

# Raploch Street Design: Explore the Design Summary

The following summary is based on the more than **600 comments** gathered throughout March and April 2019, during the ‘Explore the Design’ stage of the project. Comments are grouped by theme and a table of contents is presented below. Over **2,000 people** were reached throughout this stage. Their feedback was collected through different methods:

- **Commonplace website:** 1,988 visitors, 230 contributions by 77 people
- **Public Session:** 105 attendees
- **4 Drop-in sessions:** 25 attendees
- **Community meeting:** 8 attendees
- **Care Home Drop-in:** 20 attendees
- **Community Council meeting:** 15 attendees

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## ACCESSIBILITY AND WALKING

There were positive comments about pavement improvements, additional informal and controlled crossing points, measures to reduce and prevent pavement parking, continuous footways and raised tables. These interventions were seen as improving accessibility for people with restricted mobility.

Some requested colour-contrasting roads and pavements, additional bollards and other measures to impede pavement parking, and tactile paving on either side of continuous footways for visually impaired people.

We also received requests to ensure that any new trees do not have foliage that may accumulate on the ground in autumn, as this would impede accessibility. Finally, some asked if the continuous footways meant car access would be blocked on side streets.

## QUOTES

“Speed bumps are bad for people with spinal problems. Raised tables are much better. Very pleased for wheelchair users, especially for the controlled crossings and speed limits.”

“Less planters, more disability parking.”

### THE FOLLOWING RESPONSES WERE GIVEN TO EACH OF THE CONCERNS AND WHERE NECESSARY THE DESIGNS WERE REVISED TO REFLECT THIS.

- **Pavements** are to be resurfaced throughout and paved areas are created around Huntly Crescent and the Back O’Hill entrance to enhance the sense of place.
- **The material pallet** for Raploch Street Design will be in line with the material pallet for the Walk, Cycle, Live Stirling project. The materials should create a clear contrast between road/pavement/cycle path/etc.
- **Bollards/cycle parking** and other boundary treatments have been added along the raised tables to prevent pavement parking and vehicles entering the pavement. There will be sufficient gaps to allow residents to access the driveways. Double yellow lines are kept along the wide pavement to discourage street and pavement parked cars.
- **Continuous footways** are a newer design element in the UK. Sustrans are working on a policy for the design of continuous footways that will make them safe for everyone. This will include behaviour change elements for all users. Continuous footways do not block car access to side streets but prioritises pedestrian movement over vehicle movement.
- The **tree and greenery species** for the planters and meadows will be selected as part of the Walk, Cycle Live Stirling project and it is suggested these are chosen to enhance wildlife and biodiversity. It is suggested that trees and greenery included in Stirling Council’s soft landscape catalogue.

## CROSSINGS

Controlled crossings and additional informal crossing points throughout the project area were regarded positively. Many agreed it would be safer to cross the street with the proposed changes.

It was suggested that informal crossing points were painted on the road, to highlight them to pedestrians and drivers.

There were also some requests for an additional crossing at the other side of Back O’Hill Road, and a toucan crossing at the Raploch Road junction with Drip Road.

Finally, it was suggested that the tree planter in this junction was removed, as it obstructs sightlines for crossing.

## QUOTES

“Love this! Would make this difficult crossing much safer ☺.”  
(In response to the toucan crossing at Back O’Hill.)

“Push-button crossing here is really good idea”  
(In response to the Raploch Road crossing near Huntly Crescent.)

**The following responses were given to each of the concerns and where necessary the designs were revised to reflect this.**

- **Controlled crossings** will be of pedestrian priority, meaning green light for pedestrians and red for approaching vehicles as default, compared to regular crossings.
- **Coloured areas** on the road will be introduced to highlight informal pedestrian crossing points. This includes to around the Back O’Hill Entrance and two around Huntly Place.
- **Informal crossing** planned at Raploch Road near the fire station will make it easier for people to cross and use toucan crossing at Back O’Hill. The toucan crossing on Back O’Hill is aligned with the Walk, Cycle, Live Stirling route from the city centre and will need to be located somewhere between the roundabout and Raploch Road.
- **Movement patterns** around the junction of Raploch Road and Drip Road, and the new entrance points to the development at the old school site suggest that a formal crossing will not be appropriate as it doesn’t link up to access points to new or existing housing. There will be a raised zebra crossing at the link between the care home and the pedestrian access to the new development. Furthermore there will be raised tables at the entryways to the new development allowing for an informal levelled crossing, as well as the crossing at the Raploch Road and Drip Road junction will be on a raised table, ensuring a levelled crossing for pedestrians with tactile paving advising where to cross.
- **The junction of Raploch Road and Drip Road** has to accommodate a series of different movements for vehicles, cyclists, pedestrians. The design team have found adding a toucan here will complicate the crossing even more.
- **Planters** at the junction of Raploch Road and Drip Road have been removed and bollards and cycle parking are introduced instead to prevent vehicles mounting the pavement and pavement parking.

## CYCLING

Segregated cycle lanes are seen as positive change. There were some concerns about entering and leaving the lanes easily and at different points. There were requests to use a different colour material for the cycle paths, but to ensure it is not slippery, and to better link this project with the wider Stirling area. This wider linking could include, it was suggested, a connection to the Riverside Path by adding a ramp to create a cycling route.

Some asked for segregated cycle lanes on both sides of the junction of Raploch Road with Drip Road, or to open the pavement on one side of the road to cyclists. It was also raised that the length of cycle path needs to be wide enough for adapted bikes for disabled people; 1.5 m may not be wide enough.

The potential to have a better cycling link between the Old Railway Path and Weir Street was also highlighted, as this is a particularly popular route for Castle Business Park commuters.

Finally, better signage and wayfinding for cyclists was seen as important.

## QUOTES

“Finally a dedicated route for cyclists to link existing cycle paths.”

“Potential to have cycle / pedestrian access across junction + road from/to the business park toward Weir Street”

THE FOLLOWING RESPONSES WERE GIVEN TO EACH OF THE CONCERNS AND WHERE NECESSARY THE DESIGNS WERE REVISED TO REFLECT THIS.

- **A series of breaks** in the raised kerb line allow cyclists to transfer between road and cycle path if preferred. The raised kerb is there to protect cyclists from moving traffic and cars turning in to the driveway. On the rare occasion that a car door opens into Drip Road the width of the kerb will mean that cyclists are not at risk.
- **The material of the cycle paths** will be the same across the Walk, Cycle, Live Stirling scheme. The aim is to have coloured tarmac.
- **The link to the Riverside Path** has been noted and relevant parties made aware of the associated opportunities. Unfortunately we can't include this at this stage of the project.
- **Advisory lanes** are introduced at the entrance point to Raploch Road from Drip Road AS the road is not wide enough to have full segregation, also public utilities in the pavement prevent the pavement from being narrowed to make more space.
- **A 20 mph zone** and a series of design changes are suggested on Drip Road and Raploch Road to enable an experienced cyclist to join the carriageway if needed.
- **Shared use paths are not supported** by Sustrans as it would not be safe for either cyclists or pedestrians to use the same space.
- **Informal crossing zones** are introduced on Raploch Road at the crossing from the Old Railway Path to Weir Street. There will also be a cycle path connection from Craigforth Road (quiet side of Raploch Road), to main Raploch road.
- **Clear markings** on the road and signs as well as physical design restrictions will enforce low traffic speed.
- **Signage** will be delivered as part of Walk Cycle Live Stirling project, separately.

## DRIVING

The proposed 20 mph limit was regarded positively, and there were requests to ensure this is clearly signed and enforced, and if possible implemented in all of Raploch. There were also some suggestions for making the road space narrower wherever possible.

Raised tables were generally seen as an adequate way of slowing traffic. Some requested further raised tables along the area, particularly in the Weir Street junction and near the Back O'Hill end of Raploch Road. These were seen as more effective than speed bumps.

There were a few comments about trying to re-direct traffic from Drip Road and Raploch Road into the Millennium Way.

## QUOTES

“Much is good here. However there is still the opportunity to remove through traffic travelling along Raploch Road & Drip Road by adding No Entry (Except Busses & cycles) Signs at the junction of Raploch Road & Drip Road.”

“Like the calming-traffic idea, will reduce speed.”

THE FOLLOWING RESPONSES WERE GIVEN TO EACH OF THE CONCERNS AND WHERE NECESSARY THE DESIGNS WERE REVISED TO REFLECT THIS.

- **A 20 mph** zone will be indicated by clear markings on the road and signs. We have shared the suggestion to make the whole of Raploch 20 mph with our partners.
- **Lower traffic speed** will be enforced through physical design restrictions, e.g. raised tables, narrowing road, build outs. Speed cushions added as temporary interventions, but only until the full design is delivered.
- **The road is narrowed** where possible, while still allowing passing traffic and buses.
- **Informal crossing places** will be added to the areas commented on.
- **Vehicles using the area as a 'cut through'** is a common concern and this has been shared with our partners. We are generally positive that when the design is fully delivered we will see less of this.

## PUBLIC PARKING

There was general opposition to the double yellow line outside 96-126 Raploch Road, as it is frequently used as visitor parking by residents.

There were generally positive comments about the Back O’Hill area proposed echelon parking, along with requests for more disabled spaces in this section, by removing one of the planters instead. It was also highlighted that one of the proposed planters was in an active driveway, and that the rear of bays need to allow wheelchair access. Finally, some raised concerns about difficulty pulling out of echelon parking, especially when the road is busy.

Proposed interventions to reduce pavement parking were seen as very positive.

## QUOTES

“100% behind any attempt to slow down the traffic on Raploch Road as it is ridiculous however do not agree with removing the on street parking outside 96-126 as it is used so frequently and causes no issues.”

“Need more parking spaces and Disabled Parking Spaces for older and disabled residents”

### THE FOLLOWING RESPONSES WERE GIVEN TO EACH OF THE CONCERNS AND WHERE NECESSARY THE DESIGNS WERE REVISED TO REFLECT THIS.

- **Double yellow lines** to prevent street and pavement parked cars/ vehicles have been suggested where the houses on either side (both existing and proposed developments) have driveways with space for up to two vehicles. We therefore see no need for parking on the street.
- **Double yellow lines** are in place to ensure cyclists and vehicles can travel safely along the road. The road is narrowed to 6 m to slow down traffic while allowing vehicles to safely pass cyclists. Having street parked cars at this section would pose a risk to cyclists and vehicles using the road as it would obstruct sightlines.
- **The echelon** is kept in place, and while we understand the concern about ability to pull out from the space if traffic is busy, the design around Raploch is done in a way which will slow traffic down and discourage people to cut through Raploch Road and other destinations.
- **Disabled access bays** cannot be directly designed as they need to be applied for by a blue badge holder. There is existing space for 8 parked vehicles and we are not able to make spaces for more than the 8 already provided. There is space to have 1-2 of the 8 spaces converted to disabled access spaces. But these need to be applied for by a badge holder.
- **One planter** has been removed to ensure access to an existing driveway and as suggested by local residents, we have removed the seating opportunity on the other planter.

## GREENSPACE

There was widespread support for the path along the trees and the play area. We recorded a number of requests for it to be 2m wide for accessibility. Also, boulders were seen as a more adequate material for the natural play section.

There were also requests for an additional passing place created using the greenspace, at the end of Raploch Road/Craigforth Crescent closer to the Fire Station. This is because at the moment people park in the green space, but with the high kerb, they would park beside it, which may obstruct traffic.

There were many positive comments about the added greenery in the Back O'Hill area, including the transformation of the bus turning area, but some concerns about the maintenance of the greenspace.

## QUOTES

“Great idea but who will look after it?”  
(Regarding the additional greenspace)

“Add seating in the green space, near the play area. More litter bins and poo bins”

THE FOLLOWING RESPONSES WERE GIVEN TO EACH OF THE CONCERNS AND WHERE NECESSARY THE DESIGNS WERE REVISED TO REFLECT THIS.

- **Root protection** areas make creating a path through the trees difficult but not impossible. We suggest it is 1.5m – 2m wide but the layout of the path will depend on detailed design and how to best preserve the trees.
- **Natural play areas** are being explored with a landscape architect to collect suggestions for materials and activities which are suitable and robust.
- **The extra passing place** suggested has been added to the design.
- **The greenspace** will be maintained by Stirling Council, as it is today.

## BUS ROUTES

Concerns were voiced about the possibility of altering the existing bus routes and location of current bus stops.

## QUOTES

“The design makes no reference to the existing southbound bus stop located on Raploch Road immediately after the Weir Street junction, this is the stop which pairs up with the northbound stop that you wish to move to opposite 104/106 Raploch Road. Are you proposing to eliminate this bus stop and to replace it with double yellow lines to stop bus passengers from disembarking here?”

THE FOLLOWING RESPONSES WERE GIVEN TO EACH OF THE CONCERNS AND WHERE NECESSARY THE DESIGNS WERE REVISED TO REFLECT THIS.

**No changes to the bus route or amount of bus stops** are suggested in the project area. A few bus stops have been slightly relocated due to location of raised tables.

## GENERAL

There was general support for removing some of the fencing, and several asks for replacing existing guardrail with something more modern and attractive.

More litter bins, dog litter bins and seating was requested for the whole project area. We received positive comments about the benches delivered so far, and the community noticeboard.

Several suggestions were noted to remove seating in front of the housing at the Back O’Hill end of Raploch Road, and simply have planters instead.

## QUOTES

“The fence between the grass and the trunk road encourages dangerous behaviour (people jumping the fence to cross the road) and the fence masks small children from being seen as they approach the existing pedestrian crossing.”

THE FOLLOWING RESPONSES WERE GIVEN TO EACH OF THE CONCERNS AND WHERE NECESSARY THE DESIGNS WERE REVISED TO REFLECT THIS.

- **The guardrail** is to be removed except along the natural play area. Here we are looking at alternatives (boundary treatment).
- **New benches are proposed** on either side of the road. We have proposed additional bins next to each bench.
- **Seating** on the planters has been removed.