



DISCOVER  
DRYMEN

# Road Safety Trial

Public Meeting - 21 August 2023





# Welcome

1. Introduction to the DCDT.
2. History of the Road Safety Trial.
3. Where are we now?
4. Feedback to date.
5. Proposal for how we progress from here.
6. Questions and Discussion.



# Drymen Community Development Trust (DCDT)



- Community charity founded in 2005.
- Ownership of the Village Square on behalf of the village.
- Membership of approximately 130 people – open to all.
- Board of Directors – currently 9 volunteers elected by members at AGM.
- Funded by membership fees, donations and grants.
- **Activities guided by Drymen Place Plan and obligations to maintain the Village Square.**
- Work alongside Drymen Community Council (DCC).



# DCDT Activities

- Maintain and insure the Square (including regular inspections).
- Piping on the Square in the summer.
- Christmas Tree on the Square.
- Village Spring Clean.
- Advent Windows.
- Drymen Cycle Meanders.
- Maintain the Defibrillator.



# Recent DCDT Projects



- Monoblocked the parking bays near the butcher.
- Refurbished the bus shelter.
- Worked with Stirling Council to extend the pavement along the edge of the square.
- Created the village Heritage Trail.
- Worked with RSPB to produce nature boards.
- Produced the local paths map leaflet.
- Provided two ebikes for village use.
- Worked with Stirling Council to introduce the 20mph speed limit.
- Produced the village website ([drymen.org](http://drymen.org)).
- Working with NPA and Stirling Council to build public toilets.
- Looking at safe routes for walkers and cyclists between Drymen and Balfron.
- Produced the new Place Plan.



# Road Safety Trial - History



- **2012 Community Action Plan:** “Look at road safety measures including 20 mph signs and safe crossing points.”
- **2019:** Drawings for improving road safety around the village centre produced.
- **September 2021:** Stirling Council offered a pedestrian crossing using Safe Routes to Schools funding. Not supported by Community Council.
- **Spring 2022:** New pavement installed along east side of square.
- **2022:** Living Well Locally and Place Plan surveys confirm importance of road safety and safe crossings to local community.



# Road Safety Trial - History



● Average Score out of 3   ● Not necessary   ● Good to have   ● Important   ● Highest priority

**1** Campaign for more frequent public transport that better connects Drymen with other villages and cities to increase leisure and work journeys without the necessity for vehicle use.



**2** Improve road safety in the village by reducing vehicle speed and introducing new crossings for pedestrians.



**3** Introduce new public toilet facilities for Drymen.



# Road Safety Trial - History



- **March 2022:** Agreement from Community Council to apply for a grant for a Road Safety Trial.
- **July 2022:** Successfully obtained a **grant** from the Road Safety Trust to undertake a road safety trial.
- **September 2022:** Community Council provided a letter supporting the Trial.
- **Autumn 2022:** Trial designed by TP&E, reviewed and approved by an independent safety consultancy and reviewed and approved by Stirling Council.
- **November 2022:** Public consultation meeting.
- **January 2023:** Baseline traffic survey.
- **March 2023:** Introduction of 20 mph limit.
- **June 2023:** Second traffic survey.
- **June 2023:** Installation of temporary trial.







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# Information Sharing

- **Facebook posts:** September 2022, November 2022, June 2023
- **Public consultation day and meeting:** November 2022, advertised on Facebook, website and posters in the village. Presentations and minutes posted on the website. Agreement to proceed.
- **Drymen Reporter:** Sep 2022, Dec 2022, March 2023, June 2023.
- **Website home page:** November 2022.
- **Flyers delivered to all houses:** June 2023.



# Trial Objectives

- To temporarily trial a new road layout which aims to:
  1. Narrow the very wide section of main road on the corner by the square, to slow traffic through the village.
  2. Narrow the junction with Main Street (Old Gartmore Road) to slow traffic turning into it.
  3. Provide a safer, shorter crossing point across the main road between the Square and the Spar.
- Planters have been used as a temporary, low impact way of demarcating the trial road layout.



# Alternatives Considered

- Crossing on Stirling Road
  - Location limited by visibility, Spar deliveries and low pavement.
- Mini roundabout
  - Not enough space for a mini roundabout compliant with a bus route.
- Speed bumps
  - Unpopular with Stirling Council – noise issues for residents.





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# Where are we now?

- Planters and Lines in place.
- Crossing demarcation still outstanding.
- Some adjustments required:
  - Alignment of centre marking on Main Street (Old Gartmore Road).
  - Proper demarcation of the dropped kerbs and walkways.
- Trial to finish after third traffic survey in January.
- Consultation on next steps (if any).



# Feedback



- Feedback on Facebook has been vocal and largely negative.
- Feedback via email has been more balanced, with around 48% for and 52% against.
- Several email supporters of the trial said they felt unable to comment on Facebook.



# Specific Feedback

- Main Street (Old Gartmore Road) junction is too narrow.
- Crossing point is not clear and unsafe.
- Delivery vehicles block the road.
- No parking for blue badge holders.
- Nowhere to park to go to the shops.
- Don't like the planters.



# Our Proposal

- Undertake a fair and representative survey of the views of the community.
  - Designed and undertaken independently by Drymen Community Council.
  - *Hard copy and online options to maximise participation*
  - *Carried out in a timely manner.*
  - *Giving a clear outcome.*
- DCDT will proceed based on the outcome.



# Potential Outcomes



## POSITIVE

- Solution with majority agreement.
- Future funding opportunities.
- Include blue badge parking, crossing point, resurfacing of the Square road?

## NEGATIVE

- Divided community.
- No agreed solution.
- No funding opportunities.
- Failure to achieve a community priority (90% ranked it as important or highest priority)





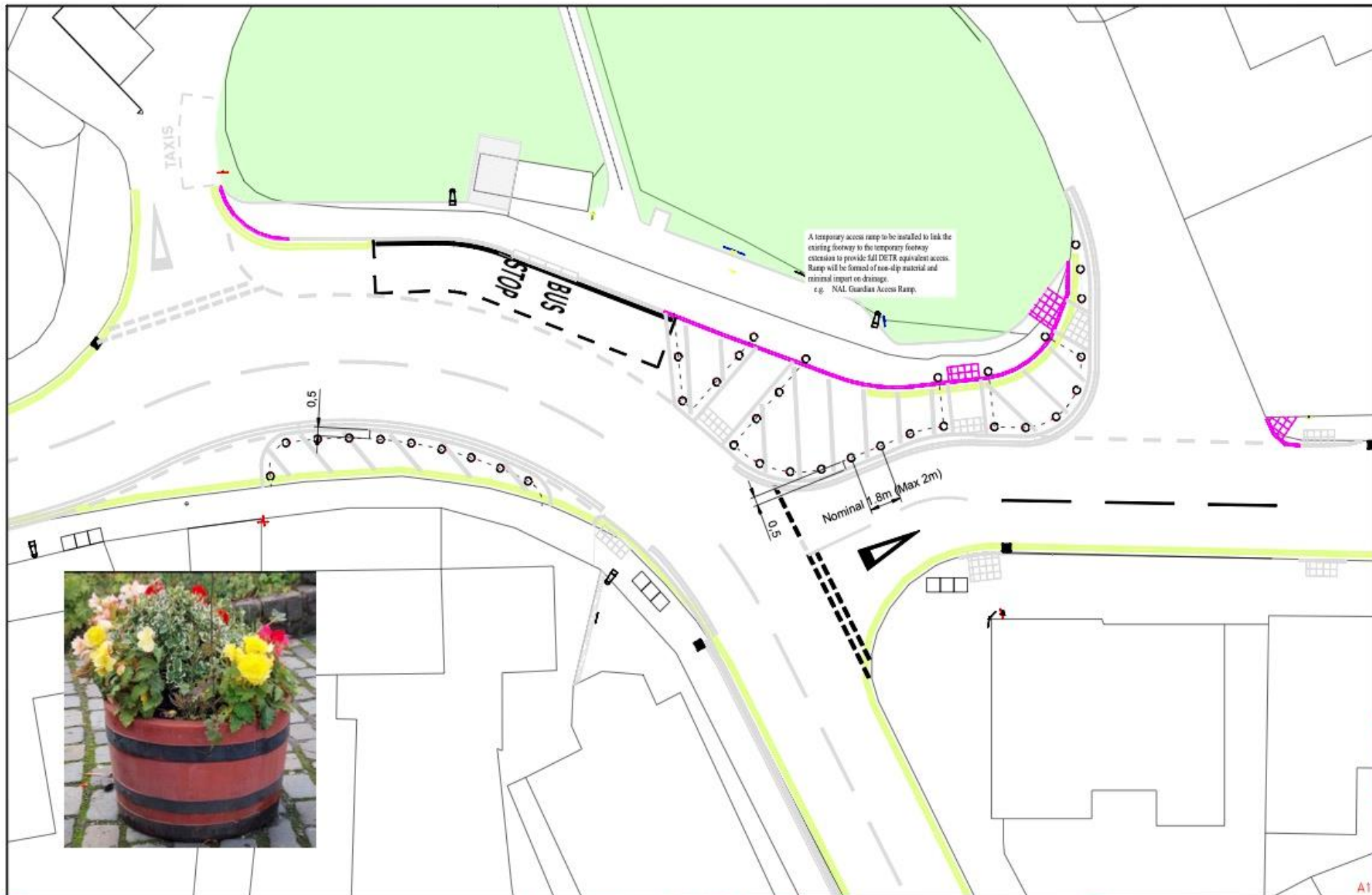


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# Questions & Comments

[hello@drymen.org](mailto:hello@drymen.org)





- Barrel location as shown are indicative only and represents the minimum configuration required.
- All planters must be fitted with a red reflector facing the oncoming traffic, and a white reflector facing the opposite side.
- Overhanging plants must be maintained such not to obscure road marking or reflectors.
- Barrels to be located:
  - Min of 0.5m from centre of barrel to running edge of road marking and must provide at least 0.25m set back from live traffic.
  - Nominal spacing from centre to centre of barrel to 1.8m with a maximum spacing of 2m centre to centre.
  - Maximum height of fully grown plant must not exceed 0.9m from carriageway surface to tip of highest point of foliage,

Rev	Description	By	Date	Check/Approved	Project status
1	Original Drawing				
2	Alignment adjusted to new marking from adjacent drawing	TM	02/03/23	MC	Revision after SCL meeting
3	AutoCAD layer style correction	TM	06/02/23	MC	Refined of Drawing
4	Off site reviewed in sub meeting on 10/01/23	TM	10/01/23	MC	Review of further drawings



Drymen - Drymen Square			
Proposed Interim Road Markings Layout at Drymen Square Location of Barrel "dollars"			
Scale: 1:100	Drawn: TM	Check: MC	Approved: MC
Date: 18/01/23	Date: 02/01/23	Date: 02/01/23	Date: 02/01/23
Drawing No: 790_TPE_V1_XX_DR_C_1203			Rev: D

