

## Stirling's Parking Policy & Community Parking Management Plans



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## Introduction

In line with Stirling's world leading ambition towards becoming a beacon city for sustainability, as demonstrated by the City Region Deal aspirations, this Parking Policy aims to implement a balanced approach to parking management and provision which enables economic development and vibrant communities, whilst enhancing the quality of place within our city and communities.

This policy offers opportunities to embrace current and developing technologies to improve the management and control of parking and improving public access to parking options, as well as embracing the move towards non-fossil fuel powered vehicles. The policy also very much promotes the need to develop active travel choices wherever possible.

Communities lie at the heart of this policy and will be central to the development of customised Community Parking Management Plans (CPMPs) within respective localities. These individual plans will be developed based on the guidance and principles of this document, and will very much be stylised in accordance with community needs and demands. CPMPs will be assessed at a local level in line with the Stirling Plan, following a placed based approach respecting individuality and community opportunities and ambitions.

The central driver of the City Region Deal is the development of economic growth, and inclusive well managed parking and transport systems is a key element in achieving a vibrant economy. This policy takes strong consideration towards developing a mobilisation infrastructure that balances the need for car transportation against the opportunities of making Stirling's communities and the city centre great places to do business, visit and enjoy. Tourism is a key aspect of Stirling's economy and the creation of a welcoming and easily understood parking system is critical to the growth of our visitor population.

This policy lays out the objectives and principles for developing a parking infrastructure suited to community needs, whilst creating opportunity for economic growth and respecting our environmental opportunities.

## 1. Structure of Parking Policy

The Parking Policy is contained in two parts:

- **Part One: Parking Policy Framework (PPF)** contains: the primary objectives of the policy (linked to the Local Transport Strategy), key performance indicators, key issues for consideration highlighting the general principles for developing a modern forward thinking Parking Policy.
- **Part Two: Community Parking Management Plans** contains: the process for development of CPMPs as well as a high level action plan that demonstrates specific pieces of work that are required and when each of the CPMPs could be delivered, taking into account the considerations contained in Part One.

## Part One: Parking Policy Framework

### 2. Background

The majority of trips made within Stirling involve cars, with many of these originating from our rural areas where there is currently a decreasing bus service. There is also an increasing element of EV vehicle growth expected over the next 5 years. It is therefore necessary to develop an appropriate parking infrastructure that meets all user needs, and caters for inevitable future trends.

In line with the City Region Deal, the aspiration of growth that Stirling has will see an inevitable growth in traffic, with more people moving in and out of our city and communities. It is therefore vital that a robust parking management plan is developed to manage these demands and ensure commuters, residents, shoppers, people with mobility difficulties, visitors, and anyone else who chooses to travel by car is confident of having suitable parking provision. However this will be provided in a way that minimises the potential negative impact of vehicles and parking on the quality of place within our communities.

Appropriate parking must be provided for many other user demands including bicycles, coaches, motor cycles and lorries, loading, taxis, residents, visitors, and commuters. These competing demands inevitably require a compromise in provision due to the limited on-street availability within our city and communities, therefore a robust process to develop CPMPs based on local needs and opportunities is important within each of our localities.

Parking management is one of the most effective measures available to the Council for managing traffic. Managing the number of parking spaces in areas, the price of parking, and the way in which urban space is managed is critical in helping develop the vibrancy of our communities. The configuration and availability of parking can directly influence people to consider walking, cycling or using public transport for their journey, or part of their journey.

Through setting an effective pricing structure and tariff, parking charging has proved to be an effective mechanism to encourage commuters to utilise the car parks on the periphery of the city and community centres, whilst promoting town centre proximity spaces for short stay shoppers and visitors in support of commercial growth.

Community involvement and empowerment is at the heart of developing a place based approach to meet parking need. The development of the community parking management plans will be done in partnership with the communities and local partners to ensure these reflect the needs of each area.

### 3. Vision, Primary Objectives and Key Considerations

#### Vision

Our vision is to create a parking infrastructure within Stirling and its communities which helps develop a place that is an economically thriving, sustainable, quality place. A place where people want to come to and work, live and play.

We want to ensure that all users of parking are catered for in the most sustainable manner.

We want communities at the heart of our decision making, enabling a parking infrastructure that is centred on practicality, place making, and where public spaces are connected and easily accessed by active and sustainable travel modes, with the focus on people and their surroundings.

#### Primary Objectives

- |   |   |   |  |
|---|---|---|--|
| <ul style="list-style-type: none"> <li>• P01: To provide parking solutions within our City and communities, which supports the growth aspirations across our area.</li> </ul> | <ul style="list-style-type: none"> <li>• P02: To ensure a balanced provision of parking to meets the needs of our residents, businesses and visitors in a way that improves the quality of place within our communities.</li> </ul> | <ul style="list-style-type: none"> <li>• P03: To promote sustainable transport options which maximise the use of park and ride, integrated travel modes and active travel.</li> </ul> | <ul style="list-style-type: none"> <li>• P04: Promote and enable the growth of electric vehicles.</li> </ul> |
|---|---|---|--|

**Key Considerations:** The following are key considerations that impact on one or a number of Objectives and will be closely considered in developing Community Parking Management Plans.

• Park & Ride and Park & Choose	• Commuter Parking
• Parking Pricing	• Motorcycle Parking
• Enforcement arrangements and priorities	• Climate adaptation
• Smart parking & ticketing	• Appropriate Parking
• Parking Permits	• Driving and parking for people with mobility difficulties
• Operation and maintenance arrangements	• Ultra Low Emission Vehicles (ULEVs)
• Visitor, Tourism and Event parking	• Car Clubs
• Lorry parking	• Cycle Parking
• On and off street parking	• Electric bicycle charging points
• Residents parking	• Bus stop and taxi ranks

## 4. Considerations

With the aspirations to develop Stirling as a model for sustainable transport, parking management is a critical factor in getting this right. With an overriding aim of maintaining growth, community vibrancy, and developing high quality place making, the balance between appropriate parking control, and providing parking for all is central to this aim.

This document sets out a framework which provides a robust basis upon which individual CPMPs can be developed for our City Centre, towns and villages. The following considerations will, where appropriate for individual communities, provide guidance and direction in developing CPMPs. The following considerations are derived largely from the Local Transport Strategy (LTS), but are also based on best practice from other cities which have considered advance parking solutions.

### Park & Ride and Park & Choose<sup>1</sup>

Research<sup>2</sup> has shown that town and city centres that have maximised accessibility via alternative methods to private cars can attract, rather than lose, spending. Park & Ride (P&R) facilities are one of the best transport tools to enhance access to, and the viability of, city centres whilst reducing congestion. The forecast increases in travel due to the growth of Stirling City and its economy will have to be accommodated through a package of measures that includes Park & Ride sites.

*1. Park & Choose provides more options than just a bus service. For the purposes of this Policy, the term Park & Ride will be used to denote both, unless otherwise stated.*

*2. The Pedestrian Pound: The Business Case for Better Streets and Places (2013), Just Economics, Living Streets.*

There are currently two Park & Ride (P&R) sites in Stirling:

- The Castleview site is at the west of Stirling, just off junction 10 of the M9 motorway.
- The Springkerse site is at the east of Stirling, just off the A91 at Springkerse Retail Park.

Through the Local Development Plan, and the LTS policies, the Council has safeguarded land for required enhancements to the transport network:

- Aspiration for a rail halt and Park and Ride near Bannockburn.
- A bus/coach Park and Ride to the south of Stirling (at South Stirling Gateway).

To support the City Region Deal and ensure its potential is maximised, Park & Ride opportunities will be considered for traffic from Clackmannanshire for both bus and rail travel, as well as exploring opportunities around River access. Furthermore, consideration is being given to Park & Choose sites in the Forthside area and the City Park.

## Parking Provision - Length of Stay and Parking Charges

To ensure the continued commercial success and economic vibrancy of Stirling, and communities outwith the city, achieving a pragmatic balance between the length of stay and level or parking charges will need to be considered for each community. For instance, in the city centre these will have to be set at levels which accommodate essential short journeys to ensure the turnover of spaces to encourage footfall throughout the day but discourage and prevent all-day commuter parking.

The following key considerations will have to be considered:

- Length of stay and level of provision.
- Radial approach to parking charges (including level of P&R charges).
- Enforcement arrangements and priorities.
- Smart Parking and Ticketing.
- Operation and maintenance arrangements.

## Enforcement Arrangements and Priorities

Stirling Council adopted statutory powers for parking enforcement across the Council area in May 2017 and introduced a Decriminalised Parking Enforcement (DPE) regime. This has enabled the Council to target enforcement activity while also improving accessibility but there is not currently a robust deployment plan to align enforcement activity with transport, community and economic objectives.

A clear deployment plan will strengthen the successful delivery of this Parking Policy, and enable enforcement to be targeted to ensure access to essential parking such as disabled parking, residents, loading, taxis etc. It would also maximise the income generated from pay and display parking. Consideration will be given to the number of officers required to successfully enforce parking needs across the Stirling area as the parking management plans are completed.

Under DPE the Council has a commitment to re-invest surplus parking income into the operation and maintenance of its car parks, the delivery of its parking service, as well as Park and Ride services and transport facilities. The overall parking budget and operating statement will be reviewed during 2018/19.

## Smart Parking and Ticketing

Currently payment for parking relies on traditional pay and display infrastructure. The Council is exploring payment by credit and debit card, as well as cashless parking payments, whereby visitors could pay for their parking via their mobile phones and online. This has many benefits for visitors, such as people being able to pay more flexibly using a choice of payment options, using text, web or app. It also benefits the Council by reducing cash collection costs and ticket machine maintenance, and reduces the number of Parking Charge Notices (PCNs).

Modernised systems can also provide better public information about where to park, cost and availability of parking spaces. This may enable visitors to find a space more quickly and easily, helping to ensure the efficiency of the road network and reduce the potential for congestion. Smart Parking will be investigated through this Parking Policy, with the aim of trialling a system in the city prior to rolling it out throughout the rest of Stirling.

## Parking and Permit Systems

Parking permits are a necessary part of the parking infrastructure and must be integrated in to the needs of communities, balancing need carefully against the potential provision. Permitting will be carefully considered in the context of the objectives of this policy, particularly in relation to the objective, PO2: To ensure a balanced provision of parking to meets the needs of our residents, businesses and visitors in a way that improves the quality of place within our communities.

Furthermore, for an effective permitting system to work, it needs to be managed to ensure that permitted areas are available specifically for permit holders and that this is properly enforced.

## Operation and Maintenance Arrangements

As previously stated, the Council will utilise surplus income from parking to support the operation and maintenance of car parks, thus ensuring that the customer experience is a positive one.

As well as providing long-stay parking on the periphery of the city and short stay parking in the city centre, the Council's car parks may also be gateways to settlements in the rural area and play a role in providing a positive visitor experience helping to support local tourist economies.

It is essential that the Council's car parks offer a safe and welcoming environment, and are in good repair, clearly marked and offer reliable and efficient pay and display machines, together with information regarding cashless payment options, where applicable. Over the next 12 months the maintenance arrangements for all car parks will be reviewed. Smart technologies will also be considered.



## Visitor, Tourism and Event Parking

Tourism is a vital part of Stirling's economy, therefore the provision of adequate parking for visitors and coaches at attractions in both the rural and the urban areas is an important consideration. However, the typically seasonal nature of tourism can sometimes present problems in accommodating the associated increase in parking demand and make it difficult to balance provision without impacting on the quality of place.

Through Stirling's Active Travel Action Plan (ATAP): Walking and Cycling to a Healthier Stirling, support is available to tourist attractions to develop and implement travel plans, including 'smarter choices' measures to reduce the demand for visitor parking.

In order to maximise opportunities to encourage tourists to explore Stirling and its many rural attractions, adequate provision has to be made for motor home parking, including caravans. Parking for motor homes and with a towed caravan (but not overnight sleeping) is permitted in any Stirling Council car park, subject to the relevant pay and display charges. This Parking Policy supports the marking out of proper motor home and caravan bays within Council operated car parks, where required.

Outwith the city there are also many key tourist and visitor attractions that require to be adequately resourced with appropriate transport access and parking provision. This Parking Policy supports the evaluation of the availability of coach parking and set-down/pick-up spaces, considering the needs of coach operators and passengers, other road users, residents and local businesses.

One of the proposed signature projects for Stirling's City Region Deal focusses on providing a major new outdoor events site at the 'City Park' west of Stirling Castle, which includes the finish of the Stirling Scottish Marathon. As more, and larger, events are hosted within the Stirling area, careful consideration of increased temporary parking provision will be required. This demand will not be fully addressed through the parking management plans for each area, but the plans will identify opportunities beyond the base parking provisions to be explored as part of the events strategy.

Through the implementation of this Parking Policy, and Stirling's Active Travel Action Plan, the Council will ensure that trips made to the events site will not adversely affect the road network and that event attendees have opportunities to travel to the event by more sustainable and active travel modes, such as walking, cycling and public transport (including Park & Choose).

## Lorry Parking

It is important that adequate lorry parking facilities are available to serve strategic routes and freight attractors within the Stirling area to assist in achieving the efficient, safe and secure movement of freight. It is also important that lorry parking facilities are provided in a manner which minimises adverse environmental and community impacts.

Overnight lorry parking is available in particular areas. These will be reviewed within each locality, as appropriate, and for Stirling as a whole.

## On and Off-Street Parking

With the many competing demands for urban space, particularly related to urban place making and respecting the diverse layout of our community centres, on-street parking is seen as less favourable as it does not lend itself well to high quality place making.

Off-street car parks are an integral element of the parking opportunities available in Stirling, as they improve perceptions of accessibility, remove parked vehicles from roads and allow for the development of a high quality urban space place-making.

The parking management plans will seek to balance provision between on and off street wherever possible to ensure place making and active travel opportunities can be maximised, including the reallocation of road space to pedestrians, cyclists and public transport and improving accessibility.

## Commuter Parking

This Parking Policy, in line with the LTS, seeks to encourage long stay commuter parking on the periphery of the city, via Park & Ride sites. Commuter parking takes place in other settlements, such as Bridge of Allan and Dunblane. Whilst commuter parking in these communities is encouraged, this Parking Policy aims to make sure measures are in place to prevent it from over-spilling into residential areas.

High density commercial area shall be carefully considered in a manner that optimises opportunity for successful commercial activity. Solutions will be put in place that create sustainable business solution and attracts inward investment.

## Motorcycle Parking

There are bays dedicated to motorcycle parking within Stirling city centre. Motorcycles are also permitted to park free of charge and without a time limit in any of the Council's Pay and Display car parks. Current on-street parking bays may in future be replaced with off-street facilities, in line with the overall on-street parking policy, but there will be no net loss in number of bays.

## Climate Adaptation

Expected changes for the climate in Stirling are warmer, drier summers, and warmer, wetter winters, Some of the main impacts will be an increased frequency & severity of surface water, increased storm damage to roads & infrastructure, health and biodiversity impacts from changes to temperature and water availability.

All traditional infrastructure designs, including car parks, will need to incorporate resilience to expected climate challenges into their designs. The role of green infrastructure<sup>3</sup> cannot be underestimated. As significant public spaces, car parks can have an important role to play in mitigating these effects, provided the right elements are built in to their design and maintenance from the start.

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3. *Green Infrastructure is defined as a strategically planned network of natural and semi-natural areas with other environmental features designed and managed to deliver a wide range of ecosystem services in both rural and urban settings.*

## Parking Management

A key objective of the LTS is to encourage and enable more trips to be made by walking, cycling and public transport. Parking management measures assist in meeting this objective by:

- Keeping cycle lanes free of parked and loading vehicles; and
- Helping pedestrians to cross the road safely.

Parking regulations prevent inappropriate parking around junctions to improve sight-lines for pedestrians, cyclists and motorists, while protecting children who cannot be seen behind parked vehicles. Setting down or picking up of passengers is however permissible on 'no waiting / no loading' restrictions. To mitigate against this, an area-wide promotion targeting parents of school children will be implemented through Stirling's ATAP.

It is more difficult for Councils without Decriminalised Parking Enforcement to enforce inappropriate and obstructive parking, and there is a general lack of clarity around the current parking laws. The Programme for Government, 2017/18, has therefore stated that a Transport Bill will be introduced to allow Councils to more easily deal with inappropriate and obstructive parking. This Parking Policy will take this into account when it is passed.

## Parking for People with Mobility Issues

Parking management measures have a key function in addressing the particular parking issues mobility impaired people may experience when driving, walking or using other forms of transport. This Parking Policy will also continue to ensure that sufficient public on and off-street parking is available for people with mobility difficulties.

## Ultra Low Emission Vehicles (ULEVs)

Oslo in Norway currently has more than 50% of car trips carried out by electric cars, and this level of Electrical Vehicle (EV) uptake is expected across the UK over the next 2-5 years. It is therefore critical that an appropriate and well managed charging infrastructure is implemented to accommodate this inevitable increase in EV numbers on UK roads.

The current infrastructure for EV charging in Stirling is limited in comparison to projected need and it is vital that necessary resources are made available to accommodate this inevitable infrastructure requirement. Both UK and Scottish Governments have pledged funding towards developing a comprehensive EV charging infrastructure, therefore Stirling Council needs to develop a strategic EV charging deployment plan which considers Stirling's needs in combination with National Plans.

As the number of EVs on the road increases there is the potential for increased cars to contribute to congestion and parking problems. Transport Scotland is therefore developing recommendations regarding EV parking charges, including short stay EV parking bays being more expensive than the long stay bays.

This Parking Policy takes on board Transport Scotland's recommendations regarding EVs parking charges. It also supports the installation and maintenance of EV charging points in communities across Stirling. Wherever possible these charging points and fuelling stations will be situated off street. An exception to this will be in areas of high density development where it will be unlikely that residents and visitors will have access to driveways or private parking facilities.

A Stirling ULEV policy document will be developed over 2018 detailing EV charging infrastructure deployment and recommend EV charging pricing policy.

## Car Clubs

Car clubs are privately operated 'pool cars' in which members of the club can book a car by the hour. Members range from private individuals, to businesses and local authorities.

There is currently one car club in Stirling, offering members the choice of eight pay-as-you-drive, low emission, self-service cars sited across the city to provide a flexible alternative to car ownership.

The expansion of the car club in Stirling and the surrounding area has the potential to assist with community regeneration and increased social inclusion by providing an accessible transport option to disadvantaged, remote and socially deprived areas.

The Parking Policy will support the expansion of car clubs in Stirling, so reducing overall car ownership and therefore parking pressure.

Stirling Council currently has a fleet of pool vehicles for staff to use for business travel, which are generally fully booked at certain periods of the day, and then not used for other parts of the day. This Parking Policy will support supplementing fleet vehicles with car club vehicles during periods of high demand.

A peer to peer car hire arrangement is also being considered.

## Cycle Parking

Provision for cyclists to park has been made throughout Stirling via the installation of standard Sheffield cycle stands at certain locations. Stirling's Active Travel Action Plan (ATAP): Walking and Cycling to a Healthier Stirling states that, where funding is available, Stirling Council will continue, in partnership with key stakeholders, to provide cycle parking at key destinations throughout Stirling. Stirling's Supplementary Guidance 14: Ensuring Access to New Developments sets out the cycle parking standards required for new developments.

## Electric Bicycle (ebike) Charging Points

Electric bicycles open up cycle use to a larger percentage of the population and allow longer and steeper gradient trips to be easily made by bicycle. As such, the Government's Programme for Scotland 2017/18 states that it will step up promotion of the use of electric bicycles to ensure as many people as possible can benefit from active travel.

The council is currently working with Forth Environment Link, together with the NHS, Falkirk and Clackmannanshire Councils to develop a significant ebike scheme across the region. This will hopefully be in place by Summer 2019 and will be implemented working closely with respective communities.

## Bus Stops and Taxi Ranks

The need for adequate bus stops and taxi provision is vital as part of the integrated transport systems. Access to business, shopping, employment, education facilities and recreation requires adequate provision for access to public transport and taxis. This provision will be reviewed as part of the management plans.

## 5. Parking Policy Framework: Governance and Delivery

A Parking Officer Working Group (POWG) has been set up to take forward the development and delivery of the revised Parking Policy. Members of this group will work in partnership with communities and other Community Planning Partnership partners to develop each Community Parking Management Plan. This involves committed resources from participating services.

The POWG will report progress and highlight resource requirements to the LTS Transport Board, which oversees the co-ordination and delivery of all the LTS Programmes.

The delivery of the Parking Policy and ongoing monitoring will be reported to the Local Development Plan/Local Transport Strategy Member Officer Working Group (MOG), the political advisory and guidance body. The MOG meets quarterly. An annual report will be sent to the Environment and Housing committee. This report will detail monitoring and progress against the action plan.

## 6. Monitoring and Targets: Key Performance Indicators

Key Performance Indicators (KPIs) have been identified which will be used to measure and report the effectiveness of delivering this Parking Policy. Baselines and targets will be developed during 2018, as the CPMPs develop.

Monitoring and reporting will be undertaken on an annual basis with an interim review of the Parking Policy taking place after five years and a full review being undertaken after ten years prior to a revised policy being produced.

### Key Performance Indicators

Week day average number of cars using Stirling's Park & Ride/ Choose sites
Week day average number of bike hires from Stirling's Park & Ride/Choose sites
Weekday average of PCNs issued
Parking revenue derived from authorised parking places
Indicator from Economic Development?
Weekday average of PCNs issued
Parking revenue derived from authorised parking places
% increase of annual average daily total of cyclists on monitored routes (City Area only)
Proportion of people accessing Stirling City Centre on foot
Provision of public on and off-street disabled parking spaces
Provision of ULEV charging points
Utilisation of ULEV charging points
Provision of car club bays
Weekday average usage of car club vehicles
Provision of electric bicycle charging points
Utilisation of electric bicycle charging points
Vehicle emissions: Levels of NO2 and PM10 at monitoring sites in the City area: Craig's Roundabout, Stirling (Annual Hourly Mean Concentrations)

## 7. Policy Framework

Development of this Parking Policy has been informed by the Road Traffic Regulation Act 1984, the Roads (Scotland) Act 1984, the Road Traffic Act 1991, as well as the following national, regional and local policies.

National Policies	
National Transport Strategy (NTS) 2016	Scottish Planning Policy, (SPP) 2014
Strategic Transport Projects Review (STPR) 2008	Programme for Government 2017/18
Disabled Persons Parking Places (Scotland) Act 2009	Community Empowerment (Scotland) Act 2015
Regional Policies	
Tactran's Regional Strategy 2015-2036 (2016)	Tactran's Park and Ride Strategy and Action Plan, 2015-2036, (2016)
City Region Deal for Stirling	
Local Policies	
Serving Stirling Priorities for Stirling Council	Priority Based Budgeting
Community Planning Local Outcome Improvement Plan (LOIP)	Sustainable Growth Agreement
Local Development Plan (LDP)	Loch Lomond and Trossach's National Park Authority's (LLTNPA) LDP
Local Transport Strategy (LTS)	City Area Transport Plan
Walking and Cycling to a Healthier Stirling: Active Travel Action Plan	Supplementary Guidance 14: Ensuring Access to New Developments
Economic Policy	Rural Development Action Plan 2017 - 2022
Loch Lomond and Trossachs National Park Authority (LLTNPA) National Park Partnership Plan, 2012-2017	



## Part Two: Community Parking

### 8. Development of Community Parking Management Plans

The objectives of this Parking Policy have varying degrees of relevance across the communities of the Council area. Whilst specific CPMPs will be developed for certain communities, it is not deemed necessary to produce specific plans for all the communities in the Council area as the amount of parking required for some of these locations is relatively small and will be covered by general Parking Policy requirements.

Following a comprehensive community consultation through the Local Transport Strategy review in 2016/17 communities are identified which highlighted the need for a parking review and parking management plan to be developed. The Council will work with relevant communities and other Community Planning Partnership partners in their development.

Through the City Area Transport Plan and the Towns, Villages and Rural Area (TVRA) Transport Plan, the following communities with parking concerns have been identified.

City Transport Area Plan	
<ul style="list-style-type: none"> <li>• City of Stirling</li> <li>• Dunblane</li> <li>• Bridge of Allan</li> </ul>	<ul style="list-style-type: none"> <li>• Parking Provision, including park &amp; ride, will be dealt with through the planning process for the major housing allocations identified in Stirling's LDP at:                             <ul style="list-style-type: none"> <li>- Cowie</li> <li>- Plean</li> <li>- Fallin</li> <li>- South Stirling Gateway</li> <li>- Durieshill</li> </ul> </li> </ul>

TVRA Transport Plan	
<ul style="list-style-type: none"> <li>• Rural North:                             <ul style="list-style-type: none"> <li>- Callander</li> <li>- Doune</li> <li>- Killin</li> <li>- Thornhill</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Rural South:                             <ul style="list-style-type: none"> <li>- Balfron</li> <li>- Balmaha</li> <li>- Buchanan</li> <li>- Buchlyvie</li> <li>- Drymen</li> <li>- Killearn</li> <li>- Kippen</li> <li>- Strathblane/Blanefield</li> </ul> </li> </ul>



In order that the CPMPs can be implemented most effectively, the communities have been ranked in order of greatest need, based on the following:

- Where traffic congestion is or is predicted to be worst;
- Where this Parking Policy would be likely to give the greatest impetus to the use of walking cycling and public transport including, Park & Ride;
- The need to support economic development, including tourism;
- Where development is having (or projected to have) impact on parking and accessibility;
- Where parking provision is identified to be inadequate.

Based on the above factors the communities identified have been ranked in the following descending order, with the intention that a community parking management plan will be prepared for each community in this order.

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1	City of Stirling	6	Balmaha	11	Kippen
2	Dunblane	7	Bannockburn & Eastern Villages	12	Strathblane, Blanefield & Buchlyvie
3	Callander	8	Drymen	13	Killin, Thornhill & Buchanan
4	Doone	9	Balfron		
5	Bridge of Allan	10	Killearn		

The process for developing CPMPs for each area will take the form of a combination of desk top studies, community workshops, parking master planning and public consultation. During these processes, the communities, partners, businesses and elected members will be fully engaged in the process.

The Parking Officer Working Group has been established to drive the delivery of this policy and development of CPMPs. This group will be led by managers and officers from the Sustainability, Roads and Regulatory teams with support from Economic Development and Community Engagement and Communication teams.

## 9. Outline Action Plan for 2018-2019 and 2019-2020

The following action plan lays out a programme of works which sequence the necessary functions that need to be undertaken in leading to the development of high quality and comprehensive Community Parking Management Plans. Some communities have more pressing needs and whereas others are relatively more simplistic. Priority has been given to those with the highest degree of complexity and those with higher risk

### Outline Action Plan for 2018-2019

PPF: Development and Implementation	2018												2019											
	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D			
Develop PPF and Action Plan	■	■																						
Approval of PPF and Action Plan			■																					
Business Case Development Castleview P&R	■	■	■	■																				
Implementation of preferred options: Castleview P&R													■	■	■	■	■	■	■	■	■			
Option & Appraisal: Expansion of Springkerse P&R into Retail Park						■	■	■	■	■														
Option & Appraisal: Strategic Rail P&R at Bannockburn, Bridge of Allan and Manor Powis						■	■	■	■	■	■	■	■	■	■									
Policy Development: EV Charging & Pricing					■	■	■	■																
Stirling Station Gateway: Car Park improvement project										■	■	■												
Options appraisal & development: Smart Parking & Ticketing						■	■	■	■	■	■	■	■	■										
Business Case Development: Operation & Maintenance		■	■	■	■	■	■	■	■															
Business Case Development: Parking Enforcement Framework (PEF)		■	■	■	■	■	■	■	■															
Review of parking charges to support development of PPF									■	■														
Develop Control Parking Zone (CPZ) Permits Policy			■	■	■	■	■																	
Wellgreen MSCP: develop in house operating model			■	■	■	■	■																	

PPF: Development and Implementation	2018										2019											
	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
<b>CPMP: Stirling</b>																						
Review current on and off street parking																						
Set up Steering Group																						
Consult on Main Issues in area																						
Develop changes to mitigate against issues																						
Implementation of changes																						
<b>CPMP: Dunblane</b>																						
Review current on and off street parking																						
Set up Steering Group																						
Consult on Main Issues in area																						
Develop changes to mitigate against issues																						
Implementation of changes																						
<b>CPMP: Callander</b>																						
Review current on and off street parking																						
Set up Steering Group																						
Consult on Main Issues in area																						
Develop changes to mitigate against issues																						
Implementation of changes																						
<b>CPMP: Doune</b>																						
Review current on and off street parking																						
Set up Steering Group																						
Consult on Main Issues in area																						
Develop changes to mitigate against issues																						
Implementation of changes																						

## Outline Action Plan for 2019-2020

PPF: Development and Implementation	2019											
	J	F	M	A	M	J	J	A	S	O	N	D
<b>CPMP: Bridge of Allan</b>												
Review current on and off street parking												
Set up Steering Group												
Consult on Main Issues in area												
Develop changes to mitigate against issues												
Implementation of changes												
<b>CPMP: Balmaha</b>												
Review current on and off street parking												
Set up Steering Group												
Consult on Main Issues in area												
Develop changes to mitigate against issues												
Implementation of changes												
<b>CPMP: Bannockburn and Eastern Villages</b>												
Review current on and off street parking												
Set up Steering Group												
Consult on Main Issues in area												
Develop changes to mitigate against issues												
Implementation of changes												
<b>CPMP: Drymen</b>												
Review current on and off street parking												
Set up Steering Group												
Consult on Main Issues in area												
Develop changes to mitigate against issues												
Implementation of changes												

PPF: Development and Implementation	2019											
	J	F	M	A	M	J	J	A	S	O	N	D
<b>CPMP: Balfroon</b>												
Review current on and off street parking												
Set up Steering Group												
Consult on Main Issues in area												
Develop changes to mitigate against issues												
Implementation of changes												
<b>CPMP: Killearn</b>												
Review current on and off street parking												
Set up Steering Group												
Consult on Main Issues in area												
Develop changes to mitigate against issues												
Implementation of changes												
<b>CPMP: Kippen</b>												
Review current on and off street parking												
Set up Steering Group												
Consult on Main Issues in area												
Develop changes to mitigate against issues												
Implementation of changes												
<b>CPMP: Strathblane, Blanefield and Buchlyvie</b>												
Review current on and off street parking												
Set up Steering Group												
Consult on Main Issues in area												
Develop changes to mitigate against issues												
Implementation of changes												

PPF: Development and Implementation	2019											
	J	F	M	A	M	J	J	A	S	O	N	D
<b>CPMP: Killin, Thornhill and Buchanan</b>												
Review current on and off street parking												
Set up Steering Group												
Consult on Main Issues in area												
Develop changes to mitigate against issues												
Implementation of changes												

## Further Information

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If you need help or this information  
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