



**Road Safety Trial Meeting – 8th November 2022 at the Village Hall
Drymen Community Development Trust (DCDT) and TP&E**

Present: 8 Members of the DCDT Team (PS, EM, RB, KG, DM, HS, RC, SPR)
2 TP&E Employees (Rowena Colpitts and Tom A’Hara)
Approximately 25-30 members of the Drymen Community.

Item	Discussion
1.	<p>WELCOME AND INTRODUCTION TO THE DCDT Paul Saunders welcomed everyone and gave a brief introduction to the DCDT, its aims and its recent work in the village.</p>
2.	<p>INTRODUCTION TO THE PROPOSED ROAD SAFETY TRIAL Paul Saunders outlined the background to the trial, referencing the recent Living Well Locally study carried out in the village, which highlighted traffic speed and illegal parking problems as a key concern for residents when trying to move around the village.</p> <p>As a result of this feedback from the community, DCDT was able to successfully apply for a grant from the Road Safety Trust to undertake a road safety trial to slow traffic in the centre of the village and make the main road safer to cross. This is a temporary trial, and the results of the trial and community feedback will be used to decide whether all or any of the temporary modifications should be made permanent.</p> <p>More detail on items 1 and 2 are available in the DCDT presentation which is available on the Drymen.org website here.</p>
3.	<p>ROAD SAFETY TRIAL DETAILS Rowena Colpitts and Tom A’Hara from TP&E gave a presentation which included the details of the proposed temporary changes to the road layout in the centre of the village. The three main elements of the trial are:</p> <ol style="list-style-type: none"> 1. Narrowing the main road around the corner between the Spar and the village square to slow traffic and make it easier to cross the road. 2. Introducing a pedestrian crossing between the Spar and the village square. 3. Introducing a 20mph speed limit in the village. <p>Surveys of road traffic volume and speed will be undertaken before and after the trial to evaluate its effectiveness.</p> <p>More detail on these changes, including drawings, are available in TP&E’s presentation which is available on the Drymen.org website here.</p>

4.

QUESTION AND ANSWER

A number of suggestions, questions and concerns were raised by members of the community, and these are summarised below:

- **Q: Concerns were raised about lack of space and potential congestion when turning off the Stirling Road into Main Street (the road up to the school). This is partly because of the turning itself and partly due to parked cars alongside the Clachan. Would the changes make this worse.**

A: Tom A'Hara responded that the turning is currently awkward because of cars parked on the double yellow lines by the square – the road narrowing will stop people parking there. Tom added that large vehicles such as tractors or forestry lorries may have to swing across both lanes when turning at the junction, but that this was an acceptable practice in rural villages and could in itself be used to slow traffic.

Richard Boddington added that the centre line on Main Street at the junction is currently slightly misaligned subsequent to the new pavement. Stirling Council are aware but have not yet moved it. It will be moved as part of the modifications.

The trial is unlikely to affect the cars parked up by the Clachan.

- **Q: Had a mini roundabout been considered?**

A: Tom A'Hara responded that a mini roundabout had been considered but that they are generally found to be ineffective as people just drive over them. A mini roundabout would also require widening of the road and removal of pavement area. A larger roundabout had also been considered, but there was not enough space to install one without removing a large area of the village square.

- **Q: Were flashing speed signs an option?**

A: Tom A'Hara responded that they had not been considered at this stage. They are shown to reduce overall traffic speed although generally not the speed of local residents.

- **Q: Could a one-way system be implemented through the village?**

A: Tom A'Hara responded that introducing a one-way system (cars come in at the south of the village and out at the north) was likely to increase speeds through the village, as there would be no requirement to slow down to go round parked cars etc.

Richard Boddington added that this option had been considered before to reduce congestion, but that it would be problematic for many amenities such as the church and the row of shops on Main Street, which would become much harder to access for locals and people coming from Balmaha.

- **Q: Could the taxi rank be removed? Why was it there?**

A: Tom A'Hara responded that the taxi rank would be moved to the south of the square as part of the trial and become slightly smaller.

Richard Boddington added that DCDD and DCC had both raised the issue with Stirling Council before, requesting that they remove it. Stirling Council had looked into it but responded that they were unable to remove it without the agreement of the license holder, which was not forthcoming.

- **Q: Concerns were raised about lack of parking in the village centre, particularly as the Stirling Road car park will be temporarily re-located as part of the Mac-Mic development.**

A: DCDD highlighted that they had recently re-surfaced the parking bay to the south of the square near the butchers and that parking was still available around the square. The proposed modifications for the road safety trial will not reduce the number of parking spaces available, although it will make it harder to park illegally on the double yellow lines.

Fraser Robb (previous DCC chairman) confirmed that the Stirling Road car park was to be moved further out of the village temporarily as part of phase 1 of the Mac Mic development. This would then be reinstated with capacity doubling from 40 to 80 cars.

- **Q: Why didn't Drymen already have a 20mph limit like most of the neighbouring villages?**

A: Fraser Robb responded that this was because of a previous communication error between DCC and Stirling Council, but that DCC was in agreement with a 20mph limit for the village.

- **Q: Could the 20mph limit also be applied to the Balmaha Road as cars often travel too fast along it?**

A: Tom A'Hara confirmed that a 20mph limit would also be applied to Balmaha Road. The exact location to be agreed with Stirling Council.

- **Q: Could speed bumps, pillows or rumble strips be used to reduce speed in the village?**

A: Tom A'Hara responded that speed bumps, pillows and rumble strips were generally unpopular in villages because they are noisy and can be intrusive for residents living next to the road, leading to complaints. There are therefore requirements for distance from housing, which makes them difficult to site appropriately.

Richard Boddington added that DCDD had discussed speed bumps and pillows with Stirling Council previously and they had also been reluctant to consider them for the same reason.

- **Q: The issue was raised of drivers from abroad pulling out of the Winnock car park onto the wrong side of the road.**

A: DCDD suggested that they would mention this to the owners of the Winnock and suggest a sign be installed to remind drivers.