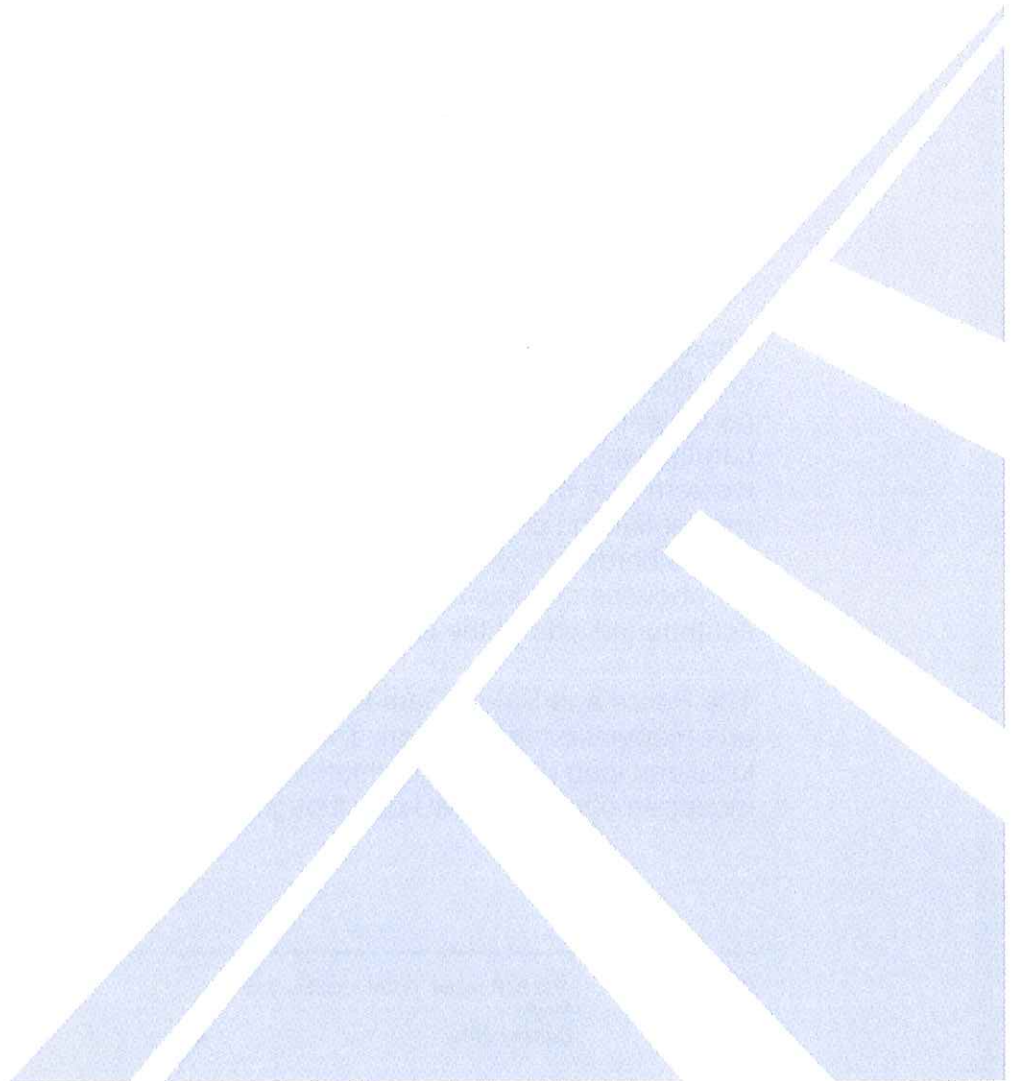


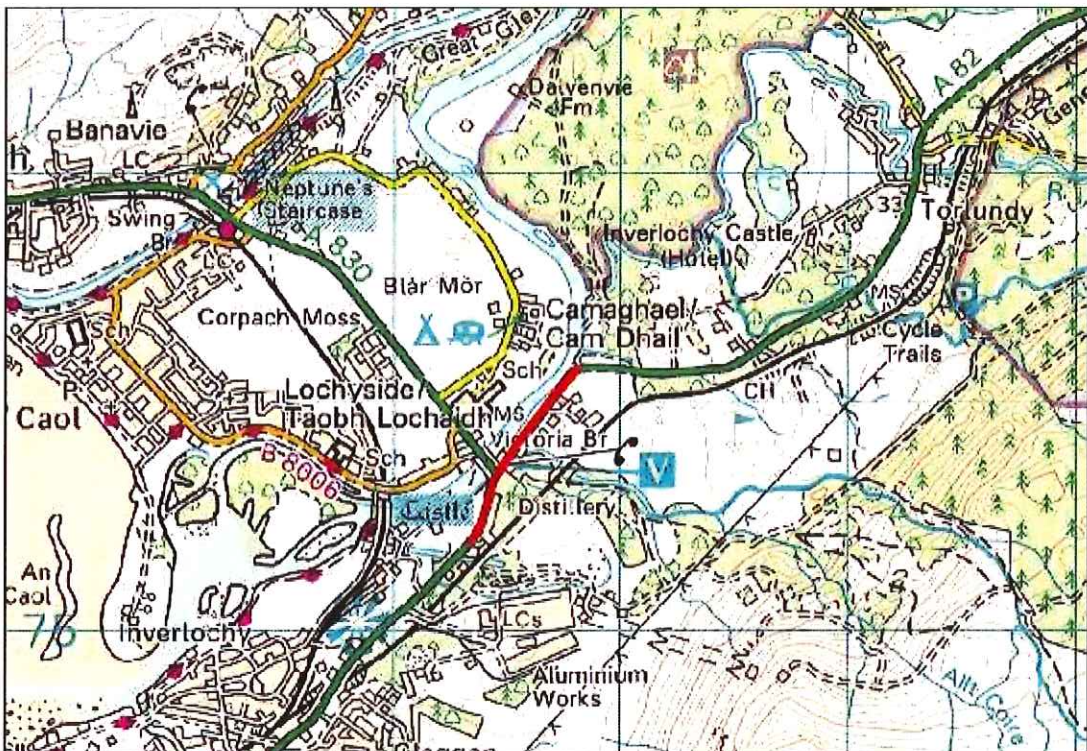


COMHDHAIL ALBA TRANSPORT SCOTLAND

**A82 Stoneymollan to Inverness Trunk Road
A82 Speed Limit Review**



4.1.23 Section 23 – Lochybridge to Carrs Corner



(i) Section overview

This section of urban single carriageway is 0.73 km in length with an AADT of 6806 vehicles per day and subject to a 30 mph speed limit. The alignment category for this section has been designated 'U' and 'J2' as described in *Speed Limit Review: The assessment process*. It has good alignment and is subject to a 30mph speed limit which came into effect in 2010. This section includes a roundabout at the junction with the A830.

There is a footway on the west side through the roundabout to the northern end of a filling station with a light controlled crossing to cater for both cyclists and pedestrians. A distillery with a visitor centre is located on the eastern side of the carriageway opposite the filling station. The trunk road is bounded on the western side by the British Alcan sports field and on the eastern side by residential and commercial properties. North of the Filling Station, the western side is bordered by the River Lochy and the eastern side is bordered by bonded warehouses and local authority yards. A cycleway/footway runs alongside the southbound side of the carriageway. The section is lit throughout.

The Police and Safety Camera Partnership currently undertake the speed enforcement on this section. The types of traffic using this section comprise of local and long distance commuters, seasonal tourists and HGV's. There is moderate observed NMU use though the section.

Speed limit review data – Urban single carriageway

(ii) Speed limit assessment

This section does not fully meet the criteria, as described in *Setting local speed limits*, for a 30 mph speed limit. But the section has had many improvements, particularly to encourage MNU use, over the past few years. Residential and commercial development is continuing in and around the villages of Caol and Banavie that will generate further increase NMU use in the near future. To reflect the present and prospective increased NMU levels, whilst improving operational safety at the recently installed roundabout at the A82/A830 junction, a 30 mph speed limit was introduced in 2010.

It is recommended that the existing speed limit of 30 mph is the retained to maintain NMU safety and promote observation of the adjoining 30 mph speed limits.

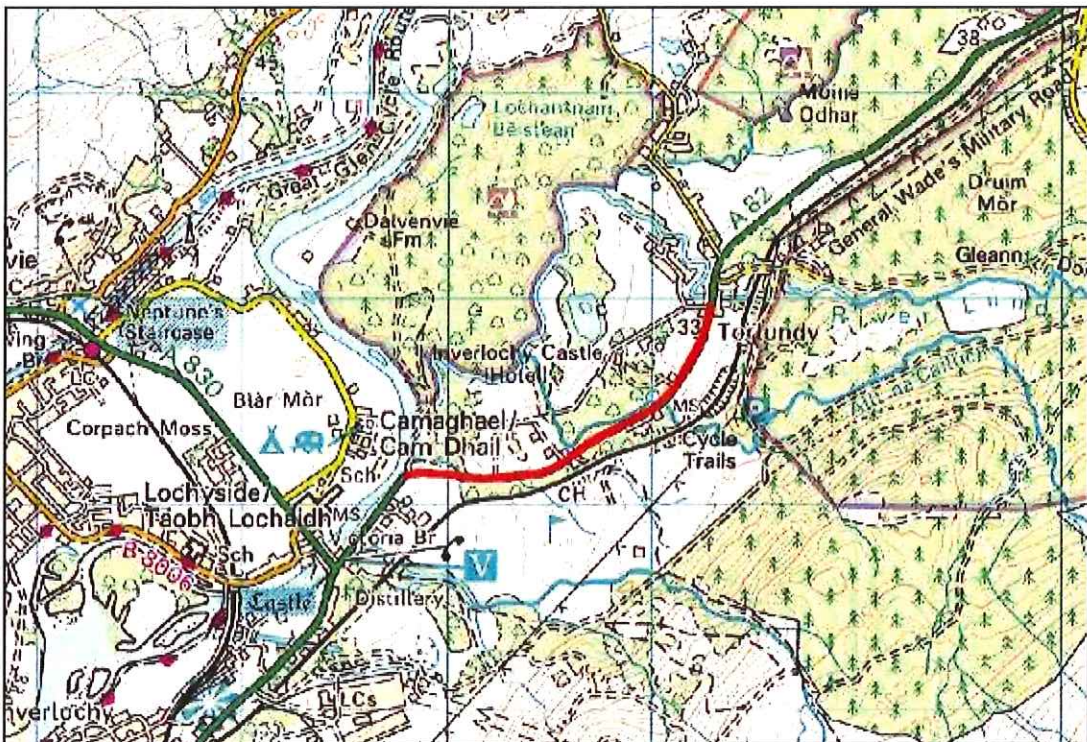
Section 23 Speed limit assessment recommendations

Current speed limit	Speed assessment recommended limit	Proposed speed limit
30 mph	30 mph	30 mph

(iii) Consultations

Northern Constabulary have been consulted and support leaving the current speed limit in place.

4.1.24 Section 24 – Carrs Corner to Happy Valley



(i) Section overview

This section of rural single carriageway is 5.8 km in length with an AADT of 8830 vehicles per day and subject to the national speed limit. The alignment of this section is a mixture of short straights and bends of varying radii from medium to tight. The carriageway is bounded by sporadic residential and commercial properties, scrubland, rough pasture and arable land. An adjacent cycleway/footway follows the carriageway alignment on the east side; it is separated by a wide verge at the southern end of the section and through Torlundy. At the northern extent of the section there is a junction into the housing development known as Happy Valley. The carriageway is 6.0 metres wide with sub-standard verges and there is no street lighting.

The Police and Safety Camera Partnership currently undertake the speed enforcement on this section. The types of traffic using this section comprise of local and long distance commuters, seasonal tourists and HGV's. Within the extents of the section there is a hotel and golf course which can generate higher level of use by visitors. Over most of the year there is low observed NMU use though the section. But in the summer months there is much higher NMU use to visit Aonach Mhor and the local forest trails from Fort William.

Although this section is generally rural, the level of development present warrants special consideration. The alignment category has therefore been designated 'SC' as described in *Speed Limit Review: The assessment process*.

Frontage development data for section 24 – Carrs Corner to Happy Valley

Properties directly fronting road	Density of housing per 100m	Number of Junctions/ accesses	Parking/ waiting restrictions	Presence of a key building?
0	0	6	N/A	Yes

Speed limit review data – Special consideration due to level of development

(ii) Speed limit assessment

The level and type of development along this section does not justify a lower speed limit, using the guidance in section. The properties are sporadic and have good visibility from accesses on to the Trunk Road. There is an adjacent cycle/footway but this does not have the consistent usage to justify a lower speed limit. This section is high quality road with few bends; junctions or accesses which the *Setting local speed limits* suggest should be a 60 mph.

It is recommended that the existing 60 mph speed limit should be retained.

Section 24 Speed limit assessment recommendations

Current speed limit	Speed assessment recommended limit	Proposed speed limit
60 mph	60 mph	60 mph

(iii) Consultations

Northern Constabulary have been consulted and support leaving the current speed limit in place.

