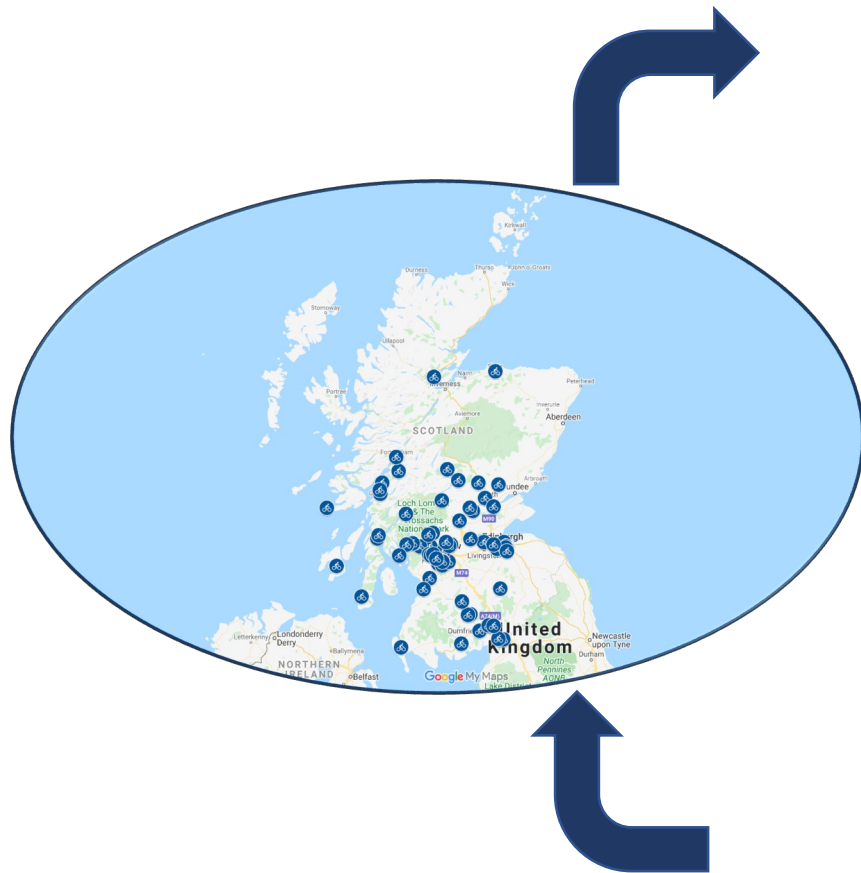


Drymen Village Centre Road Safety Trial



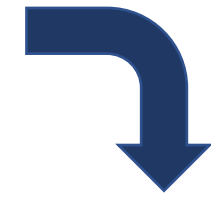
The Project :

- Who we are: TP&E and Cycling Scotland
- What we have been commissioned to do
- Project Overview
- Details
- Next steps
- Questions



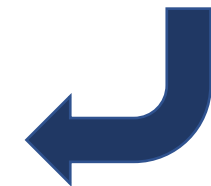
Cycling Scotland

Our vision
Our vision is for Scotland to have a transport network and built environment that meets the needs of all users, and in which cycling and walking are positive travel and leisure choices rather than secondary considerations.



TP&E

Transport Planning & Engineering



What we have been commissioned to do:

Set up a temporary trial, with the aim of slowing down traffic through the centre of the village, making it easier for pedestrians to cross and creating more community space.

1. **November 2022:** Pre installation Monitoring and community engagement / information event
2. **November 2022:** Prepare drawing for footprint size and location of Parklets and planters
3. **November 2022 to February 2023:** Gain consents and permissions to execute the trial
4. **March and April 2023:** Works installed by Stirling Council and Discover Drymen
5. **November 2023:** Post installation Monitoring: One year later from 1st monitoring
6. **January 2024:** Carry out community feedback event
7. **February 2024:** Preparation of Report in line with Road Safety Trust requirements

Project Overview: So what's going to happen



Development in the area

Drymen



The additional supporting measures for the development, i.e. 2 zebra's, revised car-park, new housing, footpath and pedestrian access, are all positive measures to help visually support a twenty zone for the north side of the settlement. The parking, shop/house frontages, access roads and the slightly meandering road geometry from the south side again will help reinforce a twenty zone.

Project in more detail:

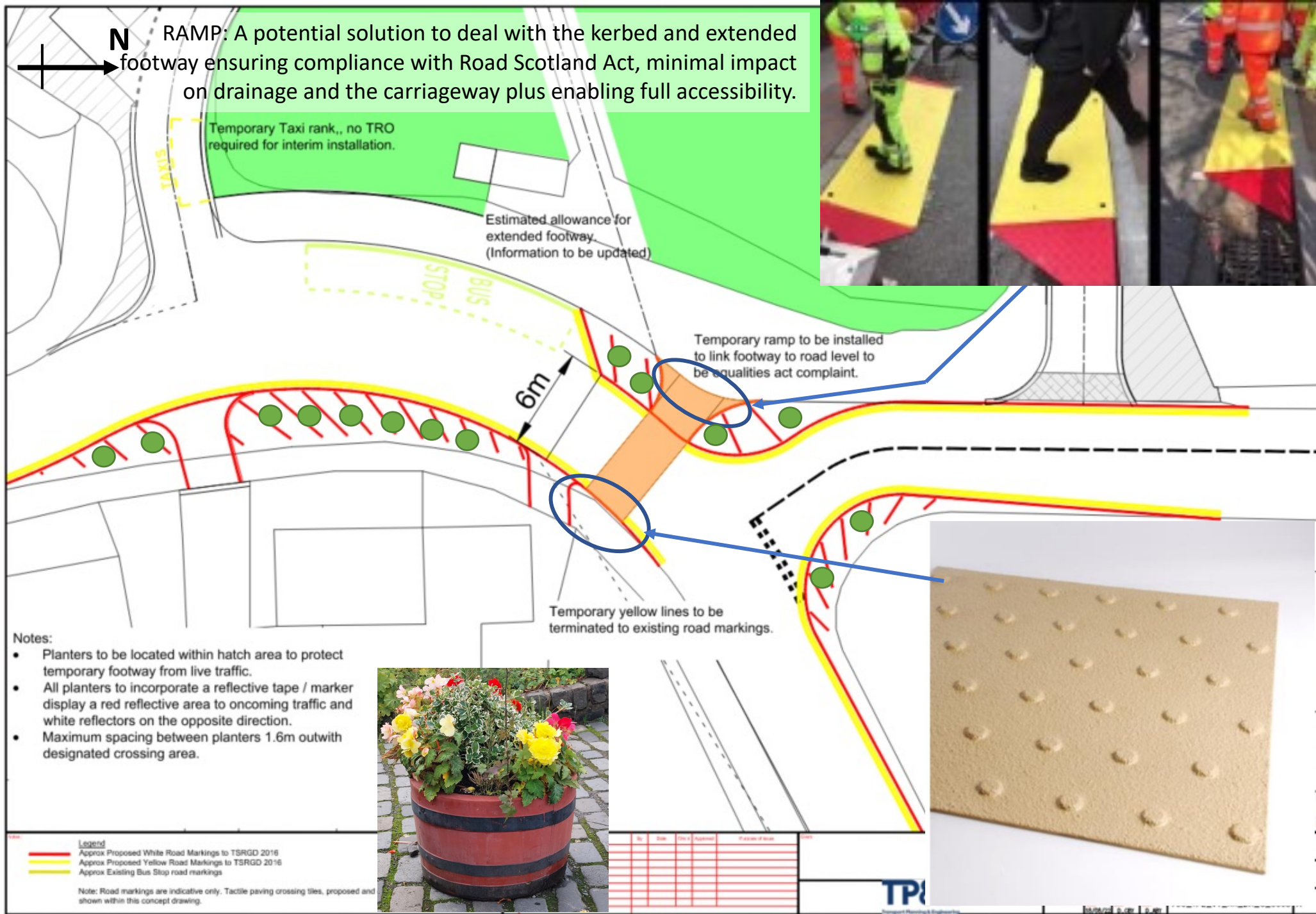
As this is a trial for at least 12 months all materials require to be robust and removable.

Red = white road markings

Yellow = yellow road markings

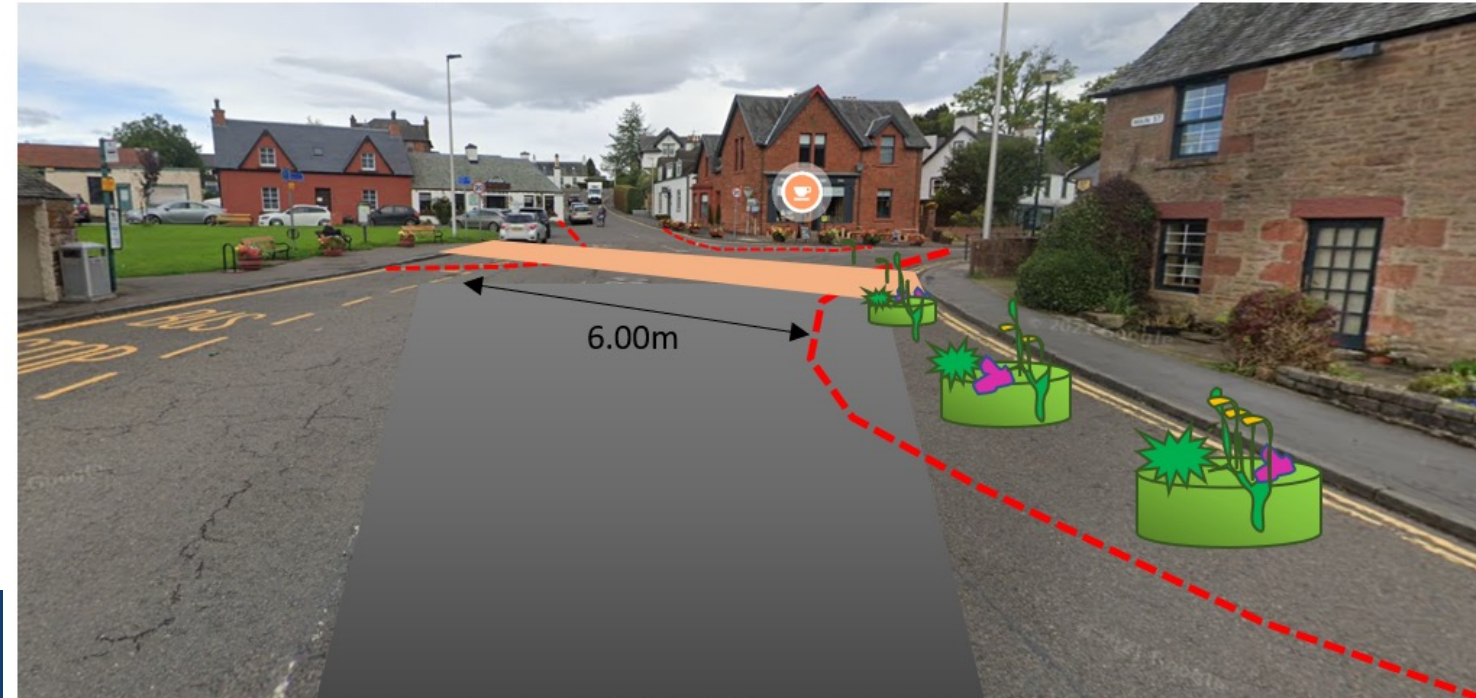
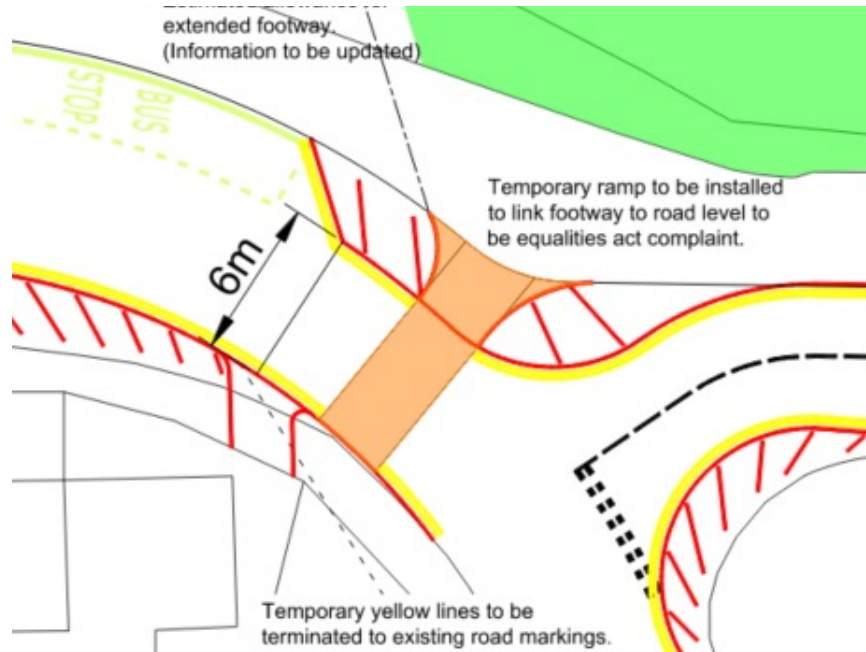
Planters and parklet offer a 3rd dimension to aid road users to see how the road layout will now require to be used.

Opportunity to review potential “overrun” issues.



■ Road Crossing

As discussed with Stirling Council representatives coloured uncontrolled crossing treatment can be used to define the road crossing as can be found near Drymen as part of West Highland Way. This treatment can be emulated to help support the temporary lack of controlled crossing and zig-zags.



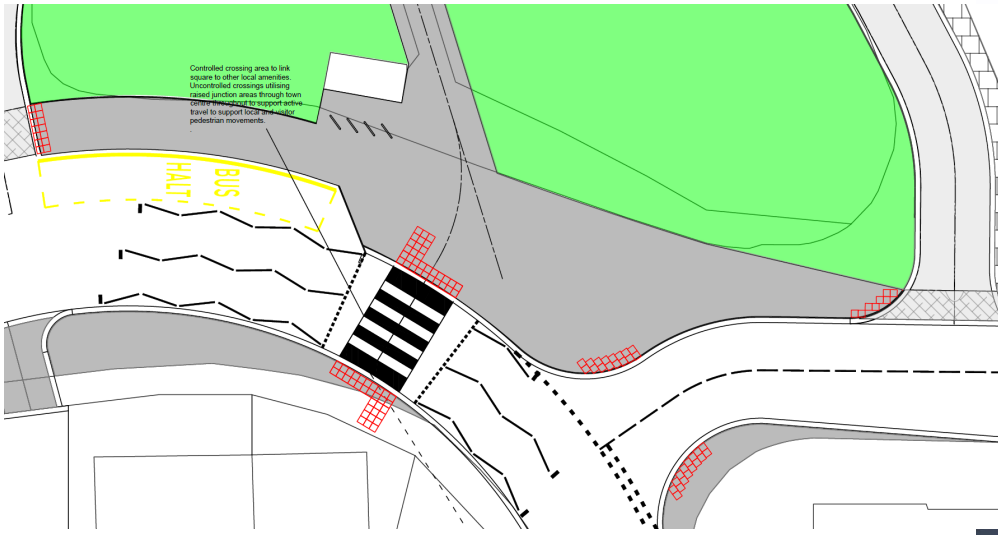
■ Rural Environment and Vehicle Manoeuvres

Installation of typically “Urban” features into a rural community.

- Zebra crossing puts the pedestrian in control,
- Minimal pedestrian waiting time to cross,
- No “bleeping” noise from system,
- Minimal street furniture and good control of light pollution.

Narrower road width and large vehicles.

- Slower speed manoeuvres within junctions,
- Full use of carriageway width,
- “Swept path” wheel tracking analysis as part of detail design.



Next steps

We have had an initial review of the existing road layout and identified generic issues that require to be addressed for a temporary set up. In brief:

- Understanding Equality Act '10 (DDA) compliance and project ambitions to provide a design with minimal impact on existing road layout and drainage system.
- This includes:
 - Taxi parking.
 - Placing of planters
 - Requirements of temporary uncontrolled crossings
 - Residential access
 - Current planning proposals for new housing development and changes to the road network

Next steps involve:

- Basic topographical survey to update drawings for works already implemented.
- Further consultation with Stirling Council wrt speed limits and existing road orders
- Contact with stakeholders wrt assessing the impact of temporary measures
- Review existing signage and where possible rationalise to reduce any surplus signage.
- Reviewing turning manoeuvres for larger vehicles to ensure that new footways are not subject to vehicle overrun.
- Create a formal detailed consultation drawing prior to final implementation proposal.
- Prepare contract documents for installation and costing.
- Co-ordinate road marking implementation with physical measures to reinforce temporary works.
- Review traffic survey prior to full implementation.

Any Questions?