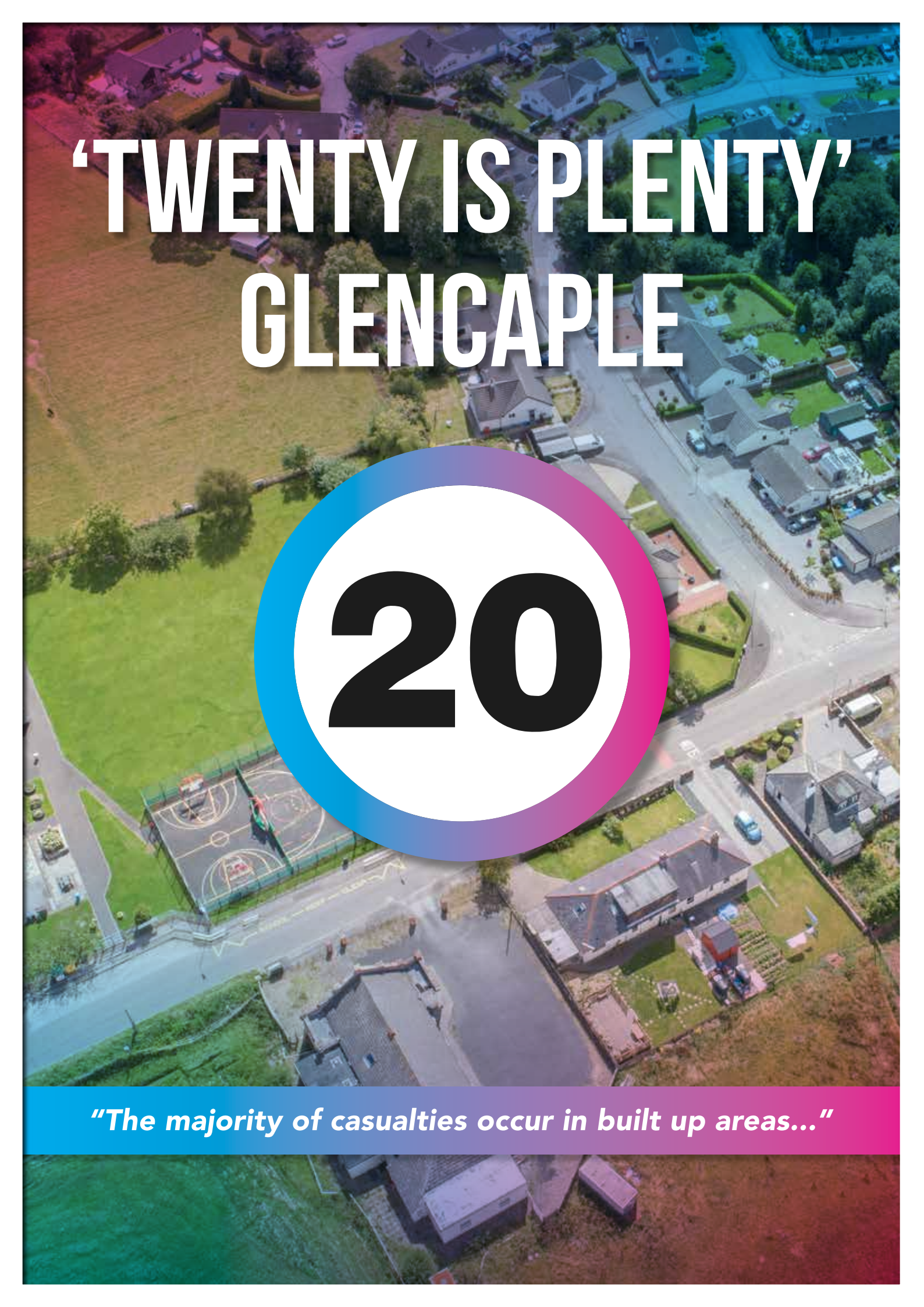




‘TWENTY IS PLENTY’ GLENCAPLE

20

“The majority of casualties occur in built up areas...”

Glencaple Speed Limits

"The majority of casualties occur in built up areas..."¹

"Speed significantly increases the chance of being injured in a collision..."

"One of the first studies of pedestrian injury and car impact speed found that at 20mph there was a 2.5% chance of being fatally injured , compared to a 20% chance at 30mph"

"The Scottish Government is committed to creating a healthier, greener and safer Scotland and believes that the introduction of 20 miles per hour (mph) restrictions can help to contribute to all of these objectives. By reducing speed on our roads we can create streets where the space is shared more equally between different road users and create a safer environment, encouraging people to make alternative travel choices"²

"The bottom line is that 20mph speed limits have been shown conclusively to reduce vehicle speed and that reducing speed saves lives."^{2b}

"As set out above evidence shows that road users, especially those that are vulnerable, are significantly more likely to suffer from serious or fatal injuries from cars travelling at 30mph as opposed to 20mph. As established earlier reductions of speed even if they do not lower by the full 10mph will still see significant safety increases. We already put 20mph limits around schools for children's safety, but our roads are used by many vulnerable users who deserve the same protections, such as elderly and disabled individuals, cyclists and motorcyclists.

Also, imposing 20mph limits only in the immediate vicinity of schools ignores the fact that many children walk to school from much further away. 20mph limits will help make all vulnerable road users safer. The mean radius of school safety zones is just 300m. However, the mean distance travelled to school is 1.8km. Therefore, school safety zones typically protect a child for only one-sixth of the child's journey to school."^{2c}

"A reduced speed limit will not only reduce the likelihood of accidents occurring but if they do occur it will reduce the severity of the accident and will lower the chances of those involved being killed."^{2d}

1 ROSPA Road Safety Factsheet November 2017 – page 1

2 Good Practice Guided on 20 MPH Speed Restrictions June 2016 Version 2

2b http://www.parliament.scot/S5PrivateBillsProposals/20170512_FINAL_VERSION1_NGBU.pdf – page 2

2c http://www.parliament.scot/S5PrivateBillsProposals/20170512_FINAL_VERSION1_NGBU.pdf - page 8

2d http://www.parliament.scot/S5PrivateBillsProposals/20170512_FINAL_VERSION1_NGBU.pdf - page 9

2e 20mph limit Proposed Restricted Roads Report DandG Council 9.2017.pdf

Existing Council Policies

3.19 - *"The Council's policy on 20mph speed limits was agreed at the 3rd July 2012 meeting of the Planning, Housing and Environment Services (PHES) Committee"...*

It agreed:

"that 20mph speed limits and any traffic calming measures continue to be introduced in accord with current national guidance and relevant legislation that the prioritisation of any additional provision of 20mph speed limits follow the order:

3. conclude programme of provision at all schools in region,

6. locations requested by the community, and where need and support can be demonstrated (minimum of five residents)."

3.20 - The Council's Priorities and Commitments for Development within the Council Plan and Directorate Business Plans were agreed at the 27th June 2017 meeting of Full Council.

This includes a commitment to "Increase the number of roads with 20mph speed limits and zones to enable greater on-road cycling and create a safer environment for all road users, and within residential areas in our towns and villages."

3.21 - 20mph speed limits are in place in Dumfries and Galloway at:

72 of 99 Primary schools, with 91% of primary pupils attending a school with a 20mph speed limit. Also at 11 of 16 Secondary schools, with 64% of secondary pupils attending a school with a 20mph speed limit;"

3.23 - 20mph speed limits are also provided under the Speed Limit and Traffic Calming Capital Programme in line with the agreed prioritisation order, e.g. with proposals for Gatehouse and Cargenbridge primary schools being progressed. However, the focus of this budget in recent years has been on the delivery of agreed changes to speed limits at communities on local A and B class roads and therefore with limited progress on 20mph speed limit provision.

3.2 4 - Provision of 20mph speed limits is also being sought via other capital works projects with a cycling element, and therefore where expenditure on that aspect can be utilised as match funding for bids for Community Links and Safer Routes to Schools funding to Sustrans. Such bids have been made and provisional awards made this year in relation to off - site roadworks for the relocated Dumfries hospital and at Lochside, in relation to the new North - West Campus. At the former 20mph speed limits are proposed on roads where it is anticipated that speeds are already low (traffic counts were undertaken in the week beginning 18th August 2017) and therefore where no physical traffic calming measures should be necessary. ^{2e}



Proposal

We propose and seek Council implementation of:

- Amendment of the current speed limits in Glencaple with 30mph limits extended beyond their current locations.
- The central area, being the main Glencaple settlement, be subject to a 20mph speed limit.
- That physical measures be taken to maximise the visibility and effectiveness of these limits.

Background Information

Glencaple comprises a small village in Dumfries and Galloway having a population of 136[a]. It provides a village shop, restaurant, hotel and school. The school currently has 24[b] pupils which is expected to grow when the new housing development is completed and occupied. As such it is the hub of the wider community known as "Caerlaverock" comprising the villages of Glencaple, Kelton, Bankend and Shearington. Major local attractions include Caerlaverock Castle and Tearoom, Caerlaverock Nature Reserve and the Wildfowl and Wetland Trust Caerlaverock. These attract visitors on a year round basis particularly with this area of the Solway renowned worldwide for its wildfowl during the winter months. These villages are also part of the National Cycle Network and the "Merlin Trail".

The village is also the location of Nith Inshore Rescue (NIR) a privately funded lifeboat charity service on call 24/7, 365 days of the year.

Caerlaverock in general, and Glencaple in particular is attracting greater numbers of tourists than ever before. It has been particularly noticeable over the last year that those using motorhomes have increased significantly in numbers with up to 22 being recorded staying overnight on Glencaple Quay. The recent opening of "The Boathouse" has been a particular success story with over 10,000 customers in the months April to July. Numbers are expected to increase further when it opens on Thursday, Friday and Saturday nights from 20th September 2018. The majority of visitors to Glencaple travel by motor vehicle or bicycle.

Physical Factors and Infrastructure

As a former fishing village the layout and structure of Glencaple has changed little for over 100 years. Road access in Glencaple is based on three roads being Glencaple Road to the north, linking to Kelton and Dumfries (B725), Shore Road in the south (B725) and Church Street in the east (unclassified).

The majority of housing in the village lies to the east of the B725 with terraces of housing fronting Shore Road and Glencaple Road. Glencaple Primary School is located on Church Street on the south side opposite The Barbour Hall.

a <https://www.streetcheck.co.uk/postcode/dg14rb>

b <http://www.dumgal.gov.uk/article/15441/Caerlaverock-Primary-School>

The Boathouse sits on The Quay with the Nith Hotel Opposite. Public car parking is situated here (the main area in which Motorhomes overnight), along with public conveniences and the village bus stop and shelter. This is the hub of the village and attracts the most vehicle traffic. However, there are other areas in which different traffic and speed is concerning to community members:

- During term time, at the start and end of the school day, the upper end of Church Street can be busy with parents parking.
- Tractors and farm machinery/ vehicles travel through the village. There are often convoys of tractors at harvest times which travel from the fields north of the village up the Quay Hill via Church Street.
- Visitor traffic heads through Glencaple from Dumfries and the north en-route to Caerlaverock Castle, Castle Corner walks (SNH/ NNR) and Caerlaverock WWT, if not coming to Glencaple itself.
- Cyclists travel on the National Route 7 which passes directly through Glencaple; some cycle the 'Caerlaverock Loop', others use the route to commute or for leisure, fitness and pleasure. There is also a fair contingent who cycle through Glencaple as part of organised training and for race events.
- Villagers who don't have off-road parking have to park on the street (Church Street, Wellington Street and Shore Road) with visitors using the Quay End, or occasionally the Barbour Hall car park. There is a small private car park for Glencaple Road residents, though when cars park on the street here, the traffic is forced to slow down.
- The Nith Inshore Rescue [NIR] at the north end of Glencaple generates additional traffic during joint training exercises and call-outs, this can include other emergency vehicles (fire engine/ ambulance and an occasional helicopter).
- Other large vehicles that regularly travel to/ through Glencaple include: the 6A bus, oil and coal lorries, large motorhomes, delivery and service vehicles for The Nith Hotel and The Boathouse milk tankers.

On the north side of the village and hence at its entrance is NIR.

Given its historic layout Glencaple has:

- Relatively narrow roads with limited off road car parking
- A tight and blind bend in the centre
- Poor access to Church Street and the village school from the B725
- Limited, or no footpaths in Glencaple Road, Shore Road and Church Street

All of these factors combine to create an imbalance in road safety terms between the needs of pedestrians (particularly children, elderly villagers, those using mobility aids and wheelchairs), farm machinery, cyclists and those of motor vehicles. Thus, Glencaple does not have the attributes sought by Scottish Government namely,

...where the space is shared more equally between different road users...²

Current Speed Limits

Speed limits approaching the village from any direction are unrestricted. The current speed limit through Glencaple is 30mph. Speed is limited by static signs to the South of NIR on Glencaple Road [below] (i.e the signs are actually in the village),



to the east of the primary school on Church Street [below]



and to the south of the village (at the end of the tree line and just before the first row of cottages) [below]



These are situated far too close to the village to be effective. Vehicles don't usually slow down until they reach the corner at the bridge/ Nith Hotel on the Shore Road - in both directions - or the parked cars towards the junction on Church Street. Roads into the village are straight and encourage high speeds. Added to this there is a sharp incline down into the village on the east side from Quay Hill to Church Street thus vehicles naturally increase speed down into the village from this direction and past the front of the school.

It is our practical experience that vehicles entering the village have not reduced speed to the 30mph limit by the time they enter this area. Equally on leaving the village vehicles are accelerating beyond the 30mph limit as soon as they see the unrestricted speed limit signs.



Proposals

We propose that the following measures are put in place in Glencaple to reduce the likelihood of injury to or death of pedestrians, particularly children, and to create a better balance between the needs of all road users.

- Move existing 30 mph speed limits out to the locations shown on the plan at Appendix 1.
- Place countdown signs to the 30mph limit from 300 yards beyond the limited area.³ [see photo below]
- Place “Rumble Strips” on the three major roads entering the village at the start of the 30mph limit zone.³ [see photo below]
- Implement a 20mph zone in place of the existing 30mph zone by replacing the current signs.³ [see photo below]



Supporting Rationale

A. Extension of the 30 mph zone

1. To the north on Glencaple Road

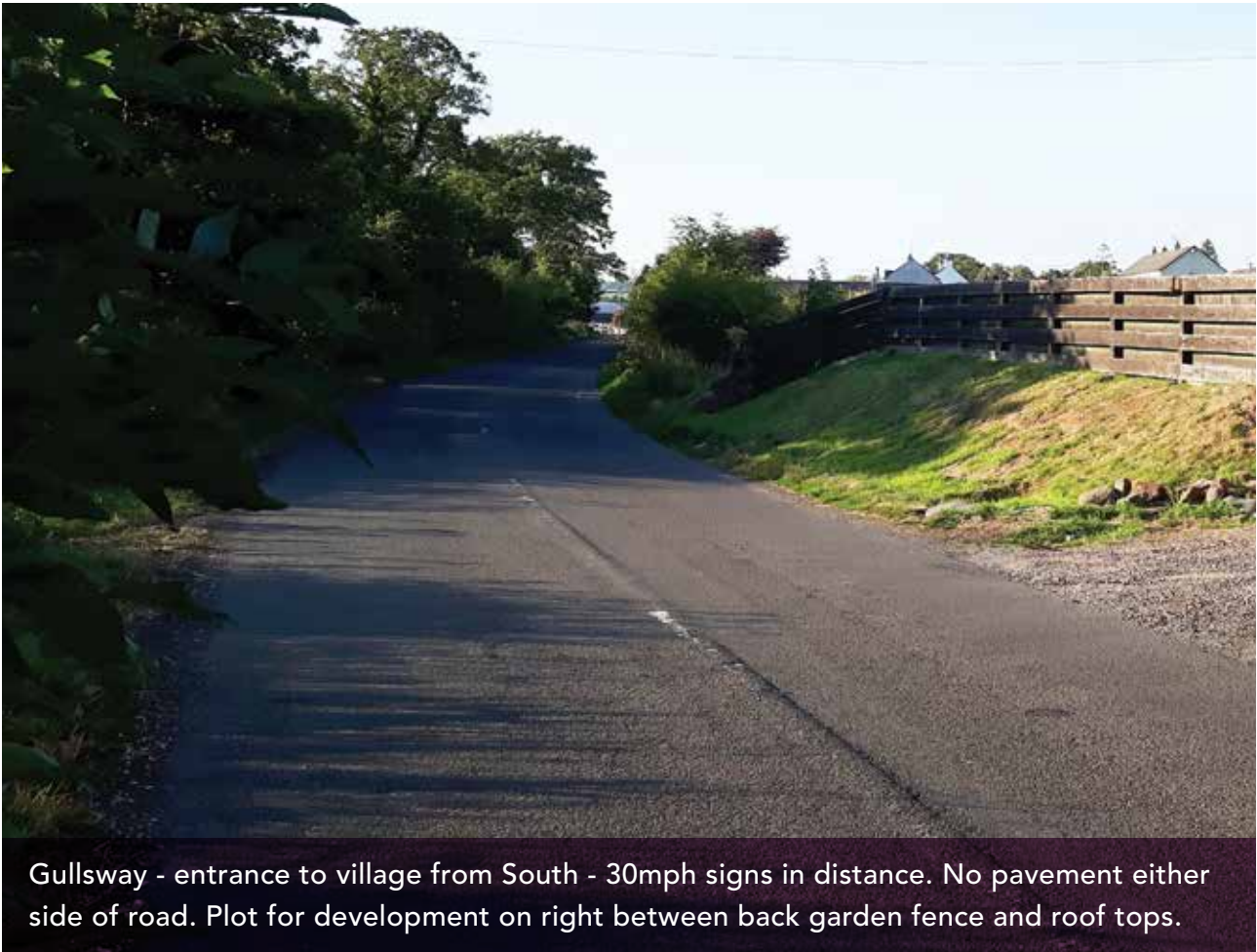
The existing limit is on the wrong side of the Nith Inshore Rescue (NIR)



Following the extension of the building, the signs need to be moved so that traffic is travelling at no greater than 30mph by the time it reaches the NIR, i.e. they need to have achieved a speed of 30mph or less before they approach NIR, not immediately on its boundary. Excessive speed in this area puts the lives of NIR volunteer staff and those of emergency services at risk, particularly in adverse weather conditions or at night. On a call out, or joint exercise, this area of Glencaple can be particularly congested with NIR, emergency service and other lifeboat service vehicles.

2. To the South

The existing speed limit is not situated at the recognised entrance to the village.



That is at "Gullsway". Dumfries and Galloway Council is dealing with a planning application seeking approval for the development of 24 houses on land at Shore Road between Gullsway and Shorepark³. Given the likelihood of a further 24 homes using Shore Road, it is imperative that the speed of traffic is limited before Gullsway and the new development are reached. This point has already been recognised by the Council, but not implemented.

The direct reference to the speed limits is as follows and is taken from the Consultation Response-Roads.

<http://egenda.dumgal.gov.uk/aksdumgal/images/att20120.pdf>

3. To the East

Access into the village from the east is via the relatively steep Quay Hill. The existing 30 mph speed limit is situated on the very edge of the village - almost on the boundary of the Primary School.



Entering Glencaple from Quay Hill. No pavements. 30mph speed limit signs just before the school, 'Drive Slowly - Children' sign. School entrance on left after farm entry/exit.

It is therefore completely ineffective in slowing down traffic before it reaches the school. Drivers need a distance of 400 yards from the village boundary to decelerate to the appropriate speed on entry, aside from our proposals for a 20mph limit here.

We set out as follows our rationale for the imposition of a 20 mph speed limit in the central area of the village. The Council has already recognised that a 20mph limit is required for the new housing development. If it is required on a modern development then it is even more important in the main Glencaple settlement.

As already set out by ROSPA¹, the survival rate from a vehicle impact at 20mph is almost ten times higher than one at 30mph.

The physical characteristics of Glencaple coupled with the increase in traffic, for the reasons mentioned in this report, considerably increase the danger to pedestrians, in particular children. This danger can be significantly lessened by reducing the speed of vehicles through the village.

1. Glencaple Road

The east side of Glencaple Road is without pavements, bar the 5 'new' houses at the north end. There is therefore a high incidence of pedestrians stepping out into the road endangering themselves and other road users.

Children living on Shore Road are particularly vulnerable on their school journeys. They have to walk or cycle on the road along the Glencaple Road, negotiating the junction and parked cars onto Church Street, and travel the distance of Church Street, until the pavement starts. Their only route to and from school has no pavement. Secondary pupils have to step directly out onto the road, negotiate crossing at some point, navigate the bridge (with no pavement) and then walk on to the bus stop, negotiating any traffic coming into/ from The Quay.



Gouges in the road surface on Glencaple Road from tractor and trailer which came round the bridge corner too fast. Also note the new walls (to replace originals destroyed at the time)



Glencaple Road is also used by many walkers and dog walkers on their way to the riverside path.



2. Glencaple Road/ Shore Road/ Quay Junction

This junction is particularly dangerous with no pavement on the Nith Hotel side and constitutes a blind corner when approached from either north or south. [See photos]



The Quay entrance is opposite the busy Nith Hotel, it also houses the Boathouse Restaurant and the bus stop. Hotel users use the Quay as an over-spill car park and therefore have no alternative but to cross the road on this bend. Delivery vehicles, large motorhomes and turning buses are likely to be encountered here, along with visiting cars and bicycles. It is the busiest part of the village in terms of vehicle concentration. This increases the risk to all road users, but pedestrians are particularly vulnerable due to the lack of pavements.



3. Glencaple Road/ Church Street Junction.

This is potentially the most dangerous junction in the village. The approach from Church Street is hazardous due to lack of visibility to the north, especially when there are cars parked, creating a blind junction, and to the south where there is a blind bend. It is also largely reduced to single lane, due to the parked cars.



Church Street approaching Shore Road. No pavements, parked cars. Pedestrians forced into middle of the road with blind junction ahead. Traffic coming from North can't see pedestrians.



Church Street meets Shore Road - blind corner in both directions - what's coming? Vehicles can't see pedestrians who are on road due to no pavements, parked cars.

Traffic travelling along Glencaple Road cannot see traffic approaching from Church Street and vice versa. Given this is one of the main routes to school for children, with no pavements, they are particularly vulnerable road users.



Shore Road/Church Street junction. Pavement ends, both sides walking on road. Junction - cars from North, South and East (Church Street). Poor visibility round corner - hedges. Hazardous junction with no pavements.



Visibility restricted by hedge Shore Road/Church Street/Bridge.



'Front Row straight' - Cars don't begin to slow down until the corner. No pavement on either side of road. Residents walk straight out onto road. No alternative for pedestrians but to walk on road. Driveways and car park also enter/exit onto the road.



Glencaple Road - van reversing into driveway.

4. Shore Road

Shore road to the south of the Nith Hotel is straight and has a footpath along the west side. The housing along the east is set above the road and each house has steps leading down directly onto the road and no pavement. It is therefore highly possible that due to the configuration of the access to each house its occupants could step into the path of unseen traffic.



5. Wellington Street/Shore Road Junction

Wellington Street runs in a westerly direction down to its junction with Shore Road. Due to the lack of pavements on this side of Shore Road and the height of the terraced housing and walls/ hedges on either side this is a blind junction. Vehicles turning from Wellington Street onto Shore Road have to creep out into traffic before drivers can see approaching traffic. This is a particularly dangerous manoeuvre, and even more-so considering cyclists travelling on the National Cycle Route 7 Network.



Wellington Street side street onto Shore Road. To be able to see to turn left or right requires the bonnet to be over the lines. Visibility is very poor in both directions.



View of Street with no name - leading from Wellington Street to Shore Road. No pavements, parked cars and poor visibility in both directions on exiting requiring pulling out on to Shore Road for clear view.

Graphic overlay of the lack of pavements

This illustrates foot users are mixing with cars/lorries/tractors all around - 20mph throughout is the answer. Note: Red line indicates no pavement.





Accident Statistics

We are not aware of any publicly available accident statistics in Glencaple. We are however aware of a dog being killed on Church Street by a car on 23 June 2018. Most residents can talk about “near misses”, including the tractor and trailer of silage which took the bridge corner too fast travelling North, and collided with a few of the houses on the Front Row (Glencaple Road) – see photo on pg13 (gouge in road, new replacement walls).

Community Support

Community support for these proposals is demonstrated by the accompanying petitions (Online and on paper as signatories). The matter was also discussed at the Community Association Meeting on 26 August 2018 and its submission unanimously carried.

Government and Councillor Support

We have support for these proposals from Joan McAlpine MSP and Councillor John Campbell who attended a community meeting (See Appendix 7 – Minutes of 20mph Speed Limits Meeting, 30th July 2018). Ward Officer Chris Woodness added his support (and verbally acknowledged support of all other ward councillors) at Caerlaverock Community Association Meeting on 29 August 2018. All Nith Ward Councillors have been invited to show their support at the document presentation.

Local Community and Business Support

The following local businesses support these proposals: (See Appendices 3, 4, 5 and 6)

- Caerlaverock Primary School Support
- The Boathouse Support
- Caerlaverock Estate support
- Nith Hotel Support
- Nith Inshore Rescue Support.
- Conheath Farm and Holiday Cottages Support
- Parish Church Support

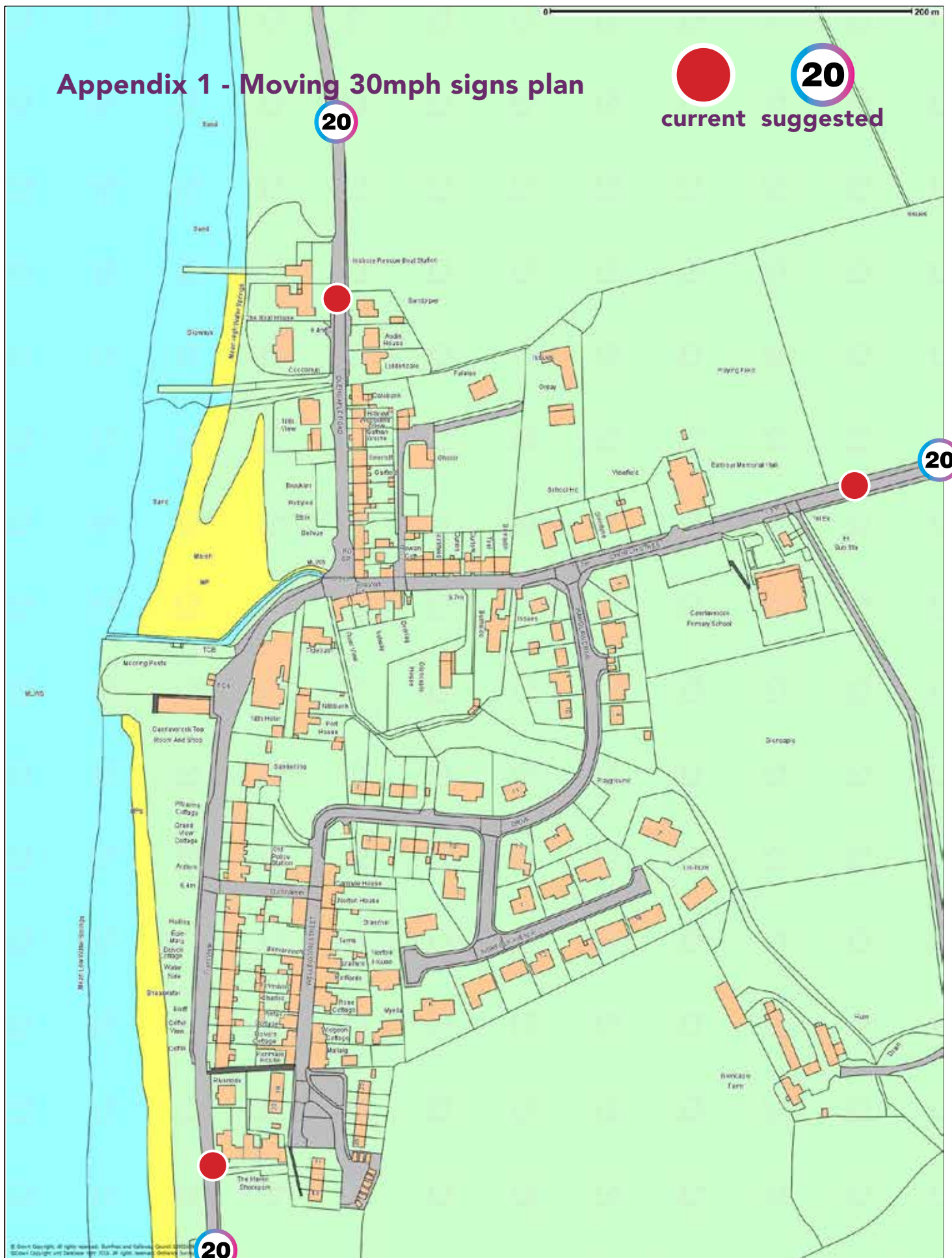
Signed for and on behalf of Caerlaverock Community Association

David Gilbert

BSC (Hons) Dip Arb FRICS FCI Arb IRRV (Hons)

Chairperson

current **suggested**



Dumfries & Galloway 

Appendix 2 - Further Photos



Example of farm traffic on Glencaple Road (turns left up Church Street and up Quay Hill)



Horse drawn cart being overtaken at NIR



Parked cars, van, coach and post-van at Nith Hotel/ Quay with cars coming through



View of Church Street showing where the pavements start/end.



Glencaple Road showing no pavements, residents walk straight onto road



Pedestrian point of view alighting on Shore Road (no pavement) from Wellington Street steps



30mph sign coming in to Shore Road from the South (no pavements)



6A bus turning at the Quay



Motorhome parked between bus stop/toilet block and The Boathouse

Appendix 3 - School support



Caerlaverock Primary School

Church Street

Glencaple

Dumfries

01387 770 237

gw08officecaerlaverock@ea.dumgal.sch.uk

20th August 2018

To whom it may concern –

As Head Teacher of a primary school, the safety of my pupils is of utmost concern. We educate our children in road safety techniques and seek your support in giving greater thought to their well-being in our local community.

Our village is in a rural community that is accessed by vehicles of all shapes and sizes from tractors and camper vans to bicycles that travel in a range of speeds. The school is located at one of the entrances to the village where vehicles are either speeding up or slowing down as they enter or leave the village. Thankfully, we have not had any accidents involving our children, but there have been occasions that speeding cars have caused us concern. There are very few pavements in the village and many blind corners, hence why we do not actively encourage our pupils to walk, or cycle to school, even though we know that physical activity can help improve motivation and achievement in many other areas of school life.

We strongly feel that a twenty mph throughout the whole village would be beneficial to the safety of all the local residents, not just our pupils, as this would allow people to walk/cycle without the fear of speeding vehicles.

Twenty mph limits have been proven to be safer and healthier, and is nearly fatality-free (3%) as opposed to 20% fatalities at thirty mph. We strongly feel that our pupils, and local residents, have the right of increased safety and chances at improving fitness levels.

Yours faithfully,

A Cochrane

A Cochrane
Head Teacher

Appendix 4 - The Boathouse & Caerlaverock Estate support



'All of us at The Boathouse fully support the campaign for a 20mph speed limit throughout Glencaple, both to ensure the safety of this wonderful community and the many visitors to the village.'

The Boathouse Glencaple



'We wholeheartedly support the campaign for a 20mph speed limit throughout Glencaple. We believe it is in the best interests of the community as a whole, and in particular the safety of our children.'

Caerlaverock Estate

Appendix 5 - The Nith Hotel & Conheath Farm support



THE NITH HOTEL

To whom it concerns,

Owners and staff of the Nith Hotel would like to confirm our 100% support for the 20mph speed limit through Glencaple.

I personally have been here since 1972. Times have changed, the village has changed. The amount of traffic now coming through the village is a concern, considering there is to be new affordable housing built, hopefully people with young families, it needs to be a safe place for children to access the roads safely, simply to go visit friends, visit the shop, out on their bikes. At the present time this would be a parent's nightmare.

Something must be done.

J.P. Houlston

JP Houlston
Nith Hotel

Edward & Janette Murray
Conheath, Glencaple, Dumfries DG1 4UB
Tel: 01387 770205 E-Mail: conheath@btconnect.com

To Whom It May Concern: 14 September 2018

On behalf of Edward Murray & Son, Conheath Farm and Mrs J D Murray of Conheath Holiday Cottages we recommend imposing a 20 mph limit in the village of Glencaple.

Due to the lack of pavements there is the hazard of pedestrians walking on the roads and numerous stationary vehicles parked outside people's homes. Glencaple is a farming parish which sees farm vehicles passing through on a regular basis as well as a busy bus and cycle route. There has been an increased amount of traffic since the Boathouse opened in the spring.

We advise clients staying in our holiday cottages not to walk to the village via the road but to use the river footpath as the main road is much too dangerous due to the speed of traffic.

A 20mph limit would provide a much safer environment for everyone and we hope that you will give this request serious consideration.

Yours sincerely

Janette & Edward Murray
Edward Murray

Edward & Janette Murray

Appendix 6 - Parish Church and Nith Inshore Rescue support



Caerlaverock Parish Church, Bankend, Dumfries DG1 4RL

Please Reply to:

Revd. David Logan
The Manse
4 Georgetown Cres.
Dumfries DG1 4EQ

7 September 2018

To whom it may concern

As the Church of Scotland Minister with responsibility for the parish of Caerlaverock, the safety of all members of my parish is of the deepest concern to me. These range from pre-school children to the very frail elderly.

The village of Glencaple is an area of particular concern to me as, I have often witnessed poor driving or driving at excessive speed for the prevailing road conditions there. It is also there that our children make their way to and from the village school on unpaved roads. A twenty miles per hour zone, not only near to the school, but throughout the village, would greatly enhance the safety of pedestrians and cyclists.

It has been pointed out that there have been no recent serious or fatal road traffic accidents in the village in recent years. The proposed reduction of the 30 mph limit to 20 mph would, in my opinion, allow drivers more time to react to potential road hazards and thereby enhance the safety of all in future

Yours faithfully

Revd. David Logan

Charity Number SC008648

**NITH
INSHORE
RESCUE**

Nith Inshore Rescue supports this proposal.

Appendix 7: Minutes

20mph Speed Limits Meeting with Joan McAlpine MSP, Barbour Hall, Glencaple, 30th July 2018

Main points:

- Dangers due to unique nature of Glencaple - bad bends, blind corners and lack of pavements
- See annotated photos for visual 'hot spots': dangers for all - cyclists and drivers as well as pedestrians
- Increase in large vehicle numbers and the dangers they pose
 - motorhomes, farm vehicles, 6A bus, oil and coal delivery lorries, delivery/ service vehicles for The Nith Hotel and The Boathouse
- 30 limit needs to be pushed out in all 3 directions
 - North – Glencaple Road, South – Shore Road, East – Quay Hill
- Proposal - that the 20mph limit is substituted for the current 30mph area
- Countdown markers to maximise the visibility and effectiveness of speed signs
- Rumble strips – to maximise the effectiveness of 20mph speed limit
- Full community backing and formal proposal will go to Council after our August meeting (Wednesday 29th August 2018)
- The current limits do not protect our community and in particular our children
- Current limits do not protect other vulnerable people in our community including: elderly, wheelchair/ pushchair/ mobility scooter users, visually/ hearing impaired
- School – D&G Council policy = provision of 20mph limit at all schools
 - agreed at 3 July 2012 Planning, Housing and Environment Services (PHES) meeting
- Imposing 20mph limits in immediate vicinity of school ignores the fact that children walk to school from much further away
- New housing development proposed – south of Shore Road

Present:

Joan McAlpine MSP, Cllr John Campbell, Joe McGurk, Kenelma McCrae, Jean O'Toole, Revd Dave Logan, Douglas Anderson, Malcolm Laurie, Jane Baxter, Rona Carson, John Carson, Gail, Joshua and Jamie Stewart, Janette Murray, Amanda Henderson, Eilidh Henderson, Andrew Henderson, Judith Mylne, Lynne Sydes

Apologies:

David Gilbert, Lauren Turner, Anne-Marie Walker

Jean O'Toole opened the meeting by outlining her concerns about the lack of road safety in the village of Glencaple:

- Someone hit by a car at 30mph has a 20% chance of being fatally injured compared to a 2.5% chance of fatal injury by a car travelling at 20mph
- Glencaple has a 30mph speed limit, 'this is unacceptable'
- We have very limited pavement use
- Due to the historic nature of the village, cars are parked permanently on the roads
- The school road is also set at 30mph, with no speed calming measures in place
- We demand a 20mph speed limit be put in place throughout Glencaple village, with 3,2,1 slowing signs at least 400 yards beyond each of the 3 access points
- Rumble ridges/ strips leading into the village as a necessary precaution to alert drivers into the village from all directions
- More vehicle traffic than ever before, with much more to come with the 24 new homes set to be built in Glencaple
- An increasing number of children now independently walking, cycling and using scooters around the village
- With the increasing amount of traffic we are now experiencing, our call for speed calming measures is imperative

John Carson stated the importance of seeing Glencaple in the context of the increasing traffic travelling on the B725 in general.

Douglas Anderson relayed the past difficulty in getting the 30mph signs moved out from the Nith Inshore Rescue.

Gail Stewart, speaking on behalf of Caerlaverock Primary School council, added that the school have been campaigning for years to get something done about it. Speaking as a parent whose child walks down Church Street with no pavements onto the Glencaple Road, with no pavements, the parked cars and speed of traffic is very concerning, 'It's an accident waiting to happen'. She also stated fears about the speed of traffic coming down the Quay Hill [towards the school].

Cllr John Campbell enquired if this was the 'danger area' - GS asserted that whilst it is an issue, it is just one of many...

Malcolm Laurie confirmed that every area of the village has 'danger areas', whether on foot, cycling, walking a dog or in a car. He led the meeting through a 'slide show' of annotated photographs pin pointing the main areas in the village in which there are particular problems with the speed of traffic. A few key points:

- From the Quay Hill into the village, people don't actually slow down until they hit the 30mph sign - which is far too close to the school
- The junction with the Shore Road and Church Street is treacherous with no pavements, parked cars and blind corners – for pedestrians and for drivers; cars are coming from 3

directions. GS added that this is the junction where children have to cross the road to head up Church Street from the Shore Road.

- The area around the Nith Hotel is very busy with large motorhomes (visitors not sure of the road or where they're going), delivery vehicles, the bus turning, parked cars and vehicles travelling along the Shore Road. There is no pavement on the Nith Hotel side of the road, and the pavement from the bridge stops before the phone box. The bus stop is in the middle of this area and visitors don't know the area cross over to the Nith or head out for a walk.
 - Visitors leaving the restaurant/ pub having to cross on blind corner, legally parked cars hinder view even more, silent cyclists are another hazard here
- Glencaple Road – no pavements, pedestrians, parked cars, speeding cars, residents walk straight out onto the road.
- Wellington Street/ 'Road with No Name' junction with Shore Road – no visibility in either direction without creeping on to the road. Pavement on one side of Shore Road only. Residents walk straight on to the road.
 - A mirror has been requested by community members in the past.
- New development towards Gullsway – 30mph sign right at start of the village.

DA reminded us the Community Association spent £1500 purchasing and putting in the speed sign at Bankend, which works, but that this should have been done by Dumfries and Galloway Council.

In response to DA asking about traffic orders, Rev David Logan [who worked 30 years as a police officer] asserted that it is the Council, not the police who issue traffic orders, the police enforce speed limits.

DL explained that as a police officer, he has dealt with many fatal accidents – and that there is no archetypal fatal accident. DL has observed that Glencaple has an 'absolute plethora of danger points':

- NIR often has traffic moving in and out, blue-light traffic 'in a hurry'
- Motorhomes moving off from the Quay – on the blind bend – they're heavy, they can't get a good line of vision, pulling out into traffic which legally can be doing 30mph
- Increasing traffic with the draw of the Nith Hotel and The Boathouse
- 24 new homes with improved play provision will create more movement of children
- No pavement for most of the village
- Street lighting is not particularly good
- Church Street is a problem – but to have a 20mph limit/ zone just outside the school would be trying to put a plaster on a gaping wound – the problem is that children will be moving past that area and still be at severe risk
- DL advice is that the whole village be 20mph
- E.g. in Edinburgh – any street coming from a main street is 20mph, as is Scottish Government Policy
- Glencaple - the legacy of a village that has grown, most of the houses were built when transport was a horse and cart, we now have roads that are not fit for the amount and speed of traffic. We can't do anything about the roads, so we have to do something about the speed limits and traffic
- It has to be enforced
- Without prosecutions, there will be little effect

- At Nith Hotel corner, if there is silence, you can listen for vehicles, any ambient noise and you simply can't hear anything coming. And cyclists are virtually silent
- 'If there's going to be a fatal accident in this village – that's where it's going to be' (The 'Nith Hotel corner')

JC stated that the council, in determining safety policies for B roads, are guided by the Scottish Office directive which is advisory – not compulsory. He doesn't see that Glencaple poses a problem here (as he and Rona had at Kelton Bank).

DL noted that the demonstrable problem in Glencaple specifically (with the mixed use of traffic – agricultural machinery, cyclists, motorhomes etc. - it's not safe) – are easily addressed by a 20mph speed limit.

Joan McAlpine MSP asked Cllr John Campbell to clarify if the council had a 20mph policy being rolled out.

Cllr JC said he would look into it.

Jane Baxter quoted from a meeting of the council's policy on 20mph speed limits held on 3rd July 2012, where it was agreed that the council will "conclude [the] programme of provision [of 20mph speed limits] at all schools in region".

Gail Stewart concurred, and stated that, according to the minutes of a council meeting in 2016, "88% of schools in Dumfries and Galloway now have a 20mph limit".

JMcA pointed out the unique problem in Glencaple – that people coming down the Quay Hill could be doing 60mph up until they get to the school. ML added that they also speed up towards the national speed limit sign coming from the other direction.

GS stated that one of the other priorities of the November 2016 meeting [which quoted the 2012 policy] was, "locations requested by the community, and where need and support can be demonstrated (minimum of five residents)." She pointed out the demonstrated need and the support in the room alone...

JB cited the additional support from the community demonstrated by JO'T petition.

Judith Mylne stated that, whilst she is obviously concern for the welfare of the children, as she is now 70 and walks around the village, the time will come when she can no longer drive and will have to be able to walk to the bus stop in safety. She can't do that safely from Wellington Street just now. This is her 'plea for the oldies'.

JMcA wondered if there would be support for some kind of crossing? Several objections to this were declared: expense compared to designating the whole village as a 20mph zone, complications of it being a 6 way crossing, lack of visibility and no pavements to name a few.

Cllr JC gave the example of the corner by the Station Hotel/ Lovers Walk in Dumfries where there just weren't the parameters for the council to put in a crossing – thus the crossing at the top of the road, which just isn't used.

ML confirmed that a 20mph village-wide limit is the minimum that the community are looking for, whilst acknowledging that at previous CCA meetings, farmers were reluctant to support some traffic calming measures. The limit has to be supported and highlighted through other measures than just signage. Pushing out the 30 signs, rumble strips, 3, 2, 1 count-down markers and light-up speed signals were mentioned – not just simple signage.

JMcA agreed “That has to happen”.

JMcA asked who would be responsible for this in the council – who is the decision maker at officer level?

Cllr JC wasn't sure. Perhaps Alistair Speedie [Director of Economy, Environment and Infrastructure] or Graeme Allison [Roads Manager, Economy, Environment and Infrastructure]?

JMcA suggested that in order to get the whole package of measures, somebody would need to come down and do a study of the village.

Cllr JC said that Graeme Allison would come out, as he had done similar at Torthorwald, and Alistair Speedie came too. The council wouldn't pay for the lights there though. They are 'advisory'.

JMcA commented that lights can be paid for by Community Councils. As Caerlaverock is a Community Association, it was pointed out that this doesn't apply.

Cllr JC suggested that the CCA could apply for funding.

DA asked what we would need funding for? Surely the council should pay? The CCA had already had to pay for the speed sign at Bankend...

RC asked who paid for the flashing signs at Kelton Bank – Cllr JC understood that it was the council who paid for them. The Kelton Bank signs are also advisory.

DL pointed out the difference between 'advisory' infrared/ motion sensor “your speed is...” type signs and the signage required for an area that is designated under the road traffic act. So, if there is a 20mph limit, there will be specified in law 'this is the signage you must have' and that doesn't fall to our community to pay for. It's a speed limit put in by the National Roads Authority.

DA asserted that if need be, the CCA could probably get funding, but we'd rather not have to, it should be the council who fund it.

Cllr JC acknowledged that 'there's no reason the council can't do the school', how far it would go is not known.

JMcA stated that the 3,2,1 signs are council funded. She thinks that the sensor signs are very effective, but they tend to be paid for by communities.

JMcA suggested that communities can buy their own speed cameras and wondered if the CCA have any source of income e.g. windfarm money. [No]

JB stated that the community wants this to be enforced, not just advisory.

DL acknowledged that that's the problem. Will the procurator fiscal actually prosecute if it has been used by an untrained resident who hasn't undertaken testing etc.?

DL asserted that if you simply put a 20mph limit at the school, you have problems.

Folk will probably slow down for the 20mph limit at the school (whether or not it is enforced), but then traffic starts to speed up again, and coming down Church Street, you're coming to a junction. The last thing you want is traffic travelling faster – and it would be.

DL clarified that in his own view, the best solution would be to have a 20mph limit throughout the village.

JMcA affirmed that everyone is agreed on that. And over and above that.

JMcA however, stated that as a matter of urgency the [20mph] signs should be at the school

and the 30mph should be pushed back.

GS stressed that she agrees, but as soon as our children reach high school age, they are crossing the bottom – busier - road to get to the bus stop.

JMcA asked about the history of this campaign.

GS advised that the school parent council had been trying on and off for years

JMcA suggested that what is needed is a meeting attended by the senior officers from the council, the police and all elected representatives (councillors and MSPs) - and that whilst it would be better coming from us, they would be happy to write to request a meeting on our behalf.

Cllr JC said that he would get in touch with Ward Officer Chris Woodness, who would get in touch with all the relevant officers. Cllr JC will get in touch with the police divisional commander.

DA proposed that this could be at our open CCA meeting that everyone can come to [on 29th August]

Cllr JC advised that a separate meeting on this one subject might be better.

GS asked how that would be fed back – through the CCA website?

ML mentioned that David Gilbert, current Chair of CCA, is working on a detailed document of information.

JMcA recommended that a coordinated approach is best – writing jointly to the police; that the document could be circulated to the relevant people ahead of the meeting.

ML asked if there was anything anybody feels had been missed?

DL wondered about getting in touch with the local cycling clubs. Liaising with the cycling community, especially with regards to e.g. speed bumps/ rumble strips – the former can be quite greasy and dangerous for cyclists. If we can get in touch with them in advance, this will be a good ‘box ticked’.

JC stated that with the Kelton Bank campaign, they found the Dumfries Cycling Club, and the other cycling clubs were most helpful in signing petitions, appearing for the press, Sally Hinchcliffe in particular was very encouraging, helpful and active in spreading the word throughout the cycling community.

DL asserted that it is important to get this right, for everyone, first time

ML brought up the fact that whilst he is a cyclist (a pedestrian, dog walker, campervanner and driver), this route is used as a time trial circuit and it is a double-edged sword as there have been concerns about the speed of these cyclists, especially around the Nith Hotel bend.

Other conversation developed – you can’t hear cyclists coming, bells should be used...

ML offered to broach this subject with the cyclists.

Lynn Sydes brought up the subject of the 6A Bus which she uses a lot. She is very concerned that it sometimes turns by doing a 3 point turn on the main road (at the Nith Hotel), it sometimes reverses into the Nith Hotel carpark, or it otherwise uses the Quay End to turn.

ML suggested next time we are on the bus, can we find out from the driver if they have a designated bus turning point, why they sometimes don’t use the Quay End to turn etc.

LS asserted that it is just a further complication...

With regards to the school JMcA asked if we would like her to wait until the meeting, or

whether we would like her to get in touch with Graeme Allison now, re the school. She thinks this is something the council should be doing now. She is shocked and can flag up to him that JC is going to be in touch.

DA is concerned that this is something we don't want to die off, as has happened before JMca reassured that this is a 'perfect storm' – we have the increased visitor traffic, more people coming down to the tourist attractions, there is the prospect of new housing and the 'new' council policy [re 20mph limits], with increased awareness. If we 'keep at it', it's structured and we have the meeting – inviting everyone, across all parties and get as widespread support as possible. In advance of the meeting, make sure the local media know about it.

JC warned that such campaigns can be beset by appalling communication problems, despite using appropriate protocols the delays can be so frustrating... (it took a year to hear back about their petition, though they were informed that they would be at the meeting, they were informed by the press that it was going to be happening...)

JMca asked about JO'T petition – what were the plans?

JO'T stated that it was to show the support of the community, and to hand in with our document

JMca advised that it is handed into the council, and arrange for somebody to take it, and make sure the press know, and get photos taken on the council steps. JMca stated that she would be happy to help with that if we wanted a press release, she can help with that. Petition numbers were discussed, DL reminded us that the parish population is 330, the support is significant – a very high percentage have signed.

JC asked about if we had gathered comments as this is particularly valuable as it gives fantastic, qualitative evidence of people's concerns which can be convincing and enabling to whomever the decision (re the 20mph limit) falls.

JMca recommended that in terms of raising awareness of the campaign, in advance of the meeting date, we contact the council, alert the Standard that we're handing in this petition and having this meeting – and they will come back on for the next meeting and it just builds up the momentum around the campaign.

RC let us know that Stephen Temlett was their contact at the Standard (he was also the guy who told them about their meeting happening!)

DL suggested that Border News may also be interested. We have the contact details of Charlotte Briere-Edney.

JMca agreed – that Glencaple is a beautiful village in a lovely setting – it will look good on the telly. The success of the village for tourism is another angle to consider, there are lots of people coming to visit, but it is causing this problem...

DL and JMca spoke about the success of the Caerlaverock area – the draw of the WWT Caerlaverock and Caerlaverock Castle becoming the focus of Historic Scotland campaigns etc.

JC stated that having safe conditions for visitors was an argument they used at Kelton Bank. Glencaple is on the Burns Trail.

ML also mentioned the Merlin Trail coming through.

DL talked about a Pilgrim Trail – for people who are interested in graveyards, and

Caerlaverock has several very interesting grave stones.

JMcA referred to a fund that the Scottish Government brought up last year in response to the infrastructure on Skye coming under pressure from tourism. It is for rural communities who find themselves with increasing numbers of tourists putting pressure on their infrastructures. Applications go through the council, though they may not need council approval, they are then passed on to Visit Scotland. Particularly with Caerlaverock Castle being a big national campaign that Historic Scotland are talking a lot about – there are many more tourists – could use it to fund signs (Slow down). Something to bear in mind.

DA mentioned that Brian Morrell, Learning Manager at the WWT is also Chair of the Cycling Association, and Joe Bilous, secretary of the NIR is also Reserve Manager at WWT. We have local people to call on.

JB stated that we also have support from Lady Clare and the Estate.

ML confirmed that we will get all this information collated and continue to work on the official document with David Gilbert and to get this in front of the community again, to get the backing of everybody.

Janette Murray told us about her railings at the 'S' bend at Conheath, which have taken 17 hits.

She has to do the most dangerous manoeuvre in turning right into her drive. She has witnessed, first hand, 2 deaths on this road – she knows the dangers.

JC stated that few accidents are actually reported to the police

DL agreed - that one accident is one too many – especially if it is preventable. The cost is huge. And in the global scheme of things, this is not a huge project.

JM brought up the fact that the 24 new houses being built will bring a lot of heavy traffic during the construction of the development.

RC added that a bus and a lorry can't get past each-other as it is

Cllr JC asked when the development was going to be started – 'by the end of the year' – with 2.5 years construction time

The school have stated their full support, but this all began to take off as the school summer holidays started. We will contact Alice Cochrane, Head Teacher after the holidays.

ML suggested that an awareness campaign using posters by the children.

JMcA agreed that this was a great idea that should be taken to the papers.

ML thanked everybody for coming and for their support and wished everyone a safe journey home.

Thanks to The Barbour Hall for providing their facilities at short notice.

