Introduction

On behalf of the Dunblane Community Partnership (Dunblane Community Council, Dunblane Development Trust, Discover Dunblane, and Stirling Council), Stirling Council commissioned Amey earlier this year to work with the local community to develop ideas for improving the streetscape and enhancing the historic character of the area around the Cathedral, Leighton Library, Dunblane Museum and Braeport Centre. These proposals aimed to deliver quality improvements that could improve the environment for local residents and attract more local people and visitors, providing a real boost to the economy of the town.

A series of consultation events and surveys were held during the spring of 2017, which shaped the draft proposals which are being displayed here today. This exhibition tells you about the process we have gone through, the issues that have been identified, and the reasoning behind the potential improvements that have been developed.

Please take the time to review these plans and talk to staff, providing comments, concerns and further suggestions.

There are currently no plans to implement this project, as funding has not been identified. If such funding appears in the future, then your comments today will feed into the creation of a final set of plans, which will be consulted upon.

Stirling Council staff in attendance today include Jonathan Padmore, Ewan Prentice, and Andrew Adam.

Background

A four day community planning event called a Charrette was held in Dunblane in April 2015. The focus was on ‘designing the town centre of the future’.

A draft Community Action Plan was developed based on the outcomes of the Charrette.

The proposals represented here today reflect two of the sub-themes of the draft Community Action Plan:

- Expand the streetscape approach to the High Street and Cathedral Square
- Promote and facilitate walking and cycling access to and within the Town Centre

A project steering group, formed of representatives from Dunblane Community Council, Dunblane Development Trust, and Discover Dunblane, was formed early in the process, and has provided additional feedback on the proposals throughout the design process.

Consultation events were held with local residents and traders in April 2017, and an online consultation was run throughout May 2017. Based on feedback received during this process, the designs have been altered significantly by the steering group, and are available for you to view today.

Dunblane Charrette*plus*®

place-making by and for the people of Dunblane

Existing issues

Local residents and businesses were invited to workshops in early April 2017 to identify the key issues that the project should address. The issues identified were mapped (see right), and were used to generate the initial proposed designs. These sessions also led to the project being extended to include access to the Braeport centre, to improve comfort, safety, and convenience for users.

Initial proposal ideas

After the initial workshops, draft designs were drawn up by Amey, and presented at a stakeholder event in the Cathedral Halls. These designs included plans to:

- Replace existing road and pavement materials with materials that are more sympathetic to the heritage and historical context of the area
- Reconfigure road space and increase the amount of space provided to pedestrians
- Make it easier to cross the road
- Traffic calm and widen the pavement in Braeport
- Provide additional residents parking at The Cross, Sinclair Street, Haining and Braeport
- Resurface and provide better lighting for 'Bishop's Palace' path from Haining car park
- Enhance Burgh Chambers Gardens with better accessibility, planting and seating
- Reconfigure Haining car park to create more spaces, with better lighting and walking routes.

Residents and businesses were invited to feed back their thoughts on the designs, via a questionnaire that was available both at the event and online.

Before

After

What you said about the initial designs

Key areas of support:

- Extension of 20mph zone to library
  - *Supported by 72% of consultation respondents*
- Improvements to lighting and surface of path between The Haining and The Cross
  - *80% of respondents supported this element*
  - *Requests were made for this to be as in-keeping as possible with the historic environment*
- Improvements to surfaces of roads and footways
- De-cluttering of street furniture

Areas of mixed response:

- Wider pavements
  - *Concerns largely focused on loss of parking spaces to provide wider pavements, but improvements in accessibility for those with limited mobility were welcomed.*
- Braeport
  - *Recognition that pavement is narrow and feels unsafe, but concerns expressed over effect of narrowing road on traffic movements*
- Cycling provision within the town
  - *33% supported signing a cycle route via Millrow, 37% opposed*

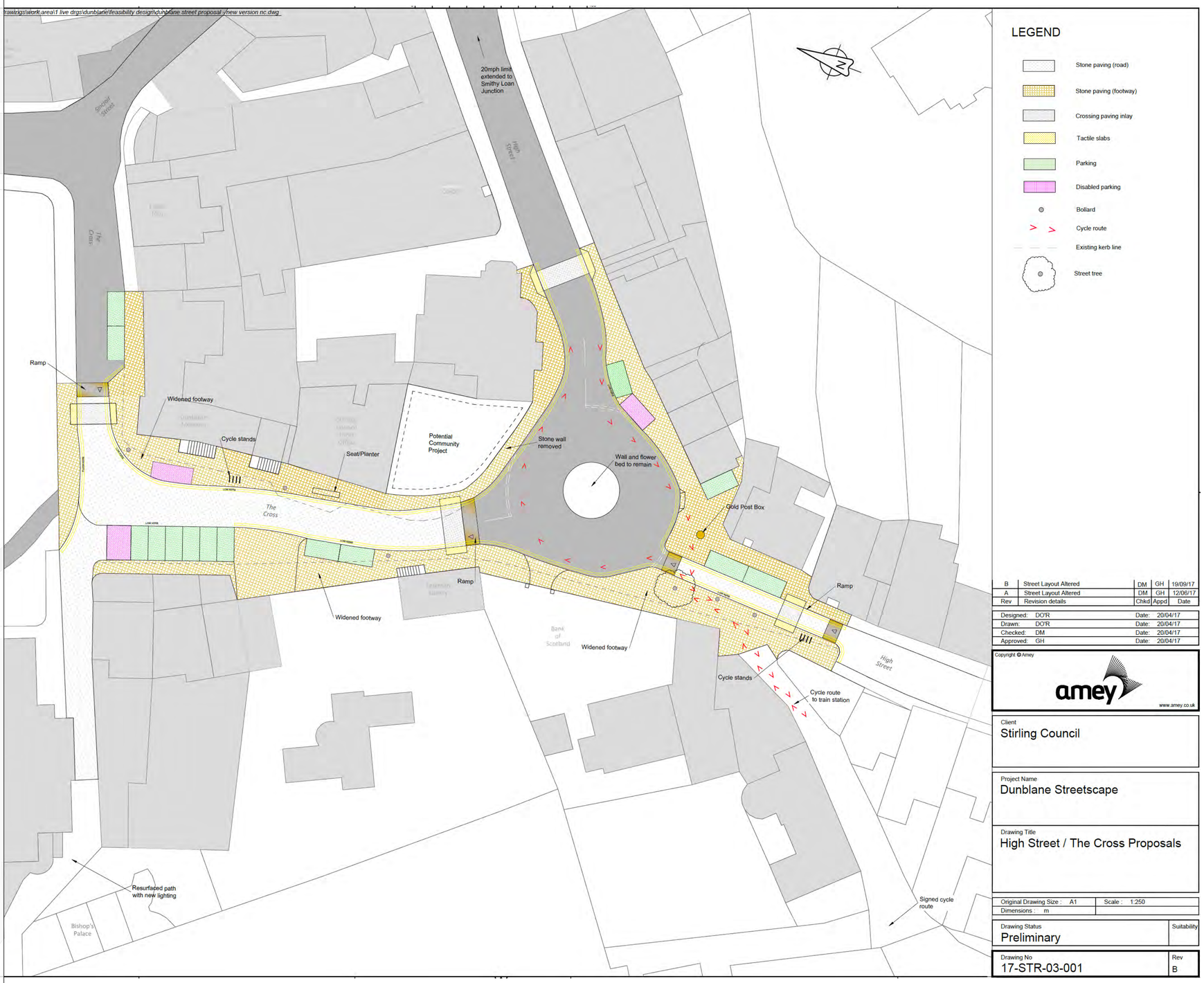
Key areas of concern:

- Changes to location and quantity of parking
  - *Was the primary concern for the majority of consultation respondents*
  - *Haining car park proposals were seen as over-estimating how many spaces would be added*
- Reduction in accessibility to High Street and Cathedral
  - *Availability of accessible parking for those with limited mobility was raised repeatedly as a key concern*
- Negative impact on the local economy
  - *135 comments expressed concerns about High Street trade, largely regarding short-term parking*
- Proposed changes to memorial garden and roundabout
  - *Memorial garden proposals were opposed by 62% of respondents, especially in terms of tree removal*
  - *Removal of roundabout opposed by 74%*
- Narrowing of The Cross
  - *Concerns expressed that this could create a bottleneck at the corner by the Cathedral Halls*
- Suitability of area for shared space
  - *Safety concerns over interactions between pedestrians, cyclists, and motorised traffic (63 responses)*
- Proposals not in keeping with aesthetic of Dunblane
  - *Concerns that designs are too “modern” or “generic”*
- Need for the scheme
  - *27% of respondents either questioned the need for the scheme or saw it as poor value for public money*
- Level of disruption caused by construction works

Revised Designs – The Cross

In response to the feedback received on the initial proposals, the designs have been re-worked with the support of the steering group. Key revisions include:

- Haining car park remains as it is
- Parking spaces kept on east side of roundabout, for those accessing shops with mobility issues, and for deliveries
- Roundabout remains in place and won't become a junction
- Burgh Chambers Gardens will be left as they are for the time being, with future changes forming part of a separate discussion between the Development Trust and Stirling Council
- Crossing points on all branches of the roundabout with raised surfaces for traffic calming and better crossing based on desire lines identified by survey
- Corner of The Cross by Cathedral Halls left wider, allowing buses and hearses to drop off, pick up, and turn in the area.

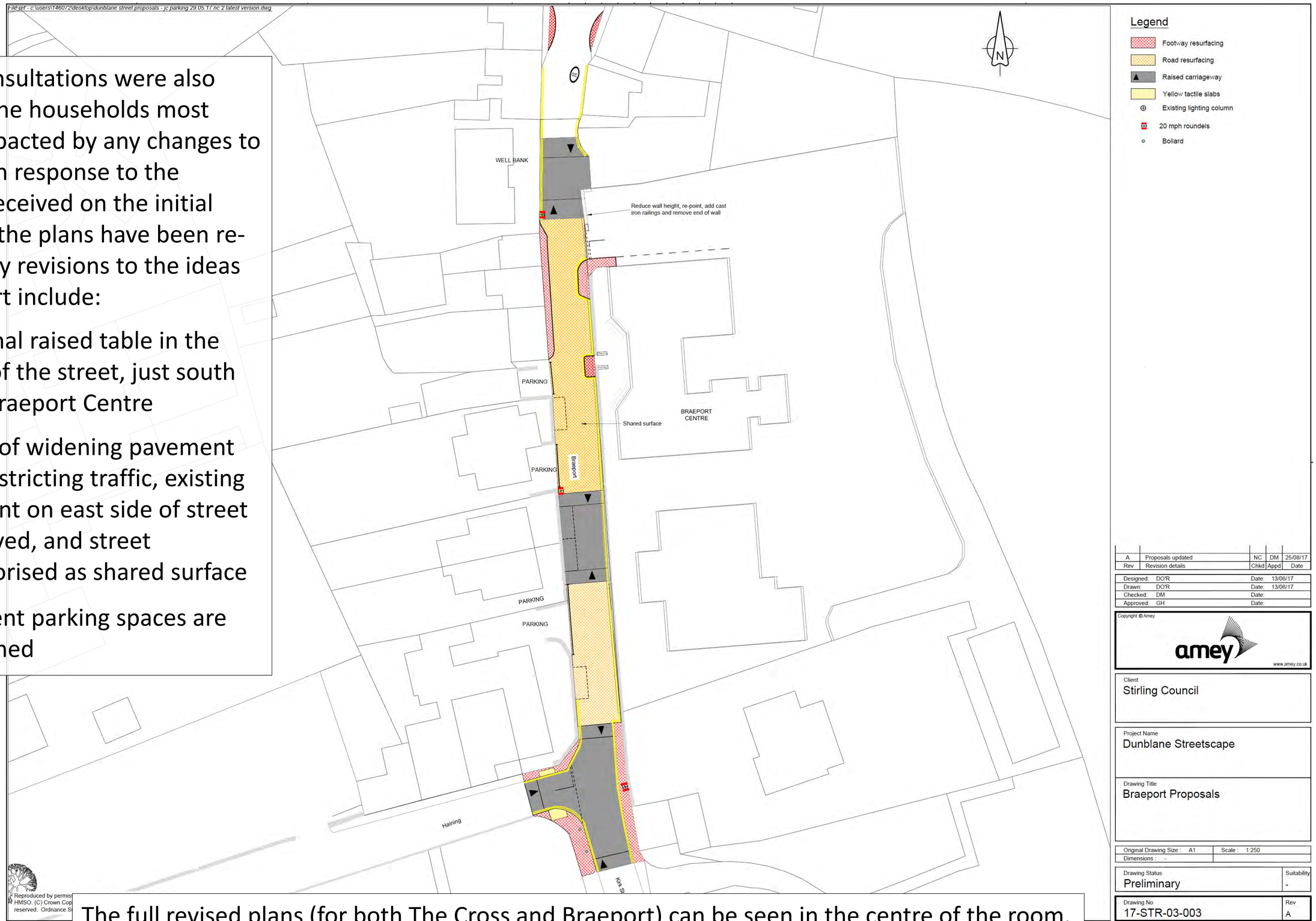


The full revised plans (for both The Cross and Braeport) can be seen in the centre of the room. Please take a look at them, and leave your comments on the "Unresolved issues" board.

Revised Designs – Braeport

Further consultations were also held with the households most directly impacted by any changes to Braeport. In response to the feedback received on the initial proposals, the plans have been re-worked. Key revisions to the ideas for Braeport include:

- Additional raised table in the centre of the street, just south of the Braeport Centre
- Instead of widening pavement and constricting traffic, existing pavement on east side of street is removed, and street recategorised as shared surface
- All current parking spaces are maintained



The full revised plans (for both The Cross and Braeport) can be seen in the centre of the room. Please take a look at them, and leave your comments on the "Unresolved issues" board.

Unresolved issues

There are a few issues that have been discussed during the process but have not been tackled in the current designs. These include:

- Footway in front of museum, and how this might be used as a flexible bay for waiting coaches & hearses without restricting space for vehicles or pedestrians
- Extension of 20mph limit up High Street to Smithy Loan Junction
- Interactions with front of cathedral – including access for hearses and emergency vehicles. These are likely to depend on how the cathedral takes forward any changes to its entranceway onto The Cross.
- Narrow pavement on east of street may be required to protect buildings from vehicle collision

If there are other issues you feel have not been addressed during the process, please add them to this board, and we'll record them to be discussed if the project is progressed further.

Please use this space to add post-its with your own comments on issues that you feel remain unresolved

What do you think?

Please take the time to review these plans and talk to staff, providing comments, concerns and further suggestions.

If you have further ideas or concerns, please write them on a post-it note and add them to the “Unresolved issues” board. You can also talk to any of the council officers present

What’s next

There are currently no plans to implement this project, as funding has not been identified. If such funding appears in the future, then your comments today will feed into the creation of a final set of plans, which will be consulted upon.

Contact details

If you have any further concerns or questions about the project, please contact:

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