



## **Local Transport Strategy**

### **Roads Forum Consultation Event 21 April 2015**

#### **Feedback from Stakeholders**

##### **ROAD SAFETY AND TRAFFIC MANAGEMENT Main Issues**

###### Road Safety Education

- Children, parents and motorists on use of pedestrian crossings (all groups)
- Importance of obeying speed limits (3 groups)
- Use of mini r/b and zebra crossings (2 groups)

###### Promotion

- Cycle routes, so residents are aware that there alternatives to using the road network (all groups)
- Walking and cycling to school, to reduce traffic around schools (all groups)
- 20mph limits, to ensure that residents understand the benefits (all groups)

###### Enforcement

- Enforcement of parking (all groups)
- Enforcement of speed limits (2 groups) , Police commented on need to have self enforcing limits and general agreement that traffic calming ensured that speed limits adhered to.
- Zero Tolerance of traffic offences (2groups)

## Maintenance

- Importance of maintaining existing and considering new measures where required (all groups) although 1 individual suggested fewer measures required and another individual asked for more in areas that have already been treated.
- Surfaces at pedestrian crossings, (2 groups)
- Footway faults (2 groups)
- Wider footways where there is heavy pedestrian traffic such as near schools or on routes to schools (2 groups)
- Improvements to dropped kerbs to allow for easier access.

## Physical traffic calming & speed limits

- 20mph limits, support all round esp. in residential areas (all groups)
- Physical traffic calming, support all round esp. in residential areas and shopping areas (except 1 person)
- Reduction of traffic speeds in rural areas through implementation of lower limits (2 groups)
- Improvements to signing on rural roads

## Buses & Bus Stops

- consideration to be given to bus timetabling when implementing new speed limits, TC and bus stops (1 group)
- physical traffic calming not an issue on residential street routes (2 groups)
- consideration to be given to bus boarders on build outs to keep buses running to time (2 groups). The benefit being that it aids accessibility and acts as a traffic calming measure. Suggestion that we should look at what's been done in Uphall (contact Ian Forbes, West Lothian)
- Safe access to bus stops a concern for vulnerable users (3 groups)

## **PARKING Main Issues**

### Bus Lay-bys

- Cars parked in bus lay-bys prevent buses from accessing bus boarders; Mobility Impaired people have difficulty boarding / alighting as bus at an angle to bus boarder.

solution: move bus stops / boarders out of lay-bys allow lay-bys for parking / disabled / loading; buses stopping on main carriageway will hold up traffic - speed reduction / dangerous overtaking; and improve bus times.

Broxburn and Uphall has done this on the main (busy) road

### Town Centre Parking

- is the lack of parking spaces just a perception? I can always get parked.
- I have to drive round and round the car parks looking for spaces and then they are too far from the shops,
- disabled spaces are always full,
- disabled spaces are abused by non-blue badge holders
- would be happy to pay for parking - you have to pay everywhere else
- would not come shopping in Alloa if charges (this person doesn't shop in town centre anyway - only Tesco or Asda)
- first couple of hours could be free to help shops;
- difficult to park in town centre car parks;
- spaces taken up by college; Council; rail travellers before 9.00am,
- there are always spaces in Marshill Car park - people won't walk any distance,
- better signing to car parks;
- need pedestrian crossing at Pepes / town hall on B9096;
- can we use Co-op site for temporary parking site,
- selling point of Alloa is free parking,
- Police Scotland should not need to enforce time restrictions,
- charging / managing parking can help other policies - encourage more bus use for work travel to Alloa, more walking and cycling;

- Alloa town centre attracts people from west Fife because of free parking (and superstores);
- parking should be time limited with longer stay at peripheral sites,
- Council's car share car park is not fully used,

### Parking in Residential Streets

- difficulty for emergency services taking access,
- parking on footways is a big problem for disabled scooters / wheelchairs
- neighbour disputes,
- parking on advisory cycle lanes - Alloa Rd Clackmannan
- parking on yellow lines is a problem,
- yellow line parking noted at Shillinghill (west of Azad) where parked cars stop buses turning and cause them to run on kerb on Maple Court side,
- works vehicles parking in residential streets

solution: reclaim grass verges and other grass areas that are hard for Council to maintain and create parking.

### Miscellaneous Parking

- more parking and signposting to car parks for hill walkers and to cycle routes,
- illegal parking, double parking, parking on footways and parking over dropped kerbs are major problems for disabled people,

### Parking in Other Towns

- most of Hillfoots towns need more parking for the shops,
- yellow line infringements,
- can we have one-way working in Hill St / Stirling St etc. in Tillicoultry - due to parking,

### Other Issues

- Road / footway maintenance - slabs at Mar Street / Drysdale St are dangerous,

- Road / footway maintenance - footway dangerous outside Polling Station - 44 Erskine Street, Alloa
- Road / footway maintenance - kerb on inside corner of Drysdale / Shillinghill is damaged
- Disabled bays - disabled bay in Glebe Terrace is no longer required (for last four years)

## ACTIVE AND SUSTAINABLE TRAVEL Main Issues

### Active Travel Routes

- All the active travel routes were considered to be very good
- Need to ensure good connections from our active travel routes into neighbouring authorities, Perth and Kinross specifically mentioned
- Brilliant off road paths, but still need to use some roads where no cycling paths are available
- Signposts in town centres often point in the wrong direction at railway station
- Potential route from Alva to Fishcross via Shavelhaugh Loan well received, concern about the surfacing on the steep hills for all users including equestrians.
- Where do segregated facilities get used, examples from Europe
- Require fences next to main roads on active travel routes, as mobility scooter users or cyclists could fall into the road.
- Cyclists using the road rather than the off road facilities, sometime cycling more than 2 abreast.
- Muckhart residents keen to see new off road cycle routes.
- Preference for active travel routes Dollar - Muckhart adjacent to A91.
- Ensuring new housing developments provide for active travel.
- Making sure footpaths are connecting.
- Access through A823 at Glendevon Bends, linked to proposed development at the quarry.
- Rural footpath from Dollarbeg to Dollar not in great condition.
- Missing link at Manor Powis
- Need footpath for school travel from Yetts to Pool of Muckhart.
- Monitoring and use of cycling
- Links to tourism and promotion of Clackmannanshire's active travel routes, need to be connected to neighbouring authorities. Specific mention made of Perth and Kinross and tourist stopping to use the cafe in Muckhart.
- Activity and health benefits of cycling and walking.
- We don't promote and celebrate how good we are and what we have achieved/built. Need to get the message out and market ourselves. Link to cycle shop in Alloa?

- Cycle parking signage in Alloa town centre.
- Suggestion for link to Rumbling Bridge on old railway line, old viaduct has been removed.
- Issues with both dog and horse mess of active travel routes.
- Are cycle routes being used for school travel? Parental resistance is an issue.
- Old Hillfoots path at back of Tillicoultry Golf Course is only suitable for mountain bikes, but there is a section that does need widening. Then provides a circular routes with Alva - Tillicoultry path.
- Need to encourage more locals to use paths and bring people in from other areas. Could be economic benefits.
- Freedom for disabled people and makes for inclusive society. Specific mention made of adapted bikes.
- The need for ongoing financial support from the Government and Sustran.
- Pump priming the network to get the additional use. Difficult to justify spending if not a lot of users, but need to build the network so the users can actually use it. Takes a leap of faith.

#### Access for All

- Clackmannanshire is generally accessible, but could improve.
- Buses are generally accessible, issue with buses accessing bus stops and bus boarders due to parked cars.
- Some issues with dropped kerbs in Alloa town centre.
- Proposed ramp at Cambus, request made to work with local disability groups.
- Opportunities for DDA compliance in new housing development through Designing Streets.
- Need more bus boarders. Specifically mentioned was outside bakery in Alva.
- Issues with buses not always having ramps.
- Trying to cross road at Shillinghill bus stance in Alloa is an issue difficult due to height of bus boarders.
- Surfacing can be slippery underfoot and heels catch in cracks and spaces between kerbs. Also a tripping problem. Specifically mentioned was Mill Street, Alloa.
- Bus stops are user friendly.

- Bus operators want bus stops to be in a good, clean conditions and free from parked cars to make waiting on the bus pleasant.
- Adult Care Provision have found the new active travel paths good for adapted bikes. This helps disabled people be part of a more inclusive society.

### Travel Planning

- Travel to work by sustainable travel only works in a constrained network. Lack of parking or expensive parking.
- Difficult to develop travel plans with existing businesses.
- Concern about the impact new development in the Local Development Plan will have on traffic in Clackmannanshire. Specific mention of queuing on King Street from 4pm and Whins Road.

### Other Issues

- Footway gritting on all routes to school
- Speed limit on Shavelhaugh Loan, will this be reviewed or reduced?
- The bridge realignment on Shavelhaugh Loan is good and seems to be helping reduce the number of accidents.



## ROAD MAINTENANCE Main Issues

- Concern over pedestrian (children) safety in rural locations - what options are open to improve - consider road widening to allow safe area to stand/walk, use of signage, introduction of speed limits on rural roads.
- Introduction of assistance for self-help to provide a winter maintenance service - discussed group who have already taken up offer - stressed requirement is for a group with a leader not the onus on the individual, council advice/assistance available.
- Likelihood of completion of Coalsnaughton Bypass - concern that improved road will mean increased speeds and more heavy vehicles. (Cllr Balsillie intimated that completion would be dependent on Developers.) - can we consider speed and weight restrictions?
- Prioritising of winter and general road maintenance works - tendency towards carriageways first - consider vulnerable people where a poor footway (but with no "trips") can be problematic - how to assist vulnerable people in winter who live outside identified care homes, etc. - can we improve the service to these people - encourage help from the communities.
- Pothole repairs - noted that a lot of repairs have to be treated more than once - can we move to first time permanent repair?

### Individual issues

- Repair footway outside 44 Erskine Street, Alloa - before election;
- Missing sign - DS on A907 reading "Stirling A907" on lighting column/post splitter island, Claremont, Alloa;
- Road markings not same as 30/40 mph signs on Alloa Road, Clackmannan, heading to Kennet (previously reported);
- Request for footway improvement at Alloa Road, Clackmannan.

## **PUBLIC TRANSPORT Main Issues**

### Buses

- Use C64 in Redwell Place.
- C64 finishes at 15:30 – could do with running later.
- Why fewer buses in Dollar than in other Hillfoots towns?
- Hunter's buses run only every 2 hours.
- Keep C64!
- People in Dollar depend on the H1/H2 for shopping.
- Why don't more buses serve the Rail Station?
- Bus fares seem high in comparison with other areas.
- Is a bus every 20 minutes too frequent – wouldn't a ½-hourly service do? More people on each bus and less fuel burnt.
- Journey times long in comparison with car – First 62/63 goes round the University on way to Alva.

### Accessibility

- Access to bus stops for passengers generally good, especially where there are raised kerbs, but a lot of parking in bus stops – negates good points of access as bus has to stop in road and passengers step up and down at raised kerbs.
- Needs of elderly need to be taken into account.
- Rely on accessible buses – frustrating if next bus to come isn't accessible. Bus company can't say in advance which journeys accessible buses are on.

### Community Transport/Demand Responsive Transport

- Muckhart DRT a great service – could it be rolled out in other areas?
- Community Transport tried before in Clackmannanshire – stopped when funding ran out.

### Other

- Area beside Redwell PS would be a good P&R site for Alloa.
- Bus operators and council need to consult with users before making changes.
- NEC card very helpful.