

APPENDIX 1

Flooding – Gilbertfield Road, Halfway.

THE PRIMARY ISSUE

The road is frequently rendered impassable due to regular flooding on a section of road near the war memorial and the gas station. This has been going on for many years and occurs not just in extreme weather conditions but in moderate wet, (typically Scottish) weather. It is our view this flooding is part of a wider problem; the road is no longer fit for purpose.

The constant standing water on the road and the poor road surface, particularly at the junction with Flemington Road is regularly in a terrible state of repair. The junction at Flemington so much so that the passable span of road is much reduced meaning drivers cannot easily see if traffic is coming along Flemington Road when exiting the junction.

The road is too narrow and has no kerbing, which means the woodland overgrowth always creeps into the edges and narrows it further. Then, even when the road is not fully flooded the surface water on both sides acts as a chicane.

The overall result is that drivers are encouraged to drive along the centre creating a hazard for those travelling in the opposite direction.

SECONDARY ISSUES

Gilbertfield road acts as a main artery for residents living in the new Persimmon development, the existing Dundas develop as well longstanding residents further along to Cairns and East Greenlees. The current (and growing) volume of traffic exacerbates the above problems but also forces drivers to use alternative routes, such as Lettrickshills Crescent. This and the surrounding streets are under a 20mph speed limit due to lots of parked cars and the road layout, with Lettrickshills Crescent being particularly dangerous for children enroute to school as it is one long, blind bend.

THE COUNCILS POSITION

Over the last number of years local councillors, the roads department, MPs and the Chief Executive have all been contacted about this issue. The council's historic position is that they were unaware that the road flooded and that when Dundas estates develop the adjacent field, they will include a SUDS pond that will permanently deal with the issue.

The issue with the above position, is that firstly the council WAS aware of historic flooding on the road (as many of our petitioners have testified to in their comments) and letters of objection available to view on the original planning application confirm that the problem existed long before the development of the site.

The second problem is that Dundas have not purchased the adjacent field and although a planning application was lodged for it, they have not confirmed any timeline or plan to complete the purchase (they have been in dispute with the landowner for over three years now) or whether they will develop the site at all.

The council have been happy to "pass the buck" on this issue but now with the realisation that Dundas are nowhere near to developing the adjacent field, numerous complaints to various council departments and representatives, articles in the press and our petition, they have said that they

would undertake a topographical survey to discuss options. This is a step in the right direction but one that is entirely non-comital and represents very little tangible progress after so much time and effort has been expended by constituents who are affected by the issue.

WHAT HAS HAPPENED SO FAR

For years, despite lots of complaints to councillors, MPs and council departments nothing has happened. It is only recently that the tone from the council has shifted slightly. The road was recently closed to allow a topographic survey to take place. The road surface at the flooding site has been repaired but issues at the junction still remain with the road broken up at the junction itself. The lack of kerbing has not been addressed.

WHAT WE WANT

- For the council to take ownership of the issue instead of hoping that the problem will resolve itself if Dundas ever develop the adjacent field.
- A permanent solution to the flooding to be implemented that stops the road being closed or significantly flooded.
- For the road to be developed so that it is properly equipped to cope with the volume of traffic and so that it is safe for all.
- Active and pragmatic engagement instead of regurgitated press-bites from the Chief Executive.
- A commitment to solve the problem and a time-line of what will happen and when.