**Ward Event**

Castle Kennedy- A75 Traffic Management

14th May 2024

 This event, which brought together community representatives, Mid Galloway and Wigtown West Councillors, staff from Dumfries and Galloway Council, Police Scotland, Transport Scotland (who sent apologies) and Amey to discuss the management of the part of the A75 that runs through Castle Kennedy.

Community representatives shared their concerns during the event and Dumfries and Galloway Council thanks them for their contribution.

For more information, or to discuss this note, please contact:

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**Overview of Community Concerns**

* The community are concerned that vehicles aren’t staying within the 50mph limit.
* There’s particular concern amongst the community about a collapsed fence along the footpath next to the A75.
* The community have noticed flooding at the junctions at both ends of the village which is creating a danger.
* The community would like to see streetlighting along the footpath that runs along the A75.

**Responsibilities**

The A75 Trunk Road is managed and operated by Transport Scotland. They implement safety procedures and offer support during incidents. They manage trunk roads in Scotland including ongoing maintenance work, looking after bridges and other structures and putting landslide control measures in place.

AMEY as the provider who maintains and improves the A75. Under the Network Management Contract (NMC), Amey will deliver engineering, design, maintenance and operational delivery services on behalf of Transport Scotland.

**Open Discussion**

**The speed of vehicles travelling along the A75/50 mph Speed limit**

**(i) Castle Kennedy has 18 entrances within a mile radius each side of village. Cairnryan and Crocketford have 3. Springholm has 6. There is a high volume of traffic entering the petrol station and Tarff Valley. There is a high volume of ferry traffic. The A75 is used as a divert when the A77 is closed.**

**Flashing speed warning signs could be erected similar to Springholm/Crocketford? Average speed cameras?**

**(ii) Give way junction on A75 at Inch Parks. Could this be a STOP junction?**

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|  | **You said** | **We are doing… or we can’t because…** |
| 1 | **Why can’t we have a 30mph limit?** | Speed limits are set using agreed criteria [Transport Scotland strategic road safety – speed limit review](https://www.transport.gov.scot/media/5067/strategic_road_safety_-_speed_limit_review_-_reports_-_final_draft_-_the_speed_limit_review__the_assessment_report__2_.pdf) In summary a 30mph would be used in a settlement with housing facing directly onto the road with direct access onto the carriageway. Transport Scotland use the village definition as 20 or more properties directly fronting the road and a minimum length of 600m. Where a section meets these criteria, a 30 mph limit would usually be appropriate.To reduce the limit to 30mph a Traffic Regulation Order would be required to be advertised and promoted by Transport Scotland and would require Police Scotland support. The local community have the knowledge evidence and lived experience of traffic going through Castle Kennedy. The Community should create a list of their worries, concerns, experiences, difficulties, near misses, problems getting out of the junctions, pedestrians crossing the road or getting on to buses etc. Remit Community Council to collect evidence and submit it to Amey for consideration. AMEY will share similar exercise that was done in Langbank as an example.The first stage in assessing the appropriate limit for Castle Kennedy is to gather data on traffic speeds, volumes, vehicle type and number, junctions and crossings. This will give a clearer picture of compliance with current 50mph limit.Possible actions that could be taken to reduce the speed of vehicles entering the village include advanced notice of the 50mph limit, improved maintenance to ensure signage is not covered by trees/ bushes in summer and rumble strips (although these are noisy for adjacent homes and need maintaining as they wear away). |
| 2 | **Why can’t we have enforcement?** | Enforcement is always the last resort. The speed limit should be self-enforcing. We would only look into enforcement to reduce casualties or fatalities and we don’t have high statistics of that in Castle Kennedy. Police Scotland provide a proportionate response to the number of reports. Reported near misses at this point in time are in single figures. Should this change then Police Scotland would look to enforcement but again this is as a last resort and would depend on capacity. |
| 3 | **Give-way junction on A75 and A751. Could this be a STOP junction?** | The reason it is a give-way is because the visibility at the junction is clear. Drivers can see on coming traffic quite clearly. Which is in line with current legislation.A stop line is enforceable, and is something that can be looked at. |
| 4 | **Amey staff all come from outwith the region and have no understanding of the difficulties in the South West of Scotland** | We do have Amey staff who work and live in the South West and we rely on their local knowledge. |

Actions agreed:

* The community council will liaise with the public and get feedback on near misses and other issues that affect them, their feelings, and concerns not just hard data. The Community Council will then feedback this to Amey.
* Amey will look into a stop line at the A75/A751 junction.
* AMEY will send a copy to the Community Council of what other communities have done as an example of the type of information to gather.

**The Collapsed Fence running alongside the A75**

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|  | **You said** | **We are doing… or we can’t because…** |
| 1 | **The fence has collapsed alongside the walkway next to the A75 impeding pedestrians as they have to step onto the road to get passed.** | AMEY will give an update on this repair. It is possible that it is the responsibility of the landowner, which can take some time to clarify, but AMEY have the ability to request the work to be done or do it themselves and bill the landowner. |

Actions agreed:

* Amey will look into getting this job completed.

**No lighting on A75 at junction with Castle Kennedy Gardens**

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|  | **You said** | **We are doing… or we can’t because…** |
| 1 | **It is pitch black between the petrol station, shop and Tarff and the village. It is the only shop and older people use this access rather than the much longer route through the village. Lighting is needed so residents can use the path safely and so that vehicles can see the pedestrians. It appears to be a gap in the street lighting along this section.** | AMEY will look into this and various options to solve the issue, which may include low level lighting. |

Actions agreed:

* Amey to look into various options to solve this issue.

**Flooding on A75 at both junctions to village.**

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|  | **You said** | **We are doing… or we can’t because…** |
| 1 | **Flooding on A75 at both junctions to village.****Gullies, drainage holes in walls not being maintained/ cleaned.** | AMEY will check who is responsible. It could be that some of these gullies are blocked behind walls on private land.If drains and gullies are blocked meaning water cant runoff the road we ask that communities report the defect using the link below: [Roads, transport and parking | Dumfries & Galloway Council (dumgal.gov.uk)](https://new.dumgal.gov.uk/roads-transport-and-parking) Community Council have used this service in the past and have had a good response. |

Actions agreed:

* Amey to look into the ownership of the gullies and culverts and get issues rectified.

**Maintenance of footpaths (i) Planting End - Castle Kennedy and (ii) Inch Church - Stranraer**

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|  | **You said** | **We are doing… or we can’t because…** |
| 1 | **It is not just the volume and speed of vehicles but the width. They sometime overhang the footpath.** | There is an ongoing scheme/ plan to do this work. Other options to improve the footpath will be considered eg Improve lighting on footpath, maintenance of culverts and draining holes, resurfacing of footpath, cutting back of growth to widen the footpath. |
| 2 |  | One of the core path crosses the A75. Amey would appreciate information about footpaths and scheme for cycle path from Castle Kennedy to Stranraer.DGC- Will look at core paths and junctions and consider controlled crossing or safe crossing. |

Actions:

* AMEY to keep community updated on this.
* DGC and AMEY - Will look at core paths and junctions to look at controlled crossing or safe crossing.
* DGC and AMEY - Give information to AMEY about the footpaths and active travel scheme from Castle Kennedy to Stranraer

**Road Defects in general**

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|  | **You said** | **We are doing… or we can’t because…** |
| **1** | **Why do they cut out one pothole but leave the one next to it?** | This may be because the crews have only so much material for identified potholes and therefore can’t use material on other potholes. AMEY will provide information on pothole repairs on the A75 |
| **2** | **Who do we contact to report issues?** | Use Report It. Road Inspector from Stranraer will come and inspect and prioritise repairs. DGC will check where one problem is as it was reported in February. Elected Member raised that some have issues with Report It – system failing, people frustrated and need feedback. Although Castle Kennedy Community Council use it regularly and have good feedback. |

**Actions:**

**-**AMEY to provide information on pothole repairs

-DGC (Local Roads Office – Stranraer) to chase up outstanding fault

**Evaluation Form Feedback**

**17 people attended the event and 7 returned evaluation forms (41%)**

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| We asked if the purpose of the Ward Event (to discuss the issues of road and traffic issues on the A75) had been achieved. | 100% said YES |

We asked how strongly they agreed with the following statements:

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| The purpose of the meeting was **meaningful** to me | 42% Strongly agreed |
| The **day and time** was convenient | 57% Disagreed |
| The **venue** was suitable and in a good location | 85% Strongly agree |
| Staff were **helpful** | 85% Strongly agree |
| The information provided was **easy to understand** | 71% Agree |
| I felt that I was **fully involved** in the discussion | 50% Strongly agree |
| My views were **listened** to | 42% Strongly agree |
| I know how to find out **what happens next** | 66% Strongly agree |
| This was a good way to **connect** with my local Councillors | 71% Strongly agree |
| My attendance was **worthwhile** | 57% Agree |