

A STAKEHOLDER CONSULTATION

South Stirling Park & Ride
Stirling Council and Tactran
STAG Report



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- Do you consider that a Park & Ride site in this location would merit a dedicated Park & Ride service, or could it be served adequately by diversion or extension of existing services?
- What do you consider is a sensible frequency to operate Park & Ride services at?
- Do you consider that additional Park & Ride services could abstract passengers significantly from your existing services?
- Any other comments/observations?

The following sections set out the responses received to these questions.

2 RESPONSE FROM FIRST EDINBURGH

2.1 Introduction

A meeting was held at First Edinburgh Larbert Road Offices on 10 February 2010 at 14:30 to discuss the potential for a future Park & Ride development to the south of Stirling.

2.2 Attendees

- Keith McGillivray, SIAS (KM)
- Brian Peat, First Edinburgh (BP)
- John Scott, First Edinburgh (JS)

2.3 Consultation Response

KM: Asked if there was potential to divert any First services from their existing route to serve a Park & Ride facility at any of the potential locations.

BP/JS: Responded by saying there was general suitability to adjust First service 38 to serve site 7; this was justified on the basis that the route is treated as a “flagship” route and has benefited from incremental frequency enhancements and investment in new vehicles. JS highlighted that this service already had 20min frequency which provides a strong base for frequency enhancements to provide a 15 or 10min service. There is a general perception that service 38 is a high quality service which First would continue to develop as opportunities permitted.

Other First services which pass through the study area follow timetables which would be less straightforward to alter, particularly as a frequency enhancement to a service passing a new Park & Ride site may not fit other sections of a route. BP commented that it would be hard to adjust timetables to suit Sites 1 and 2.

KM: Asked if significant additional patronage resulting from a new Park & Ride site to the south of Stirling would prompt consideration to make frequency enhancements to any services that currently pass the sites.

BP: Responded by reiterating the points relating to the service 38 (see previous) and pointed out that in addition to providing a good quality service to the Park & Ride site, frequency enhancements to this service would provide corridor benefits along other sections of the route. These comments were made in relation to Site 7.

KM: Asked if there was potential to extend any existing First services to terminate at a new Park & Ride site to the south of Stirling.



BP/JS: Commented that this would be unlikely. Both considered that such a facility is better served (on the First Edinburgh network) by pass-by services. Adjustments would be considered in more detail in the event that more precise detail was available as to the location of a Park & Ride site, but BP commented that First would be conscious not to detract from the function of other routes without good reason.

KM: Asked whether First would introduce additional peak time journeys on routes between Stirling city centre and a new Park & Ride site to the south.

BP/JS :Commented that First would consider “back-filling” sections of route at particular times of day according to demand. Back-filling would enable additional capacity to be provided, but also reduces the risk that other sections of route are impacted on by increased journey times during peak periods. First sets out to deliver a quality service along the full section of routes, and would not allow adjustments associated with the Park & Ride site to interfere with running times across a whole route.

KM: Asked if any additional peak time journeys would operate in a limited stop manner.

JS: Commented that additional peak time journeys to and from a new Park & Ride site could be operated in a limited stop manner and that the risk of abstracting passengers from other routes or departures would therefore be reduced.

Limited stop services between the city centre and a new Park & Ride site would be more attractive to passengers making that particular connection.

KM: Asked if serving any of the proposed new Park & Ride sites would be expected to lead to capacity issues on existing services.

BP: Commented that this would not be expected to be an issue, particularly as the company could respond to such issues by back-filling as described above.

KM: Asked if BP/JS considered it likely that a new Park & Ride to the south of Stirling would merit a dedicated Park & Ride service or whether a sufficient service could be provided through the extension or diversion of existing routes.

BP: Commented that sites 1 and 2 do not lend themselves particularly well to adjustments or extensions to existing services because they have no existing pass-by services, but that there would be merit in introducing a dedicated service.

This was caveated on the basis that any tendered service associated with any of the sites should be specified so as to avoid the abstraction of passengers from existing services.

JS: Highlighted that if a dedicated service were to be provided, it would ideally offer a limited stop service to the city centre, limiting its potential to abstract passengers from other routes at stops along the route.

In terms of dedicated services, BP stated that it would be unlikely to deviate from the ticketing and fare structure available throughout its network. As such, any pricing mechanisms offered by Stirling Council at the Park & Ride should seek to bear this in mind.

KM: Asked BP/JS what they considered to be a sensible or desirable service frequency for Park & Ride services in Stirling.

JS highlighted that the response to this would vary according to the size and location of the Park & Ride site, but that in any case, the frequency should meet, and respond to demand as required.



BP: Stated that a ten minute frequency is most desirable but that anything longer than 15 minutes would reduce the attractiveness of the facility.

KM: Asked if BP/JS considered that additional Park & Ride services could abstract passengers from existing services.

BP: Stated that the nature of such a risk varied on a route by route basis and would be determined in part by the stopping pattern of each route.

JS: Pointed out that tendered routes must be specified (timetabled) so as to reduce their competitive risk to existing routes which are currently operated on a commercial basis.

KM: Invited BP/JS to provide any further thoughts or comments in relation to the study or Park & Ride services in Stirling as whole.

BP/JS: Offered the following comments:

- BP reiterated that First Edinburgh could most effectively serve Site 7, with adjustments to service 38 which would have limited impact on the rest of the route.
- Service 38 is the most likely candidate on the basis of its frequency and the quality of vehicles used to operate the service.
- First would consider any of the sites in more detail in due course.
- BP asked a question about the potential introduction of a Park & Ride site in the vicinity of Bannockburn railway station as had been reportedly considered under a previous study. As far as the First network is concerned, the seven sites in question as part of this study are more favourable than the Bannockburn site.
- First is well placed to serve these sites (with a preference for site 7) using buses running from its Bannockburn depot which is within the study area. The proximity of the depot to the sites being considered as part of this study reduces the potential dead mileage that may result.

KM: Asked BP/JS to provide comments on the respective sites.

BP/JS: Provided the following comments:

- Site 1: Not favoured for commercial services – too remote and no existing pass-by services.
- Site 2: Not favoured for commercial services – too remote and no existing pass-by services.
- Site 3: This site has the benefit of allowing services to use either St Ninian's or Bannockburn Road routes to the city centre.
- Site 4: Not particularly useful in the context of existing First network, but closest to M9 motorway, so good for passengers arriving via that route.
- Site 5: Not favoured by First because of complexity of adjusting pass-by services to suit.
- Site 6: Not favoured by First because of complexity of adjusting pass-by services to suit.
- Site 7: Most favoured. Preference to access the site either from Falkirk Road (eastern boundary) or via new arm on the roundabout.



3 RESPONSE FROM HARLEQUIN COACHES

3.1 Introduction

A meeting was held at Dobbies Garden Centre on 10 February 2010 at 11:00 to discuss the potential for a future Park & Ride development to the south of Stirling.

3.2 Attendees

- Keith McGillivray, SIAS (KM)
- Robert Adam, Harlequin Coaches (RA)

3.3 Consultation Response

KM: Asked if there was potential to divert any Harlequin services from their existing route to serve a Park & Ride facility at any of the potential locations.

RA: Responded by saying there was no obvious potential for this. Many of the services operated by Harlequin receive financial support from Stirling Council and follow stated routes. Harlequin does operate a number of commercial services, but these are mainly concentrated to catchments to the north of Stirling. The commercial routes each provide a specific service at certain times of day to schools, making it impractical to adjust them for this purpose.

KM: Asked if significant additional patronage resulting from a new Park & Ride site to the south of Stirling would prompt consideration to make frequency enhancements to any services that currently pass the sites.

RA: Responded by reiterating that Harlequin does not currently operate any services in the immediate locality. That was not to say that the company would not consider operating services there in the future, particularly given the proposed housing expansion at Durieshill. There is potential scope for the adjustment of the existing Castleview Park & Ride service to be extended south to serve a new site, but this is dependent on approval of Stirling Council.

KM: Asked if there was potential to extend any existing Harlequin services to terminate at a new Park & Ride site to the south of Stirling.

RA: Responded by restating the potential to adjust the Castleview service. In this context, RA highlighted that the service does not attract many passengers over the length of route that passes King's Park, and that removing that section of route may make an extension more practical. RA was of the view that adjusting the service in this manner would deliver a better level of service to the Stirling Royal Infirmary and the town centre as a whole.

KM: Asked whether Harlequin would introduce additional peak time journeys on routes between Stirling city centre and a new Park & Ride site to the south.

RA: Responded by saying that Harlequin would either serve the site at a frequency as determined by Stirling Council, or operate it in a commercial manner according to passenger demand.

KM: Asked if any additional peak time journeys would operate in a limited stop manner.

RA: Responded by saying this question did not apply to the Harlequin operation.



KM: Asked if serving any of the proposed new Park & Ride sites would be expected to lead to capacity issues on existing services.

RA: Responded by reiterating that no existing Harlequin services pass the potential sites to the south of Stirling, however, the existing Springkerse and Castlevie services operate to a 12min frequency which, under typical circumstances, does not present capacity issues. There is an existing arrangement with Stirling Council to supplement these services with additional capacity during periods of seasonal demand, however this only involves a duplication of certain journeys as opposed to a frequency enhancement.

KM: Asked if RA considered it likely that a new Park & Ride to the south of Stirling would merit a dedicated Park & Ride service or whether a sufficient service could be provided through the extension or diversion of existing routes.

RA: Responded by clarifying that Harlequin did not operate within the vicinity of the proposed sites, but stated that it would be necessary to ensure that the introduction of a new service should not unfairly abstract from existing services, particularly those that operate with financial support.

KM: Asked RA what he considered to be a sensible or desirable service frequency for Park & Ride services in Stirling.

RA: Responded by explaining that existing Harlequin Park & Ride routes follow a 12min frequency, and that in his opinion a frequency should not be less than one departure every 15min. On occasion, Harlequin's ability to sustain a 12min frequency on existing services is tempered by localised traffic congestion, roadworks and illegal parking. Feedback from surveys undertaken by the company has suggested that customers are happy with the existing frequency.

KM: Asked if RA considered that additional Park & Ride services could abstract passengers from existing services.

RA: Explained that abstraction could happen in two ways. Existing passengers faced with increased choice of Park & Ride sites could reassign to a new facility which better meets their particular travel requirements or additional routes could simply spread the passenger demand more thinly, potentially undermining the viability of certain routes.

KM: Invited RA to provide any further thoughts or comments in relation to the study or Park & Ride services in Stirling as whole.

RA: Offered the following comments:

- The Springkerse Park & Ride carries a combination of passengers from the Park & Ride and from a variety of land uses along its length. This route is successful because it serves retail, leisure and business facilities.
- In respect of Sites 3 and 4, the need to "cross" the M9 may be an issue, adding to delay during peak times.
- The patronage of existing Harlequin Park & Ride services is composed of shoppers and travel to work trios split approximately 60:40. Certain journeys attract a small number of school children.
- Adjusting the frequency of the Castlevie Park & Ride site to 15min and removing the King's Park section would provide sufficient capacity to serve a new site to the south of the city centre without the need for additional resource.
- Extending the Castlevie service to the south without frequency adjustments would necessitate an additional vehicle and driver.



- Very few passengers currently use the existing services between 07:30 – 08:00.
- The vast majority of passengers on both routes board the service at Park & Ride facilities. Both routes do attract a small number of passengers from stops between the Park & Ride sites and the city centre.
- There is some evidence that the Springkerse service attracts passengers from the city centre to the Morrisons store one stop ahead of the Park & Ride site.

KM: Asked RA to provide comments on the respective sites.

RA: Provided the following comments:

- Site 1: Potentially too close to strategic roundabout
- Site 2: Possibly too close to strategic roundabout. Only worthwhile if route used Bannockburn Road. Too many potential areas of congestion.
- Site 3: Possibly too remote.
- Site 4: Well located to serve hospital and integrate with other Park & Ride routes. Potential to meet requirements of new housing allocation.
- Site 5: Well located to serve hospital and integrate with other Park & Ride routes. Potential to meet requirements of new housing allocation.
- Site 6: Well located to serve hospital and integrate with other Park & Ride routes. Potential to meet requirements of new housing allocation.
- Site 7: Potentially too close to strategic roundabout

4 RESPONSE FROM STAGECOACH

4.1 Introduction

An email was issued to Stagecoach on 8 February 2010 to ascertain the potential for a future Park & Ride development to the south of Stirling.

4.2 Consultation Response

Is there potential to divert any of your services from their existing route to serve a Park & Ride facility at any of the potential locations?

Yes we would be happy, subject to time delays to look at diverting services M8 and 909 (Citylink services) into the sites, however, given their line of route our preferred sites would be 5 or 6

If significant additional patronage resulted from a Park & Ride facility at any of the locations, would you consider making frequency enhancements to services which pass those sites?

Yes however our focus would be on traffic into Glasgow and Edinburgh rather than Stirling. Our commitment to this can be demonstrated with the successes of Broxden and Ferrytoll, with Kinross on a lesser scale.

Is there potential to extend any of your existing services to terminate at a Park & Ride facility in either location?



Not really applicable to us. It would not be sensible to do so with our Stagecoach services that terminate in Stirling.

If serving a Park & Ride facility in any of these locations, would you consider introducing additional journeys between Stirling city centre and the Park & Ride site at periods of peak demand?

No.

If so, would you consider operating any of these journeys ‘limited stop’?

Our current services are Express past this site into Stirling.

Would serving a Park & Ride site in any of these locations present capacity problems for existing services?

No.

Do you consider that a Park & Ride site in this location would merit a dedicated Park & Ride service, or could it be served adequately by diversion or extension of existing services?

I am not overly familiar with the local service network in this area, but the success at Ferrytoll in Fife really demonstrates that wherever possible it is better to divert services to bolster the frequency and become more cost effective.

What do you consider is a sensible frequency to operate Park & Ride services at?

As frequent as possible, dependant on demand. Initially there may be a case for a “kickstart” like approach in terms of funding to maximize the frequency while demand builds.

Do you consider that additional Park & Ride services could abstract passengers significantly from your existing services?

No.

5 CONSULTATION WITH STIRLING COUNCIL’S PUBLIC TRANSPORT UNIT

5.1 Introduction

The following questions were submitted by email to Stirling Council’s Public Transport Unit on 1 February 2010.

- Would you consider it most likely that a new Park & Ride facility to the south of Stirling city centre would be best served through the adjustment to commercial services by local operators or would Stirling Council consider the introduction of a new subsidised service?
- Is it possible that either of the existing Park & Ride services could be extended to serve a new Park & Ride site to the south of the city centre?
- Does the presence of a new Park & Ride facility to the south of the city centre offer the potential to integrate with other Park & Ride services in the city?
- Are there any particular areas or land uses within the south of Stirling that may benefit from improved public transport provision that may result from the introduction of a new or modified Park & Ride service?



- Would it be your intention to require operators to meet a particular vehicle specification when serving the new Park & Ride site?
- A new Park & Ride site to the south of Stirling offers the potential to capture city centre bound trips from new housing (approx: 2,500 units) which is proposed in the Durieshill area. Do any of the sites lend themselves better to such a use?
- Are there any lessons to be learned from the implementation of Park & Ride services at Springkerse or Castlevue, in terms of frequency and operational hours?
- Do you have any comments relating to the potential location and access arrangements for the respective options?
- Do you wish to make any other comments/suggestions?

5.2 Response from Stirling Council's Public Transport Unit

Would you consider it most likely that a new Park & Ride facility to the south of Stirling city centre would be best served through the adjustment to commercial services by local operators or would Stirling Council consider the introduction of a new subsidised service?

The most cost effective means of providing such a service is for operators to divert existing commercial services to operate via the new facility. However, the extent to which bus operators would be willing to serve a southern Park & Ride site would be inversely proportional to the distance between the Park & Ride site and the A872 or A9. That is, the greater the length of deviation required, the less likely they would be to serve it commercially.

Proximity to Bannockburn Interchange (also known as Pirnhall Roundabout) would also be a factor in encouraging express coach operators to serve the site, replicating the arrangements that operate successfully at Broxden, to the south of Perth.

Stirling Council would only consider the introduction of a new subsidised service if:

- An appropriate and adequate funding source could be identified
- The existing Castlevue and Springkerse Park & Ride services grow to the extent that they become commercial or produce a surplus for the council

Another important consideration for the operation of the site will be the need to take into account the ongoing revenue costs of operating and maintaining the site (Staffing, rates, etc.) The council will require some form of income to cover these in order for the site to function.

Is it possible that either of the existing Park & Ride services could be extended to serve a new Park & Ride site to the south of the city centre?

A southern Park & Ride service would require additional resources irrespective of whether it were integrated into an existing service or provided additionally. Any solution based only on redeployment of existing resources would require either (a) withdrawal of existing services or (b) reduction in service frequency to unattractive levels.



Does the presence of a new Park & Ride facility to the south of the city centre offer the potential to integrate with other Park & Ride services in the city?

To a limited extent. We would not envisage many Park & Ride customers opting to change buses in the city centre. We would expect them to choose appropriately from a 'menu' of locations – Castleview, Springkerse, Stirling South – for the location best suited to their direction of approach and access to their final destination. The presence of a Stirling South Park & Ride facility close to the A872 and Bannockburn Interchange (Pirnhall Roundabout) on the main access route to Stirling from the south would undoubtedly make that menu more attractive.

Are there any particular areas or land uses within the south of Stirling that may benefit from improved public transport provision that may result from the introduction of a new or modified Park & Ride service?

New provision may offer benefits and alternative access options to employment along St Ninian's Road (Stirling Council, Police, etc.) and the Stirling Royal Infirmary Site depending on the route used and stop locations. A service on the A872 could also be used to access the Bannockburn Heritage Centre and employment sites on that corridor.

However the development of the Stirling Major Growth Area (MGA) at Durieshill to the south of Junction 9 and also sites that may be coming forward as part of the Local Development Plan process have the potential to be served in part by any Park & Ride service that may be introduced in the area.

Would it be your intention to require operators to meet a particular vehicle specification when serving the new Park & Ride site?

We would expect operators to meet requirements as to low floor, seating capacity, vehicle age and, possibly, CCTV if operating a designated 'Park & Ride' service. If the site were opened up to commercial bus services generally, then we could not be as selective.

There is a benefit to the promotion of the site if the branding of vehicles and services has a level of consistency with the other Park & Ride Sites in the Stirling area.

A new Park & Ride site to the south of Stirling offers the potential to capture city centre bound trips from new housing (approx: 2,500 units) which is proposed in the Durieshill area. Do any of the sites lend themselves better to such a use?

Site 3 would form an integral part of the MGA development, however, a service utilising any of the sites and particularly 4, 5, 6 could potentially be extended beyond the site in order to serve the MGA development and provide a PT link to Stirling. Having a site remote from adjoining development will minimise the potential for it to be used as overspill parking.

Consideration should be given to site layouts that will minimise the need for buses to divert from the main route passing the site in order to minimise additional travel time for routes (including longer distance services) continuing beyond the site. This will be an important determinant of the attractiveness of the site to bus and coach operators and could have a considerable effect on the costs of providing a Park & Ride service.

Are there any lessons to be learned from the implementation of Park & Ride services at Springkerse or Castlevew, in terms of frequency and operational hours?

The Park & Ride market is demanding, particularly as customers have at their immediate disposal an alternative means of completing their journeys (i.e. their own cars). Experience suggest that these customers are primarily looking for (a) a journey that doesn't give them too much waiting time; (b) a bus that turns up when it is supposed to and (c) a journey duration that is not far away from what a car could achieve. The main lessons from Springkerse and Castlevew are (a) a 'clock-face' frequency – e.g. every 5, 6, 10 or 12 minutes – is desirable; (b) every 12 minutes is the minimum frequency that most Park & Ride customers will consider attractive; (c) expectations of vehicle quality in terms of cleanliness and comfort are generally greater in this market than in general bus services and (d) continual monitoring is required to ensure that operators are maintaining high standards of service and customer care

In economic terms, it is desirable that have a journey generator at or near the car park end of the service. This should provide balanced flows in each direction and generate valuable off-peak traffic. This function is performed by Springkerse Retail Park and, to a lesser extent, by Castle Business Park (passenger movements to and from a retail development will tend to be greater in extent and less peaked than those to and from a business park or industrial estate).

Do you have any comments relating to the potential location and access arrangements for the respective options?

Site 1

Location on the A91 may have greater impact on abstraction of trips from Springkerse. Potentially more attractive to trips from A9 West/Plean than sites on A872. For consistency with the rest of the A91 route a roundabout would required for access to the site. No existing bus services on A91. Would require large diversions or provision of new service. Unattractive to express coach operators due to length of diversion required.

Site 2

Location on the A91 may have greater impact on abstraction of trips from Springkerse. No existing bus services on A91. Would require large diversions or provision of new service. Unattractive to express coach operators due to length of diversion required. Outside boundary feature of A91 – possible planning issue?

Site 3

Potential linkages with MGA Development. Good scope for diversion of existing bus services. Attractive to express coach operators only if an integral part of Durieshill housing development. This development likely to provide the 'critical mass' necessary to make an additional Durieshill/Park & Ride service viable. Outside "perceived" city roads boundary – possible reluctance to cross Pirnhall junction twice on each journey as car drivers approaching from motorway may feel that they are turning away from Stirling. Access junction would need to take into account need for MGA access (in order to maintain the roads hierarchy) – potential issue with timing of construction responsibility for infrastructure provision.



Site 4

Reasonable scope for diversion of existing bus services, but less attractive in this respect than Site 3, which is nearer the A872. Well situated for strategic bus interchange – attractive to express coach operators due to proximity to Bannockburn Interchange (Pirnhall Roundabout), especially if accessed directly from roundabout, Car drivers less likely to feel that they are turning away from Stirling if access is direct from roundabout. Possible capacity issues with access onto Pirnhall roundabout. Very poor access for non car modes.

Site 5

Possibility of access from existing roundabout. On key corridor towards city centre. Good scope for diversion of existing bus services. Southern end of site attractive to express coach operators due to proximity to Bannockburn Interchange (Pirnhall Roundabout). Northern end less so. Any additional service for Durieshill could easily serve this site as well. Inside “perceived” city roads boundary – car drivers approaching from motorway will not feel that they are turning away from Stirling. Within Current Greenbelt.

Site 6

Possibility of access from existing roundabout. On key corridor towards city centre Good scope for diversion of existing bus services. Southern end of site attractive to express coach operators due to proximity to Bannockburn Interchange (Pirnhall Roundabout). Central and northern parts less so. Any additional service for Durieshill could easily serve this site as well. Inside “perceived” city roads boundary – car drivers approaching from motorway will not feel that they are turning away from Stirling.

Site 7

Location on the A91 may have greater impact on abstraction of trips from Springkerse. No existing bus services on A91. Would require large diversions or provision of new service. Unattractive to express coach operators due to length of diversion required. Outside boundary feature of A91 which may be a possible planning issue. Additionally there may be issues with junction spacing depending on the access point proposed. Site 7 is located further from the strategic routes to Edinburgh and Glasgow and as such will be less attractive for operators of express bus services. Potentially it would be more easily accessed by services on the A9 Corridor with links to the Larbert hospital than the other potential sites.

There is a 20min frequency bus service passing site7. Hence it may be better able to take advantage of existing services. A dedicated P&R service (which picked up en route in Bannockburn) could undermine the viability of the 20min service between Stirling and Larbert Hospital.

Do you have any other comments or suggestions?

In public transport terms there appears to be good potential to provide a facility similar to that which currently exists at Broxden to the south of Perth. In Stirling, this could be enhanced by proximity to the 2,500 unit Durieshill housing development, which, as well as commuter traffic, could prove a valuable generator of off-peak and contraflow journeys, as well as potential for coach-based commuting to Glasgow and Edinburgh. This would give a Stirling South Park & Ride service a greater customer base, and thus greater economic weight, than a dedicated service depending entirely on the (heavily peaked) core Park & Ride market for its viability. In public transport terms – bus, coach and Park & Ride – the sites in declining order of desirability are 5 (southern end for coaches) or 6 (southern end for coaches), 3 (better for buses) or 4 (better for coaches), 1 or 2.



**Stirling Council and Tactran
South Stirling Park & Ride
STAG Consultations - NHS Forth Valley, Falkirk Council**

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1 INTRODUCTION

SIAS Limited (SIAS) was commissioned by Tactran and Stirling Council to undertake a STAG assessment for the proposed South Stirling Park & Ride.

As part of this study consultation took place with the local Health Authority (NHS Forth Valley) and the neighbouring local authority (Falkirk Council). This Note summarises the discussion during those interviews.

1.1 South Stirling Park & Ride: NHS Forth Valley Consultation 15_4_2010

Consultee:

- Mark Craske, NHS Forth Valley Travel Manager

NHS Forth Valley is the health authority covering the Clackmannanshire, Stirling and Falkirk areas.

In terms of existing Park & Ride sites in Stirling, the NHS Forth Valley is delighted that the Castlevie Park & Ride site has been developed and now has a direct frequent bus link to the Stirling Royal Infirmary. It was commented that it is relatively simple to direct people to the M9 Junction 10, then use the Park & Ride facility. It was also felt that use of the facility was growing organically over time. The Stirling Royal Infirmary is due to change its status to a public hospital in 2011, but will retain outpatient activity and potentially up to three GP surgeries. The continuity of maintaining the recently constructed bus turning circle is seen as a priority for any future uses of the hospital site.

NHS Forth Valley is currently developing the travel plan for the new acute hospital in Larbert. The new hospital will have restricted daytime parking (06:00 – 16:00) with a limited number of staff parking permits and will have an ongoing requirement to meet strict mode share targets, as settled in the terms of the Section 75 Development Planning Agreement. There are a number of financial commitments that have already been made to fund new public transport links. These include a shuttle bus from Larbert Station and a staff/patient minibus link between Stirling and Falkirk hospital facilities. Some pump priming of new bus services is also being undertaken from Denny and Alloa. A commitment from First to directly serve the new hospital with the No. 38 bus (Stirling-Falkirk) has also been secured.



It has been considered that an interchange point to the No. 38 bus could be developed to link with the current Castlevie Park & Ride bus service, this idea is currently under discussion with the Stirling Council Public Transport Unit. The routes have common two-way bus stops located at St Ninian's Road, Stirling.

The Travel Plan for the new Larbert hospital will include a significant level of travel information advertising including public information leaflets/maps and online assistance. Public travel information will be distributed to all health facilities and libraries in the health board area. There is also potential to include an insert in the annual local authority performance updates distributed to each household. The staff Travel Plan will include a salary sacrifice schemes (subject to government budgetary controls), a car sharing system and a 'points' based car parking permit allocation system, based on a persons accessibility to public transport. Car parks will be barrier controlled.

In general NHS Forth Valley supports the development of new Park & Ride sites in the south of Stirling area. Of the detailed sites available, Site 1 holds the most potential to divert the No. 38 bus services to link in with the new Larbert hospital with commercial services. It may be that bus diversion could operate at off peak times although this would require further investigation and discussion with bus operators. All the sites available have good potential to act as hubs for car sharing. Of the sites on the A872 Glasgow Road there may be some long term potential to develop a new bus service that links Stirling Community Hospital with Falkirk Community Hospital stopping via a potential South Stirling Park & Ride site and the Larbert Hospital. It may be possible to achieve this via some sort of holistic working between partners or potentially through a Bus Route Development Grant (BRDG). It is understood that BRDG funding is no longer ring fenced by government, but that the mechanism to develop routes in this manner is still available.

There is a desire by NHS Forth Valley to reduce any traffic impacts of the Larbert Acute Hospital on the A9 through Plean, so a car sharing hub north of Plean could be beneficial in reducing vehicle numbers. Strategic motorway road signing to the new Larbert hospital is not currently being implemented, but there is potential should the Glenbervie slips be constructed for access from the north via the M9 and M876, avoiding the A9.

[Glenbervie Slips Update: Following the completion of the public local inquiry on the Glenbervie Slip Road, the Scottish Government has now given approval for the scheme to progress. There are, however, a range of issues including financial and engineering that still need to be resolved. Some limited works may, nevertheless, progress this financial year. (Falkirk Council Capital Policy and Resources Committee, November 2009.)]

1.2 South Stirling Park & Ride: Falkirk Council Consultation 14 April 2010

Consultees:

- Kevin Colins, Falkirk Council Transport Planning Coordinator
- Julie Cole, Acting Transport Planning Manager

Falkirk Council, as the neighbouring authority to the south of Stirling was consulted as part of the South Stirling Park & Ride study. They had some general and specific comments.

In general Falkirk Council supports any moves to introduce more Park & Ride sites in the Stirling area to promote the use of public transport.

In the south Stirling study area Falkirk Council see some potential benefits in providing a Park & Ride. The Park & Ride may provide for more strategic travel choices to its residents, particularly to those in the north Falkirk areas of Larbert and Stenhousemuir. This area is currently part of a 'Smarter Choices' programme where personal travel planning is being



introduced. There are also moves to introduce Travel Packs to other new residential developments through the development planning process, where Park & Ride information can be displayed.

In terms of existing Stirling Park & Ride sites comment was made that there may not be clarity about the status of permissions for 'car sharing' from existing Stirling Park & Ride sites and that the sites may not open early enough in the morning for more strategic car sharing journeys.

Specifically related to the potential sites it was established that sites located on the corridors would be the most attractive to Park & Ride users, such as sites 5 and 8. The site between A872 Glasgow Road and A9 Falkirk Road (Site 1) may be less desirable as people would be diverting off their routes and may have to retrace their route back through Pirnhall Interchange by bus under the current proposal. Bus priority would also be desirable.

In relation to the new acute hospital at Larbert, Falkirk Council acknowledged that a significant amount of travel planning has already gone into the travel plan for this facility. Arrangements for direct bus access from Stirling (No 38) and free shuttle buses from Larbert Station (with a rail ticket) have already been established. Larbert Station also has a free car park.

In general Falkirk benefits from a good rail network with frequent and attractive rail links to Edinburgh and Glasgow. The rail service to Stirling is less frequent, half hourly. Falkirk has one bus based Park & Ride and five train based Park & Ride sites. The rail Park & Ride sites are popular as is the rail Park & Ride services in North Lanarkshire from Croy where ticket prices are under the SPT framework.

To summarise the view of Falkirk Council; a Park & Ride to the south of Stirling on a main corridor would be desirable. Clarity on the use of sites for car sharing may be useful and the provision of more public transport choice for strategic trips would be welcomed.



**STIRLING SOUTH PARK & RIDE: STAG PRELIMINARY SITE
ASSESSMENT
RESPONSE FROM STIRLING COUNCIL
(LANDSCAPE, ARCHAEOLOGY AND PLANNING)
15TH FEBRUARY 2010**

GENERAL COMMENTS

- Whichever site is eventually selected as the P&R, it is essential that this major development makes a positive contribution and does not erode landscape character and sense of place.
- The roads leading north from the Pirnhall junction are key gateways into the historic city of Stirling and any development should only serve to enhance this feeling.
- It is essential that the development does not impact adversely on the potential Inventory area for the Battle of Bannockburn, which will be identified by Historic Scotland later this year as a draft for consultation.
- Land will need to be made available for substantial planting within and around the facility and this may affect the land take required. All of this will need to be properly budgeted for.
- Screening in particular may be required to lessen any potential visual impact on the Battle of Bannockburn Site.
- Any proposals for lighting / security fencing etc will need to be carefully considered as most of the proposed sites are very open and visible and read as part of the countryside.
- SuDS etc should be incorporated into the scheme in an attractive, not overly engineered manner and planting of swales/detention basins etc and woodland areas should be designed to enhance nature conservation value.
- A long-term commitment to managing the planting must be secured, to ensure that the benefits can really be delivered.
- A programme of metal detecting and evaluation may be required depending on the site selected.

SITES CONSIDERED TO HAVE SOME POTENTIAL (in order of preference)

CORBIWOOD (Site 1)

General Comments: Largely a Brownfield site, outwith Green Belt and already designated for commercial development. However, the area shown on the plan also seems to extend further south (into the current Green Belt). The preparation of the new Local Development Plan (LDP) for Stirling is considering the preferred form of development in this area and will determine whether any encroachment into the Green Belt is appropriate. The eastern part of Corbiwood is used informally as a lorry park. A P&R on this part of the site could be brought forward independently of any wider development proposals being considered for the Bannockburn area.

Key viewpoints: Residential properties at Muiralehouse and southern edge of Bannockburn; golf course and golf driving range; users of local countryside paths; Pirnhall Road; Eastern Distributor Road (A91); farms and hospital on east side of A91. The site is also intervisible with some important public viewpoints at much longer distances, e.g. Dumyat and Possibly Wallace Monument and Stirling Castle.

Scope for mitigation: Good, if properly resourced.

Landscape Comments: A strong and well-designed landscape/planting framework would have to be an integral part of scheme. Parking areas would need to be broken up/screened to minimise glare off windows and roofs in long-distance elevated views. A fully resourced long-term management programme would be essential.

Archaeological Comments: Will probably be within the Battle site boundary, but no objections if development is undertaken with appropriate monitoring and assessment throughout.

PIRNHALL INTERCHANGE (Site 4)

General Comments: Site allocated for commercial/business development and subject to a current planning application. The Trunk Roads Authority have concerns about the application and asked for fairly onerous mitigation in terms of a pedestrian footbridge and new slip road etc.

Key viewpoints: Motorways/interchange; motorway service area; scattered farms/residential properties to the S of the M80; some views from more elevated residential areas in Bannockburn/Whins of Milton; Bannockburn Monument (depending on the exact location of the parking areas). The site is also intervisible with some important public viewpoints at much longer distances, e.g. the Wallace Monument and Top of the Town Cemetery and potentially the Castle.)

Scope for mitigation: Some, but would need significant investment and would take some years to become effective.

Comment: A strong and well-designed landscape/planting framework would have to be an integral part of scheme. Ideally parking areas would be terraced and would need to be broken up/screened with planting to filter views and minimise glare off windows and roofs. Method/impact of lighting of some concern. A fully resourced long-term management programme would be essential.

Archaeological Comments: The site includes the remains of the Roman road and a ha-ha associated with Bannockburn House. Elements of these can be retained within the development site while others can be archaeologically investigated.

NW OF BANNOCKBURN HOSPITAL (Site 7)

General Comments: Site is slightly removed from Pirnhall junction, so may present a mental barrier to P&R users. Site 'jumps' the A91 main road, which forms a good boundary to the town and development would appear incongruous with its surroundings, although it could offer opportunities to better integrate the redevelopment of Bannockburn Hospital, which is currently isolated from the urban area.

Key viewpoints: Residential properties at southern edge of Bannockburn; future developments at Corbiewood; users of local countryside paths; Eastern Distributor Road (A91); farms and hospital on east side of A91. The site is also intervisible with some important public viewpoints at much longer distances, e.g. Dumyat and possibly Wallace Monument and Stirling Castle.

Scope for mitigation: Limited, expensive and unlikely to be fully effective.

Comment: The P&R would be located on rising ground and be visually exposed. A very strong and well-designed landscape/planting framework would have to be an integral part of scheme. Parking areas may need to be terraced and would certainly need to be broken up/screened with generous planting to filter views and minimise glare off windows and roofs. Method / impact of lighting of some concern. A fully resourced long-term management programme would be essential.

Archaeological Comments: No concerns.

PROPOSED NEW SITE, COMPRISING PART OF 6c, 6d AND AN ADDITIONAL AREA OF LAND (Suggest site 8)

General Comments: In the context of having to provide a P&R area on the Stirling side of the Pirnhall interchange, and given the review of development options generally S and SW of Bannockburn as part of the LDP, there may be a potential site E and SE of Hillhead. There is an area of relatively flat land, well contained by steeper banks/planting where the P&R would not impinge on the approach to Stirling to the same extent as a number of the other options. It would comprise the E part of Site 6c, a small part of Site 6d (the flat land only, although the rest of the land should be brought into the landscape framework) together with a remaining small area of flat land north of Pirnhall Road, stopping at the marked break of slope. This site is designated Green Belt currently.

Key viewpoints: The site is likely to be intervisible with some key viewpoints – but easier to screen than the sites on sloping ground. A strong and well-designed landscape/planting framework would have to be an integral part of scheme. A fully resourced long-term management programme would be essential.

Archaeological Comments: This new area which has been suggested north of the road will probably lie within the Battle site boundary. Parts of sites 6c and d have been identified by the HLA (Historic Land-use Assessment) as comprising 18th-20th century smallholdings. They survive here as an irregular pattern of fields and small farms which were used like small lowland crofts and were part of the late 18th and 19th century agricultural improvements. The pattern is still in use/visible today but its original extent went further west of Pirnhall farm on the 1862-3 OS map, although here the fields have now been subsumed into larger units.

SITES NOT CONSIDERED SUITABLE FOR PARK & RIDE

NW OF BACK O’MUIR FARM (Site 2)

Site ‘jumps’ the A91 main road, which forms a good boundary to the town. It would be dissociated from other major development and, located on rising ground, be visually exposed. Scope for mitigation limited and unlikely to be fully effective.

NW OF CROFTSIDE PARK (site 3)

Part of area identified for a Major Growth Area (Durieshill new village). Timescales for the Durieshill development coming forward are not likely to be until 2012, at the earliest. This major development will require to be masterplanned and accommodate the full range of uses identified – the scope to incorporate a P&R may be limited by land capacity / compatible use issues. We would have concerns around any P&R facility coming forward in advance of this master planning and development process, and on its own would form an unnecessary incursion into the countryside.

W OF A872 BETWEEN PIRNHALL INN & FES LTD (Site 5a)

Site is currently within the Green Belt, but under consideration as part of the LDP for commercial/business development. Very sensitive site in the context of views / visitor experience from the Bannockburn Monument (A listed structure). Scope for mitigation would be limited, especially on higher parts of the site. This area will probably lie within the Battle site boundary. NOTE: Even if this site is not identified through the LDP process, it is not considered suitable for a P&R.

This site has been identified by the HLA (Historic Land-use Assessment) as comprising 18th-20th century smallholdings. They survive here as an irregular pattern of fields and small farms which were used like small lowland crofts and were part of the late 18th and 19th century agricultural improvements. The pattern is still in use/visible today but its original extent went further west of Pirnhall farm on the 1862-3 OS map, although here the fields have now been subsumed into larger units.

W OF A872 AND SOUTH OF PIRNHALL INN (Site 5b)

Very sensitive site in the context of views/visitor experience from the Bannockburn Monument and the approach to Stirling. Site is currently within Green Belt, the rationale for which has been recently reconfirmed in a Green Belt review to inform the LDP. Scope for mitigation would be limited, especially on southern (higher) parts of the site. Site itself may lie outside the Battle site boundary.

Again, this site has been identified by the HLA (Historic Land-use Assessment) as comprising 18th-20th century smallholdings.

E OF A871 BETWEEN THE BANNOCKBURN AND CROFTSIDE FARM (Sites 6a and b)

These two areas are considered important in maintaining an open aspect for/views to and/from Cat Craig to the Borestone and the approach to Stirling. Cat Craig is a locally important landscape feature with historical, nature conservation and amenity value and traditionally said to be where Edward II viewed the first day of the Battle. The Borestone is where Bruce is said to have raised his standard. The Bannockburn and its valley form a strong and well-defined edge to major built development and there is a strong argument for maintaining a 'green', undeveloped corridor on the south side of the burn. Site 6a is also steeply sloping and a P&R would be visually exposed and adverse effects very difficult to mitigate. Both these site are likely to lie within the Battle site area. Both sites are designated Green Belt.

Again, this site has been identified by the HLA (Historic Land-use Assessment) as comprising 18th-20th century smallholdings.

E OF A871 AROUND HILLHEAD (Site 6c)

Site as indicated extends too far to the north, compromising important views to and from Cat Craig (see 6a/b above) and the approach to Stirling. However, there may be potential to incorporate part of this area, and some additional land in proposed at Site 8, see above. This site is designated Green Belt.

Again, this site has been identified by the HLA (Historic Land-use Assessment) as comprising 18th-20th century smallholdings.

BETWEEN PIRNHALL ROAD AND THE PIRNHALL INTERCHANGE (Site 6d)

Site as indicated is too large, taking in important areas of tree screening and elevated, visually exposed land. However, there may be potential to incorporate part of this area in proposed Site 8 (see above). The remainder may form an important woodland planted area. This area may lie outside the boundary of the Battle site but it is designated Green Belt. The area again is identified on the HLA (Historic Land-use Assessment) as comprising 18th-20th century smallholdings.