

Stirling Local Transport Strategy Annual Monitoring Statement: 2012/13





Introduction

The purpose of this 'Stirling Local Transport Strategy (LTS) Annual Monitoring Statement' is to:

- Highlight the progress Stirling Council has made in delivering its Local Transport Strategy (LTS) in 2012/13
- Identify issues which need to be taken into account to ensure that Stirling's LTS delivery remains on track.

This document is part of the monitoring framework aimed at ensuring the LTS remains relevant, responsive and deliverable. The monitoring framework includes publication of:

- Annual Monitoring Statements
- Mid-term programme reviews (3 yearly)
- Full strategy and programme reviews (5-6 year period).

Outputs: Delivering the LTS in 2012/13

Table 1 identifies the major infrastructure and sustainable travel measures that were undertaken in 2012/13, as well as the corresponding financial spend of Stirling Council and external partners during the corresponding period.



Realigned road, Caresview Bridge, Cowie



Route Action Plan, A809 Finnoch Glen



A81 Quinloch accident bend realignment



Table 1: LTS Schemes Completed in 2012/13

LTS Objective	Scheme Type	Scheme name	2012/13 Stirling Council Costs	2012 / 2013 Costs from other sources	Total Cost of Scheme (this may be over more than 1 financial year)
PO1 Promote safer travel for all	Accident Remedial	A81 Quinloch accident remedial bend realignment	£235,619	-	£235,619
	Safety	EGIP project: As part of the EGIP project Network Rail replaced the Carseview Bridge, Cowie. Network Rail also worked in partnership with Stirling Council to realign the road on both approaches to the bridge. Part of the project included provision of a new footway, approximately 400 metres in length, which links with the core path network back to Cowie and forms the first phase of providing an off road walking route between Cowie and Bannockburn.	£300,000	£2.2M (Network Rail)	£2.5M
		Ashfield Vehicle Incursion Site	£8,700	£8,800 (Network Rail)	£17,500
		A809 Route Action Plan Finnoch Glen	£47,240	-	£47,240
		A809 Route Action Plan Queens View	£14,696	-	£14,696
		A809 Route Action Plan Garvel	£6,847	-	£6,847
		Area wide minor safety works	£34,101	-	£34,101



LTS Objective	Scheme Type	Scheme name	2012/13 Stirling Council Costs	2012 / 2013 Costs from other sources	Total Cost of Scheme (this may be over more than 1 financial year)
		On going road safety improvements: 15 new Vehicle Activated Signs (a combination of 30mph slow down, bend warning and cross roads warning) were installed throughout the Stirling Area	£81,111	-	£81,111
		The zebra crossing outside Weaver Row primary school was upgraded	£6,605	-	£6,605
PO2 Maintain and manage the existing transport network effectively	Road Maintenance	Percentage of the road network that should be considered for maintenance treatments continues to be reduced (40.8%, compared to 42.3% in 2011) Major maintenance schemes include:A81 Windygates; A827 Killin Main Street ; A91 Skeoch to Millhall roundabout; and A821 Portnellan	£5,360,623	-	Ongoing
PO3 Increase transport accessibility for people with restricted options	DRT services	5 services	£142,555	-	Ongoing
	Supported services	25 services	£766,253	-	Ongoing



LTS Objective	Scheme Type	Scheme name	2012/13 Stirling Council Costs	2012 / 2013 Costs from other sources	Total Cost of Scheme (this may be over more than 1 financial year)
PO4 Increase travel choices and enhance linkages between different means of travel to reduce the need for car use	Pedestrian / Cycle	Dropped Kerbs for pedestrians and cyclists in Aberfoyle and Stirling	-	£18,857 CWSS	£18,857
		Cycle parking infrastructure was installed at various locations	-	£5,000 TACTRAN £4,200 Sustrans	£9,200
		Bannockburn Heritage Trail: pathway improvements Phase One: improved route between Bannockburn and the City Centre <ul style="list-style-type: none"> • Provision of a shared use off road cycle and footway linking Bannockburn schools; • Installation of two Toucan Crossings – New Road and Quakerfield • Provision of a multiuse path through Ladywell Park • Installation of dropped kerbs, where required 		Sustrans: £132,700 Section 75: £31,798 CWSS: £52,499	
		Provision of a shared use off road cycle and footway in Cornton		CWSS: £32,647 Sustrans: £107,500 Section 75 £81,062	



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PO4 Increase travel choices and enhance linkages between different means of travel to reduce the need for car use	Pedestrian / Cycle	Continued promotion of the Stirling Council Travel Plan: launch of 'borrow a broolly' scheme; pedometers available to employees; DR Bike event during Bike to Work week; Promotion and competition held during Liftshare work, Big Move travel guide	-	£1,000 TACTRAN	ongoing
		A feasibility study regarding improvements to the NCN 765 was undertaken	-	£10k TACTRAN	£10k
		Give me Cycle Space media campaign		£10K Tactran and Cycling Scotland	£10k
		Updated and reprinted the Stirling City Cycle map	£2,450	£1,100 Cycling Scotland	£3,550



LTS Objective	Scheme Type	Scheme name	2012/13 Stirling Council Costs	2012 / 2013 Costs from other sources	Total Cost of Scheme (this may be over more than 1 financial year)
PO5 Support and enable future development through sustainable transportation	Traffic Management	Wallace High Street – Area Wide Traffic Management	-	£52,995	£132,952
	Traffic Management	Kildean Road Infrastructure Improvements	£74,719	-	£915,276 (2010/11 & 2012/13)
	Traffic Management	Main Street, Cambusbarron, Traffic Management	-	£30,687	£30,687
	Pedestrian	Quakerfield pedestrian improvements	£10,000	£100,000	£110,000
	Spend	Total spend on schemes	£7,016,500	£2,880,845	£4,405,450



Bannockburn Cycle Route



Vehicle Activated Sign on A91



Progress has been made on the following:

- **Sustainable travel projects** continue to be developed, particularly in partnership with key stakeholders
 - Give me Cycle Space media campaign
 - Updated and distributed over 4,000 copies of the Stirling City Cycle map
 - Consultation re potential locations of cycle way improvements
 - Contributed towards the production of the Stirling Area Local Access Forum guidance on responsible access to the countryside
- **School Travel Plans:**
 - East Plean Primary School has completed travel plan
 - Callander Primary School obtained 'Cycle Friendly' status in May 2012
- **Design and feasibility work** on:
 - A820 Longbank Farm bend realignment (construction commenced)
 - A905 Polmiase roundabout (and progression of land negotiations)
- We supported the Loch Lomond & Trossachs National Park Authority funding application to the Bus Investment Fund for three years of funding for innovative bus services providing links to and within the Loch Lomond and Trossachs National Park, filling gaps in the present service provision and allowing improved access to areas presently not well served by public transport
- We have been liaising with Transport Scotland regarding the detrunking of the existing A82 trunk road (Glenfalloch Road). The new bypass, to the west of Crainlarich, will help to reduce congestion at the site where the A82 and A85 trunk roads currently meet. It is due for completion in 2014.



- Stirling Council Travel Plan: updated 'travel to work guide' and continued to promote a travel awareness programme.
- We continued to work closely with the Planning Department, integrating land use and transport planning, through progressing the emerging Local Development Plan.
- We procured a four-year contract (1 April 2013 to 31 March 2017) for Castleview and Springkerse Park and Ride sites, with two buses being provided at each site. We also rerouted the Castleview service to include the Castle and other tourist attractions at the top of the town, to significantly improve the links between the retail and tourist areas of the City, enabling visitors to undertake multipurpose trips on the same visit to Stirling
- As well as maintaining all Council operated car parks, we upgraded all ticket machines in order for them to be able to accept new coins.
- We are continuing to review the parking strategies in Callander and Dunblane.
- The following works were undertaken as per the requirements of the Disability Discrimination Act (DDA):
 - A review of all the disabled persons parking spaces in Stirling was undertaken, as per legislation, with 211 residents being contacted as a result and 88 spaces that were no longer needed being revoked.
 - The pedestrian crossing in Alloa Road was upgraded
 - We continued to work in partnership with the Area Access Panel to ensure that access for all was maintained throughout the main routes in the Stirling area, by installing dropped kerbs where needed.
- We continued to successfully run Stirling Bus Station



Outcomes

A complete update on the monitoring of the LTS outcomes will be provided in the mid-term and full reviews, however the following updates may be of interest:

- The second City Centre Modal Share Cordon Count was undertaken to improve knowledge of the modal share into Stirling City Centre and indicates that there is a decrease in the number of cars/taxis in the city centre, and an increase in the number of pedestrians in the area¹.
- The latest Sustrans 'Hands Up' school travel survey results suggest the percentage of children being driven to school has decreased, whilst those walking and cycling has increased².
- Road safety figures indicate that there continues to be a downward trend in the numbers of people, including children, being killed or seriously injured on our roads³

1 Stirling Council Modal Share Survey 2011/13 comparison: 8.8% decrease in cars/taxis in the City Centre; 8.3% increase in pedestrians in the City Centre

2 <http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>: between 2011 and 2012 there was an: increase of 1.6% in walking and cycling; an increase of 25% in using the bus; and a decrease of 3.52% in children being driven to school

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Casualties: People killed	% change between 2004-08 and 2008-12 averages	33% decrease
Casualties: People seriously injured		28% decrease
Casualties: Children (aged <16) killed		50% decrease
Casualties: Children (aged <16) killed or seriously injured		44% decrease
Data Source: Police Scotland		



- Despite ongoing traffic monitoring across Stirling suggesting that the decline in traffic levels continues, the average journey times on the following routes have increased during the morning and evening weekday peak periods:⁴
 - A9 between Kier Roundabout and Blankgrange Roundabout, via Henderson Street
 - Dumbarton Road/Wellgreen/Kerse Road
 - A91 Eastern Bypass



Council Travel Plan, 'Borrow a Brolly'



*Upgraded zebra crossing,
Weaver Row Primary School*



*Child cycle safety campaign:
Give me cycle space*

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Point on route	Average weekday time difference 2008 – 2013	
	North	South
A84 North West of M9 junction 10 to A9 at Bannockburn Hospital via Raploch Road and Bannockburn Rd	+2mins 6 secs	+1 min 17 secs
A811 West of M9 overbridge to A905 East of Millhall Roundabout	+47 secs	+1min
A91 at Hillfoots Rd Rndbt to A91 at M9 Junction 9	+2mins 18 secs	+1min 28 secs
Source: City of Stirling S-Paramics Model Traffic Survey Report February 2009; Journey Time Surveys for S-Paramics Model Update 2013		



Key trends, policies and projects which may influence LTS delivery

City South STAG: was commissioned to understand how best to reduce the impact of traffic on the A872 City Spine Road which is bound for the trunk road network.

Demand Responsive Transport (DRT): use of DRT has continued to grow in the five rural areas where it is available, with an increase in passenger journeys from 5,486 in 2010 to 26,562 in 2013. As a number of the lowest prioritised supported bus contracts have now been terminated, it is likely that we will continue to see a rise in the use of DRT.

Review of traffic and access arrangements in the city centre: a consultation of public and wider views on potential changes to key streets and locations in Stirling city centre was undertaken, focussing on the following potential improvements:

- Barnton Street, Maxwell Place, Murray Place and Station Road would become one-way streets.
- Maxwell Place re-opened to traffic in one direction.
- Bus Stops and taxi ranks enhanced and relocated to improve facilities and minimise congestion.
- Footway areas improved to encourage pedestrian movement and enhance access to commercial premises
- On-street parking maintained or enhanced for deliveries and customers



Analysis of the results indicate:

- The net overall agreement⁵ with these proposals is +21%
- The net perception of the impact of these proposals on different city centre users/modes are:

User/ Mode	Net Perception ⁶
Buses	+40%
Pedestrians	+18%
Cyclists	+2%
Taxis	+32%
Car drivers	+13%
Delivery and service vehicles	+5%

Rail issues: The rolling programme of electrification to Stirling/Dunblane/Alloa will be commenced upon completion of the initial phase of the Edinburgh to Glasgow Improvement Programme (EGIP), currently estimated to be 2016.

Loch Lomond and The Trossachs National Park Local Development Plan (LDP): The LDP is currently being prepared, with consultation and engagement events taking place. It is envisaged that the proposed plan will be formally adopted in October 2016

5 Proportion that disagree subtracted from proportion that agree.

6 Proportion that perceive worse conditions subtracted from proportion that perceive better.



Stirling Community Planning Partnership Single Outcome Agreement (SOA) 2013 – 23: This SOA will be implemented through a series of annual action plans for each of its priority prevention and intervention areas. We will be working with the SOA programme managers and task groups to ensure that Local Transport Strategy projects will be considered for inclusion into the relevant actions plans.

Stirling Local Development Plan (LDP): The examination of the proposed LDP began in July 2013. A revised City Transport Plan and a new Towns, Villages and Rural Area (TVRA) Transport Plan are being developed to enable and facilitate the development levels being put forward in the proposed LDP.

Traffic modelling has indicated that the both a modal shift and significant additional road capacity are required to meet the growth aspirations of the proposed LDP – it has been suggested that these are implemented in a two phase approach:

- Phase one: maximising modal shift and improving the attractiveness of the City Centre
- Phase two: later when it is required, increase road capacity

Stirling City Centre Strategy: has now been published and makes many references to transport and planning, with one of the strategic themes being 'Access and Movement'. Within this theme is the new action 'to implement the 'walkable city' initiative'. The following two objectives within the Strategy also specifically related to transport:

- **Objective 5** - Improve the linkage between Stirling Castle and the retail/ commercial core and integrate the Central Scotland Green Network concept throughout the City Centre area and adjacent streets and open spaces.
- **Objective 8** - Enhance existing and identify new pedestrian, cycle and public transport into the City Centre from neighbouring areas and enhance the quality of the physical environment and experience, making it safer and more pleasant for users.



Stirling 2014: In order to ensure that there is minimal disruption to the transport networks during the key visitor period between spring and autumn 2014, we are working with the relevant partners to ensure that sustainable transport options are considered by visitors and residents alike.

City Transport Plan and a new Towns, Villages and Rural Area (TVRA) Transport Plan: the above issues will be taken into account during the preparation of the new TVRA Transport Plan and the revised City Transport Plan.

External Funding: There continues to be external funding opportunities, principally to sustainable travel initiatives, however our ability to draw down these funds is restricted by the Council's funding constraints (the majority of the external funding opportunities require us to provide match funding).

Conclusions

- Continued funding constraints means that delivery of programmed City Transport Strategy works carries to fall behind 'track'
- Progress is being made on walking and cycling projects where we are able to draw down external funds
- The percentage of road network that requires maintenance continues to decrease



Notes



Notes



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