

Stirling Local Transport Strategy Annual Monitoring Statement: 2013/14





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 2013/14
- 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).

Blairlogie path improvements



before



after

Fourways Roundabout improvements



before



after



Outputs: Delivering the LTS in 2013/14

Table 1 identifies the major infrastructure and sustainable travel measures that were undertaken in 2013/14, as well as the corresponding financial spend of Stirling Council and external partners during this period.

Table 1: LTS Schemes Completed in 2013/14

LTS Objective	Scheme Type	Scheme Name	2013/14 Stirling Council Costs	2013 / 2014 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	A820, Longbank Farm – bend realignment	£352,323	-	£430,000
	Safety	A809 Route Accident Reduction Plan (5 sites):	£20,000	-	£20,000
		Speed limit review - A809 Croftamie gateways:	£5,000	-	£5,000
		Area wide minor road safety improvements:	£6,500	-	£6,500
		Introduction of parking and traffic movement restrictions outside St Marys primary school, Bannockburn.	£4,300	-	£4,300



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PO1 Promote safer travel for all	Safety	Installation of three part time 20mph signs at St Modans High school	£3,113	-	£9,767
		20mph speed limit introduced through Ramoyle in Dunblane	£4,500	-	£4,500
PO2 Maintain and manage the existing transport network effectively	Road Maintenance	Percentage of the road network that should be considered for maintenance treatments has increased slightly (42.1% compared to 40.8% in 2012) however has decreased when compared to 2011 (42.3%). Major maintenance schemes include: A820 Longbank.	Carriage-ways: £3,440,840 Footways: £427,694	-	Ongoing
PO3 Increase transport accessibility for people with restricted options	DRT services	5 services, with an overall subsidy of £5.17 per passenger journey	£194,497	-	Ongoing
	Supported services	23 supported services on 1/4/13, decreasing to 12 supported services on 19/8/13	£578,326	-	Ongoing



LTS Objective	Scheme Type	Scheme Name	2013/14 Stirling Council Costs	2013 / 2014 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	Traffic Management	Processed 23 disabled persons parking spaces applications, resulted in 16 new spaces being provided	£7,000	-	£7,000
		Kerse Road/Whitehouse Road signal upgrade	-	£87,025 (S75)	£87,025
		Introduced new road marking centre lines on A91 between Skeoch and Millhall roundabouts	£7,000	-	£7,000
		Upgraded Buchanan Street carpark, Balfron, in partnership with Co-op	£23,000	£23,00 (Co-op)	£46,000
	Pedestrian / Cycle	Aberfoyle - pedestrian access improvements	-	£45,611 (CWSS)	£45,611
		Various locations throughout Stirling – installation of dropped kerbs, as well as two bus borders at Cornton Road			
		King Street/Murray Place – environmental improvements, including introducing a cycle lane, moving a P&R bus stop, opening up the one way traffic system to all vehicles	£80,893	-	£80,893



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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	Hillfoots to Stirling Uni cycleway link (A91 Blairlogie)	-	£93,401 (Sustrans/CWSS)	£150,000
		NCN765 Bridge of Allan to Doune (inc Fourways)	-	£49,858 (Sustrans/CWSS)	£68,000
		Bannockburn Cycleway Improvements	-	£20,000 (CWSS)	£20,000
		Walkable Stirling - development and promotion of a Stirling based urban walking route planner	-	£13,322 (Tactran and SCSP)	£13,322
		Give me Cycle Space media campaign	£2,500	£7,500 (Tactran/ Cycling Scotland)	£10,000



Walkable Stirling logo



NCN 765 signage



Bikeability training at Doune Primary School



LTS Objective	Scheme Type	Scheme Name	2013/14 Stirling Council Costs	2013 / 2014 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		<p>EGIP project: Network Rail replaced Shore Road Bridge into Riverside and provided a link road between Players Road and Forthside Way as part of the mitigation works. This road is currently not adopted, although the Council is working with Network Rail and landowners with a view to the Council adopting this road and retaining it in its current form or as a walking/cycling route.</p> <p>The mitigation measures also included a short section of new road, footway and cycleway linking Forthside Way to Whitehouse Road. The Council has adopted this link.</p>	No cost	Network Rail spent approximately £4.5M on the Shore Road Bridge scheme	£4.5M
	Spend		£4,805,163	£4,728,349	£5,469,307



Progress has been made on the following:

- **School Travel Plans:**

- Fallin Primary school was one of the schools chosen by Living Streets to receive 'walk to school' resources for 'walk to school' week. The school also held a 'big walk' as part of this week.
- Five schools obtained 'Cycle Friendly' status during 2013/14, taking the total up to eight schools overall. The schools are:
 - Newton Primary School
 - Our Lady's RC Primary School
 - Bridge of Allan School
 - Cowie Primary School
 - Strathblane Primary School
- During 2013/14 Bikeability training¹ continued to be offered to schools, with 46% of schools taking up the offer compared to 3% of schools in 2012/13. This major increase can be attributed to the funding given by Cycling Scotland to increase the number of bikeability trainers and mentors in schools.

1 In 2012/13 6% of schools offered bikeability training took it up, resulting in 85 pupils completing Bikeability Scotland level 1 training, and 30 pupils completing Bikeability Scotland Level 2 ON ROAD training

In 2013/14 46% of schools offered bikeability training took it up, resulting in 679 pupils completing Bikeability Scotland level 1 training and 448 pupils completing Bikeability Scotland Level 2 ON ROAD training



- **Stirling Council Travel Plan** continued to support The Big Move by installing an additional bike shed at the new Council premises (Teith House). In keeping with the Travel Plan's aim of decreasing single occupancy car use whilst commuting to/from work, together with promoting sustainable travel options, free onsite parking for employees was removed, except for car sharers. We also received funding for fuel efficiency training which allowed us to train a small number of employees who regularly use council vehicles.
- **Design and feasibility work** on:
 - A905 Polmiase roundabout
 - Forthside PTR Bend realignment (construction commenced)
 - B8051 Viewforth Link Road we re-commenced detailed design work in 2013/14 with a view to submitting a Planning Application in Autumn 2014
- We continued to successfully run Stirling Bus Station
- We continued to review the parking strategy in Dunblane in consultation with the local community. We have completed a consultation regarding the introduction of parking restrictions on a Saturday, and are now waiting for the Planning Panel to determine whether the restrictions will be implemented.



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 latest Sustrans 'Hands Up' school travel survey results (September 2013) suggest that between 2008 and 2013 the percentage of children who cycle to school has almost doubled, whilst the percentages of children walking or being driven to school have both slightly decreased in the same period.
- The main road safety trends identified in the Stirling Council area do not differ significantly from previous years and are:
 - accidents on rural roads
 - accidents involving young drivers aged 17 to 25 (predominantly males)
 - accidents involving motorcyclists.
- The overall downward trend in injury accidents continues
- Ongoing traffic monitoring across Stirling as a whole suggests that the overall decline in traffic levels continues - there has been a decline of -8.5% between 2007 and 2013.



Key trends, policies and projects which may influence LTS delivery

City Transport Plan: was adopted and sets out the programme for delivering the objectives of the LTS in the area covering Stirling City, Bannockburn and Bridge of Allan.

Towns, Villages and Rural Area (TVRA) Transport Plan: was adopted as a framework for addressing transport and access issues in Stirling's rural area.

The principal reasons for presenting the above plans in separate documents from the LTS are:

- to reflect the different issues and programmes between Stirling City and the towns, villages and rural areas within Stirling
- to enable programme reviews on a more regular basis compared to the overarching strategy.

Local Bus Services: Due to budget savings the 23 local bus services supported by the Council were subjected to a prioritisation process based on: service usage; social inclusion; accessibility; economy; and sustainability, resulting in 11 of the services being withdrawn in August 2013.

Demand Responsive Transport (DRT) Services: Use of DRT services has continued to grow in the five rural areas where it is available, rising from 14,345 passenger journeys in 2010/11 to 37,595 in 2013/14, an increase of 162%. As subsidy increases in direct proportion to passenger miles, the DRT services are in danger of becoming unsustainable financially. The Council is therefore reviewing its DRT provision at the same time as exploring options for community transport solutions. Support for DRT services amounted to £194,497 in financial year 2013/14.



Health and Transport Action Plan: In September 2013, a workshop was held with invited representatives of the providers of transport to healthcare in the Stirling area. The workshop was a fact-finding session to enable community planning partners to better understand the key issues and barriers facing service providers. The key priorities to come out of the workshop were:

- Establish a co-ordinating transport group or forum.
- Improve provision of information on transport options
- Undertake research to better understand unmet needs.
- Improve affordability of transport for service users.
- Make best use of available funding

Stirling Community and Transport forum: As a result of the above workshop the Stirling Community and Transport Forum was established. Forum members are currently working on two projects: improving information on transport services to users/potential users and organisers of transport (health/social care clerical staff, carers, etc); and improving the evidence base of unmet needs for travel to healthcare. The initial results from both projects are expected to be available by the end of 2014/15.



Rail: Network Rail commenced the replacement of the stepped ramp footbridge in Dunblane between Stirling Road and Springfield Terrace, with a new footbridge with lifts.

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), now currently estimated to be December 2018.

As part of the EGIP project the footbridge over the railway at Gallamuir Road, near Cowie, was upgraded by Network Rail. This is part of the core path network.

Stirling Cycle Hub: The Hub, which is being funded by Transport Scotland in partnership with Scotrail, opened in May 2013 and has a permanent presence at Stirling Rail Station. It is working towards the overall vision of having a healthier, greener future by encouraging and supporting more people to cycle. Transport Scotland recently announced a one-year extension to the funding of the Stirling Cycle Hub project, as well as a grant for the set up of a bike share scheme in the city.



Improvements to traffic and access arrangements in the city centre:

- Further feasibility design and public consultation on potential changes to key streets and locations in Stirling city centre was undertaken. This is a major scheme which would be constructed in phases, over a number of years. The project focuses on the following potential improvements:
 - Maxwell Place, Murray Place and Station Road to 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

City South STAG: was commissioned in 2012/13 to understand how best to reduce the impact of traffic on the A872 City Spine Road which is bound for the trunk road network. This work was developed in 2013/14 and is currently ongoing.

Stirling Community Planning Partnership Single Outcome Agreement (SOA) 2013 – 23: The final SOA was agreed in 2013, and will be implemented through a series of annual action plans for each of its priority prevention and intervention areas. After discussions with the SOA programme managers it was agreed that Local Transport Strategy projects would be included in the Tackling Poverty and Inequalities Group action plan.



Stirling Local Development Plan (LDP): The examination of the proposed LDP began in July 2013, with the Plan expected to be adopted in September 2014. We have continued to work closely with the Planning department, integrating land use and transport planning, through the progression of this plan.

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 undertook considerable work with relevant partners to ensure that appropriate traffic management is in place for visitors and residents to consider sustainable transport options.

External Funding: Similarly to previous years there continues to be external funding opportunities, principally from 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

- A number of key documents were adopted during 2013/14, including: City Transport Plan; Towns, Villages and Rural Area Transport Plan; and Stirling Community Planning Partnership Single Outcome Agreement 2013 – 23
- Ongoing budget savings means that the rate of delivery of the LTS has continued to decrease
- The overall downward trend continues in the following: injury accidents; traffic levels; and children being driven to school.



Notes



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