

Stirling Local Transport Strategy Annual Monitoring Statement 2014/15





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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 2014/15
- 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).



B8051, Beechwood: Toucan Crossing



Stirling Cycle Hub Bike Ride

Outputs: Delivering the LTS in 2014/15

Table 1 identifies the major infrastructure and sustainable travel measures that were undertaken in 2014/15, as well as the corresponding financial spend of Stirling Council and external partners during this period.

LTS Objective	Scheme Type	Scheme Name	2014/15 Stirling Council Costs	2014/15 Costs from other sources	Total Cost of Scheme (This may be more than 1 financial year)
PO1 Promote safer travel for all	Accident Remedial	A809 Route Accident Reduction Plan	£12,107	-	£12,107
		Speed Limit Review - rural accidents	£8,382	-	£8,382
	Safety	General Reactive work, for example: <ul style="list-style-type: none"> A811 at junction of B8075 - Review road markings B824 Park of Keir - Warning Signs A820 Gleniffer - Signing 	£5,788	-	£5,788
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 to 43.1% (compared to 42.1% in 2013 and 40.8% in 2012)	Carriageways: £4,062,530 Footways: £550,000	-	Ongoing
PO3 Increase transport accessibility for people with restricted options	DRT services	Five DRT Services, with an overall subsidy of £7.72 per passenger trip	£189,651	-	Ongoing
	Supported services	12 supported services, including 5 cross boundary contracts part funded by other authorities.	£474,877	-	Ongoing
PO4 Increase travel choices and enhance linkages between different means of travel to reduce the need for car use	Traffic Management	Braehead Primary School: Safer Routes to School	£35,000	£30,000 Sustrans	£65,000
		Installation of dropped kerbs at various locations	-	£36,000 CWSS	£36,000
		King Street environmental improvements, including footway and carriageway resurfacing	£130,000	-	£130,000
		14 new disabled persons parking spaces were installed	£7,500	-	£7,500
		Refreshed signs within city centre parking area	£10,000	-	£10,000
		Pedestrian and vehicular improvements into the Meadows Car Park, Callander	£13,000	-	£13,000
		Update and produce 10,000 copies of walking and cycling map for Stirling	-	£5,000 Tactran and SCSP	£5,000

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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	Purchase and installation: two cycle counters Route digitizing: existing and proposed cycle routes	-	£6,200 Tactran and Sustrans	£6,200
		Doone Toucan Crossing: Design and Cycle Counters	-	£7,400 Sustrans	£7,400
		A811, Drymen West Highland Way and National Cycle Route crossing points	-	£30,000 CWSS	£30,000
		City centre pedestrian signage refresh	-	£24,000 CWSS and £2,500 SCSP	£26,500
		Blairlogie- shared use cycle and pedestrian route	-	£22,000 CWSS	£172,000
		Fourways Roundabout - making the existing pedestrian footway and junction crossing shared use	-	£19,000 CWSS	£19,000
		B8051, Beechwood: Toucan Crossing	-	£27,000 Sustrans £34,000 S75	£61,000
		Braehead Cycle Route	-	£63,500 Sustrans £58,000 S75	£121,500
		Design: shared use cycle and pedestrian route, Fountain Road	-	£5,000 Tactran	£5,000
		Purchase and installation: two cycle counters	-	£6,200 Tectran and Sustrans	£6,200
		Doone Toucan Crossing: Design and Cycle Counters	-	£7,400 Sustrans	£7,400
		Dunblane: pedestrian and cycle access to High Street from Rail Station	-	£50,000 Sustrans	£50,000
		Active Travel Path Upgrade: Plean to Cowie	-	£7,000 Tactran and others	£7,000
		HGV Driver Cycle Awareness Training given to 250 Stirling Council employees	£4,200	£4,200 Tectran	£8,400
Give me Cycle Space media campaign	£2,500	£7,500 (Tactran/ Cycling Scotland)	£10,000		
PO5 Support and enable future development through sustainable transportation		Kildean Stub Road: construction of first section of road accessing Kildean development site	£80,000	-	£80,000
Spend			£5,585,535	£450,400	£911,377

Progress has been made on the following:

School Travel Plans:

- Two schools (Cambusbarron Primary and Wallace High School) obtained 'Cycle Friendly' status during 2014/15, taking the total up to ten schools overall.
- At the end of the 2014/15 school year 18% of schools had school travel plans in place in line with Stirling Council guidance
- 2014/15 saw another marked increase in Bikeability in schools with 88% of schools in Stirling now engaged in the Bikeability program, compared to 40% in 2013/14

Stirling Council Travel Plan continued to support The Big Move by realigning its car parks. A number of employees took part in the Paths for All Walking Challenge in the first quarter of 2015.

Design and Feasibility work:

- On the A905 Polmaise roundabout has been completed and land has now been acquired. The tender was awarded at the end of financial year 2014/15
- We are continuing with the detailed design work on the B8051 Viewforth Link Road
- Dunblane: The footbridge at Dunblane Station linking Stirling Road to Springfield Terrace was replaced by Network Rail's Access For All programme. As a result, Sustrans awarded Stirling Council £550,000 from their Community Links programme to make the street environment in the vicinity of Dunblane Station accessible for all. The first stage of this work (consulting on and designing a comprehensive solution for cycle and walking access to the station) was undertaken in 2014/15, with the improvements being implemented in 2015/16.
- Further to the review and consultation that took place last financial year parking restrictions have been implemented in Dunblane on a Saturday

Outcomes:

- The latest SUSTRANS 'Hands Up' school travel survey results continues to show that although there has been a decrease in the percentage of children walking and cycling to school, the percentage of children being driven to school also continues to decrease¹

Key trends, policies and projects which may influence LTS delivery

Stirling's Economic Strategy: was adopted in Autumn 2014. It provides the focus for the city's growth and investment ambitions, with one of its five strategic themes being:

- Investing in Infrastructure: accommodating growth through investment in infrastructure

Stirling City Development Framework Plan 2015: is currently being developed to create an overarching plan for Stirling's city infrastructure investment, as well as to:

- ensure Stirling's assets are used for maximum return
- produce an increase in high quality, sustainable jobs
- create a place of vibrancy

1. <http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>

Stirling's City Strategic Infrastructure Plan: was approved by Committee in March 2014. It presents Stirling's infrastructure ambitions to support the sustainable expansion of the City, and grow and diversify the local economy. The following infrastructure projects have been identified and prioritised on the basis of generating the greatest economic and social benefits:

- Digitally Connected Stirling
- M9/A811 Junction
- Stirling Station Gateway Street Enhancement
- Stirling Heritage Park:
- Durieshill and South Stirling Gateway Transport Improvements:
- Sports Village Extension
- Business Premises at Kildean
- Kildean to Bridge of Allan Corridor - Phases 1 & 2
- Viewforth Link Road and Public Realm Improvements to Adjacent City Centre Streets
- Increase City Centre Living

The prioritised list of projects will inform the Council's capital programme and be reviewed annually.

Walking and Cycling to a Healthier Stirling: is a high level document that promotes active travel as a healthy means of transport, leisure and means of access to services and opportunities. It is also a delivery framework that helps to prioritise active travel projects and spend, as well as increase the amount of people walking and cycling in Stirling.

In November 2014 the document, currently in draft form, was endorsed by the Stirling Community Planning Partnership to be used to support funding bids.

Rail: Abellio were awarded the contract to operate the next Scotrail Franchise from 1 April 2015 and have committed to improving pedestrian and cycle access to Stirling Station.

We are developing a bid for the Scottish Stations Improvement Fund in partnership with Abellio Scotrail, Network Rail, Sustrans and the Stirling Cycle Hub in order to:

- improve accessibility to the station and services
- improve passenger experience and
- create a modal shift from cars to public transport, cycling and walking

This bid is part of the wider **Stirling Station Gateway Enhancement Project**, which seeks to:

- Improve the gateway into the City Centre from the station
- Integrate the station into the city centre and improve bus and rail integration
- Improve accessibility between the City Centre/ Train Station and Forthside Square
- Support the city's wider aspiration to become an economic and cultural hub and a more vibrant city to live and work.

Local Bus Services: Commercial bus services in both the urban and rural areas continue to be reduced, as does the Council's ability to support non-commercially viable services. Increased costs following the surrender of park & ride and local bus service contracts by a locally-based supplier has required some reduction in the replacement services. Consequently, there is little scope to provide services to new housing or commercial developments that are not close to existing bus routes without developer contributions.

Demand Responsive Transport (DRT) Services: Following several years of growth, passenger numbers reduced by 13% in 2014/15 as compared with the previous year in the five rural areas where DRT is available. However, passenger numbers in 2014/15 represented a 128% increase on the level in 2010/11; 32,696 as against 14,345. As subsidy increases in direct proportion to passenger miles, the DRT services are in danger of becoming unsustainable financially. The Council is therefore introducing changes to the booking arrangements for DRT services from October 2015 as well as exploring community transport options.

The Stirling Community and Transport Forum held its first meeting in April 2014 and in March 2015 had completed the two projects that it had developed during the year, the outputs of which were:

- Production of a comprehensive and easy to understand 'page' which lists where on the Internet different transport options to healthcare facilities can be obtained.
- Undertook market research into the unmet needs for travel to healthcare – although the response rate was modest they support anecdotal evidence that many people do face problems accessing healthcare

Stirling Cycle Hub: developed a series of events running throughout the year designed to encourage people into the saddle and to highlight and promote cycling infrastructure available around the city.

Next Bike Stirling: Next Bike Stirling/Pedal Forth is a public bike share scheme with 100 bikes spread over 11 stations around the city. From its launch in September 2014 to end of July 2015, Pedal Forth has had 4282 hires. Stirling Cycle Hub continues to work to develop the scheme in partnership with among others Stirling Council, Stirling University and Forth Valley College.

Loch Lomond and The Trossachs National Park Local Development Plan (LDP): The LDP is still being prepared, with consultation and engagement events taking place. It is envisaged that the proposed plan will now be formally adopted in March 2017.

Stirling 2014: In conjunction with other key stakeholders we successfully managed the parking and the traffic on the network during the Ryder Cup and Stirling 2014 events, including National Armed Forces Day and Bannockburn Live.

External Funding:

- As in 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 opportunities require us to provide match funding).

Conclusions:

- During 2014/15 a number of key documents were being developed and / or adopted, including: Stirling's City Strategic Infrastructure Plan; Stirling's City Investment Plan; Stirling's Economic Strategy; and Stirling City Development Framework Plan 2015.
- Ongoing budget savings have resulted in the rate of delivery of the LTS continuing to decrease
- The overall downward trend continues in children being driven to school



Further Information

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