Dunblane’s Community Parking Management Plan

Consultation Report
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**Appendices**

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- Appendix B: Summary of comments and issues raised
- Appendix C: Full consultation comments
- Appendix D: Questionnaire
- Appendix E: Analysis
- Appendix F: Note of Dunblane Parking Steering Group meeting 04/12/18
- Appendix G: Note of Dunblane Parking Steering Group meeting 25/02/19
- Appendix H: Dunblane Community Council Letter 08/03/19
- Appendix I: Questionnaire, February 2019
- Appendix J Consultation Feb 2019, summary of themes raised and responses
1.0 Introduction

Stirling’s Parking Policy and Community Parking Management Plans (CPMPs) document aims to implement a balanced approach to parking management and provision which enables economic development and vibrant communities, whilst enhancing the quality of place within our city and communities. To support and achieve this aim the following four primary objectives were identified:

- **P01:** To provide parking solutions within our City and communities, which supports the growth aspirations across our area.
- **P02:** To ensure a balanced provision of parking to meets the needs of our residents, businesses and visitors in a way that improves the quality of place within our communities.
- **P03:** To promote sustainable transport options which maximise the use of park and ride, integrated travel modes and active travel.
- **P04:** Promote and enable the growth of electric vehicles

It is made up of two parts: Part One provides a robust basis upon which individual CPMPs can be developed for the City Centre, towns and villages. Part Two identifies and prioritises the communities that require CPMPs.

In June 2018, Stirling Council’s Environment and Housing Committee approved the updated document, and in September 2018 officers commenced consultation to develop a CPMP for the Dunblane.

The process for developing the CPMP will take the form of a combination of desk top studies, parking master planning and public consultation.

The initial consultation in Dunblane ran from 5th – 28th September 2018. The approach included engaging with key stakeholder organisations and the public through correspondence, a consultation event and the creation of a Steering Group. The main source of feedback from the public has been through an online survey.

Overall 223 respondents completed the questionnaire. Three key stakeholder organisations also provided detailed comments.

1.1 Dunblane’s CPMP Steering Group

The purpose of the Dunblane Steering Group is to inform and support the development of the Community Parking Management Plan (CPMP) within the area. The Steering Group comprises of:

- Elected Members
- Community Council
- Business Improvement District
- Stirling Area Access Panel
- Stirling Council officers

Each member of the Dunblane CPMP Steering Group represents the general views of their own organisation/network and input in the formation of the CPMP.

It was intended that the Steering Group would meet once at the beginning of the consultation process and then meet again once at the end of the process to consider the proposed changes to parking in the relevant area. As the process evolved in Dunblane an
additional Steering Group meeting was added. In addition to this Council Officers met with representatives of the Steering Group on 3 separate occasions to further inform the process.

The Dunblane CPMP Steering Group acted as an advisory body to inform the CPMP. The final decision making body of the process is the Council’s Environment and Housing Committee as the Roads Authority.

1.2 Engaging with key stakeholders: organisations

28 key stakeholder organisations were informed of the initial Dunblane CPMP consultation and invited to forward their views. The Community Council (CC) in the area was also informed, with the Chair and Vice Chair being invited to join the Steering Group, together with a representative from the Business Improvement District.

1.3 Engaging with key stakeholders: the public

In order to ensure maximum public awareness of the initial Dunblane CPMP consultation, it was advertised via:
- A public consultation event held in Victoria Hall
- Posters
- Stirling Council’s website
- Social Media
- Press Release

1.4 Report Structure

Section 2 of this report presents a summary of the main results of the initial public consultation, including the main issues raised at the events.

Section 3 presents a summary of the main results of the consultation undertaken with key organisations.

Appendix A contains a full list of key stakeholders, Appendix B contains a summary of consultation responses and Appendix C contains full consultation responses.

A copy of the questionnaire can be found in Appendix D and full analysis of the results can be found in Appendix E.

Section 4 provides the initial CPMP proposals, the subsequent consultations and revisions and the final proposals.

Appendix F contains a note of the Dunblane Parking Steering Group meeting held on 4/12/18. A note of the subsequent meeting held on 25th February 2019 can be found in Appendix G and a letter from Dunblane CC dated 8/03/19 can be found in Appendix H.

Appendix I contains a copy of the questionnaire from the consultation that was undertaken in February 2019.

Appendix J contains a summary of themes raised and responses from the consultation held in February 2019.
2.0 Summary of the questionnaire results and main issues raised

The main source of feedback from the public was through an online survey. Overall 223 respondents completed the questionnaire.

2.1 Summary of questionnaire results

Controlled Parking Zone (CPZ) boundary
43% of 179 respondents think that the CPZ boundary should be changed, 37% of respondents think that it should not be changed and 20% of respondents are unsure/don’t know.

Of the 80 respondents who added comments:
- 29% would like the CPZ extended
- 18% would like free parking within the CPZ
- 15% commented on available parking spaces within the CPZ
- 13% commented on enforcement
- 13% commented on commuter parking
- 8% would like the CPZ removed
- 5% would like the CPZ to stay the same
- 5% commented on double yellow lines
- 3% commented on business permits
- 3% do not have any problems with the CPZ
- 3% commented on time restrictions
- 1% commented on congestion

Parking within the CPZ
- 73% of 183 respondents park within the CPZ
- 27% of 183 respondents do not park within the CPZ

The following table shows the locations given by 123 respondents when asked where they park in Dunblane.

<table>
<thead>
<tr>
<th>Location</th>
<th>% of respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>High street</td>
<td>27</td>
</tr>
<tr>
<td>High Street (Library)</td>
<td>6</td>
</tr>
<tr>
<td>Perth Road</td>
<td>15</td>
</tr>
<tr>
<td>Tesco car park (Springfield Terrace Upper carpark)</td>
<td>8</td>
</tr>
<tr>
<td>Haining car park</td>
<td>7</td>
</tr>
<tr>
<td>Millrow Car Park</td>
<td>6</td>
</tr>
<tr>
<td>Near the cathedral</td>
<td>4</td>
</tr>
<tr>
<td>Stirling Road (Post Office)</td>
<td>4</td>
</tr>
<tr>
<td>Stirling Road (Victoria Halls)</td>
<td>2</td>
</tr>
<tr>
<td>Stirling Road</td>
<td>2</td>
</tr>
<tr>
<td>Station</td>
<td>3</td>
</tr>
<tr>
<td>Station car park</td>
<td>1</td>
</tr>
<tr>
<td>On bridge (Perth Road)</td>
<td>3</td>
</tr>
<tr>
<td>Beech Road</td>
<td>2</td>
</tr>
<tr>
<td>Springfield Terrace</td>
<td>2</td>
</tr>
</tbody>
</table>

1 A Controlled Parking Zone (CPZ) is an area where all on-street parking is controlled.
<table>
<thead>
<tr>
<th>Location</th>
<th>% of respondents</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caledonian Place</td>
<td>2</td>
</tr>
<tr>
<td>Near the River</td>
<td>1</td>
</tr>
<tr>
<td>Ramoyle</td>
<td>1</td>
</tr>
<tr>
<td>Council garages on Mill Row</td>
<td>1</td>
</tr>
<tr>
<td>Mill Row dedicated business off street parking bay</td>
<td>1</td>
</tr>
<tr>
<td>Sinclair Street</td>
<td>1</td>
</tr>
<tr>
<td>Kirk street</td>
<td>1</td>
</tr>
<tr>
<td>Braeport</td>
<td>1</td>
</tr>
<tr>
<td>Smithy Loan</td>
<td>1</td>
</tr>
<tr>
<td>Just outside CPZ</td>
<td>1</td>
</tr>
<tr>
<td>Council car park opposite Springfield terrace (with permit)</td>
<td>1</td>
</tr>
</tbody>
</table>

**Reasons for parking within the CPZ**

67% of 125 respondents park within the CPZ because it is near to shops and businesses, 36% because of other reasons, 29% because of the likelihood of getting a parking space, 19% because they feel they and their car are safe in this area, 11% because it is near to work and 10% because of the cost of parking.

The ‘other reasons’ for parking within this area can be split into the following themes:
- Picking up/Dropping off at rail station
- For work
- Near Home
- Disabled Parking
- Social Activities
- School drop off/pick up

**Problems parking within the CPZ**

- 67% of 122 respondents experience problems parking within the CPZ
  - 77% of 94 respondents have difficulty in finding a parking space
  - 43% of 94 respondents experience inconsiderate parking of others
  - 30% of 94 respondents have problems with the cost of parking
- 33% of 122 respondents do not experience problems parking within the CPZ

**Locations with local parking issues**

The following locations were highlighted when respondents were asked to state the areas they feel have parking issues:

- High Street
- Station Road to High Street
- Mill Row
- Millrow car park
- Springfield Terrace upper car park
- Springfield Terrace lower car park
- Post office
- Station Road/Bridge End
- George Street
- Victoria Halls (Stirling Road)
- Springfield Terrace
- Station car park
- Dounre Road before Well Place
- Beech Road
- The Cross
- Well Place
- Smithy Loan/Holmehill Court
- Smithy Loan
- Cathedral
- Haining car park
- Caledonian Place
- St Blanes Church (Stirling Road)
- Perth Road
Local parking issues
When asked about parking issues in the area, respondents’ answers can be split into the following themes:

<table>
<thead>
<tr>
<th>Commuter Parking</th>
<th>Pavement parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disabled Parking</td>
<td>Parking in residents bays</td>
</tr>
<tr>
<td>Long Term (All day) Parking</td>
<td>Parking restrictions on a Saturday</td>
</tr>
<tr>
<td>Cost of parking</td>
<td>Lack of parking spaces</td>
</tr>
<tr>
<td>Enforcement</td>
<td>Length of stay</td>
</tr>
<tr>
<td>Parking by businesses</td>
<td>Lack of cycle infrastructure</td>
</tr>
</tbody>
</table>

Reasons for not parking within the CPZ
47% of 49 respondents gave ‘other reasons’ for not parking within the CPZ, 37% because of the likelihood of getting a parking space, 33% because of the cost of parking, 12% because it is not near work and 4% because they do not feel they or their car are safe in the area.

The ‘other reasons’ given as to why respondents do not park within the CPZ can be split into the following themes:
- Don’t drive/own vehicle
- Use alternative modes of travel
- Resident in CPZ
- Too expensive
- Not enough parking spaces

Help make best use of the parking on offer in Dunblane
70% of 148 respondents think that ‘other options’ would help them make best use of the parking on offer in Dunblane, 29% think easier parking payment methods, such as online payment or payment by credit and debit card and 28% think more real time information on available parking spaces.

The ‘other options’ given as to what would help respondents make the best use of the parking on offer can be split into the following themes:
- Maintenance of bays
- Rail Station parking
- Springfield Terrace parking
- Commuter Parking
- Enforcement
- Parking Charges
- Time restrictions
- Parking Spaces
- Business parking
- Installation of EV chargers
- Disabled Parking
- Changes to CPZ boundary
- Addressing lack of drop off/pick up places at station
- Parking at abattoir
- Parking at Community Halls
- Parking on High Street
Socio-economic data

- 52% of 219 respondents are in the 45 – 64 age range, 26% are in the 25 – 44 age range, 18% are in the 65+ age range, 2% are in the 16 – 24 age range and 2% preferred not to say.

- 39% of 219 respondents are male, 58% are female and 3% preferred not to say.

- 80% of 219 respondents work in Dunblane and 20% do not work in Dunblane.

- 85% of 218 respondents live in Dunblane and 15% do not live in Dunblane.

- Respondents live across the Dunblane area, although particular concentrations can be seen surrounding the High Street and Newton primary School. While the vast majority of the 177 responses came from within Dunblane itself, responses also came from Stockbridge, Ashfield and Kinbuck.

2.2 Summary of issues/solutions raised at public events

Rail Station / Post Office
- Pavement parking near station
- Drop off points required at post office / station
- Difficult to drop off at station

High Street
- More enforcement required of loading bays
- Traffic congestion makes crossing difficult for pedestrians
- Fast traffic speed
- Pedestrianise high street
- Do not pedestrianise high street
- Major problem with parking – sometimes co-op delivery drivers cannot get parked
- Parking on double yellows (in section of road containing Co-Op)
- Dangerous parking on a Sunday – double parking and parking both sides of a narrow road (in section of road past Smithy Loan)

Springfield Terrace Car Park
- Many people unwilling to pay the parking charge

Perth Road
- Introduce parking restrictions

Enforcement
- More civil enforcement officers required

Commuter parking
- Well Place and Caledonian Place and George Street
- Smithy Loan
- Millrow car park
- Cathedral car park

Parking charges
- Vary parking charges depending on where vehicle is parked
Millrow car park
- Bays used by all day commuters, leaving no available bays for shoppers/residents
- Parking in front of garages adjoining Millrow car park, preventing garages being accessed
- Increase size of carpark by moving playpark

Haining car park
- Residents unable to access this car park – free parking for residents?
- needs to be revisited

Springfield Terrace, near Caledonian Place
- There may be issues with ‘dangerous parking’, or cars speeding

Perth Road (B8033 dual carriageway)
- controlled parking along dual carriageway

Other
- Promote the free parking
- Electric car charging
- Provide two hours free parking, eg, ‘press button twice for free parking’
- Loading bay at beech road needs to be better defined
- Time limited parking to visit GP surgery
- Does golf and tennis club get used for commuters?

3.0 Summary of consultation with key stakeholders

28 key stakeholders were informed of the consultation and invited to comment on parking in Dunblane. Elected Members, the Business Improvement District, Community Councils and the Stirling Area Access Panel were also invited to join the Dunblane CPMP Steering Group.

3.1 Main issues raised by key stakeholders

The main issues raised by the key stakeholders can be split into the following themes:

- Private car users parking outwith urban centres
  - Ensures less competition for road space for those vehicles that cannot use an alternative means
- Loading Bays
  - Adequate provision
  - Enforcement of illegal use
- Secure Parking Provision
  - Improvements welcome
- Commuter parking to be managed in manner that is not detrimental to the community
- Parking to meet the needs of residents, visitors and businesses
4.0 Dunblane CPMP proposals

Council Officers worked through the details of the consultation and survey findings, as well as carried out site visits and a parking master planning exercise to draft an initial set of proposals, consisting of:

**Off Street proposals**

<table>
<thead>
<tr>
<th>Car Park</th>
<th>Proposed parking measure</th>
</tr>
</thead>
</table>
| Lower Springfield Terrace | To continue to encourage commuters to use this carpark, the following parking measures will be implemented:  
  - Revised restrictions  
    - Apply Mon-Sat 8.45am – 5.30pm  
    - Parking charges apply for the following durations: up to four hours, more than four hours, no return within two hours                                    |
| Haining                 | To ensure efficient use of this car park the following measures will be implemented:  
  - Introduce restrictions  
    - Apply Mon – Sat, 8.45am – 5.30pm  
    - Parking charges apply for the following durations: up to four hours, more than four hours, no return within two hours  
  - Businesses with permits will be advised that they can park in this car park  
  - Residents with permits will be advised that they can park in this car park, although they will not be guaranteed a bay                                      |
| Millrow                 | • Introduce restrictions  
    - Apply Mon – Sat, 8.45am – 5.30pm  
    - Parking charges apply for the following durations: up to four hours, more than four hours, no return within two hours  
  - Businesses with permits will be advised that they can park in this car park  
  - Residents with permits will be advised that they can park in this car park, although they will not be guaranteed a bay                                      |
| Upper Springfield Terrace| Once the CPMP measures are implemented this will become the only car park within the CPZ that will not charge for parking. Stirling Council officers will therefore continue to work with Tesco Metro to ensure that the car park continues to serve shoppers. |
### On Street proposals

<table>
<thead>
<tr>
<th>Street</th>
<th>Proposed parking measure</th>
</tr>
</thead>
</table>
| Section A: from the A820 to the roundabout at Claredon Place | • Introduce restrictions  
  o Apply Mon – Sat 8.45am – 5.30pm  
  o Parking charges apply for the following durations: up to four hours, more than four hours, no return within two hours |
| Section B: from the A820 to Beech Road (East Side) | • Introduce restrictions  
  o Apply Mon – Sat 8.45am – 5.30pm  
  o Parking charges apply for the following durations: up to four hours, more than four hours, no return within two hours |
| Section B: from the A820 to Beech Road (West Side) | • Revise restrictions  
  o Apply Mon - Sat 8.45am – 5.30pm  
  o Parking charges apply for the following durations: up to two hours, up to four hours, no return within two hours |
| Section C: from Beech Road to Four-ways Roundabout | • Introduce restrictions  
  o Apply Mon – Sat 8.45am – 5.30pm  
  o Parking charges apply for the following durations: up to four hours and all day |
| High Street from Courthouse to Stirling Road | • Remove restriction:  
  o Limited waiting, Mon – Sat, 1 hour, no return within 2 hours. No limit at other times’  
  • Introduce restriction:  
  o Apply Mon – Sat 8.45am – 5.30pm  
  o Parking charges apply for the following duration: up to two hours, no return within two hours |
| High Street from Courthouse to Fourways Roundabout | • Remove restriction:  
  o Limited waiting, Mon – Sat, 1 hour, no return within 2 hours. No limit at other times  
  • Introduce restriction:  
  o Apply Mon – Sat 8.45am – 5.30pm  
  o Parking charges apply for the following duration: up to two hours, no return within two hours |
| Beech Road, The Cross, Stirling Road | • Remove restriction:  
  o Limited waiting, Mon – Sat, 1 hour, no return within 2 hours. No limit at other times’  
  • Introduce restriction:  
  o Apply Mon – Sat 8.45am – 5.30pm  
  o Parking charges apply for the following durations: up to two hours, no return within two hours |
<p>| The Cross (museum to Sinclairs Street) | To prevent displaced parking in this area the following measures will be introduced: |</p>
<table>
<thead>
<tr>
<th>Street</th>
<th>Proposed parking measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stirling Road</td>
<td>To address concerns regarding the lack of drop off/pick up parking bays for Dunblane Rail Station the following measures will be introduced:</td>
</tr>
<tr>
<td></td>
<td>● Revise restrictions:</td>
</tr>
<tr>
<td></td>
<td>o Mon – Sat 8.45am – 5.30pm Permit Holder D or Pay and Display max stay 4 hours to include free 15 minutes waiting</td>
</tr>
<tr>
<td>Kirk Street</td>
<td>● On the east side of Kirk Street introduce residents permit parking</td>
</tr>
<tr>
<td>Haining</td>
<td>To enhance the safety of the road the following parking measure will be introduced:</td>
</tr>
<tr>
<td></td>
<td>● No waiting at any time</td>
</tr>
<tr>
<td>Millrow</td>
<td>● Revise restriction:</td>
</tr>
<tr>
<td></td>
<td>o Pay and Display Mon – Sat 8.45am – 5.30pm max stay 2 hours no return within 2 hours</td>
</tr>
<tr>
<td>George Street, Caledonian Place, Claredon Place and Sinclairs Street</td>
<td>● No waiting at any time (double yellow lines)</td>
</tr>
<tr>
<td></td>
<td>● Permit holders only, Mon-Frid, 8.45am – 5.30pm. This will also include Saturday for residents with parking permits for Sinclairs Street.</td>
</tr>
<tr>
<td>Springfield Terrace</td>
<td>● More permit holders only, Mon – Frid 8.45am – 5.30pm spaces</td>
</tr>
</tbody>
</table>

**Other parking measures**

**Enforcement**

Adequate parking enforcement is required to ensure the success of the Dunblane CPMP, at the same time both the public consultation and the parking survey have highlighted that parking enforcement is an issue in Dunblane.

A number of factors have contributed to this, namely:
- Lack of a robust enforcement deployment plan, including a limited number of parking enforcement officers
- Parking restrictions that are extremely difficult to enforce, for example, limited waiting, Mon – Sat, 1 hour, no return within 2 hours.

A clear enforcement deployment plan will strengthen the successful delivery of this CPMP, and enable enforcement to be targeted to ensure access to essential parking such as disabled parking, residents, loading, taxis, and so on. This will be developed in parallel with the overall CPMP process.
As part of this work, consideration will be given to the number of officers required to successfully enforce parking needs across the Stirling area as the parking management plans are completed.

**Parking Charges**
To ensure the continued commercial success and economic vibrancy of Dunblane a pragmatic balance between the length of stay and level of parking charges will be considered in parallel to the CPMP process.

For instance, in the main retail area (predominantly the High Street) these will have to be set at levels which accommodate essential short journeys to ensure the turnover of spaces to encourage footfall throughout the day, but discourage and prevent all-day commuter parking.

Parking charges will also be set to encourage more walking, cycling and public transport use without making it unaffordable for those who need to drive. They also need to cover the cost of providing parking, with Stirling Council, under Decriminalised Parking Enforcement (DPE), having a commitment to re-invest surplus parking income into the operation and maintenance of its car parks and the delivery of its parking service, as well as Park and Ride services and transport facilities.

Disabled parking bays will not be subject to a parking charge.

In 2018-2019 there are charges for Dunblane On - Street parking of £0.60 for 2 hours and £1.10 for 4 hours. It is proposed to increase these charges to £0.70 for 2 hours and £1.20 for 4 hours in 2019-2020.

In 2018-19 there are charges for Dunblane Off – Street parking of £0.60 for 2 hours, £1.10 for 4 Hours and £2.40 for All Day. It is proposed to increase these charges to £0.70 for 2 Hours, £1.20 for 4 hours and £2.60 for All Day in 2019-20.

**Business Parking Permits**
The introduction of business parking permits for businesses located in the CPZ and where the vehicle is essential to the daily operation of their business throughout the working day.

The use of business parking permits would be restricted to certain areas, in the case of Dunblane these would include Haining and Millrow car parks.

**Disabled Parking**
Through the public consultation and the parking survey, some illegal parking in disabled bays has been highlighted as an issue.

As previously stated a clear enforcement deployment plan will enable enforcement to be targeted to ensure access to essential parking such as disabled parking. This is currently being developed in parallel with the CPMP process.

**4.1 Dunblane Parking Steering Group meeting 4th December 2018**

Council Officers presented the proposals to the Dunblane Parking Steering Group on 4th December 2018 (see Appendix F for meeting note).
A robust discussion regarding the proposals took place, as well as consideration of free 30 minutes parking in the core retail area.

The Steering Group rejected the proposals and Council Officers agreed to revise proposals and work pragmatically in partnership with the community throughout.

4.2 Revision of proposals

Further discussion took place throughout January and February 2019 with members of the Steering Group to further define the issues and ultimately shape proposals. A number of iterations of proposals were developed as a response to the major issues which this consultation highlighted, which was: limited available parking.

Option A: same as original proposal, with following exceptions:

<table>
<thead>
<tr>
<th>Street</th>
<th>Revised Proposals</th>
</tr>
</thead>
</table>
| High Street from Courthouse to Stirling Road | • Introduce ticketed:  
  o Limited waiting, Mon – Sat, 30mins  
  • Introduce restriction:  
  o Apply Mon – Sat 8.45am – 5.30pm  
  Parking charges apply for the following duration:  
  up to two hours, no return within two hours |
| High Street from Courthouse to Fourways Roundabout | • Introduce ticketed:  
  o Limited waiting, Mon – Sat, 30 mins  
  • Introduce restriction:  
  o Apply Mon – Sat 8.45am – 5.30pm  
  o Parking charges apply for the following duration:  
  up to two hours, no return within two hours |
| Beech Road, The Cross, Stirling Road | • Introduce ticketed:  
  o Limited waiting, Mon – Sat, 30 mins  
  • Introduce restriction:  
  o Apply Mon – Sat 8.45am – 5.30pm  
  o Parking charges apply for the following durations:  
  up to two hours, no return within two hours |

Option B same as original proposal, with following exceptions:

<table>
<thead>
<tr>
<th>Street</th>
<th>Revised Proposals</th>
</tr>
</thead>
</table>
| High Street from Courthouse to Stirling Road | • Introduce ticketed:  
  o Limited waiting, Mon – Sat, 1 hour  
  • Introduce restriction:  
  o Apply Mon – Sat 8.45am – 5.30pm  
  Parking charges apply for the following duration:  
  up to two hours, no return within two hours |
| High Street from Courthouse to Fourways Roundabout | • Introduce ticketed:  
  o Limited waiting, Mon – Sat, 1 hour  
  • Introduce restriction:  
  o Apply Mon – Sat 8.45am – 5.30pm |
Street | Revised Proposals
--- | ---
 | o Parking charges apply for the following duration: up to two hours, no return within two hours
Beech Road, The Cross, Stirling Road | • Introduce ticketed: o Limited waiting, Mon – Sat, 1 hour • Introduce restriction: o Apply Mon – Sat 8.45am – 5.30pm o Parking charges apply for the following durations: up to two hours, no return within two hours

Option C (1) same as Options A and B, with following exceptions:

<table>
<thead>
<tr>
<th>Car Parks</th>
<th>Revised Proposals</th>
</tr>
</thead>
</table>
| Haining, Millrow and Lower Springfield Terrace | • Introduce restrictions o Apply Mon – Sat, 8.45am – 5.30pm o Free one hour parking o Parking charges apply for the following durations: up to four hours, more than four hours, no return within two hours • Businesses with permits will be advised that they can park in this car park • Residents with permits will be advised that they can park in this car park, although they will not be guaranteed a bay

Option C (2) same as C(1), with following exceptions:

<table>
<thead>
<tr>
<th>Car Parks</th>
<th>Revised Proposals</th>
</tr>
</thead>
</table>
| Haining, Millrow and Lower Springfield Terrace | • Introduce restrictions o Apply Mon – Sat, 8.45am – 5.30pm o Free two hours parking o Parking charges apply for the following durations: up to four hours, more than four hours, no return within two hour • Businesses with permits will be advised that they can park in this car park • Residents with permits will be advised that they can park in this car park, although they will not be guaranteed a bay

4.3 Dunblane Parking Steering Group, meeting 25th February 2019

Council Officers presented the proposals to the Steering Group 25th February for discussion (please see Appendix G for meeting note). Options A and B were rejected by the Steering Group. Option C was not fully rejected, with the Steering Group wanting no charging in the
car parks and initial implementation of ‘quick wins’ (see Appendix H for a copy of the Dunblane CC letter dated 8/3/2019).

4.4 Community drop in consultation session, 26th February 2019

Council Officers presented the proposals at a community drop in consultation session that was held in Victoria Hall between 2pm and 8pm on 26th February 2019.

The session was advertised via:
- A letter drop to all households and businesses in the proposed extended CPZ; 537 letters were distributed.
- Posters in local shops and businesses
- An article in Stirling Observer
- Stirling Council website and social media
- Members of the Dunblane Parking Steering Group

Over 300 people attended the session, with opinions being captured via a questionnaire (see Appendix I) and emails sent to transportplanning@Stirling.gov.uk (see Appendix J).

4.5 Summary of questionnaire results and main issues raised

- 64% of 39 respondents preferred off street option C2
- 44% of 32 respondents preferred on street option C
- 60% of 99 respondents preferred ‘none of the above’ in terms of on and off street options

The main themes from the questionnaire comments are:
- Impact of proposals on businesses
- Commuter parking
- Displaced parking
- Duration of free parking
- Abattoir site

The main themes from the email comments are very similar to the above, with the addition of some people welcoming residential parking permits as a way of managing displaced commuter parking.

Cost of residential parking permits was also raised during this consultation, particularly around the affordability for some people of making an one-off annual payment of £81 (2018/18 price). Council Officers recommend that the cost of permits is reduced to a maximum of £52 per annum.

4.6 Final revision of parking proposals

Taking into account the feedback from the community and Steering Group, Council Officers propose to introduce the parking proposals in two phases:

**Phase One**
This is intended to provide a solution to manage commuter parking within town centre off street parking provision, whilst accommodating users of local services to support the economy while considering the needs of those employed within the town centre.
It is recommended that this phase is monitored for a minimum of 6 months after implementation to determine if further measures are required to be rolled out.

**Off Street proposals**

<table>
<thead>
<tr>
<th>Car Park</th>
<th>Proposed parking measure</th>
</tr>
</thead>
</table>
| Lower Springfield Terrace | • Current restrictions:  
  o Apply Mon – Sat, 8.45am – 5.30pm  
  o Parking charges apply for the following durations: up to four hours, more than four hours, no return within two hours  
  • Relocation of 2 disabled bays nearer to lift, removal of bollards and creation of minimum 5 additional bays. |
| Haining           | • 7am – 8.30am, Pay and Display, no limits at other times                                 |
| Milrow            | • 7am – 8.30am, Pay and Display, no limits at other times                                 |

**On Street proposals**

Continuation of existing on street parking restrictions, complemented by the introduction of the following proposals:

<table>
<thead>
<tr>
<th>Street</th>
<th>Proposed parking measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Perth Road</td>
<td>Creation of two coach parking bays</td>
</tr>
</tbody>
</table>
| High Street from Courthouse to Fourways Roundabout | • Creation of loading bay 6am – 08:45am  
  • Creation of 1 additional parking bay near Co-Op on High St through removal of yellow lines.  
  • Creation of 1 additional bay near library  
  • Creation of 1 additional bay on High Street near Smithy Loan junction. |
| Stirling Road                          | • Introduction of new pick up/drop off outside Dunblane Station provided within the existing 8 parking bays at Victoria Hall each providing 15 minutes free. |
| Haining                                | • 6 additional bays at wall beside Haining carpark.                                      |
| Millrow                                | • Creation of 2 bays outside Milrow carpark through removing double yellow lines         |

**Phase Two**

As highlighted during the consultation process, commuter overspill parking is an issue in some residential streets, with some residents requesting the extension resident permit zone. Should this issue be exacerbated this extension may need to be enacted. Additionally,
should the Phase 1 off street carpark intervention not deliver its intended benefits other options including wider restriction times and business permits will be implemented as part of Phase 2.

**Off Street proposals**

<table>
<thead>
<tr>
<th>Car Park</th>
<th>Proposed parking measure</th>
</tr>
</thead>
</table>
| **Lower Springfield Terrace**  | • Current restrictions:  
  o Apply Mon – Sat, 8.45am – 5.30pm  
  o Parking charges apply for the following durations: up to four hours, more than four hours, no return within two hours  
  • Businesses with permits will be advised that they can park in this car park |
| **Haining**                    | • Introduce restrictions  
  o Apply Mon – Sat, 8.45am – 5.30pm  
  o Parking charges apply for the following durations: up to four hours, more than four hours, no return within two hours  
  • Businesses with permits will be advised that they can park in this car park  
  • Residents with permits will be advised that they can park in this car park, although they will not be guaranteed a bay |
| **Millrow**                    | • Introduce restrictions  
  o Apply Mon – Sat, 8.45am – 5.30pm  
  o Parking charges apply for the following durations: up to four hours, more than four hours, no return within two hours  
  • Businesses with permits will be advised that they can park in this car park  
  • Residents with permits will be advised that they can park in this car park, although they will not be guaranteed a bay |

**On Street proposals**

Same as phase one, including the following additions:

<table>
<thead>
<tr>
<th>Street</th>
<th>Proposed parking measure</th>
</tr>
</thead>
</table>
| George Street, Caledonian Place, Claredon Place, Charles Street (part of street perpendicular to George Street), Hillside Avenue, Kirk Street and Sinclairs Street | • No waiting at any time (double yellow lines)  
  • Permit holders only, Mon-Frid, 8.45am – 5.30pm. This will also include Saturday for residents with parking permits for Sinclairs Street and Kirk Street. |
<table>
<thead>
<tr>
<th>Street</th>
<th>Proposed parking measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Springfield Terrace</td>
<td>- More permit holders only, Mon – Frid 8.45am – 5.30pm spaces</td>
</tr>
<tr>
<td>Millrow</td>
<td>- Revise restriction:</td>
</tr>
<tr>
<td></td>
<td>o 1 hour free parking, or</td>
</tr>
<tr>
<td></td>
<td>o Pay and Display Mon – Sat 8.45am – 5.30pm max stay 2 hours no return within 2 hours</td>
</tr>
<tr>
<td>High Street, Beech Road, The Cross, Stirling Road (not including bays at/opposite Victoria Hall)</td>
<td>- Introduce:</td>
</tr>
<tr>
<td></td>
<td>o Limited waiting, 2 hours, Mon – Sat, 8.45am – 5.30pm no return within 2 hours</td>
</tr>
</tbody>
</table>
Appendix A: Key Stakeholders

The following key stakeholders were informed about the Dunblane CPMP Consultation:

<table>
<thead>
<tr>
<th>Stirling Area Access Panel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dunblane Community Council</td>
</tr>
<tr>
<td>Elected Members</td>
</tr>
<tr>
<td>Police, Stirling</td>
</tr>
<tr>
<td>Scottish Fire and Rescue Service</td>
</tr>
<tr>
<td>Taxi Operators</td>
</tr>
<tr>
<td>Community Parent Organisations</td>
</tr>
<tr>
<td>Tenants Association</td>
</tr>
<tr>
<td>Dunblane Development Trust</td>
</tr>
<tr>
<td>Addison of Callander</td>
</tr>
<tr>
<td>Bryans Coaches</td>
</tr>
<tr>
<td>J. Docherty &amp; Sons Ltd</td>
</tr>
<tr>
<td>Ferguson of Stirling</td>
</tr>
<tr>
<td>Hunter's Executive Coaches Ltd</td>
</tr>
<tr>
<td>Kingshouse Travel Ltd</td>
</tr>
<tr>
<td>Mackie’s Coaches of Alloa</td>
</tr>
<tr>
<td>M-Line International Coaches Ltd</td>
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<tr>
<td>Midland Bluebird Ltd</td>
</tr>
<tr>
<td>Mitchell’s Coaches Ltd</td>
</tr>
<tr>
<td>Myles of Plean</td>
</tr>
<tr>
<td>RB Coaches Ltd</td>
</tr>
<tr>
<td>Stagecoach East Scotland</td>
</tr>
<tr>
<td>Road Haulage Association</td>
</tr>
<tr>
<td>Freight Transport Association</td>
</tr>
<tr>
<td>Scotrail</td>
</tr>
<tr>
<td>Network Rail</td>
</tr>
<tr>
<td>Stirling Planning Department</td>
</tr>
<tr>
<td>Stirling Waste Department</td>
</tr>
</tbody>
</table>

Responses were received from:

- Freight Transport Association
- Road Haulage Association Ltd
- Dunblane Community Council

The Stirling Area Access Panel, Dunblane Community Council and Dunblane’s Business Improvement District were also invited to join the CPMP Steering Group, together with Elected Members and Stirling Council officers.
## Appendix B: Summary of Comments

<table>
<thead>
<tr>
<th>Question</th>
<th>Summary of issue raised</th>
<th>Stirling Council Response</th>
</tr>
</thead>
</table>
| N/A      | Road Haulage Association Ltd (RHA):  
• As part of this review, would it be appropriate to include a review of the provision of loading bays and the enforcement of illegal use of these bays through Stirling Council DPE arrangements? The two areas are intrinsically linked and often parked cars obstruct the use of what loading bays are available. | Where appropriate, the provision and use of loading bays will be considered through the CPMP process |
| N/A      | Freight Transport Association (FTA):  
• Regarding Lorry Parking as per page 9 of the parking management plan, FTA would clearly welcome any improvements in secure parking provision. | We will continue to work with the FTA and RHA through Tactran’s Freight Quality Partnership, to ensure adequate lorry parking facilities are available to serve strategic routes and freight attractors within the Stirling area. |
| N/A      | Dunblane Community Council:  
• We require that any decisions and subsequent actions should be driven by a full evidence-based understanding of the demand for car parking throughout the town and that any proposals for change should bring benefit to the town, including to local businesses and attractions. | Stirling’s Parking Policy and Community Parking Management Plans (CPMPs) aims to implement a balanced approach to parking management and provision which enables economic development and vibrant communities, whilst enhancing the quality of place within our city and communities.  
In keeping with these aims a CPMP for Dunblane has been developed wholly through taking an evidence based approach. At the core of this is a combination of a desk top study, parking survey, parking master planning and public consultation including a community drop-in session and questionnaire both online and paper. |
<p>| Q11      | Selfish parking by other motorists in front of the garages in Millrow, which obstructs them for garage tenants, is a big problem for me. | This land is owned by Stirling Council’s Housing Services, who have agreed to the land being included in the CPMP to allow waiting restrictions to be enforced in this area. |
|          | Being a resident on the High Street is there any resident specific | We currently provide resident parking for permit holders (D4) |</p>
<table>
<thead>
<tr>
<th>Question</th>
<th>Summary of issue raised</th>
<th>Stirling Council Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>parking.</td>
<td>on the High Street near the library and near The Crannog. Through Dunblane’s CPMP more opportunities will be provided for residents’ permit parking.</td>
<td></td>
</tr>
<tr>
<td>Frequent illegal parking in disabled bays, loading bays and on double yellow lines.</td>
<td>Proposals for Dunblane will be developed to allow the necessary level of enforcement to ensure compliance with the waiting restrictions.</td>
<td></td>
</tr>
<tr>
<td>Many shopkeepers park long term in the High Street</td>
<td>Long stay business parking in the High Street and main retail area of Dunblane is not in keeping with the aim of the Parking Policy to “enable economic development and vibrant communities...” As such a business parking permit scheme only for vehicles that are essential to the daily operation of the business throughout the working day will be proposed as part of phase 2 of Dunblane’s CPMP. The use of business parking permits will be restricted to certain areas, which will not include the High Street or the main retail area.</td>
<td></td>
</tr>
<tr>
<td>Millrow carpark is filled with commuters</td>
<td>Parking survey data has confirmed that this is primarily a long stay car park that approximately reaches capacity during peak use (12noon – 2pm), however data collected demonstrates that this carpark works within capacity during the rest of the survey period</td>
<td></td>
</tr>
<tr>
<td>I have found that parking spaces in Millrow and Tescos don’t allow car doors to be opened wide enough for myself and others who are stiff, sore and less mobile to get out. My illness means I and many others are not eligible for disabled passes as we aren't considered 'bad' enough or we have remission times too.</td>
<td>Noted and passed to our colleagues in Traffic Management.</td>
<td></td>
</tr>
<tr>
<td>Question</td>
<td>Summary of issue raised</td>
<td>Stirling Council Response</td>
</tr>
<tr>
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</tbody>
</table>
| Commuters are parking in residential and business areas, causing issues for residents and people who want to access Dunblane’s shops. | This will be addressed by implementing commuter parking restrictions in off street car parks, to encourage parking on Perth Road.  
We will monitor these changes for a period of 3-6 months. If displaced parking continues to be an issues we expand the residents parking permit zones and introduce business parking permits. |                                                                                                                                                                                                                           |
<p>| There is no designated drop-off point for the railway station in front of the station itself, leading to cars frequently parking in permit-holder bays or between bollards. | Dunblane’s CPMP will address these concerns by revising the restrictions on Stirling Road, opposite Victoria Halls to include free 15 minute waiting.                                                                 |                                                                                                                                                                                                                           |
| On Beech Road, the demarcation of the loading bays outside numbers 5, 6, &amp; 7 should be made clearer, as drivers very often park in what would appear to be a legal, marked bay, but end up blocking the traffic coming down Beech Road, especially buses. | Noted and passed to our Traffic Management colleagues                                                                                                                                                                    |                                                                                                                                                                                                                           |
| Car parking in Smithy Loan is a nightmare, I look to park on the main road nearer the Four Ways roundabout which is limited to 1 hour. A trip to the dentist for treatment often takes longer than an hour, this is a problem. Secondly I volunteer at a council nursery in Smithy Loan and can’t park in the same area, again due to time restrictions. | Through Dunblane’s CPMP parking restrictions will be revised to ensure they accommodate the needs of residents, visitors, businesses and commuters.                                                                 |                                                                                                                                                                                                                           |
| No issues with parking in Dunblane EXCEPT SUNDAY mornings when residents are going to church | Data from the parking survey indicates that both on- and off-street parking supply in Dunblane is significantly greater than parking demand. We therefore currently have no plans to introduce enforcement on a Sunday. |                                                                                                                                                                                                                           |
| Immediately north of the entrance to the Haining car park, there is a clear road traffic sign which states “Except for | This is outwith the jurisdiction of Decriminalised Parking                                                                                                                                                                |                                                                                                                                                                                                                           |</p>
<table>
<thead>
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<th>Stirling Council Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access” and the restriction of cars and motorbikes, yet there is frequently non-resident parking, particularly on a Sunday morning during church service hours despite there often being available spaces within the Haining car park and generally at weekends when non-residents appear to park and walk to the Laighhills Public Park. This is also experienced by neighbours, particularly nos. 1-4 Bishops Gardens who do not have off-street parking / driveways.</td>
<td>Enforcement, and is enforced through Police Scotland.</td>
<td></td>
</tr>
<tr>
<td>Haining Car Park often full, and gets blocked by buses.</td>
<td>Designated coach parking will be provided on Perth Road through Dunblane’s CPMP.</td>
<td>This is primarily a long stay car park that has reached capacity during peak use (12noon – 2pm) but functions well outwith this time.</td>
</tr>
<tr>
<td>Haining car park doesn’t have clearly marked spaces</td>
<td>This will be addressed prior to the above parking measures being introduced.</td>
<td></td>
</tr>
<tr>
<td>There are now very few spaces at Victoria Halls for people attending anything there, due to commuters parking there.</td>
<td>Dunblane’s CPMP will help to regulate commuter parking (based on the results of the parking survey undertaken on Thursday 25th October 2018, this consultation and site visits)</td>
<td></td>
</tr>
<tr>
<td>The car park at the station is under utilised except the campers which are ‘parked’ there in a permanent basis.</td>
<td>Results from the parking survey undertaken on Thursday 25th October 2018 indicate that between 7am and 6pm this parking area reached a maximum capacity of 63%, rising to 82% between 6pm and 7pm. This is likely because 54% of this parking area is marked out for resident permit holders.</td>
<td></td>
</tr>
<tr>
<td>Commuter and local business take up all free parking</td>
<td>Dunblane’s CPMP will regulate commuter parking and encourage business parking into the nearby off street car parks</td>
<td></td>
</tr>
<tr>
<td>Question</td>
<td>Summary of issue raised</td>
<td>Stirling Council Response</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
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</tr>
</tbody>
</table>
| There are too few disabled parking spaces                               | The implementation of the parking measures in Dunblane’s CPMP will provide the necessary level of enforcement to ensure compliance with waiting restrictions, and prevent illegal parking in disabled bays.  
We will continue to liaise closely with Stirling Area Access Panel and review provision of disabled bays. |                                                                                                                                                           |
| Since the imposition of parking restrictions on the dual carriageway, and elsewhere in the CPZ, residents here have noted - and flagged to Stirling Council roads dept - a detrimental increase in all day parkers. Some are local business workers, others appear to be rail commuters. | Dunblane’s CPMP will regulate commuter parking and encourage business parking into the nearby off street car parks                                                                                           |                                                                                                                                                           |
| Parking costs too high                                                 | In limited areas in Dunblane drivers currently have to pay the following charges:  
- On street of £0.60 for 2 hours and £1.10 for 4 hours  
- Off – Street of £0.60 for 2 hours, £1.10 for 4 Hours and £2.40 for All Day |                                                                                                                                                           |
<p>| Lack of enforcement, still people parking all day, and some every day within the one hour limit.                             | The implementation of the parking measures in Dunblane’s CPMP will provide the necessary level of enforcement to ensure compliance with waiting restrictions |                                                                                                                                                           |
| Commuter and local business take up all free parking                   | Dunblane’s CPMP will regulate commuter parking and encourage business parking into the nearby off street car parks                                                                                           |                                                                                                                                                           |
| Local businesses need to be able to carry out their day-to-day business and should not be penalised for requiring cars to do their jobs.                           | Dunblane’s CPMP will encourage business parking into the nearby off street car parks, leaving the core retail area free for drivers who want to access shops and businesses |                                                                                                                                                           |</p>
<table>
<thead>
<tr>
<th>Question</th>
<th>Summary of issue raised</th>
<th>Stirling Council Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Often poor parking practice such as on pavements or double yellows.</td>
<td>Dunblane’s CPMP will allow the necessary enforcement to ensure compliance with the waiting restrictions. Currently Police Scotland deal with pavement parking</td>
<td></td>
</tr>
<tr>
<td>Parking in residents’ bays</td>
<td>Dunblane’s CPMP will allow the necessary enforcement to ensure compliance with the waiting restrictions.</td>
<td></td>
</tr>
<tr>
<td>Lack of parking spaces in Dunblane</td>
<td>Data from the parking survey that was undertaken on 25th October 2018 indicates that both on- and off-street parking supply in Dunblane is currently greater than parking demand.</td>
<td></td>
</tr>
<tr>
<td>We have lost the handy cycle parking at bottom of High St and need a tethering rail by the Post Office, Victoria Hall and Coop please.</td>
<td>We will investigate this further through our Active Travel Action Plan (Walking and Cycling to a Healthier Stirling).</td>
<td></td>
</tr>
<tr>
<td>Many of the restrictions are understandable if long term parking is an issue, however, they become an issue for local residents who are going about their daily business and are parking for short periods of time</td>
<td>Dunblane’s CPMP will be providing a range of parking measures to ensure that different needs are met.</td>
<td></td>
</tr>
<tr>
<td>There are NO Issues with parking in this area! I drive by empty spaces EVERY DAY</td>
<td>Data from the parking survey that was undertaken this year indicates that both on- and off-street parking supply in Dunblane is currently greater than parking demand.</td>
<td></td>
</tr>
<tr>
<td>I have attended lots of talking shops and filled in many questionnaires about changes in the centre of Dunblane to improve and regenerate local businesses. Nearly every one turns or dies on the issues of parking and it is a real stumbling block. Please consider using the old slaughterhouse for parking</td>
<td>Data from the parking survey that was undertaken this year indicates that both on- and off-street parking supply in Dunblane is currently greater than parking demand, therefore there is no justification for building a new car park.</td>
<td></td>
</tr>
<tr>
<td>The 2017 AMEY-led public consultations around proposed Dunblane Street Improvements for Dunblane Community Partnership / Stirling Council, particularly for the Haining</td>
<td>The 2017 Amey report put forward a proposal for a remodelling of Haining car park, which was consulted on as a package of</td>
<td></td>
</tr>
<tr>
<td>Question</td>
<td>Summary of issue raised</td>
<td>Stirling Council Response</td>
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<tr>
<td></td>
<td>regrettable and frustratingly came to the square root of nothing. I have no further</td>
<td>parking works including a net increase across the study area, but which would have seen a reduction in parking spaces in the area of The Cross. These elements had to be combined in this report, as the project at the time would only have been able to provide funding for a remodelling of Haining car park in conjunction with wider placemaking and active travel measures. The combined package of proposals for parking met with a negative public response (55% against/strongly against, 31% in favour/strong in favour); however, in summarising public comments, the report highlighted parking as “the primary concern for most respondents,” and identified the “clear desire for a comprehensive parking strategy.”</td>
</tr>
<tr>
<td></td>
<td>information as to what is or is not now being considered.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>When car spaces within bays are not marked, some motorists take up more than a car’s</td>
<td>Enforcement officers who witness incorrect parking within a bay (e.g. parking over two bays) will issue parking tickets.</td>
</tr>
<tr>
<td></td>
<td>length, thereby reducing the number of bays available. Motorist who do this should be</td>
<td></td>
</tr>
<tr>
<td></td>
<td>fined, not the cars that hang over the ends of the bay, unless these cars are</td>
<td>Dunblane’s CPMP will ensure the necessary enforcement to ensure compliance with the waiting restrictions.</td>
</tr>
<tr>
<td></td>
<td>blocking access or traffic.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Unless and until Central Scotland (gets it act together with a meaningful Rail Park and</td>
<td>Dunblane’s CPMP will allow the necessary enforcement to ensure compliance with the waiting restrictions.</td>
</tr>
<tr>
<td></td>
<td>Ride stations accessible by road (cf Bristol and Southampton Parkways) and/or seriously</td>
<td></td>
</tr>
<tr>
<td></td>
<td>useful and attractively priced bus services, what you need to do in Dunblane is</td>
<td></td>
</tr>
<tr>
<td></td>
<td>re-instate more all-day free spaces by removing all the Pay and Display spaces, and</td>
<td></td>
</tr>
<tr>
<td></td>
<td>extend the number of free limited time spaces around the Cathedral - and ensure that</td>
<td></td>
</tr>
<tr>
<td></td>
<td>all restrictions are monitored.</td>
<td></td>
</tr>
<tr>
<td>Q13</td>
<td>Your quote above &quot;but discourage and prevent all-day commuter parking within certain</td>
<td>Dunblane’s CPMP will ensure the needs of all drivers are considered.</td>
</tr>
<tr>
<td></td>
<td>areas&quot;. Where are workers supposed to park? Do Stirling Council employees have to pay</td>
<td></td>
</tr>
<tr>
<td></td>
<td>to park?</td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Question</td>
<td>Summary of issue raised</td>
<td>Stirling Council Response</td>
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<tr>
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</tr>
<tr>
<td></td>
<td>All needs enforcement otherwise it is meaningless the present inconsiderate parking will continue.</td>
<td>Dunblane’s CPMP will allow the necessary enforcement to ensure compliance with the waiting restrictions.</td>
</tr>
<tr>
<td></td>
<td>Free parking for 10/15 minutes.</td>
<td>Under Dunblane’s CPMP, at the very least the current one hour free parking in the core retail area will be maintained.</td>
</tr>
<tr>
<td></td>
<td>Remove all parking charges - stop trying to make money from residents.</td>
<td>Under Decriminalised Parking Enforcement (DPE) the Council has a commitment to re-invest surplus parking income into the operation and maintenance of its car parks, the delivery of its parking services and its Park and Ride services. While each CPMP will be tailored to the needs of its individual community, certain principles will be applied across the whole of the Stirling area. It is therefore not possible to offer free parking for Dunblane residents, at the same time Dunblane’s CPMP will be providing a range of parking measures to ensure that different needs are met.</td>
</tr>
<tr>
<td></td>
<td>Free/cheap long term parking near the train station. You need to change your policy about preventing all-day commuter parking - it is contrary to SG policy and not environmentally friendly.</td>
<td>Currently commuters generally park on the Perth Road and in Millrow and Lower Springfield Terrace car parks. Dunblane’s CPMP will regulate commuter parking (based on the results of the parking survey, this consultation and site visits).</td>
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|          | All my staff (9 people) are very concerned with the possibility of having to pay for parking (which is currently free) As they are on close to minimum wage, this could affect them to a degree that they are talking of getting new jobs if this were to happen | As part of our Active Travel Action Plan (Walking and Cycling to a Healthier Stirling) we will support organisations to develop their own employee travel plans. Employees may be interested in the following websites to plan their journeys in more sustainable ways:  
- [http://www.gotoo.com/](http://www.gotoo.com/)  
- [https://liftshare.com/uk/community/stirling](https://liftshare.com/uk/community/stirling) |
<table>
<thead>
<tr>
<th>Question</th>
<th>Summary of issue raised</th>
<th>Stirling Council Response</th>
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<tr>
<td>High Street and Millrow residents to be allowed free parking in this car park at any time as there are parking restrictions elsewhere near their homes</td>
<td>There are currently resident parking permit bays on the High Street.</td>
<td>Dunblane’s CPMP will be providing a range of parking measures to ensure that different needs are met, including (as a minimum) keeping the current ‘1 hour free parking’ in the core retail area</td>
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<td>Some very short time limited spaces (e.g. 10 to 20 minutes) outside the Co-op, station/post office and High Street. These are places where many people drive to for a short duration.</td>
<td>Data from the parking survey that was undertaken on Thursday 25th October 2018 indicates that both on- and off-street parking supply in Dunblane is greater than current parking demand, at the same time we have worked with the Community Council and are able to provide an extra 16 on street parking bays</td>
<td>Dunblane’s CPMP will encourage business parking into the nearby off street car parks, leaving the core retail area free for drivers who want to access shops and businesses</td>
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<td>More parking spaces in and around the centre</td>
<td></td>
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<td>Business parking permit</td>
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<td>Electric Vehicle (EV) chargers</td>
<td>We will be installing EV chargers in Dunblane in 2019 as part of the ongoing work we are undertaking with Transport Scotland.</td>
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<td>You have to block Ramoyle in the middle - cars and emergency services can still access either side, but will prevent the through-road and stop the daily near misses.</td>
<td>The Council’s Road Network Team are considering parking within Ramoyle. The Council’s Transport Development team will consider any other future project opportunity.</td>
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<td>Better use could be made of the parking area at Haining</td>
<td>Parking measures in the Haining carpark will be introduced as part of Dunblane’s CPMP, including resigning and lining.</td>
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</tbody>
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Appendix C: Full Consultation Comments

From: Chris Little (Road Haulage Association Ltd)
Sent: Tue 09/10/2018 14:34
Subject: Stirling and Dunblane Community Parking Management Plans

Good afternoon Susan,

Forgive me for submitting any views after your deadline. This has been my first day in the office to properly go through the Council’s policy’s in a few weeks.

The RHA have been very active in raising awareness of the lorry parking shortage across the UK and the impact this has on driver health & wellbeing as well as the issues it causes local communities. It is therefore promising to see it mentioned in any parking policy, particularly when that policy is to review the current provision. We believe the wider Stirling area is of strategic importance particularly when facing bad weather and it’s links with the A9, M9 & M80 which are particular “pinch points” on the network.

When such a review is being undertaken we would happily contribute to it.

It is also worth pointing out that HGVs delivering to city centres often struggle to find suitable areas to stop & make there delivery. As part of this review, would it be appropriate to include a review of the provision of loading bays and the enforcement of illegal use of these bays through Stirling Council DPE arrangements? The two areas are intrinsically linked and often parked cars obstruct the use of what loading bays are available.

Kind regards

Chris

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From: Seamus Leheny (Freight Transport Association)
Sent: 02 October 2018 14:47
Subject: RE: Stirling and Dunblane Community Parking Management Plans

Good afternoon Susan,

Many thanks for sending through the details concerning the Parking management plans for Stirling and Dunblane.

FTA supports plans that incentivise private car users and commuters to use alternative means to access urban centres such as public transport, park and rides or alternative parking on edge of urban centres. This means there is less competition for road space for those vehicles that cannot use an alternative means such as public transport and commercial goods vehicles that are delivering to urban centre businesses. The ability to get goods efficiently and reliability reduces costs for vehicle operators and thus ensures business located in town and city centres can better plan stock and minimise costs.

If commercial goods vehicles can get parked more efficiently in urban centres this also reduces the probability of congestion while also reducing vehicle emissions due to vehicles not having to idle in traffic.

It is vital that adequate Loading Bays are provided in both urban centres in order to improve the movement of vehicles but to also ensure business deliveries are not disadvantaged by
being located in a town or city centre in comparison to being located in an out of town location.

Regarding Lorry Parking as per page 9 of the parking management plan, FTA would clearly welcome any improvements in secure parking provision. The benefits of such provision are:

- Reduces need for trucks to park in - laybys, along roads, industrial estates or residential areas
- Provides a safer cleaner facility for drivers and their loads
- Provides sanctuary for lorries during severe weather therefore reducing probability of accidents on the road network.

I hope this feedback on your proposals is helpful and please ensure FTA are kept advised of future decisions or consultations on this matter.

Best Regards,
Seamus Leheny
Consultation question: Why do you park in the CPZ?

Replies given under ‘other – please specify’:

Picking up/Dropping off at rail station
- Collecting or dropping off family etc. from station
- to collect folk from station. I encourage them to walk - but many are not able/willing/have too much luggage
- Near to station
- I park to be as near the railway station as possible
- train
- Train use
- Helping visitors to/from train.

For work
- Part of business facility
- Delivery driver - chemist, High Street. Commercial loading bay

Near Home
- It's close to my home. I generally have shopping, work paraphernalia, etc and parking here is a reasonable distance to walk while carrying what I need. I do not park here during business hours, as I drive to work.
- My house is in the zone
- I live in this area
- Live here
- HOME
- Near my house
- We live here. My husband and I have been maintaining the kerbside free of weeds for the past ten years.
- It is directly outside our front door and we have been maintaining the kerbsides in this area for the last ten years. Weeds are not removed by anyone else
- Close to my front door
- Outside my house
- I live here
- I live in the High Street, with my house backing on to Millrow, but have no drive or anywhere on my own property where I can park a car.
- I live on Dunblane High Street.
- I live here as well as work here
- Closest unrestricted parking space to my permanent residence.

Disabled Parking
- I am a resident aged 71 and regularly shop in Dunblane High Street but as I have limited mobility and a blue badge parking permit I need to drive and park close to the shops as I cannot carry bags of shopping without quickly experiencing excruciating immobilising pain in my lower back and hips.
- Disabled
- Transporting heavier goods and disabled friends (none of us have blue badges but are limited in walking)
- If I have the car it means I am suffering with my rheumatoid arthritis so I want to be close to the library, the high street, the bank and the cathedral.

Social Activities
- Church activities
• Near cathedral when it rains
• I also visit the Cathedral on a regular basis because I am a bell-ringer there.
• Going to cathedral
• Church attendance

School drop off/pick up
• dropping/collecting children
• Children at St Mary’s primary school
• Unloading children safely

Consultation question: Where do you feel there are issues surrounding parking and what are these issues?

High Street
• The few disabled parking spaces available are frequently occupied by vehicles not displaying a blue badge permit
• Loading bay is often abused resulting in goods vehicles blocking traffic when delivering to High Street
• Many shopkeepers park long term in High Street
• High Street near Coop on double yellow
• Upper High Street
• Upper High Street, outside Co-op - too many cars/vans park on double yellows
• Dangerous parking at bend in road (High Street Library)
• The marked bays in the High Street are not easily seen. While I appreciate this is a conservation area, and lots of painted lines are not a good option, the existing system leads to some drivers parking carelessly in more than one bay.
• Often difficult to find a space
• The High Street has very few free car parking spaces if any and I thought of buying a permit but they are not used correctly so I did not bother
• Cars remaining parked on high street for extended periods of time.
• High street is too tight for parking and passing cars- parking should be removed.
• Inconsiderate parking on double yellow lines particularly along the top of the high street on all days including Sundays when additional enforcement would also be appreciated.
• The high street is too narrow for parking
• Being resident on the high street, there aren’t any resident specific parking.
• Delivery vans and often cars can be regularly seen using disabled or loading bays in the High Street
• The High St is difficult to park on, as the spaces and road are quite narrow and there is a risk of bumping up onto the pavement.
• Quite often cars on double yellow lines near the Coop, blocking sight of the road
• Double yellow line parking by Co-op,
• people ignoring the yellow lines near the co-op

Station Road to High Street
• Station Road to High Street

Mill Row
• Filled with commuters
• Selfish parking by other motorists in front of the garages in Millrow, which obstructs them for garage tenants, is a big problem for me. I have on occasion in the past had to go in to work by train because I could not get my car out of the garage.
Millrow car park
- Often difficult to find a space
- Many of the spaces in the Millrow car park seem to be used by motorists who leave their vehicles there all day, making it difficult for shoppers to the High Street to find a space during the day or for shopkeepers to come and go if they need to.
- I have found that parking spaces in Millrow and Tescos don't allow car doors to be opened wide enough for myself and others who are stiff, sore and less mobile to get out. My illness means I and many others are not eligible for disabled passes as we aren't considered 'bad' enough or we have remission times too.

Tescos carpark
- I have found that parking spaces in the Millrow and Tescos don't allow car doors to be opened wide enough for myself and others who are stiff, sore and less mobile to get out. My illness means I and many others are not eligible for disabled passes as we aren't considered 'bad' enough or we have remission times too.

Lower car park at Tesco
- I object to having to park in the lower car park at Tesco if I want to make a train journey, as during the week, as commuters parking in the long term parking areas use all of the space. This adds to my travel costs
- Well Place, Caledonian Place, George Street now affected by commuter parking - people not prepared to pay in Tesco lower car park

Post office
- too few spaces in area.
- No free parking adjacent to post office.
- Parking at the post office area has been more difficult since the layout has changed.
- Disabled bay at post office many times becomes used by those without disabled card for going to post office (or pubs in evening as sign on post beside space gives first impression of only applying during daytime)
- There is not enough free parking in the area by the post office, it is often impossible to park to be able to pop into the post office to post a parcel etc.
- Delivery vans and often cars can be regularly seen using disabled or loading bays outside the Post Office.

Rail Station
- There is no designated drop-off point for the railway station in front of the station itself, leading to cars frequently parking in permit-holder bays or between bollards.

Station Road/Bridge End
- Frequently cars going to fast food outlets both at station and at entrance to Bridgend are parking on pedestrian paved area between bollards (on one occasion destroying a bollard to get out).

Doune Road before Well Place on street
- Doune Road before Well Place on street

Beech Road
- on Beech Road, the demarcation of the loading bays outside numbers 5,6, & 7 should be made clearer, as drivers very often park in what would appear to be a legal, marked bay, but end up blocking the traffic coming down Beech Road, especially buses.

The Cross
- The cross on double yellow.
• The Cross
• The Cross, outside Leighton Library - narrow street, but cars and vans park on double yellows blocking the road

**Well Place, Caledonian Place, George Street**
• now affected by commuter parking

**Smithy Loan/Holmehill Court**
• Access difficulties

**Smithy Loan**
• Car parking in Smithy Loan is a nightmare, I look to park on the main road nearer the Four Ways roundabout which is limited to 1 hour. A trip to the dentist for treatment often takes longer than an hour, this is a problem. Secondly I volunteer at a council nursery in Smithy Loan and can't park in the in the same area, again due to time restrictions.

**Cathedral**
• No issues with parking in Dunblane EXCEPT SUNDAY mornings when residents are going to church
• Parking around the cathedral/co op area of Dunblane is a free for all. No one really follows the parking restrictions and cars are parking on pavements making access with a pram/wheel chair impossible.
• If there is a large event in at the cathedral, you can never get parked.

**Cathedral car park**
• often difficult to find a space
• Cathedral Car Park
• Cathedral car park no line= bad parking

**Haining**
• Immediately north of the entrance to the Haining car park, there is a clear road traffic sign which states "Except for Access" and the restriction of cars and motorbikes, yet there is frequently non-resident parking, particularly on a Sunday morning during church service hours despite there often being available spaces within the Haining car park and generally at weekends when non-residents appear to park and walk to the Laighhills Public Park. This is also experienced by neighbours, particularly nos. 1-4 Bishops Gardens who do not have off-street parking / driveways.
• Haining car park doesn’t have clearly marked spaces.
• Haining Car Park often full, and gets blocked by buses.

**St Blanes Church (Stirling Road)**
• Issue with parking around St Blane’s church on Sunday mornings

**Victoria Hall (Stirling Road)**
• People stopping in the disabled bays or bus stop near the Victoria hall.
• Commuters are understandably using free or paid for all day parking near the station and Victoria halls
• There are also very few spaces at Victoria Halls now for people attending anything there.

**Perth Road**
• Perth Road full of commuter parking - full by 7 am.
• Perth Road
• Perth road: too many spaces given to commuters
Springfield terrace
• has high volume of traffic passing residents parking

Residents car park at the station
• The resident car park at the station is under utilised except the campers which are ‘parked’ there in a permanent basis.

Everywhere
• There are very limited parking areas around shopping area

Issues

Commuter Parking
• Commuter parking dominates the visual appearance of the main through route and does nothing for the local economy
• There are issues in all areas and these are greatly compounded by the number of commuters parking in and around the town, leaving their cars all day without paying for the privilege and leaving the residents and visitors with what is left and some of the spaces require paying even when only a short time is required to visit local traders.
• There are issues parking in most areas and the main problem is that too many of the free spaces in Dunblane are used all day by those commuting by train leaving too few spaces for those local residents and visitors who wish to park for a shorter time to use local businesses
• Commuter and local business take up all free parking
• Commuters park all day in public free car park leaving no room for villagers or visitors
• The main issues with parking are the number of cars which are parked by commuters going to Glasgow or Edinburgh daily
• Not enough parking if you are commuting by car then train not everyone has the time to walk to the train station daily for their commute
• Big issue with long stay parking during the day i.e. over 4 hours particularly for those using the railway station. this negatively impacts on short stay parking to access local businesses and visitor attractions
• The train users do not spend much money in the town centre but block the spaces out for the whole day
• Why should we pay when commuters park for free
• It is great that there are so many free places to park, but this does mean that commuters park here all day to get the train etc.
• There is limited parking that is too often filled with commuter vehicle early in the morning
• Commuters also take up most of the free parking so by 9am it can be difficult to park.
• There are not enough affordable spaces for people who need to commute. Please bear in mind that most commuters are not earning big salaries. I work for a charity in Glasgow and I spend about 20% of my income on getting to and from work. Any increase in parking costs makes things more and more unaffordable for people like me.
• commuters are understandably using free or paid for all day parking near the station and Victoria hall and when older people want to travel by train or use the hall during the day the spaces have been used up

Disabled Parking
• Few disabled spaces
• More disabled parking required
Long Term (All day) Parking
• Since the imposition of parking restrictions on the dual carriageway, and elsewhere in
the CPZ, residents here have noted - and flagged to Stirling Council roads dept - a
detrimental increase in all day parkers. Some are local business workers, others appear
to be rail commuters.

Cost of parking
• Parking costs too high.
• It is too expensive
• Cost

Enforcement
• Inadequate enforcement
• No enforcement
• Enforcement is essential for short stay
• The main issue is lack of "policing" of wide spread parking infringements in the town
centre.
• Lack of enforcement, still people parking all day, and some every day within the one hour
limit.
• Parking charges are not being paid and time restrictions are not being adhered to
because there is no monitoring and consequences.
• I would like to see traffic wardens checking randomly and not at set times as some
neighbours know when the wardens are due and move their car to another space.
• Lack of policing of bad parking.
• The main issue is that parking attendants are rarely seen, so there is no incentive to park
correctly or respect the time limits.
• I appreciate the free 2 hour parking in the dual carriageway, but feel irritated that
commuters can park free all day. All the free spaces fill up very quickly, so if I wanted to
park for more than 2 hours it is likely I would need to pay.
• People not adhering to restrictions and it not being checked

Parking by businesses
• Commuter and local business take up all free parking
• Local businesses need to be able to carry out their day-to-day business and should not
be penalised for requiring cars to do their jobs.
• Business owners cannot park easily often having to pay to park where the commuters
should do. I work at Cathedral City Estates. We require the use of cars to carry out
viewings, property check-ins, etc. It is not often possible to get a space in the Millrow Car
Park or on the free-parking section of Perth Road; parking on the northbound bridge area
of Perth Road incurs a cost, and parking on Beech Road or the High Street risks a fine.

Pavement parking
• Pavement parking
• In general - cars & vans parking on pavements.
• Often poor parking practice such as on pavements or double yellows.
• A growing belief that it is acceptable to park on the pavement. This reinforced the idea
that “the car is king” and discourages other forms of transport ie walking and cycling.

Parking in residents bays
• Parking in residents bays

Parking restrictions on a Saturday
• It was a pain for my daughters wedding at St Marys and Victoria Hall with most guests just having to chance it

Lack of parking spaces
• Not enough parking spaces within Dunblane
• Lack of spaces
• There isn’t enough parking in the town centre for everyone, either free or not

Length of stay
• Parking terms too short
• It is too limited in terms of time
• Many of the restrictions are understandable if long term parking is an issue, however, they become an issue for local residents who are going about their daily business and are parking for short periods of time
• Can be difficult to find parking space for 10 mins - eg to pick up prescription or 1.5 hours to have lunch in one of the cafes

Lack of cycle infrastructure
• We have lost the handy cycle parking at bottom of High St and need a tethering rail by the Post Office, Victoria Hall and Coop please.

No parking issues
• There are no serious parking restrictions. The vast majority of Dunblane residents and visitors accept and know how things operate. Why change something which - 80%-90% of the time - operates fine without regulation?
• I have not encountered any problems parking around Dunblane. This suggests the current parking restrictions are working well.
• No issues but people think they should be able to park directly outside of shops - not something that happens in Stirling or other cities.
• No major issues
• There are NO Issues with parking in this area! I drive by empty spaces EVERY DAY
• I generally don’t have any problems parking in any parts of the zone marked below.
• Existing CPZ works well with space for locals and people using the station regularly
• Sometimes busy but always manage to get a space somewhere
• None
• No problems

Other
• The entrance to the old slaughterhouse is narrowish but traffic lights could control traffic in and out - in the morning most of the traffic will be going in and in the evening going out but a car going against this flow could trigger the change of lights. Expense of this development would be an issue in terms of buying/leasing land but perhaps it's time for commuters to pay and over time this could offset initial costs. I believe this land is up for sale. Action and decision making would need to be swift before this very last piece of land in the near centre of town is lost for good to yet more housing development. I have attended lots of talking shops and filled in many questionnaires about changes in the centre of Dunblane to improve and regenerate local businesses. Nearly every one turns or dies on the issues of parking and it is a real stumbling block. The improvements to the town centre, while very aesthetically pleasing have not helped, many would say worsened, the Parking issue. It is not something that is just going to go away! Money will need to be spent! Please consider the idea of using the old slaughterhouse for parking!
• The 2017 AMEY-led public consultations around proposed Dunblane Street Improvements for Dunblane Community Partnership / Stirling Council, particularly for the Haining, regrettably and frustratingly came to the square root of nothing. I personally spent a lot of time engaging yet the finalised report chose to completely ignore all comments associated with the proposals around the Haining and misleadingly suggested that the local public did not wish to see any changes. I engaged with Andrew Adam, Senior Project Officer, Active and Sustainable Transport, Stirling Council / Sustrans Scotland, but I have no further information as to what is or is not now being considered.

• I mainly use High Street as I use many of the businesses on that street. Occasionally I cannot park as it is full, and often go round a couple of times. If I cannot find a space, I can also park near the library and walk, or else come back another time.

• The implementation of 2-hour free parking on Perth Road and now opposite Victoria Hall is a big improvement.

• It is a small town with narrow streets and lots of visitors. Of course there are parking issues as there is no suitable large car park for visitors.

• The Scottish Parliament and Stirling Council have failed to react to the fact that Central Scotland is now a dormitory area for Edinburgh/Glasgow with only service industries offering employment. Dunblane is a major railhead for Perthshire and this is set to get worse with it being the end of the electrification. You don't even consider this in your plan. There is no regular train service to Edinburgh from Gleneagles and barely one to Glasgow. Bus services have been cut, many do not run at times to permit commuting to E or G, and those that do, such as Callander and Crieff offer poor connections, or fail to wait for a late train if they do connect. There is only one choice of times so you could not start early or work late. I have travelled extensively by public transport throughout Europe and, with the exception of London, the UK comes near the bottom. ALL of the problems in Dunblane arise out of this failure to appreciate this and develop meaningful strategies -with funding. The recent parking charges you've made have ensured these spaces are under-utilised, the bonkers "beautification" of the station area have ensured that valuable spaces were lost, and, having bought a car because the bus services are of no use, they do not want to pay further on top of this and the fleecing they get from Scotrail. Unless and until Central Scotland (rather than just the parochial Stirling Council) gets it act together with a meaningful Rail Park and Ride stations accessible by road (cf Bristol and Southampton Parkways) and/or seriously useful and attractively priced bus services, what you need to do in Dunblane is re-instate more all-day free spaces by removing all the Pay and Display spaces, and extend the number of free limited time spaces around the Cathedral - and ensure that all restrictions are monitored.

• when car spaces within bays are not marked, some motorists take up more than a car's length, thereby reducing the number of bays available. Motorist who do this should be fined, not the cars that hang over the ends of the bay, unless these cars are blocking access or traffic.

Consultation question: Why don't you park in this area?

Replies given under ‘other – please specify’:

Don’t drive/own vehicle
• Don’t drive
• Does not own a vehicle
• I am a non-driver
• I don’t have a car
• No need for a car in this area
• Do not own a car

Use alternative modes of travel
• I walk.
• If going to that area I would walk
• I live just outside the marked area and can walk into town.
• use alternatives
• Walk from home.

Resident in CPZ
• I live on Sinclair Street so prefer to park there
• I live there

Too expensive
• Can't afford to pay to park just to go to work, and I need to park for 8 hours per day, 5 days a week

Not enough parking spaces
• Can’t get a space in the street or Millrow if I arrive after 9.00am

Other
• Why should a Dunblane resident have to pay when others park here all day for free!
• Non-driver. my main concerns are for my infirm friends/neighbours who want to access the surgery/high street shops - we need a trundler bus service to serve the station, high street etc.
• The free parking along Perth Rd is perfect; it keeps the commuters away from residential streets and away from taking up vital local shopping parking
• Not near work
• My work has parking lot provided.

Consultation question: What would help you to make best use of the parking on offer?

Replies given under ‘other – please specify’:

Commuter Parking
• Long term parking for commuters
• Your quote above "but discourage and prevent all-day commuter parking within certain areas". Where are workers supposed to park? Are we to be penalized financially for working now? Do Stirling Council employees have to pay to park?
• For far too long it has been free for many commuters but you charged for short stay parking. A strange arrangement.
• Need to address the commuter parking issues head on
• Dedicated commuter parking more on the periphery of Dunblane. I understand that people from Stirling, Bridge of Allan and Blackford come to Dunblane to park. A morning and evening commuter bus could then be used.
• Separate parking for commuters and local shoppers. If you want to encourage use of train, then be careful of charges. In the town the problem is easily resolved by limited term free parking.
• I am sure the abattoir site could be self financing. Commuters would welcome the fact that it is not a lottery as to whether they will or will not get a parking space.
• Possibilities are the abattoir site near the station or another deck on the lower car park at Tesco. Maybe an idea to have a runaround minibus for the station, every 20 minutes for commuters or a park and ride?
• Better provision for commuter parking is required.
• Perfectly happy with commuter and Saturday shopping provision!
• What are commuters supposed to do? You say you want to discourage us from parking but those of us living just outside in villages need to park in Dunblane for commuting, and are already spending a big chunk of income on commuting costs. Life is already challenging enough without more costs and time on the commute. Please please please stop making it more difficult for us.
• Spaces freed up by imposing time restrictions less than the normal commuter stay in certain areas which would be monitored and fines imposed!
• The real issue is to discourage all day commuter parking. So, better provision of parking out of town and ride in to Dunblane/Stirling. Also - and this is a big one - the current bus provision in Dunblane is shambolic. There are at least five different bus stops all within 200 yards of the train station for people going into Stirling and beyond. If there was a more cohesive bus plan, there would be less cars lying about all day as people caught the train. That also applies to cycle routes - I certainly do not feel safe cycling to Stirling to work. You need an integrated plan, not just parking.
• Provide commuter Park and Ride from the outskirts of Dunblane (Keir or Barbush).
• Create a commuters’ Park and Ride car park on the outskirts of town.

Enforcement
• All needs enforcement otherwise it is meaningless the present inconsiderate parking will continue.
• More enforcement of current parking restrictions.
• Better monitoring of parking - we’ve lost our traffic warden & all the rules in the world won’t make any difference if there are no checks.
• Enforcement of the restrictions.
• More frequent and visible monitoring - seen as pointless having restrictions which can be ignored.
• better monitoring of area.
• The existing arrangements need to be policed better.
• Better monitoring and policing of the existing parking, so that it is not abused.

Parking Charges
• Abandon charges altogether for short stays of less than two hours but charge more for longer stays and rigorously enforce it.
• Free parking for 10/15 minutes.
• Remove all parking charges - stop trying to make money from residents. If you need to charge, then offer free parking permits to all residents and charge those who use the parking but don’t live locally.
• Areas for one and two hour limited free parking.
• Higher charges for people living out with Dunblane in certain long stay parking zones.
• Lower prices.
• Parking charges for commuters using the train.
• Free parking for locals with commuters from outwith charged.
• Free/cheap long term parking near the train station. You need to change your policy about preventing all-day commuter parking - it is contrary to SG policy and not environmentally friendly. Your policy pushes people to take their car to Edinburgh or Glasgow, rather than using the train.
• Parking should be free in the whole town. Put the cost instead against council tax.
• Don’t put charges on just to increase your revenue
• Leave as it is. If you start to charge for more than at present then shops will suffer greatly. People only stay a short time high street and other areas where time is limited to park free
• All my staff (9 people) are very concerned with the possibility of having to pay for parking (which is currently free) As they are on close to minimum wage, this could affect them to a degree that they are talking of getting new jobs if this were to happen
• More free spaces, why should the people who choose to live on the High Street have to pay the penalty for living there?
• Less free parking in public places
• More two hour free parking
• Free all day parking in Millrow should be restricted to residents and, where essential, for businesses.
• Prevention of any all day free parking around high street area
• I like the 2 hour free parking on Perth Road - perhaps that could be used at Mill Row.
• If parking charges are introduced in Millrow car park, it will make it even more likely that motorists will seek to park on the land in front of the adjoining garages in order to avoid charges. I would strongly request that Stirling Council takes measures to prevent obstruction of the garages.
• I also suggest that High Street and Millrow residents are allowed free parking in this car park at any time as there are parking restrictions elsewhere near their homes, that there is provision for shopkeepers who need to park all day and for local residents to have some spaces for visitors to their homes, but that the main emphasis in this central location next to the High Street should be on short term parking rather than all day commuter parking.
• No charge to park in Main Street, but stay time would be limited e.g. 1 hour. This would encourage footfall and benefit local businesses.
• Remove all parking charges.
• Free for two hours
• Free parking for residents. We cannot afford your rates
• Free parking
• More residents’ only parking.
• Free parking for short period of time.
• Personally, I wouldn't pay to park in Dunblane as I know the places which are free. I think a lot of people are the same. Short term, free, central parking is good for the high street and library, and it’s fine for longer term free parking to be a bit further away.
• Getting rid of the need for people of Dunblane to pay for parking where everywhere else does not have that.
• Not having to pay
• 2 hours free parking. Long term parking to charge.

Time restrictions
• To stop commuters using spaces in High Street put TIME restrictions between 11am-1pm and get a traffic warden to patrol (not seen one in years!!)
• Keep high street free of parking More enforcement officers to control parking esp. High Street
• Some very short time limited spaces (e.g. 10 to 20 minutes) outside the Co-op, station/post office and High Street. These are places where many people drive to for a short duration. Please note that Dunblane is very hilly and very wet - I do not drive by choice, but by necessity because my arthritis is getting worse as fast as the bus services are disappearing.
• Variable length of stay
• I don't believe that a parking fee is required - just make the parking limited time, do not return. If any fee at all is required it should be absolutely nominal.
• Simple, short-stay restrictions to ensure quick turnover of vehicles & prevent long-stay parking. It's very simple, works well and is cost effective.
• Removing charges but restricting space use to a defined limited period (e.g. maximum stay 1 hour, no return in 2 hours)
• I live in Dunblane, and if I have to start paying I will go elsewhere with my business. The bulk of parking needs to be maximum 2 hours to allow turnover and footfall, and for people that just use it as a car park for the train, you need to designate different areas where people can pay to park for part or full days. There is no need for there to be any areas outside of permit parking where there is free all day parking. There has to be more availability of spaces. And you have to start policing parking. Everyone knows that’s a joke
• Longer times for short term parking - 1 hour is not enough especially for folk working and having to park vans or folk going into premises for food
• Lengthen stay times and drop the price

Parking Spaces
• Need more space
• More parking spaces in and around the centre
• More spaces
• I think short time frame parking is essential for the high street business however considering the size of Dunblane there should be more provisions and spaces made available for people to park and ride by train
• New car park. More spaces!
• More parking available to visit the shops

Business parking
• Business parking permit
• Sometimes clients for work are concerned about finding parking near to the surgery so that don’t have to carry cat baskets too far.
• The vehicles used by local businesses should be registered with the council and provided with a free permit as we provide a valuable service to the community and maintain the beating heart of the town centre. Without us, Dunblane would be a ghost town during the day.

Install EV chargers
• EV chargers

Disabled Parking
• More disabled spaces

Change CPZ
• Controlled parking zone doesn't extend far enough - should include residential streets near High Street.

Address lack of drop off/pick up places at station
• No proper pick up or drop off places at the station.

Other
• Driver education to show consideration for other drivers.
• You have to block Ramoyle in the middle - cars and emergency services can still access either side, but will prevent the through-road and stop the daily near misses! Matter of time, before you wished you'd done something.
• Greater clarity that there is free parking on the dual carriageway - you just have to get a ticket. People do not know
• You don't manage the parking restrictions currently in place. You seem to be intent in restricting and charging for parking - making money out of the situation with no real benefit for the people who shop in Dunblane. Please - after the roads and parking fiasco which occurred at the station - just leave Dunblane alone.
• Knowing that there is a least one space in the High Street to park, otherwise people will not even attempt to come here, as has been demonstrated by the horrendous decline in trade over the last 2 years.
• Wrong question. Safe cycle routes please.
• Obvious information explaining free parking for first hour, as on Perth Road

Parking at abattoir
• Why not provide all day parking on the site of the now closed abattoir?
• Recognise the rail commuting traffic needs, and consider better parking provision, and realise reasonable revenue benefits. E.g. Old abbatoir site, perfect location for commuting car park, shared venture with Network Rail or ScotRail wouldn't be a bad start.

Haining
• Better use could be made of the parking area at the Haining which could be redesigned to accommodate more cars. Coach parking and drop off options for Dunblane Cathedral visitors remains an issue.

Community Halls
• Also impact on users of the community halls - the Dunblane Centre, Victoria Halls and Braeport Centre needs to allow and encourage turnover of spaces for classes held there.

High Street
• Parking meter on high street same as Perth road where you get a ticket free for first hour (I think) to encourage users to move on.

Springfield terrace
• Either remove permit parking on Springfield terrace or allow business owners to have a permit too. That seems only fair.

Rail Station
• reinstate parking spaces removed outside station

Maintenance of bays
• Clear marked bays where they have faded.

Nothing else required
• For me, nothing - perfectly easy as is
• Don’t think things need changing
Appendix D: Dunblane’s CPMP Questionnaire

Introduction

We would like to hear your views on parking issues in Dunblane, to inform Dunblane’s Community Parking Management Plan.

Please put your completed questionnaire in the Questionnaire Box, alternatively send it to us at the following address by Friday 28th September 2018.

Transport Planning
Stirling Council
Teith House
Kerse Road
Stirling
FK7 7QA

An online version of the questionnaire can be found at: www.stirling.gov.uk/dunblaneparking
ABOUT YOU

Please note that all information you provide us with will be treated as confidential and you will not be identified in any findings or reporting.

Please tick one box only for each answer.

Q1. Age Range
   - 16 – 24
   - 25 – 44
   - 45 – 64
   - 65+

Q2. Sex
   - Female
   - Male

Q3. Do you live in Dunblane?
   - Yes
   - No

Q4. Do you work in Dunblane?
   - Yes
   - No

Q5. Please state your home postcode: _______________________________

Dunblane Controlled Parking Zone (CPZ)

Please look at the plan below showing Dunblane’s Controlled Parking Zone (CPZ) and then continue to question 6. To park on street within the zone you need to either pay and display or hold a valid parking permit. Yellow lines are provided for loading or to prevent unsafe parking.
Dunblane - Existing Parking Restrictions

For more information and to complete our brief questionnaire please visit:

www.stirling.gov.uk/dunblaneparking
Q6. Do you think that the CPZ boundary should be changed?
☐ Yes
☐ No
☐ Don’t know / Not sure

Please comment:

Q7. Do you park within this area now?
☐ Yes – please continue to question 8.
☐ No – please go to question 12.

Please tell us where you usually park:

______________________________

Q8. Why do you park in this area?
☐ Cost of parking
☐ Near to work
☐ My car and I are safe in this area
☐ Likelihood of getting parking space
☐ Near to shops and businesses
☐ Other – please specify:

Q9. Do you have any problems with parking in this area?
☐ Yes – please continue to question 10.
☐ No – please go to question 11.

Q10. What problems with parking do you experience in this area? (Please tick all that apply)
☐ Likelihood of getting parking space
☐ Inconsiderate parking of others
☐ Cost of parking
☐ None of these
Q11. Please look back at the CPZ plan and tell us where you feel there are issues surrounding parking and what these issues are. Once you have completed this question, please go to question 13.

Q12. Why don’t you park in this area? Once you have completed this question, please continue to question 13.

☐ Cost of parking  ☐ Likelihood of getting parking space
☐ Not near to work  ☐ My car and I are not safe in this area
☐ Other – please specify:
Parking Provision – length of stay and parking charges

To ensure the continued commercial success and economic vibrancy of Dunblane, as well as improving the quality of place for the community, we will be looking again at length of stay and level of parking charges.

In Dunblane these will be set at levels which accommodate essential short journeys to ensure the turnover of spaces to encourage footfall throughout the day, but discourage and prevent all-day commuter parking within certain areas.

Q13. What would help you to make best use of the parking on offer?

- Easier parking payment methods, such as online payment or payment by credit and debit card
- More real time information on available parking spaces
- Other – please specify:

The questionnaire is now complete. Thank you for taking a few minutes of your time to complete the questions.

Please put your completed questionnaire in the Questionnaire Box, or alternatively send it to us at the following address by Friday 28th September 2018.

Transport Planning
Stirling Council
Teith House
Kerse Road
Stirling
FK7 7QA

For more information and to complete our brief questionnaire please visit: www.stirling.gov.uk/dunblaneparking
Appendix E: Analysis of Questionnaire Results

Do you think the CPZ boundary should be changed?

- 35 (20%) Don’t know/Not sure
- 76 (42%) Yes
- 68 (38%) No

179 respondents

Do you park within this area now?

- 50 (27%) No
- 133 (73%) Yes

183 respondents
Why do you park in this area? (CPZ)

- Near to work: 14, 11%
- Cost of parking: 13, 10%
- My car and I are safe in this area: 24, 19%
- Likelihood of getting parking in this area: 36, 29%
- Near to shops businesses: 84, 67%
- Other: 45, 36%

Do you have any problems with parking in this area?

- Yes: 82, 67%
- No: 40, 33%

125 respondents
122 respondents
What problems with parking do you experience in this area?

- Difficulty in finding a parking space: 72%, 77%
- Inconsiderate parking of others: 40%, 43%
- Cost of parking: 28%, 30%
- None of the above: 6%, 6%

94 respondents

What would help you make best use of the parking on offer?

- Easier parking payment methods, such as online payment or payment by credit and debit card: 43%, 29%
- More real time information on available parking spaces: 41%, 28%
- Other: 104%, 70%

148 respondents

Why don’t you park in this area?

- Cost of parking: 16%, 33%
- Not near work: 6%, 12%
- My car and I are not safe in this area: 2%, 4%
- Likelihood of getting a parking space: 18%, 37%
- Other: 23%, 47%

49 respondents
### Age Range

<table>
<thead>
<tr>
<th>Age Range</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>16-24</td>
<td>4</td>
<td>2%</td>
</tr>
<tr>
<td>25-44</td>
<td></td>
<td>57, 26%</td>
</tr>
<tr>
<td>45-64</td>
<td>114</td>
<td>52%</td>
</tr>
<tr>
<td>65+</td>
<td>40</td>
<td>18%</td>
</tr>
<tr>
<td>Prefer not to say</td>
<td>219</td>
<td>2%</td>
</tr>
</tbody>
</table>

### Sex

- Male: 86, 39%
- Female: 126, 58%
- Prefer not to say: 7, 3%

Total respondents: 219
Do you work in Dunblane?

- Yes: 44 (20%)
- No: 175 (80%)

219 respondents

Do you live in Dunblane?

- Yes: 186 (85%)
- No: 32 (15%)

218 respondents
Appendix F: Dunblane Parking Steering Group Meeting Note 4/12/18

Dunblane Community Parking Management Plan (CPMP) - Steering Group Meeting
4/12/18, 6-8pm
Victoria Halls, Dunblane

Present
- KA Kevin Argue – Stirling Council (Transport Development Team Leader)
- AMcG Angela McGibbon – Stirling Council (Senior Road Safety & Traffic Management Officer)
- SMcD Susan McDougall – Stirling Council (Transport Planning Officer)
- AM Cllr Alistair Majury – Ward 3 Dunblane and Bridge of Allan
- DP David Prescott – Dunblane Community Council (DCC)
- GH Cllr Graham Houston – Ward 3 Dunblane and Bridge of Allan
- DD Cllr Douglas Dodds - Ward 3 Dunblane and Bridge of Allan
- MD Marion Dick – Stirling Area Access Panel (SAAP)
- RD Robert Dick – Stirling Area Access Panel (SAAP)
- TC Tom Casey Director | Discover Dunblane BID

Apologies
- AT Cllr Alasdair Tollemache – Ward 3 Dunblane and Bridge of Allan
- BA Barbara Allan – Dunblane Development Trust (DDT)
- IR Innes Robertson – Stirling Council (Graduate Active and Sustainable Travel Officer)
- DG Dionne Gallagher - Stirling Council (Community Link Officer)

Meeting Note

Presentation:
A presentation was given by SMcD and KA regarding the process that Stirling Council has gone through to develop the draft CPMP for Dunblane:

- a draft CPMP for Dunblane has been developed, through a combination of a desk top study, parking survey, parking master planning and public consultation including a community drop-in session

- a public consultation in Dunblane ran from 5th – 28th September 2018
  - The main source of feedback from the public has been through an online survey
  - Overall 223 respondents completed the questionnaire
  - Local parking issues
    - Lack of regular enforcement
    - Lack of regulated commuter parking
    - Not enough parking spaces
    - Long stay business parking in the High Street
    - No drop off/pick up bays at Dunblane Rail Station
    - No coach parking

- a parking survey in Dunblane was undertaken in October 2018, by Streetwise, to document the existing parking conditions in Dunblane’s Controlled Parking Zone (CPZ) and on surrounding roads.
The survey of 655 on-street parking spaces revealed that the peak period experiences an overall occupancy rate of 38%, suggesting that the total supply is meeting parking demand.

Specific areas experience occupancy rates over 90% at certain periods, however in each case there is an underutilised parking supply very close by. Accordingly, it is concluded that the existing on-street parking supply is meeting the demand for parking.

The majority of long stay on street parking takes place on Perth Road.

The survey of six off street carparks, totalling 339 parking spaces, revealed that the majority of long stay off street parking takes place in the Millrow and the Lower Springfield Terrace carparks.

The Millrow and the Haining car parks both experience occupancy rates over 90% at certain periods. The other car parks (all within a maximum distance of 0.41 miles / 650 metres) are underutilised, therefore it is concluded that the existing off-street parking supply is meeting the demand for parking.

SMcD and KA then presented the proposed parking measures contained within the draft CPMP, which were based on the above findings. A range of measures were considered. Some locations will experience change, whilst other will remain the same. Proposed measures:

- Regulate commuter parking by introducing medium - long stay parking in certain areas of Dunblane
  - Perth Road, apart from section that already has restrictions
  - Lower Springfield Terrace
  - Millrow
  - Haining

- To avoid displaced parking the Controlled Parking Zone will be widened to include:
  - George Street
  - Caledonian Place
  - Claredon Place
  - Sinclairs Street

- The introduction of business parking permits for businesses located in the CPZ and where the vehicle is essential to the daily operation of their business throughout the working day is currently being developed.

- Business permits would not be available for staff commuting. The use of business parking permits would be restricted to certain areas, in the case of Dunblane these would include:
  - Haining car park
  - Millrow car park

- Encourage shoppers and visitors to main retail area by introducing short stay parking (up to two hours) in:
  - High Street
  - The Cross
  - Perth Road
  - Beech Road
  - Stirling Road

- Provide more off street residents’ parking permit bays in:
  - Haining car park
  - Millrow car park
• Encourage shoppers and visitors to main retail area by introducing short stay parking (up to two hours) in:
  o High Street
  o The Cross
  o Perth Road
  o Beech Road
  o Stirling Road

• Provide more off street residents’ parking permit bays in:
  o Haining car park
  o Millrow car park

• Parking charges will be introduced to:
  o Cover the cost of providing parking
  o Allow for a higher level of enforcement than is currently experienced

• Parking charges will be set to accommodate essential short journeys in the main retail area to ensure the turnover of spaces to encourage footfall throughout the day, but discourage and prevent all-day commuter parking

SMcD and KA then provided the Steering Group with large paper plans showing the proposals.

Discussion
• It was suggested that:
  o a mixture of parking durations is required to ensure everyone is catered for, for example, two hours may not be long enough for a person to do their jobs and then have lunch.

  o parking charges should be set at a level that are non-discriminatory, for example Dunblane is a hilly area, with an aging population, a percentage of which will need to use their cars due to restricted mobility.

  o up to 30 mins free parking is introduced in the core retail area alongside short stay (up to two hours) parking charges.

  o at least two drop off/pick up parking bays are required – is there a possibility of formalising the drop off/pick up area currently being used at Lower Springfield Terrace? Would it also be possible to have disabled parking on Stirling Road outside Victoria Halls, with a disabled drop off point near the rail station? Action: SMcD to investigate

  o Civil Parking Enforcement Officers also enforce litter dropping, dog waste, and other enforcement issues when in an area. Action: SMcD to pass on to Lorraine MacGillvary, Service Manager, Economy, Planning & Regulation

  o any publicity re parking charges focusses on the whole of Stirling (as it is intended to introduce parking charges throughout Stirling in areas with CPMPs)

  o the CPMP takes a thoughtful approach to commuters and helps them reach a right decision regarding journey (eg mobile people living very close to the station, walking or cycling on some days)
• Other points:
  o The enforcement of off street disabled parking was raised, with AMcG explaining that is only the Council’s responsibility in Council-owned off street car parks (ie the Council is unable to enforce on private land).
  
  o Discover Dunblane BID is supportive of the overall Parking Policy (‘Stirling’s Parking Policy & Community Parking Management Plans’). TC agreed to take the Dunblane CPMP proposals to the BID members for discussion, and then come back to the Council with a formal reply. Action TC to liaise with Discover Dunblane Bid and then Stirling Council.
  
  o Concern was raised that by introducing parking charges, commuters will travel to Bridge of Allan instead and cause congestion there. It was explained that a CPMP for Bridge of Allan will be developed to ensure this does not occur.
  
  o Some members of the Steering Group raised concerns regarding parking charges and the fact that they may prevent people from visiting/shopping. It was explained that the charges will be set to ensure turnover in the main retail area, and direct medium to long stay parking outwith this area. Parking charges will be rolled out throughout the Stirling area. Parking charges are not set to make a profit, as under Decriminalised Parking Enforcement, parking must be ‘cost neutral’, with any surplus income being put back into parking (eg maintenance of car parks and enforcement).
Appendix G: Note of Dunblane Parking Steering Group meeting 25/02/19

Dunblane Community Parking Management Plan (CPMP) - Steering Group Meeting
25/02/19, 5pm - pm
Victoria Halls, Dunblane

Present
• KA Kevin Argue – Stirling Council (Transport Development Team Leader)
• AMcG Angela McGibbon – Stirling Council (Senior Road Safety & Traffic Management Officer)
• SMcD Susan McDougall – Stirling Council (Transport Planning Officer)
• AM Cllr Alistair Majury – Ward 3 Dunblane and Bridge of Allan
• DP David Prescott – Dunblane Community Council (DCC)
• GH Cllr Graham Houston – Ward 3 Dunblane and Bridge of Allan
• MD Marion Dick – Stirling Area Access Panel (SAAP)
• RD Robert Dick – Stirling Area Access Panel (SAAP)
• TC Tom Casey – Director, Discover Dunblane BID
• AT Cllr Alasdair Tollemache – Ward 3 Dunblane and Bridge of Allan
• BA Barbara Allan – Dunblane Development Trust (DDT)
• CF Carlyn Fraser – Stirling Council (Operations (Network) Team Leader)

Apologies
• DG Dionne Gallagher - Stirling Council (Community Link Officer)
• DD Cllr Douglas Dodds - Ward 3 Dunblane and Bridge of Allan

Meeting Note
KA presented the Steering Group with large paper plans showing the three options that Council Officers had developed, based on feedback received at the previous meeting:

Option A: same as original proposal, with following exceptions:

<table>
<thead>
<tr>
<th>Street</th>
<th>Revised Proposals</th>
</tr>
</thead>
</table>
| High Street from Courthouse to Stirling Road | • Introduce ticketed:  
| | o Limited waiting, Mon – Sat, 30mins  
| | • Introduce restriction:  
| | o Apply Mon – Sat 8.45am – 5.30pm  
| | Parking charges apply for the following duration: up to two hours, no return within two hours  
| High Street from Courthouse to Fourways Roundabout | • Introduce ticketed:  
| | o Limited waiting, Mon – Sat, 30 mins  
| | • Introduce restriction:  
| | o Apply Mon – Sat 8.45am – 5.30pm  
| | o Parking charges apply for the following duration: up to two hours, no return within two hours  
| Beech Road, The Cross, Stirling Road | • Introduce ticketed:  
| | o Limited waiting, Mon – Sat, 30 mins  
| | • Introduce restriction:  
| | o Apply Mon – Sat 8.45am – 5.30pm  
| | o Parking charges apply for the following durations: up to two hours, no return within two hours  

Option B same as original proposal, with following exceptions:

<table>
<thead>
<tr>
<th>Street</th>
<th>Revised Proposals</th>
</tr>
</thead>
</table>
| High Street from Courthouse to Stirling Road | • Introduce ticketed:  
  o Limited waiting, Mon – Sat, 1 hour  
• Introduce restriction:  
  o Apply Mon – Sat 8.45am – 5.30pm  
Parking charges apply for the following duration: up to two hours, no return within two hours |
| High Street from Courthouse to Fourways Roundabout | • Introduce ticketed:  
  o Limited waiting, Mon – Sat, 1 hour  
• Introduce restriction:  
  o Apply Mon – Sat 8.45am – 5.30pm  
  o Parking charges apply for the following duration: up to two hours, no return within two hours |
| Beech Road, The Cross, Stirling Road | • Introduce ticketed:  
  o Limited waiting, Mon – Sat, 1 hour  
• Introduce restriction:  
  o Apply Mon – Sat 8.45am – 5.30pm  
  o Parking charges apply for the following durations: up to two hours, no return within two hours |

Option C (1) same as Options A and B, with following exceptions:

<table>
<thead>
<tr>
<th>Car Parks</th>
<th>Revised Proposals</th>
</tr>
</thead>
</table>
| Haining, Millrow and Lower Springfield Terrace | • Introduce restrictions  
  o Apply Mon – Sat, 8.45am – 5.30pm  
  o Free 30 minutes parking  
  o Parking charges apply for the following durations: up to four hours, more than four hours, no return within two hours  
• Businesses with permits will be advised that they can park in this car park  
• Residents with permits will be advised that they can park in this car park, although they will not be guaranteed a bay |

Option C (2) same as C(1), with following exceptions:

<table>
<thead>
<tr>
<th>Car Parks</th>
<th>Revised Proposals</th>
</tr>
</thead>
</table>
| Haining, Millrow and Lower Springfield Terrace | • Introduce restrictions  
  o Apply Mon – Sat, 8.45am – 5.30pm  
  o Free two hours parking  
  o Parking charges apply for the following durations: up to four hours, more than four hours, no return within two hours  
• Businesses with permits will be advised that they can park in this car park  
• Residents with permits will be advised that they can park in this car park, although they will not be guaranteed a bay |
Discussion

One hour limited waiting in High Street is current restriction, therefore it was agreed that Option C should be changed to allow 1 hour free parking in the core retail area.

TC and DP met with KA and David Hopper (Stirling Council – Service Manager, Sustainable Development) to go through the financial models associated with each option. Group discussed enforcement. Options have been costed to provide the necessary level of enforcement to ensure compliance, at the same time some members of the Group wanted to know what that would entail - daily enforcement, some enforcement every other day, and so on.

TC queried why the Council were proposing to spend approximately £200k on ticket machines for parking in Dunblane. KA explained that the number of ticket machines had been refined and has reduced the costs substantially. We are still in the process of refining the numbers, which may decrease even further.

TC and DP also met with KA and a consultant from Streetwise (the firm that carried out the parking survey) to discuss the number of on street bays highlighted in the survey. It was agreed that a standard length 5m parking bay in certain parts of Dunblane would not suffice, therefore the figures have been recalculated for 6m parking bays. Council Officers received the revised figures on 25th Feb and will update their report accordingly. It was noted that the increased length would not affect duration or occupancy rates. **Action: SMcD to update report**

DP requested a 'walk around' with KA and CF to discuss double yellow lines in certain areas, and the possibility of some of them being removed to create more parking bays. **Action: KA to arrange visit**

RD raised the possibility of Automatic Number Plate Recognition being used in car parks. At the moment it is not being considered, due to cost. Discussion was held regarding ticket machines and the need to ensure that any new machines are disability friendly.

TC asked about the number of Parking Charge Notices (PCNs) issued versus the actual fines paid. **Action: SMcD to ask colleagues in Finance for information**

It was queried why commuter parking wasn’t being looked at strategically, eg, as part of Tactran’s Strategic P&R study. It was explained that the scope of the CPMP is to manage parking within our current assets.

Discussion was held regarding the cost of residents’ parking permits (currently £81 per annum, paid in one instalment) among people on lower incomes. Council Officers will be recommending that the cost of permits is reduced to a maximum of £52 pa.

Concern was raised regarding the potential negative financial impact on low paid workers who drive to work. Although Council Officers will be promoting other more sustainable modes of transport, such as car sharing, cycling, walking, etc, it was pointed out that for some workers living in rural areas single occupancy car use was their only option for travelling to work.

Members of the Group reacted favourably to the following proposals:
- Providing coach parking
- Discounted season tickets
- Turnover of parking spaces, to allow people to easily access shops and businesses
Members of the Group did not react favourably to any one option, and suggestions were made that a phased approach was implemented, with phase one focussing on 'quick wins'.

Although parking proposals are presented as a package of wider measures (including active and sustainable travel options) in overall parking policy document, it was recognised that this could be emphasised more during consultations.

Discussion was held regarding the Drop in Session on 26th February where the three options, as well as background information and 'next steps', would be presented to the community.

Following on from Drop in Session, options will be refined with a final draft option being sent to the Steering Group for comment.
Dear Kevin

At their meeting held on Wednesday 6 March 2019, Dunblane Community Council agreed the following response to Stirling Council’s proposals for changes to the car parking arrangements in Dunblane.

This has been a matter of considerable discussion and concern throughout the town and we wish to make it clear that none of the proposed options are acceptable to the community. There is no desire to levy further car parking charges on residents or visitors and there is no desire to increase the size of the Controlled Parking Zone.

The Community Council, along with other community organisations, has actively engaged in the process with an open mind, but the options that were presented at the evening drop-in on Tuesday 26 February all resulted in more negative outcomes and very little obvious benefit. Penalising residents with residential permit charges and town centre workers with daily parking charges are not acceptable ways of dealing with the root cause of Dunblane’s car parking problems - the lack of provision for the strategic park and ride parking requirement created by the railway. We consider that the imposition of car parking charges for town centre visitors and workers runs the risk of depressing town centre activity at the very time when we need to be doing everything possible to boost it.

It is clear to us that if any of these proposals were to be passed into the formal process and draft Traffic Regulation Orders issued for consultation there will be significant anger in the community and a lot of objections.

We have worked with the council officers to suggest opportunities to noticeably increase the number of car parking spaces available locally in the short term (some at critical pinch points) and with relatively little capital expenditure. We are willing to continue to engage in this work. Furthermore we consider that Stirling Council should be actively driving the provision of a strategic railway based park and ride facility and note that the Local Rail Development Fund has just called for bids.
We look forward to confirmation that the options presented on 26 February will not be taken forward.

Yours Sincerely

David Prescott
Chair Dunblane Community Council
Appendix I: Questionnaire, February 2019

Dunblane’s Community Parking Management Plan (CPMP) Questionnaire

Thank you for taking the time to read the different parking proposals for Dunblane. We would like to know your views on the proposals and whether or not you have a preferred option.

1. Please let us know your views on the proposals you have seen today, especially what you like and don’t like and the reasons why.

2. Please let us know what option you prefer by ticking one box only

<table>
<thead>
<tr>
<th>Proposal</th>
<th>Summary of main restrictions</th>
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<tbody>
<tr>
<td>Initial proposals on street</td>
<td>Medium and long term parking on Perth Road, extension of resident’s parking permits and P&amp;D waiting restrictions, short stay parking in core retail area (&amp; residents’ parking permits)</td>
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<tr>
<td>Initial proposals off street</td>
<td>Medium stay only in Millrow and Haining car parks, medium and long stay parking in Lower Springfield Terrace car park, business parking permits</td>
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<tr>
<td>Option A on street</td>
<td>Medium and long term parking on Perth Road, extension of resident’s parking permits and P&amp;D waiting restrictions, 30 mins free parking or up to 2 hours paid parking in core retail area (&amp; residents’ parking permits)</td>
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<tr>
<td>Option A off street</td>
<td>Medium stay only in Millrow and Haining car parks, medium and long stay parking in Lower Springfield Terrace car park, business parking permits (residents permits where applicable)</td>
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<tr>
<td>Option B on street</td>
<td>Medium and long term parking on Perth Road, extension of resident’s parking permits and P&amp;D waiting restrictions, 1 hour free parking or up to 2 hours paid parking in core retail</td>
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<td>Option</td>
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<tr>
<td>Option B off street</td>
<td>Medium stay only in Millrow and Haining car parks, medium and long stay parking in Lower Springfield Terrace car park, business parking permits (residents permits where applicable)</td>
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<tr>
<td>Option C on street</td>
<td>Medium and long term parking on Perth Road, with free 2 hour parking on certain section of Perth Road from junction with Beech Road to roundabout, extension of resident’s parking permits and P&amp;D waiting restrictions, 30 mins free parking or up to 2 hours paid parking in core retail area (&amp; residents’ parking permits)</td>
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<tr>
<td>Option C off street (1)</td>
<td>1 hour free parking, medium stay and long stay in Millrow, Haining and Lower Springfield Terrace car parks, business parking permits (residents permits where applicable)</td>
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<tr>
<td>Option C off street (2)</td>
<td>2 hours free parking, medium stay and long stay in Millrow, Haining and Lower Springfield Terrace car parks, business parking permits (residents permits where applicable)</td>
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<tr>
<td>None of the above</td>
<td>N/A</td>
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Please state why you have chosen that particular option:
## Themes - Summary

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<thead>
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<th>Theme</th>
<th>Comments Received</th>
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<td>Abattoir site</td>
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<tr>
<td>Business impact</td>
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<td>Business Permits</td>
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<td>Coach parking</td>
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<td>Community Impact</td>
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<td>Commuter parking</td>
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<td>Concern around events/church services etc.</td>
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<td>Consultation criticism</td>
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<td>Council revenue generation</td>
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<td>Cycle infrastructure</td>
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<td>Disability provision</td>
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<td>Displacement of parking</td>
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<td>Enforcement</td>
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<td>Environmental issues</td>
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<td>Extend CPZ</td>
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<td>Free parking – time</td>
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<tr>
<td>Free parking – location</td>
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<td>General parking provision</td>
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<tr>
<td>Haining car park</td>
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<td>High Street</td>
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<tr>
<td>Mill Row car park</td>
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<td>P&amp;D – cost</td>
<td>10</td>
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<td>P&amp;D – ticket machines</td>
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<tr>
<td>P&amp;D – time</td>
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<tr>
<td>Park and Ride</td>
<td>4</td>
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<tr>
<td>Parking/drop-off at station</td>
<td>15</td>
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<td>Theme</td>
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<tr>
<td>Permits – visitors</td>
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<tr>
<td>Permits – location</td>
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<td>Permits – cost</td>
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<td>Permits – eligibility</td>
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<td>Permits – time</td>
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<td>Perth Road</td>
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<td>Public Transport</td>
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<td>Rail travel impact</td>
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<td>Road safety/TROs</td>
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<td>Springfield Terrace</td>
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<td>Sustrans streetscape</td>
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<td><strong>Total</strong></td>
<td><strong>496</strong></td>
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*Most popular theme: Business impact*
<table>
<thead>
<tr>
<th>Date</th>
<th>Summary of query/comment</th>
<th>Stirling Council response</th>
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<tbody>
<tr>
<td>25/2/19</td>
<td>I appreciate the need to control parking and raise revenue to maintain the roads, but this seems more likely to destroy any chance of the high street businesses recovering by creating yet another barrier for people supporting the ever decreasing number of shops. The nearest one to being palatable is options C, but I remain concerned about the impact on the dwell time in the heritage sector too and impact on the places to eat or stay within this proposed controlled area. Options A &amp; B are simply too destructive.</td>
<td>Thanked and comments noted.</td>
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<tr>
<td>26/2/19</td>
<td>Against charging commuters who work in Dunblane to park in Dunblane. Some people have no option but to use their cars (lack of viable alternatives). Dunblane has a huge dual carriageway which could be adapted into slanted parking bays, all the way from Keir to Fourways. Both sides of the road. Concern that charging for parking will drive workers, tourists and shoppers away. There are plenty of other areas in Dunblane that could be converted into parking spaces, including better designing and extending of Millrow carpark.</td>
<td>Thanked and comments noted.</td>
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<tr>
<td>26/2/19</td>
<td>I think it is a ridiculous idea to have to pay to park in Dunblane. Having not long started working for a business in the High Street, one of the attractions was the readily available free parking. I regularly use a hairdresser in Dunblane and again free parking is a bonus for a short stay. If parking charges are brought into effect in Dunblane, I believe that the busy High Street will suffer and Dunblane will become a ghost town. With a fantastic train service, Dunblane attracts many commuters and again I think the train service will suffer. Many of these commuters spend money in the town, be it on their morning coffee and newspaper or food shopping on their way home</td>
<td>Thanked and comments noted.</td>
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<tr>
<td>26/2/19</td>
<td>I understand Stirling Council is considering charging parking fees in the car parking places in Dunblane and I truly believe this to be the wrong move. I work only four hours a day and have to support my two children and vehemently</td>
<td>Thanked and comments noted.</td>
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<td>disagree parking charges are the best for Dunblane the people that live in it and also the people that work in it.</td>
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<tr>
<td>26/2/19</td>
<td>Would like to complain regarding the charges for parking in Dunblane. I commute from Larbert to Dunblane for work and the cost to come if the parking will be charged will make really costly for our budget. We have two toddlers in child care and for commuting the car is needed, however it is making really expensive to work.</td>
<td>Thanked and comments noted.</td>
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<tr>
<td>26/2/19</td>
<td>How can full-time workers/commuters park for only 4 hours? The High Street is struggling as it is without providing another obstacle to people using it? Where do you suggest workers who need to park for 8 hours plus go? If there were decent public transport links to get workers/visitors to and from Dunblane in a reasonable length of time and cost then maybe restrict parking but these plans are absolutely crazy. What about disabled people who find public transport too difficult but an adapted car perfect - are you going to stop them being able to work full-time in Dunblane? There is a busy well used train station in Dunblane but not enough spaces near enough for parking for disabled commuters as it is. If business parking permits are issued - what cost and how many parking spaces would be available and how would you ensure that only permit holders use them - would permit holders be guaranteed a parking space or would the permits issued outnumber the spaces available? Is this simply another way to try and get money for the council?</td>
<td>Thanks and comments noted. We are proposing medium and long stay parking in Perth Road, Millrow car park, Haining car park and Lower Springfield Terrace car park, in order to free up the town centre for drivers who want to access shops and businesses. We are not proposing any changes to the disabled parking bays in the town. Business parking permits would be issued only to vehicles that are essential for the day to day running of the business, eg a vehicle needed for site visits. A permit would have to be displayed in the vehicle; if the vehicle didn’t display the permit or was park in the incorrect area, Enforcement Officers would issue a parking ticket. Please note that any surplus income generated by parking must be reinvested into parking, eg, enforcement, maintenance of car parks, Park and Ride services.</td>
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<td>26/2/19</td>
<td>I do not see any options to help High Street trade. Why would anyone go near the High Street by car, I am asking myself? I can cycle but I do not transport any purchases other than the bare minimum. From experience I cannot transport fragile items and fruit at all. The potholes prevent that.</td>
<td>Thanked and comments noted.</td>
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<tr>
<td>26/2/19</td>
<td>Taking away the parking along the side of the wall along the side of the Haining car park - why could this not be laid out for parking as it's used for this now? Secondly could the bus stops be rationalised so local and coaches and rail replacement all use the same two stops. It was clear there was a lot of comments today and rather than going straight to an order it feels as if there should be a further consultation before then.</td>
<td>Thanked and comments noted. Comments regarding bus stops passed to Public Transport team.</td>
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<tr>
<td>26/2/19</td>
<td>I am a business owner in Dunblane. Angry to find that the closing date for representations was 27th, the day after the consultation. I can currently park in front of my business but find that with your proposal I won't be able to but residents will! I am a property owner and should have the same rights as other property owners. I also object to the fact that it is proposed that I pay to park in Haining car park; Surely if Stirling Council is set on charging myself and other people working in Dunblane for the right to park close to their place of business then the same should be applied to the car parks at Council offices? There also appears to be proposals to stop parking completely on certain parts of the road, e.g. immediately outside the Haining car park, where parking has historically been undertaken without causing any traffic issues. Whilst I appreciate there may be some issues in relation to commuter parking, and making short-term parking available for people who want to use the local shops, the parking proposals go way beyond what is necessary.</td>
<td>Thanked and comments noted.</td>
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<tr>
<td>26/2/19</td>
<td>I think the existing parking arrangements are working fine in Dunblane and there is no need to change them. By introducing unnecessary parking fees and complicated arrangements which change over really short distances, you will discourage people from spending time and money in this area. Taking my own situation as an example - if I am faced with spending £2.60 per day just to park near my work in Dunblane (I need my car for childcare and school drop and nursery drop offs, in addition to business use), then that means I will have to find around about £500 per year to pay for this. That's a lot of money for me. There is no information about business permit fees or even if, as an office worker I would be entitled to have one. As well as the financial side of things, you have to consider the social aspects. If people don't visit shops as often, then contact with others will decline, leading to more loneliness. That applies to all ages, but in particular, the elderly. You need to look at the bigger picture - what you are trying to do is address parking problems, but if it goes ahead, it will lead to economic decline. You're trying to do the right thing, but you're not, you're making it a lot worse by trying to make money in the short term to make up your own deficits, but in the long term things decline.</td>
<td>Thanked and comments noted.</td>
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<td>26/2/19</td>
<td>Re CPMP 1. Reinstate drop-off/pick up parking at the railway station. 2. Reinstate roadside parking from Papas to Fuzzies. There is already an adequate footpath next to the building line there and, if this new footway was designed for cyclists then I have never seen it being used for that purpose since it was built! 3. Why has the potential of the abbatoir site for rail commuter parking not been assessed as part of this exercise? This is a serious omission. 4. Why has the redesign of the dual carriageway (eg all traffic on east side and double parking on west side) not been assessed as part of this exercise? 5. The Haining car park provides a number of diverse parking needs - church goers, tourists, users of Laighhills Park. Any parking strategy needs to be carefully thought out in relation to these needs. Also, the layout of this car park could be much improved. 6. The lower stretches of St Mary's Drive and the Crescent are already showing evidence of commuter parking. What further displacement will be caused by your proposals? 7. Where are the proposals for the extension of the Millrow car park? These were prepared by the Council several years ago.</td>
<td>Thanks and comments noted. The scope of this project is to manage parking within our current assets, at the same time we will highlight to Elected Members that the purchase of the abattoir site has been raised within this consultation. We considered the needs of different users when developing the proposals. Maximising the use of Millrow carpark is being looked at as part of this project.</td>
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<tr>
<td>26/2/19</td>
<td>The proposals are difficult to understand, looking at them online without explanation. If it’s true you are looking to introduce pay and display pretty much everywhere, then you will only further contribute to the degeneration and death of what little trade there is on the High Street. I’ll just keep driving and head in to Bridge of Allan or Stirling when I need something. I live in Dunblane. I can’t see the proposal where high street and central parking is restricted to 1 hour (without pay and display). I’ve said it before, it feels like you are trying to stifle the town, but other than boosting surrounding towns I can’t see why you would actively want to that - unless that is the ultimate goal - to diminish Dunblane and encourage surrounding towns to prosper.</td>
<td>Thanks and comments noted We are currently refining the proposals and will include 1 hour free parking on the Core Retail Area. We will shortly be undertaking a consultation regarding parking in Bridge of Allan and other towns and villages in Stirling.</td>
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<tr>
<td>27/2/19</td>
<td>The proposals should include a complete ban on parking on High Street on the side opposite the Dunblane Library from the Fourways Roundabout to the roundabout at the gold post box. At present parking is permissible on a Sunday. This dispensation should be removed on safety grounds. With cars parked on both sides of the road, as happens on Sundays, moving traffic can become trapped, not able to move forward or reverse because of a build up of traffic behind either upward travelling or downward travelling vehicles.</td>
<td>Thanked and comments noted.</td>
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<tr>
<td>27/2/19</td>
<td>I'm extremely concerned that you have not taken in to account the effect of displacement parking. I see that you are proposing resident permits for those addresses within the red perimeter but what about the streets that are immediately outside, the streets that the displaced vehicles are going to use for their all-day parking? I'm thinking particularly of Ochlochy park, St Mary's Drive and the Crescent. As a Dunblane resident who occasionally needs to park near the High Street, I have never had a problem getting a space on the bridge with the free 2 hours parking.</td>
<td>Thanked and comments noted.</td>
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<tr>
<td>27/2/19</td>
<td>I think the current set up works quite well. The principle of free short term parking for locals is important and I would be concerned that if commuters are charged then they will start to use residential streets etc. From my perspective I wouldn't make many changes.</td>
<td>Thanked and comments noted.</td>
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<tr>
<td>27/2/19</td>
<td>The council have failed to take cognisance of the basic problem in Dunblane - commuter parking. Every station en route from Edinburgh has a designated station car park. We in Dunblane have to suffer our streets, particularly the dual carriageway on Perth Road, being clogged with cars. Drive into Dunblane after 7.00pm at night and there is plenty of space for everyone. The land vacated by Stevensons abbatoir should be brought into use asap. Network Rail should be approached as they are essentially the cause of the parking problem, advertising initially that Dunblane had plenty of free parking when they only owned a handful of spaces, the rest being the property of Stirling Council. Our parking problem is just being used as an excuse to raise money through fines and parking costs (we already have one of the most expensive council tax charges in Scotland) and this will really be the death knell for our High Street.. This whole strategy needs to be postponed until avenues are explored with Network Rail.</td>
<td>Thanks and comments noted. The scope of this project is to manage parking within our current assets, at the same time we will inform the Environment and Housing committee of the fact that a number of people have raised parking on the abattoir site. Please note that any surplus income generated through parking must be reinvested back into parking, e.g. into enforcement, car park maintenance, etc.</td>
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<td>27/2/19</td>
<td>I do not support ANY of the various options. If charges are introduced on the B8033 then this means that commuters will attempt to find other on street parking which leads to the options to have residents permits in streets like George St and Claredon Place. I see absolutely no reason why these residents should have to pay to park their cars. There is no mention of that fact that Network Rail do NOT have any provision for rail user parking, Dunblane is the only significant rail station in Scotland that does not have a station car park. They MUST purchase the abattoir site and provide at least 100 spaces without charges. If charges are introduced then the commuters will not use it and we are back to ‘square one’ as in the previous point. The ‘solution’ is far worse than the ‘problem’. As soon as you introduce charges on the B8033 then the ‘solution’ which involves further controls will cost users in various ways. I understand that the cost of an enforcement officer is £35k per annum and that income from current charges in Dunblane is £25k. This pays for 0.7 of an officer. I do not have any evidence that Dunblane gets anywhere close to this. Saying that ‘we need more income from charges to pay for enforcement’ is inaccurate, give us 0.7 FTE from current income, this will be more than adequate to enforce the current CPZ which will ensure that the current CPZ works much better. Spending upwards of £200k for up to 30 P&amp;D machines and signage is overkill to say the least. These proposals are too ambitious, too complicated and rushed. They demonstrate a lack of understanding of the residents of Dunblane and how the current parking works. There is a common misconception amongst many residents that the majority of commuters who park on the B8033 are from ‘out of town’. This could not be further from the truth as is abundantly clear from the TACTTRAN rail user surveys done in the last decade.</td>
<td>Thanked and comments noted.</td>
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<td>27/2/19</td>
<td>I would like to object in the strongest possible terms to the proposed Dunblane Community Parking Management Plan. We were told that the implementation of the meters that are currently in place were to fund enforcement. Are we saying that the revenue generated by the Dunblane meters has not actually gone to funding the enforcement promised? Not enough parking spaces - this was directly caused by Stirling Council and SusTrans completely removing ~30 spaces and metering an additional ~30 spaces as part of the Station Approaches SusTrans work. Re-instating spaces fixes this problem. No coach parking - this issue could be addressed very simply by converting the spaces in front of the Police Station or the Perth Road Bridge to coaches only. No drop off/pick up bays at Dunblane Rail Station - This was also caused by the council removing spaces and metering the remaining ones. This can be fixed by simply permitting pick up and drop off in the existing spaces. I would also fundamentally object to a 30 minute limit in the town centre the permit zone or the implementation of new charges. The proposed extension to the controlled zone and implementation of charges for commuter parking will damage the utilisation and uptake of sustainable transport by discouraging drivers to park and ride (by train or bus). For those that do continue to park and ride, the proposal will merely displace a large volume of parking into surrounding streets and businesses.</td>
<td>Thanked and comments noted.</td>
</tr>
<tr>
<td>27/2/19</td>
<td>You shouldn't be charging for parking where there are no public transport options. There are no alternatives to using your car to get to the centre of Dunblane. We should be modelling ourselves on Bridge of Allan which has a few time limited spots but a large FREE car park at the Co-op and a large FREE carpark at the station.</td>
<td>Thanked and comments noted.</td>
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<td>27/2/19</td>
<td>I strongly object to the new proposed parking restrictions in Dunblane. The introduction of parking charges for the Perth Road will just mean that individuals will start parking on the side streets creating major issues for those residents. Rather than restricting the parking should the council not consider creating a larger car park on the opposite side of the Perth road from the station thus creating a park and ride facility.</td>
<td>Thanked and comments noted.</td>
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<tr>
<td>27/2/19</td>
<td>I would like to voice my concerns about the new parking suggestions for Dunblane. I am a business owner based in Dunblane and require parking all day which I currently do in the Mill-row carpark. It seems the issue we are having in Dunblane are particularity because of the commuter parking and business owners parking should not be penalised because of this I feel. I and other members of my office live where there is no public transport option to our work so this is not an option.</td>
<td>Thanked and comments noted.</td>
</tr>
<tr>
<td>27/2/19</td>
<td>New Parking Plans - Sorry none of these options suit me. I pay a hefty Council Tax to live in Dunblane and have lived here for 22years. It is assumed in recent press that the majority of commuters who park all day for the train service from Dunblane live outwith Dunblane. Where is this evidence/survey report? Please forward me your user survey information that has contributed to your new Parking proposals which impact on train commuters.</td>
<td>Thanks and comments noted.</td>
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<td>A copy of the parking survey and the consultation report to be sent.</td>
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<td>28/2/19</td>
<td>I think it’s important for those wishing to use the amenities of Dunblane High St to have an element of free parking available. Therefore Option B looks the best of the bunch.</td>
<td>Thanked and comments noted.</td>
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<td>28/2/19</td>
<td>Spending more on enforcement is NOT the solution; what is the answer is a designated car park for commuters to ease congestion. What is proposed will gum up even more streets and deter tourists and shoppers. I note your comment that money raised through parking will be spent on parking. Where in Dunblane? I am pleased the abbatoir site possibility has been raised. Let’s hope this is properly explored before draconian charges and time limits are introduced. Could I suggest a deferment for the time being.</td>
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<td>28/2/19</td>
<td>Firstly there are two comments in the 'Key Findings' page which are seriously flawed. You state --- 'Specific areas experience occupancy rates over 100% at certain periods'.... and you go on to list them. Unless you are stacking cars one on top of other it is impossible to achieve more than 100% Secondly you say ---- 'Other car parks are underutilised -- therefore it is concluded that the existing off street parking supply is meeting the demand for parking.&quot;. This is patently nonsense to reach this conclusion. The simple problem in Dunblane is that there is insufficient parking available to all ---- visitors, locals and traders alike. I understand these latest proposals include spending some £200k on new parking meters ---- more street furniture litter. Have you looked at other models that work well --- for example Harrogate where a simple disc system operates well. Visitors to the town simply go into any outlet/office/surgery etc. and purchase a disc on which they dial their time need. If they exceed their time they are liable to penalty. This MUST be more cost effective --- easier to implement and also to manage, and work better for users. Land is potentially available in Dunblane --- beyond Millrow and the abattoir site as examples to build a car parking complex to include offering rail users parking .The loss of nose-in parking opposite the Victoria Hall as part of the station redesign lost some 18 spaces -- spaces that Dunblane could not afford to lose. In the High Street itself, I believe the main problems are the two road kerbs and double pavements. The solution, which I have seen work successfully in both Finland and Germany ----is to surface the entire street -- wall to wall --- to create a shared surface. The two loading bay spaces in the centre of the High Street are the most abused spaces in the whole town. Signage MUST state who can and cannot use them.</td>
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<td>Thanked and comments noted.</td>
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<td>Date</td>
<td>Summary of query/comment</td>
<td>Stirling Council response</td>
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<td>28/2/19</td>
<td>In principle I am for a parking review but it has to be holistic and not feel like it is something that is being rolled out across the whole district in order to raise funds for the cash strapped council. I am very keen to see visitor and business growth in the town and just cannot see how these proposals offer that without creating additional barriers to access and participation in our town. What we need are more commuter parking spaces. Overall the main thing is to have proper community engagement. One of the most interesting things I heard on Tuesday were people saying that they didn’t know that we had two hours free on the dual carriageway so clearly this engagement is somewhat missing. I do appreciate the staff hours that must have gone into the recommendations so far and so thank you and your team for their efforts to date on this.</td>
<td>Thanked and comments noted.</td>
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<td>5/3/19</td>
<td>I believe there was a meeting last week in Dunblane, but not all householders were give the letters. I am one of the residents in the area the changes are proposed and want to submit my objections. But before this I have some questions that need to be answered. 1) Why is it just George Street, that will have to get parking permits? Every street in the Royal Courts have the same parking problem. 2) My Husband and I both work during the proposed times except for a Monday, there is no way I am paying £81 for a permit to park outside my own house, one day a week, just to make life easier for the commuters who stay at the top of the hill. What would happen under these circumstances, would the fee be prorated i.e 20% of the £81? 3) Can you guarantee me a parking space for my £81? 4) Is it only residents of George Street, who will be granted a permit? I am now 63 years old, with advanced Osteo Arthritis in my knees, so I am not fit to park my car elsewhere and then have to walk from there to my house, which has no rear access, to the lane behind. I trust this will be taken into consideration.</td>
<td>Thanked and comments noted.</td>
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- Letters advertising the drop in session were delivered to all houses within the proposed boundary of the Controlled Parking Zone (CPZ). We also asked shops and businesses to display posters, and advertised the sessions via the Stirling Observer and social media.
- We are proposing to expand the boundary of the Controlled Parking Zone to include the streets that we believe may be affected by displaced parking, not just George Street.
- Residents in streets that have resident parking permit bays could purchase a yearly permit if they so wish. Currently an annual permit costs £81 and there are no plans to offer discounted prices based on use.
- Please find attached a copy of the form to complete if you wish to request a disabled persons parking space form.
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<th>Date</th>
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<td>5/3/19</td>
<td>Point 1. - no, this point was raised at the drop in session, that not every household received the letter. Point 2. - from the map I have received, out of the Royal Courts, George Street is the only one being asked to pay to park outside our property. Charles Street, Edward Street, Edward Place and Anne Street have no such restrictions. Point 3. - what happens if we do not buy a parking permit, where are we expected to park. I also assume it is permitted to park in our street, without a permit, outside the restricted hours Point 4. As I am not a blue badge holder, I don't think I would get a disabled parking space.</td>
<td>Thanked and comments noted. If a resident does not wish to purchase a resident parking permit, they can still park on the area of street without any restrictions.</td>
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<td>5/3/19</td>
<td>I have reviewed all your parking proposals for Dunblane and quite frankly they are all a nonsense. I think you are just making work for someone and trying to solve a problem that does not exist. You will just increase inconvenience for everyone who uses parking in Dunblane and also increase costs for commuters who use the parking to a point where you will turn people away from the town.</td>
<td>Thanked and comments noted. Please note that any surplus income generated through parking must be reinvested back into parking, eg, parking enforcement, car park maintenance, P&amp;R services.</td>
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<td>6/3/19</td>
<td>And are you needing to generate revenue in this area? If the driver is not revenue generation then what are the drivers as they seem to be to inconvenience as many people as possible.</td>
<td>As a minimum any parking proposals must be cost neutral. Any surplus income generated must be reinvested back into parking.</td>
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