Civic Engineers

Job Title
Civic Street

Report Type
Transport Note

Prepared for
Agile City

Date
22 March 2024

Contents

Transport Note

Prepared by	**Michael Cameron**
Reviewed by	Ross Murphy
Report Ref.	1999
Issued	March 2024 v1.0
Revised	

1. Introduction

1.1 Commission

Civic Engineers have been commissioned by Agile City to assess the transport context on Civic Street. The proposals to rearrange Civic Street to provide an accessible entrance to Civic House include moving the footway to the western side of the street, removing the existing loading bay, and rationalising car parking.

2. Existing Transport Context

2.1 Pedestrian and Cycle Access

Civic Street has a pedestrian footway along the eastern side of the street only. The footway is around 1.5m wide but narrower where there is street furniture. Around halfway along the street, the footway stops to allow for a vehicle access point on its eastern edge however, its use seems to have ceased with the entrance now bricked up. There appears to be no dropped kerb at the edges of the footway on either side of the vehicle entrance point. The north end of Civic Street connects to Corn Street. Here, the footways are in poor condition with uneven surfacing and sunken ironworks in the line of pedestrian desire lines. Dropped kerbs are provided at the footway edge at the top of Civic Street however, kerb conditions seem poor. To the west of the junction with Civic Street the footway along the south side of Corn Street here is around 1.5m wide, widening to around 2.5m at the junction with Garscube Road. There are no dropped kerbs at the vehicle entrance to the building to the south of Corn Street. To the east, the footway terminates at the end of Corn Street and there are no onward connections in this direction.

There are pedestrian connections available at the southern end of Civic Street. These connect to a pedestrian network that provides stepped and step-free access to Spiers Wharf to the east, Garscube Road, and via a footbridge to Woodside to the west. These footpaths are at least 2m wide, in good condition, and have street lighting.

The footpaths to the south of Civic Street are also part of the local cycle network. They provide a connection to the segregated facilities on Garscube Road, west into Woodside, or east to the cycle facilities along the Forth and Clyde Canal. There is a bike rental station (including the provision of electric bikes) on Garscube Road by the footbridge. There are some spaces for general cycle parking available too. Cycle parking for eight cycles can also be found on the north side of Corn Street.

2.2 Vehicle Access and Car Parking

Vehicle access to Civic Street is only via Corn Street to the north. Corn Street connects to Garscube Road. There are 15 total parking spaces on Civic Street: 9 on the west side and 6 spaces on the east side. Parking is in marked bays only and is pay and display Mon-Fri 8am-6pm, with a maximum stay of 3hrs. There is also a loading bay on the east side of Civic Street. At the south end of the street there is a turning head. Pay and display on-street parking is available on both sides of Corn Street, in marked bays only (15 spaces). Note that the existing bays on the west side of the road are not deemed a standard arrangement as they open out to a grass verge and not a footway. Consideration must be given to manoeuvring requirements so people exiting vehicle once parked have a safe route without crossing a road.

3. Proposals

The proposals are for a reconfiguration of the street environment to facilitate the construction of an accessible entrance to Civic House, see Figure 1 for the work in progress plan.

Figure 1: Layout proposals

To achieve these proposals, the existing footway on the east side of the street will need stopped up along the building frontage and re-provided on the west side of the street. Some of the existing car parking is proposed to be removed along with the loading bay. At the southern end of the street the turning head is unchanged however, the proposed pedestrian desire line will need to be considered so a change in surfacing at the crossing is proposed. This crossing uses a change in surface to indicate the crossing, but it does not have the formality of a full crossing, it is considered an appropriate solution in this location due to the low frequency of vehicles expected to use the turning head.

4. Surveys

MHC Traffic were appointed to carry out parking and non-motorised user (NMU) surveys on Civic Street. The parking beat survey was carried out on the entire length of Civic Street and the NMU surveys captured all movements at the north and south of the street. The surveys were carried out on Thursday 1st of February and Saturday the 3rd of February, the result of which are discussed in the following sections.

4.1 Parking Surveys

Parking surveys were undertaken on Thursday 1st and Saturday 3rd of February. Beat surveys were carried out at two-hour intervals from 0530 to 1930. The 0530 survey was carried out to capture instances of overnight parking. There are a total of 26 available spaces, comprising of 15 marked parking bays, 8 spaces that are unclassified, and a loading bay, measuring the equivalent of three car lengths. The survey captured observed use of the available parking. Notably, throughout the survey period no vehicles were parked in the loading bay. Figure 2 shows the breakdown of the cars parked on Civic Street.

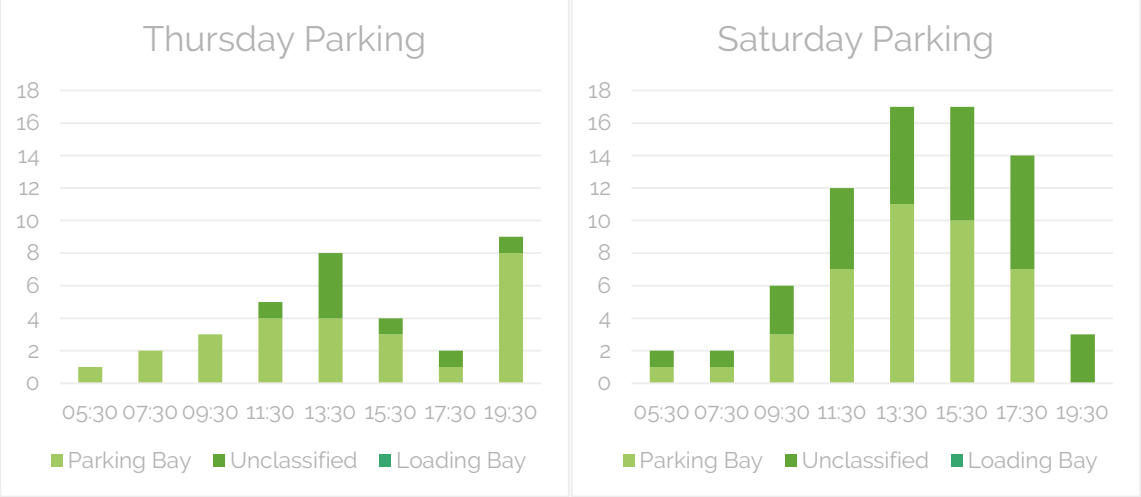

Figure 2: Parking survey results – number of vehicles parked

On Thursday the busiest period was during the 19:30 beat where nine vehicles were parked, 35% occupancy. Otherwise, most parking occurred during the 13:30 beat, eight vehicles or a 31% occupancy. Most vehicles parked in marked bays during the Thursday surveys.

On Saturday, more vehicles were recorded parking on Civic Street, the busiest periods on the Saturday were the 13:30 and 15:30 beats where 17 vehicles were parked, 65% occupancy. Despite the parking not being charged on the Saturday more vehicles also parked in the unrestricted spaces rather than the marked parking bays.

The length of stay of vehicles parked on Civic Street is shown in Figure 3.

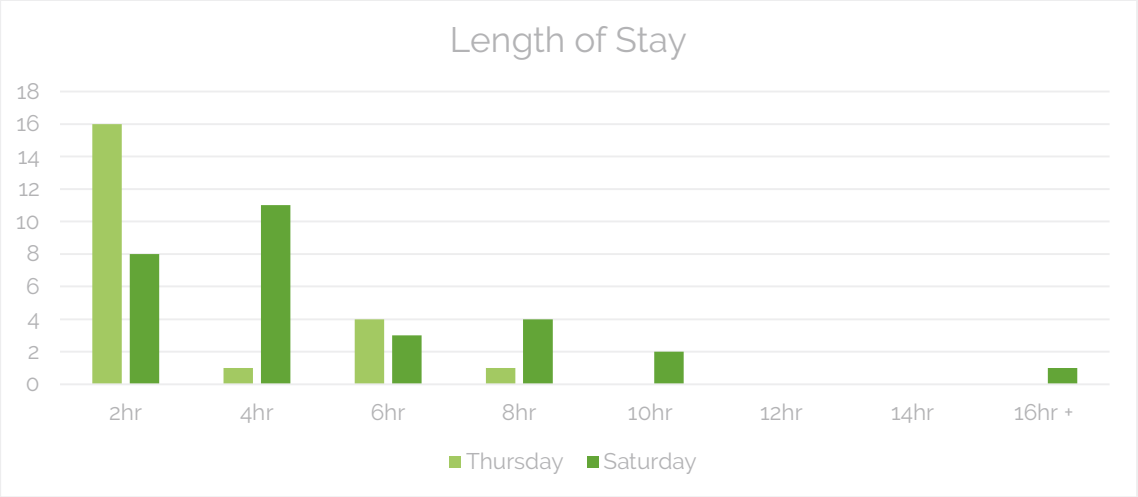

Figure 3: Parking survey results – length of stay

Shorter stays were more common on Thursday than Saturday which is to be expected given the parking restrictions in place. The shorter stays during the week suggest that the parking is used by people visiting businesses in the area while the longer stays on Saturday suggest that people are parking on Civic Street to visit the city centre a short walk away, taking advantage of the parking restrictions not being active at the weekend.

4.2 NMU surveys

Two locations were used for the Non-Motorised User (NMU) surveys, the junction with Corn Street at the north end of Civic Street and at the south end of Civic Street where there is a connection to the pedestrian and cycle network. Movements of pedestrians, cyclists, and disabled users were recorded during the period 0700-2000 on Thursday 1st February and Saturday 3rd February. On both days the weather was recorded as dry and cloudy with a temperature of 10 or 11 degrees. The movements recorded are shown in Figure 4.

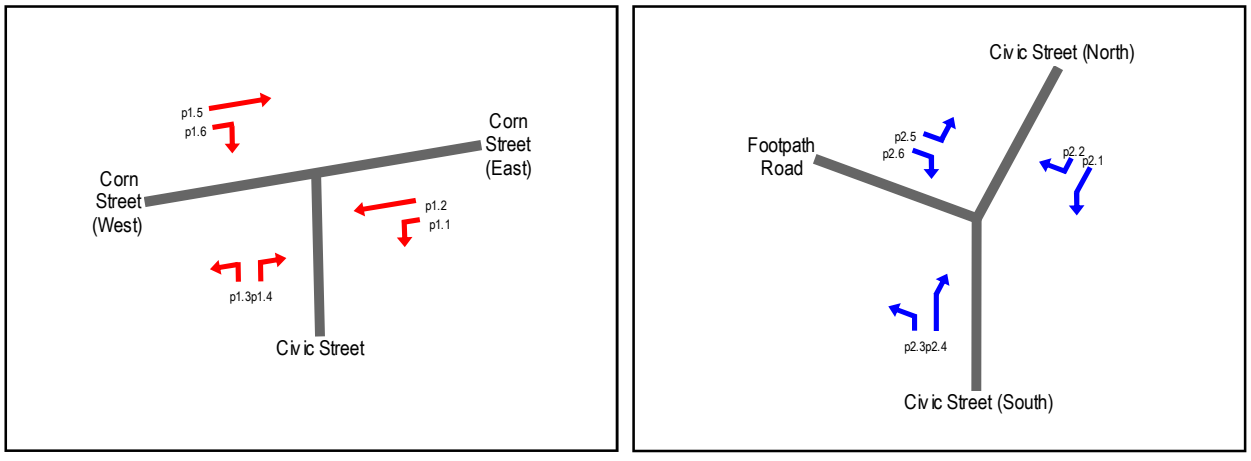

Figure 4: NMU survey locations, Site 1 on left, Site 2 on right.

346 pedestrian movements (98% of all movements) were recorded at Site 1 on Thursday and 278 (98%) on Saturday, on both days seven cycle movements were recorded.

547 pedestrian movements (94% of all movements) were recorded at Site 2 on Thursday and 380

(94%) on Saturday, cycle movements were recorded at 38 and 23 respectively. No disabled users were recorded at these junctions during the surveys.

At Site 1 the dominant movement was between Civic Street and Corn Street (west) as shown in Figure 5.

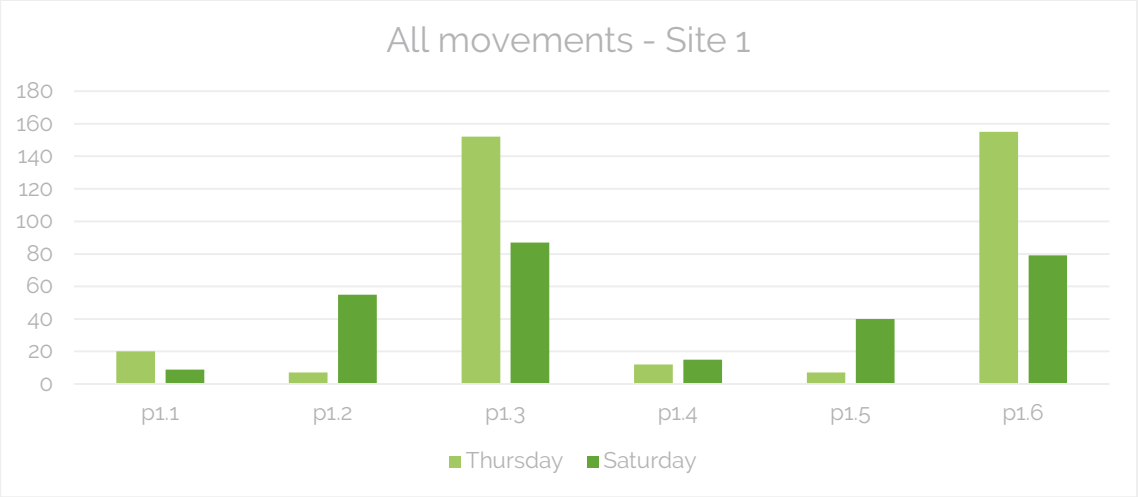

Figure 5: Movements at Site 1

By moving the footway to the western side of Civic Street the dominant pedestrian movement here will no longer have to cross the street at this location.

At Site 2 the dominant movement was to continue along Civic Street, as seen in Figure 6. The movement from the footpath to Civic Street south also saw significant movements.

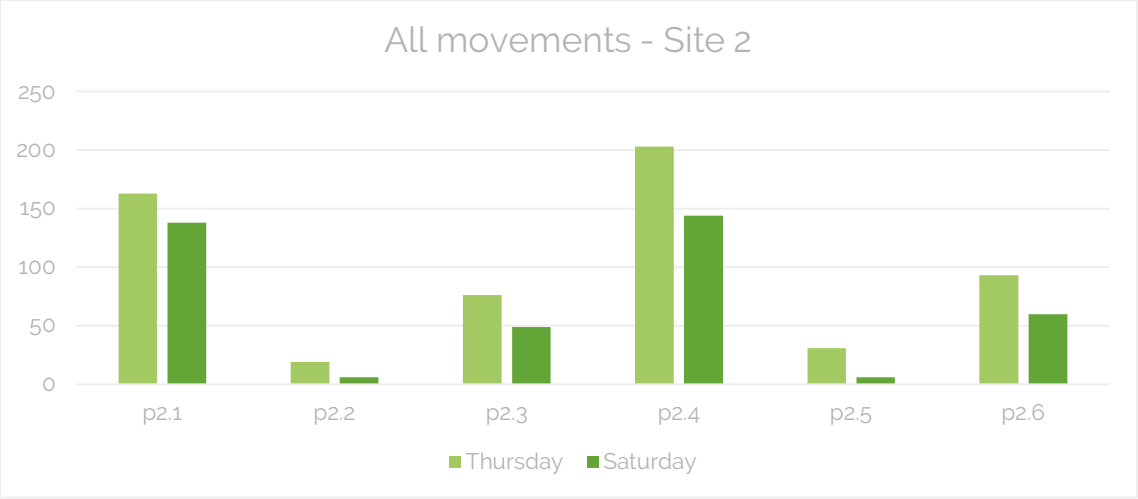

Figure 6: Movements at Site 2

The inclusion of the surfacing change at crossing at the south end of Civic Street will benefit the dominant movement at this location.

For most movements there was more activity on Thursday than on Saturday, the exception being east west movements on Corn Street on Saturday.

5. Conclusions

Civic Street currently has 26 spaces in which to park, 15 marked bays, eight unclassified spaces, and a loading bay measuring the equivalent of three car lengths.

The proposals to rearrange the street to accommodate an accessible entrance to Civic House will remove some of the parking, relocate the footway to the western side of the street, and remove the loading bay. This note has presented and analysed the parking and NMU surveys that were carried out to obtain an understanding of how Civic Street is currently used.

Parking was observed to have a maximum occupancy of 65% on Saturday and 35% on Thursday. The length of stay for parked vehicles was shorter on Thursday when parking restrictions limit drivers to a three hour stay. When there are no restrictions in place on Saturday both volume and duration of stay increased. The maximum number of marked bays used was 11, therefore the proposal to remove bays will not impact the operation of the marked bays on Civic St. No vehicles were parked in the loading bay throughout the survey period, therefore removal of this bay shouldn't impact the operation of Civic St.

A NMU survey was also carried out. It found that the dominant movement is from Corn Street west to Civic Street in the north and straight on at Civic Street in the south. There were also some movements recorded from Civic Street south to and from the footpath leading to the bridge over Garscube Road.

The dominant pedestrian movement at Civic Street and Corn Street will benefit from the rearrangement of Civic Street as pedestrians will no longer need to cross the road to reach a walkable footway. Likewise, the surface change crossing proposed at the south of Civic Street will play an important role in facilitating the dominant NMU movements at the south end of the street.

Civic Engineers

Manchester

Carver's Warehouse
77 Dale Street
Manchester M1 2HG

+44 (0)161 228 6757

London

Reeds Wharf
33 Mill Street
London SE1 2AX

+44 (0)20 7253 2977

Leeds

1 Saw Mill Street
Water Lane
Leeds, LS11 5WE

+44 (0)113 2025 130

Glasgow

35 Virginia Street
Glasgow G1 2TN

+44 (0)141 370 1829