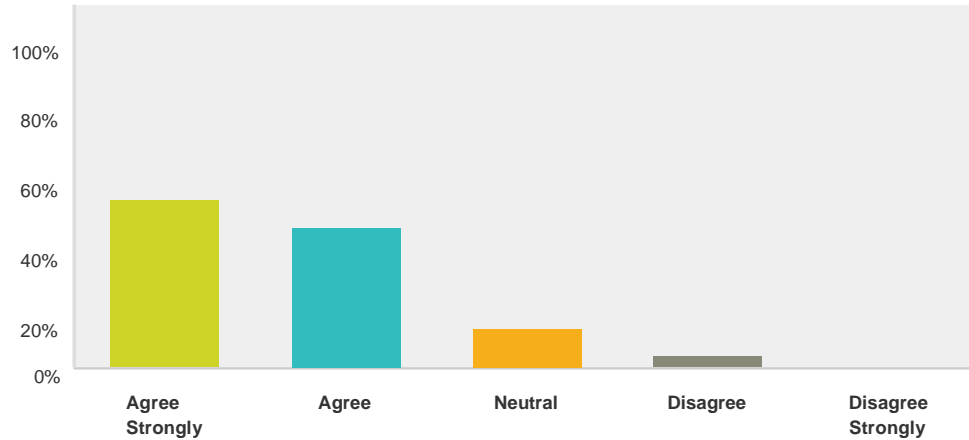


**Q1 Principle - A Vibrant and Sustainable Town Centre for People and Community Activity.**

**This Principle is concerned with the promotion, enhancement and marketing of the town centre and its facilities.**

Answered: 240 Skipped: 4



Any comments
There are <b>Dunblane assets outside the town centre</b> which can be promoted and also support the Town centre
it should be welcoming to <b>kids young and old</b>
maybe more facilities for <b>young people</b>
Long-term goals must be clearly established to avoid potential for abortive work. A sustainable town centre is not simply one that satisfies the desires of present generations.
activities for all range of <b>children as well as adults</b>
Take care. The more a town caters to tourism, the <b>less it caters to residents.</b>
Some nice shops would like more independent ones not charity shops <b>Better parking</b> would be helpful
As long as <b>substance over style</b> obeyed
It is a fantastic place for residents and visitors. Needs to be accessible, with <b>Car Parking limited</b> to up to 4 hours, i.e. remove commuter parking. Needs Public Toilets. Dunkeld and Crieff seem to have got it right . We now have good cafes and eateries in Dunblane, so we should be able to make it feel welcoming and interesting, even before folk find the Cathedral, Museum and riverside.
With so much competition with neighbouring towns and cities, <b>Dunblane needs to find a way to differentiate itself</b> to encourage people to visit, socialise, eat out, shop.
Dunblane desperately needs a <b>public pool</b> . People who own and run shops etc in the High Street should be obligated to maintain and upkeep doorways etc to a reasonable standard. Smoking areas outside the front of pubs are off- putting to tourists, commuters and families with young children. .

## Dunblane Charretteplus

Whilst I agree the town should be marketed I feel a return of some **traditional style shops** would be good, for example a bakers, grocers etc. I also think to promote the town in this way there needs to be better facilities, such as toilets, and cleaner streets, eg clamp down on dog fouling.

Great opportunity to improve the quality of the town centre and its various uses.

Our TC has a mix of Retail(22), Service Outlets - Personal(18) and Professional(22) and suppliers of cooked food(13). Only 30% is retail. It is unusual as it has people who live in the TC yet it is said to be underused. **Perhaps the retailers need a change of thinking to attract clients** or the mix is not right or it needs better marketing. It lacks a focal point and this should be the Station - not the Cathedral as this is too remote from the TC - and this has the space to develop small shops e.g. The Ironing Station is a great idea for its location.

Axiomatic! Agree, but ask whether a more comprehensive plan will be needed to recognise an increasing population over a wider geographical area....**Should the M&S / Dunblane Centre / Bowling Club / Duckburn complex be included in a balanced plan?**

Is this Principle not stating the obvious in stating "...for People .." and missing the point when stating the the Town Centre is for "..Community Acitivity" Surely a vibrant sustainable town centre would be one that provides its catchment population with an attractive offering of retail, service and recreational opportunity in an attractive and accessible environment and the opportunity and facilities for businesses and services to viably locate in Dunblane town centre.

You must consider the age range and increasing number **of older people** as the years go by as these are the people with disposable income!

I would suggest that a fundamental is missing from this" Principle" which could be corrected were the word Commercial or Business inserted eg .....Town Centre for People, Business and Community Activity.

We are fortunate in having a healthy High St with local attractions and beauty spots in this town and we need to ensure we don't lose any of this through complacency or lack of foresight.

We need to improve the **centre of Dunblane for residents as well as visitors.**

The town centre facilities **MUST** include public toilets. We are a tourist area and it is therefore essential that we have **toilets** for our visitors. It was false economy to close both toilets and a way should have been found to keep at least one open.

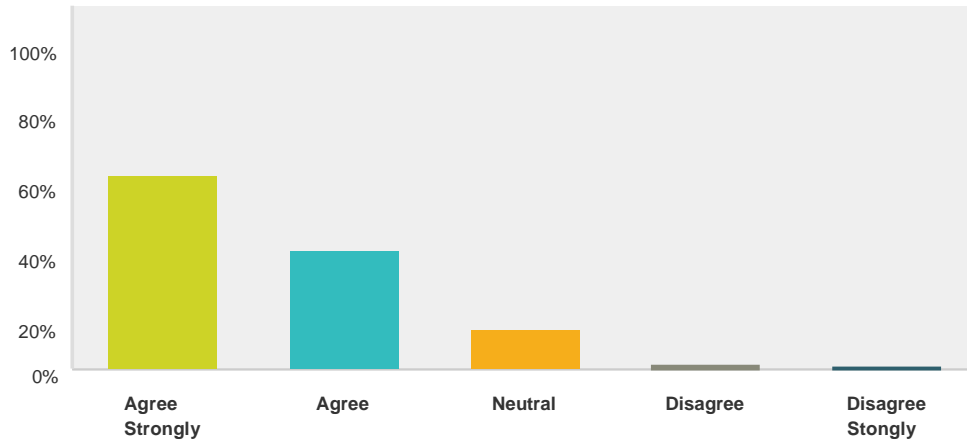
I agree with this but thought needs to be given to other ways of bringing people into the centre other than the current services and annual activities eg fling and Christmas shopping night

so long as the above principle does not merely relate merely to existing facilities, but includes additional ones. A media/marketing campaign will not bring visitors to Dunblane (more than once) and will be of little interest to current residents

**Q2 Principle - An Accessible Town Centre.**

**This Principle looks at supporting people to walk and cycle, improving parking and public transport.**

Answered: 240 Skipped: 4



Any comments
The recent loss of <b>bus services</b> in Dunblane particularly the hourly service between Dunblane and Stirling appears to be a major setback for this principle and for the young people who identified the need for more buses services.
Promote walking, cycling and access for disabled people, integrate with public transport, and a parking strategy which supports this. Cycle routes and disabled access should be included in the strategic plans.
<b>Pedestrianise or ban parking in the High St</b> and have a large parking area where Tescos were going to move to, this would also remove parking on the dual carriageway so that the dual carriageway could be redesigned for local needs. Have a shuttle bus from the carpark to the High street.
Parking is terrible in the high street
<b>Reduction in use of vehicles by the resident population</b> should be a goal. This also supports objectives for enhanced well-being. Let's not make it too easy to jump in the car.
They could improve some of the roads to make them easier to cycle on/make more bike paths
Yes access to all modes of transport is good and necessary but as part of this I think we need to think about 1. <b>Minimising the speed of cars</b> to minimise danger to pedestrians and 2. The fact that when there are queues on the bypass drivers use satnavs to take them on a "shortcut" through the town thus making the town less safe.
Again take great care. Experience elsewhere shows that vehicles and pedestrians cannot successfully share the same roadway. Complete pedestrianisation is an equally bad idea.
I am <b>disabled</b> and am worried about the amount of disabled parking spaces provided -will the existing spaces remain (e.g. in front of hairdresser at roundabout, in front of library) and will there be additional spaces, e.g. in front of the co- op?
See above Needs proper cycle and walking areas, Clacks has a great network feel we are behind Stop ripping up the roads and parking spaces.

## Dunblane Charretteplus

Lack of access and parking is the biggest obstacle to town centre usage in dunblane

**Parking on dual carriageway should be short-term only.** Make time-limited car parking e.g. max 4 hours for residents and visitors. Parking on High Street should be a few Disabled spaces, and a few 'pick up' i.e. 15 minutes only spaces. Provision for commuters could be at Stirling 'Park and Ride', or possibly a Dunblane 'Park and Ride' near Keir Roundabout. Cycle lanes could be much improved. Within Dunblane the culture should be that pedestrians and cyclists take priority over motorists , as happens de facto on Ramoyle.

It's a fine balance between achieving accessibility for people to the town and minimising congestion caused by improved parking facilities beyond those which are there already

### Improve wheelchair access

Would support **pedestrianised high** street with improved parking nearby

There should be better parking **for those who live on the High Street** who have young families and work equipment to cart about and take in and out of their properties.

Not particularly accessible with limited parking, especially for **disabled**.

Provided parking is not degraded and is not chargeable. If Dunblane makes it harder to park, or introduces charges, **I will go to Bridge of Allan.**

I feel the aim/goal should be to create a safe circular cycle path round the whole of Dunblane with safe routes from this outer ring to schools, library and town centre.

Dont underestimate the value of and demand for easy free parking close to the station, Dunblane benefits significantly in terms of being selected as a place to reside due to it good rail links to Glasgow, Edinburgh as well as Perth, Dundee etc to the North

Without good access for cars close to the centre, this will not benefit the Dunblane residents

I was surprised to learn that there is literally one taxi driver covering Dunblane by day. **I live in Ashfield** and as the bus service is not at suitable times for school and nursery closing, I had to walk with my four year old in severe weather on a day that my car was not working. I am happy to walk this distance but my four year old did not manage well.

But must be easily accessible **for disabled people** also.

Cycle paths in and around Dunblane and perhaps a SAFE route to the High School would really help. I would **pedestrianise the High Street** as well.

I doubt you will ever achieve a perfect solution for everyone - but I think the balance is about right.

More residents parking in town centre

An **effective parking strategy** is essential. The action plan seems to present parking as a problem. However, the reality is that Dunblane is a commuter town and therefore this needs to be accommodated. Ample car parking brings spend and visitors into the town.

Too much emphasis is put on cycling provision. The key issue is parking of cars for locals to use the TC facilities. This improved when for 2 years we had a regular parking warden - now virtually gone. **Perhaps the businesses / community should fund a warden.**

No mention of further rights of way....Rear of Police Station into High Street? Tilly's side entry to Cathedral Square?

A shared domain is not a satisfactory solution, and introduces threats to pedestrians which would discourage use of the town centre; indeed the existing arrangements would generally be preferable. Car sharing or pooling is not a practicable solution in such a compact area, involving quite short travel distances. It is not clear what problem a car- sharing arrangement would address.

## Dunblane Charretteplus

While I agree with this principle I do not agree with emphasis appearing to be on walking and cycling. There are no barriers to walking and cycling other the obvious climate and topography about which nothing much can be done. Oh and time constraints, physical ability, carrying off "stuff", comfort and convenience. This plan should concentrate on the real issues that have been voiced and which something meaningful can be done **ie parking, parking, parking and public transport.**

If you want people to walk/cycle/use public transport why improve parking?

Parking in Dunblane is extremely difficult and for people with a **disability** or who can't walk far this must be especially difficult.

The combination of sub-optimal access and limited parking make this objective challenging. Is there an opportunity to create parking a few hundred metres from the town centre with enhanced walkways into the town centre?

I really do not think that there are any serious problems, other than the unchangeable restrictions of topography, with walking or cycling to our Town Centre and these should not distract from the real issues of parking and public transport.

Better car parking would encourage more use of High St by locals. E.g. Local cafés/eateries losing business to M&S because of their car park.

Provision of facilities needs to be matched with hard work on culture change. Dunblane IS car culture centred, and it is a long journey to change that.

Any proposals should generate a net increase in parking spaces, as it the lack of this, that is driving business out of the town centre.

I hope there will be plenty of parking provision!

**More cycle paths** in and around dunblane would be great.

**Don't over-egg the cycling aspect.** Dunblane is a bit too steep to render cycling a popular activity.

1. Improve Parking 2. Improve public transport (esp for the aging population) 3.Improve walking (esp for the less able)  
4. 5 6. 7. Support cycling - especially a cycling proficiency test !!

Lack of parking is another real problem in Dunblane. I have heard of visitors giving up on their visit to Dunblane as they could not get a parking place. Instead, **we have a huge parking area for commuters on the B8033 but what benefit is this to the town?**

People should be able to walk and cycle to and around the town centre without impediment or intimidation by motor vehicles.  
**That should take priority over parking spaces.**

I agree but the main focus should be public transport or community transport. Parking needs to be balanced with making the centre engaging for pedestrians. At the moment you sometimes **feel you take your life in your hands as a pedestrian on the high Street.**

I don't agree with the walking and cycling thing in that there are a lot of hills and increasing numbers of older people with restricted mobility..... **public transport and parking yes!**

walking and cycling is important but there still needs to be car parking

I strongly agree with the principle of making it easier and safer for people to walk & cycle. However I do not see any proposals that are radical enough to achieve this; we need more than sign posts and maps and bike parking - we need space reallocated for walking but also for cycling. The "shared use" picture on page 18 looks like a road not a pedestrian priority area. For this to work it will need to be a place where pedestrians have clear priority (like Port Street in Stirling outside M&S), that cyclists are permitted in any direction and motor vehicles are tolerated at walking pace. Otherwise its just a road with fancy paving slabs and pedestrians will be no safer than before and cycling will not be any more pleasant or something that people feel relaxed about doing. The Perth Road duel carriageway needs major redevelopment to make cycling an attractive option but it does not look from the picture on page 16 that enough space has been allocated for walking & cycling. The area of grass in the centre of the road struggles to survive (killed by salt in winter and parched in summer) it had a purpose when it was a duel carriageway, it no longer has a purpose and looks awful - so remove it. Have the motor vehicles separated only by broken white lines and reallocate the space saved, by removing the centre grass, to walking & cycling. Then walkers will not be annoyed by having to share a small space with cyclists.

not forgetting accessibility for people with mobility problems - wider pavements, absence of trip hazards, maintained drains and culverts

## Dunblane Charretteplus

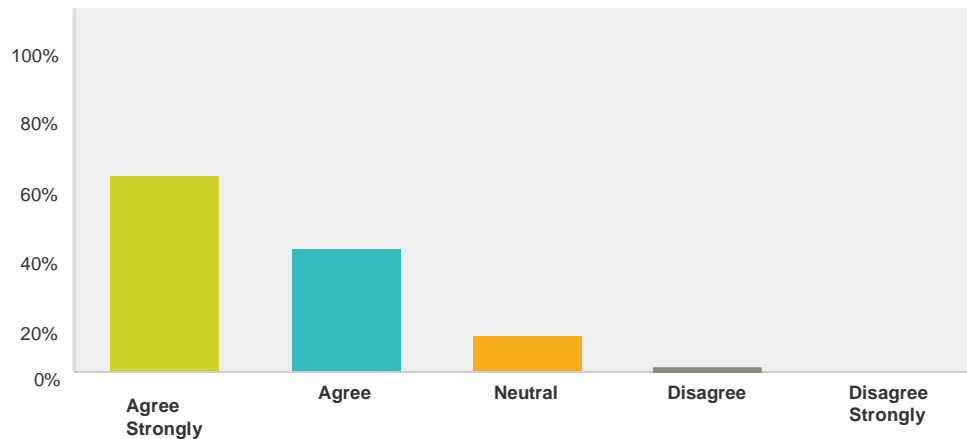
**Shared pedestrian & vehicle roadways is a recipe for disaster.** Motorists do not like sharing (I speak as a pedestrian)

Dunblane is not a cycle friendly place simply due to the topography. Car parking needs to be addressed towards tourists and visitors. Tour buses need to be accommodated better.

### Q3 Principle - A Town Centre that Capitalises on its Natural and Built Heritage.

**This Principle covers the assets in the town centre – green spaces, buildings, the river – and how they can be preserved, improved and promoted.**

Answered: 238 Skipped: 6



#### Any comments

Preserving, improving and promoting the green spaces seems to be at odds with the identification of many of these spaces, such as the Millrow and Golf course as suitable for development and extension of the boundary of the retail area eg Sections 2.4 and 7.3 and other sections of the report. Areas such as the golf course and the Millrow have been comprehensively rejected by the community for development of either houses or retail developments both

The Boarded Chinese shop at the end of the High could be improved by covering the Boarding with 4 colour printed banners which could give a facade of a shop or have illustrations showing the highlights of Dunblane. This would not cost too much but would cover a permanent eyesore. It could also be updated regularly

**We should not be afraid to abandon some of the built heritage if the cost to maintain it in perpetuity is not affordable.** Passing the financial and economic burden onto future generations who may not share the same desires is unfair.

the park and walk isn't really visible how about a sign on what the paths lead to or where the park is also maybe widen the park for new items

The centre has a lot to offer but it is quite dull looking

The **river and surrounds** is a key attraction that sets the town apart from others locally

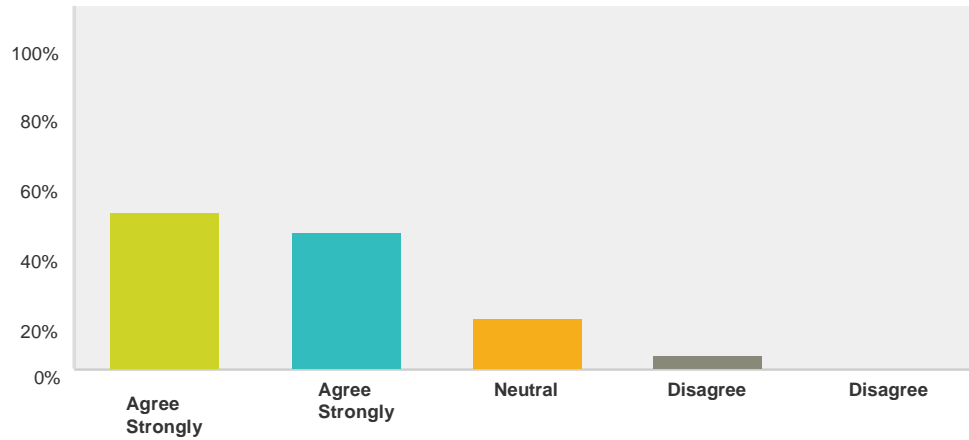
## Dunblane Charretteplus

<p>More signage for Riverside walks etc. Walks leaflets have been produced, but may not be readily available to visitors. Maps with walks and clear signage would help. Community ownership of green spaces, such as Holmehill, would enhance it. Taking over redundant buildings, such as former Chinese Restaurant at top of High Street, in to community ownership, should be encouraged/enabled</p>
<p>Much more could be done to <b>promote the range of heritage attractions</b>.</p>
<p>The <b>Millrow park</b> and riverside walks are a bit shoddy and need sorted.</p>
<p>The <b>river</b> is a massively under exploited asset</p>
<p>This is vital and gives the place its unique identity.</p>
<p>The maintaining of the fabric of the TC shops, offices, houses and doorways (many) is of paramount importance. Most shopkeepers do try to make their premises attractive but a lot of the frontages and doorways need upgrading. The restraint is probably the property owners who ever they may be. I agree that the riverside walks need upgrading and this is being actioned but I dislike the 'development' of green spaces. These are important to the ambience of the town.</p>
<p>YES. Identify and resolve problem areas...e.g.<b>disused Chinese Restaurant</b>, before proactive action?</p>
<p>The provision of walking tours is something the market should deal with, and not a matter for community representatives. <b>The riverside</b> could be easily and inexpensively enhanced simply by reopening the path which was damaged by river action and closed in an excess of risk averseness (there is no need to restore it to its original condition, as the river upstream of the Laighills Park entrance is unimproved for several miles, and is extensively used for recreation)</p>
<p>For goodness <b>sake town centres are not about green spaces</b>. Nobody goes to a town centre for its green spaces and if "preserving" green spaces is a priority in this town centre then there is no hope. By all means look at how the green spaces could be used to add to Dunblanes town centre offering but if the starting principle is preserving green spaces to create a thriving town centre this is going absolutely nowhere helpful.</p>
<p>how can you make it better, bigger????</p>
<p>The <b>Drying Green and river walk</b>, linking to the cathedral would appear to offer an opportunity to "enhance the offer".</p>
<p>I am in agreement with the Principle as stated but concerned with the explanatory narrative that promotes "preservation" which contradicts the Principle. Perhaps to express the concern that some things will have to change if there is going to be improvements that will meet the aims of the first Principle we need to look at "...how they can be better used, improved, developed and promoted for economic and social benefit.</p>
<p>Existing facilities need to be preserved but improved where possible</p>
<p>The <b>river bankings</b> from the Cathedral to the railway bridge is badly overgrown. It was once a pleasant walk daffodils blooming, and a good view of the river. Now you can't see the river from here in the summer.</p>
<p>An <b>Andy Murray museum</b> would bring tourists to the town</p>
<p>We do not promote our local environment enough - a simple google of Dunblane throws up far too much that is historic or inward looking, not tourist and visitor focussed.</p>
<p><b>Charge for parking on the Dual carriageway</b> for over 3 hours so that residents and visitors can use it .</p>
<p>an understanding that some current brownfield sites could develop, with some imagination, into green space</p>
<p>Braeport Community Centre should now be taken into Community Ownership. As should Victoria Hall.</p>

**Q4 Principle - An Inclusive Town Centre that Supports Community Cohesion.**

**This Principle is concerned with supporting greater involvement of local people in community activity and ensuring the town centre meets the needs of all sections of the community.**

Answered: 238 Skipped: 6



## Dunblane Charretteplus

Any comments
<p><b>Some groups may be missed - disabled and young</b>, because they have less involvement. There is a lot of excellent community activity. It would be beneficial if cooperative working and partnerships were supported.</p>
<p><b>Encouraging the younger families to be part of the community is important</b>, especially the adults in the 30-45 age group and not just dropping their children off at activities.</p>
<p><b>The "open" day/evening could be extended by having something like that once a quarter</b>,</p>
<p>Community cohesion must be achievable within the wider town (or city) boundaries. <b>Don't try and squeeze everything into the town centre.</b></p>
<p>more promotion of advents like the Christmas Extravaganza and Duck Race</p>
<p>Too small to support the whole diversity of the population - <b>target those most inclined to support the town centre</b></p>
<p>There are lots of groups, and lots of activities in Dunblane. <b>But we definitely need to involve kids/youth/parents.</b> They are busy, but we need to engage them in developments and show them what Dunblane has to offer [otherwise they will by-pass the town centre in their daily lives, shop out-of-town or on-line]</p>
<p>More input from <b>school, college and university students to encourage ideas</b></p>
<p>There needs to be greater community involvement in development of the town centre, as at present it is apparent that there are a number of business owners leading the way with this, possibly without regarding the wider community. Dunblane has always had a very strong community and holding events such as markets would help restore some of that.</p>
<p>This seems to me one of Dunblane's distinctive strengths - its community ethos.</p>
<p>There are probably other more important aspects to meeting this objective - than the design of the town.</p>
<p>A lot of this already happens via the DDT Board, members and its working groups in particular without receiving due credit. This can be easily built upon but some of the negativity needs to be eliminated. There exists a lot of talent and enthusiasm in the many volunteer organisations. e.g we have 2 charity shops in the TC. These are businesses that attract clients and are manned by local volunteers.</p>
<p>With residents and businesses around the town centre having a prime role in decision making</p>
<p>YES. But take care to avoid prejudicing adjacent areas.....Dunblane Centre as an existing youth focus. Business premises in alternative sites....Barbush, Duckburn?</p>
<p>Community management of Council property should not be seen as an end in itself. It should be recognised that the Council may be correct in withdrawing support, if there is insufficient demand for the property. The other principles in this section are laudable aims in themselves, but not particularly relevant to developing the town centre.</p>
<p>Very nice and cuddly sentiment but successful town centres are primarily based on successful commercial and business activity with other complimentary functions and uses eg administration and residential. The most important involvement of local people in a successful town centre is supporting existing businesses and giving encouragement for more to locate in the town and the purpose of the plan should bbe to provide opportunity for the later and the environment for the former.</p>
<p>It is well recognised that loneliness is a serious problem affecting all age groups in modern society. Not only is it distressing for those concerned but it is detrimental to health. Dunblane has the <b>opportunity to address this within these new plans to develop a community hub for all ages that can provide a drop in meeting place for all ages</b>, opportunities for volunteering and for social prescribing (refer all to community activities support instead of medication in cases where appropriate) to improve the health and wellbeing of the town.</p>
<p>A very laudable principle but again one that should not distract from the fundamental of a thriving town centre based on successful commercial activities and services</p>

## Dunblane Charretteplus

Town centre isn't user friendly for **elderly and disabled**. Also very little for children and young adults to do. Yes there is a small play park but what about a skatepark? Climbing wall?

It is difficult to develop cohesion at this stage.

It would be helpful to identify a high profile example of each principle in a promotional leaflet eg 4. Embracing Fvos  
Artbeat : connecting communities through arts

I would support any enterprise that was able to make inroads into the ongoing apathy of the vast majority of the indigenous and virtually all of the 'big home' recent incomers population. I think 'The Wire' is a suitable means to achieve this.

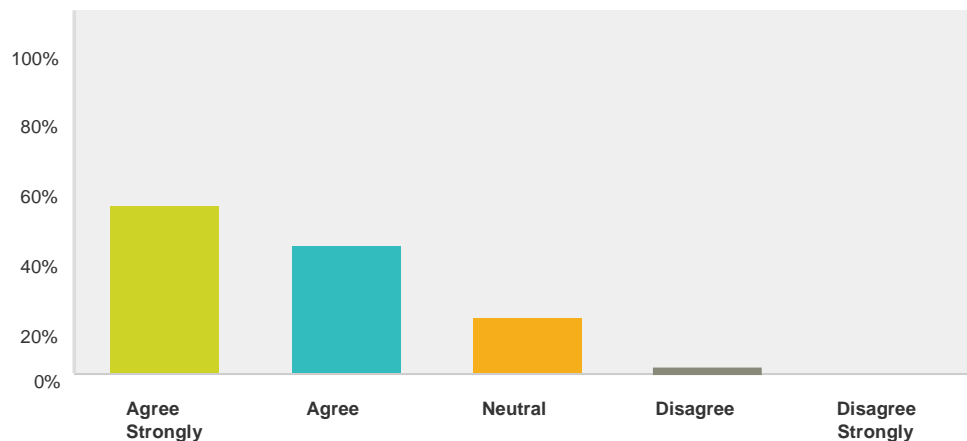
I agree with this. As a bystander it would appear to me that the majority of those engaged with community work are in a specific age range.

and not just during the day. Many people are deterred from using the town centre at night because of poor lighting and lonely streets. Shops and venues with later opening hours bring people to the town centre in the evening

### Q5 Principle - A Town Centre that meets the Future Needs of the Community.

This Principle is concerned with looking at how any future development of the town centre is managed.

Answered: 238 Skipped: 6



## Dunblane Charretteplus

Any comments
<p>There seems to be a strand running through concerning planning developments that was not raised by members of the community at the meetings covering areas that had already been rejected by the community which, if developed, would nullify some of the aims contained within the principles and detailed in the report. For example, sports facilities were mentioned yet one of the areas identified for development is the golf course and tennis courts. Similarly play areas and green space was identified by the community as important but the only play park in the town centre and a significant section of the surrounding green space has been identified for potential development. Which group and/or individual(s) put these areas forward and why when they have already been rejected?</p>
<p>It is useful to identify key areas to protect/or be alert to, to influence for the benefit of the town.</p>
<p><b>Avoid additional layers of bureaucracy at all cost!</b> Our central &amp; local government organisations are designed to manage all aspects of community life and should be capable of delivering Dunblane's objectives as long as they are provided with clear direction and instructions.</p>
<p>I think that Dunblane is growing all time and that the town centre is very small so the more people who come in to the town the more crowded it will get.</p>
<p>get some teams of the community so a group of children teenagers and adults for input of the city</p>
<p>Needs updated fresh new look Like the flowers and gardens</p>
<p>Needs attention now more than long term planning at this moment</p>
<p>Affordable housing. Access for all. An accessible new Health Centre. Meet the needs of ageing population, and those from all backgrounds.</p>
<p>Do not agree with the suggestions to develop green spaces</p>
<p>I am confused on this part of the Charette Report. As someone who attended several workshops I do not recall a level of discussion to merit a stand-alone principle. The various diagrams show a potential major development of the dual carriageway B8033, the Tennis Club (possibly the DNGC carpark) plus another big development area on Kippenross land to the south of the Golf Course. All of these have been rejected in recent years particularly as part of the Local Development Plan. I am unclear as to how this will benefit TC improvement and increases to footfall. The dual carriageway is referred to as a big car park - yes it is - but it serves the purpose of supplying many car parking spaces for people commuting to Edinburgh or Glasgow. If these are not provided then the problem will move to other domestic streets in Dunblane.</p>
<p>Again axiomatic, but co-operation must be assured between participating agencies.</p>
<p>The second item is not a proposal, but deferment of a decision, and strongly resembles an apocryphal consultant's conclusion that what is required is further consultant services.</p>
<p>I think this plan should be about how the town centre can be developed to provide opportunity to meet existing and future requirements not about town centre management although that should be a part of it.</p>
<p>consider age range now, 5yrs, 10 yrs, 20yrs, etc. it may be a surprise! Stop building more and more 4 bed houses or anything and make the town friendly for all including dementia, blind, learning difficulties, disabled, etc. Keep / increase blue badge spaces.</p>
<p>Access is the key. Dunblane is becoming increasingly a dormitory town</p>
<p>The principle is fundamentally about how this is delivered rather than how it is "managed" or is that what is meant</p>
<p>No ideas! The Extravaganza was excellent so a big thank you to the shop keepers and the DDT</p>
<p>Given changes in technology and shopping patterns, who is best placed to predict the future needs of the community.</p>

## Dunblane Charretteplus

Thank goodness the bridge work is in hand. 'No thanks' for the 'improvements' between the station and Beech Rd
It will be very difficult to predict what the impact of changing technologies and shopping patterns will have on the future retail,make-up of the town centre.
The Perth Road duel carriageway needs major redevelopment to make cycling an attractive option but it does not look from the picture on page 16 that enough space has been allocated for walking & cycling. The area of grass in the centre of the road struggles to survive (killed by salt in winter and parched in summer) it had a purpose when it was a duel carriageway, it no longer has a purpose and looks awful - so remove it. Have the motor vehicles separated only by broken white lines and reallocate the space saved, by removing the centre grass, to walking & cycling. Then walkers will not be annoyed by having to share a small space with cyclists.
Very limited space to develop, do not want future development on the Golf Course
this principle doesn't mean anything without a definition of what the community is, how far it extends, who articulates its /wants/desires and what process is involved in establishing any change. Unless the principle is to employ a town centre manager, in which case, why not say so?
Expansion of the Town Centre as envisaged by the Charrette along the B8033 is totally unacceptable. There is no public appetite for this and it will lead to shops closing in the High street.

### Q6 Is there anything missing from the Principles identified? If so, what?

Answered: 44 Skipped: 200

#### Responses

Rather than surveys and plans, it is better (and a lot cheaper) to Google 'High Streets are Dying' and read the experiences of so many other towns. We may not like it but it is commercial reality. Our High Street, too, has perhaps an over supply of hairdressers, gift shops, coffee shops etc. but we are nonetheless lucky to have it and it is not a good idea to contemplate damaging it further by building yet more competition. And no grand plans please, which, despite good intentions, so often lead to grand disasters.

**The town centre can't be seen in isolation. How does it link to it's wider residential areas, schools, services, hotels and neighbouring villages, who use Dunblane. Reducing the negative impact of cars also relates to this.**

We had a german food market some years ago but it was stuck up in the Braeport, why don't have something like that but when the bridge is finished close the road and have it there or alternatively a farmers market

there should be **more fun things** to do

**sports** to be promoted in the town

Just more things to do in general. **Sports facilities, social facilities** and keeping on top of the town centre

The financial and economic costs of implementing the principles requires to be clarified as soon as possible. We cannot simply keep throwing good money after bad. Learn from mistakes of previous generations.

There is lots of shops, cafes and restaurants to go to which gives a lovely welcoming vibe to the town.

## Dunblane Charretteplus

This is an exciting time, with a big agenda, and a big challenge for us all. That challenge is about developing sustainable communities - a new type of urban development. But, it's also about vision, about doing things differently, with imagination and lifting our horizons. We want to see a step change in thinking and in the delivery of new, sustainable communities that people can be proud to be a part of. We promised in the Urban White Paper that we would have this Summit within two years. We have. And I've been astounded by the level of interest -1,600 delegates and a really impressive programme. I want to hear from you. I want to listen to your views so that you can influence our major statement on sustainable communities, which will be presented to Parliament in January. But, it's not just about housing. It's about driving forward the urban renaissance and defining a new vision of what we mean by sustainable communities - what the Americans call "new urbanism". Advertisement I'm delighted to be here in Birmingham today. This is a city that has been rebuilt - and what a difference that has made - recapturing the centre of Birmingham for the people of Birmingham. The stories you need to read, in one handy email Read more No wonder people are moving back into the city centres - young people, young families. Not just in their hundreds, but in tens of thousands. But we must never forget what drove people out in the first place - the lack of jobs, rising crime, declining schools, environmental degradation and decades of disinvestment. Our towns and cities were robbed of their wealth, their pride, and their powers. We're changing that. Crime is coming down, education is improving, there are more jobs, more investment, a cleaner environment and better local government. But we've a long way to go and a lot to learn. Creating good towns and cities is not rocket science. We used to do it decades ago and we were good at it. There was a time when we led the world in visionary planning for communities but then we lost our way. We forgot what makes people want to live in cities, about the needs of people, about the community. It's no wonder our towns and cities declined. The lesson is clear. It's not just about building houses. We built the housing estates up and down the country. We know you can have the housing estates and still not be a community. But you can't have the community without the houses, the jobs, the shops, the schools, the parks and the public transport. Advertisement What we want are places where

The town centre is important ...but there are other important areas too (e.g. schools, doctor, dentist area) ...again need to think about a happier balance between happy safe place to live vs vehicles getting around the town.

sorry, answering on behalf of an **elderly library customer**, who wanted to share her views about disabled parking

**Capitalise on the high profile of the town in relation to sport etc**

A town centre that has the right balance and mix of retail outlets which encourage people to spend their money in the town rather than elsewhere

Stop building on the greenbelt and destroying the woods!

I think the 5 principles cover all areas of concern

Dunblane train station is used as a work commute hub, with many vehicles parking near the centre of Dunblane. These cars are from Dunblane and outlying areas. I think the centre of Dunblane would benefit from a free park and ride that stopped at the station and then the high street. I for one often intend to shop in Dunblane, cannot get parked, and then go elsewhere.

environmental sustainability and fair trade

Perhaps something about diversity and the value of the current small businesses - there are few town centres like Dunblane where you can affordably buy your meat, vegetables and electrical supplies without having to use the identikit large nationwide stores. Perhaps something about environmental sustainability.

Don't underestimate the value and benefit of aesthetics. This can be subjective but it makes a big difference to how people feel about the place. **Dunblane town centre needs to be an 'attractive' place to visit, live, work etc.**

How to solve the many **parking problems** in and around the TC and Station.

SAFE town? Road safety / cycle safety / water safety / accident and emergency facilities. Currently the ONLY public access defibrillator is at the Dunblane Centre.....other devices are locked away outside opening hours!

They appear somewhat unfocused.

## Dunblane Charretteplus

Yes the the words business, services, commerce, viability, attraction, built environment and too much emphasis on cuddly mantras about open space, walking, cycling, community volunteering etc. These are all worthy considerations but are not the things that will create a thriving town centre.

See item 4. Not missing but the **development of a community volunteering strategy would be very exciting with many possibilities.**

I do not think there is sufficient recognition of the commercial realities that need to be addressed in creating a sustainable and thriving town centre

No, nothing missing but **parking has to be the main priority** or all the above will fall by the wayside

**Need for vision/principles to be supported by ALL relevant parties, inc. Network Rail, Historic Scotland etc.**

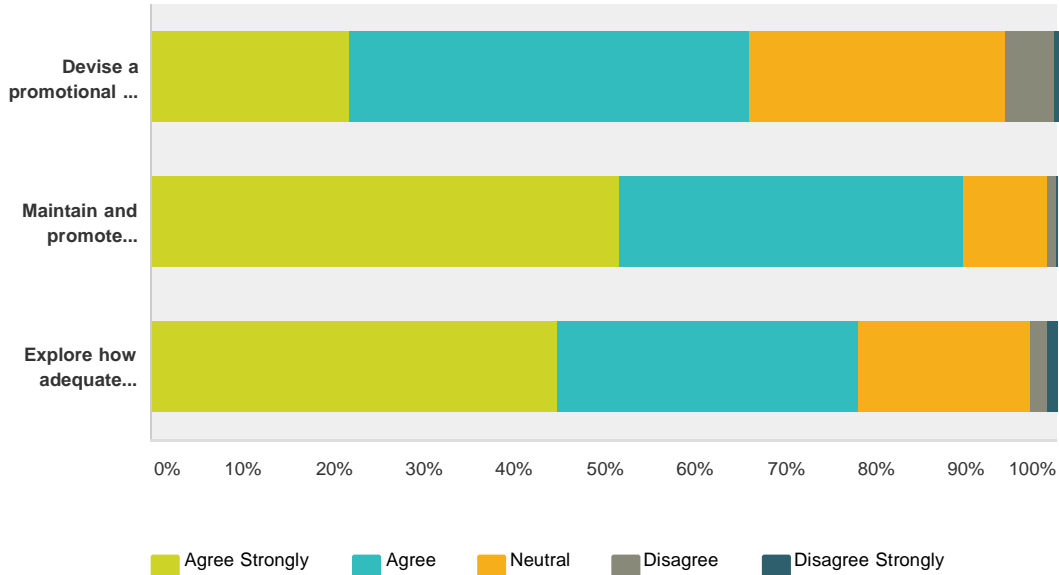
Can't think how or why there would any negative responses to these rather obvious principles among those of us who are interested and take the trouble to reply. When do we dive in and fish out some answers ?? I'm not talking about what is happening between the station and Beech Rd. Most of which (apart from the bridge - obviously) is OTT and, in my view, not an improvement.

Who are key players? Stirling Council, Network Rail, Scotrail, Historic Scotland, Community Council, Discover Dunblane, DIB, DDT. **How do we achieve a shared vision amongst these organisations?**

This is an exciting time, with a big agenda, and a big challenge for us all. That challenge is about developing sustainable communities - a new type of urban development. But, it's also about vision, about doing things differently, with imagination and lifting our horizons. We want to see a step change in thinking and in the delivery of new, sustainable communities that people can be proud to be a part of. We promised in the Urban White Paper that we would have this Summit within two years. We have. And I've been astounded by the level of interest -1,600 delegates and a really impressive programme. I want to hear from you. I want to listen to your views so that you can influence our major statement on sustainable communities, which will be presented to Parliament in January. But, it's not just about housing. It's about driving forward the urban renaissance and defining a new vision of what we mean by sustainable communities - what the Americans call "new urbanism". Advertisement I'm delighted to be here in Birmingham today. This is a city that has been rebuilt - and what a difference that has made - recapturing the centre of Birmingham for the people of Birmingham. The stories you need to read, in one handy email Read more No wonder people are moving back into the city centres - young people, young families. Not just in their hundreds, but in tens of thousands. But we must never forget what drove people out in the first place - the lack of jobs, rising crime, declining schools, environmental degradation and decades of disinvestment. Our towns and cities were robbed of their wealth, their pride, and their powers. We're changing that. Crime is coming down, education is improving, there are more jobs, more investment, a cleaner environment and better local government. But we've a long way to go and a lot to learn. Creating good towns and cities is not rocket science. We used to do it decades ago and we were good at it. There was a time when we led the world in visionary planning for communities but then we lost our way. We forgot what makes people want to live in cities, about the needs of people, about the community. It's no wonder our towns and cities declined. The lesson is clear. It's not just about building houses. We built the housing estates up and down the country. We know you can have the housing estates and still not be a community. But you can't have the community without the houses, the jobs, the shops, the schools, the parks and the public transport. Advertisement What we want are places where

**Q7 A Vibrant and Sustainable Town Centre for People and Community Activity - Specific Actions.**

Answered: 216 Skipped: 28



	Agree Strongly	Agree	Neutral	Disagree	Disagree Strongly	Total	Weighted Average
Devise a promotional and marketing strategy	21.86% 47	44.19% 95	28.37% 61	5.12% 11	0.47% 1	215	2.18
Maintain and promote commercial activity in the town centre	51.63% 111	38.14% 82	9.30% 20	0.93% 2	0.00% 0	215	1.60
Explore how adequate provision of public toilets can be achieved	44.91% 97	33.33% 72	18.98% 41	1.85% 4	0.93% 2	216	1.81

**Is there anything missing?**

Promoting wider attractions in Dunblane area will still benefit the town. Coordinating websites and links would be helpful. Dunblane.info is a good central point. **Perhaps the toilets in Tesco and M & S could be included.**

No, but I think the local businesses try really hard and offer excellent services but many residents do not avail themselves of these. Perhaps bringing the library, which is a busy resource, closer to the shops in some way might encourage residents to shop more locally.

**an information centre**

**3g pitch for football and hockey**

Beware of establishing anything like a Youth Café anywhere in the town. They undermine existing outlets which already are for all ages. Also, as only too often experienced in other towns, **such youth gathering points create noise, litter and obstruction.**

Be adventurous, **lots of families here need out side spaces to meet and enjoy**

## Dunblane Charretteplus

<p>Address Parking issues - make it short-term for locals/visitors. Provision for commuters should not be near town centre. I would like Public toilets, but now that we have some great cafes, this is less of an issue</p>
<p>Appropriate training and development for businesses</p>
<p>Is there any thought into whether a <b>petrol station</b> could've accommodated somewhere?</p>
<p><b>Reduce smell from sewage system</b> which would discourage getting out of the car or visiting the town</p>
<p>development at the cathedral end of the high street is urgently required, the golden post box is a destination and draw but let down by the general look and feel of the area with long term boarded up premises and general lack of exploitation of the Murray legacy in the town</p>
<p>Dunblane needs a <b>tourist information centre</b></p>
<p>Removal of the current pubs and bars that are exceptionally cliquy and intimidating for people to walk past in the middle of the day let alone at night</p>
<p>I would go for comfort partners rather than public toilets.</p>
<p>Adequate lighting for the safety of community moving around the town after dark ie children walking to and from school/after school activities - helps encourage more people to use city centre and classes etc if adequate lighting.</p>
<p>A solution to the provision of parking for locals using the TC. A clear vision of a focal point for the TC The upgrading of the frontages and doorways</p>
<p>maintaining and promoting commercial activity is important, but only to support a similar investment by those trading - and therefore potentially profiting. There as many residential as business properties along the high street, and their needs must be equally considered.</p>
<p>Balance of provision. Maybe idealistic, but number of hairdressers, estate agents and charity shops could become excessive, whereas haberdashery, home decorating, and bookshops are unrepresented..</p>
<p>Learn from how other towns have done it well but be bold in our thinking</p>
<p>The provision of public toilets is a task, rather than a strategy, which can be dealt with by adequate funding.</p>
<p>Yes a clear physical plan to hang this all on. 1. is premature without it. 2.is blindingly obvious but will how is it to be done without some guiding vision. 3. is not going to turn our town into a vibrant and attractive centre.</p>
<p>Access and parking near to the town centre is key. Bridge of Allan is smaller than Dunblane, but is much more vibrant because it has access and parking (although also traffic!)</p>
<p>Yes the towns USP! While I believe there can be little harm done in promoting the use of local services or shopping local there really needs to be a unique selling proposition to hang the promotion around or risk some disappointment. As a specific action above No2 is vague to the point of being unrealisable as it is written. While it would be good to have well maintained (and unique?) public toilets in the town centre they do not create a vibrant town centre. They should serve a vibrant town centre and were the centre to ever to become a centre of attraction then there would be toilets associated with the offerings creating the attraction. In any event there are toilets associated with the bars and cafes in towns so I do not think it is any different from most other town centres. Me thinks much bigger and more radical thinking and effort is going to be required than the above to achieve the aim</p>
<p>Look at what events can be used to promote Dunblane - things like 'autumn food festivals', music events, small sporting events (cross country run in the Laighills etc) can and are used by many to promote area and draw in folk.</p>
<p>MONEY And forever &gt;&gt; one of our 'old' public toilets</p>

## Dunblane Charretteplus

I'm pleased to see that you've included public toilets.

Encourage townspeople and visitors into centre. Some new build around millrow

Sustainable - encouraging recycling, revisiting green energy sources. Promote buildings as potential venues for wider events eg non classical music events within the strategy. Consider what other events could be developed and held, cf. With BOA arts weekend.

Maintaining and promoting commercial activity does not equal "be able to drive my car to the front of the shop I want to go to. Popular shopping areas are places where you can shop without cars being in the way (eg Port Street in Stirling, Thistles centre in Stirling or Stirling Mills in Tillicoultry. Arrive at the places park your car and walk around the shops. This is the model Dunblane should aspire to

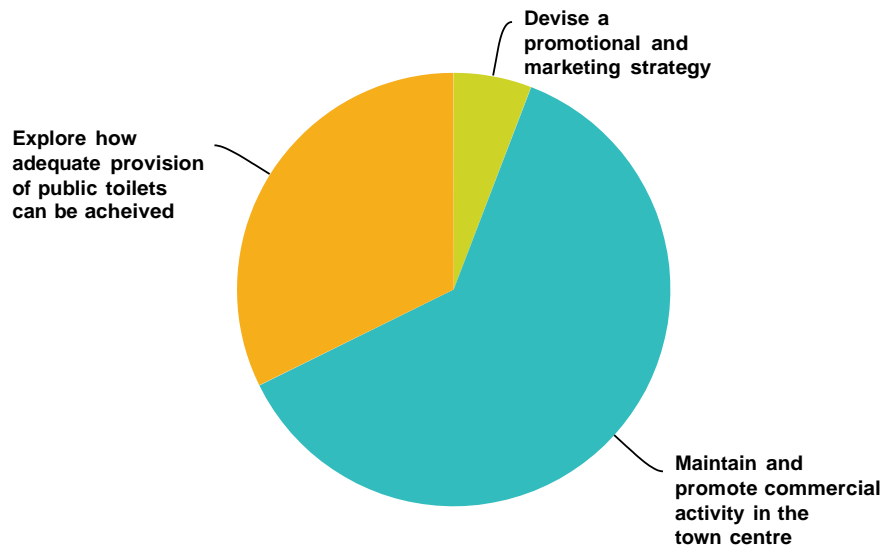
Car free zone

devising a strategy is only a first step, the important thing is implementation

Ability to spell achieve.

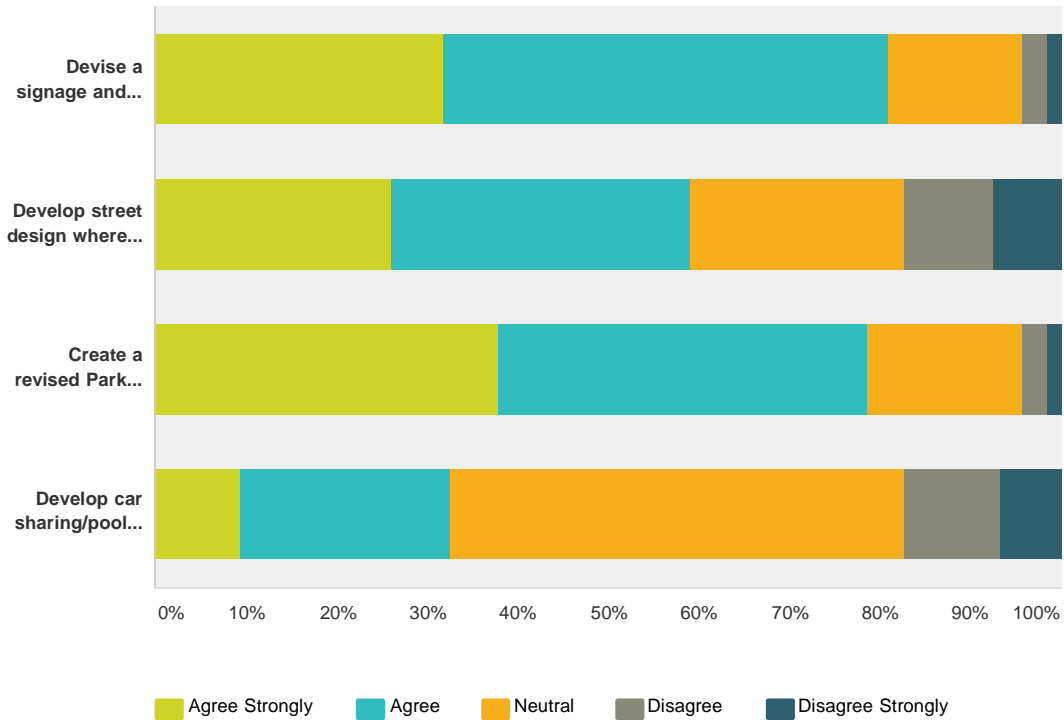
### Q8 Which would be your priority action for this Principle?

Answered: 189 Skipped: 55



## Q9 An Accessible Town Centre – Specific Actions

Answered: 216 Skipped: 28



Is there anything missing?
Support better disabled access. The Green Travel Map identifies key walking and cycling routes which don't seem to have been taken into consideration in the plans. Signage would encourage people to explore traffic free routes. Traffic calming 20mph throughout Dunblane would improve the environment for walking and cycling. A parking strategy should support this aim.
No, but I think there are car share websites and perhaps these could be highlighted to commuters to free up parking closer to the town for shoppers. Or ..... Create commuter parking. The idea of a multi-story car park at the Tesco site has been mooted before. Perhaps a car park could be built on the green belt land opposite Beech Road!
Possible specific objectives should be included to make it clear that Dunblane wants to reduce car usage. The desire to radically reduce the town's carbon footprint or 'annual miles per household' should be considered.
Too many potholes - sort out roads?
better bike lanes or bike lanes dog café
New sports facilities (football pitches)
Better arrangements for Co-op lorry deliveries - this currently causes chaos! Introduce speed calming Improved bus service?

## Dunblane Charretteplus

Experience anywhere illustrates that pedestrians and cars/cycles do not combine successfully. We are fortunate in having with the dual carriageway such a large area for parking. Otherwise those vehicles would block the town and, being mainly commuters, would give little benefit to local businesses.

Need safe cycle routes to other villages surrounding Dunblane

local buses that pick up passengers whenever [i.e. put out your hand, don't need to be at a 'Stop'. Drivers should get used to pedestrians and buses having priority.

Creating wheelchair access and wheelchair friendly space

Better footpaths to the town centre might encourage more people to walk rather than drive (if coming from local)

If there is reduced direct vehicular access to the high street that would reduce my usage of the shops

Dunblane desperately needs a public pool. People who own and run shops etc in the High Street should be obligated to maintain and upkeep doorways etc to a reasonable standard. Smoking areas outside the front of pubs are off- putting to tourists, commuters and families with young children. .

I do note that national cycle route maps around Dunblane are very confusing. I doubt that anyone trying to follow these without a map would be able to reach intended destination.

If you charge for parking, make it more difficult, or further away from the centre, I will take my business to another town.

Park and Ride

Would prefer a street design where cars and pedestrians are separate like at the Dunblane Christmas market .

It's my just signage and mapping for walking and cycling routes it's making them safe enough, well lit and better surfaced so u don't have to arrive in town looking like you've hiked through a field.

Concern regarding safety of shared roadspace and how this would work

Actually create some more cycle paths that do not use the roads linking those streets on the Perth road side of Dunblane to the town centre

I'm concerned that pedestrians and cars sharing the road would further restrict the already very limited parking facilities on the high street.

Adequate lighting

Should consider how to restrict parking on the High Street and develop this more as a pedestrianised area. It's far too congested and dangerous for pedestrians.

A zebra crossing at the narrowest point of the high street might assist elderly pedestrians in crossing the road, especially as the pavement at that point down towards Beech Rd isn't properly wide enough on one side for wheelchair/buggy/walking stick supported. Little or no point having a new or dedicated car share / pool arrangement as existing services are already struggling to thrive (e.g. <https://liftshare.com/uk> and <https://gocarshare.com/> )

Maybe limit hours between which delivery vehicles are permitted?

## Dunblane Charretteplus

Is this the right point to mention seating in the town centre?

It is vital to recognise that there is strong demand for parking in the town centre, so that the "parking strategy" seeks to satisfy the demand rather than discouraging the use of cars. Many visits to the town centre are made as part of a longer journey and to discourage parking will simply result in the town centre not being visited.

1 and 4 all very nice and readily delivered but will not do anything to create a vibrant town centre. So don't waste time and energy on the nice easy things that will deliver nothing concentrate on the challenging issues that have the potential to make a difference.

BLUE BADGE spaces and parking wardens!

Street design for cycles? Second action only cites pedestrians and vehicles.

How about repairing damaged pavements, fixing the drainage so that blocked drains are cleared regularly,

An hourly local bus shuttle.

Yes how to create a critical mass of attraction and activity serving town and region which is appropriately accessed and serviced? 1 and 4 are all very nice and quite deliverable but will not make a blind bit of difference to the economic activity or vibrancy of the town centre. 2 and 3 should be an integral part of the spatial plan ( or spatial aspiration )

Too many people park all day in Dunblane town centre because it's free and use the train. Paying for all day parking would hopefully discourage this. Walking to the station should become part of a person's daily exercise regime and should be encouraged. Then there would be sufficient spaces for visitors to park.

Mapping and signage only works for those who WANT to do this - changing infrastructure to slow cars and promote walking/cycling means that people can when they want to.

INCREASE the car parking spaces Or is that part of 'revising' ??

Need to provide better access from the bus stop opposite the police station, to the town centre. Not having to dice with death on the dual carriageway any more.

I strongly agree with the principle of making it easier and safer for people to walk & cycle. However I do not see any proposals that are radical enough to achieve this; we need more than sign posts and maps and bike parking - we need space reallocated for walking but also for cycling. The "shared use" picture on page 18 looks like a road not a pedestrian priority area. For this to work it will need to be a place where pedestrians have clear priority (like Port Street in Stirling outside M&S), that cyclists are permitted in any direction and motor vehicles are tolerated at walking pace. Otherwise its just a road with fancy paving slabs and pedestrians will be no safer than before and cycling will not be any more pleasant or something that people feel relaxed about doing.

Car free zone Proper cycle routes Accessible pavements

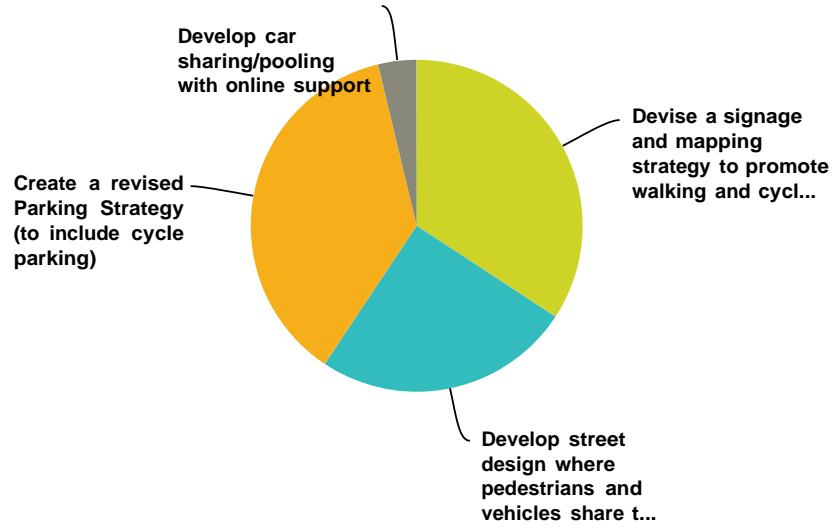
the signage strategy should target walking, cycling and parking equally. Residents know the area and will be encouraged to use different paths if there is a reason to do so (new facilities). Visitors arriving by public transport need to be greeted, as they alight, with good maps and helpful signs. Visitors arriving by car need to see easily where to park before they alight and become pedestrians.

Vehicular traffic and pedestrians sharing the same space is a disaster waiting to happen.

The parking strategy has to include Network Rail because their customers use Dunblane for free parking. Advice should also be taken from Tour Bus companies.

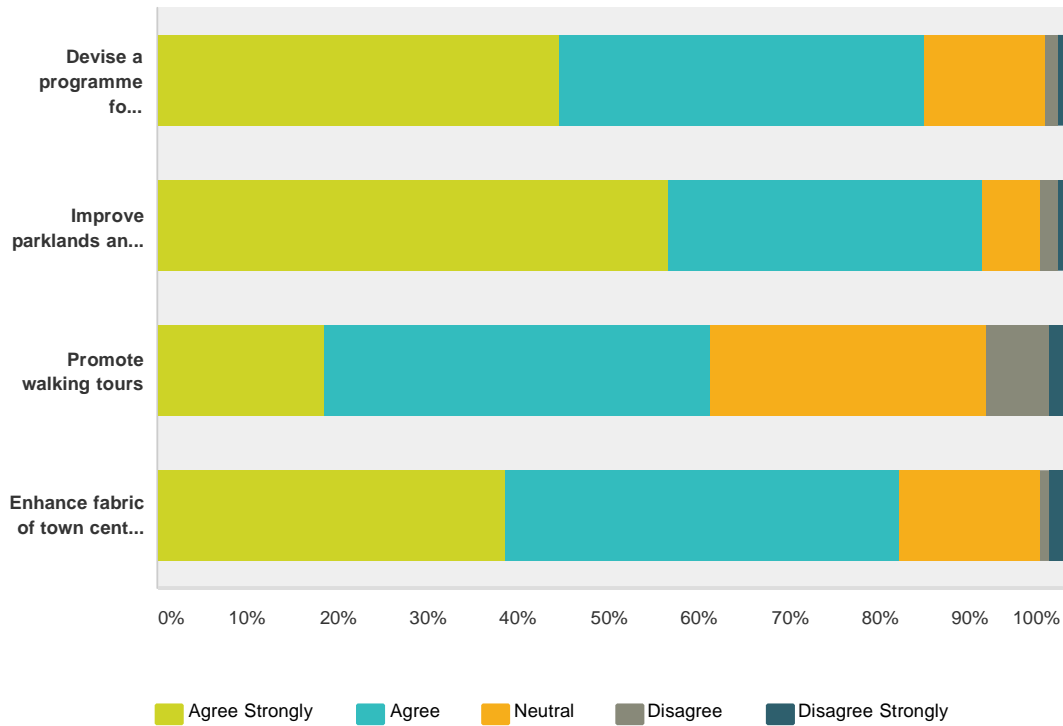
**Q10 Which would be your priority action for this Principle?**

Answered: 187 Skipped: 57



## Q11 A Town Centre that Capitalises on its Natural and Built Heritage - Specific Actions

Answered: 216 Skipped: 28



	Agree Strongly	Agree	Neutral	Disagree	Disagree Strongly	Total	Weighted Average
Devise a programme for enhancing the riverside; including the Millrow area	44.44% 96	40.28% 87	13.43% 29	1.39% 3	0.46% 1	216	1.73
Improve parklands and preserve green spaces	56.48% 122	34.72% 75	6.48% 14	1.85% 4	0.46% 1	216	1.55
Promote walking tours	18.52% 40	42.59% 92	30.56% 66	6.94% 15	1.39% 3	216	2.30
Enhance fabric of town centre buildings and street frontages	38.43% 83	43.52% 94	15.74% 34	0.93% 2	1.39% 3	216	1.83

**Is there anything missing?**

Any sense of balance between need for green spaces and development of housing/retail. How can you enhance the riverside and Millrow if you are promoting it as a site for development presumably of housing which certain individuals and groups are doing? Cannot preserve green spaces if they are earmarked for development either retail and/or housing eg golf course.

Laihills Park is an important community space and potential access route for schools and town from main residential areas, but needs a good railway crossing restored. The collapsed riverside path needs to be restored. Natural green spaces lightly managed are also valuable assets. Green active travel routes are important to communities and wildlife. Ochloch Park is an important green space within

see my previous comments re former Chinese Restaurant

Any mention of work to the Millrow area must be clear on impact to flooding and costs to ameliorate it. Let's not kid ourselves that this area can be 'enhanced' at no risk or at average cost.

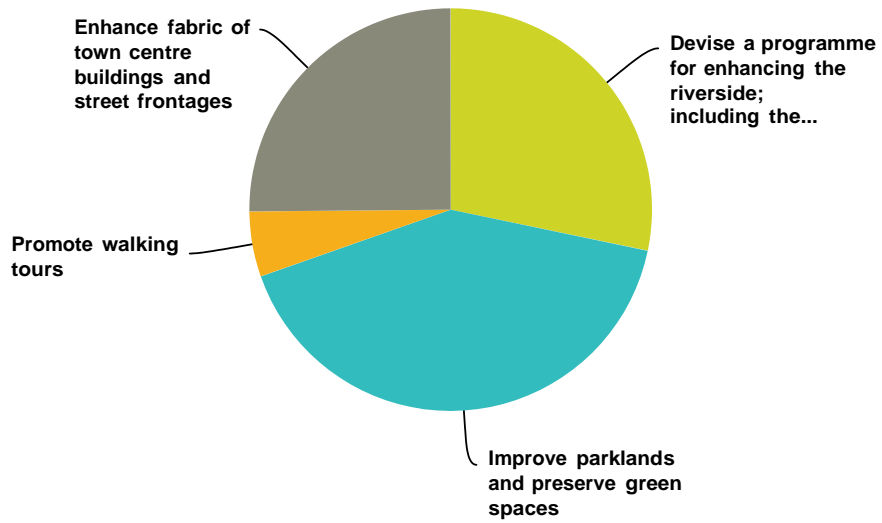
Improving the town for activities and using the green space for better purposes such as markets and fairs?

## Dunblane Charretteplus

Bans on deforestation - stop cutting down woods
no cutting down the woods
better sport facilities [Football pitches]
better sports facilities
Improve playgrounds.
Establish a centre where visitors can find out about the range of opportunities to visit
Fix the river path at the back of the cathedral. It's a disgrace that it has been left for so long.
Repair damaged riverside footpath
Dunblane desperately needs a public pool. People who own and run shops etc in the High Street should be obligated to maintain and upkeep doorways etc to a reasonable standard. Smoking areas outside the front of pubs are off- putting to tourists, commuters and families with young children. .
No
Better vehicle access and more parking.
Cafés and facilities to accompany these
environmental sustainability
More urban/street trees
I believe that some of the properties on the right hand side of the high street are riddled with damp? I was told "fuzzies" was forced to move as the landlord refused to do anything about it? Could the community come together to help preserve the properties?
Lighting
Use of small scale hydro, appropriate lighting and clear ownership/maintenance leadership around riverside walkway would be particularly welcome. Walking tours could be enhanced by an audio accompaniment, with a historical and current topics theme - not entirely ancient history, but modern developments and interests too.
Clearly signed and located public notice boards / safety equipment (lifebuoys / PAD's).
No development plan that does not include the redevelopment of the former Chinese restaurant can be taken seriously.
There is an urgent need to address some of the eyesores on the high street - the former chinese restaurant that has been boarded up for too long.
Could the Stirling Open Top tourist bus tour be tempted to include an excurrinn to Dunblane?
As stated previously I do not think that the word preservation should be used on reference to undefined open spaces in considering the future of the town centre. I believe the plan should be looking at the current and potential contribution such spaces could make to achieving the aims of creating a vibrant and sustainable town centre.
Remove dual carraige-way/parking lane and plant street trees to improve town's appearance.
MISSING, I'll say !! Just part of the canal side - long time culpably neglected by SC; and now on the verge of being sorted; with scant encouragement and support from SC. A marvellous effort from a very small and capable team of volunteers.
Don't think Improve parkland and preserve green spaces need to go together. If there is a better use of land then it should always be considered and green land made elsewhere
the riverside doesn't need enhancing - it just needs to be kept accessible (along both banks, and linking up to other green spaces and destinations like the Haugh and the cathedral)

### Q12 Which would be your priority action for this Principle?

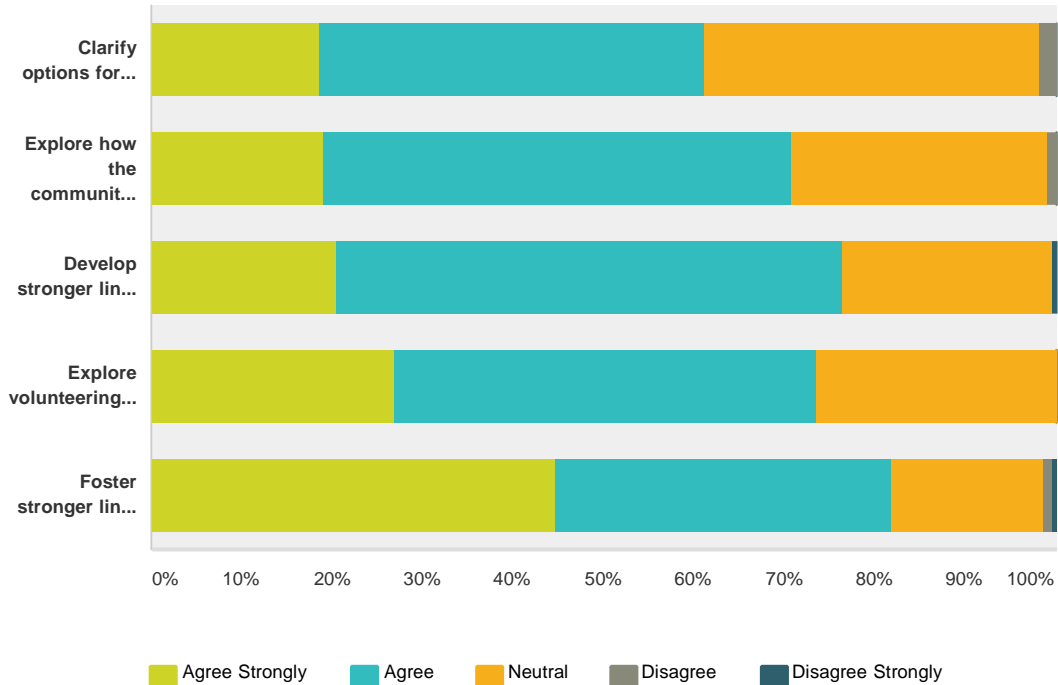
Answered: 191 Skipped: 53



Answer Choices	Responses	
Devise a programme for enhancing the riverside; including the Millrow area	28.27%	54
Improve parklands and preserve green spaces	41.36%	79
Promote walking tours	5.24%	10
Enhance fabric of town centre buildings and street frontages	25.13%	48
<b>Total</b>		<b>191</b>

## Q13 An Inclusive Town Centre that Supports Community Cohesion - Specific Actions

Answered: 216 Skipped: 28



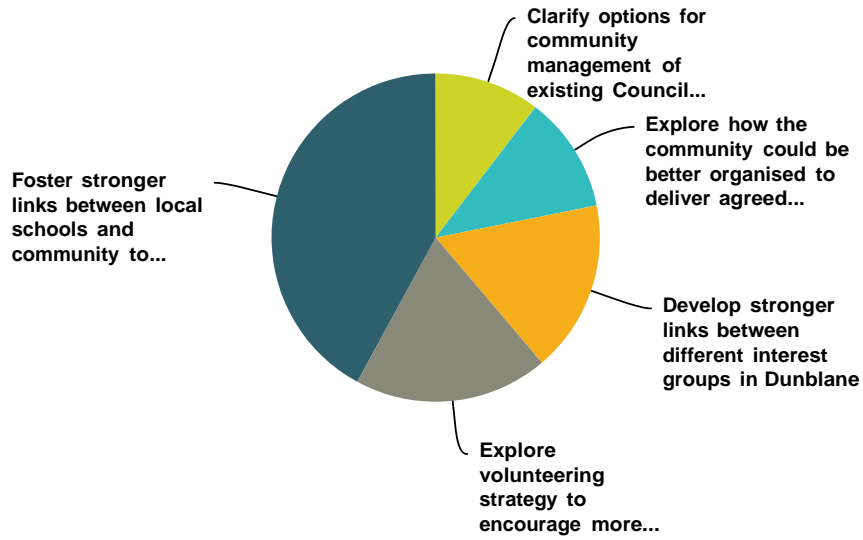
Is there anything missing?
Assisting coordination and partnerships between community groups would be most helpful, and also neighbouring communities.
Specific mention of opportunities for community cohesion that exist within the wider town boundary.
have more outdoor classes for schools
To explore need of older people too - link schools with the elderly / old folks homes
needs of 'Disabled', parents of young children, older people
Dunblane desperately needs a public pool. People who own and run shops etc in the High Street should be obligated to maintain and upkeep doorways etc to a reasonable standard. Smoking areas outside the front of pubs are off- putting to tourists, commuters and families with young children. .
We should not fulfill with volunteer or local groups the duties of the local authority that we already pay to perform these duties.
needs to consider all facilities in Dunblane, not just in the centre.

## Dunblane Charretteplus

Needs of older people just as important as younger, and should be reflected actively in strategic objectives and actions
Plan should foster pride in community
I am completely neutral to the point of being underwhelmed by the above and really cant see how any of the above will have the outcome of contributing in any way to a thriving town centre.
Make more of St Blane's day in August.
Yes any reference to business acumen, economic interests and commercial activity that will create the vibrancy of the town and be an integral part of the community or any interest in exploring cooperative working with land owners, developers or entrepreneurs. ps Good Luck with 2,3,4 and 5
Explore needs of adults in town
The links with young people needs to be handled carefully and without pre-judgement. As an example, Stirling Youth services bought the teen youth shelter (and massive cost) that is as yet uninstalled, and actually does not meet the needs of our teens or a sustainable future.... The schools have a massive opportunity via curriculum and wider achievement to do something fantastic, creating a culture of caring for local place amongst our young people, but again needs support for the schools to do this.
Explore needs of older people too.
There will always be a shortfall of volunteers, no matter who or what they are involved with... it sounds great on paper but I wonder if it might be flogging a deed horse....?
Consultation of parents who are the ones who drive the cars. Young people are generally not in control of their lives. So it doesn't matter how much you consult them, if their parents are still driving them from their homes on the edge of Dunblane to Stirling and back for shopping etc bypassing the town centre. Safer routes to school. Schools are trying to do this but lack support of the Council and DDT.
Lessons learned from the process so far - is it "the usual suspects" taking part ? Who are the people who have been newly enthused by the consultations and how can their interest by sustained ? Which community links don't work well - and why not ? What can be done to strengthen what's good and modify areas which need changing ?

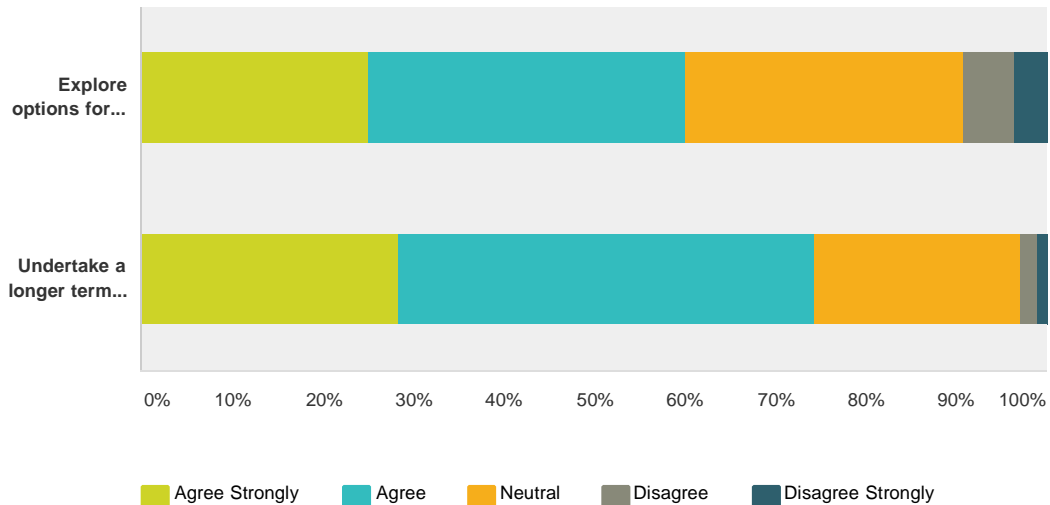
**Q14 Which would be your priority action for this Principle?**

Answered: 183 Skipped: 61



**Q15 A Town Centre that meets the Future Needs of the Community - Specific Actions**

Answered: 216 Skipped: 28



## Dunblane Charretteplus

Is there anything missing?
A definition of 'development'. In Dunblane that has come to mean houses.
The dual carriageway needs to support walking and cycling to key destinations - such as Dunblane Centre, M & S, bus stops, train. So crossing points and cycling through junctions should be prioritised. Slower traffic would assist this and be less intimidating.
How we achieve alignment across wide range of strategic objectives for Dunblane. These principles have to exist within a basket of others that will be developed by others.
keep the open roads
Dunblane is a growing town with more and more families moving into the area. On the whole families are well catered for with play parks etc but the likes of a swimming pool is really missing. Crucially though I want my children to be able to play out in the street. For this reason I am really concerned that we don't create through roads, through estates full of children ...and would be very keen to introduce traffic calming and max 20mph speed limits across the town.
More controlled pedestrian crossings would be a good idea.
Be bold lead not follow make it great because it could be.
Reduce speed in town area.
Do not see what is wrong with the dual carriage way as it is and the free parking there provided
Do we need a dual carriageway?
Dunblane desperately needs a public pool. People who own and run shops etc in the High Street should be obligated to maintain and upkeep doorways etc to a reasonable standard. Smoking areas outside the front of pubs are off- putting to tourists, commuters and families with young children. .
Not clear on aspiration for the 'integraton of dual carriageway'. Should there not be a broader consideration of traffic management in the town. Is the dual carriageway required at all. It strikes me that one lane on each side are only required for parking. Could the dual carriageway be re-aligned to better suit the needs of the community. Also, are there plans to reinstate the walkway along the riverside on the cathedral side of the Allan Water?
do not wish commercial development of areas on far side of dual carriageway
Don't understand the first option. You can't integrate a dual carriageway into the town centre - they serve different purposes.
Yes a commitment to undertake NOW a plan for the future of the town centre. I thought that was what this was all about. Why should it be delayed?
Don't want to lose too much of what's there eg being able to pop down to the village and park quickly

## Dunblane Charretteplus

you are never going to stop cars coming in so you need to find a better way to accommodate / manage them dual carriageway parking is for station only

I thought this was a study for the future development of the town, so why is there an action to produce yet another one? None of these actions in any of the areas are specific enough, and could be applied anywhere. It would be nice to see a report that suggested a limited set of achievable actions specific to Dunblane that can actually be implemented on the ground rather than a set of platitudes about a better future where we all co-operate, which would be wonderful but we all know it's not going to happen.

Integrated public transport

While I have strongly agreed with 2 above it is on the basis that a) the "longer term study" is a continuum of this process and is in fact a more rigorous and detailed study of areas of opportunity identified in the spatial plan that should be the outcome of this process and not just a cop out for producing a spatial plan which may have some controversial elements ( you can please some of the people.....etc ) and b) is not used as a basis for defer any beneficial, significant or achievable action in the immediate future

Let's think out of the box. Can we offer so something in Dunblane that other towns don't offer using the examples of the Enchanted Forest at Pitlochry, the Helix park in Falkirk, Go Ape in Aberfoyle.

Remove dual carriage-way/parking lane and plant street trees/ shrubs to improve town's appearance.

An 'Exploration' map and clues.

If we are to go forward with these actions then we need to employ skilled urban designers to do this work - not the PAS people who failed abysmally.

The Perth Road dual carriageway needs major redevelopment to make cycling an attractive option but it does not look from the picture on page 16 that enough space has been allocated for walking & cycling. The area of grass in the centre of the road struggles to survive (killed by salt in winter and parched in summer) it had a purpose when it was a dual carriageway, it no longer has a purpose and looks awful - so remove it. Have the motor vehicles separated only by broken white lines and reallocate the space saved, by removing the centre grass, to walking & cycling. Then walkers will not be annoyed by having to share a small space with cyclists.

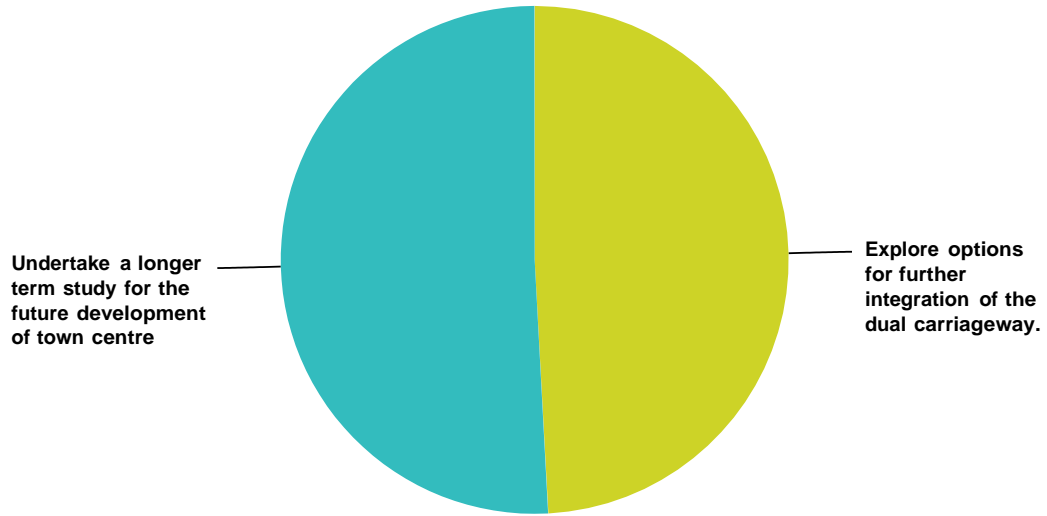
When I was at the Charette I was the only member of the public at my 'table'. I made the point about Perth Road being a barrier because of lack of safe crossing for a whole mile. Children and others cant walk or cycle between the east side of town and the centre. It seems to be accepted that this is a 'fast' road. The planner who was at the Charette seemed to agree the clear need for a controlled crossing but I don't see any recommendations forthcoming.

Why more studies ? There have been countless plans, processes, consultations. Concentrate on implementing some of the ideas which have been agreed, and strengthening community pride - that will encourage people to think it's worthwhile turning up to meetings and putting forward opinions.

A retail strategy for the High Street should get priority. Putting retail along the B8033 will change the High Street as we know it.

**Q16 Which would be your priority action for this Principle?**

Answered: 179 Skipped: 65



## Dunblane Charretteplus

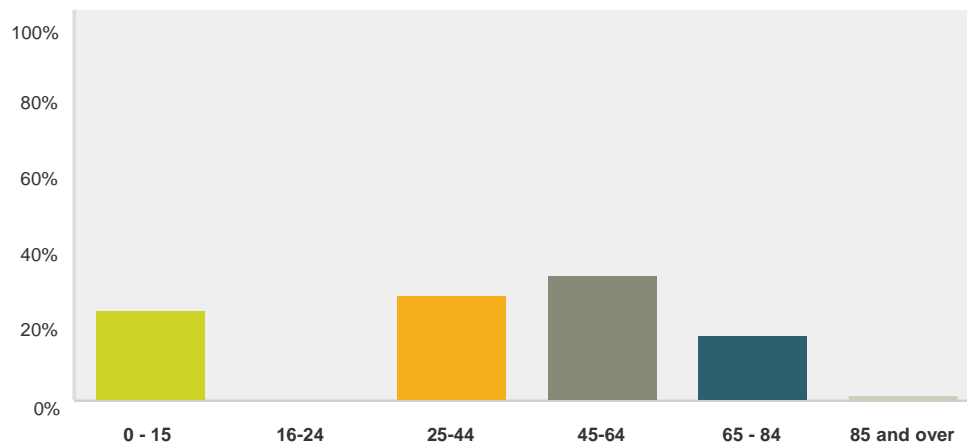
### Q17 Are you male or female?

Answered: 215 Skipped: 29

Answer Choices	Responses
Male	43.26% 93
Female	56.74% 122
<b>Total</b>	<b>215</b>

### Q18 What age group do you belong to?

Answered: 216 Skipped: 28



### Q 19: Are living, working or visiting in Dunblane

Answered: 215 Skipped: 29

Answer Choices	Responses
Living in Dunblane or immediate area	93.95% 202
Working in Dunblane or immediate area	4.19% 9
Visiting Dunblane town centre	1.86% 4
<b>Total</b>	