



Coupar Angus and Bendochy Community Council

Minute of the meeting held on Monday 14 November 2016 at 7pm in the Talbot Hall.

Present: Wendy McCombes, Keith Langelaan, John Easson, John Palfreyman, Johann Rennie, Saranne Davies, Councillor Melloy, Fiona Sarwar, Clare Damadoran, Chic Haggart – Traffic and Network Manager, Willie Young – Head of Environmental and Consumer Services, Michelle Peet – minute taker.
Approximately thirty members of public.

Wendy welcomed everyone to the meeting – a good turnout. She also welcomed Chic Haggart and Willie Young from Perth and Kinross Council. Welcomed Sarah and Steve and Dionne, and wished Leonne a speedy recovery.

Chic was to give his presentation, followed by a question and answer session conducted through Wendy. Jimmy Harris was to give his presentation followed by a question and answer session again conducted through Wendy. There would then be a general discussion.

Wendy pointed out that Councillor Melloy was to have invited Chic to this meeting to discuss road safety on the A94 Forfar Road following the last CABCC meeting. However events has overtaken things and this had resulted in a lot had happening since 13 October, many people working behind the scenes. Councillor Lewis Simpson had proposed that 20mph zones should be introduced throughout built up areas in Perth and Kinross.

Forfar Road A94

Chic talked the meeting through the PKC proposed changes for Forfar Road namely: -

- Larger speed roundel signs
- Speed roundel signs mounted on hi-vis backing boards
- Speed roundel signs combined with town nameplate sign
- Part-time 20mph speed limit
- Driver feedback vehicle-activated signs

Further comments from Chic were that countdown signs were no longer recommended by regulations, the vegetation that had been obscuring the playground and school sign had now been cut back. The part-time

20mph speed limit had been proposed for a while but not yet operational. The positioning of these signs was under review. Road safety team will do audit of area looking at location of bus stop and puffin crossing, a comprehensive traffic survey had been carried out but no data was available at present.

Q&A Session Forfar Road

A resident pointed out that the proposed 20mph signs on the right-hand side of the road, i.e. wrong side of the road if coming in from Forfar side, Chic agreed to look at this. Residents suggested of using chicanes to slow traffic down by play park and school. Residents asked when the 20mph signs were to be active – answer - only for school entry and exit times i.e. not during school holidays. Residents asked about the times when school uses the park as an extension for school for example for forest walks – told the school can activate the signs. Residents asked wasn't this dangerous for drivers – the signs being on at 'odd' times? Reply was PKC had decided that 20mph on at particular times and particular locations was better as drivers would be more likely to respond. The PKC view is that wide spread 20mph would be ignored and lose impact. Asked what is the difference between Burrelton and Coupar Angus. Reply different strategy nowadays from when the 20mph restriction was implemented ten years ago at Burrelton. Asked if, for the PKC meeting last Wednesday (Infrastructure and Environment Committee of PKC), would the facts be taken into consideration, and would they have equal weighting? For example, children crossing, local views, accident data. Chic replied PKC must consider all requests for 20mph, zones will be considered, but not equal weighting.

It was suggested that the Community Council contact all Councillors in the ward and emphasized all points they wish to be considered. Question from Michael Gallagher regarding why only speed restrictions for Forfar Road were being considered when he had collated and presented evidence from various source that speed restriction combined with physical traffic calming measures reduced injury by 15 to 20%. 20mph zones in Hull had reduced serious accidents by 90% and child injury by 74%. Willie Young replied that there was a proposed pilot for 20mph and Coupar Angus was one of the proposed trials, there had been lots of request for other areas, also pointed out only three people in the network team so limited on what they can achieve. Comment that an A class road going through a residential area should surely be a 20mph zone? Strategy document being discussed on Wednesday after which can look at 20mph requests and produce a league table.

Forfar Road – Jimmy Harris

Jimmy talked through various traffic calming measures he, and residents of Larchan View and area, would like to see Perth and Kinross Council implement: -

1. Reinstate the countdown markers that were removed when the new houses were built
2. Shift the 30mph signs further east so that drivers have more advanced warning
3. Install street lighting – according to the Highway Code, restricted roads are indicated by the presence of street lighting. Therefore there should be street lighting from the start of the 30mph limit. Currently there is no street lighting between Larchan View and the 30mph signs – a distance of several hundred yards.
4. Change the road surface to red tarmac around the 30mph speed signs, extending 20 metres in front and 20 metres beyond the signs.
5. Mark the road with speed roundels on red tarmac.
6. Create a permanent 20mph speed limit from Larchan View. There should be *permanent* 20mph limit from Larchan View into the rest of the town. The park is often used for school activities, so it

is practically an extension of the school. It makes no sense to just have a part-time 20mph limit around Larghan Park, as the Park is used by children after school, at weekends and during holidays.

7. There should be 20mph repeater signs where there is inadequate street lighting.
8. Attach vehicle-activated speed warning signs to 20mph signs, showing drivers how fast they are going and asking them to slow down if they are going too fast.
9. The narrow section of pavement leading to Princeland Road must be widened and a barrier provided.
10. The Council *must* provide a raised pedestrian crossing from Larghan View to the bus stop on the opposite side of Forfar Road, combined with a new entrance to Larghan Park. This should be a signal-controlled puffin crossing of the same type as the one at the corner of the Common. Perth and Kinross Council promised to build a new pedestrian access to Larghan Park from Larghan View in August 2010, but failed to fulfil that commitment.
11. There should be a raised puffin crossing over Coupar Angus Road, aka the Meadows Road, into Larghan Park.
12. The junction at Princeland Road should be raised and surfaced with red tar, incorporating 20mph speed roundels.
13. The existing puffin crossing at the corner of the Common should be raised.
14. Permanent speed cameras should be installed.

Q&A session Forfar Road

Comments that problem isn't just some drivers coming into Coupar Angus but some drivers leaving Coupar Angus start accelerating at Red House roundabout and therefore doing 60mph by the time they are passing Larghan Park, also isn't entirely the drivers fault that doing 60mph – there is a lack of adequate signage. Asked about having a lollipop person whilst the decision is being made regarding a crossing. Crossing must be a puffin crossing not a pelican crossing. Jimmy stated that the residents of the Larghan Park area were feeling very unsafe, feel unable to use the Larghan Park. There was a comment that PKC seem happy to accept outside data when it suits them, but don't seem to be willing to accept data Michael Gallagher has collected and presented to the department in this case. Councillor Melloy commented it was a start and the last thing the meeting wanted was for nothing to happen.

Outcome Forfar Road

It was agreed that the proposals put forward by Chic would be presented to the Infrastructure and Enterprise Committee with amendments as noted. The next I&E Committee meeting was scheduled for January (on an 8-week cycle). Asked if an emergency meeting could be called – it was possible but the Network Team is only small and therefore it was not probable. The meeting was assured that this was a start and was an ongoing conversation. The meeting was advised that the Community Council and residents should produce a report and present it to Councillor John Kellas (leader of the I&E Committee). Willie Young commented that he welcomed the presentation from Jimmy and said it won't be ignored but must go through the correct process. Willie Young also commented that there was no record of previous complaints within PKC's flare system. It was agreed that Chic would go ahead with proposed changes, taking into consideration the amendments suggested. These proposals would be subject to approve from the director of The Environment Service. Chic would report back before the 14 December meeting of the Community Council at the very least with an updated report.

Queen Street

Chic explained that there was little room between the buildings on Queen Street, looked at moving traffic signals but that would cause issues with queueing. Proposed a 'give and take' system, footway outside Steeple from around 20m before building to the stop line of the traffic lights would be built out about ¾ of one lane, there would be reflective bollards. Funding had been identified.

Q&A session Queen Street

Residents felt that the proposed change wouldn't stop issue of vehicles driving on the pavement, in fact would make it worse. General feeling in the room was that the build out would be better on the other side of the road. The traffic lights could not move and the repeater light at the car park would also stay. No matter where the build out was put there would be an issue with two large vehicles meeting. Willie Young commented that have discussions like these to understand the issue and promote more discussion. A question was asked about making the build out smaller but Chic answered that would probably defeat the objective as people would think they could squeeze passed each other. Need to consider what happens when combined harvesters and pea viners use the road. Comment of having to wait twice if coming from the Dundee side.

Outcome Queen Street

Chic agreed to look at putting the build out on the other side of the road and return with proposal to consult the community with his proposals presented at the next CABCC meeting.

Due to time constraints, the rest of the agenda was to be held over to the next Community Council meeting.

AOCB

Keith asked Chic about the proposed traffic restrictions around the school, everything appears to be in place but Keith pointed out that the signs into the first and second School Road entrances can't be seen when approaching from Blairgowrie directions. Coming from the other direction the signs can only be seen once within the junction, in other words the signs are in the wrong place. Chic replied that the trial was on hold indefinitely until the new strategy for 20mph zones had been approved. Comment that letters should go out to residents to inform them of this decision.

Keith was standing down as secretary – no time to vote for a new secretary. In the meantime Keith would continue to act as secretary.

Meeting closed at 9.04pm