

Information from Kenny Auld, recreation, Access and Health Manager, LLTNP

We now have detailed designs which reflect the community comments and tie-in issues we know of. I've attached the designs and below you will see some explanatory notes provided by the consultants.

Dave Robinson will be joining my team on May 14th and I'll be working alongside Dave on this Project.

Kenny Auld

Please find attached the drawings of the tie ins at Milton of Buchanan and see below the justifications for design to assist the Council's consideration for approval.

West Cyclist Crossing Point

We are proposing a staggered tie in at the west end of the village where cyclists travelling east will join the on-road lanes at the 30mph speed limit change and cyclists travelling west will re-join the shared use footway 90m west of the 30mph limit.

Due physical and geometric road constraints, at the 30mph speed limit the visibility splay for a cyclist crossing from the westbound side of the road to the footway is only 43m, well below the desirable minimum stopping sight distance of 90m. Due to the visibility splay being compromised to the east by the presence of stone walls and the road geometry, little can be directly done to improve the visibility splay at this location and so a proposed crossing location approximately 78m further west is considered more appropriate. At the proposed location the stopping sight distances provided in Table 3 of TD 9/93 of the DMRB can be achieved in both directions (over 215m looking west and over 90m looking east).

In order for this location to be recommended, it is proposed that an intermediate speed of 40mph is implemented extending 170m west of the 30mph limit, extending past the outlying property on the south of the road. It is also an option to have vehicle activated speed signs as a complementary measure within the 40mph.

East Cyclist Crossing Point

At the east end of the village we propose for both movements of cyclist to re-join the carriageway and footway at the same location within the 30mph zone. For cyclists re-joining the carriageway the visibility splay to the west from this point is at least 70m and to the east is 143m. The splay to the east is below the stated "one step below desirable minimum stopping sight distance" of 160m for a NSL road however this could be improved by significant vegetation cut back over a length of 63m.

Justification

Both crossings are required to support people who are cycling between the villages of Drymen, Milton of Buchanan and Balmaha. Currently although there is a shared-use provision on approach to the village and on-road cycle lanes within the village, there is no crossing facility linking these two provisions. Without these crossing points being implemented, people who are using the route will not be able to safely re-join the shared-use footways and could end up either crossing at a less safe position or cycling on the

national speed limit roads. As this area has a large tourism draw with a lot of people seeking outdoor pursuits, it is likely that a higher than average proportion of families may be utilising the route for whom if they unable to re-join the shared-use footway, cycling on a national speed limit road would be an inappropriate expectation.

I will work on getting a construction cost estimate over to you next week and look forward to speaking with the council in due course.