Connecting**Clydebank:** FAQ’s

**Why is the A814 being changed?**

The aim is to create an enhanced connection across the A814 Dumbarton Road/Glasgow Road linking the proposed new development at Queens Quay with the rest of Clydebank town centre and its transport network. The improvements will make it easier for people to move between the town centre, its public transport hubs and Queens Quay and its waterfront. The changes will also create a high quality setting for important civic buildings especially Clydebank Town Hall and Library. The project was the highest priority emerging from the Clydebank Design Charrette held in February 2015.

**How will car parking be affected -** **there don’t seem to be many spaces provided?**

Much of the existing parking is on street and within areas where there are existing restrictions. The proposal will create formal parking where was none previously provided. Formalising the parking allows for defined parking areas within the street and the ability to consider different potential priority users – disabled, loading, residents etc. Altogether there will be 39 formal spaces provided.

**How will loading/unloading and drop off facilities be affected?**

As above

**What impact will the changes have on the trade of local businesses?**

Actual footfall in the area should increase as a result of the proposal as more people will be passing along and across the A814 to access the new uses within Queens Quay. This should bring more potential customers to the area which will have a positive impact on the trade of existing businesses.

**Will bus services be altered?**

There will be no change to bus service provision. The same amount of bus stops will be provided and there will be no change to existing bus routes along this section of the A814.

The provision of on-street stops will improve the visibility of stops and the design allows for greater space around the bus stop. The creation of bus boarder kerbs will improve accessibility.

**How will the shared pedestrian/cycle surfaces work? Pedestrian may feel intimidated walking alongside cyclists.**

Use of shared surface signage will be used to promote reduced cycle speeds. Faster cyclist will be encouraged to, and feel more confident to, cycle on the road especially as the speed limit will be reduced to 20ph. Specific detailing can be used to encourage road cycling.

The proposed footways are significantly wider than existing, and with appropriate paved surfaces, will encourage appropriate cycle behaviour. Cyclists have already been noted utilising footways within this location.

**As the footway is the same level throughout the project how will this affect the blind and partially sighted?**

Careful use of texture and visual contrast in materials will be specifically detailed to improve navigation by blind and visually impaired users. Unnecessary signage and street furniture will be avoided thereby creating clear zones. For the majority of the project area there will be a kerb with an upstand of circa 100mm between the carriageway and footway. Where road surface is raised to footway level this is done via traffic calming and ramps to reduce vehicle speed. In these locations, pedestrian zones are defined by an edge of contrasting surfacing and tactile paving. This approach has benefits for vulnerable user groups, including those in wheel chairs or with poor mobility.

**Will slowing down the traffic with a 20pm speed limit cause congestion?**

Care has been taken to ensure that the proposals will not reduce traffic capacity in the vicinity. Extensive traffic modelling has been undertaken, the results of which have demonstrated that there will be no significant adverse impact on traffic flow. There is evidence to suggest that the introduction of a 20 mph zone actually decreases congestion and doesn’t increase journey times. At rush hour, traffic rarely reaches 20mph, however the current road configuration can be viewed as encouraging excess speeds at times out with this when traffic volumes are light. This has been identified via previous consultation as being an issue for local residents and for those wishing to use facilities such as the Town Hall or Library.

**Will street lights be affected?**

There will be the same amount of street lighting, as this was recently upgraded. It is intended that there will be additional feature lighting within the project which will help to emphasise its town centre location.

**How do cyclists traverse the site to get onto the NCN?**

Cyclists can cycle on the shared footway to meet the NCN**.** They could be directed along Hume Street to link up with the NCN to the north but the crossing adjacent to the bus station in Chalmers Street would require improvements. A controlled crossing may be appropriate as this could be accessed via quiet links from Hume Street. To the south of Hume Street across the A814 a crossing will be provided where there are no level issues.

**HUME STREET JUNCTION:**

**Who has priority?**

Priority is controlled by the traffic signals with an on demand button for pedestrians and cyclists.

**How will the traffic light system work?**

The proposed traffic light system is for a pedestrian / cyclist “toucan” crossing. This is controlled by push-button.

**Will drivers have an issue with waiting times?**

Hume Street will operate as a junction with a give way line. With fully controlled junctions at Argyll Road and Kilbowie Road there will be regular breaks in traffic flow which would mean potentially shorter waiting times. It is possible that additional ducting could be added to create a fully signalised junction.

**Can cars pull out even when pedestrians are crossing? There could be potential confusion due to a new system?**

The pedestrian/cycle crossing will be controlled by lights. Vehicles would require to obey these lights.

**WALLACE STREET JUNCTION:**

A minor junction with raised table, which is unlikely to be contentious. These seem to work well in other locations. Access for emergency vehicles only - doctors and ambulances accessing the Health Centre within QQ

**BRUCE STREET JUNCTION:**

A similar minor junction to Hume Street with raised table.

**MILLER STREET/ HALL STREET JUNCTION:**

**How do cars access from Miller Street?**

There would be traffic lights controlling access across the raised table.

**How will parking and loading for the Town Hall, Library and Church be managed** **particularly for events, weddings/funerals etc.?**

Parking bays are formalised outside the Town Hall and Library allowing for appropriate parking, whilst also considering the setting of the listed buildings and safety issues. There are also parking/loading areas on Hall Street. There is a wide space adjacent to the church which creates a strong public space to its frontage. An alternative scheme with a smaller raised table has also been designed which could possibly provide an additional short term parking/dropping off area outside the church depending on consideration of setting and safety issues. It is possible that the design could tolerate an extent of short term loading, without it being formalised but again subject to safety issues. If the demand parking remains an issue, the provision of additional car parking within WDC Roseberry Place site could perhaps be investigated.

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