

Stirling Road Access for All project

Outcome from Public consultations (29th Nov – 2nd Dec 2014)

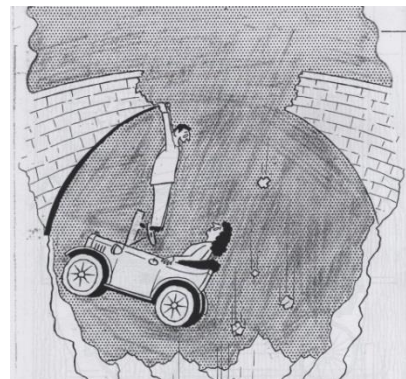
The funding secured by Stirling Council from Sustrans to work on Stirling Road is, with the assistance of public consultation, to make this area more pleasant for people of all ages and abilities to walk and cycle with minimal disruption to the needs of other road users.

Three events were held at the end of 2014 for community feedback on concept design proposals for Stirling Road and Beech Road. These ideas shared with the public, business owners and local residents during the consultation do not represent a detailed plan of work but rather a considered vision of what **could** change in the area.

182 people attended with around 200 written comments received and 80 paper/online surveys completed. The comments and ideas raised are dealt with in more detail in separate documents but the themes are summarised as answers to the following questions:

When is the bridge over the Allan Water going to be repaired?

It is recognised that the bridge represents a major feature on Stirling Road but needs significant renovation. A feasibility study into repair has been commissioned by Stirling Council with results and decision to be known in March 2015.



“Look at it this way; the council will really have to repair this bridge now”

What will happen to the space outside the station?

As well as addressing access for people with reduced mobility, a plaza area could be created, making the space a more welcoming gateway into the town. A drop off / pickup area is planned as well as provision for taxis and disabled parking within the immediate vicinity of station.



Will I still be able to catch a bus on Stirling Rd?

The bus stop position currently beside Victoria Halls is likely to remain in a similar position.

What materials will you be using in the area and how will this help pedestrians?

The intention is to create high quality people friendly places outside the station, on the Allan Water Bridge and at the corner of Beech Rd/ Stirling Rd. The pavements and road surfaces between these spaces will be upgraded using materials consistent with the present built environment to create a more uniform surface with improved lighting, seating, planters and trees.



What effect will the proposals have on improving access to the station and town for cyclists?



The proposals would see the creation of a shared use route running from the top of Stirling Rd by the junction with Perth Rd all the way down to the junction with Beech Rd; thus improving access on this route for pedestrians (with or without buggies), cyclists and mobility scooters/wheelchairs to travel against the flow of traffic. Such shared use is commonplace in Scotland but are designed to promote slower speeds by both cyclists and motorists. It is also envisaged that additional secure cycle parking will be provided close to the station and at the corner of Beech Rd.

What effect will the proposals have on local businesses and their ability to operate?

Concerns were raised as to the impact on short stay parking, loading and unloading and the effects on local business. Proposals as they currently stand would create high quality public spaces designed to increase footfall as well as two marked loading/delivery bays serving Beech Rd and Stirling Rd.



What impact will there be on short and resident parking on Stirling Rd and Beech Rd?



Community concern about the loss of short stay parking spaces in this area is balanced by equal support for a small reduction to enable the creation of a more attractive and accessible town centre. To minimise parking loss in this area, the proposals re-orientate the spaces by the Post Office into a more efficient herringbone layout. Resident parking directly opposite the station will be retained.

What effect will the proposals have on long stay parking?

Perth Rd is used for long stay parking by people commuting by rail to Stirling, Glasgow or Edinburgh. But many consultation comments suggest that the priority for parking within the town should be given to short stay to support the needs of residents and visitors. Therefore consideration is being given to re-designating existing long stay spaces on the dual carriageway. Improving the layout of other parking areas near the town centre is outside the scope of this particular project.



What will happen to access to Stirling Rd and Beech Rd for people who are less mobile?



The number and location of additional disabled parking spaces on Stirling Rd / Beech Rd is under review but it is suggested that the two bays closest to the daytime entrance to the station will be moved away from the station forecourt and placed closer to the bridge lift.

Is there any benefit in reversing the one way system?

Changing the direction of the one way system was suggested by some people. However this would entail significant added project cost to alter Perth Road junctions with little clear benefit to be gained

