

# STIRLING ROAD - ACCESS FOR ALL

Making the space between the station and the High Street more welcoming and people friendly.

What do you think?



HIGH QUALITY MATERIALS  
SENSE OF PLACE  
LARGE PEDESTRIAN/  
CYCLIST SPACE  
OPPORTUNITY TO CREATE  
SITTING/MEETING/  
SMALL MARKET AREA  
RAISED TO SLOW VEHICLE  
AND ESTABLISH PEDESTRIAN  
PRIORITY IN THE TOWN  
CENTRE.

Public Consultation Display  
Boards  
November 2014



Stirling Road, Dunblane...

# Why the proposals?

## Opportunities and objectives

### Why are we proposing changes to Stirling Road?

Network Rail recently installed a new railway bridge as part of their 'Access for All' programme. We've used this as an opportunity to secure funding from Sustrans to improve accessibility and improve the quality of the public spaces on Stirling Road.

### What do we need to address?

Access between Dunblane railway station and the High Street can be challenging for people with restricted mobility and people using wheelchairs and pushing buggies. Differences in pavement levels and the lack of a clear, high quality pedestrian route can make life difficult.

The funding also allows us to consider how we can improve the quality of the public spaces on the street and improve access for cyclists along Stirling Road and to key destinations like the railway station and the High Street.

### What are we trying to achieve?

- o Improve accessibility on Stirling Road, specifically between Dunblane Train Station and the High Street
- o Improve the quality of the public spaces on Stirling Road and also on Beech Road, depending on budgets



Above: images of the station forecourt and junction of Beech Road with Stirling Road



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Stirling Road, Dunblane...

# Initial consultation



Above: General themes discussed in the postcard and nine detailed responses have been summarised into twelve categories in a 'Word Cloud'. The size of the lettering indicates the frequency the theme was discussed.

## On street event 30th July

We held a public event at the junction of Beech Road and the High Street on the 30th July, the event ran between 10 am and 3 pm. It was held to:

- Invite comment on the proposals to alter Stirling Road
- Show off some examples of other works on similar streets to invite more interest in the project

The event was popular with over three hundred people dropping by. Display boards showed examples of work in other towns and invited comment on the current street layout

Two hundred and fifty comment postcards were distributed prior to the event. We've summarised the most common themes from the postcards in the 'Word Cloud' above.



Stirling Road, Dunblane...

# Initial Consultation

## Community Street Audit conducted by Living Streets

Dunblane Community Council and Living Streets ran a Community Street Audit on the 30th of July. The audit is a way of gathering more detailed information about the streets. Selected highlights of the audit recommendations are below.

### Route from the station to the High Street

1. Provide an appropriate, accessible and comfortable route for pedestrians of all abilities and ages between Stirling Road and the High Street.
2. Assess the feasibility of providing designated crossing facilities on Stirling Road at the station and at the High Street/Beech Road junction.
3. Provide adequate drop kerbs, tactile paving and appropriate crossing facilities at the entrance to Bridgend and Millrow.
4. Increase frequency of pavement gritting.
5. Provide disabled access to Post Office.



### Station Road

1. Extend pedestrian accommodation at the front of the station building on Stirling Road and remove parking bays (excluding disabled parking bays) in the vicinity of the station entrance.
2. Disabled parking for the station provided adjacent to the main entrance to the station building.
3. Re-locate parking for the station away from the station entrance and provide 'drop-off' point for vehicles at a distance from the station entrance to alleviate vehicle congestion.
4. Provide appropriate crossing facilities in the vicinity of the Station, and for pedestrians crossing the entrance to Station Road.
5. Provide appropriate crossing facilities at the entrance to Station Road to re-prioritise pedestrians at the junction.
6. Provide separate accommodation for pedestrians traveling to/from the station/green bridge/Bridgend and accessing cycle storage and car parking located on Station Road.



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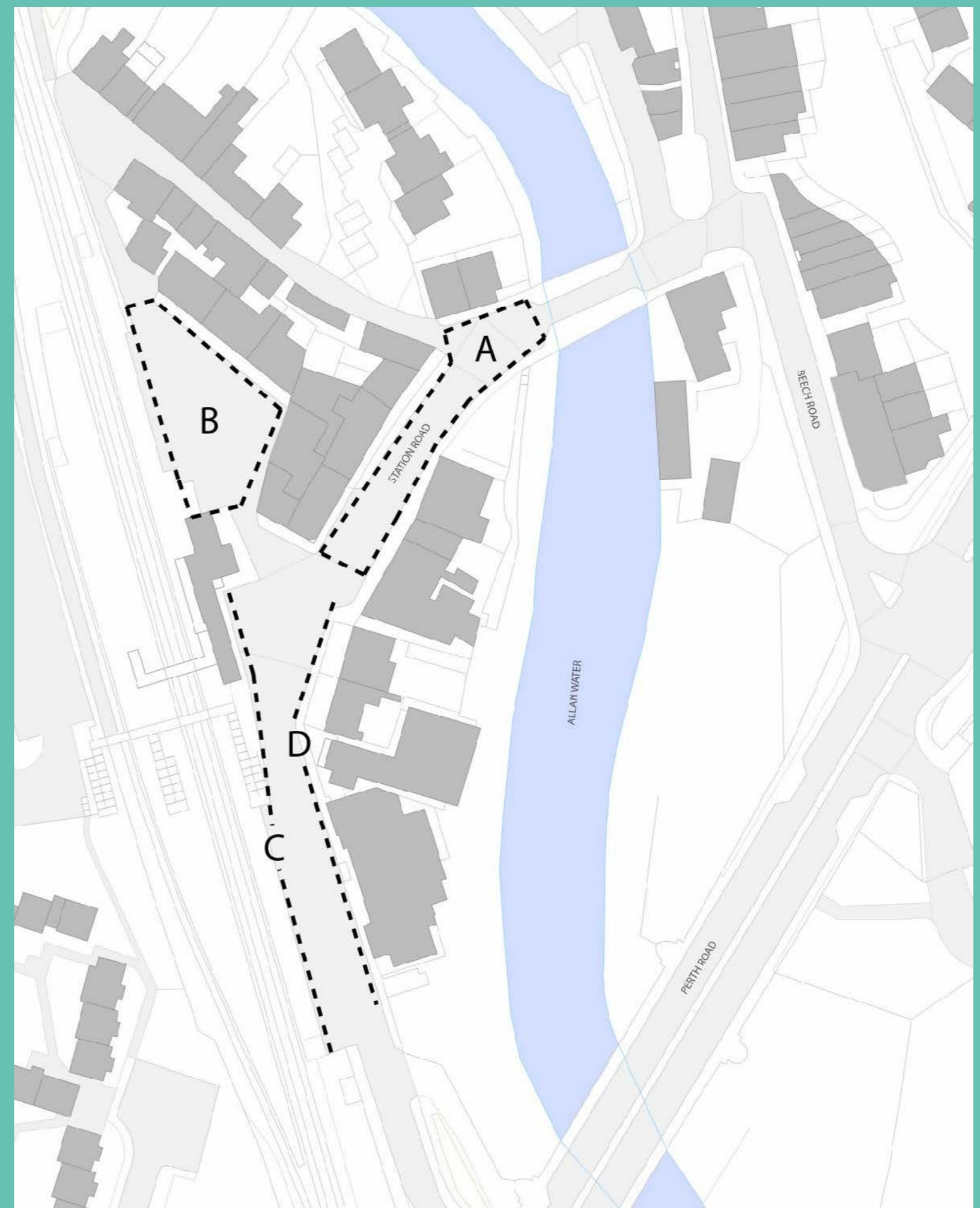
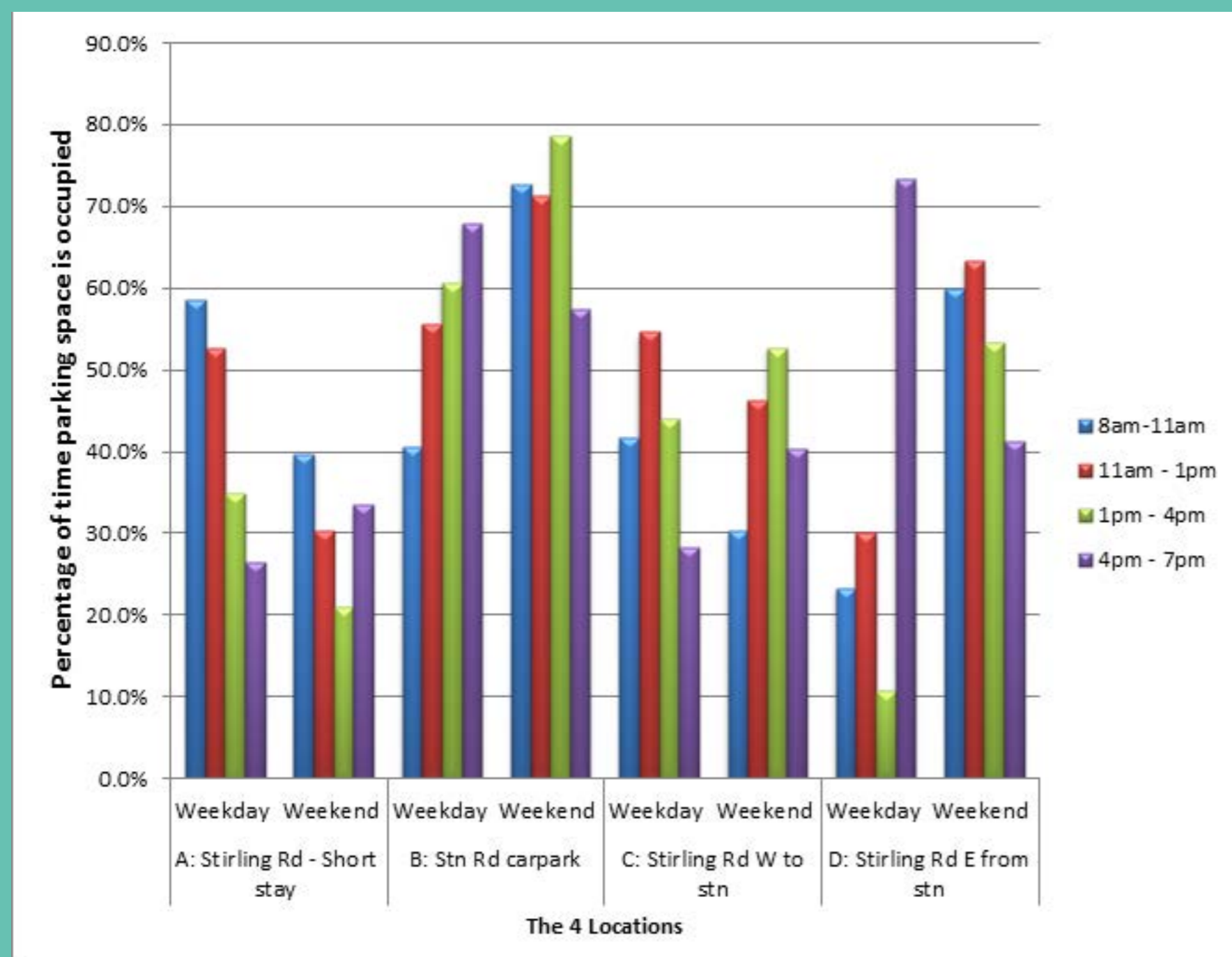


# Stirling Road, Dunblane

# Parking Surveys

## AVERAGE OCCUPANCY OF PARKING SPACES

Summary of the information collected on Stirling Road from four locations on the 21st and the 23rd of August 2014



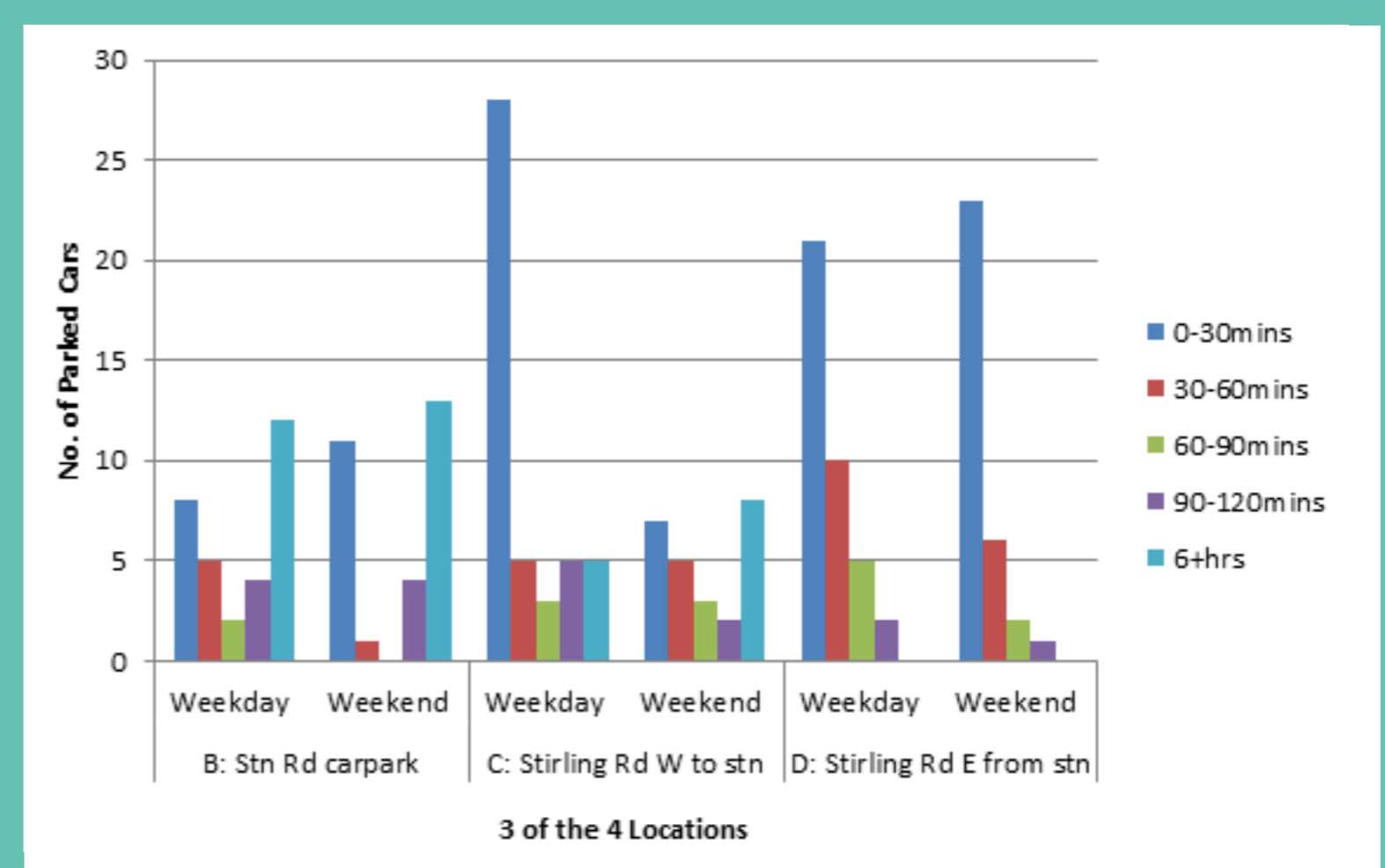
Above: Map showing the four sites on Stirling Road where parking was monitored.

## LENGTH OF STAY

Summary of the information collected from the four locations on how the parking spaces are used on Stirling Road



Above: Chart showing the average length of stay in minutes vehicles were recorded as being parked for at the Short Stay site on Stirling Road on the two days monitoring took place. The figures are differentiated by Weekday and Weekend days.



Above: Chart showing the average length of stay in minutes vehicles were recorded as being parked for at three locations on Stirling Road on the two days monitoring took place. The figures are differentiated by Weekday and Weekend days.



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Dunblane Development Trust  
Community in Action



Stirling Council



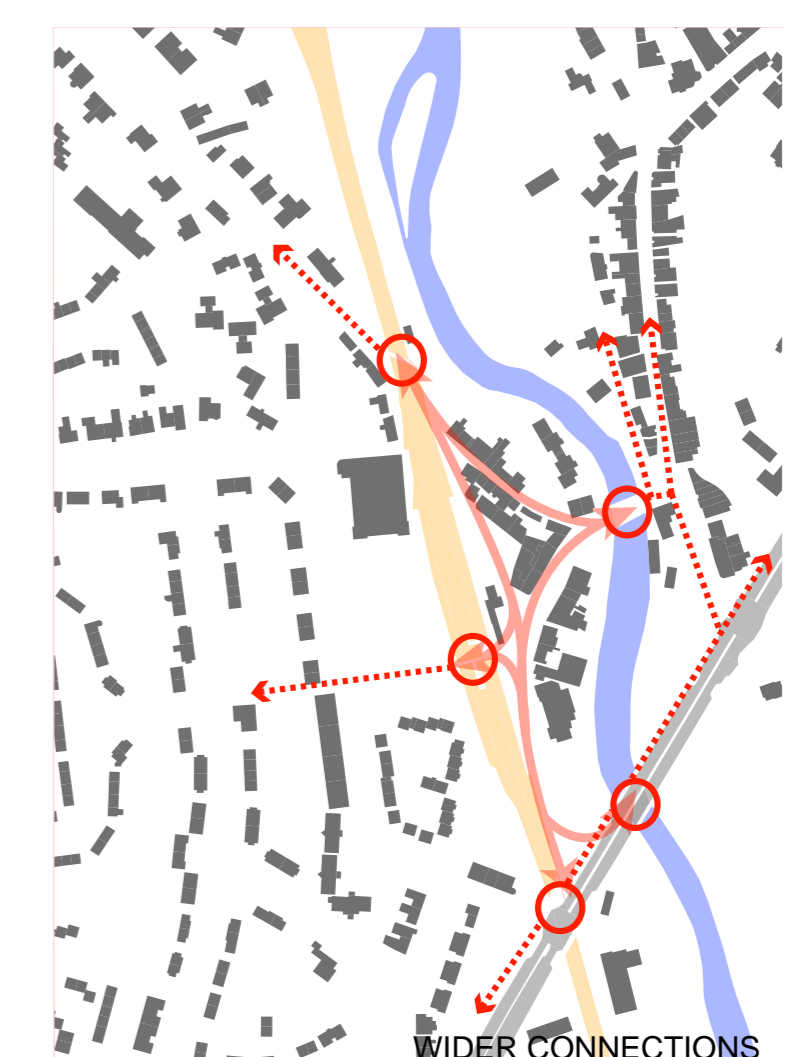
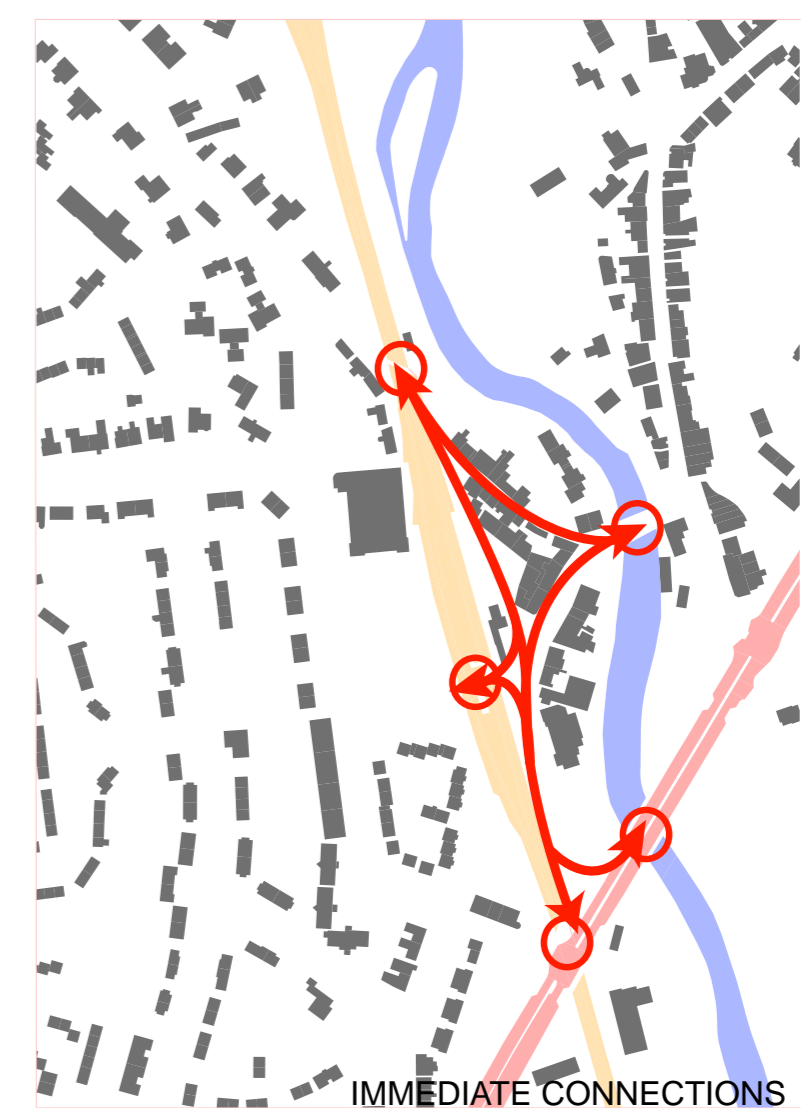
sustrans  
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# Our initial analysis...

We have observed that there are several key routes to the train station which all relate to one of five bridges. Stirling Road is of particular importance as it links the High Street and the station.

Currently there are many one way streets which make it more difficult to cycle to the station. There are also several areas which make accessibility for pedestrians difficult.

We are focusing on the section of road between the train station and the High Street but small interventions further out could also help improve access.



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# Some example projects...

Before



Turnpike Lane, Haringey, London

After



The Dings, Bristol



Kenilworth Avenue, Wishaw



Poynton, Cheshire



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# Materials Options

## Caithness- Slabs and Setts

Examples from Callander and Stirling



Textural variety  
Colour variety



Flat cut top setts-  
even surface

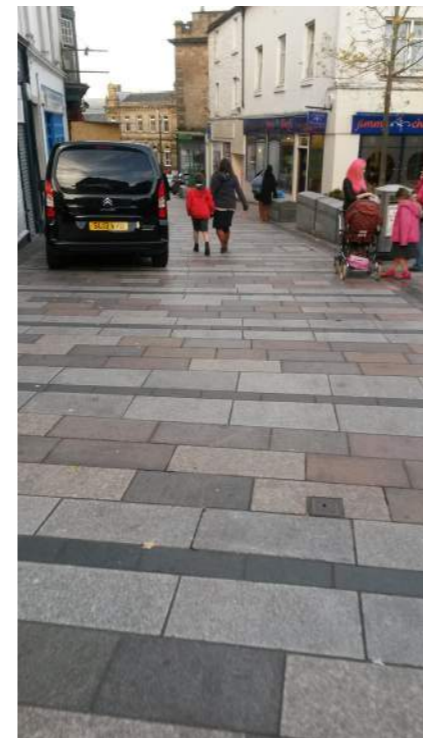


Local quarry

Higher cost

## Chinese Granite

Examples from Stirling and Dunfries



Not locally sourced

## Sandstone

Examples from Kirkintilloch



## Granite cubes and tactile paving

Examples from Callander and Stirling



Can be cut flat topped



Good for detailing



## Concrete paving

Example from Bannockburn



Concrete topped with granite aggregate

Variety of colours



Consistency

### Eco Fusion

Vibrant granite appearance

Emulating traditional natural granite, Fusion's premium exposed aggregates and wide range of modular sizes, allow for the creation of striking visual effects through the clever use of colour and laying patterns.

- Manufactured using a high percentage of recycled materials
- Low Carbon Footprint
- Saving up to 25% on other market alternatives
- Available in 80mm
- Large colour range
- Matching kerbs



Light material can mark more easily

## Resin Bound Gravel and Coloured Chip Asphalt

Examples from Stirling

Can add colour



Permeable



Lower cost

From your comments we developed...

# The Concept

Make the street clear and easy to use



Enable uninterrupted movement for all street users



Create focal places at the High Street and at the train station forecourt

**Focal Areas**  
Space given to people  
Sense of place  
Pedestrian priority

**Car Parking**  
Repositioned to benefit the area  
More efficient arrangement  
Positioned to slow traffic



**Shared Path**  
For pedestrians and cyclists  
Continuous throughout



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Dunblane Development Trust  
Community in Action



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# What do you think?

Do you think the design would affect the speed that people drive through the area?

Can you imagine how the community could use the town square area?

What opportunities do the larger key spaces provide?

Would this design help you or someone you know move around the area?

How would this change the way you travel to the train station or High Street?

Do you think that visitors would have a more positive impression of Dunblane?

We were awarded funding to improve accessibility and the streetscape between Dunblane train station and the High Street. Following the engagement exercises in the summer, we have expanded the ideas to include Beech Road, and Stirling Road up to Perth Road. The funding we have may only be sufficient to cover the original concept. Hence if there is support for expanding the scheme as shown, the project steering group will need to explore whether other funding opportunities exist.



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