete solution.

AS stressed that the flooding that occurs on the bend heading from Gartocharn to Balloch opposite the Tullochan entrance completely covers one lane forcing drivers leaving Gartocharn to go into oncoming lane on a blind bend. Lorries powering through the flood swamp the other lane which is also potentially dangerous. Especially at night.

The more recent flooding at Milton Grove (near Reid & Robertson) was discussed.

WDC Response : No budget for inspections of pipework. Ownership of the drainage network is not 100% certain as WDC did retain some. It is possible that rather than blockage, there is a capacity issue affecting flow at peak times. LG will see what information is held by WDC on who owns what pipework (WDC/SW) and whether dimensions are known.

Action : On the specific case opposite Milton Grove (near Reid & Robertson) they have plans to attend the site and while carrying out inspection/repair will determine the pipe diameter just there. LG will check with Asset Management regarding ownership and seek any specification of diameter etc.

Status of plan for a light controlled crossing at R&R for JMW and NCN7 users

The previous discussions were referenced.

WDC Response : WDC have included this as an element in their Active Travel Strategy which has been approved and contains 15 named projects. One of which is for the crossing, and another is for a path from Balloch to Drymen to be done in conjunction with Sustrans.

(need to find document for reference)

Side roads

Signage for passing places – community involvement

Previous discussions were referenced. If no budget for signage, could the local development trust try to raise funds and install signage at passing places? Previously it was thought that signs for the Ross Loan horseshoe were available but not been installed.

We clarified that the proposal was for a simple sign at each passing place to say “PASSING PLACE ONLY – NO PARKING”. No need for an instructional sign informing traffic to look out for and use passing places unless they wished to add those themselves.

WDC Response : Passing places condition and signage will be part of the Condition Assessment mentioned above.

Additional passing places

This may not be so much of an issue if existing passing places are not blocked (as a result of clearer signs). However, should more be required could we work with WDC to consult residents of the back roads as to where any additional passing places would be best located?

WDC Response : Community consultation would be useful but the creation of passing places may require landownership transfers (which wouldn't necessarily match desired locations).

Future projects as identified by community consultation now published in the Kilmaronock Local Place Plan

Traffic Speed

We discussed the possibility of a 20 mph limit within the Gartocharn village limits and a general reduction on the surrounding back roads.

WDC Response : WDC have a proposal going up to the elected members at the next meeting (May) which reduces (WDC) speed limits to 20 mph in general and means exemptions have to be applied for to increase that above 20 mph.

KCC Response : The proposal is based more around urban areas but AS suggested Gartocharn could be considered equivalent due to the school and massing of population with narrow roads and pavements. We would still have to share the proposals WDC are putting forward with our residents.

We suggested a traffic speed survey be carried out and enquired about new digital speed indicator signage.

WDC Response : They have already performed speed surveys and are not in favour of speed indicator signs as they can also attract irresponsible behaviour.

New pedestrian crossing in Gartocharn

A more expensive but valuable asset would be light controlled pedestrian crossing at the eastern end of the village at the play park. As well as allowing a safe crossing route, it would also have an added effect of slowing traffic entering the village from the east and help reduce parking at the play park.

We made the case for a new crossing and reminded them of the flooding at the existing crossing at the school. We discussed types of crossing – Toucan / Pelican / Zebra and their pros and cons.

WDC Response : The capital costs are one thing – from memory LG gave a ball-park figure of £85K for a light controlled type crossing. The need for one is usually determined by accident statistics. When last discussed within WDC the installation of drop kerbs for accessibility was the preferred solution. However, due to pavement geometry and the layby, the drop kerbs cannot be at the play park but were instead going to be installed between the shop and House of Darrach so the A811 can be crossed with wheelchairs/pushchairs but not at the play-park itself.

KCC Response : We don't want to wait for accidents to happen, the locals are keenly aware of the danger and the demand and desire for a safe crossing should count as much as the need inferred from accident statistics. A crossing is a proactive solution which would prevent

the need for a reactive solution as a result of harm to children or parents using the play park and village amenities (school, shop, church, village hall). Fundraising could be looked at to contribute to the £85K.

Could the community arrange “Lollipop” crossing patrols for themselves?

WDC Response : GMc had never been asked this before. There are regulations on who can legally stop traffic. Normally these patrols are at schools and provided by WDC. (nb. WDC are cutting back on crossing patrols phasing them out where Pelican crossings are available.)

New bus stop with shelter at the play park

We briefly discussed the possibility of a new bus stop and whether WDC had input over connectivity of routes and services across to Stirling.

WDC Response : SPT would be the party to talk to as adding a stop will affect timetables. Adding a shelter would be for them too but their budget for capital programs has been removed. They suggest discussing public transport connectivity across areas with LLTNPA.

Parking

We briefly discussed both pavement parking and other problem parking (passing places / outside school narrow roads) and asked about enforcement of the new ban of pavement parking.

WDC Response : WDC have applied for parking enforcement powers. Once granted their priority is to use wardens to enforce illegal parking e.g. yellow lines. Regarding the pavement parking, exemptions could be applied for.

Other

There is a new Road Asset Management Plan available

(need to find document for reference)

We reminded them again about removal of redundant street furniture and the broken chevron sign at the bend near The Wards

Discussed overgrown hedges – privately owned garden hedges are the responsibility of the owner but WDC can send them notice for them to take action.