

# Portmoak Community Council

Draft Minutes of Meeting held on 11<sup>th</sup> October 2016

at Portmoak Village Hall

- 1. Attendance:** CCLrs: M Strang Steel (Chairman); R Cairncross (Secretary); B Calderwood (Treasurer); D Morris; A Robertson; and T Smith; and WCLrs: M Barnacle; D Cuthbert; and J Giacomuzzi; and in excess of 70 members of the public.

**Apologies:** CCLrs: S Forde and C Vlasto; and WCLr W Robertson.

- 2. Approval of previous Minutes:** The draft Minute of the meeting held in August 2016 was approved subject to:

- Item 3.3.8.1 should read, "It was noted that PKC agreed that there was an obstruction and would liaise with the police."
- Item 7.1 Police: should read, "Police Scotland volunteers will be visiting local shops to give advice on the sale of flour and eggs on the lead up to Halloween which can often see a rise in youth anti-social behaviour."

- 3. Matters Arising from Previous Minutes:**

3.4 Bus Transport in Portmoak: Concerns about changes in arrangements for the school bus service to and from Scotlandwell together with associated changes to the service 201 bus had been acknowledged by Ward Councillors. A meeting with PKC Officials had been sought.

7.1 Police: The following amendments were accepted in respect of the Police report.

- Police Scotland is supportive of community driven speedwatch initiatives and the police involvement in such community initiatives is being formalised in guidance which is currently being drafted. Once the guidance is drafted, if communities are interested in Police Scotland supporting their local community speedwatch initiative, they can contact their local Community Co-ordinator.
- A new local policing model will be implemented in Perth and Kinross before the end of the year.

- 4. Pavements within Kinnesswood**

WCLrs explained that they had asked officers to consider how to ensure pedestrian safety on pavements within both Kinnesswood and Scotlandwell. The proposals circulated subsequently were preliminary, radical and designed to promote discussion. It was important to find out at this stage what the community thought before further work was undertaken. The introduction of 20mph speed limits within the Portmoak settlements was a separate matter and had yet to be determined.

There are approximately 3,500 vehicle movements each weekday on the A911 of which 16 are articulated HGVs, 32 other HGVs and 221 2 axle trucks or buses.

In Kinnesswood there were particular difficulties with HGVs meeting on Main Street where they frequently required to mount the narrow pavements to pass. This meant that they were passing close to the front doors of many homes. Houses were being damaged

both from vehicles hitting rain water pipes and from vibration. Listed buildings were at risk. Further, pedestrian safety could not be guaranteed.

In considering the *traffic lights as proposed*. There was a unanimous view that these were not acceptable. This felt like a “heavy urban solution” where the costs outweigh the benefits. There would be significant problems in managing traffic flow over such a long stretch of traffic-light controlled single track. For example: would it be possible to gain ready access to and from some 32 properties; how would bulk deliveries to these properties be effected. At busy times traffic would queue at either end and pass through in a convoy with as a consequence increased noise and traffic pollution in the vicinity of the lights. There was a real danger that the viability of the shop and garage would be compromised. The specific needs of emergency services and of large agricultural machinery would need to be assessed.

*Alternative solutions some of which together could form an acceptable package:*

- speed reduction to 20mph through the village, backed up with appropriate warning electronic signs.
- discourage drivers from accelerating to pass certain build-outs particularly at the periphery of villages.
- diverting HGVs as far as practicable from the A911 (this would require appropriate signage).
- build-outs at particular pinch points to safeguard pedestrians.
- escorts for certain large agricultural vehicles.
- possible railings to protect pedestrians.
- look at Fife to see examples of innovative solutions.

## **5. Pavements within Scotlandwell**

- a) **Traffic light proposals.** Much of the analysis and the solutions replicated the findings already set out for Kinnesswood and have not been repeated.

However, the proposed traffic light solution being three-way was more complex. Like the Kinnesswood proposal it was unanimously rejected for many of the same reasons. Additionally it would mean: relocating bus halts particularly at the entrance to Well Road; easy entry and exit to the Well Inn could be compromised; and it could lead to traffic, once through the lights, speeding up through the village.

*Alternative solutions some of which together could form an acceptable package were also similar to those for Kinnesswood:*

- a 20mph speed limit through the village would be welcomed.
- HGVs should be discouraged from transiting the village (this would require a careful evaluation of relevant signage).
- reversal of road priority at the Leslie Road junction to reduce speed should be evaluated.
- villages should have a “gateway” signalling entry to a different area.
- reclassification of the B9097 to an A classification should be explored
- a mini-roundabout about or a “shared space” arrangement did not find support.

It was noted that prolonging time along a route was likely to be an effective way of discouraging Sat Nav driven transit vehicles.

b) **Arrangements to improve the pavement leading from the village to the Church and beyond.** There were no specific proposals to consider at this time. It remains a priority for the CC to make progress with this problem. Ward Councillors had had preliminary discussions with PKC officers on the matter. Further work would now be undertaken by PKC looking at options to provide an improved and safe pedestrian route from the village up to the Church Hall and beyond.

It was recognised that this was a separate matter from the proposal for traffic lights with pavement improvements within the village. It would be helpful to have a coherent solution that addressed both issues.

**6. Car Parking within Scotlandwell and Kinnesswood.** The problem of very limited car public parking within both Scotlandwell and Kinnesswood was recognised and had been raised by Ward Councillors at their recent meeting with PKC officers. The CC was invited to make the case for such parking and to suggest possible sites. It was noted that the need for parking is not necessarily governed by the same considerations in the two villages.

It was confirmed that there will be a meeting on 27<sup>th</sup> October of officials, ward councillors and local representatives to consider specific car parking issues around Portmoak School.

**7. A Strategy and Vision for Portmoak.** The CC was working towards a statement setting out a Strategy and Vision for Portmoak on which it would consult. This would be useful in communicating our priorities to PKC and other national bodies. To that end it had gained preliminary and positive experience with a tool for garnering opinion across the community: "Place Standard." It would now approach other Portmoak groups to take their views and from their input work toward a Portmoak Vision and Strategy.

## **8. Reports**

**8.1 Police:** There was no Police Report. The Commander's Bulletins of 15<sup>th</sup>, 22<sup>nd</sup> and 29<sup>th</sup> September and 6<sup>th</sup> October were noted.

**8.2 Treasurer:** There was minimal in-month change. The General Account at the end of September was £671.40, while the Michael Bruce Way account was £919.51 giving a total of funds on hand of £1,590.91.

### **8.3 Planning:**

#### **1. New applications:**

a) 16/01506/FLL, Craigard, Main Street Scotlandwell. Replace windows to front and side elevations with PVCu widows of a similar colour and style. CC view – no comment.

#### **2. Progress with Developments:**

a) Former Lomond Inn. PKC's Development Management Committee would consider the application at its meeting on 19<sup>th</sup> October.

b) Glenlomond. Substantial clearance of the site had been completed. PKC's Development Management Committee would consider the application at its meeting on 19<sup>th</sup> October.

**8.4 Roads:** CCIr Calderwood had recently circulated an updated CC Roads Report and key matters from that had already been discussed. PKC had also just circulated proposals for a B9097 Action Plan (South Loch Road). This will be discussed at the November meeting

of the CC. The CC had written to support proposed plans to introduce 20/30mph speed limits on (U243) Dryside Road from Wester Balgedie past Glenlomond to the Fife Border.

8.5 Paths: The Paths Group will monitor how their hard work over the summer stands up to the worst of the winter weather. A programme of future work was in preparation which will include improvements to the Dryside Road between Easter Balgedie and where it joins the road to Glenlomond.

**9. Arrangements at Whitecraigs and Stephen's Field consequent on the departure the developer.** CC representatives had met with Bishopshire Golf club to review the extensive and tall mainly cyprus hedge that bordered the core path leading from the A911 up to Stephen's Field. As this may in due course become the responsibility of the CC it was important to know the views of the Golf Club. It was agreed that the way forward was for the CC to secure specialist advice on options for its management.

#### **10. P&KC Ward Cllr Reports:**

WCllr D Cuthbert: reported on the establishment of the Kinross-shire, Almond and Earn Action Partnership which had recently held its first meeting. The Partnership has a small budget and will address "local inequalities." The Kinross-shire Forum of Community Councils had appointed a community councillor to the new Action Partnership. This will ensure a direct link between community councils and the Partnership. He also reported on work with the police looking at a variety of strategies to moderate speeding.

WCllr M Barnacle: reported that because of delays in the parallel Tayplan Programme the timetable for publishing LDP2 had slipped and it would not now be published until the autumn of 2017. He explained that the four Kinross Ward Councillors had secured a commitment to include a report on the existing Kinross-shire infrastructure capacity and its ability to support planned growth. The result would be included in a report to accompany LDP2.

WCllr J Giacomazzi: explained that PKC had identified how it would sustain finances over the medium term (three years). However, since the Brexit referendum it was now apparent that a number of adverse financial pressures would lead to an estimated short fall of an additional £5.7M. It was not currently clear how this is to be managed.

**11. Matters previously notified to the Secretary plus matters raised from the floor: None.**

#### **12. AOCB**

12.1 Report of Kinross Forum meeting on Action Partnerships and of a first meeting of the Kinross/Almond and Earn Partnership. CC representatives had participated in a meeting of the Forum of Kinross-shire Community Councils and recommended a representative to the new Action Partnership for Kinross-shire, Almond and Earn. It was anticipated that there would be more frequent meetings of the Forum to ensure effective dialogue between the new Partnership and community councils.

12.2 Request sought to support the whole of Perth and Kinross as a Fair Trade Zone. The CC agreed to support the proposed Perth and Kinross Fair Trade Zone.

**13. Date of next meeting:** The next meeting of Portmoak Community Council will be held at **7.00pm on Tuesday 8<sup>th</sup> November in Portmoak School.** The Chairman thanked everyone for their attendance and the Meeting closed at 8.45pm.