

## **Forth and Endrick News – Killearn - Wednesday, 21<sup>st</sup> September 2016**

*Arnprior Balfour Buchanan Buchlyvie Croftamie Drymen Fintry Gargunnoch **Killearn** Kippen Strathblane*

### **Councillor Lambie Report**

- **New Waste Collection Service:** There have been concerns raised about changes to waste and recycling collection policy. The new policy will see residents given 5 recycling boxes under the following collection timetable:
- **2 Week Collection:** Brown Bin (Garden & Food Waste); Blue Bin (Plastic, Cans & Cartons);
- **4 Week Collection:** Grey Bin (Non-Recyclables); Green Bin (Paper & Cardboard); Blue Bin Small (Glass)

The service are keen to work with residents and CCs on this. For example with people living in flats sharing of bins will be a preference which should cut down on the number of bins. The service are also planning on running collections on a 7 day week basis – what time will this be – early Sunday mornings may not be appropriate. The service will be investing in new, rear loading collection vehicles which are easier to operate. It is important that residents and CCs make their views felt as I understand the revised service is due to be 'live' by September 2016. **Update:** At a meeting on Monday 19<sup>th</sup> Sept the only rural village that appeared to have the new bins was Doune?

- **Road Maintenance Programme 2016 – 2017:** Forth and Endrick programme:  
**A Roads:** A811 (Redlairston – Buchlyvie) Inlay = £60K; A811 (Strewiebank – Kippen) Structural Inlay = £40K; A811 (Glinns Road on Kippen Gargunnoch Straight) SD + Patching = £45,000; A811 (Touch Bridge – Cambusbarron Turnoff – Ward 5) SD + Patching = £27K; A81 (Garrauld Balfour Station) SD + Patching = £35K\*; A81 (Balfour Station) SD + Patching = £65K\*; A81 (Devil's Elbow – Strathblane) Inlay = £55K\*; A809 (Finnich Blair – Croftamie) Structural Inlay = £45K  
**B Roads:** B818 (Loch Walton – Fintry) Overlay = £50K; B822 (Balafark – Kippen) Overlay = £50K; B818 (Bogside – Fintry) Overlay = £40K; B837 (Milton of Buchanan) Overlay = £50K  
**C Roads:** C54 (Ballochrui Rd – Balfour) Structural Inlay - Passing Places = £20K; C56 (Mugdock Country Park) Overlay = £30K; C21 (Station Rd – Balfour) Inlay = £40K  
**Unclassified Roads:** Barnsford Rd. (Gartness) Full Reconstruction = £100K\* Streets: Kirkhouse Rd/Crescent (Strathblane) Inlay = £50K; Glinns Rd (Kippen) Overlay = £40K
- **Notes:** Key: SD = Surface Dress; \* Questions to Roads officers
- **Roads Spend to Save Proposal:** Following a question to council and information supplied by roads officers at the May 2016 Strathblane CC meeting the council is currently resurfacing 2.6 % of the road network – it needs to do 4% to maintain the status quo. Cllr Muirhead and myself are looking at methods where the council can lever extra resources on a **spend to save** basis where it is more cost effective to resurface on a 25 year future proofing model than leave a road to deteriorate with ultimately a more expensive bill. According to roads officers we are looking at circa £90 million to fully repair the council road network of 1100 kms. We have asked if the **CDF City Development Framework** resource planning will factor in investment for rural roads.

- **Roads Spend to Save Example – A81 Devil’s Elbow at Strathblane:** A request was made to Roads officers, after a message from Strathblane CC, to switch the above job to the A81 stretch west of Blanefield, this move was also supported by Killearn and Balfron CCs. However, the road condition at the Devil’s Elbow is such that if left will cost the council considerably more. A **spend to save** plan could provide the resources to complete an individual road within one/two financial years. This could include all of the outstanding works on the A81.
- **A809 Works:** The 40 mph signage has been approved and will be installed near the Carbeth Inn and will extend to just beyond the Edenmill Farm entrance – well before the Queens View. We are very pleased to see the big improvements at the Turn Off for the B821 (Cuilts Rd) at the A809 which has greatly improved sight lines, and removed the near suicidal right hand turn from the B821. The Edenmill cafeteria car park has also been approved and the mitigation conditions attached to the original application can now be implemented – the combination of these and the council works should make a significant contribution to road safety at this location. **Update:** I note the new rumble strips and friction surface at the turnoff to Edenmill. I’ve contacted Roads officers and Mark (Gibson) at Edenmill to check what remaining works are required and when the council are planning to install the 40 mph signs.
- **Roads A811 Motorway Slip Road Proposal:** The **CDF City Development Framework** has included the proposal to link the M9 to the A811 with a slip road development thus allowing north flowing traffic to move directly onto the A811, part of the proposed City Park project. At a recent meeting in Buchlyvie this development once again raised the issue of upgrading the A811 to trunk status.
- **A81 Distillery Safety Signage Installation:** This came about after a meeting with my-self, distillery management, and council officers. This represents a significant safety benefit for distillery staff, customers, and all road users. As part of the agreement the council are now required to install speed mitigation measures including road markings and rumble strips. **Update:** Following the installation of the speed warning signs by the distillery I note the rumble strips which I assume have been installed by the council. I will chase up on the speed signs.
- **Planning - Killearn Hospital Site:** I note the reference to **PAN-2016-001**(Planning Advice Note) in the Killearn CC June minute. This looks similar to the one submitted in 2013 and it will be informative to know what the planning officer’s views are on the self-build units. There are some other progress issues here as both the Director of Corporate Operations (Gerard O’sullivan), who was involved with the site, and the senior planning officer (Peter Morgan) have left the council. The case officer is likely to be Richard Callander who lives in Blanefield and knows the site well. He was also involved with the Killearn LDP.

- **Balfron High School:** As reported in the press and on the BBC website there are ongoing structural building checks including the stairwell, and the missing wall ties between the atrium walls. The school will be closed for S1 to S3 pupils who will be accommodated in other sister secondary schools until temporary accommodation is installed. Senior pupils will be able to sit their SQA exams including Highers and Advanced Highers in Balfron High. At this stage the reasons for these structural defects are still been ascertained. Cllr Muirhead and I met the Head Teacher, Assistant Head of Education, and Director of Environment at the school and we left very satisfied about the contingency planning for SQAs etc. However, there are still questions to be addressed about what is a structural failure, and not a wear and tear issue to be expected in a 15 year old building, which will be transferred to full council ownership in 2027 and will be expected to last for a further 25 years. **Update:** A motion for an independent audit was made at a previous full council meeting but this was rejected by the administration.
- **Balfron High School – Community Day Year 3:** I attended this event on Tuesday 20<sup>th</sup> Sept and was very pleased to see the number of stands from local community groups including Killearn. We are hoping that this will be repeated in following years and would extend my thanks to the Head Teacher Elaine Bannatyne and her Deputy Tracey Patrick for facilitating this.
- **Policing - Report:** It was good to see community ward officers at a number of recent CC meetings, and the 2016 Drymen Show. Alongside the ward officers are response officers who provide 24/7 cover for the ward. For major incidents such as serious road collisions ward officer could be called to assist with these. Contact details for local police are [ForthEndrickCPT@scotland.pnn.police.uk](mailto:ForthEndrickCPT@scotland.pnn.police.uk) or use the 101 number. For Stirling Police matters check the **Stirling Police Twitter** at <https://twitter.com/stirlingpol> This site had recently reported a driver caught at 47mph, you may have guessed in Station Rd, with the consequence of a £100 fine and 3 penalty points.
- **Stirling Council – Local Government Boundary Changes (LGBC):** I have spoken to a number of Community Councils on this issue and there is consistent opposition to this proposal. This is also the view of the Forth and Endrick Ward elected members. The final decision will likely be made after the May Scottish election. **Update:** I have viewed the Boundary Commission recommendations and the good news is there is to be no change to the Forth and Endrick and ward boundary. This is excellent news and vindicates the clear position of the Forth and Endrick CCs that they did not want the ward to be expanded to include Cambusbarron. Cambusbarron also remains as part of the Stirling West ward. The only significant change I can see is the formation of a new ward called Stirling North which includes the old Stirling Castle ward, the University and Riverside. This new ward will be a 4 member ward which will bring the elected member number up to 23 councillors.

- **Planning – Blaieressan:** I note this is a key item on the agenda and will refrain from commenting on this suffice to say I was in full agreement with the points raised at my last visit to Killearn CC.
- **Planning – Stirling Council:** Both the Park of Keir Tennis Centre (Dunblane and Bridge of Allan), and Airthrey Kerse (Graham’s Dairies at Bridge of Allan and Causewayhead) are now subject to appeals by the applicant as they were both rejected – Park of Keir by the planning panel and Airthrey Kerse by full council. Cllr Muirhead and my-self supported both applications. **Update:** A public enquiry for the Park of Keir application is currently being held in Dunblane chaired by a planning reporter.
- **Planning – Beech Tree Inn:** I was pleased to see that the new carpark at the Beech Tree Inn had been approved and have contacted the owner. This is a well-run local business with a strategic location on the West Highland Way and it is encouraging to see support from the council including the access officer – Richard Barron.
- **Planning – Cattle Shed Carston Farm:** This has been approved by planning officers but has attracted significant objections from 10 neighbouring properties who are not objecting to a shed, but would like see it in a different location. I visited the site on Tuesday 20<sup>th</sup> Sept and there would appear to be an alternative site for the shed, further away from the properties. As this is an agricultural building the applicant need only submit an agricultural notification to planning, neighbourhood and/or CC notification is not required. This status is unlikely to change but I would always encourage applicants to consult with neighbours, even if not required to. I will be contacting the applicant in due course to request a relocation of the shed but I would stress I have no statutory powers to enforce this.
- **Planning LDP Killearn:** According to the latest Settlement Statement and Proposals Map there are two sites allocated namely: H102 Blaieressan and H157 Killearn Hospital site. It is encouraging to see the council committing to support the hospital site as a mixed use site for housing and business activity.
- **First Bus Changes and DRT:** First Bus have changed or withdrawn a number of routes in the Stirling area. The council will be extending the Demand Response Service DRT to accommodate some of these changes to the scheduled services. Elected members are looking for the views from residents on these changes. This may not directly affect Killearn but could impact on neighbouring villages trying to connect with the village. At Croftamie CC the feeling was the DRT should be given the chance to work with a review if residents were unhappy with the service. I and my colleague Cllr Thomson recently met with council transport officers to work on better coordination of transport across the authority as there does not appear to be a lead partner in Stirling as compared to Transport for Edinburgh or Strathclyde Partnership for Transport (SPT).
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