

# Clydebank Can



## Canal and Town Centre Making Places Project

### Design Workshop Briefing Pack



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# 1. Briefing Pack Introduction

The purpose of this briefing pack is to set out clearly the start point for conversations in the Clydebank Can Design Workshops.

We are not working off a blank sheet in these Design Workshops. There is a complex context in Clydebank Town Centre and there is also a desired trajectory for change in the community that was established through the 2015 Clydebank Charrette. This direction of change is being recognised in the Local Plan (LDP2 MIR).

There are other factors influencing change in Clydebank: people's habits change over time, the types of activities that they want to take part in shifts from more traditional retail to other activities. Many town centres are experiencing this change in patterns, however Clydebank as a regional shopping centre may experience this in a different way, less through an overall decline in activity in the town centre, but a sense of lack of vibrancy or community.

This briefing pack will set out the historical development and context of the canal and town centre. The wider context of the site, the sites identified constraints and opportunities, the individual sites identified constraints and opportunities and the site connections.



*Afternoon at Three Queens Square Bandstand, 24 March.*

### **Making Places Project Purpose**

West Dunbartonshire Council have taken an innovative approach to the Making Places Project in bringing together the Forward Planning, Performance and Strategy, Regeneration and Communities Teams in West Dunbartonshire Council to promote a more cohesive approach to planning for communities and to demonstrate a way forward for other local authorities across Scotland.

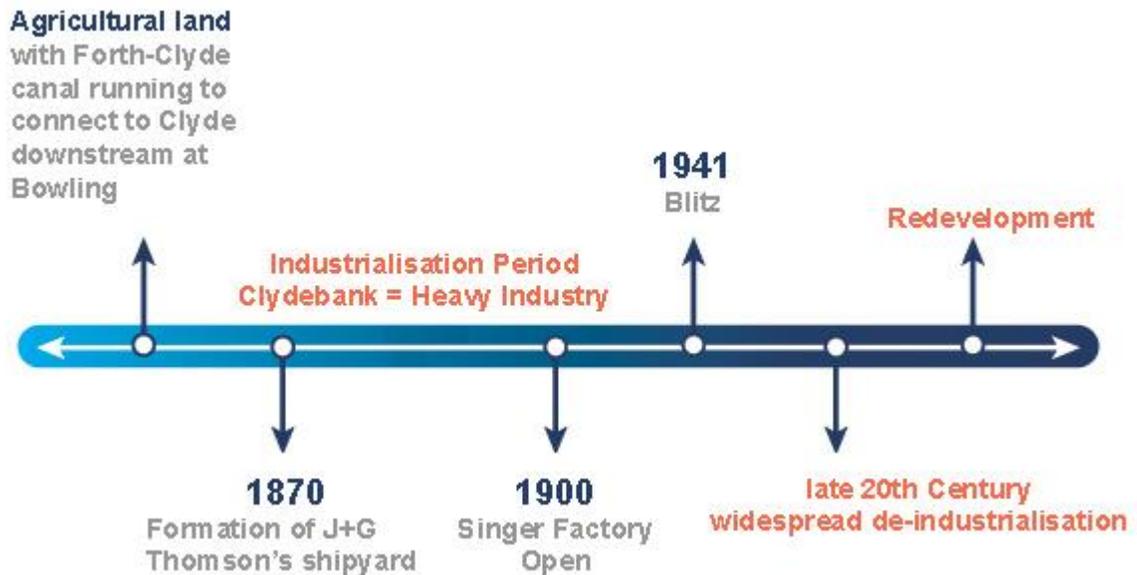
This project sits within West Dunbartonshire Council's broader 'Your Place, Your Plan' approach to involving residents in planning their local communities. This partnership approach began with local consultation events in September 2017, where residents from the Clydebank area clearly stated they wanted more community involvement in improving the Town Centre area.

As noted above, the Making Places project follows on from the Clydebank Charrette workshops in 2015 and seeks to undertake additional design and implementation work on the projects and actions that came out from that work in relation to the key sites and projects surrounding the Forth and Clyde Canal. These should be Community led where appropriate. The outcomes of the project are aimed at ensuring that the design, layout and walkability of the area is of a high quality due to its prominent location on the Canal and to look at and deliver projects which breathe life back into the Town Centre, especially in the evening.

The project also seeks to undertake new design work on how the Forth and Clyde Canal, outwith the Town Centre boundary, can become a focal point for communities and to use the Canal as a recreational asset and provide facilities which can be used during the day and at night. The project will also look at how it can act as a key access link from residential areas in the eastern side of Clydebank to the Town Centre and how the setting of this area can be enhanced to provide a safe, pleasant, well designed route, which can be used for a variety of functions.

# **YOUR PLACE YOUR PLAN**

## 2. Clydebank Historical Development and Change



Clydebank has been a hub of innovation and industry for well over 100 years. This has shaped the town that exists today, and the community that inhabits it. The historic legacy of Clydebank should be manifested in its future development through its regeneration and re-invention as an attractive town centre which will continue to draw visitors and residents to it and grow that user base.

A fuller digest of the town's historical development is in the Full Report from the 2015 Clydebank Charrette. Available on the council website at: <https://www.west-dunbarton.gov.uk/planning-building-standards/clydebank-town-centre-design-charrette/>



*Historic Images submitted via [facebook.com/clydebankcan](https://www.facebook.com/clydebankcan)*



*Aerial photograph of Clydebank c.1930 – [canmore.org](http://canmore.org).*

The Forth and Clyde Canal runs through the town centre, between the northern and southern parts of the shopping centre, and has events space on either side, with Three Queens Square on the south bank of the canal which has been regularly used for markets and public events. The Canal has been revitalised in the last 18 years, following the Millennium Links project. The role the canal has played historically as a means of transporting materials and goods across the country has shifted towards a leisure amenity, a route connecting communities both locally and across Scotland, and often providing a green space in close proximity to dense urban areas. The canal running through Clydebank provides all of these, plus it creates a unique town centre setting.

A major change in the town centre was the development of what was at the time named the Clyde Regional Shopping Centre. This development took place where properties that had been badly damaged in the Clydebank Blitz had been cleared and provided a retail centre with regional impact. Developed between 1978 and 1982, this shopping centre originally comprised of two open air precincts north and south of the canal. The north portion of the centre was refurbished and roofed in 2003.

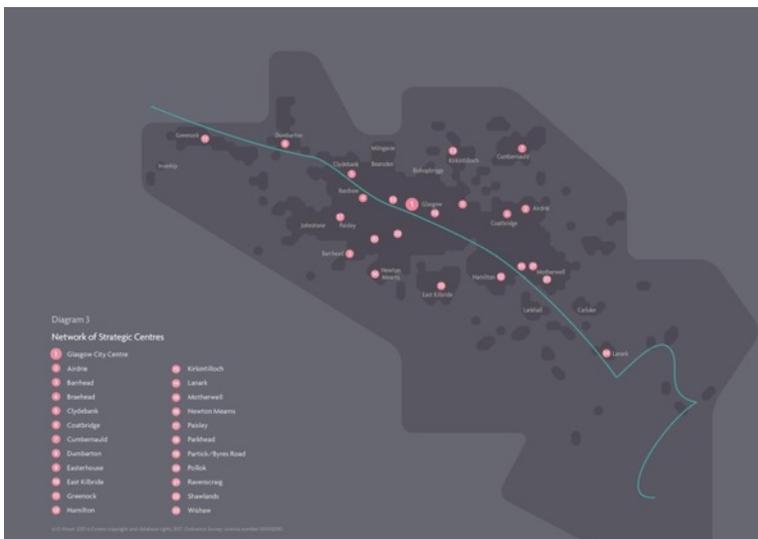
Around the Clyde Centre there has been significant investment in the public realm, including the canopy over the bridge, along the north bank of the canal and Three Queens Square.

### 3. Regional Context

In Clydeplan, the Strategic Development Plan 2017, the Clyde Waterfront is a large scale mixed use community regeneration and restructuring development opportunity, extending through to Clydebank.



The Forth and Clyde canal is considered an opportunity which offers a range of economic development, visitor economy, regeneration and surface water management opportunities. It is part of the Scottish Government’s Canals Strategy in collaboration with Scottish Canals to ensure the revitalisation of the canal and the delivery of the associated wider social and economic benefits. The Rosebery place site, the Three Queens Square, the Playdrome Site, the Canal Corridor and the North Canal Bank should benefit and follow the strategy.



Moreover, Clydeplan considers Clydebank town centre as part of a network of strategic centres at the regional level. Several challenges that Clydebank needs to address to remain competitive with comparable strategic centres are:

- the quality of retail offer
- the quality of public realm and environment,
- The quality of the evening/night time offer
- Public transport facilities
- Flood risk

The future actions identified by Clydeplan are that the development of the opportunity sites (Roseberry place and Playdrome site) must be done in a way that enhances the retail and leisure offer, increases town centre population and enterprise while animating and interacting with the Forth and Clyde Canal. Improvements are suggested to public transport connectivity through upgrading the current Clydebank Transport Interchange and creating important connections between the development at Queens Quay and the town centre.

Clydebank riverside is considered as a Strategic Economic Investment Location; therefore, connectivity is key to linking and reconnecting the town centre to the riverside as noted in Clydeplan's suggested future actions.

Green network delivery priorities for Clydebank are Health, Access, Climate Change and Habitats. These have been identified as areas in which Clydebank offers potential to deliver these themes within the Glasgow and Clyde Valley Green Network.

## 4. Local Planning Context

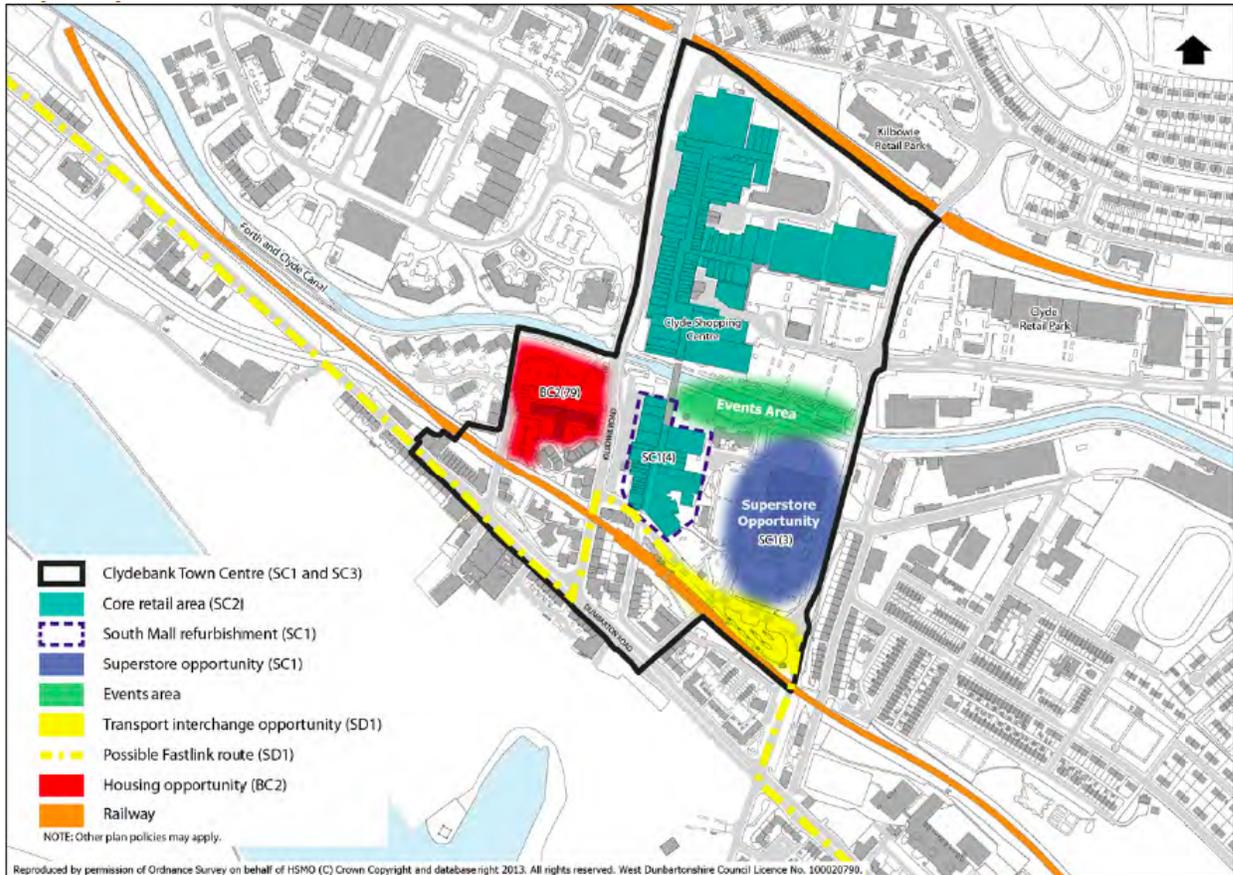
The town centre of Clydebank is part of the “Changing Places” areas of West Dunbartonshire which are expected to see change over the next 5-10 years. The aim of these areas is to overcome the challenges by remaining an “attractive destinations for our residents and visitors, both in terms of the shops and other facilities and the physical environment” (LDP, 2016).

The LDP (2016) and the LDP 2, Main Issues Report (April 2017) highlights the strategy for Clydebank town centre which is:

- To maintain Clyde Shopping Centre as an attractive retail core;
- To support modernisation of the southern part of the shopping centre;
- To support a new superstore on the site of the existing Playdrome leisure centre;
- To support the evening economy and leisure offer of the town centre;
- To protect the setting of the Forth and Clyde Canal and increase activity around it;
- To improve public transport facilities and accessibility
- There is scope to reconsider the retail core (see Policy SC2) to have less restrictions for uses which we would deem as complementary to the town centre, such as cafes (Monitoring Statement, April 2017).

In the Monitoring Statement for the LDP 2 (April 2017), since 2011, only 267 houses were completed in Clydebank which is considered a low number. However, this concern will be addressed once the new development at Queens Quay comes on stream, with WDC supporting the delivery of 1000 new homes on the site through the delivery of enabling infrastructure. In 2015-2016, more social housing (54) was built in Clydebank than private (9), mostly on brownfield sites. In terms of housing land, in Clydebank, the entire land supply is previously developed land which allows regeneration and renewal of the urban area. In terms of effective land supply, according to the WDC Housing Land Audits, in 2016, it is 660 units and will help to meet the housing supply targets of West Dunbartonshire.

According to the LDP (2016), Clydebank is an important town centre in West Dunbartonshire as it is the largest of the three town centres and draws user from East and West Dunbartonshire, western areas of Glasgow and beyond, particularly for non-food shopping. The town centre is comprised of the retail core through a shopping area of Clydebank divided between an enclosed mall on the northern part and a covered, unenclosed pedestrianised shopping area on the southern part. It is adjoined by a large supermarket, other retail units, cinema and a large parking area. Clydebank town centre also has more traditional mixed-use streets with commercial uses on the ground floor and residential flats above to the south of the shopping mall. The Forth and Clyde Canal divides the town centre between the northern and southern parts of the shopping centre.



Clydebank town centre map (LDP, 2016)

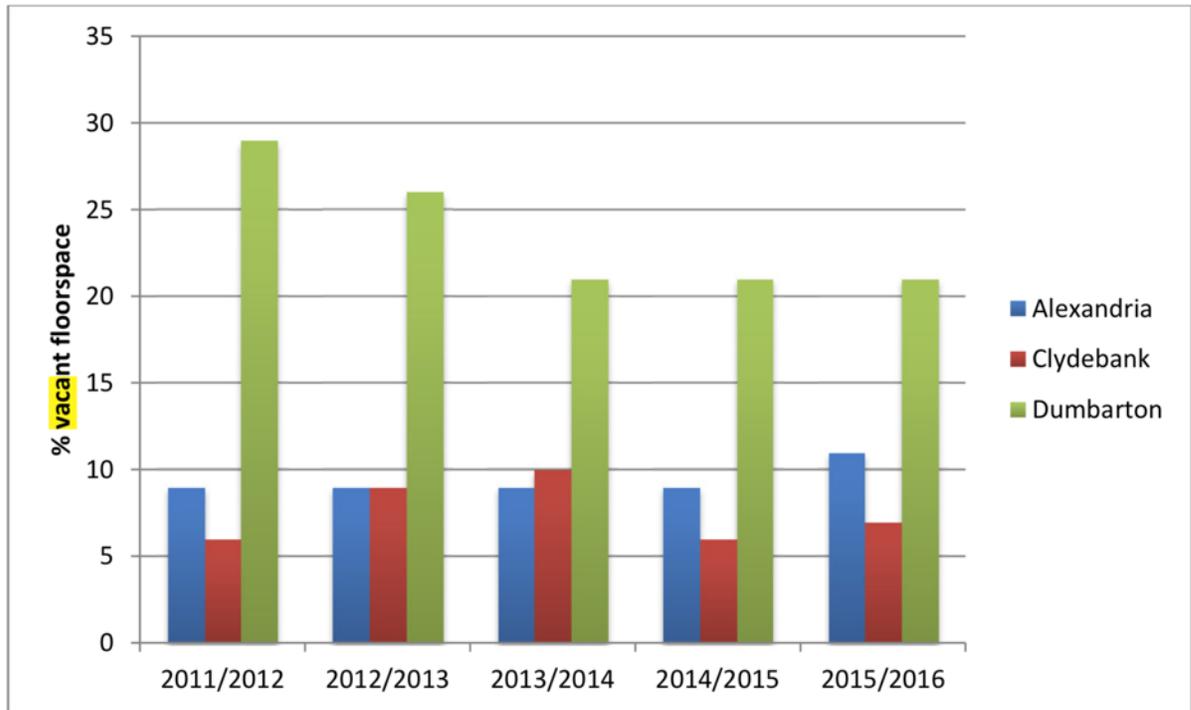
The product of this pattern of development is a fragmented urban form characteristic of post-war redevelopment, identified as part of the urban challenge during the 2015 Charrette which noted the following:

- The River Clyde establishing the linearity to the various transport modes as it runs south-east to north-west.
- The Forth and Clyde canal dividing the town centre creating public spaces known as the Three Queens Square.
- The former shipyard site to the south is currently empty with the early phases of the redevelopment taking place along Dumbarton Road.
- The large format office development of the Clydebank Business Park to the west.
- The residential housing of inter-war and post-war era on the North-side over the railway at Singer station and to the East-side beyond Argyll Road.

Therefore, the overall surrounding of the sites can be characterised as a “Big box” retail park, with a lack of street and road hierarchy and poorly defined pedestrian routes except through the shopping mall. The analysis ahead of the 2015 charrette was that the end result is a location that lacks coherence and clarity.

### Town centre performance

In order to assess the performance of town centre, a monitoring of the vacancy rate is undertaken annually. From the Monitoring Statement, Clydebank has the lowest vacancy rate in West Dunbartonshire as shown in the below Figure. Clydebank's relative performance is considered to be a product of the town centre primarily being contained within a modern shopping mall offering a range of unit sizes.



West Dunbartonshire Vacant Floorspace, LDP Monitoring Statement, 2017.

### Open Space

In terms of usable open spaces, Clydebank central has 6.42 ha of accessible open space per 1,000 population, with the average in West Dunbartonshire being 6.60Ha per 1,000 population. This shows a deficit of accessible open spaces as it is below the average (Monitoring Statement, April 2017).

### Transport and Accessibility

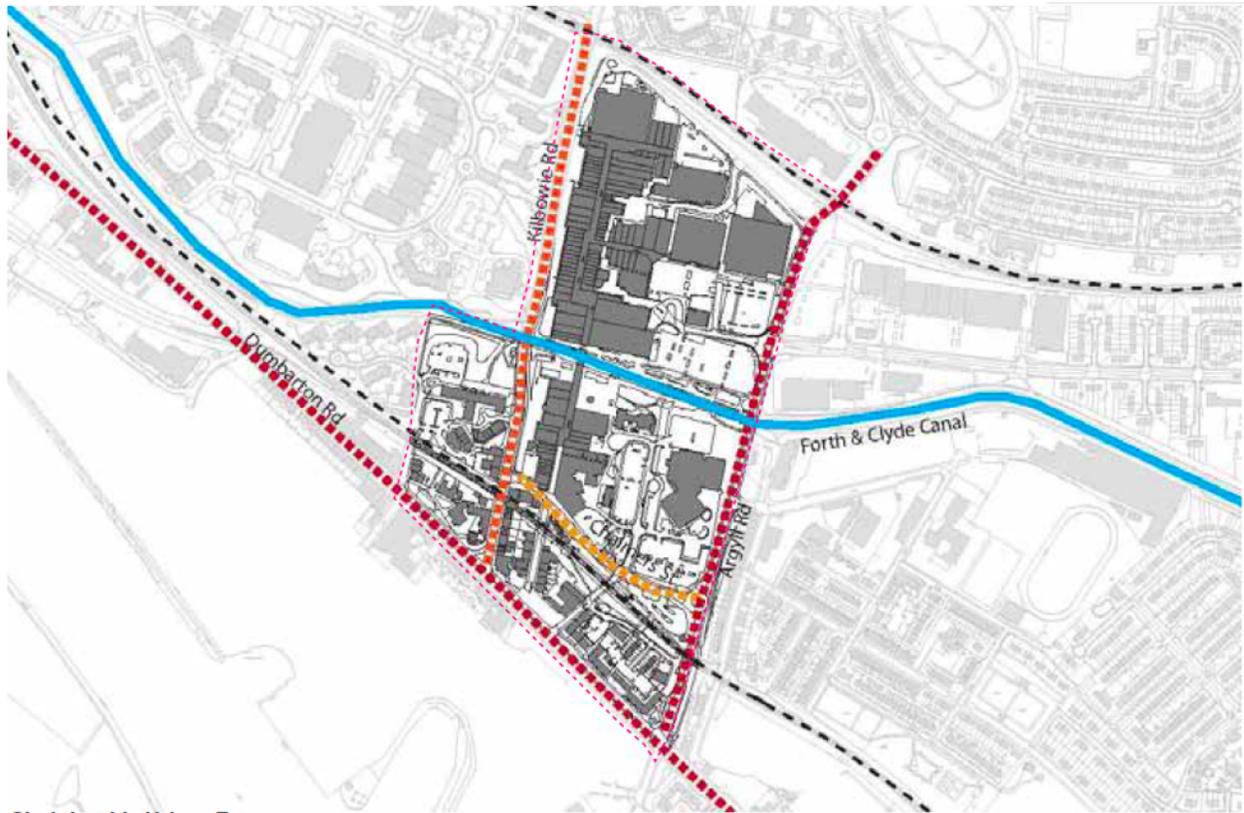
In terms of transport, according to the Scottish Household Survey (SHS) in 2013/2014 and 2009/2010, about the travel behaviour of sample of adults (16+) living in private households across Scotland, shows a high reliance on public transport in West Dunbartonshire compared to the rest of Scotland, with almost 50% of households having no car.

Clydebank town centre is served by two stations, Singer and Clydebank, and two bus interchanges at the shopping centre and at Clydebank train station. While being well served, the connectivity

from the Clydebank train station to the town centre has been noted as in need of upgrade. It is particularly difficult to negotiate the height difference between platform and street level, and wayfinding.



## 5. Wider Site Context



**Clydebank's Urban Form**

Existing urban form of the Charrette study area

Clydebank Urban Form, extracted from 2015 Clydebank Charrette Report.

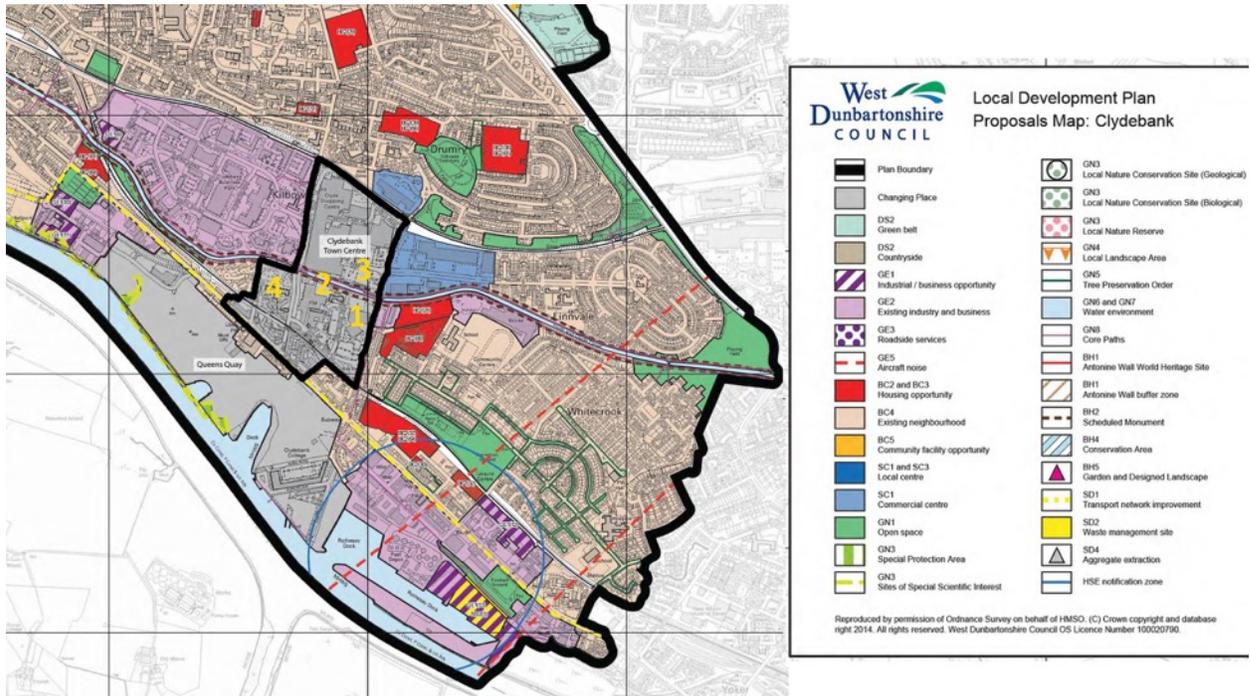
The northern portion of the Clyde Shopping centre was renovated to meet retailer requirements and create a more pleasant year-round environment by roofing over the central area in 2003. This part of the shopping centre benefits from good parking and public transport accessibility. It has more modern units in comparison to West Dunbartonshire other town centres, with good potential for reconfiguring unit sizes to accommodate changing retailer requirements. It is a key location within West Dunbartonshire for attracting national 'high street' retailers (LDP, 2016).

The LDP (2016) plan also supports the refurbishment of the southern part of the shopping centre as it is viewed as outdated and lags behind the northern portion of the centre in terms of quality. The plan points out the limited availability of large foodstore provision (supermarket) in Clydebank and identified the Playdrome site as an opportunity. The Playdrome site was also identified as suitable for a range of other town centre uses, such as non-food retail and leisure. Furthermore, it states that the town centre has limited leisure and evening activities.

In the town centre, the Forth and Clyde canal has undergone public realm enhancement, with the bridge canopy, North Canalside and Three Queens Square public realm works to create an events

area. The intent of these spaces was to host events and markets which could boost the interaction with the canal, contribute to the economy and offer of the town centre. To ensure that the canal continues to generate activity and feels like a safe and attractive corridor, any proposal adjacent to the canal area should provide the opportunity for interaction with the canal such as facing or providing access onto it or outdoor seating areas.

**Developments around the town centre:**



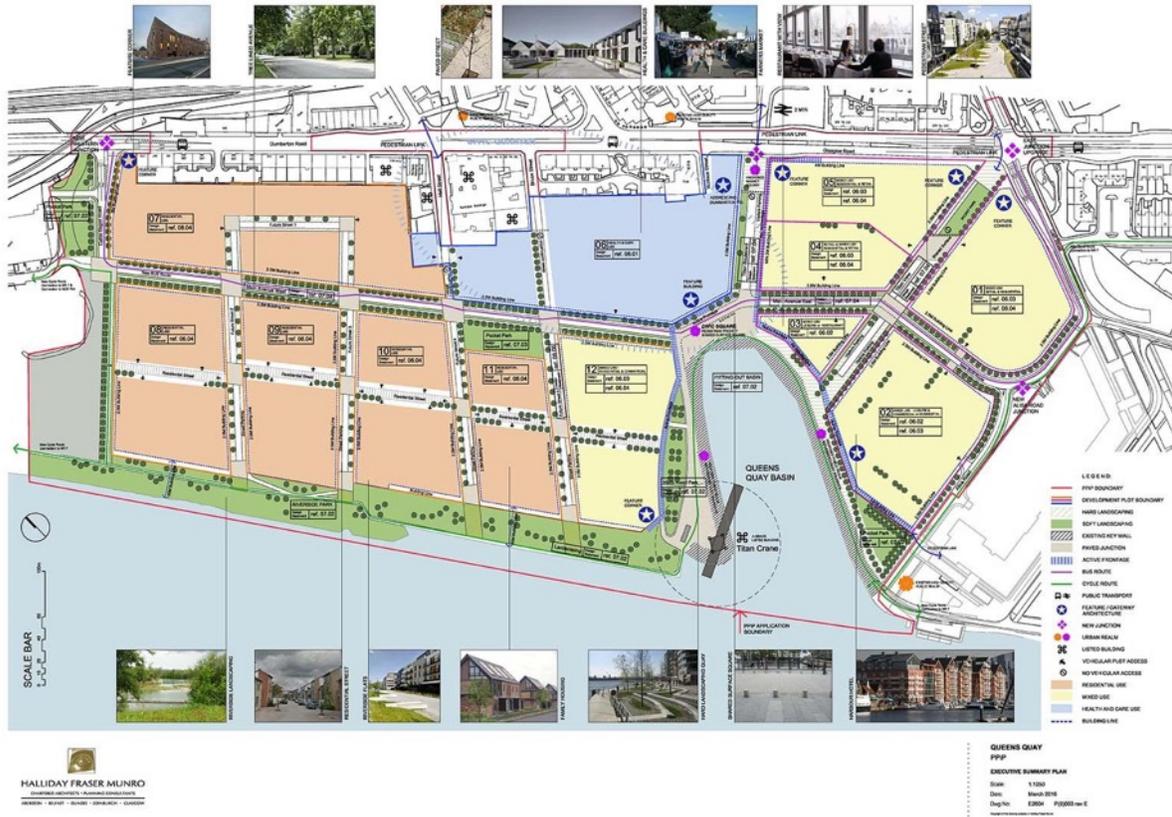
- 1 - Playdrome Site
- 2 - 3 Queens Square
- 3 - North Canalside
- 4 - Roseberry Place

**Queen’s Quay**

To the south of the town centre, the Queen’s Quay masterplan development is underway. The masterplan objectives are to create a quality public realm with safe pedestrian and cycle connections, improve connections especially towards the town centre, creating a special place as a key destination on the bank of the River Clyde, and finally regeneration through creation of employment and residential development for over 1000 new homes. There will be 3 major uses, Council uses divided between residential, including community housing (orange), care home and health centre (Blue), mixed use (yellow).

This will be a key development in the regeneration of Clydebank. Growing the population close to the town centre, both residential and working population, could have a positive impact on the town. This is crucial context to the Making Places project, as the success of the town centre will depend on excellent connections with Queens Quay, which is being explored through Connecting

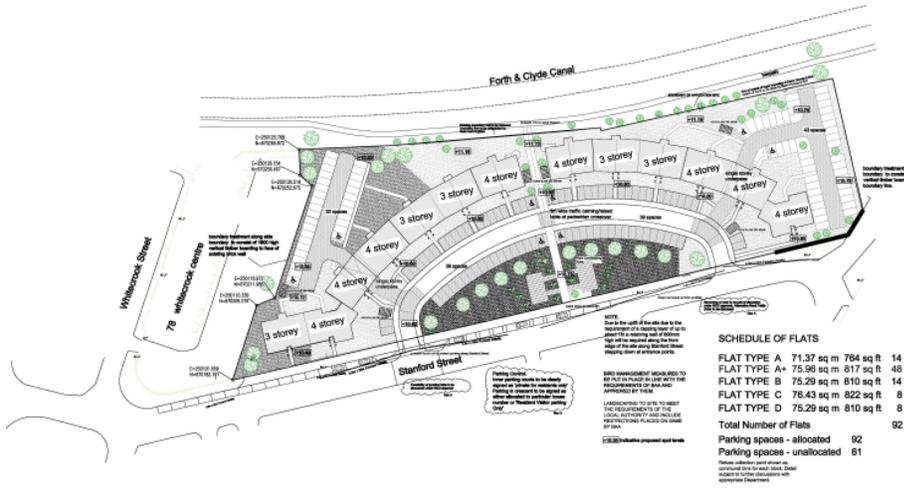
Clydebank, a project which has been progressed from the 2015 Charrette, <https://www.west-dunbarton.gov.uk/business/regeneration/clydebank-town-centre-projects/connecting-clydebank/>



Masterplan (summary plan, Queens Quay Clydebank)

### Stanford Street

In June 2008, a planning permission was granted with conditions for the erection of 92 two-bedroom flats with associated car parking on the site located between Stanford Street and the south side of the Forth and Clyde Canal towpath. In 2013, an amendment to the planning permission was granted to extend the commencement time for a further 3 years. The plan is presented below:



Any future plans brought forward for this site could be further enhanced through making more of the canal side setting, with connections to the canal towpath.

## 6. Established Direction of Change

The 2015 Clydebank Charrette workshops have provided an extremely useful baseline for the Making Places project, particularly on the desired direction of change. Some of the emerging issues expressed by the local community from the 2015 charrette were a lack of ownership of the town centre by local communities, and a limited evening economy. The Playdrome site was identified as a site that can host food and leisure outlets, a landmark leisure destination or a residential led, mixed-use urban block.

An in brief digest of the Clydebank Charrette (2015) outcomes are as follows:

- Playdrome – an opportunity for food and leisure or residential development providing active frontage onto all surrounding streets and the canal. A pocket park, with destination play facilities, suggested for the canalside part of the site, adjacent to 3 Queens Square;
- Rosebery Place – an opportunity for residential development, creating frontage onto Kilbowie Road and enhanced open space along the canal;
- Transport interchange on Chalmers Street – an accessible interchange linking bus and train facilities, creating a positive gateway for the town centre;
- Co-operative building – ideas suggested for bringing upper floors back into use included creative studios and business incubator spaces;
- Connecting Clydebank – creating better links across the A814 to improve connectivity between the town centre and Queens Quay;
- North canalside – introducing pavilions to enliven the canalside;
- Queens Square – introduce a food/drink unit to front onto the square, breaking up dead frontage and bringing activity;
- Kilbowie Road enhancements – examine the opportunity of retail/ commercial units fronting onto Kilbowie Road at both the northern ramped entrance to the Clyde Shopping Centre and in the service yards to rear of South Sylvania Way;
- South Sylvania way – refresh the public realm. Issues were also highlighted with regard to the number and clustering of payday loan and betting shops in this location;
- Abbotsford Road – potential creation of a tenemental block along Abbotsford Road (on opposite side from Playdrome), with residential uses above ground floor non-residential uses. This would help ‘repair’ the urban form;
- Chalmers Street – development on the Co-op car park to front onto Chalmers Street and help repair urban form. Potential for ground floor of such a development to be part of transport interchange;
- Clyde shopping centre car park – recognition of confusing and fractured nature of Clyde Shopping centre car park and problems with access to it from Livingstone Street roundabout.

Planning policy that has been developed following this piece of work continues this trajectory towards an increasingly vibrant town centre with a greater population and an increasing number of opportunities for the evening economy. This is reflected through the below Summary of Issues highlighted in the LDP Main Issues Report, 2017:

- Clydebank town centre will remain as a Changing Place but updating of strategy is required to reflect charrette proposals.
- Further consideration is required in order to reflect how the Playdrome site is identified in the Plan i.e. a mixed-use opportunity or other?
- Clyde Crossing between Renfrew-Yoker and its implications for Clydebank.
- Can the retail core policy be applied less restrictively? Allowing for evening uses etc.
- Consideration of how the Canal area around the shopping centre can be better used and stimulate night time uses.

In the Supplementary Planning Guidance for the LDP, Green Network (2015), the Forth and Clyde Canal was considered to be a green network and important corridor within the wider green network for active transport and recreational use (walking and cycling). Due to the presence of multiple crossing points, the canal is not considered to act as a barrier to movement as it does in some locations.

## 7. Individual Sites - Identified Opportunities and Constraints

### **Forth and Clyde Canal**

The full length of the Forth and Clyde Canal is a scheduled ancient monument, therefore any works on or by the canal require Scheduled Monument Consent in addition to any other consents (planning etc) required. That being said, the canal offers far more opportunities than constraints.

Unique town centre setting - the canal offers a unique setting to the town centre, with opportunity for an attractive waterside setting for cafe or restaurant activity, plus opportunities for water-based activities and events.

Leisure use - the canal offers significant leisure amenity on its towpaths, the water and in the water. The canal in Clydebank has been well used for angling and still is.

Wildlife corridor - the canal provides a wildlife corridor with many species of birds, fish and other animals present. Outside its immediate urban town centre context the canal is a significant greenspace with a wide variety of flora and fauna.

Connecting communities - the canal towpath functions as a significant route for people travelling both locally and regionally on foot or bicycle.



***Forth and Clyde Canal in Clydebank Town Centre***

## Rosebery Place

The recently cleared site was most recently offices for West Dunbartonshire Council, the offices have now relocated. The relocation is based on the business case for rationalisation to Dumbarton, closure of Clydebank and relocation of some Council staff to Queens Quay. Rosebery Place is now vacant and to be marketed as a housing site by the council (LDP2, Monitoring Statement). The site is just over 1.3Ha in size, as is identified as one of the main housing opportunities in Clydebank outwith Queen’s Quay (Policy BC2) LDP2.



*Site clearance on Rosebery Place*

The Charrette brief in 2015 worked on the basis that the site would be redeveloped for housing. Several layout options were developed during the charrette based on a visual survey of the site. Furthermore, it was pointed out that there may be “made ground” (reclaimed ground) with poor bearing capacity at the Canalside and underground utilities/service located along the car park access road. The options for redevelopment of the site suggested were:

- Preserving the existing building and retrofitting / remodeling it to accommodate flatted development including recladding the existing structure
- Demolish the existing building and erect preserving its footprint a new flatted development (3 to 4 storeys) or 3 storey townhouses.
- Subject to establishing the geo-technical characteristics of the site locating landmark residential ‘pavilions’ along the northern edge of the site to obtain views of the canal



The proposed layout during the 2015 charrette

### Site constraints

- A main sewer runs under the line of the access road
- Right of access needs to be maintained to the housing development.
- The Miller Street Railway bridge access point is too low for access by fire engines, bin lorries and any delivery or removal lorries (3.2m clearance).
- Non-adopted road, but would need to become one
- Unknown what ground conditions are under the surface car park.
- Could be contaminated ground requiring remedial work.

### Opportunities

- New development that should seek to enhance Kilbowie Road, contribute to redefining its character as a pedestrian friendly street and enhanced open space along the canal.
- Increasing residential population in the town centre.

## Playdrome Site

The leisure centre that was on the site has been relocated to Queen Quay, therefore, freeing up a significant piece of land (totalling approximately 8.58 acres (3.47 hectares)) for redevelopment in Clydebank town centre.



*Vacated Playdrome Site*

## Opportunities:

- Frees up a significant, high profile site on Argyll Road adjacent to the rail and bus stations
- Largely flat site
- Opportunity to repair the fractured urban fabric of the south-eastern portion of Clydebank Town Centre
- Opportunity to help contribute to redefining the quality and human scale of Clydebank town centre
- opportunity to provide an enhanced setting for the historic canal, improved visual presence and interaction with Argyll Road and the repair and reinstatement of Abbotsford Road with carefully integrated urban design.

## Constraints (MIR report 2017)

- Demolition of existing leisure centre will be required.
- Given town centre location, impact on traffic and existing parking provision likely to be key consideration.
- Railway line to the south and canal to the north act as physical boundaries.

## Planning history

In 2004, an Outline Planning Consent was granted for development of a Class 1 Foodstore of 84,000 sq ft (7,804 sq m); Retail units extending to 2,500 sq ft (232 sq m); petrol filling station and associated car parking. In June 2010, a planning permission was granted for the same proposal as an amendment to the outline planning permission of 2004. In 2011, a formal screening was asked for the project as part of the Town and Country Planning (Scotland) act 2006, Environmental Impact Assessment Regulation 2011. This has not been progressed any further.





Residential Development: Illustration



Commercial/Leisure Development: Illustration

Layout of the Playdrome Site as suggested in the Charrette (2015)

The current market conditions reflect no demand for a superstore (Monitoring statement, 2017), therefore, the site now presents an opportunity for a high quality mixed use Development. The Council agreed the disposal of the site in December 2016.

The Playdrome site has been marketed and a preferred bidder chosen, (Monitoring Statement, April 2017). The proposal of the preferred bidder is based on a retail park format with surface car parking. The original proposal on which the bidding process was won, was for 7 retail units, food and drink outlets, a pocket park leading to the canal edge and realignment of Abbotsford Road, plus an additional access onto Argyll Road.

Proposals are still being considered/developed by the preferred bidder.

## North Canal Bank

As Existing



Suggested



Both banks of the canal in the study area have benefited from very high specification public realm investment, with quality materials and designed landscaping along the Canalside. The historic bandstand has been relocated at the edge of Three Queens Square which itself has been refurbished. However, the refurbishment alone does not attract footfall, nor encourage dwell time nor support a range of events, as intended. Areas of the Canalside (e.g. Dunnes Stores and at Three Queens Square) have blank facades that further dissuade footfall and activity.



*Looking towards the North bank of the canal*

## Site Challenges

- Canal although had major investment, it fails to capitalise on its locations
- Dead frontages of the shopping centres
- Attracting additional footfall to the area
- Lack of green space in Clydebank
- Although there is a high passing footfall of pedestrian and cyclist there is a lack of reason for people to stop and dwell in either of these public spaces.

The 2015 charrette proposal were:

- High quality design pavilions that can accommodate cafe, bar and restaurants that can be placed within an improved car park landscape setting. These pavilions should have external



terraces to interact with the canal. They can be part of a new experience of retail in Clydebank, which will attract visitor during the day and evening. Quality lighting will be used as part of the setting to maximise the experience while providing a waterside spectacle. The pavillion ideas was suggested to be tested through a pop-up process

- Provide canal frontage access to the anchor units at the southern end of the shopping mall, as well as improving the edge along the

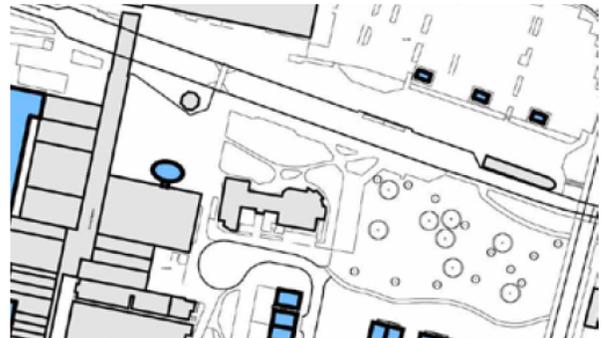
service yard and access to Kilbowie Road to enhance the shop-front experience along the canal frontage of the Shopping Centre. This should be subject to a detailed feasibility study.

## Three Queens Square

As Existing



Suggested



Although the area has been subject to public realm improvement and the (re)provision of external venues for events, the lack of an events programme with sufficient interest to draw people to the area is a continued challenge. Similar to the North Canal side, creating an appealing draw is needed.



The LDP2 (monitoring statement) advocates for the introduction of a food/drink unit to front onto the square, breaking up dead frontage and bringing activity. This aligns with the 2015 Charrette proposal, it suggested the creation of a signature building on the southern edge of Three Queens Square to provide a more active edge, rather than the existing blank brick facade. These facilities would enhance the setting and encourage a diverse array of facilities as part of the 'visitor experience' to the retail and leisure core of the Town Centre. The reconfiguration of Three Queens Square should be considered in parallel with the Canalside 'Pocket Park' referred to for the Playdrome Site.

## 8. Town Centre Data

The Supplementary Planning Guidance on Payday Lending and Betting Offices Premises (August 2016), used the results of a Citizen’s Panel Survey. This survey took a sample of 443 people in Clydebank who were asked to rank what they thought was important for creating a vibrant town centre. Notably Payday Lenders and Bookmakers (currently clustered around South Sylvania Way) were of a very low priority for those surveyed.

This survey provides some useful data on recent attitudes to Clydebank town centre.

Type of facilities and amenities	Clydebank sample of 443 people
1 - Wide range of shops	76%
2 - Good Quality shops	72%
3 - Banks	60%
4 - Pharmacy/ Health facilities	60%
5 - Libraries/ museums/ art galleries	46%
6 - Leisure facilities (cinema, etc.)	46%
7 - Green open space	41%
8 - Cafe and restaurant	30%
9 - Local Government and civic uses	25%
10 - Fast Food outlets	10%
11 - “Pound shops”	9%
12 - Charity shops	4%
13 - Pubs	2%
14 - Pay lenders and pawn brokers	1%
15 - Betting office	1%

Furthermore, the table below show that around 48% of the 443 Clydebank residents visits their town centre 2 to 3 times a week which higher than the average of West Dunbartonshire. Moreover, these people thought that a vibrant town centre is very important to have.

**How often would you visit your local town centre?**

	Dumbarton	Clydebank	Alexandria	West Dunbartonshire
Daily	12%	8%	16%	12%
2-3 times a week	27%	48%	45%	41%
Once a week	33%	22%	23%	25%
2-3 times a month	20%	12%	9%	14%
Once a month	6%	6%	0%	4%
Less than once a month	2%	4%	7%	4%
Never	0%	Under 1%	Under 1%	Under 1%

**How important do you think it is to have a vibrant town centre?**

	Dumbarton	Clydebank	Alexandria	West Dunbartonshire
Very important	74%	67%	78%	72%
Quite important	25%	30%	21%	26%
Not very important	1%	1%	2%	1%
Not important at all	0%	0%	0%	0%
Don't know	0%	2%	0%	1%

From Appendix 1 - supplementary guidance on Payday Lending and Betting Offices Premises (August 2016)

In Clydebank there is a higher satisfaction with the following amenities and facilities as demonstrated by the table below. This survey was conducted ahead of moving the Leisure Facilities to Queens Quay, therefore the statistic on “Leisure facilities” may have changed.

Type of amenities and facilities	respondents stating “very satisfied” or “quite satisfied”
Banks	89%
Pharmacy, Health facilities	78%
Leisure facilities	70%
Cafe and restaurant	68%

Libraries, museum, art galleries	67%
Local Government and civic uses	58%
Charity shops	51%
Green open spaces	49%
The range of shops	44%
The quality of shops	42%
“Pound shops”	41%
Fast food outlets	40%
Pubs	26%
Betting office	12%
Pay lenders and pawn brokers	7%

Table from Appendix 1 - supplementary guidance on Payday Lending and Betting Offices Premises (August 2016)

**Kevin Murray Associates**