



Alva Regeneration Project – Public Consultation 21st – 23rd February 2019

Main Issues Report

The drop-ins arranged as part of the public consultation attracted in excess of 600 visits. We received over 300 written comments offering suggestions, raising issues and providing feedback.

We received 66 fully completed responses to the Place Standard assessment. The feedback is summarised below and complete transcripts of the written responses are available.

Dog Bins

There were many comments about dog fouling and requests for more bins.

Street Cleansing Services have carried out trials in Alva at the worst locations. They have found that adding more bins is unlikely to make any difference; the people who let their dogs foul will do it regardless of the number of bins. **Dog waste can be placed in any public litter bin not just dog bins.** Street Cleansing Services are looking to improve the clearing of dog waste in Alva.

Litter Bins

Requests for more litter bins. New bin locations will be discussed with Waste Services and Street Cleansing Services to locate new bins at most effective locations.

Car Park

There were a lot of requests to provide extra parking at the old Alva Glen Hotel site. This land is in private ownership and the Council is expecting a Planning Application for the provision of flats. This is likely to be favoured as long as the density and internal parking provision is commensurate with the location.

Housing Services would be agreeable to the grassed area at Norton Street being surfaced and used for longer stay parking / 'park and stride' for the schools and parking for the St. John Vianney RC Church. This could also be used as a tourism car park at weekends with tourist information boards. This car park could be used by business / shop owners and staff for all-day parking to free-up shopper parking in Stirling Street.

Parking on Pavement

Although there were many comments about not enough parking, there was significant support to prohibit parking on the pavements in Stirling Street. Parking and driving cars on the pavements was seen as dangerous and obstructive to pedestrians. The final design will need to ensure that pavement parking is effectively discouraged.

Parking on both sides of Stirling Street

This was seen as a good thing and helps with the reduction of traffic speed on Stirling Street. There were a number of requests for more **disabled** parking places – particularly outside the dentist / chemist. Disabled parking places also need adjacent lowered kerbs for wheelchair access.

Delivery Vehicles (Parking)

There were concerns that there would not be sufficient space for delivery vehicle parking. Not all of the businesses have rear access. The rear access on the south side is narrow with no turning facility at the dead end.

Shoppers Parking / Parking Enforcement

The desire for short stay parking (2 hours max) on Stirling Street was mentioned by a number of people. This was accompanied by a desire for better (or any) enforcement of parking / waiting restrictions. The Council is currently considering the feasibility of taking on the responsibility for on-street parking and waiting enforcement from Police Scotland.

Cobden Street / Johnstone Street Parking

Residents expressed concerned about lack of parking in this area. Some people are unhappy about Electric Vehicle charging and disabled spaces taking up parking spaces. Roads & Transportation will look at this area to see how extra town centre parking can be achieved.

Parking at Queen Street / Stirling Street

A design solution was requested by a number of people to counter the dangerous and obstructive parking at the corners of Queen Street and Stirling Street at the take-away shop.

Parking / obstruction issues were highlighted at Queen Street / Park Street near the Ogilvie houses.

Cycling on Pavement A91

Much support for creating cycling lanes on the wide pavements. There is adequate room to have segregated cycle and pedestrians on these pavements from opposite Lover's Loan to Brook Street and from Cochrane Park to Queen Street. This approach would be greatly welcomed by Sustrans who would see this as a key element when considering additional funding for the project.

Stirling Street could be seen as a local destination although cycling on the pavements between Queen Street and Brook Street may be discouraged (too busy). Cycle parking would be required on this section so cyclists can visit the shops and businesses.

Cycle route on the old Railway

A number of people suggested that the old railway that runs along the southern boundary of Alva would make a convenient and safe route to school and could be extended to Menstrie to provide a commuter active travel route to Stirling and Stirling University. Although this may be beyond the finances available for this project, this has been added to the Stirling and Clackmannanshire City Deal Region and as part of the proposal for an Alva to Alloa active travel route.

Trees / Hanging Baskets

There was good support for planting trees in Stirling Street. General agreement that trees and hanging baskets will lift the look of the street. Depending on the public utility apparatus these could be dug into the pavements or in large planter boxes. Issues were:

- Lack of sunlight on south pavement
- Watering / maintenance
- Attract dogs
- Low branches may hinder pedestrians / obstruct driver visibility

Paving Type (Material)

Significantly more support for lighter-coloured paving. A number of comments relating to paving in other towns (Alloa) being slippery. A couple of people wanted a clear distinction in colour between pavement and road carriageway. It may be worth the CAPlan team comparing paving in towns in other areas over the next few months.

Vennels

Support for opening up The Vennels into Upper Cobden Street and between the Co-op and the adjacent shop. These should have street lighting and good paving surfaces. Name plates and 'decorative arches' could be considered. Vennel at the Co-op would provide access for parking to the rear.

Bus Stops / Shelters / Access

People had issues with buses not being able to get to the kerb for (illegally) parked cars. Bus stops to be clearly marked out on the road. Also requests for improved bus shelters and pedestrian crossings near to bus stops particularly at East and West Stirling Street.

Pedestrian Crossings (Stirling Street)

Much support for three traffic light crossings (PUFFIN) on Stirling Street at (i) Queen Street, (ii) near Cobden Street and (iii) at Brook Street. Some people thought that two would be enough and there was comment that three PUFFINS would slow down traffic too much and cause congestion. A number of people thought that the crossing at Queen Street would be better on the west side of Queen Street junction.

Pedestrian Crossings (Brook Street)

A pedestrian crossing on Brook Street at Hanover House was supported. Due to the parking and junction layout, the best place for this crossing seems to be at the main entrance to Hanover House.

Pedestrian Crossings (East Stirling Street)

A new pedestrian crossing near to the bus stops and to the new housing development was supported.

Pedestrian Crossings (West Stirling Street)

Many people felt that two new pedestrian crossings on West Stirling Street were required to access the bus stops, the shop and the park. This could be incorporated in speed reduction measures.

Seats / Benches (Stirling Street)

Support for seating on Stirling Street outside the shops.

Seats / Benches (Brook Street)

Suggestions for seating outside Alva PS for parents / guardians who have walked to meet their children.

Raised Tables (Stirling Street)

A lot of support for raised tables rather than speed cushions or speed humps. Very little negative comment about raised junctions. Requires careful design to protect pedestrian areas if there is no raised kerb.

Raised Tables (Brook Street)

Raised tables were preferred over existing speed cushions on Brook Street. These can aid pedestrians crossing.

Safer Route to School from Craighorn Road / Myretoungate

Following comments were raised:

- Need street lighting on footpaths between Craighorn and The Nebit - Roads & Transportation is working with Housing Services to provide lighting.
- Standard of pavements on Viewfield and James Street.

- Standard of pavement surface on pedestrian areas at Myretoungate.

One-way systems on side streets

A few people asked about a one-way system on Brook Street (upper) to help deal with the narrow junction onto Stirling Street.

20 mph on Stirling Street

There was general support for a 20 mph between Queen Street and Brook Street. A couple of people suggested the 20 mph limit should be extended to Norton Street.

Road Safety (East Stirling Street)

General consent for the road safety and traffic management proposals tabled as part of the new housing development at the Berryfield Mills site. One person was concerned about removing the 'slip lane' into Dickies Wells and a couple of people wondered if a roundabout would be appropriate at the Dickies Wells junction.

Road Safety (West Stirling Street)

This received a lot of comment. Issues raised were:

- Paths to crossing points
- Controlled pedestrian crossings needed at bus stops and shop
- Speed reduction
- Remove centre islands

Direction signs (Parking / Public Amenities)

There were a number of suggestions relating to improving the destination signing to car parks and to local amenities such as the CAP office, library, visitor attractions such as Alva Glen, Cochrane and Johnstone Parks, Golf Course, Woodland Park etc. also pedestrian signposting.

Henry Street (One-way)

A few people suggested that Henry Street could operate one-way in the opposite direction. This would remove the 'blind junction' as cars try to leave Henry Street onto Brook Street.

Parking at Alva PS / Greenhead

There were numerous complaints from local residents about staff parking on the streets around Alva PS. There were also concerns from (i) residents of Greenhead who are blocked by parents at Nursery drop-off and (ii) road safety for pedestrians walking to school along the lane at Greenhead. Roads & Transportation have a proposal to prohibit cars from Greenhead (except resident permit holders).

Chicane at Meadow Park

A number of people disagreed with the proposal for a chicane nib at the 30 mph signs on Brook Street. This will not appear in the proposals for Brook Street. Instead, it will probably be a gentle speed table that will also provide a level pedestrian crossing for future opportunity to provide a path to Greenhead.

Building Appearance and Maintenance

There were a number of suggestions that the buildings in Stirling Street should be tidied up, painted and otherwise maintained. This will be part of future considerations, although this initiative will be difficult from the Council's point-of-view due to the majority of the properties being privately-owned.

Street Lighting

People mentioned that the street lighting in Stirling Street was poor and that it should be on both sides of the street. The lighting columns are large and out of keeping with a local shopping street. Suggestions were made that the lighting columns could support hanging baskets and could be used to facilitate Christmas decorations / lights on each side of the street.

Through Traffic

More than one person felt that there is too much through traffic using Stirling Street. Could some of this traffic be diverted onto the B9140?

Construction Period

Surprisingly few people mentioned the impact of the construction works. This will require a great deal of consideration. Phase 1, Brook Street / Alva PS is due to go ahead this Summer and will be an indicator of the sort of issues that will arise.