

# TACTRAN Park & Ride strategy

Audit of existing provision

TACTRAN

March 2008



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Contents	Page
1. Introduction	1
1.1 Scope	1
2. Parking at point of use	3
2.1 Town / city centres	3
2.2 Major employers outwith town / city centres	3
2.3 Parking policy / strategy	3
2.4 Demand	5
2.5 Private non-residential parking	5
2.6 Residents parking	6
3. Park & Ride provision	9
3.1 Bus based	9
3.2 Rail based	11
4. Existing proposals for additional parking	15
4.1 City centre parking	15
4.2 Strategic parking	15
Appendix 1	17
Parking charges	17
Appendix A	23
Rail station Park & Ride audit	23
Montrose Station	25
Arbroath Station	26
Carnoustie Station	27
Golf Street Station (Carnoustie)	28
Barry Links Station (Carnoustie)	29
Monifieth Station	29
Balmossie Station	30
Broughty Ferry Station	31
Dundee Station	32
Invergowrie Station (Dundee)	33
Perth Station	34
Gleneagles Station	35
Dunblane Station	35
Bridge of Allan Station	36
Stirling Station	37
Appendix C	39
Bus based Park & Ride audit	39
Scone Park and Ride (Perth)	41
Broxden Park and Ride (Perth)	42
Kinross Park and Ride	43
Springkerse Park and Ride (Stirling)	44



## 1. Introduction

### 1.1 Scope

- 1.1.1 The report summarises Colin Buchanan's audit of existing parking provision, in terms of:
- provision within the urban centres of Dundee, Perth and Stirling
  - the operation and performance of existing bus based Park & Ride serving urban centres
  - strategic bus-based Park & Ride for longer distance trips
  - rail-based Park & Ride at all stations where there is likely demand.

#### **Urban centres**

- 1.1.2 Each local authority has been contacted in order to review their existing parking policy / strategy.
- 1.1.3 Within Dundee, Stirling and Perth, the audit reviews:
- existing parking supply and demand;
  - parking charges;
  - PNR and residents parking, and
  - proposals for additional parking (both central and for park and ride).
- 1.1.4 The audit also reviews other major areas of parking demand (in particular hospitals and access to healthcare).

#### **Park & Ride**

- 1.1.5 Existing bus and rail Park & Ride provision has been reviewed. Key elements of this section of the audit include a review of:
- patronage
  - location, catchment served and major destination;
  - number of parking spaces available and occupancy by time of day and day of week;
  - quality of spaces, including security and CCTV provision
  - route and frequency of bus or rail service
  - quality of bus or rail provision in terms of age of vehicle, journey time, reliability, etc;
  - fares / charging regime;
  - passenger facilities at Park and Ride site, including:
    - quality of shelters, disabled provision, toilets, travel information,
    - real time passenger information
  - signing to the Park and Ride site; and
  - for bus based Park and Ride, marketing of the site, including availability of specific timetable information and livery of bus service where appropriate.
- 1.1.6 The aim of the above will be to ensure that existing Park and Ride sites are being, operated, promoted and used to their maximum capability.
- 1.1.7 For all sites (but particularly rail), the audit considers the facilities which are available to encourage travel to Park and Ride by slow modes and includes a review of pedestrian access, lighting, secure cycle parking provision, and for rail, bus service provision and interchange opportunities. Additionally, the audit

takes account of issues emerging from the Tay Estuary Rail Study undertaken in 2005.

## 2. Parking at point of use

### 2.1 Town / city centres

2.1.1 Within the TACTRAN area the three major concentrations of employment and leisure activity in central Dundee (population 150,000), Stirling (40,000 including Bannockburn) and Perth (43,000) are the most important centres of parking demand. In all three areas, the Local Authorities have parking controls in place along with residents parking schemes to mitigate the impact of general parking on residents.

### 2.2 Major employers outwith town / city centres

2.2.1 Where major employers lie away from town / city centres this will create additional major parking demands and may make it more difficult to deliver a successful Park & Ride scheme. The most significant examples in the TACTRAN area are as follows:

- Dundee – The bulk of the demand is in the city centre itself, the waterfront area and in the western part of the city where there is a major concentration of employment providers including a research park and Ninewells Hospital and Medical School. There are also major employment concentrations in northwest Dundee around Charleston and the Dryburgh Industrial Estate, north of the city at Fintry, east of the city at Baldovie and at number of other smaller sites but these are not a focus of major concern with regard to parking at present.
- Stirling – The eastern side of the town hosts a retail park and the Forthside development area but these are already served by the existing Park & Ride site at Springkerse. Prudential have a substantial site at Craigforth adjacent to a new Park & Ride site which is currently under construction. The Council Headquarters is just south of the main centre at Viewforth as are the Police Headquarters and a number of government offices. Stirling Royal Infirmary is also to the south of the main centre but is expected to decline in importance as services shift to a new site at Larbert. Stirling University is to the north of the city.
- Perth – There are major concentrations of employers around the A9 / A912 junction, at the A9 / A85 junction and just east of the B9112 north of the point where it crosses the M90. However, within the town itself the major attraction is to the centre with some additional demand at the Perth Royal Infirmary and the harbour area.

2.2.2 Major employers in new buildings are generally required to plan their sites with sufficient parking and to have a travel plan in place which seeks to encourage the use of other modes such that parking demand is managed and kept down to the available supply. As a result it is generally major employers in older buildings such as hospitals and councils which put the most pressure on shared parking space.

### 2.3 Parking policy / strategy

#### **Dundee**

2.3.2 Dundee City Council has a parking strategy which seeks to:

- balance environmental, economic and residents' needs;
- support economic vitality by ensuring a high turnover of shoppers and visitors;

- maintain parking provision at existing levels;
- encourage the use of non-car modes;
- meet National Air Quality Standards;
- make parking good quality, safe, attractive and easy to use;
- promote awareness of parking facilities, and
- meet the need of residents.

2.3.3 The measures to achieve these aims include a system of parking charges and controls, upgrades to the quality of the existing supply and residents' parking zones.

2.3.4 Dundee City has a small core and the majority of the controlled area lies within the region bounded by North, East South and West Marketgait and extending into the areas occupied by the station and Dundee University. In the controlled area short-stay parking is provided on-street for a charge. The maximum stay is one hour in the city centre, rising to four hours beyond the centre. Medium- and long-stay parking is provided in off-street car parks with the cost rising as parking durations increase. Dundee City Council controls a total of 5100 off-street spaces, including NCP provision (60 more on Saturdays) and around 530 on-street spaces in the central area.

2.3.5 Dundee has a relatively simple charging scheme (see Appendix 1 for full details) with distinctions between on- and off-street parking and short-, medium- or long stay parking. Parking all day (as most commuters do) therefore costs between £3.10 (for monthly ticket holders assuming 21 working days in a month) and £7. Charges will rise above the rate of inflation in April 2008.

### **Stirling**

2.3.6 Stirling has a parking strategy with four key aims:

- support social and economic activity;
- integrate parking with other transport initiatives to provide a holistic response to the transport needs of communities;
- encourage the use of public transport and other sustainable means of travel to enhance accessibility, and
- support and improved car park maintenance and modernisation programme.

2.3.7 It aims to offer support to the local economy, tourism, to generate income to help to cover the costs of parking provision and maintenance, to encourage efficient use of space and the promotion of two Park & Ride sites for Stirling, to the east and west of the city.

2.3.8 The measures suggested to achieve these aims consist of a range of management strategies, information provision, charging regimes and the promotion of the use of other modes.

2.3.9 Limited information is available on the number of parking spaces in Stirling. However, the Thistle Centre / Marches car park has 1400 spaces and the Wellgreen Multi-storey 530. Tourist information suggests that there are in the region of 5000 spaces available altogether with provision concentrated on the Thistle Centre and surrounding streets. Parking all day in Stirling costs a maximum of £7 in the NCP Wellgreen car park (see Appendix 1 for full details of Stirling's parking charges).

## Perth

- 2.3.10 Perth and Kinross Council do not have a formally adopted parking strategy document. However, there is a system of parking restrictions in place covering the area enclosed by the Inner Ring Road with some extensions to the north, south and east. Parking occupancy surveys supplied by Perth and Kinross Council are comprehensive and covered a total of 5260 spaces in the central area and surrounding streets.
- 2.3.11 Perth has a complex charging scheme with charges varying across a detailed zone system on-street and from one off-street site to the next. All day charges vary from £1.90 per day with a monthly ticket at South Inch car park to £5.40 for a one-off trip to the Thimblerow car park.

## 2.4 Demand

- 2.4.1 Dundee City Council have supplied data from their VMS system for the period 09/01/2008 to 15/01/2008. Not all of the car parks are included in the VMS system but this data covers some 4,600 of the total available spaces. During this period the maximum occupancy recorded at a single site was 98% but the maximum total occupancy was 56% and there were never less than 1885 spaces available. Additional data for 11/02/2008 to 17/02/2008 gives a similar picture. Excluding car parks where the data is clearly incorrect indicates the maximum total occupancy was 65% and there were always at least 1574 spaces available. However, clearly neither of these two weeks is comparable to the situation which might be anticipated at the height of the Christmas shopping season.
- 2.4.2 Although Stirling Council operate a VMS system, it is unsuitable for the purpose of extracting occupancy data. Alternative demand information for their city centre car parking is required.
- 2.4.3 Perth and Kinross Council collected on and off-street parking data for Perth on a regular basis from 2000 to 2004. The 2004 weekday data indicates that although some sites are full there is an average maximum occupancy of 59% with 2160 spaces available, down from the maximum value of 65% recorded in 2003. Saturday occupancies are higher at 83% (only 910 spaces available) with several sites operating at or above capacity.
- 2.4.4 Perth and Kinross Council have supplied data from their VMS system, however, the information derived from it is of limited use.

## 2.5 Private non-residential parking

- 2.5.1 A recent survey identified 2,527 private non-residential parking spaces in the central controlled area of Dundee City which is around half of the number over which the council (or NCP) have control.
- 2.5.2 Perth & Kinross and Stirling Councils' are unable to provide accurate estimates of the number of private non-residential spaces in their central areas.
- 2.5.3 Dundee's Ninewells Hospital has a total of 8000 staff / students and attracts around 6000 patients and visitors daily. The hospital has 2,500 car parking spaces managed by Vinci Car Parks. Six hundred spaces are reserved specifically for patients / visitors. Staff parking permits cost around £25 a month and are allocated on a first-come first-served basis. In the inner car parks parking costs £1.60 for four hours rising to £5 for seven hours and £10 for more than seven hours. In the outer car parks an all day stay costs £1.60. Demand for parking is very high and spills into surrounding streets. A controlled parking

zone (CPZ) has been introduced at Menzieshill in order to limit this overspill and improve the availability of residents parking in the area.

- 2.5.4 Staff and patients are drawn from all over Tayside and north-eastern Fife. Staff work varied shift patterns, patients generally arrive from 08:00 and leave throughout the day. Visitors tend to arrive and leave between 14:30 and 20:00. Although most staff, patients and visitors arrive by car (there is a known issue with a high level of single occupancy car use) public transport is good and the bus is an important means of access. The hospital is attempting to tackle the parking problem and has a completed Travel Plan with on-going survey programs and measures. The NHS Tayside structure plan is seeking to increase community care and so reduce the need for travel to the Ninewells site.
- 2.5.5 Perth Royal Infirmary has 1,400 staff and 440 staff parking spaces. There are 207 spaces for staff and visitors. Parking costs £1.20 per visit or £14.00 per month. Parking demand is very high and there is overspill into the surrounding streets. There has been a recent travel survey indicating that travel distances are often long but that staff, patients and visitors do arrive at the hospital by a range of modes. The existing bus service to the site is good and in addition there are proposals for a new staff shuttle bus between this site and Ninewells, which is aimed at reducing inter-hospital car travel by staff.
- 2.5.6 Stirling Royal Infirmary, like the sites above generates substantial parking demand. However, under proposed changes to healthcare provision in the Forth Valley Region it will decrease to 161 beds and around 550 staff in total (340 on duty on any particular day) resulting in a reduction in generated trips.
- 2.5.7 In addition to NHS facilities there are a number of other major employers in Dundee, Stirling and Perth including several private sector employers and the councils themselves. The majority of these employers, particularly the private employers, occupy premises on or towards the edges of the built up areas and, as such, are not obvious candidates for Park & Ride. However, we will be identifying these sites to see when it would be appropriate to divert Park & Ride services to serve them.

## 2.6 Residents parking

- 2.6.1 City centre residents compete with commuters for parking and residents parking schemes are commonly required where there is pressure for space.

### Dundee

- 2.6.2 Dundee has three existing residents parking schemes. The oldest is the City Centre scheme which allows resident permit holders to park in any off-street car park or Pay and Display space during the restricted period. Permits cost £60 per year. There is no limit on the number of permits which can be issued to each household. The Menzieshill area, adjacent to the Ninewells Hospital covers around 800 residential properties and two-thirds of on-street spaces are allocated residents bays which residents can use once they have purchased a permit at an annual cost of £5. In Broughty Ferry residents can purchase council car park season tickets for £45 per year.
- 2.6.3 Additional schemes are being investigated for Dundee West End, Dudhope, Hilltown, Princes Street and Invergowrie Drive and these are currently going forward for public consultation and further consideration. The implementation of any or all of these schemes would be expected to increase the pressure on commuter parking in Dundee City.

- 2.6.4 Stirling provides a residents parking scheme for those living in the central controlled area. At an annual cost of £60 permit holders are able to park in Pay and Display bays as well as residents spaces.
- 2.6.5 Similarly, Perth operates a residents parking scheme within the controlled area. In the central part of this area permits cost £150 annually and in the outer part of this area permits cost £85 annually. Both allow residents to park on-street within 100 metres of their homes and central area permits also allow residents to park in the Canal Street multi-storey car park and one other designated car park.



## 3. Park & Ride provision

### 3.1 Bus based

3.1.1 There are currently four permanent bus-based Park & Ride sites operating in the TACTRAN area with one more under construction. In addition there are two seasonal sites and one site under construction. Full details of the audits are given in the appendices and are summarised below.

#### **Broxden**

- 3.1.2 This is a site located at the junction of the A9 and the M90 just west of Perth. There are currently 250 parking spaces but the site is commonly full and is currently being extended to provide an additional 156 spaces which are estimated to be available from April 2008. The site collects traffic approaching Perth from Dundee on the A90, Edinburgh and Fife on the M90, Stirling, Glasgow and Inverness on the A9 and Crieff on the A85.
- 3.1.3 Buses leave the site between 07:00 and 19:00 daily running every 10 minutes before 09:00 and after 16:30 and at 15 minute intervals over the rest of the day. There are additional services on Sundays in the run-up to Christmas. The bus service (number 301) is a dedicated one provided by Smith and Sons Coaches. These buses are limited stop but still serve a range of destinations on the route into Perth town centre. Parking is free and a return fare on the bus cost £1 for adults. Buses are open to all users, not just those originating from the Park & Ride.
- 3.1.4 In addition the site acts as an interchange for long distance Megabus / Citylink services throughout the week.
- 3.1.5 The site is well used. Perth and Kinross Council have been collecting data on site usage since it began operating in June 2002 and over the period from 2003 to 2007 it served an average of 10,800 passengers a month (on the 301) with typical weekday passenger numbers around 450-500, Saturday numbers around 600 (rising to around 1000 in December) and Sunday numbers around 190 on average while this service runs.
- 3.1.6 Megabus / Citylink report that the average boardings per month for their services in the last three months in 2007 were around 6,010. This suggests that around one third of the users of the site are using it to access strategic rather than local services. Of these strategic users 81% were southbound with Glasgow and Edinburgh between them accounting for 65% of the total demand. The third most popular destination is Aberdeen with 11% of the demand.
- 3.1.7 Data collected on 29<sup>th</sup> November 2007 on behalf of Transport Scotland indicated that, on this particular day, the peak occupancy of the car park was 237, 95% of the total capacity and at 17:30 on 24/01/08 the site still appeared to be around 80% occupied and several users were observed coming and going. At this time the vast majority of users appeared to be Megabus passengers.

#### **Scone**

- 3.1.8 The site at Scone is a small site on the A94 at the Angus Road roundabout. It has 50 parking spaces. The site serves traffic approaching Perth on the A94 from Balbeggie, Woodside/Burrelton, Coupar Angus, Blairgowrie, Alyth and Meikle.

- 3.1.9 There is no dedicated park and ride service but the Stagecoach 7 (serving all stops into Perth) passes the site every 10 minutes from around 07:30 to 18:30 Monday to Saturday with a service every 20 mins early in the mornings and later in the evenings and a half hourly service on Sundays. Parking is free and a return fare on the bus is £1.50 for adults.
- 3.1.10 The data available on site usage is limited but informal observations by Perth and Kinross Council suggest that there are rarely more than 5 or 10 cars in the site. Six parked cars were present at 16:50 on 24/01/08.

### **Kinross**

- 3.1.11 The 126 space Kinross site started operating in May 2007 and is situated just off the M90 and accessed from Station Road, Kinross. The site can potentially serve both north and southbound traffic on the M90 but in practice operates primarily as a coach interchange for passengers travelling to and from the south, particularly Edinburgh.
- 3.1.12 Long distance Megabus / Citylink services call at the site as do local Stagecoach services 23 and 36B. Both of these services run two-hourly and it is unlikely that they are used by those parking at the site to any significant extent though they will provide a potential means of non-car access to the long-distance bus stop. Parking is free and there are no special bus fares for users of the site.
- 3.1.13 Again, the data on site usage is limited but Megabus / Citylink report an average of 875 boardings per month in the last three months of 2007. This equates to around 40 passengers per week day implying that the site is not yet well used (although clearly it takes time for demand to build). Edinburgh is the most important destination with 57% of passengers boarding coaches with that destination. Aberdeen accounts for 27% of the demand with Dundee and Inverness accounting for 8% and 7% respectively. Only 1% of passengers were heading for Perth suggesting that this site is more important strategically than locally.
- 3.1.14 At 18:40 on 24/01/08 there were five cars parked in the site. Though some may have already left strategic travellers from Edinburgh and Glasgow might be expected to be later than this returning. Notably of the four or five users observed arriving at / leaving the site all were walking to / from the direction of the main road.

### **Springkerse**

- 3.1.15 Springkerse Park & Ride (200 spaces) is east of Stirling between the Muirton and Broadleys roundabouts and serves traffic approaching Stirling from Alloa on the A907, Fallin on the A905 and, to a lesser extent, from Menstrie and Alva on the A91 and the Falkirk area on the M9, M80 and A91.
- 3.1.16 The site is active from Mondays to Saturdays from around 07:30 to 18:30 (later on Thursdays). The site has been recognised under the Park Mark (Safer Parking) scheme for its site security, facilities and operation. There is CCTV, visitor and tourist information and parking attendants are on hand to help with queries. Parking is free.
- 3.1.17 There is a dedicated Park & Ride bus which leaves the site every 12 minutes (15 minutes in the early mornings). The bus is limited stop, serving a selection of locations on the route into Stirling city centre. The buses have their own route through the Forthside Development Site and are fitted with transponders which

can register a priority demand at traffic signals. The bus service is open to all users, not just to Park & Ride users and the adult return bus fare is £1.

- 3.1.18 The site is adjacent to a retail park and Morrisons supermarket resulting in balanced flows to and from the site, improving patronage. Additionally opening the service to non Park & Ride site users and concessionary pass holders has also improved patronage levels.
- 3.1.19 Stirling Council are very pleased with the way the site is operating with an average of around 5,700 single journeys and 9,400 return journeys to the site per month since it opened at the beginning of September in 2006. This suggests that the site serves an average of 15,100 people per month. Assuming 26 days to a month (excluding Sundays) this equates to some 580 people per day. This is likely to be an overestimate as a proportion of those who buy single tickets will buy single tickets in both directions and reduce this total. However, even allowing for this, for the fact that average car occupancies will be greater than one and for the fact that some trips are made on the bus alone with no car being parked it seems likely that the car park is well filled. Council observations support this indicating that the site overflows into the adjacent retail park at peak times.
- 3.1.20 At 12:30 on 25/01/08 the site was around 50% occupied and several cars were observed arriving / leaving.
- 3.1.21 The contract for the Park & Ride bus has recently been re-let on the basis of all inclusive costs with fares paid directly to the bus operator.

### **Seasonal Park & Ride in the Stirling area**

- 3.1.22 Stirling operates additional Park & Ride sites on Saturdays and Sundays in December from the Bannockburn Heritage Centre just south of the city and the Prudential complex just west of the city. Buses run every 15 minutes from 10:00 to 18:00 with an adult return costing £1. However, usages at these sites have been found to be low and it is considered that their role will be filled by permanent sites for the 2008 season.

### **West Stirling**

- 3.1.23 This is a new site adjacent to the M9 / A84 Craigforth Interchange offering opportunities to attract traffic from the north and south as well as from the west. The site is currently under construction and is expected to open in late summer (2008). There will initially be space for 200 cars with space to expand to 400. In addition to the facilities available at the Springkerse site there will be an indoor waiting room.
- 3.1.24 Buses from this site run every ten to fifteen minutes and will serve the city centre via other important locations like the Council Headquarters at Viewforth. There is very little congestion on the proposed route. Buses will not link up with those from the Springkerse Park & Ride site as there is no congestion free route through the city centre.

## **3.2 Rail based**

- 3.2.1 Data supplied by First Scotrail indicates the five busiest stations in the TACTRAN region are Stirling, Dundee, Perth, Dunblane and Arbroath followed by Montrose, Bridge of Allan, Carnoustie, Pitlochry and Gleneagles. The most popular destinations are the three regional centres of Dundee, Stirling and Perth together with three more distant locations, Glasgow, Edinburgh and Aberdeen.

- 3.2.2 Overall, car is not a particularly important means of arriving at the stations in the TACTRAN region. For those stations where data is available bus and walk are the two most important arrival modes accounting for just over one third of all arrivals. Arrivals by car account for only one sixth of the total though they will clearly be much more important at some individual locations like Gleneagles and Dunblane.
- 3.2.3 However, at a very busy station one sixth of the total travellers may still be a substantial number and factoring the proportion of passengers arriving by car by the number of passengers originating at the appropriate station indicates that Stirling, Dunblane, Perth, Arbroath and Bridge of Allan should have the highest requirements for car parking. The Regional Transport Strategy identified Montrose as an informal Park & Ride site. While Montrose certainly does function in this way with parking both in the official station car park and, to a small extent, in an adjacent supermarket car park the total numbers of people driving to Montrose Station is modest, around half the number found at Arbroath. However, it is noted that all the car parking available for passengers from Montrose is immediately adjacent to the station and so its Park & Ride role is obvious.
- 3.2.4 For these five most important rail-based Park & Ride interchanges the most commonly stated reason for travel is “visiting friends/relatives” followed by “work” and “on personal business (eg job interview, doctor)”. This suggests that a high proportion of travellers will be parked for more than the period typical for commuters increasing the need for parking.
- 3.2.5 From Arbroath (and Montrose) northbound trains run approximately half-hourly in the morning peak and approximately hourly throughout the day. Trains southbound to Dundee are approximately half-hourly while trains to Perth, Glasgow or Edinburgh are approximately hourly. Timings are not regular. Travel times to Edinburgh and Glasgow are too long for most people to consider making such trips on a daily basis. From Perth trains to Aberdeen and Glasgow are approximately hourly and run at regular times throughout the day though not at peak times. Trains to Edinburgh are closer to being two-hourly with some extra peak time services. Timings are not regular.
- 3.2.6 From Dunblane and Bridge of Allan trains to Edinburgh run half hourly and direct trains to Glasgow run hourly with some additional peak time services. Northbound passengers often need to start out southbound and change at Stirling. From Stirling itself trains run half hourly to Edinburgh, four times an hour to Glasgow and roughly hourly to Perth.
- 3.2.7 Site observations were supportive of the view that there is a high proportion of Park & Ride activity at Stirling, Dunblane and Bridge of Allan. All day parking around Dunblane Station, presumably by commuters, is causing considerable parking and access difficulties in the town. It is likely that a part of this problem is caused by travellers arriving from the rural areas around Crieff and Callandar. It is likely that some of these travellers technically live nearer to Gleneagles Station but are driving further to take advantage of an enhanced service frequency.
- 3.2.8 Perth Station’s car park was full but it is not large (54 spaces). It is likely that parking is spilling onto surrounding streets which lie outside the central controlled area but it is difficult to confirm this as parking is restricted on the section of the inner ring road immediately outside the car park. The car park at Arbroath station is extremely small (15 spaces). All were full despite a charge of £1 per day. Neighbouring free council controlled car parks were also full. It is likely, though not certain, that a good proportion of these cars had been left by rail travellers.

- 3.2.9 Montrose Station functions as a Park & Ride site to some degree with parking over-spilling slightly. At Dundee station there are more car arrivals than there are at Montrose. Though these represent a much lower proportion of all Dundee passengers their number is still well beyond the capacity of the actual short-stay car park (9 spaces) and these passengers must either be dropped off or park elsewhere within walking distance.
- 3.2.10 In addition it is known that passengers for Edinburgh from the Dundee area frequently drive to, and park at, Leuchars which lies in the SEStran region.



## 4. Existing proposals for additional parking

### 4.1 City centre parking

- 4.1.1 It is the stated aim of the Dundee City Council parking strategy to ensure that there is no net change in the provision of parking facilities and to maintain a consistent level of parking provision in the city centre. There are major redevelopments underway in the central area and these involve relocation of parking spaces but there are not plans for increased provision. Dundee City Council do not have any advanced proposals for Park & Ride provision but the city centre car parking strategy includes the measure to bring forward Park & Ride facilities in partnership with TACTRAN.
- 4.1.2 Though Stirling Council have developed a number of new Park & Walk sites in recent years they are not currently seeking to provide additional city centre parking. The Council is interested in the provision of a strategic rail-based Park & Ride site adjacent to the existing Bannockburn Rail Halt (proposed Bannockburn Station) and there are potential bus-based Park & Ride sites at the existing Corbiewood Stadium and at Pirnhall. However there are major concerns about the congestion on the possible bus routes into the city centre from these southern sites. Demand from the north is felt to be well catered for by Dunblane and Bridge of Allan stations and the new Park & Ride at Kildean.
- 4.1.3 Perth & Kinross Council are currently expanding their Broxden Park & Ride site. The Kinoull Street Car Park is expanding by 120 spaces and there are proposals to convert the major NCP site between the High Street and Caledonian Road to a multi-storey. Perth and Kinross Council have also expressed interest in additional Park & Ride provision, most importantly at the junctions of the A9 / Dunkeld Road, A9 / Crieff Road and, less importantly at the Craighend interchange and the A90 / A85 interchange.
- 4.1.4 NHS Tayside are not seeking to increase parking provision at either Ninewells Hospital or Perth Royal Infirmary. NHS Forth Valley are moving much of their activity out of Stirling to Larbert, where it will lie beyond the TACTRAN region. While Stirling Royal Infirmary will continue to be a substantial site there is unlikely to be a need for extra parking.

### 4.2 Strategic parking

- 4.2.1 Angus Council are interested in the development of strategic bus and rail Park & Ride. Parking at Montrose station has been expanded and proposals to provide strategic bus based Park & Ride are being reviewed as part of this study.



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## Appendix A

### Parking charges



## Parking charges

Note that Dundee's charges will rise from April 2008.

Table A 1: Dundee parking charges (on-street)<sup>1</sup>

location	duration	charge
City Centre	Up to 1 hour	£ 1.50
Outwith City Centre	0-2 hours	£ 1.50
	2-4 hours (max)	£ 2.50

Table A 2: Dundee parking charges (off-street)<sup>2</sup>

site type	duration	charge
Long Stay Car Parks	Up to 4 hours	£ 2.50
	4-10 hours	£ 5.00
	Monthly Tickets	£ 65.00
Variable Stay Car Parks	Up to 2 hours	£ 1.30
	2 - 3 hours	£ 2.20
	3 - 4 hours	£ 3.00
	4 - 5 hours	£ 3.70
	5 - 6 hours	£ 4.50
	6 - 10 hours	£ 6.00
NCP Marketgait Bank Street North Lindsay Street	up to 20 minutes	£ 0.30
	20 - 40 minutes	£ 0.60
	1 hour	£ 0.90
	2 hours	£ 1.80
	3 hours	£ 2.70
	4 hours	£ 3.60
	5 hours	£ 4.50
	6 hours	£ 5.40
	12 hours	£ 7.00
24 hours	£ 11.00	
NCP Willison Street	2 hours	£ 2.00
	4 hours	£ 3.70
	6 hours	£ 4.90
	24 hours	£ 7.80
£5.00 at one site (Greenmarket)		

<sup>1</sup> <http://www.dundee.gov.uk/visitorparking/main.htm> - correct at 09 Jan, 2008

<sup>2</sup> <http://www.dundee.gov.uk/visitorparking/main.htm> - correct at 09 Jan, 2008

Table A 3: Stirling parking charges (on-street)<sup>3</sup>

location	duration	charge
inner core (depends on precise location)	Up to 20 minutes	£ 1.00 - £ 1.40
	Up to 1 hour	£ 1.50
	Up to 2 hours	£ 1.80
outer core	Up to 2 hours	£ 1.80
	2 - 4 hours	£ 2.30
periphery (depends on precise location)	Up to 2 hours	£ 1.60
	Up to 4 hours	£ 1.90 - £ 2.00
	all day	£ 2.50 - £ 3.00

Table A 4: Stirling parking charges (off-street)<sup>4</sup>

site type	duration	charge
inner core	Up to 2 hours	£ 1.80
	2-4 hours	£ 2.30
	all day	£ 3.10
Wellgreen MSCP (NCP)	each extra 20 min period	£ 0.40
	6 hours and over	£ 7.00

<sup>3</sup> supplied by email by Stirling Council – correct at 18 Jan, 2008

<sup>4</sup> supplied by email by Stirling Council – correct at 18 Jan, 2008

Table A 5: Perth parking charges (on-street)<sup>5</sup>

location	duration	charge
zone A+B (most central)	30 min	£ 0.50
zone B	1 hour	£ 1.30
zone C+D+E	1 hour	£ 0.50
	2 hours	£ 1.30
zone D+E	3 hours	£ 1.70
	4 hours	£ 2.60
zone E	6 hours	£ 3.50
zone F (least central)	1 hour	£ 0.40
	2 hours	£ 0.80
	3 hours	£ 1.10
	4 hours	£ 1.40
	6 hours	£ 2.00
	10 hours	£ 2.50

<sup>5</sup> <http://www.pkc.gov.uk/NR/rdonlyres/4214B7B7-FFD5-4805-AC72-577EF1C671AD/0/PerthParkingGuide.pdf> - correct at 09 Jan, 2008

Table A 5: Perth parking charges (off-street)<sup>6</sup>

location	duration	charge
Back Wynd CP (short-stay)	1 hour	£ 0.50
	2 hours	£ 1.00
	3 hours	£ 1.70
	4 hours	£ 3.40
Norie Miller and Riverside Turning Head CPs (short-stay)	1 hour	£ 0.50
	2 hours	£ 1.00
	3 hours	£ 1.30
	4 hours	£ 2.20
all ten other short-stay locations	1 hour	£ 0.50
	2 hours	£ 1.30
	3 hours	£ 2.10
Canal Street multi-storey CP (variable-stay)	1 hour	£ 0.50
	2 hours	£ 1.10
	3 hours	£ 1.70
	4 hours	£ 2.40
	6 hours	£ 3.50
	10 hours	£ 5.00
	Monthly	£ 60.00
South Inch CP (variable-stay)	1 hour	£ 0.40
	2 hours	£ 0.80
	3 hours	£ 1.10
	4 hours	£ 1.40
	6 hours	£ 2.00
	10 hours	£ 2.50
	Monthly	£ 40.00
Victoria Street CP (variable-stay)	1 hour	£ 0.50
	2 hours	£ 1.00
	3 hours	£ 1.30
	4 hours	£ 2.20
	6 hours	£ 3.00
	10 hours	£ 4.00
	Monthly	£ 60.00
Thimblerow CP (NCP)	2 hours	£ 2.00
	4 hours	£ 3.00
	6 hours	£ 4.20
	12 hours	£ 5.40
	24 hours	£ 5.90
Information is not provided for additional sites at Mill Street, Perth Station, Rodney Pavillion, Kinnoull Street multi-storey, Bell's Sports Centre and Watergate but the majority of these sites do not appear to be free.		

<sup>6</sup> <http://www.pkc.gov.uk/NR/rdonlyres/4214B7B7-FFD5-4805-AC72-577EF1C671AD/0/PerthParkingGuide.pdf> - correct at 09 Jan, 2008

## Appendix B

### Rail station Park & Ride audit



## Introduction

This appendix gives a full report of the findings of a site audit of existing rail Park & Ride provision across the TACTRAN area carried out on the 24<sup>th</sup> and 25<sup>th</sup> of January, 2008.

The stations at Rannoch, Tyndrum (Upper and Lower), Crianlarich, Blair Atholl, Pitlochry and Dunkeld & Birnam also fall into the TACTRAN area. However, there are no services from these stations to the major urban centres of Edinburgh, Glasgow, Inverness or Dundee which arrive before 09:00 and services are unlikely to be attractive to commuters. It is possible to reach Perth from Blair Atholl, Pitlochry and Dunkeld & Birnam by 09:00 but given the low service frequency (there is generally more than an hour between services and they run irregularly) it is unlikely that rail services will be attractive as commuter services except to those who do not have access to a car and so cannot be considered to be Parking & Riding. In addition all of these stations have a low level of usage with only Pitlochry serving more than around 100 passengers per day. As such, these stations have not been audited at this stage.

Most of the stations between Arbroath and Perth have similar or lower levels of service to those on the Inverness line. However, the Tay Estuary Rail Study (TERS) seeks to restore an hourly service through a number of these stations. This would be a substantial improvement on the existing level of service and these stations may well be important in future.

## Rail-based Park & Ride

### Montrose Station



Figure B1: Montrose station

### Annual passengers 2005-6

346,000

### Car parking facilities

**Spaces available:** The car park has been recently extended with 50 spaces available

**Paving:** high quality

**Signaging:** average – it is not obvious that there is no exit from the new section of the car park other than by reversing

**Lining:** excellent – recently repainted

**Fencing:** appropriate to location. Crash barriers on eastern side where land drops away steeply beyond the limit of the car park

**Lighting:** yes

**CCTV:** yes

**Security:** good – site is lit, monitored and well overlooked

**Landscaping:** appropriate for location

### Car park usage

**Charges:** free

**Occupancy:** full (at 09:15, 24/01/08)

**Overspill:** some overspill into adjacent supermarket car park at peak times

**Land for expansion:** small area beyond existing extension but it is likely to be of limited use. Open land to the east of the station appeared to be being developed for other uses. Open land west of the station is likely to be environmentally sensitive

### Passenger facilities

**Shelters:** The northbound platform has a medium sized shelter with some seating. The southbound platform has a larger sheltered area containing the ticket hall, toilets and seating.

**Toilets:** yes

**Travel Information:** Posters, leaflets, information call points and a ticket office manned part time

**RTPI:** yes

**Disabled provision:** level access to ticket hall and southbound platform. Stepped access to northbound platform. No disabled toilets

### Marketing

**Quality of vehicles:** modern, express trains

**Timetables:** For northbound commuters trains run roughly half-hourly in the morning peak and roughly hourly throughout the day. Timings are not regular. For commuters southbound to Dundee trains are roughly half-hourly. Trains to Perth, Glasgow or Edinburgh are roughly hourly. Timings are not regular. Travel times to Edinburgh and Glasgow are in the region of two hours and the numbers making this journey on a daily basis are likely to be limited.

### Accessibility

**Signing to site:** Although the station serves a wide catchment, the station is signed only within the town.

**Pedestrian access:** The road passing the station is a substantial through route (A92) and the station access road joins it at a large roundabout with pedestrian guard rails. This is unlikely to be particularly attractive to pedestrians although it is lit, supplied with good pavements and a pedestrian crossing across the major road. The station lies towards the southwest corner of the town and some of the northern housing areas are beyond what is generally considered a reasonable walking distance.

**Cycle access:** The station lies close to National Route 1 of the National Cycle Network. However, the most obvious access route from this to the station would involve cycling along the A92.

**Cycle parking:** Covered cycle parking is available immediately outside the station entrance. This is secure and well overlooked. Several bicycles were parked and all appeared to have been left recently.

**Bus interchange:** There is good bus interchange. Buses frequently pull into a stop immediately outside the station.

### Arbroath Station

#### Annual passengers in 2005-6

397,000

This station would benefit from an improved service following implementation of the TERS

### Car parking facilities

**Spaces available:** The actual station car park is very small with only 15 spaces, however, more spaces available in free council car parks, a short walk from the station

**Paving:** good

**Signing:** good

**Lining:** average

**Fencing:** solid fencing where land drops away

**Lighting:** yes

**CCTV:** yes

**Security:** site is well overlooked and supplied with CCTV – there are no obvious security issues

**Landscaping:** appropriate for location the station itself is attractive

### Car park usage

**Charges:** £1 per day

**Occupancy:** full (at 10:30 on 24/01/08).

**Overspill:** Council car parks close by (Helen Street, Millgate / North Grimsby) were also full though not necessarily with rail passengers. Parking is restricted on adjacent streets and vehicles were not illegally parked here.

**Land for expansion:** None.. There is a small open area adjacent to the existing station car park but this is considerably lower than the car park itself which would make an extension awkward. - there

would only be room for some 10 additional spaces.



Figure B2: Arbroath station car park and rear entrance

### Passenger facilities

**Shelters:** The station is a substantial building. There are waiting rooms on both platforms and a ticket office.

**Toilets:** yes

**Travel Information:** posters, leaflets, and a ticket office manned part time.

**RTPI:** yes

**Disabled provision:** Full disabled provision within the station – lifts and toilets. Limited disabled parking

### Marketing

**Quality of vehicles:** modern, express and local trains

**Timetables:** For northbound commuters trains run roughly half-hourly in the morning peak and roughly hourly throughout the day. Timings are not regular. For commuters southbound to Dundee trains are roughly half-hourly. Trains to Perth, Glasgow or Edinburgh are roughly hourly. Timings are not regular.

### Accessibility

**Signing to site:** poor – only at last junction

**Pedestrian access:** good – front and rear accesses to station are on small, lit pedestrian friendly streets.

**Cycle access:** The station is near to National Route 1 of the National Cycle Network and the small streets around the station are suitable for cyclists

**Cycle parking:** Covered cycle parking is located at the rear of the station

**Bus interchange:** Excellent – Arbroath bus station is 200 metres from the station's rear entrance and has a covered waiting area with some seating and a small cafe. There is a bus stop immediately in front of the station's front entrance.

### Carnoustie Station

#### Annual passengers in 2005-6

67,000

This station would be served hourly following implementation of the TERS

### Car parking facilities

**Spaces available:** There is a small car park with 15 spaces

**Paving:** excellent

**Signing:** good

**Lining:** relatively poor – in need of repainting

**Fencing:** railings surround the outer edge of the car park and a small crash barrier separates it from the platforms

**Lighting:** yes

**CCTV:** yes

**Security:** good

**Landscaping:** appropriate for location

### Car park usage

**Charges:** free

**Occupancy:** ~90% @11:30 on 24/01/08

**Overspill:** There is a car park immediately across the railway line from the station which would be an obvious choice for overspill. This was only half full. There were no cars parked on the street outside.

**Land for expansion:** There is a small, probably private, area of existing parking on land immediately below and behind the existing station car park. There is plenty of space on the shore front across the railway line from the station.



Figure B3: Carnoustie station and car park

### Passenger facilities

**Shelters:** small shelters

**Toilets:** no

**Travel Information:** posters and information call points. Unstaffed station

**RTPI:** yes

**Disabled provision:** There is ramped access to both platforms

### Marketing

**Quality of vehicles:** modern, local trains

**Timetables:** For northbound commuters trains run roughly half-hourly between 07:00 and 08:00 and roughly two-hourly throughout the day. Timings are not regular. For commuters southbound to Dundee trains are roughly half-hourly. Trains to Perth, Glasgow or Edinburgh are roughly hourly. Timings are not regular.

### Accessibility

**Signing to site:** poor – only at the last junction

**Pedestrian access:** good – the station is on a quiet, lit back street

**Cycle access:** - good – the station lies directly on National Route 1 and the streets of the town are small and quiet

**Cycle parking:** There was a covered cycle shelter but this had blown over at the time of the audit and did not appear to be in use. There were no bicycles parked around the station.

**Bus interchange:** Buses run along Carnoustie's main street frequently and stop at the end of Station Road less than 200m from the station. However as many

of these buses run to Dundee or Arbroath with a much greater frequency than the trains it is unlikely that much interchange occurs.

### Golf Street Station (Carnoustie)

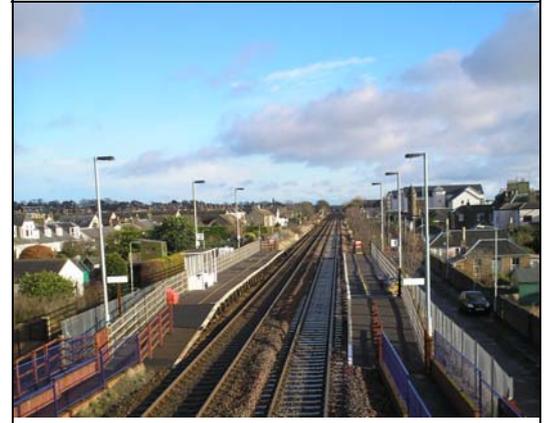


Figure B4: Golf Street station

### Annual passengers in 2005-6

65

### Car Parking facilities

**Spaces available:** Golf Street station is a small unstaffed halt with no parking and no space for any parking. There were no vehicles left on the narrow surrounding streets

### Passenger facilities

**Shelters:** one small shelter on the northbound platform

**CCTV:** no

**Security:** this would be a lonely location after dark

**Toilets:** no

**Travel Information:** minimal - unstaffed

**RTPI:** no

**Disabled provision:** ramped access to both platforms but crossing from one to the other would involve a 300m trip to cross the railway under a very low narrow bridge just to the east

### Marketing

**Quality of vehicles:** modern, local trains

**Timetables:** There is one train from Golf Street all stops to Dundee and Edinburgh in the morning peak (arrives Edinburgh

08:52) and one train returning in the evening peak (leaves Edinburgh 17:14)

### Accessibility

**Signing to site:** none

**Pedestrian access:** average. To the north of the station access is from quiet, lit suburban streets. To the south the streets are very narrow and have no footway.

**Cycle access:** National Route 1 passes directly by the station and cycle access in general would appear to be excellent though crossing from one platform to the other would be awkward.

**Cycle parking:** none

**Bus interchange:** As at Carnoustie buses pass along the main street within around 400 metres of the station. However, given the minimal rail service it is likely that any bus-rail interchange which does occur in this area occurs at Carnoustie itself.

### Barry Links Station (Carnoustie)



Figure B5: Barry links station

### Annual passengers in 2005-6

28

### Car parking facilities

**Spaces available:** Barry Links Station is an unstaffed halt with no parking. There is space for parking both north and south of the station but rural in character and not appropriate for car parking. The frequency of trains at Barry Links is extremely low and there are no proposals to improve frequency and so there is unlikely to be a need for additional parking at this location.

### Passenger facilities

**Shelters:** small shelters on both platforms

**CCTV:** no

**Security:** this would be a lonely location after dark

**Toilets:** no

**Travel Information:** minimal - unstaffed

**RTPI:** no

**Disabled provision:** access to the northbound platform only

### Marketing

**Quality of vehicles:** modern, local trains

**Timetables:** There is one train from Barry Links all stops to Dundee and Edinburgh in the morning peak (arrives Edinburgh 08:52) and one train returning in the evening peak (leaves Edinburgh 17:14)

### Accessibility

**Signing to site:** none

**Pedestrian access:** poor – the road from Barry has a narrow, overgrown footway although the pedestrian catchment is very low. Pedestrians could also approach along National Route 1 but the local housing distributions mean that most would originate nearer to Golf Street or to Monifieth making walking to Barry Links unnecessary

**Cycle access:** good – directly on National Route 1

**Cycle parking:** none

**Bus interchange:** Buses pass the station the main road a kilometre from the station along a lonely semi-rural road. Given the existing level of service there is no need for improvement

### Monifieth Station

#### Annual passengers in 2005-6

1,800

This station would be served hourly following implementation of the TERS

### Car parking facilities

**Spaces available:** there is a small area which could be used as a car park. Bays are not marked but the site has the capacity for approximately 5 vehicles

**Paving:** good  
**Signing:** none in parking area  
**Lining:** none  
**Fencing:** railings  
**Lighting:** yes  
**CCTV:** no  
**Security:** site is well overlooked and security is not a major issue  
**Landscaping:** no special effort has been made and the site is functional rather than attractive



Figure B6: Monifieth station car park

### Car park usage

**Charges:** free  
**Occupancy:** empty  
**Overspill:** none  
**Land for expansion:** Land south of the station is occupied by a caravan site and outdoor sports facilities and there is no obvious space for expansion

### Passenger facilities

**Shelters:** small shelters on both platforms  
**Toilets:** no  
**Travel Information:** minimal - unstaffed  
**RTPI:** no  
**Disabled provision:** access to both platforms but crossing the line would involve leaving the station to cross beneath the line

### Marketing

**Quality of vehicles:** modern, local trains  
**Timetables:** There is one train from Monifieth to Edinburgh in the morning peak (arrives Edinburgh 08:52) with an additional train to Glasgow. There is one

train returning in the evening peak (leaves Edinburgh 17:14)

### Accessibility

**Signing to site:** none  
**Pedestrian access:** good – via lit suburban streets  
**Cycle access:** good – close to National Route 1 and another local route and the surrounding streets are quiet  
**Cycle parking:** three small uncovered stands in a corner of the car park  
**Bus interchange:** Buses run along the main street within 200m of the site but given the low frequency of trains interchange is unlikely



Figure B7: Cycle parking at Monifieth

### Balmossie Station

#### Annual passengers in 2005-6

1,000

#### Car parking facilities

**Spaces available:** This a small unstaffed halt with no designated parking. There were a couple of vehicles parked on the street but it would be difficult to say if these were train passengers or not. There is land behind the station which could potentially be used for parking though access would be difficult and there would need to be some demand.

#### Passenger facilities

**Shelters:** small shelter on the southbound platform  
**CCTV:** no

**Security:** would be lonely and windswept after dark. Security appeared to be reasonable on the approach road

**Toilets:** no

**Travel Information:** minimal - unstaffed

**RTPI:** no

**Disabled provision:** ramped access to both platforms though the ramped foot and cycle bridge would involve a diversion.

### Marketing

**Quality of vehicles:** modern, local trains

**Timetables:** There is one train from Balmossie all stops to Dundee and Edinburgh in the morning peak (arrives Edinburgh 08:52) and one train returning in the evening peak (leaves Edinburgh 17:14)

### Accessibility

**Signing to site:** none

**Pedestrian access:** good, access is from a small, lit, suburban street

**Cycle access:** immediately adjacent to National Route 1 and a local traffic free route and surrounding streets are small and quiet

**Cycle parking:** some uncovered stands in a dark corner underneath the foot and cycle bridge



Figure B8: Cycle parking and ramped bridge at Balmossie Station

**Bus interchange:** Buses run along the main street within 300m of the site but given the low frequency of trains interchange is unlikely

### Broughty Ferry Station



Figure B9: Broughty Ferry Station

### Annual passengers in 2005-6

5,000

This station would be served hourly following implementation of the TERS

### Car parking facilities

**Spaces available:** There is no dedicated parking for the station. However, there is a pay and display council car park immediately beside the station (approximately 100 spaces).

**Paving:** poor

**Signing:** average

**Lining:** poor

**Fencing:** none along street, high fence beside station and hedge alongside housing

**Lighting:** yes

**CCTV:** only at the station

**Security:** central location would be busy even later in the evening but the site is large and might well be lonely in its further corners

**Landscaping:** the car park would benefit from upgrading, however, the station itself is an attractive building

### Car park usage

**Charges:** Standard council rates - £2.80 for more than 4 hours

**Occupancy:** ~90% (at 14:00 on 24/01/08) but it is likely that this was primarily visitors to the adjacent town centre.

**Overspill:** parking is restricted on many, but not all, surrounding streets. Currently, not a problem but may need to be

reviewed when proposed service improvements are implemented

**Land for expansion:** none

### Passenger facilities

**Shelters:** canopy over the southbound platform, only the subway is covered on the northbound platform

**Toilets:** no

**Travel Information:** some though unstaffed

**RTPI:** no

**Disabled provision:** level access to both platforms via level crossing, although this is not satisfactory for wheelchair users. There is also an underpass between platforms although this is not attractive

### Marketing

**Quality of vehicles:** modern, local trains

**Timetables:** There is one train from Broughty Ferry all stops to Dundee and Edinburgh in the morning peak (arrives Edinburgh 08:52) with an additional train to Glasgow. There are two trains returning in the evening peak (leaving Edinburgh 16:05, 17:14)

### Accessibility

**Signing to site:** minimal – only direct pedestrian access

**Pedestrian access:** reasonable but there is only one footway marked across the adjacent level crossing

**Cycle access:** reasonable, surrounding streets are small but busy. The A930 Queen St is a particular barrier to access

**Cycle parking:** stands under the platform canopy and covered by CCTV

**Bus interchange:** buses pass along Queen Street and Gray Street but given the low frequency of trains and high frequency of buses interchange is unlikely

## Dundee Station



Figure B10: Dundee Station

### Annual passengers in 2005-6

1,515,000

This station would benefit from an improved service following implementation of the TERS and a new half hourly service to Edinburgh

### Car parking facilities

**Spaces available:** Dundee station has a very small short stay car park with 9 spaces.

**Paving:** excellent quality surface paved with blocks

**Signing:** good – although location of ticket machine not obvious

**Lining:** average

**Fencing:** none

**Lighting:** yes

**CCTV:** at station entrance rather than over car park

**Security:** site is very overlooked and at a major road junction. Security is unlikely to be a major issue

**Landscaping:** Improvements have been made to station frontage although in the medium term the surrounding area will be improved as part of the proposed Waterfront development

### Car park usage

**Charges:** £1.20 for a 1 hour maximum stay

**Occupancy:** short stay provision only so occupancy varies significantly by time of day

**Overspill:** the car park is short stay only so longer stay parking must occur in nearby car parks, including Yeaman's,

Olympia / Discovery and Greenmarket.  
All day parking at these locations varies between £5 and £6 per day.

**Land for expansion:** It is not proposed to expand car parking at Dundee Station. Rather, it is proposed to improve public transport interchange and encourage walking and cycling to the station.

### Passenger facilities

**Shelters:** as typical for a large station and including places to buy refreshments

**Toilets:** yes

**Travel Information:** In addition to posters, leaflets, announcements and a manned ticket office, there is also a journey planning kiosk in the foyer.

**RTPI:** yes

**Disabled provision:** parking, level / lift access to all platforms, toilets

### Marketing

**Quality of vehicles:** modern, express and local trains

**Timetables:** Northbound trains leave Dundee around every 20 minutes in the morning peak and twice an hour throughout the day. Trains to Edinburgh leave hourly with a similar frequency to Perth and Glasgow.

### Accessibility

**Signing to site:** satisfactory although not signed over great distances outwith the city centre

**Pedestrian access:** access to the station if via the major roundabout at the junction of the A85 and A991. The route is not particularly pedestrian friendly but has all necessary facilities, including pedestrian crossings, guard rails and lighting. The central location, ensures that the area is busy in the evening, improving security. The pedestrian environment will be improved in the medium term as part of the Dundee Waterfront development.

**Cycle access:** reasonable - National Route 77 passes just south of the station and there are other local routes nearby. Cycling on the major roads which approach the station from the north would daunt many cyclists but there is a high population in the potential cycling catchment.

**Cycle parking:** ample parking with lockers and uncovered stands

**Bus interchange:** Good. There is a bus stop immediately outside the station, primarily serving routes to Fife. Most other local services stop at the High Street Interchange, a short walk. Longer distance services terminate at the Seagate Bus Station (15 mins walk).

### Invergowrie Station (Dundee)



Figure B11: Invergowrie Station

### Annual passengers in 2005-6

1,700

### Car parking facilities

**Spaces available:** Invergowrie station has no station parking although it is possible to park on the small suburban street immediately outside. There is no land available for additional parking.

### Passenger facilities

**Shelters:** Small shelter on the northbound platform only

**CCTV:** no

**Security:** station is located in an attractive suburban area and appears secure. However, it is likely to be lonely at night

**Toilets:** no

**Travel Information:** minimal - unstaffed

**RTPI:** no

**Disabled provision:** poor – access to the northbound platform would be possible but access to the southbound platform is via a stepped footbridge.

### Marketing

**Quality of vehicles:** modern, local trains

**Timetables:** There is one train into Dundee and one train into Perth in the morning peak. There is one train out of Dundee early in the evening peak.

### Accessibility

**Signing to site:** none

**Pedestrian access:** good – access is from a small lit back street

**Cycle access:** good – access is from a small lit back street and the station lies on National Route 77

**Cycle parking:** there are three uncovered stands on the northbound platform but these are not particularly secure

**Bus interchange:** there are no buses on the roads immediately surrounding the station.

### Perth Station



Figure B12: Perth Station

### Annual passengers in 2005-6

695,000

This station would benefit from an improved service following implementation of the TERS

### Car parking facilities

**Spaces available:** The designated car park has 54 spaces with a small number given over to short stay.

**Paving:** good

**Signing:** good

**Lining:** good, parking areas surrounded by contrasting paving while lines separate the bays themselves.

**Fencing:** the site is surrounded by buildings on three sides and there is a low wall where it joins the Inner Ring Road.

**Lighting:** yes

**CCTV:** appears to cover station forecourt but not bulk of car park

**Security:** the site is busy with frequent pedestrian movements in and out both for the station and adjacent hotel. There are unlikely to be major security issues.

**Landscaping:** There is some planting and the car park is not unattractive for its location

### Car park usage

**Charges:** £3 per day

**Occupancy:** ~ 90% (at 16:15 on 24/01/08)

**Overspill:** parking is restricted on the Inner Ring Road. Any overspill parking will occur on unrestricted residential streets nearby.

**Land for expansion:** none obviously available

### Passenger facilities

**Shelters:** as typical for a large station and including places to buy refreshments

**Toilets:** yes

**Travel Information:** posters, leaflets, announcements and a manned ticket office

**RTPI:** yes

**Disabled provision:** parking, level / ramped footbridge access to all platforms, toilets

### Marketing

**Quality of vehicles:** modern, express and local trains

**Timetables: modern, long distance trains** to Aberdeen and Glasgow are roughly hourly with regular timings throughout the day though not at peak times. Trains to Edinburgh are nearer two-hourly with some extra peak time services. Timings are not regular.

### Accessibility

**Signing to site:** good – appears several junctions away from site

**Pedestrian access:** good – Inner Ring Road is busy but pedestrian crossings are provided at appropriate locations

**Cycle access:** good - the site is not on any formal cycle routes. There are cycle

lanes on parts of the Inner Ring Road though not on the final approach. There is a high population in the cycling catchment

**Cycle parking:** lockers

**Bus interchange:** very good - the bus station is nearby and well signposted.

## Gleneagles Station

### Annual passengers in 2005-6

25,000

### Car parking facilities

**Spaces available:** there are 40 spaces available

**Paving:** reasonable

**Signing:** good

**Lining:** poor – very worn

**Fencing:** low wall

**Lighting:** yes

**CCTV:** no

**Security:** good although this would be a lonely location after dark

**Landscaping:** station is attractive but car park is functional with limited landscaping

### Car park usage

**Charges:** free

**Occupancy:** 50% (at 08:45 on 25/01/08)

**Overspill:** none

**Land for expansion:** ample but given the nature of the junction of the access road with the A9 there would be a need for improvement if this were to become a significant Park & Ride location.



Figure B13: Car park at Gleneagles Station

### Passenger facilities

**Shelters:** canopies over both platforms. Uncovered over-bridge.

**Toilets:** no

**Travel Information:** posters

**RTPI:** no

**Disabled provision:** disabled parking is available but the near platform is access by a stepped ramp and the far platform by a stepped footbridge.

### Marketing

**Quality of vehicles:** modern, local trains

**Timetables:** southbound services run hourly during the morning peak and there is one northbound train at 06:43. This pattern is roughly reversed in the evening peak

### Accessibility

**Signing to site:** poor – only at the junction with the A9

**Pedestrian access:** poor – the access road is unlit and the only obvious approach route is along the A9

**Cycle access:** poor – the only obvious approach route is along the A9

**Cycle parking:** uncovered stands

**Bus interchange:** none

## Dunblane Station

### Annual passengers in 2005-6

458,000

### Car parking facilities

**Spaces available:** Dunblane Station has a very small official car park with 8 spaces. However, vehicles also park in public car parks and on street all round the station

**Paving:** varies – poor in places

**Signing:** varies – good in actual station car park, elsewhere very little

**Lining:** varies – poor in places

**Fencing:** fences separate the station from the street but otherwise there are no barriers

**Lighting:** yes

**CCTV:** in station but not beyond

**Security:** the location is central and it would be anticipated that there would be some pedestrian flow until late in the evening. However, parts of the unofficial parking areas have corners which would be dark at night.

**Landscaping:** attractive location but illegal parking looks untidy

### Car park usage

**Charges:** free

**Occupancy:** full (at 09:45 on 25/01/08)

**Overspill:** extensive

**Land for expansion:** There is no land as such but Stirling Council have expressed an interest in multi-storey provision.



Figure B14: Cars parked beyond the official car park at Dunblane

### Passenger facilities

**Shelters:** indoor ticket hall with seating, canopy over near platform, small shelters on far platform

**Toilets:** no

**Travel Information:** good – poster, leaflets and manned ticket office

**RTPI:** yes

**Disabled provision:** level access to ticket hall and near platform. Stepped ramp access to far platform. Disabled toilet

### Marketing

**Quality of vehicles:** modern, express and local trains

**Timetables:** Trains to Edinburgh run half hourly and direct trains to Glasgow run hourly with some additional peak time services. Northbound passengers will often need to travel southbound and change at Stirling.

### Accessibility

**Signing to site:** average, signs do not display the standard symbol and there are several gaps in the sequence of signs

**Pedestrian access:** good – main street is narrow and behaving largely as a mixed use space

**Cycle access:** The station is not near to any designated cycle routes. However the majority of the local streets are quiet

**Cycle parking:** covered stands – did not appear to be getting much use

**Bus interchange:** average – there is a bus stop immediately outside the station but buses do not pass it very frequently

### Bridge of Allan Station

#### Annual passengers in 2005-6

167,000

### Car parking facilities

**Spaces available:** The car park at Bridge of Allan has been recently extended and has 138 spaces.

**Paving:** excellent

**Signing:** excellent

**Lining:** excellent

**Fencing:** fences separate platforms from car park

**Lighting:** yes

**CCTV:** yes

**Security:** visibility is good throughout the site and from the main road above. There should be no major issues

**Landscaping:** appropriate for location but no special efforts have been made

### Car park usage

**Charges:** free

**Occupancy:** full (at 10:30 on 25/01/08) although cars were parked in loading spaces and outside marked bays at the near end of the car park there were empty bays available at the far end

**Overspill:** cars were parked on the access road as well as in the car park but the current level of parking on the access road is acceptable

**Land for expansion:** there is a small area of open land beyond the existing car park but it is likely that this is too narrow to be of any use. Elsewhere the land drops away.



Figure B15: Car park at Bridge of Allan Station

### Passenger Facilities

**Shelters:** large shelters on both platforms

**Toilets:** no

**Travel Information:** average – unstaffed station

**RTPI:** yes

**Disabled provision:** parking and access to the near platform. Reaching the far platform would involve walking down the access road to the main road, up the main road and then down a ramp. This is a considerable distance.

### Marketing

**Quality of vehicles:** modern local trains

**Timetables:** trains to Edinburgh run half hourly and direct trains to Glasgow run hourly with some additional peak time services. Northbound passengers often need to start out southbound and change at Stirling.

### Accessibility

**Signing to site:** average – signs appear a couple of junctions out

**Pedestrian access:** average – there are steps down from the main road but the access road has a pavement and lighting on one side only and trees and would probably feel insecure after dark.

**Cycle access:** cycle lanes on main road and access road is quiet

**Cycle parking:** covered stands and lockers

**Bus interchange:** buses stop on the main road which is reached from the platforms via steps or a ramp to one platform.

### Stirling Station



Figure B16: Stirling Station

### Annual passengers in 2005-6

1,906,000

### Car parking facilities

**Spaces available:** As a general rule Stirling station has 276 available spaces of which some are short stay and the rest are pay and display, at the time of the audit there was some building work under way, the car park was labelled as for season ticket holders only and there were additional signs to temporary parking

**Paving:** average

**Signing:** average – for example the car park is labelled 'season ticket holders car

park' and it is not obvious that non-season ticket holders should also park here.

**Lining:** average

**Fencing:** substantial fencing around the season ticket holders car park, pedestrian guard rails or nothing elsewhere

**Lighting:** yes

**CCTV:** yes

**Security:** visibility was good and the site is overlooked from the main road. At the far end of the car park there might be security issues at night but it is likely that there would be people coming and going until late.

**Landscaping:** appropriate for location

### **Car park usage**

**Charges:** £3 per day

**Occupancy:** full (at 11:00 on 25/01/08)

**Overspill:** parking was restricted on the immediately adjacent street though there might be overspill into council parking nearby

**Land for expansion:** none obvious

### **Passenger facilities**

**Shelters:** as typical for a large station and including places to buy refreshments

**Toilets:** yes

**Travel Information:** posters, leaflets, announcements and a manned ticket office

**RTPI:** yes

**Disabled provision:** parking, level / lift access to all platforms except 9 and 10, toilets

### **Marketing**

**Quality of vehicles:** modern, express and local trains

**Timetables:** trains run half hourly to Edinburgh, four times an hour to Glasgow and roughly hourly to Perth

### **Accessibility**

**Signing to site:** good – signs appear several junctions from the site

**Pedestrian access:** average – the street outside the station is busy and there are major junctions and associated pedestrian guard rails. However all approaches are lit and have footways.

**Cycle access:** National Cycle Route 76 runs past the station though the busy road outside would put off some potential users

**Cycle parking:** lockers and uncovered stands

**Bus interchange:** very good. A number of local services stop directly outside the station. The recently upgraded bus station is located nearby and there are currently proposals to improve pedestrian access between the bus and rail station..

## Appendix C

### Bus based Park & Ride audit



## Introduction

This appendix gives a full report of the findings of a site audit of existing bus Park & Ride provision across the TACTRAN area carried out on the 24<sup>th</sup> and 25<sup>th</sup> of January, 2008.

Visits were made to the four existing formal Park & Ride sites at Scone, Broxden, Kinross and Springkerse and to all stations between Montrose and Stirling.

## Bus-based Park & Ride

### Scone Park and Ride (Perth)



Figure C1: Scone Park & Ride

### Car parking facilities

**Spaces available:** This is relatively new site with 50 spaces available

**Paving:** excellent

**Signing:** excellent

**Lining:** excellent

**Fencing:** site surrounded by a low fence

**Lighting:** yes

**CCTV:** yes

**Security:** there is good visibility across the whole site and there is CCTV but the site must still be lonely after dark.

**Landscaping:** The site is surrounded by a low bank but otherwise there are no special measures in place

### Car park usage

**Charges:** free

**Occupancy:** 12% at (16:50 on 24/01/08)

**Overspill:** none

**Land for expansion:** site is surrounded by open land

### Passenger facilities

**Shelters:** small bus shelter

**Toilets:** no

**Travel Information:** good quality printed information

**RTPI:** no

**Disabled provision:** disabled parking spaces and level access to bus stop.

### Marketing

**Quality of vehicles:** The site is served by the Stagecoach number seven which also operates as a standard service bus. These are new, well maintained single deck vehicles.

**Timetables:** Buses run every ten minutes throughout the day from Monday to Saturday serving all stops into Perth. Buses run less frequently in the very early mornings, evenings and on Sundays.

### Hours of operation:

06:30-20:00 Mon-Fri

07:00-20:00 Sat

10:00-20:00 Sun

**Livery:** Services are branded as Stagecoach "Goldline"

### Accessibility

**Signing to site:** good

**Pedestrian access:** good from a small side street, otherwise awkward with footway only offering an indirect route. However, pedestrians from Scone would be more likely to board the bus further along its route as it would then be nearer to their own houses.

**Cycle access:** reasonable – there are no formal cycle routes but the main road is not particularly busy or fast moving but the site is only about two miles from the centre of Perth and so cycle to bus interchange would not seem to be an obviously popular choice.

**Cycle parking:** none

**Bus interchange:** N/A

## Broxden Park and Ride (Perth)

### Car parking facilities

**Spaces available:** There are currently 250 parking spaces though the site is being extended to 406.

**Paving:** excellent

**Signing:** good

**Lining:** good

**Fencing:** low fences backed by scrub

**Lighting:** yes

**CCTV:** yes

**Security:** site lies on a slope and there is generally good visibility. While the site is busy users must feel secure but this is likely to be a lonely spot later in the evening as activity declines. Nevertheless, the megabus interchange will help to keep activity levels high throughout the evenings

**Landscaping:** the site lies on a slope and the landscaping incorporates this. Bushes and trees separate the parking areas.

### Car park usage

**Charges:** free

**Occupancy:** ~ 80% (at 17:30 on 24/01/08)

**Overspill:** none obvious

**Land for expansion:** there is open land adjacent to the site.

### Passenger facilities

**Shelters:** three bus shelters, one for the Park & Ride service and two for Megabus / Citylink services. There is a fast food outlet and petrol filling station nearby.

**Toilets:** no

**Travel Information:** printed information was displayed in and near the shelters

**RTPI:** no

**Disabled provision:** disabled parking spaces and access to stops



Figure C2: Long distance service at Broxden Park & Ride

### Marketing

**Quality of vehicles:** Megabus / Citylink coaches and designated, new single deck Park & Ride buses.

**Timetables:** the Park & Ride bus (301) runs a limited stop service into the centre of Perth every 10 minutes at peak times and every 15 minutes throughout the day. In addition Citylink / Megabus service run from the site hourly to Dundee, Aberdeen, Edinburgh and Glasgow and two hourly to Inverness

**Hours of operation:**

07:00-19:00 Mon-Sat

**Livery:** specific brand for Park & Ride buses to Perth town centre

### Accessibility

**Signing to site:** excellent, signs from the trunk road network

**Pedestrian access:** good from the road outside but this leads down to a major junction which is not pedestrian friendly and the access road, though lit, is lonely after dark.

**Cycle access:** reasonable - the site is not near to any recognised cycle routes and to the west the trunk road network would not be suitable for cyclists. Cyclists could approach from the residential areas surrounding the site but would have to negotiate the large access roundabout on the A93.

**Cycle parking:** in a covered shelter which was in use.

**Bus interchange:** there would be good opportunities to interchange between the dedicated Park & Ride service and the

longer distance coach services.  
Interchange to other bus services is limited.

## Kinross Park and Ride

### Car parking facilities

**Spaces available:** There are 126 spaces available at this new site.

**Paving:** excellent

**Signing:** excellent

**Lining:** excellent

**Fencing:** open to the road, solid wooden fences on the other sides

**Lighting:** yes

**CCTV:** no

**Security:** there is good visibility but this is a lonely spot after dark and at least one car was observed speeding into and out of the site.

**Landscaping:** the site is flat and open but landscaping softens the paved area

### Car park usage

**Charges:** free

**Occupancy:** currently low, however, the site is relatively new, and given the sites strategic location, usage is expected to increase over time.

**Overspill:** none

**Land for expansion:** much of the land around the site was being built on but there might still be space available

### Passenger facilities

**Shelters:** bus shelter

**Toilets:** no

**Travel Information:** printed information at shelter

**RTPI:** no

**Disabled provision:** spaces and level access to stop



Figure C3: Long distance service at Kinross Park & Ride

### Marketing

**Quality of vehicles:** coaches and local Stagecoach services

**Timetables:** local Stagecoach services 23 and 36B run two-hourly. Long distance Megabus / Citylink services to Edinburgh and Perth run roughly half-hourly and there are connections to Aberdeen roughly hourly. Timings are not entirely regular.

#### Hours of operation#:

07:00-21:30\* / 23:45^ Mon-Fri

07:30-21:30\* / 23:45^ Sat

09:30-21:30\* / 23:45^ Sun

#times of first and last bus

\*southbound

^northbound

**Livery:** standard

### Accessibility

**Signing to site:** site is only signed once off the motorway

**Pedestrian access:** good – the approach road is lit and has a good quality pavement. There is a direct access route into the site for pedestrians. Notably of the 4 or 5 users observed entering / leaving the site all did so on foot.

**Cycle access:** average - the site lies about 1km from National Route 1 and local roads would have to be used for immediate access.

**Cycle parking:** 12 lockers

**Bus interchange:** reasonable - local services through the site make interchange to long distance services possible and some of those leaving /

arriving on foot may have been interchanging with buses running outside.

## Springkerse Park and Ride (Stirling)

### Car parking facilities

**Spaces available:** This is a new bus-based Park & Ride site with 200 spaces. It is located on the edge of a retail park

**Paving:** excellent

**Signing:** excellent

**Lining:** excellent

**Fencing:** there is a low wall separating the site from the retail park and a fence along the main road

**Lighting:** yes

**CCTV:** yes

**Security:** excellent – site is manned and visibility is very good

**Landscaping:** the site is nicely laid out with some bushes, trees and rocks. The location seems to have allowed for generous use of space.

### Car park usage

**Charges:** free

**Occupancy:** 50% (at 12:15 on 25/01/08) but known to be higher at weekends

**Overspill:** overflows at weekends into adjacent retail park parking

**Land for expansion:** none obvious

### Passenger facilities

**Shelters:** canopy

**Toilets:** yes

**Travel Information:** posters under canopy and attendant on hand

**RTPI:** no

**Disabled provision:** parking spaces, toilets and level access to bus stops



Figure C4: Dedicated bus services at Springkerse Park & Ride

### Marketing

**Quality of vehicles:** new midi-buses running a dedicated service

**Timetables:** Buses run a limited stop service departing every 12 minutes

**Hours of operation:**

07:30-18:30 Mon-Wed

07:30-20:30 Thu

07:30-18:30 Fri-Sat

**Livery:** dedicated Park & Ride livery

### Accessibility

**Signing to site:** average when approaching from the Stirling direction. Better from out of town

**Pedestrian access:** average – the retail park has footways but distances are long. The distance to any residential area is considerable.

**Cycle access:** National Route 76 runs near to the site and the roads in the retail park would be suitable for cycling

**Cycle parking:** none

**Bus interchange:** none.

