

Stirling Local Transport Strategy Annual Monitoring Statement 2015/16





Annual Monitoring Statement 2015/16

Introduction

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

- Detail the progression made in the delivery of the Local Transport Strategy (LTS) in 2015/16 by Stirling Council
- Ensure that Stirling's delivery remains on target, and any potential problems are taken into consideration

The 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.



Stirling Cycle Hub Meander ride leaving from The Peak.



Fountain Road and Cornton Road, Bridge of Allan, Cycleway Improvements.

Outputs: Delivering the LTS in 2015/16

Table 1 details schemes and their associated costs, timescale and associated partners, which occurred during 2015/16. These include the major infrastructure and sustainable travel measures that were undertaken in 2015/16.

LTS Objective	Scheme Type	Scheme Name	2015/16 Stirling Council Costs ¹	2015/16 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	A809 route accident reduction plan	£29,701	-	£29,701
		A811 accident remedials (£65,000 from Roads Maintenance Scheme - Stirling Council)	£24,000 (capital)/ £65,000 (Roads Maintenance Scheme)	-	£89,000
		Vehicle activated signs	£7,610	-	£7,610
	Safety	Port of Menteith safer routes to school	£20,000	-	£49,339
		Network Rail vehicle incursion sites	£13,808	-	£13,808
		Speed limit review	£20,000	-	£20,000
		Variety of small road safety improvements (mostly signs and markings) including; 1) pedestrian crossing island on Glasgow Road, Whins of Milton, 2) build out with priority give way on A873 Main Street, Thornhill	£23,330 (Revenue)	-	£23,330
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 to 45.6% (compared to 43.1% in 2014 and 42.1% in 2013)	Carriageways: £2,999,000 Footways: £515,000	-	Ongoing (but is currently £3,514,000)
PO3 Increase transport accessibility for people with restricted options	DRT services	DRT Services	£114,946.45	-	£114,946.45
	Supported services	Local bus services	£479,520.15	-	£479,520.15

1. Costs are capital unless stated otherwise.

LTS Objective	Scheme Type	Scheme Name	2015/16 Stirling Council Costs ¹	2015/16 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	Traffic signals, automatic billboards and VMS maintenance	£53,640 (Revenue)	-	£53,640
		Bluetooth timers for school 20mph signs	£9,260 (Revenue)	-	£9,260
		Traffic signal junction assessments	£8,400 (Revenue)	-	£8,400
		Traffic orders	£6,035 (Revenue)	-	£6,035
		Support for annual events	£2,835 (Revenue)	-	£2,835
		Minor TM works, traffic signs & road markings	£62,400 (Revenue)	-	£62,400
		Port of Mentieth speed limit review / safer routes to schools	£29,940 (Revenue)	-	£29,940
		Fourways roundabout (cycle route)	£20,550	-	£20,550
		Blairlogie cycle route	£19,100	-	£19,100
		Doune toucan and cycleway	£25,000	-	£25,000
		Gargunnoch primary school (safer routes to school)	-	£10,000 (Sustrans) £11,870 (CWSS)	£21,870
		Killearn primary school (20mph speed limit)	-	£2,000 (CWSS)	£2,000
		Cornton primary school (safer routes to school)	-	£16,000 (Sustrans) £43,254 (CWSS)	£59,254
		Accessibility (footway crossings)	£14,686	-	£14,686
		Drip road (Raploch campus safer routes to school)	-	£14,800 (Sustrans) £14,800 (CWSS)	£29,600
		Polmaise Roundabout	£626,930.18	-	£626,930.18
		Viewforth Link Road	£68,105	-	£68,105
		Stirling Station Gateway	£251,771	£50,000 (Sustrans) £35,000 (Tactran)	£336,771
	Dunblane Station Access	-	£101,805 (Sustrans)	£101,805	
	Pedestrian/Cycle	Active travel network signage review	-	£5,000 (S75) £5,000 (SCSP)	£10,000
		Stirling cycling festival	-	£6,130 (SCSP) £6,130 (Parkinsons UK)	£12,260
Employee travel planning - business cycling advocacy programme		-	£11,098 (SCSP) £11,096 (F.E.L)	£22,195	

LTS Objective	Scheme Type	Scheme Name	2015/16 Stirling Council Costs ¹	2015/16 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	School travel planning – wow Scotland (walk once a week Scotland)	£1,872 (Education)	£1,872 (SCSP)	£3,744
		Cycle safe schools	£1,450 (Education)	£1,450 (SCSP)	£2,900
		NCN765. The long term and commuting alternative to the Glen Road	£15,000	£15,000 (Sustrans)	£30,000
		Cycling to Gargunnoch primary school	£5,000	£5,000 (Sustrans)	£10,000
		The Station Road Path Improvement Project - Strathblanefield	£77,500	£77,500 (Sustrans)	£155,000
		Fountain Road & Cornton Road Cycleway, Bridge of Allan Improvements	£100,000	£100,000 (Sustrans)	£200,000
		Reconnecting Doune	£30,000	£30,000 (Sustrans)	£60,000
		Pedestrian and cycle access to Dunblane station (Phase 2)	-	£1,500,000 (Sustrans)	£1,500,000
PO5 Support and enable future development through sustainable transportation		-	-	-	-
Total Project Spend	Spend	-	£5,705,729	£2,139,805	£7,845,534

2015/16 Active Travel Infrastructure Projects (excluding carriageway & footway maintenance)

Stirling Council Spend	Spend from other sources	Total Spend
£611,869	£2,072,802	£2,684,671

- 34% of total spend in 2015/16 was spent on Active Travel Infrastructure Projects (excluding carriageway and footway maintenance).
- 11% of Stirling Council spend in 2015/16 was spent on Active Travel Infrastructure Projects (excluding carriageway and footway maintenance).
- 97% of spend from other sources in 2015/16 was spent on Active Travel Infrastructure Projects (excluding carriageway and footway maintenance).

Progress

Stirling Council Travel Plan:

- 18 Council staff received Fuel Good Driver Training from the Energy Savings Trust.
- Sustainable Transport Week took place between 29/2/16 and 4/3/16, with the following events held: Dr Bike sessions; Eco-Driving Skills assessment sessions; and a transport challenge that showed it is quicker to cycle than to drive from Allan Water House to Municipal Buildings.

School Travel Plans:

- 18% of schools submitted school travel plans in 2015.

Design and Feasibility Work:

- Viewforth Link Road: Further design development and refinement.
- Stirling Station Gateway: After a successful public consultation, detailed designs were drawn up for Part One, together with outline designs for Part Two.
- Dunblane Station Access - Design and pre-ordered materials for 2016 construction, which is set to begin in Summer 2016.

Outcomes:

- The annual average daily traffic (AADT) for the entire Stirling area in 2015 has increased by 5.9% in comparison to last year. Despite this, the 2015 value is still 3.8% lower than that recorded in 2007.
- The latest Sustrans 'Hands Up' school travel survey (2015-16) results. Where bus usage has dropped from 18.4% to 8.6%, it has been made up in three other modes primarily, consisting of 1.8% walking, 4.7% park & stride and 2.2% driven. Cycling has dropped by 0.6%, however scooter/skating has risen by 1.1%
- The nitrogen dioxide annual mean concentration reached $32.1\mu\text{g}/\text{m}^3$ in 2016 for the first time since 2006. In between these dates the levels had been consistently lower, however in the past 3 years has been on the rise.
- Since 2013/14 a decrease in the use of DRT has occurred. The usage dropped by 47.8% between 2014/15 and 2015/16, 17,067 as against 32,696. Despite this, the usage is still 15.9% greater than that of 2010/11, 17,067 as against 14,345. The Fintry service was suspended from July to December 2015 and the bus station took over the bookings from October 2015 both of which are likely to have contributed to the reduced usage in comparison to the previous year.
- Road Safety: Between 2004-2008 and 2011-2016 across all accidents in the Stirling Council Area there has been a decrease in all severity of accidents. The % changes were as follows:
 - Fatal = -14.29%
 - Serious = -28.05%
 - Slight = -28.83%
 - Total = -28.48%

Key trends, policies and projects which may influence LTS delivery

Stirling City Development Framework Plan: was consulted on with key stakeholders, including the community.

Local Bus Services: Commercial bus services in urban and rural areas have reduced as a result of operators aiming to optimise their financial efficiency. Non-commercially viable services are receiving limited Council support as a result of budget constraints. As a result of this, new developments that are captured by existing bus routes are unlikely to receive new services, unless developers (or another third party) are able to support the service.

Demand Responsive Transport (DRT) Services: The Council has expanded its DRT services in rural areas where they are proving more cost effective than low-use fixed-timetable bus services. Although subsidy increases in direct proportion to passenger miles, controls have been put in place to minimise the risk of their becoming unsustainable financially. There seems, at present, to be little potential for cost-effective community transport provision in the short term, but the Council is keen to develop initiatives of this kind where communities have the enthusiasm and ability to take on their management and operation.

Stirling Cycle Hub: Bike rides designed to encourage participation in cycling have increased by 25%. The number of visitors to the hub was almost 5,000 more than what was observed at the same time in the previous year. The bike fleet has also expanded adding 4 more electric bikes and 4 more mountain bikes, both of which help remove barriers individuals may be faced when considering cycling.

Nextbike Stirling: With 11 Nextbike stations currently in place, 6 of the 7 months which were monitored (October – April) showed increases ranging from 17% in October to 46% in November. The only decrease observed was in February with a decrease of 8% on the previous year's figures. Only 7 months can be compared to the previous year as monitoring began in October.

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.

Conclusions

- 34% of total spend in 2015/16 was on Active Travel Infrastructure Projects (excluding carriageway and footway maintenance).
- 11% of Stirling Council spend in 2015/16 was spent on Active Travel Infrastructure Projects (excluding carriageway and footway maintenance).
- Overall traffic has declined on monitored routes, however air quality has been poor in particular areas at peak times.
- Cycling promotion has been significant both through the Stirling Cycle Hub and the increasing network of Nextbike stations.
- With regards to the Sustrans Hands Up Survey, bus usage has declined significantly, 9.8%, however this has been made up by those walking, driving and using park & stride.

Further Information

Please contact:

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If you need help or this information
supplied in an alternative format
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