

Paul Houghton  
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Dunblane  
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15<sup>th</sup> June 2015

Dear Paul,

## Land North West of Park Avenue, Gartmore. Access Appraisal

Further to your instruction to undertake an assessment of the proposed access arrangements for the potential development site adjacent to Park Avenue, Gartmore, we can confirm that Modus Transport Solutions Ltd have visited the site and undertaken all the necessary site inspections and measurements to prepare our comments as detailed below.

It is our understanding that your Client, Mrs K Brisbane, is seeking to have the land she owns adjacent to Park Avenue, Gartmore, allocated in the Stirling Council Proposed Plan. We understand the site has the potential for a development of up to 6 small to medium sized dwellings situation along the frontage of Park Avenue. This information has formed the basis of our Access Appraisal for the development proposals.

In undertaking this Access Appraisal reference has been made to the following documentation;

1. Stirling Council  
Supplementary Guidance SG14 –  
Ensuring a Choice of Access for New  
Developments;
2. Scottish Government  
Designing Streets;
3. SCOTS  
National Roads Development Guide  
Society for Chief Officers of Transportation in Scotland

Gartmore is a small village with a population of approximately 468. The village lies approximately 1 mile west of the main A81 Glasgow to Aberfoyle road. The village lies approximately 3 mile south of Aberfoyle, 18 miles west of Stirling and 20 miles north of Glasgow. Although Gartmore is a small village it has a diverse range of local services and facilities which include: Gartmore Community Shop and Post Office; Gartmore Primary School; The Black Bull Hotel; Gartmore Village Hall; Mobile Library Service and Mobile Fishmonger.

The village is a good example of a typical Scottish estate village with its liner form with properties on Main Street having direct frontage access. In respect of traffic movements the village is very quiet with the main reasons for this being that it lies remote from the main A81 traffic route. The village is therefore a destination rather than a thoroughfare. The village is also subject to a mandatory 20mph zone which means what little traffic there is in the village is slow moving and therefore this creates an extremely safe environment for pedestrians and cyclists. On street parking takes place along most of the main streets in the village and this parking, combined with the 20 mph speed limit, also helps to control and manage vehicle speeds.

Main Street is typically 7m wide with footways and street lighting running along both sides. The carriageway of Main Street has recently been resurfaced by Stirling Council and is in excellent condition. The road markings on Main Street have at this stage still to be set out after the resurfacing works and therefore a number of junctions joining Main Street are missing their give-way markings etc.

Main Street is the main bus route through the village and as a result of this on-street parking only takes place on the eastern side of Main Street in order to allow the safe passage of the bus. Figure 1.1 below shows a view of Main Street.



Figure 1.1 Main Street, Gartmore

Park Avenue is a private road which currently serves six properties which are;

- Mo-Dhachaidh
- Ronley
- Pinetree Cottage
- The Grove
- Lochingelly
- Lochingelly Cottage

Park Avenue also serves your Clients fields which is currently used as grazing land.

Figure 1.2 shows the current layout of Park Avenue with Figure 1.3 showing the adopted and private roads in the area.

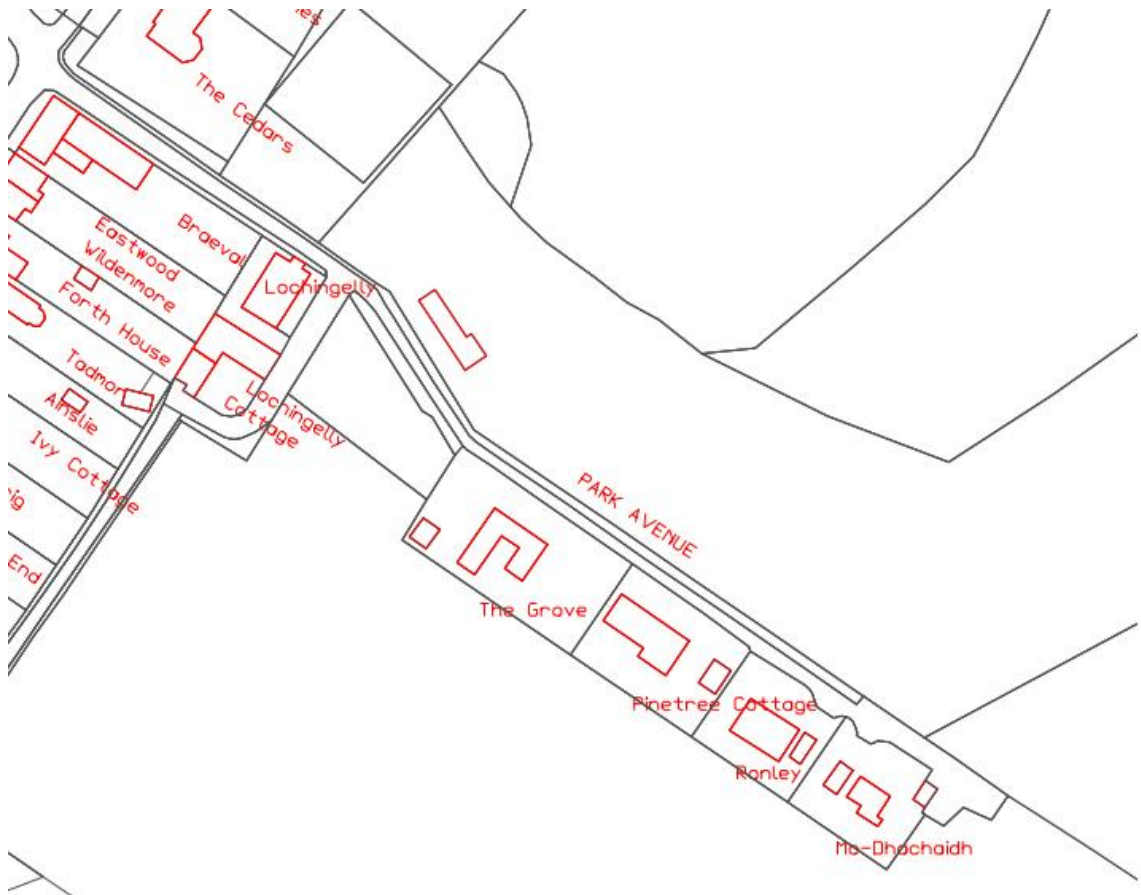


Figure 1.2 Park Avenue, Gartmore

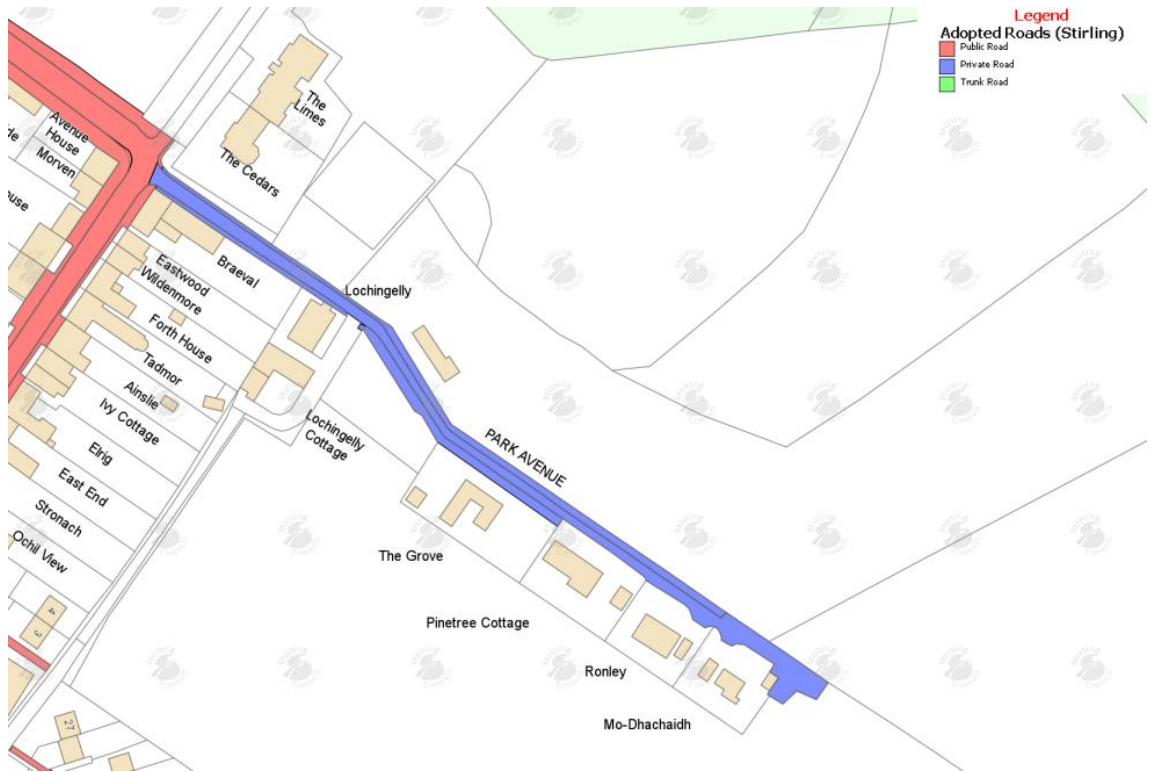


Figure 1.3 Adopted Roads, Gartmore

Park Avenue forms a junction with Main Street and lies adjacent to the access to Gartmore House Activity Centre. As mentioned above the recent resurfacing works on Main Street have meant that the white lining at these junctions is missing and needs to be replaced. It is assumed that Stirling Council will re-apply the white lining in due course.

A typical view of the Park Avenue and Gartmore House junctions are shown below in Figure 1.4



Figure 1.4 Gartmore House and Park Avenue Junctions with Main Street

Visibility from the Park Avenue junction is good with visibility to the right, following the line of Main Street and therefore uninterrupted, is in excess of 90m. From the Park Avenue access it is possible to see to the end of Main Street past its junction with Cayzer Court. To the left visibility is also good with appropriate visibility for the mandatory 20mph speed limit achievable. Cars do park on the east side of Main Street however even with these parked cars a clear view of Main Street and oncoming traffic from the left is easily achievable. Figures 1.5 and 1.6 show the visibility to the left and right from the Park Avenue access with Figure 1.7 showing the visibility splays.



Figure 1.5 Visibility to the right



Figure 1.6 Visibility to the left



Figure 1.7 Visibility Splays

Designing Streets recommends a visibility splay for a 20mph speed limit of 2.4m x 25m (adjusted for bonnet length). The SCOTS guidelines does not provide details for a 20mph speed limit but does recommend a visibility splay of 2.4m x 43m for a 30mph speed limit. Both the Designing Streets and the SCOTS guidance visibility splays can be achieved from the existing Park Avenue access.

Park Avenue has recently been resurfaced and the resulting street format is very similar to the guidance set out in Designing Streets and the SCOTS guidance for a shared surface or minor residential access road. Park Avenue is typically 3.5m to 4m wide with 1m gravel verges running along both sides. Vehicle parking does not take place on Park Avenue and the gravel verges are used both for surface water run-off and to allow cars to pass each other should they meet. Traffic volumes on Park Avenue are however so low that the instances of two car meeting each other are very low.

Pedestrians and cyclists use Park Avenue as a shared surface. With good visibility along its full length there are no issues and therefore a safe pedestrian / cyclist environment is created. Designing Streets and the SCOTS guidelines recognise the importance of creating a walkable neighbourhood and this is something which already exists within Gartmore and from the proposed development site. The local shops, primary school, village hall and pub are all easily walkable from the proposed development site.

The proposed development site will be served by an extension to Park Avenue with a new access created adjacent to Lochingelly. This will be formed in an appropriate manner in line with Designing Streets and Stirling Councils Development Guidelines. On street bin collection currently takes place on Park Avenue, see Figure 1.8, and this will be provided for the new development.



Figure 1.8 On Street Bin Collection.

The potential does exist to create a turning head within the new development to allow refuse vehicles to turn and use Park Avenue in both directions rather than use the access lane to Jellico Avenue which it is understood happens at the moment.

In summary, based upon the site visit and information set out above, it is the view of Modus Transport Solutions Ltd that up to 6 additional residential units could be served from Park Avenue and that the access and junction with Main Street is appropriate for this level of development. Park Avenue is currently a private road which is used for both access to the existing residential properties but also for refuse collection and general deliveries. The potential exists for Park Avenue to remain a private road or for works to be undertaken which would allow the road to be adopted by Stirling Council. These works could be funded by the proposed residential development.

I trust the information set out within this Access Appraisal meets with your requirements at this stage. Please do not hesitate to contact me should you require any further information or clarification on any issues contained within this report.

Yours sincerely,  
On behalf of Modus Transport Solutions



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