

Stirling Local Transport Strategy 1 (2006-2016) Annual Monitoring Statement 2016/17



Annual Monitoring Statement 2016/17

Introduction

The Local Transport Strategy (LTS) monitoring framework is in place to ensure that the LTS remains relevant, responsive and deliverable. This document is part of the monitoring framework which also includes annual reviews of the delivery programmes, a mid-term strategy review after 5 years and a full strategy and programme review after 10 years.

This Annual Monitoring Statement is part of Stirling's first Local Transport Strategy (2007/08 - 2016/17) and summarises:

- Delivering Local Transport Strategy 1 in 2016/17: Outputs.
- Delivering Local Transport Strategy 1 in 2016/17: Progress Updates.
- Update on outcomes and trends.
- Policies and projects which may influence LTS delivery.

In December 2016, the second LTS (2017/18 - 2026/27) was adopted by Council (including an Active Travel Action Plan (ATAP), City Area Transport Plan (CATP) and Towns, Villages and Rural Area Transport Plan (TVRA)), following a full strategy and programme review



Stirling Station Gateway Part 1: Murray Place (before)



Stirling Station Gateway Part 1: Murray Place (after)

1. Delivering the Local Transport Strategy 1 in 2016/17: Outputs

Table 1 details schemes and their associated costs, timescale and key funding bodies, which occurred during 2016/17. These include the major infrastructure and active and sustainable travel projects that were undertaken in 2016/17.

LTS Objective	Scheme Type	Scheme Name	2016/17 Stirling Council Costs ¹	2016/17 Costs from other sources	Total Cost of Scheme (This may be more than 1 financial year)
PO1 Promote safer travel for all	Safety	A809 - Queens View, Strathblane	£33,000	-	£33,000
		Network Rail - Burghmuir Road & Suttie Way	£27,403	-	£27,403
		Port of Menteith - 30mph	£12,157	-	£12,157
		A91 Blairlogie Village Gateway	£4,827	-	£4,827
		A872 Glasgow Road - RARP Study	£30,000	-	£30,000
		B9124 Bend at Greenyards Farm	£1,892	-	£1,892
		Gateway (Henderson Street, Bridge of Allan)	£2,116	-	£2,116
		Speed Indicator Signs	£4,376	-	£4,376
PO2 Maintain and manage the existing transport network effectively	Road Maintenance	Percentage of the road network that should be considered for maintenance treatments has decreased to 40.5% (compared to 45.6% in 2015 and 43.1% in 2014). This may be down to the 10% of unclassified roads surveyed in 2016 being in better condition than the roads surveyed previously.	Carriageways: £2,701,399 Footways: £381,399	-	Carriageways: £2,701,399 Footways: £381,399
PO3 Increase transport accessibility for people with restricted options	DRT services	DRT Services	£123,864	-	£123,864
	Supported services	Local bus services	£478,757	-	£478,757

1. Costs are capital unless stated otherwise

LTS Objective	Scheme Type	Scheme Name	2016/17 Stirling Council Costs ¹	2016/17 Costs from other sources	Total Cost of Scheme (This may be 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	Borestone Primary	£9,000 (Road Safety)	£30,000 (CWSS)	£39,000
		Callander Primary - Bridgend	£17,907	£22,093 (Sustrans)	£40,000
		East Plean Primary - A91 Speed Reduction, Walking & Cycling	-	£57,000 (Sustrans) £20,000 (Norbord)	£68,000
		Accessibility (Footway Crossings)	-	£7,529 (CWSS)	£7,529
		Viewforth Link Road - STAG update and associated design. Planning App not yet submitted	£18,422	-	£18,422
		Stirling Station Gateway Phase 1 - Detailed design and construction of improvements to Seaforth Place junction, Maxwell Place, Murray Place and Station Road. Implementation of new One-Way system and high quality streetscape scheme	£358,714	£400,000 (Sustrans)	£758,714
		Stirling Station Gateway Phase 2 - Options appraisal and feasibility costings in partnership with Network Rail/Scotrail	£37,370	£50,000 (Sustrans)	£87,370
		Dunblane Station Access - Construction of streetscape improvement project	£54,962 (road surfacing)	£1,114,075 (Sustrans)	£1,169,037
		Fountain Road - Cycle and Walking improvements and associated traffic calming	£15,336 £30,000 roads maintenance contribution	£85,000 (Sustrans)	£130,336
		Bankers Brae - Street design	£20,000 (Section 75)	£15,000 (Cala)	£35,000
		Darnley - New path and lighting	£410,000 (City Region Deal)	-	£410,000
		A91/A9 Greencornhills Roundabout, lane widening	£40,000	-	£40,000

LTS Objective	Scheme Type	Scheme Name	2016/17 Stirling Council Costs ¹	2016/17 Costs from other sources	Total Cost of Scheme (This may be more than 1 financial year)
PO4 Increase travel choices and enhance linkages between different means of travel to reduce the need for car use (cont.)	Pedestrian/Cycle	Stirling Cycling Festival	-	£12,800 (SCSP) £12,800 (Parkinsons UK)	£25,600
		Active Travel Employer Engagement Programme	-	£14,658 (SCSP) £14,659 (F.E.L)	£29,316
		Active Travel Network Signage	£5,000 (Section 75)	£5,000 (SCSP)	£10,000
		School Travel Plan Officer	£29,992 (Stirling Council - Children, Young People and Education)	£29,992 (SCSP)	£59,984
		Cycle Safe Schools	£1,450 (Stirling Council - Children, Young People and Education)	£1,450 (SCSP)	£2,900
	Spend		£4,489,343	£1,892,056	£6,741,399

2016/17 Active Travel Infrastructure Projects (excluding carriageway & footway maintenance)

Stirling Council Spend	Spend from other sources	Total Spend
£924,395	£1,792,055	£2,716,450

- 45% of total spend in 2016/17 was spent on Active Travel Infrastructure Projects (excluding carriageway & footway maintenance).
- 19% of Stirling Council spend in 2016/17 was spent on Active Travel Infrastructure Projects (excluding carriageway & footway maintenance).
- 95% of spend from other sources in 2016/17 was spent on Active Travel Infrastructure Projects (excluding carriageway & footway maintenance).

2. Delivering Local Transport Strategy 1 in 2016/17: Progress Updates

A review of Stirling's Local Transport Strategy was undertaken to support the growth aspirations of Stirling's Local Development Plan and the City and Rural Development Framework, and also to improve connectivity within our communities.

An extensive consultation exercise was undertaken. 513 people responded to an online survey; 22 public exhibitions were held; 18 meetings with communities and meetings with local, regional and national stakeholders were held.

In both the City and rural areas, there was consensus that the key issues needing to be addressed were:

- Road Safety.
- Road maintenance.
- The ability to access jobs services and opportunities by public transport.
- The quality of the street environment.
- The opportunities to walk and cycle.
- The impacts of traffic on health and the environment.
- Journey times and travel options to, within and beyond Stirling.

Decriminalised Parking Enforcement:

- Significant progress was made on transferring the enforcement of all parking, waiting loading restrictions powers from the Police to Stirling Council in 2016/17. (NB Decriminalised Parking Enforcement was introduced on 3rd May 2017).

Stirling Council Travel Plan:

- In Spring 2017 we received the Cycling Scotland Cycle Friendly Employer Award for the cycling facilities provided at Teith House. We have already obtained this award for Old Viewforth.

School Travel Plans:

- The target for all schools to have robust school travel plans in line with Stirling Council guidelines has been extended from June 2017 to June 2018, due to staff resources.

Resurfacing National Cycle Network:

- Fully funded by Sustrans, significant sections of the National Cycle Network north of Dunblane (NCN765) and north of Kilmahog (NCN7) were resurfaced.

Design and Feasibility Work:

- **Stirling Station Gateway:** Detailed design followed by construction of phase one of the Stirling Station Gateway project was completed in June-December 2016. The taxi rank and bus stops at Murray Place & Station Road are fully operational. New loading and disabled bays are in place and all footways are open to the public. Station Road has a number of temporary kerblines and some areas of temporary footway surface which will be changed during 'Station Gateway Part 2'. The overall aim of the project is to enhance the look and feel of streets and public spaces near the station, while improving transport facilities.

- **Dunblane Station Gateway:** Following the upgrade of the bridge at Dunblane Station by Network Rail, regional transport partnership Tactran provided £15,000 and Sustrans Scotland £750,000 - along with dedicated support for their Street Design team - to help improve access around the whole station area. Stirling Council then brought forward planned strengthening works to the Allan Water Bridge, increasing the project scope by a further £500,000. A Steering Group was formed and community consultation followed, which showed interest in the extension of the project to include the whole of Beech Road and Stirling Road with an emphasis on the railway station to the bottom of the High Street. The works are progressing on schedule to be completed by the end of the year, and those involved would like to thank the community of Dunblane - residents, businesses, Dunblane Community Council, Discover Dunblane and the Dunblane Development Trust - for their help, patience and understanding over the past year.
- **Community Links Project, to The Peak and Beyond:** Seeks to provide a core cycle route around the eastern side of the Stirling City linking the majority of the City's population to the south of the City to the City's key employment area, Springkerse, the town's leisure centre at Stirling Sports Village, St. Modan's High School and beyond linking to NCN76 at Cambuskenneth. Outline designs were identified for route improvements along the cycle route, as well as a new access network at Forthbank Loop.
- **Community Links Project, Cowie Streetscape:** Seeks to provide a safe walking and cycling access to St. Margaret's Primary School, Cowie local centre, and the village park. A feasibility study was undertaken and outline designs were identified for two crossing points and path improvement works in Berryhill Park.
- **Community Links Project, Callander and Dunblane:** Officers worked with the local communities to investigate streetscape and active travel opportunities in Callander and Dunblane.
- **Nextbike Stirling:** In addition to the 11 Nextbike stations currently installed in Stirling, 11 more stations have been installed at:

Bridge of Allan (Community Centre/Library)	Bridge of Allan Train Station (will be installed in October)
Castleview Park & Ride	Causewayhead (Causewayhead Roundabout)
Stirling Old Bridge (Bridgehaugh Road)	Springkerse Park & Ride
Teith House	The Peak
Borestone Roundabout	Bannockburn High School (by Park Crescent)
Bannockburn Town Centre (by East Murrayfield)	

Since the installation of these eleven stations, the number of hires has significantly increased in comparison with the same month in the previous year. September 2016 had almost twice the number of hires (1,161) than there were in 2015 (653), October had approximately four times as many (1,985 as opposed to 505), and November had six times as many (2,200 as opposed to 375). While the number of Nextbike stations have doubled since September, the number of hires has more than doubled as a result. These additional stations have provided an additional 60 bikes which has impacted the usage significantly. This decrease in cycle counts is somewhat contradictory to the Nextbike statistics. The reasons for this are that those who were cycling already, may now be using Nextbikes instead of their own bikes, meaning the number of cyclists may not have increased significantly. Additionally, those going from station to station with a Nextbike may not be on a route which is monitored, or may be cycling on a road where the monitoring equipment focuses on the path for example.

- **Dunblane Station Access:** Dunblane station access work began in summer 2016, with money from the bridges budget, as the money for station access was spent on bridges (approx. £750,000).
- **Stirling Car Club:** In June 2016, following an open tender process, the contract to run the Stirling Car Club was awarded to E-Car (part of the Europcar group).
- **Electric Vehicle Charging:** During 2016/17, using Transport Scotland funding, charge points were installed at:
 - Riverside - the installation of 2 dual fast chargers near the Riverside Centre. These were primarily to charge the 4 Nissan Leafs that the Home Care team have.

3. Update on outcomes and trends

(due to figures being published at various stages throughout the year, some outcomes may report on the previous year):

- **AADT:** AADT (annual average daily traffic) has declined in 2016 (459,172) in comparison with 2015 (463,145), although this is still the second highest AADT in the past 5 years.
- **Lift Share:** The liftshare usage continued to increase in 2016 with active members reaching 903, as opposed to 850 in 2015, and 751 in 2014.
- **DRT Usage:** The DRT usage has increased from 16,577 in 2015/16 to 22,582 in 2016/17. This comes after 3 consecutive years of decreases in usage, although this is likely due to having 7 services in 2016/17 as opposed to 5 in the previous years.
- **Cycle Counts:** Average monthly cycle counts have produced the lowest figure since 2007 with 1,411 cyclists, as opposed to 2015 with 1,952, which was the second highest since 2007.
- **Bus Park & Ride:** The number of passengers using the Springkerse P&R has increased by approximately 8,000 in 2016/17, while the Castlevie passenger usage has decreased by 20,000, causing an overall decrease of approximately 12,000 from the previous year's figures.
- **Air Quality:** Between 2011 and 2016 there appears to have been a general decline in both NO2 (monitored at 12 sites across Stirling) and PM10 (monitored at Craigs Roundabout). This may be due to more stringent vehicle emissions standards however, it is not possible to determine this with the limited data available. Notwithstanding this, air pollution still harms human health and transport is still a significant source of the pollutants. It is recommended that Council policies and strategies continue to promote clean air and a modal shift from car usage to active travel (walking & cycling).
- **Road Safety:** The road safety indicator (accidents - all severities) in 2011-2016 has shown significant decrease, 28.48%, from the 2004/08 figures. Broken down into severity there was a decrease of 14.49% of fatal injuries, a 28.05% decrease in serious injuries, and a 28.83% decrease in slight injuries.
- **Journey Times:** Between 2014 and 2016 there have been average (am and/or pm peak period) journey time increases of over one minute on:

Henderson Street: am & pm (southbound).
Cornton Road: pm (northbound); am & pm (southbound).
Causewayhead Road: am & pm (northbound)
Burghmuir Road: pm (southbound)
Newhouse: pm (southbound).

In general there has been an increase in peak period journey times across most routes in the City. If these increases continue, the LTS target of a maximum increase of 45% in journey times on key corridors between 2017 and 2022 may be exceeded.

- **Traffic Levels:** Traffic levels (in both the City and rural area) declined from 2008 to a low point in 2012, but have been on a steady increase since. Nonetheless, total traffic levels remain less than 2008. If these increases continue, the LTS target of a maximum increase of 7.8% in peak traffic period between 2017 and 2022 is unlikely to be exceeded.
- **Modal Share:** Between 2011 and 2017, mode share into the City Centre has remained steady. Nonetheless 2017 figures indicate an increase in car trip and a decrease in bus and walking.
- **Road Maintenance:** The Council adopted the target of treating 4% of roads/year. In 2016/17 the % of roads treated was 3.4%.

4. Policies and projects which may influence LTS delivery

- **City Region Deal:** In winter 2016 the government announced Stirling will receive City Deal funding.
- **Network Rail electrification programme:** Network Rail require to undertake further works at a number of major bridges within the Stirling area to enable the Scottish Government programme for the electrification of the rail network to deliver electrification of the line between Polmont and Dunblane and Alloa by December 2018. Whilst most of these works can be undertaken with localised disruption, Kerse Road, Stirling and Perth Road, Dunblane will require major engineering works resulting in inevitable delays and disruption to communities, businesses and visitors to Stirling.
- **Smart Cities:** The Smart Mobility and the Intelligent Street Lighting smart cities projects will impact on the LTS. The smart mobility project will improve the data collection process significantly for traffic, cyclist and pedestrian monitoring. The monitoring network is currently very large in terms of number of units and area covered, which is set to expand further with this funding, but collection and maintenance will be made easier and less time consuming with the improved software, renewable power source and the remote collection of data. The intelligent street lighting project will be mainly around a central management system which allows the brightness of individual lights to be adjusted. In addition this will act as a conduit for various sensors to retrieve data e.g. air quality, parking, and road surface temperature.
- **The Loch Lomond and the Trossachs National Park proposed Local Development Plan:** This was formally adopted in March 2017.
- **Rail:** Stirling Station Gateway - Part One of the Station Gateway project commenced, with a one-way system being introduced on Murray Place and Station Road and alterations being made to the streetscape to provide a more open space for pedestrians.
- **External Funding:** Opportunities for external funding are as frequent as in previous years, most of which are derived from sustainable travel initiatives. Due to most of these opportunities requiring match funding to some extent, the council's budget remains the limiting factor in terms of funding.

5. Conclusions

- **A revised LTS (for 2017/18-2016/17) and associated delivery programmes have been adopted by Council.**
- **The road safety indicator (accidents – all severities) in 2011-2016 has shown significant decrease, 28.48%, from the 2004-2008 figures.**
- **In general there has been an increase in peak period journey times across most routes in the City.**
- **Cycle counts show a significant decrease in comparison with the previous year, recording the lowest figure since 2007.**
- **45% of total spend in 2016/17 was on Active Travel Infrastructure Projects (excluding carriageway & footway maintenance).**
- **19% of Stirling Council spend in 2016/17 was spent on Active Travel Infrastructure Projects (excluding carriageway & footway maintenance).**
- **The number of Nextbike stations has doubled in 2016/17 since the previous year. This has resulted in an increase in hires in comparison to the same month in 2015/16, one month had 5 times as many hires than the previous year.**
- **2 additional DRT services have resulted in an increase of 6005 users this year, after 3 consecutive years of decreases in usage.**

Further Information

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