

ROAD, ACCESS AND PARKING REVIEW 2016 FOR DUNKELD & BIRNAM

Paper for DUNKELD & BIRNAM COMMUNITY COUNCIL



A review has been undertaken and seeks to consider and address a range of concerns and issues raised by local residents and businesses as well as safety of pedestrians and road users in the village.

The review has considered a number of issues, especially of safety and a range of proposals and suggestions are submitted for discussion and consideration. These are made on the basis of 4 measures: safety, access, relieving pressure on residents and traders parking/access, increased access to parking options for visitors and disabled.

The review has covered as far as possible:

1. Pedestrian use/safety of the village and its streets
2. Pressures on parking available on the main street and car parks
3. Waiting times/parking duration
4. Access to retail and other outlets including pharmacy/post office
5. Access for those who are disabled/have mobility issues
6. Safety of bikers and other road users
7. Visitors safe parking and access.
8. Retail and business usage
9. Resident parking
10. Emergency vehicular use and access
11. Accessibility and use of the road through Dunkeld (Main street) at times of diversions due to accident/closure of A9
12. PKC public car park charges

The range of concerns which have been raised with members of the Community Council and others include:

1. Safety of pedestrians using the village streets and accessing businesses and hotels and educational/religious buildings.
2. Consistent and dangerous parking on yellow lines
3. Blockages and unsafe parking on Main Street in particular by retail and other business commercial vehicles including HGV's and vans
4. Lack of "reduced mobility" spaces to assist with access to pharmacy and post office
5. Available parking for business owners and staff during shop hours
6. Available parking for residents
7. Speed of traffic on the main street
8. Safety of cyclists and other road users
9. Blockage of side streets and parking which may block access for residents and emergency vehicles
- 10 Lack of Appropriate signage and monitoring/enforcement

Please note that this is not an exclusive list

Options which may be considered include:

- In PKC car parks- a period of free parking and then payment thereafter.
- A parking permit to allow free parking for traders and residents in car parks
- A restricted parking time on all/some spaces in the main street e.g. 20 mins, no return 8.30-5.30 Mon – Sat.
- Restricted mobility space outside pharmacy/post office (Disabled spaces
- Resilience team to assist in creating access/flow along main street and access roads during emergency road closures of A9
- Residents parking
- Restrictions for parking and appropriate signage on access lanes/footpaths e.g. under bridges
- Speed calming measures
- Pedestrian crossing on main street
- "Loading only" spaces
- Parking on one side only of main street
- Enforcement.
- HGV delivery parking/access outside business hours
- Increase/designate free parking for residents/trade staff in overflow car park at North Car park
- Coach parking

A range of other suggestions and proposals might include for example:

High Street/Atholl Street:

1. **Left hand side** - The parking on the left hand of the street over the bridge (heading north) should become loading only with signs **“loading only 15 mins, no return within 1 hour”**.
2. There should be one disabled space (loading only) directly outside the chemist shop (Davidsons).
3. **Right hand side** (heading north) from Bridge to Brae Street. As currently but add 1 additional bay (disabled - loading only) on north end directly outside post office.
4. **Top end of High Street** (opposite British Legion) – consider adding 2 additional car length spaces to yellow lines.

Speed limit – it is recommended that the 20 mph restriction area is retained

Brae Street:

1. Make double yellow lines all the way up the left hand side until residents parking area on left due to severe safety and danger issues on bend just above the salmon smoke house entrance alongside flats.
2. Increase parking area by one bay on the right hand side on lower part.

The Cross:

Create “resident/permit holder only” bays 8.30am-5.30pm in the 4 bays directly outside the EII shop.

Cathedral Street: suggestion that this is signed for residents and access only.

Atholl Street/Brae Street/The Cross:

Safety barriers - There is also a suggestion (on grounds of safety) that (attractive if possible) metal safety barriers are put around the 4 corners of the cross/ high street to protect pedestrians and prevent crossing at these dangerous points. This might also prevent cars parking on the double yellow here as they can then not access the pavement at these points.

Car parks:

PKC car parks - Introduce a revised pricing structure – First 20 mins **Free**.

Charges thereafter as per current and consider 1 of the 2 becoming free.

Free overnight parking should be offered for residents/permit holders only (5.30pm-8.30am)- permits to be displayed.

All car parks should offer marked disabled bays (min 2) closest to the village

River Car park:

Look at the option of this becoming a **Free Car Park (no overnight stay)**

North Car park:

First 20 minutes free – pay thereafter (near the recycling area).

It is suggested that the **overflow Car Park** (land rented from NTS by PKC) should be **free and exclusively for residents and commercial trade/other staff**.

Hotel Car Parks:

It has been noted that the 2 riverside public houses/hotels have to a large extent removed their car parks has occurred – to become picnic and eating/pub gardens.

This has significantly reduced the amount of car parking available both to hotel guests and local residents and put increased pressure on the riverside car park/ and high street.

A meeting with hotel and shop traders/ group representatives in the riverside areas suggested to consider how this can be addressed.

Under Bridge access road/Emergency Services access:

There is significant concern that this is being blocked by cars seeking spaces and therefore there is no access for safety /emergency vehicles. It is considered vitally important that “no parking at any time signs” are put along the lower vennel and/or access for emergency service vehicles required at all times.

Little Dunkeld: On far side of bridge (adjacent to apple orchard) on left hand side (heading north) put up parking signs (2 hours free parking”) to attract people to park here and reduce pressure on high street.

Pedestrian crossing: This remains a real concern to users as cars continue to approach fast and from the A9 come upon it quickly – there is a suggestion that this is a manned crossing (“lollipop) on school days and peak times and that criss/ cross red box on the road surface is added on the approaches.

Birnam:

A number of options have been considered. There should be parking on the roadside adjacent to the Birnam Hotel but this appears to have been overlooked as Birnam Hotel car park appears to encroach on this – it is suggested that Birnam hotel car park entrance is clearly marked and that 4 spaces are created on the roadside nearest the hotel running up to the Bus stop.

Disabled spaces are offered outside the Birnam Institute but a disabled space should also be offered outside the Nisa/Birnam stores on the Birnam Hotel side.

Consideration should also be given to the creation of a pedestrian crossing on the road between the Nisa store and St Mary's Church on the left hand side which would allow safe and secure crossing of pedestrians to the store and post office and also act as a traffic slowing /calming scheme for Birnam.

A9 Access:

The lighted central reservation bollard at the junction on the A9 slip access to and from Dunkeld to have its light restored as a matter of urgency – as unlit it is causing a safety hazard to drivers and confusion to overseas and other visiting drivers at night.

Other considerations:

Speed: Complaints and issues of drivers going through the village at high speed continue to be a concern. We are advised by shop owners and businesses that these are at their worst at morning peak periods from 7.00am to 8.45am and most especially between 7.45am and 8.30am through the residential areas of the high street and across the bridge to the pedestrian crossing.

Police support for monitoring and enforcing the 20mph at this time this would be much appreciated in order that the village can be a safe place for pedestrians and particularly children heading to school.

Commercial vehicles:

Inappropriate or illegal parking during peak times: This has been raised as a significant safety concern by many businesses and residents/visitors. The community council/police/PKDC are asked to consider a liaison with a number of commercial operations including the Co-operative store with regards to retail deliveries – to seek to explore possibilities around scheduling of deliveries. It may be that proposed "loading only area from the bridge to the Co-op might facilitate safer parking and that yellow "no parking" bollards could be put in place to facilitate deliveries to stores within safe parking measures. It would also be helpful to consider if commercial vehicle deliveries could be made before 8.30pm and after 5.30pm (due to the significant congestion these cause to the village and the hazards these create).

Illegal parking: Parking on double yellow lines is commonplace around the crossroads with the Cross and Brae street in the main street and some traffic enforcement presence would be helpful at peak times. Parking issues may increase further in this area as a new dentist premises is to be opened shortly.

Permits/Car pass/badge: Consider whether a permit holder /car badge would be an option and applicants from the shop owners/trade and retailers and residents to park without charge in car parks if PKC are not receptive to Car parks without charge.

Diversion through old A9 access use in case of main A9 road closure

/emergency:

A recommendation is proposed that in such a case, a supply of no parking bollards are made available to be stored and activated by emergency co-ordinators (nominated CC and traders/shop owners) on the “loading” side of the street running from co-operative to the bridge. This would facilitate no parking on one side during such a diversion through the village and assist in traffic passing safely through until such time and police and other agencies can assist.

Action plan:

- i) Facilitate consultation through a response form/advert in the Bridge and other activity - *completed*
- ii) Collate responses - *completed*
- iii) Consider parking pressures and resolutions in other similar PKC areas e.g. Pitlochry, Blairgowrie, Crieff and Perth - *completed*
- iv) Consider parking and road solutions in other villages of scenic and historical interest e.g. Falkland, Inverary etc - *completed*
- v) Consult with PKC and local business and tourism groups and residents – *completed/in progress*
- vi) Make recommendations for action and implementation – *paper submitted.*

These are the recommendations suggested and following further consultation and discussion, a list of key priorities should be identified to take forward to discussion with PKC offices, police and road safety teams, National Trust for Scotland and Visit Scotland and other groups, members of the community/traders, residents and other interested parties for consideration and ratification.

August 2016 –LBS for Dunkeld and Birnam Community Council