

Falkirk Council – Local Transport Strategy 2011/12

Public Consultation – Comment Sheet

The questions below seek your help in identifying the transport issues the Council should examine as part of the development of its new Local Transport Strategy. Please answer the questions by ticking the boxes you feel are most important. If you have any additional comments you feel would provide more information, please add them in the space provided at the end of the questionnaire.

You can return the sheet to any of the staff present, or place it in the box provided.

Thank you for taking time to contribute to this consultation.

Q1) Location of Event (please tick)

3	Bo'ness	4.9
1	Avonbridge	1.6
9	Polmont	15
9	Bonnybridge	15
8	Larbert	13
2	Airth	3.3
9	Shieldhill	15
2	Denny	3.3
2	Grangemouth	3.3
6	Falkirk	9.8
7	Slamannan	11
	Stenhousemuir (See Larbert)_	0
2	Banknock	3.3
1	Maddiston	1.6
61	Total	100

Q2) Thinking about travelling generally in the Falkirk Council area, what do you think are the most important issues? (Please tick all the boxes you feel are important)

28	Pedestrian Facilities (paths, crossings)	9
15	Rural Path Network	4.8
14	Cycle Routes On and Off Road	4.5
6	Cycling Facilities	1.9
23	Access to local facilities (shops, libraries, health centres)	7.4
36	Cost of Public Transport	12
38	Public Transport reliability/time/frequency	12
23	Access to Public Transport	7.4
22	Public Transport Information	7.1
20	Traffic (Congestion / Speed etc.)	6.5
20	Parking Facilities	6.5
37	Road Conditions	12
24	Road safety?	7.7
4	Other Please specify	1.3
310	Total	100

Q3) Thinking about travelling between the Falkirk Council area and other areas, what do you are the most important issues?

8	Problems with cycling and public transport (bikes on buses, bikes on trains)	4.1
6	Longer distance cycle routes	3.1
10	Trip end facilities at stations / transport hubs	5.1
14	Access to Public Transport	7.2
17	Public Transport Information	8.7
24	Links between bus and train services	12
38	Cost Frequency/ reliability / time of Public Transport	19
3	Access to a car	1.5
5	Information on car sharing	2.6
20	Road Conditions	10
35	Cost of fuel	18
15	Other Please specify	7.7
195		100

Q4 What are your top 5 priorities for improving travel around the Falkirk Council area?*

12	Better pedestrian facilities (paths and crossings)	2.5
6	Marketing and promotion of the benefits of walking, cycling and public transport	1.3
8	More off road cycle routes	1.7
8	More off road cycle routes	1.7
6	More on-road cycle routes	1.3
8	Better signage	1.7
5	Bike hire/bike library scheme	1
45	Better information for public transport users	9.4
83	More frequent public transport, cheaper public transport	17
23	Better waiting facilities at bus stops	4.8
20	Less traffic	4.2
12	More residential routes with traffic calming	2.5
30	More Park and Ride sites	6.3
4	More motor bike parking	0.8
69	Better road maintenance	14
80	Better information at bus stops	17
33	More car parking in town centres	6.9
28	Other Please specify.....	5.8
480		100

Q5 Thinking about how to increase levels of walking, cycling and public transport use,

15	Better network for walking and cycling – paths and cycle routes	7.5
17	Improvements in street lighting	8.5
13	More information for walkers and cyclists (signage / maps online etc.)	6.5
9	Marketing of Sustainable and Active Travel (Take the Right Route)	4.5
8	Bikes on buses and trains to allow longer journeys	4
10	Better, more accessible, more secure cycle storage in key areas	5

11	Bike Hire Scheme – canals, Helix, Falkirk Wheel “park and pedal”	5.5
26	Incentives for bus and train use – introductory reduced price or free tickets	13
35	Cheaper more frequent bus services	17
37	Better links between bus and train services	18
13	Demand management – reduce attractiveness of using the car	6.5
7	Other Please specify.....	3.5
201		100

Please add any further information you feel would assist in the development of Falkirk Council’s

Airth

Making public transport cheaper to encourage more use of and leave their cars at home.

Lack of cycle storage

Cost of public transport

Banknock

Falkirk bus stop and shelter at Longcroft monument is not fit for purpose, want shelter replaced
Pedestrian refuge islands in Longcroft to help with pedestrians crossing the A803 at the Masonic Arms and Station Brae. (Will be addressed as part of the Dennyloanhead planning application).

Junction of the Mayfield Drive and the A803.

Is the weight restriction 7.5t on Station Brae?

Poor bus frequency

Bo'ness

Footpath/cyclepath link Carriden Brae to Champany

Increased traffic through Muirhouses as a result of the bus washing facility at bottom of Carriden Brae.

Hazardous parking on Linlithgow Road at the Co-op leading to congestion & road safety issues.
Inconsiderate cyclists.

Bonnybridge

Roads and footways in Bonnybridge in urgent need of repairs.

Shuttle bus from Park and Ride to Falkirk High Station.

On-street car parking affecting turning put of co-op car park.

Improve bus service frequency to railway stations.

Falkirk

Encourage use of public transport. Reduce fares on buses and trains. Improve footpaths and cycle ways.

Public transport journey times are ridiculous as routes have been combined making them unattractive. Cycling in and around the town centre dangerous. Mixed use pavements on Camelon Road etc.. Potholes and road conditions poor for cyclists. Focus cycling strategy on commuters not leisure. Bus travel too expensive.

More use of powered two-wheelers, allow motorcycles to use bus lanes.

Road design in are is poor and has caused congestion

Grangemouth

Cross boundary issues for walkers, cyclists, and car users. Will establish gaps in public transport infrastructure and service delivery especially in rural areas.

Buses should be run like taxis but with set destination, pre-booking, fleet of minibuses could

adapt to demand. Need more small buses.

Cycle routes should flow to allow cycling to be a viable alternative means of transport

Larbert and Stenhousemuir

Travel plans should be realistic and practical

Mini roundabout Carronvale Road / Main Street junction.

Bus services

Cheaper bus fares

Maddiston

More free parking

Increase reliability and frequency of buses

Polmont

Encourage more use of public transport.

Current cost of using public transport too expensive.

Poor quality of bus service in the Gilston area.

Parking issues at Polmont Railway Station

Bus shelter improvements Lweis Road / Miller Park

Speed limits through Polmont

Shieldhill

Disabled access and parking

Poor bus services

Lack of winter gritting and ploughing.

Footpath links from Shieldhill to Falkirk via greenbelt and Callendar Estate.

Better links to the motorway network

Create transport nodes for multi-modal uses and users.

Streetlighting upgrade

Poor bus links to railway stations

Costs of bus fares

Bus shelters need replacing.

Review of one-way system in Falkirk town centre

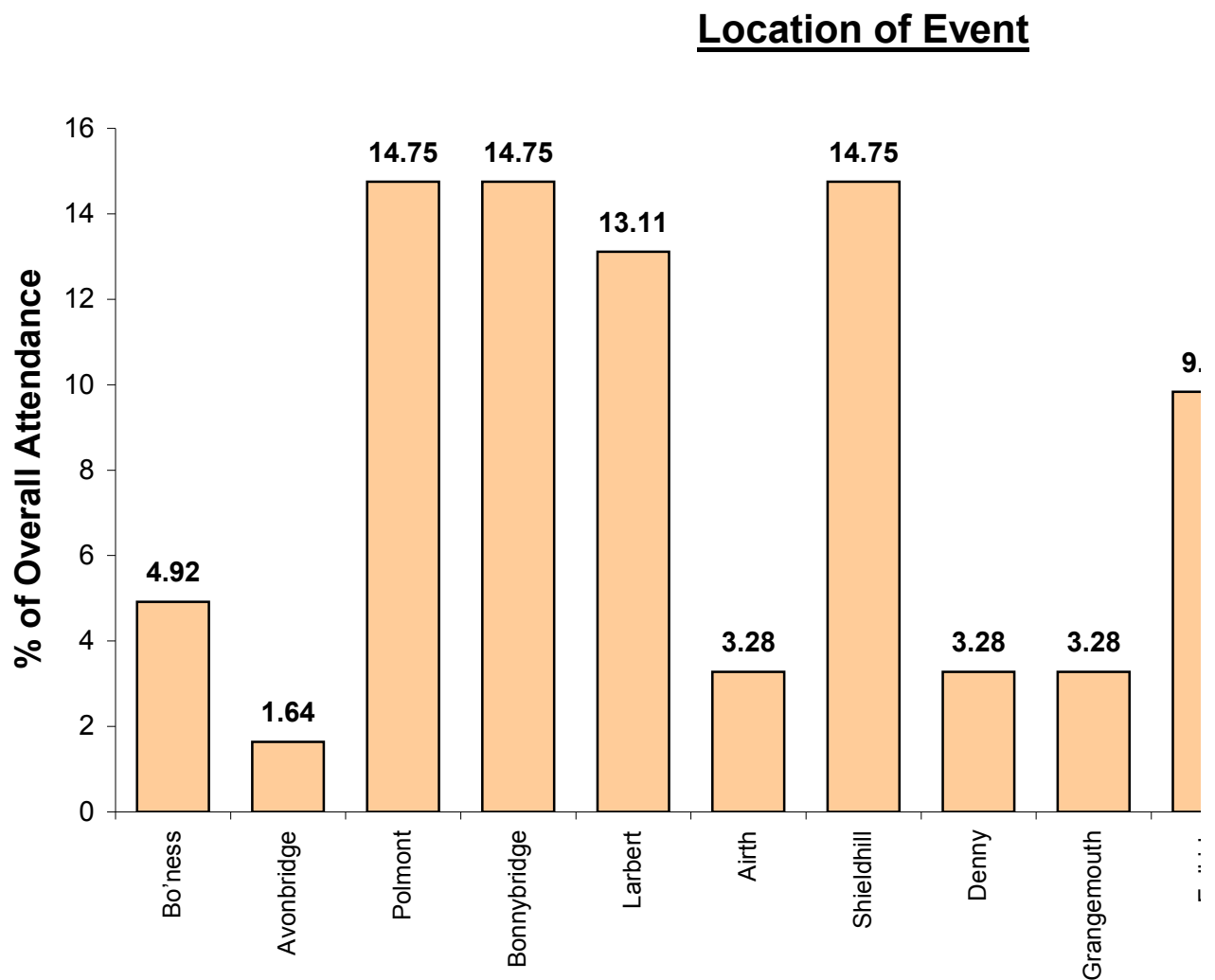
Better signage to ease congestion

Slamannan

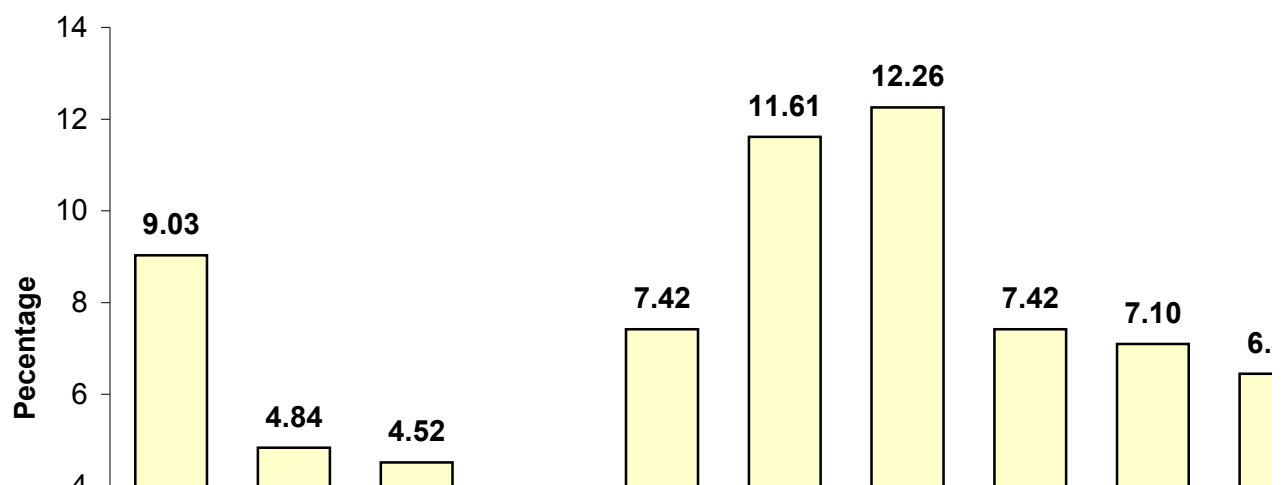
Improve links between all outlying villages and Falkirk as well as Caldercruix to allow use of train services.

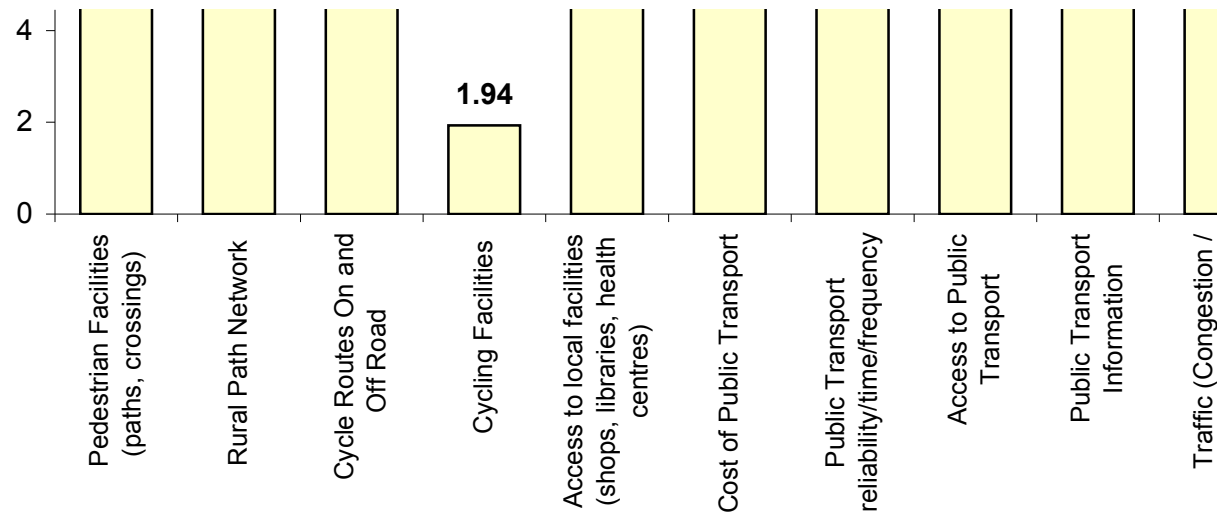
Cost of public transport too high.

Bus service frequency.

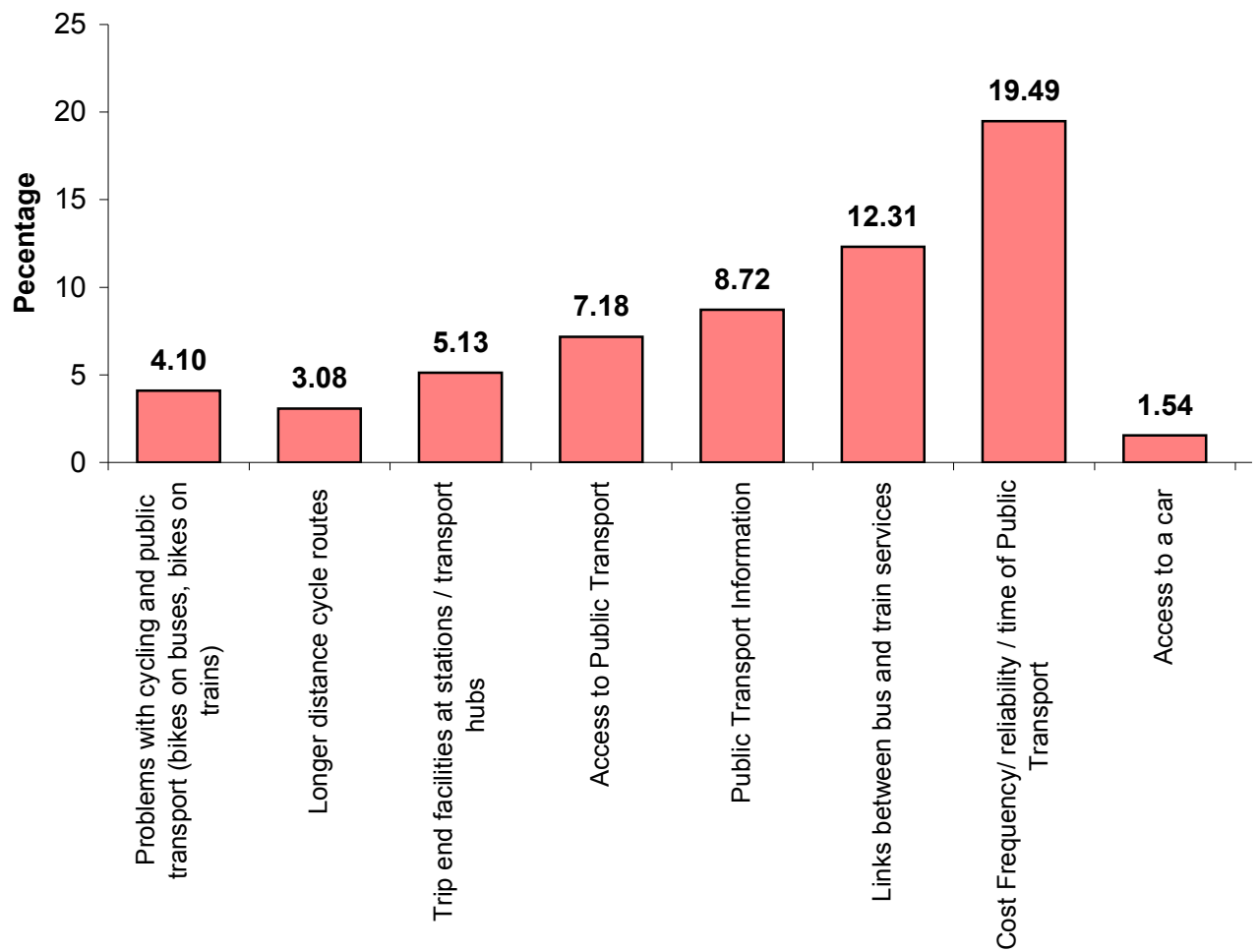


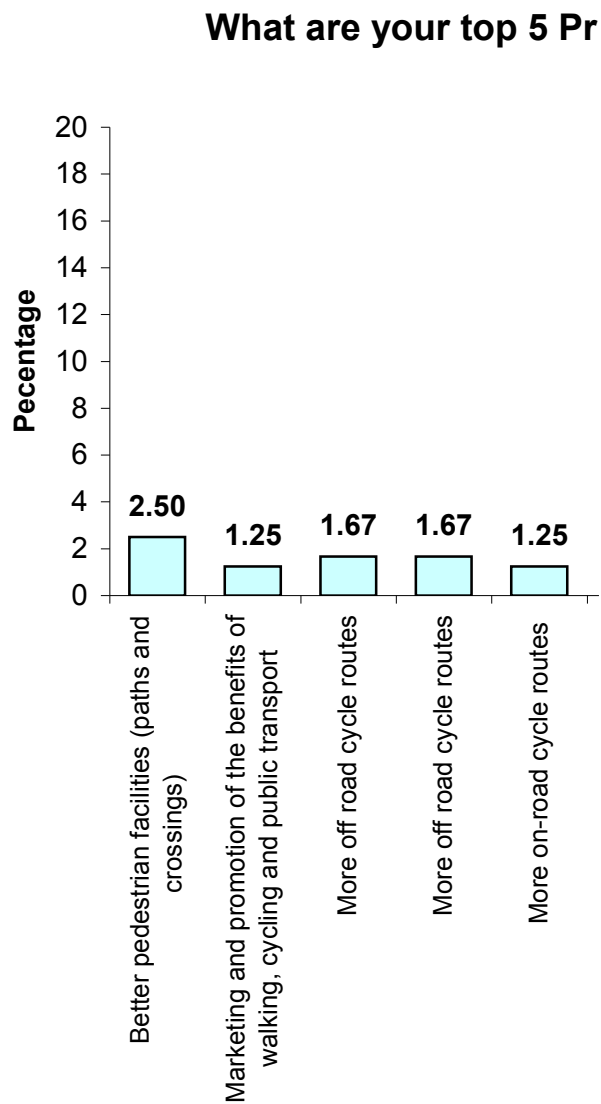
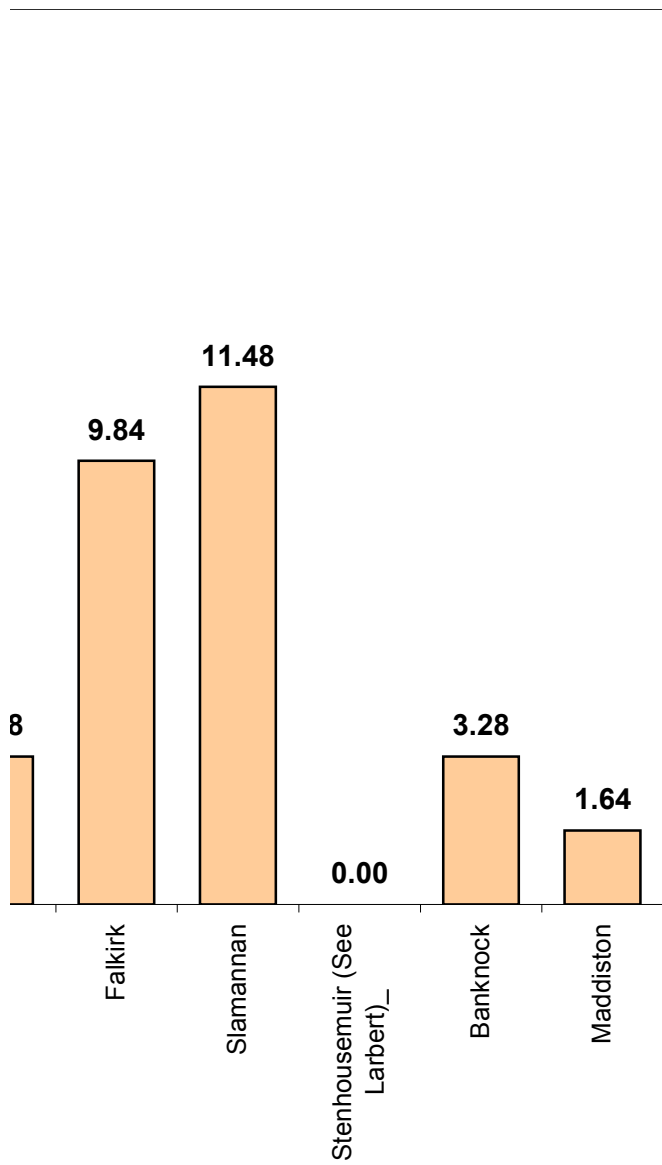
What do you think are the most important issues about general waste in the Falkirk Council area?



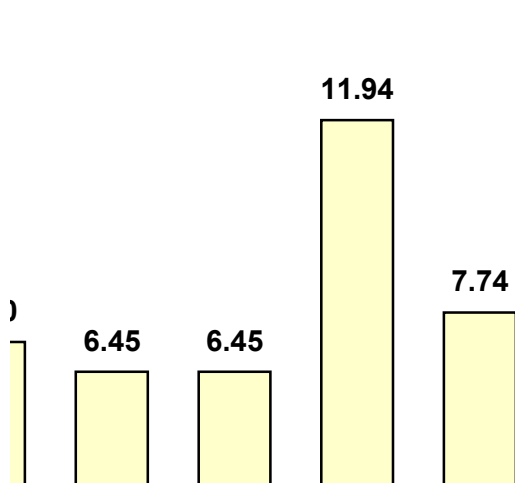


What do you think are the most important issues about travel and other areas?

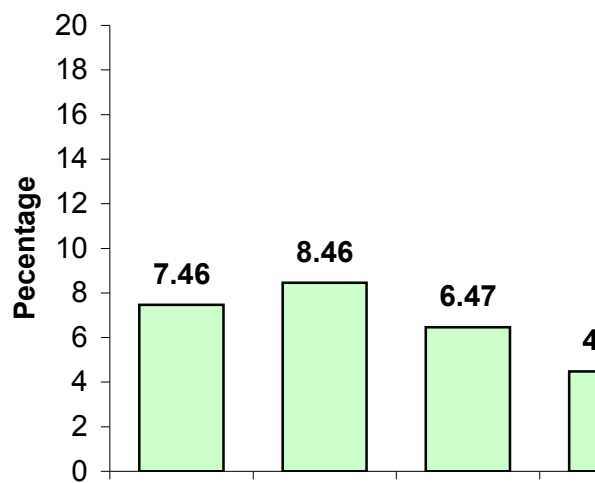




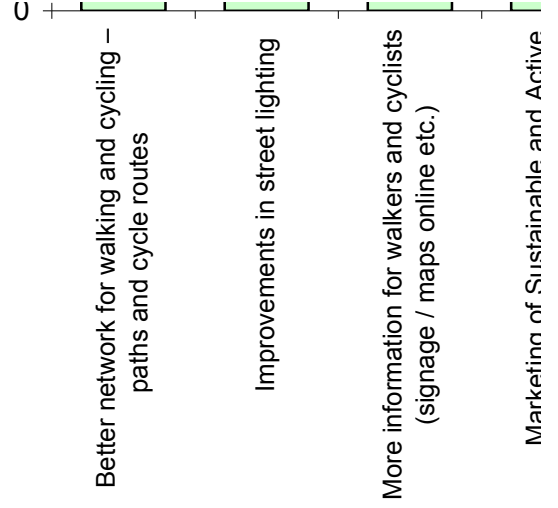
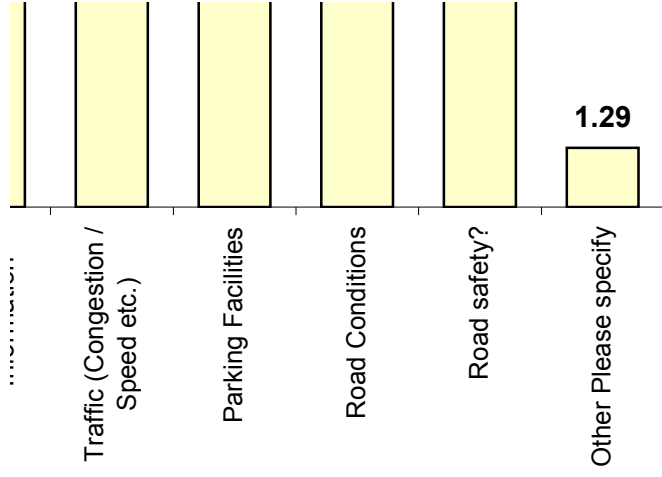
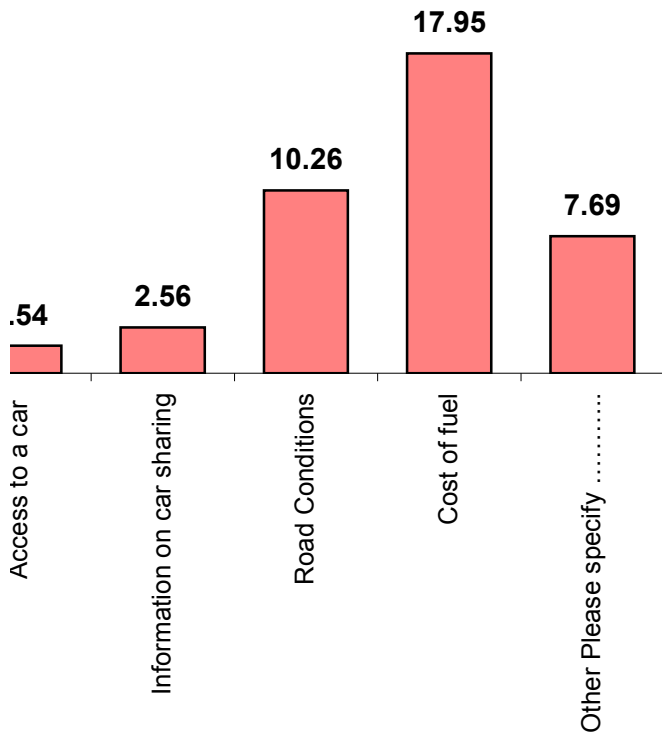
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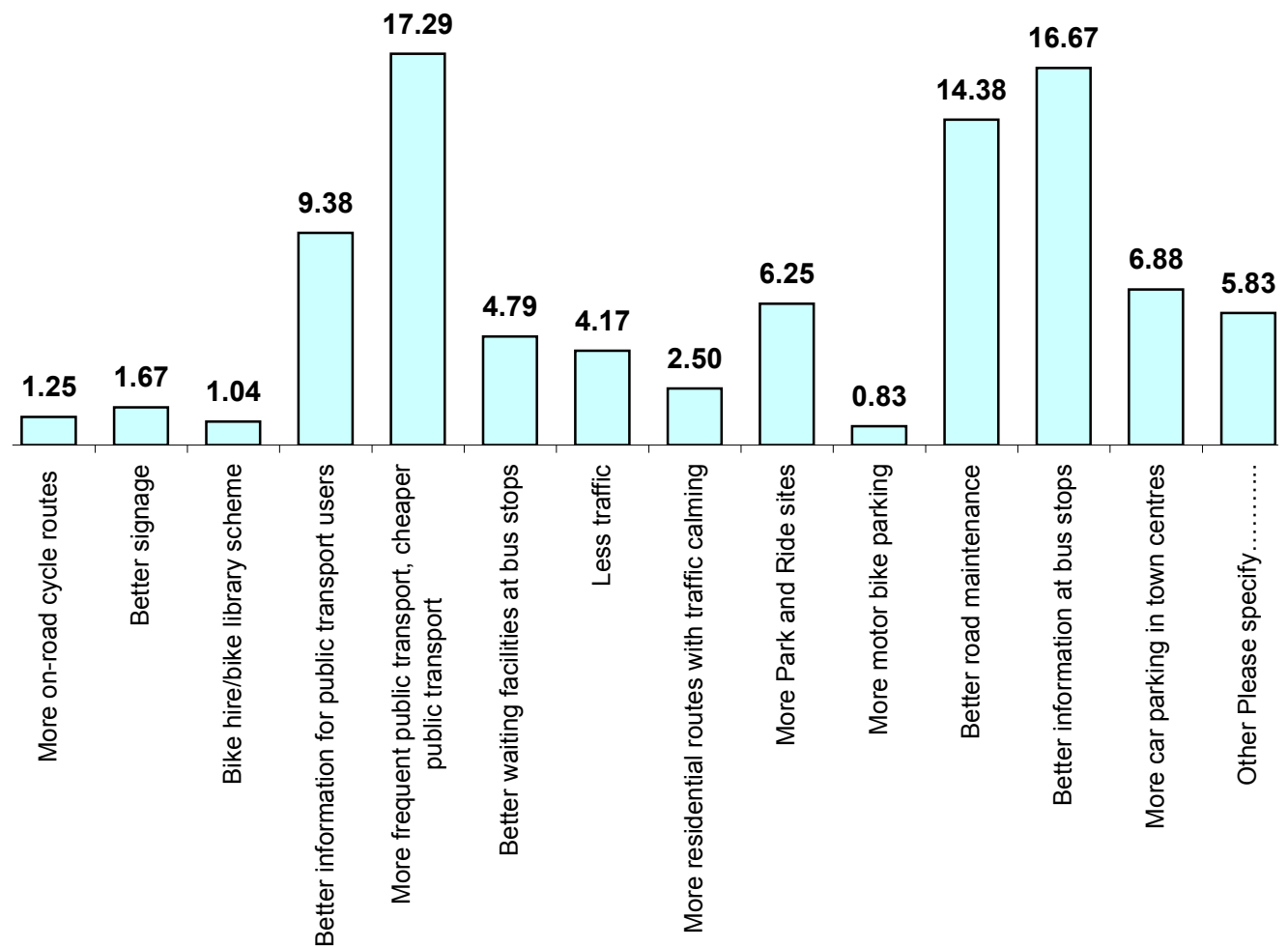
How do we increase lev



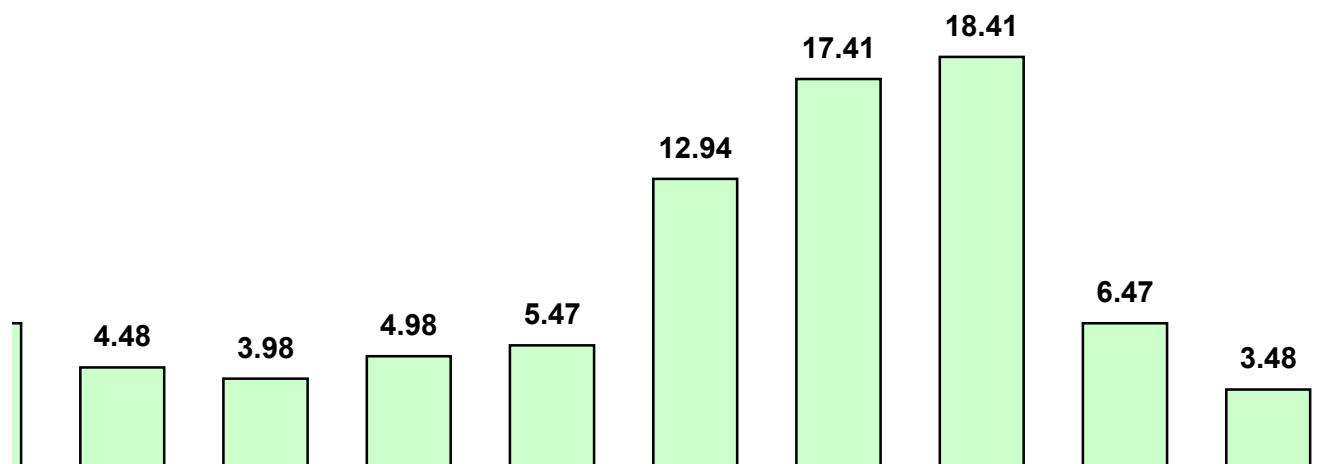
travelling between Falkirk



Top 5 Priorities for improving transport in the Falkirk Council area?



Use levels of walking, cycling and public transport in the Falkirk Council area?



Marketing of Sustainable and Active
Travel (Take the Right Route)

Bikes on buses and trains to allow longer
journeys

Better, more accessible, more secure
cycle storage in key areas

Bike Hire Scheme – canals, Helix, Falkirk
Wheel “park and pedal”

Incentives for bus and train use –
introductory reduced price or free tickets

Cheaper more frequent bus services

Better links between bus and train
services

Demand management – reduce
attractiveness of using the car

Other Please specify.....



Other Please specify.....

1. Roads & Parking

Our roads, lighting and footways are in good condition

Road traffic congestion is an issue in my town or village

Road traffic congestion is an issue on the main roads in the Council area

It is difficult to find a parking place on the road where I live

There is sufficient parking in town centres in the Council area

Parking charges should be used to reduce car borne commuter journeys

I would use public transport as an alternative to bringing my car into town if measures were introduced to give priority to buses.

Noise and/or air pollution are a problem where I live.

2. Travel Choices

Following the Take the Right Route Campaign the Council should carry out promotional activities to encourage people to walk, cycle, or use

I can walk or cycle for my most common journey

I want to have access to a car regardless of the alternatives available

My choice of where to live, work or shop is limited by my travel choices

Space on roads should be given over to cycle lanes

I would be willing to car share for my most common journey

I can use a bus service for my most common journey

I can use a train service for my most common journey

Improvements to bus and train facilities should take preference over new roads or road improvements

I have enough information about public transport to be able to use it

Buses should be given priority over cars on town centre roads

I walk or cycle as part of my recreation or leisure time

School pupils should walk or cycle to school where possible

3. Road Safety and School Travel

Road Safety is more important than the free movement of traffic

My local roads are unsafe for me as a pedestrian or cyclist

My local roads are unsafe for me as a driver or passenger

Lower traffic speeds generally improve road safety

Traffic calming should be used where necessary to reduce vehicle speeds

I would like to see parking restrictions for cars on roads at local schools

4. Do you have any other comments about transport issues in the Falkirk Council area?

answers

skipped

See

oof using the car.

More cycle lanes are needed as well as routes which are not much longer than the direct road route (cycle routes often take long and circuitous routes between towns)

The speed in which car drivers use Belmont Avenue is an accident waiting to happen.. We need traffic calming before something happens, police never monitor it

I have recently had to surrender my garage at 8 Carnegie Drive, as I could not afford the increased rent. This contradicts the policy of trying to reduce on-street parking

Speed of traffic is ridiculous on part of Dean Road, from Cadzow Ave to Erngath Rd

Public transport is not fit for purpose - organised to benefit the operator, not the user!

Some roads are in shocking condition - potholes, bumps, loose tarmac. Many roads in Polmont/Redding areas require attention

Carronshore - speeding motorists still a concern in Webster Ave, also speeding in Kincardine Rd during school times, despite the 20mph flashing signs

The phasing of traffic signals seems poorly thought out at some locations

I would like a better bus service between Maddiston, Rumford and Grangemouth.

All children should walk or travel by bus to school/nursery.

Speeding is a major issue in the Falkirk area. Cars going through red traffic lights is getting worse - mainly local taxis. Cars parking on double yellow lines and at red lights

There are a lot of potholes, which need attention

30 mph limit on Kilsty Road, Haggs is not kept - traffic speeds all the time, even through speed sign.

The local buses are the worst I have seen anywhere, having travelled extensively across Britain. The buses are clapped out.

As a pedestrian walking on pavements, I have been almost knocked down by cyclists both young and mature, several times.

traffic in derwent avenue too fast - need something to slow them down

Bus services in the evening are a problem - Saturdays and Sundays the last bus from Maddiston is 8:30pm, whereas this used to be 11pm

NEED TO REDUCE NO. OF PARKED CARS ON LARBER MAIN STREET. CONGESTION IS AN ISSUE THERE. CARS INSIST ON PARKING OPPOSITE ONE TRYING TO GET THROUGH.

PARKING FINES TOO HIGH. TRAFFIC LIGHTS A DISGRACE

We need a crossing to get to the shops from Anderson Drive in Denny

Road humps do not slow the traffic - they cause damage to cars, annoy drivers who drive more quickly between them, and cause drivers to swerve across the road to avoid them. The brave or fool hardy. Buses are not an option for us - far too infrequent and very expensive. Can park in Falkirk for the day cheaper than getting on the bus for a day

Hospital buses should be better advertised, with a sign on the bus stop.

More parking should be available in Bonnybridge - the only car park is full of pot holes. Resident-only parking areas should be available on streets with no driveways

Speed bumps can be painful for those in cars who have problems with their hips, etc.

Public transport is more expensive than the fuel cost for the same journeys. The buses are often dirty as well.

few parking options for bicycles - not a cycle friendly town

Recent choice of home partly influenced by availability of frequent bus service and proximity to bus stops. Old home too far from bus route.

Pupils should walk to school where it is safe, to stop congestion.

Grangemouth should have a train station.

Traffic near schools can be a problem. I agree with more cycle lanes - I have a bike, but generally walk, as I am afraid to cycle on the road. Cheaper day passes for parents

The road to the High Station must be made 20mph as the residents vehicles leaving driveways are often reversed on to the road. The traffic using this road in general is slow now the regular bus service to the station.

WE HAVE NO BUS SERVICE FROM BELLSDYKE ROAD ON KINNAIRD VILLAGE ESTATE. I WOULD USE BUS MORE OFTEN IF THERE WAS A BUS INTO BUS STOPS BUT NO BUS. THEY ONLY RUN TO THE INCHES. OTHERWISE QUITE A GOOD SERVICE

I have had to complain a few times about school buses not stopping for my children.

Boy racers speeding down Thornhill Road on Thursday nights - especially 1st Thursday of month. This clashes with late night shopping. Extend speed bumps along road

Would be good to have cycle tracks on all main roads.

Local bus transport is good and free for me!

Skinflats is a dangerous road with the traffic calming at pavement sides.

Too many cyclists on pavements.

Police should enforce parking restrictions near schools.

Heavy goods vehicles using roads where there is housing is a problem.

I understand that the budget does not allow the repair of every pothole, but would like to see roads more 'bump-free'. As a disabled driver this is a priority for me.

The standard of buses and bus services is not adequate for public use by the majority. Drivers driving off before passengers are ready. Bring back conductors - not just drivers

Light up 30mph signs to stop people speeding. Replace speed bumps that damage cars and are dangerous to emergency service vehicles

A bus service down South Broomage would be lovely. Buses can come down to Ladeside School quite easily, so do not see any problem.

Cars travel too fast. Thoughtless parking, blocking access to garages, but nowhere else to park

i think all schools should have adequate parking facilities. High Schools have good parking, primary schools should also have enough parking for parents. This is a problem in some areas. It can be dangerous.

Question - why does this form have to be printed in 2 tone paper. It is a waste of money. I would complete it just the same if it was all white. Please look at costing

train service very good most of the time. I find the bus service very bad though. The buses can be early or late or just not turn up at all, which makes it very unreliable. In addition to this many of the bus drivers are unpleasant or don't even acknowledge the passengers. A few people I know say the same thing. Perhaps they should resolve these issues. If these issues were resolved I would use the bus service much more and others would too

I do use buses as I don't drive but feel they are a bit expensive and would be used by more people as an alternative if prices were better and would cut down on car use. Public transport is expensive and unreliable in my experience. In addition the service provisions are inadequate in regards to routes and the times at which services run. I get the bus to work, but even if they did I would require to get 2 buses and still walk, or 3 buses if I had to drop kids off at childcare provider. It would cost me more than I can afford. A station should be built at either High Bonnybridge or Allandale, or possibly Castlecary in collaboration with North Lanarkshire Council

I think it's great the work that is being done with the Helix project on path and cycle lanes, however in general cycle paths/lanes are very disjointed and still require a lot of walking. Laurieston to The Helix requires crossing the A9 very close to the Ice House Brea roundabout, without even a safe haven halfway across. Encourage more people to build garages for their cars, thus reducing street congestion and theft.

It would be safer if you could walk on pavements. On our street one side has cars parked on pavements the other side is uneven and hedges overgrown

I get on the bus regular and do a lot of walking. A lot of car drivers are getting away with it too easily. They are parking anywhere now. Buses are struggling to get on. Car sharing is in principle a good idea but I have concerns about liability in the case of accidents.

It is not always as simple as stop using your car. As a carer for two disabled parents my car is useful in the event that they need help.

Cycles need to be monitored. Many do not use lanes already provided, they ride in the wrong lanes around junctions and without signals. Many risk injury by not wearing helmets. There are many potholes, pot holes and more pot holes. I see new roads built and within six months potholes appear. I hope the council do not have to meet the cost of this but try to fix them. Reduce congestion by improving traffic flows at roundabouts by making two full width lanes on busy approach roads.

Wallacestone Primary School continues to be a problem with too many vehicles for the space available. Some arrangement could be made with the owners of the school to have a designated area for drop off and pick up.

You notice a marked difference in volume of traffic during any school holiday or in-service day. Pavements are safe to walk roads are not safe for cycling. So focus on providing safe routes for children who are within reasonable walking distances.

Traffic calming humps installed in Foundry Loan Larbert are a complete nuisance, they are falling apart and being repaired using tar, some are badly spaced making it difficult to pass. Humps causing other routes to be busier. Cars are also parking between the humps at the station causing more overtaking problems.

Too much use of traffic calming on roads - not convinced it makes any difference eg Polmont Road in Laurieston - use islands as racing "chicanes"

Living in the upper Braes area, we often get the impression that the Council fails to appreciate the different weather conditions encountered, compared with the centre of the city etc.

There is severe traffic congestion around St. Margaret's School at start/finish times. Salmon Inn Rd. now caters for 2 new housing schemes.

Traffic calming but not speed bumps.

A more frequent and integrated system would be helpful eg. 2 buses reach my home village - BOTH leave the town centre at exactly the same time, once an hour. Buses are far too expensive to be a viable transport option in Falkirk.

When pedestrian lights fail, eg at Comely Park school for several weeks, Council refused to provide substitute warnings to motorists and thereby increased risk to pedestrians. Correspondence was dealt with in a jobsworth way and without any desire to innovate. I hope this is not typical, but it revealed a severe ignorance of risk management.

Public transport is prohibitively expensive in this area. I moved here from North Ayrshire and was shocked at how expensive the local buses are and how expensive it is to use. I believe how much more it costs me if I want to use public transport and this has caused me to use my car more since moving here. My daughter lives in Edinburgh and I have to drive her to school. Road calming doesn't work only encourages "boy racers" and causes more problems when roads are busy.

Most of my family members cycle where possible however, as I have significant mobility problems I need to use a car. I found it difficult to answer this group of questions.

The humps on some roads are an aggravated hazard to the motorist and damaging to vehicles.

I think speed cameras should be located near all schools - and not on motorways which are statistically the safest roads.

Many of the roads still require attention from the winter and many estates approach road are in need of repairs.

Up the standard of buses in the Falkirk area

Parking restrictions for cars on roads at local schools needs to be enforced.

Speeding is a major issue on the through road from Hallglen Brae to Laurieston

New builds appear everywhere and no provision is made to acknowledge the massive increase in traffic, especially onto Grahams Road and main routes out of Falkirk.

The cost of public transport (buses in particular) is the main reason I don't use it more.

I travel to Falkirk from Rumford by bus most Saturdays. I think there are far too many services (5 or 6 each hour) but sometimes 2 or 3 almost empty buses within a very short time.

My son will definitely not be able to walk or cycle to school as there is no school crossing over a very busy road (Glen Brae).

The bus service from my area runs once per hour which is not very good

Constant failure to enforce parking restrictions at bus stops.

I do not drive, and use public transport all of the time, it's just a pity that these services are poor and do not offer any public transport to South Queensferry.

I do not have a car and travel by bus and find that the service 10 (Circular Route) often fails to turn up or runs 20 mins early on a Sunday - not everyone has a car and it's difficult to go to work.

Very strongly agree with parking restrictions for cars on roads at local schools. Tinto Drive in Grangemouth is an accident waiting to happen with all the cars parked on the roads at schools.

Schools should be no waiting/parking especially on main roads

Misuse of disabled parking spaces should be vigorously punished.

Bad driving is the main cause of accidents. Road conditions are shocking. Mothers - especially those who work - often need the flexibility and safety of driving their own cars. It is expensive for young people to drive we should be making bus fares lower for this disadvantaged group.

Don't punish car drivers!

Don't know what you can do about 'boy racers' speeding along local roads, the only thing is traffic calming, I think

Bus reliability is very poor. Late evening transport is very poor particularly buses.

Really dislike traffic calming as I think they cause more problems like people using side roads to avoid the speed bumps.

Promote use of motorbikes, mopeds etc

In my street - opposite Westquarter Primary - it is impossible to move at the end of the school day and lunch times. A further problem is the discourteous habit of people who have to wind in and out to get to my home. (Elm Drive). Yellow lines on one side of the street would enforce safe parking.

TOO MANY BUS PASSES END IN LOG JAMS.

Road works are the major problem. Why do companies need to dig up roads so often and why does it have to always take so long?

There are parking and speed restrictions around our local school and they are blatantly ignored

Car parking at schools should be available within school grounds only and not at the top of my street for example in Old Redding Road Laurieston. This is dangerous. I have to use the bus service but I notice recently that some services have been cut. I attended the last area forum meeting and heard one man stating that because of big bus half empty - waste of money. free park and ride. car owners will not walk from bus stop to house with large amounts of shopping, not everyone lives on bus routes. I would not like to see speed bumps introduced. Not aware of bus services to Falkirk High Station from Grangemouth.

The council should promote driving safety by partnering with someone like IAM.

Traffic calming is a major problem in Reddingmuirhead and Wallacestone with too many, badly engineered and badly sited calming and is cause of many complaints. Steadman and Duncan Gardiner who are responsible for these issues. They are not prepared to listen to the public representation made to them at now 2 CC meetings. As a disabled person I have answered the questions above for even though I cannot use public transport I agree with many of the things you are trying to do.

There is not an adequate bus service to California from Falkirk. There are two bus routes and they both leave Falkirk on or about the hour. It would make good sense if there were more than the two bus services (currently no. 40 and 29) running.

Traffic calming is an abysmal 'solution' to traffic issues. The 'sleeping policeman' bumps on the road make travelling on the affected road uncomfortable for both pedestrians and cars steer to the sides or middle of the sleeping policemen, to try and reduce the bump - thereby confusing other drivers, often driving down the middle of the road.

The 'chicane' is a traffic hazard, forcing cars into the path of oncoming traffic. There is a breed of determined careless drivers who can race oncoming vehicles at speed. Roads are made unsafe by the very measures intended to slow the traffic down. When the traffic slows or stops, the vehicle is driving in a lower gear and thereby increasing the risk of an accident. Transport is generally good, but an easy route to Edinburgh airport would be beneficial - I live a mile from Falkirk G'ston and work two miles from the airport, yet there is no direct route. Speed bumps should be removed. They cause frustration and make drivers irritated. short narrow sections are far better.

Which idiot wasted the taxpayers money on the bus lanes in Falkirk? The changes made only served to reduce the traffic flow. More PC nonsense.

Which idiot installed the traffic lights next to Morrisons and didn't sync them with the lights less than 100 yards away? Councils and common sense don't seem to be working.

We need a train stop at Edinburgh airport to cut down the present necessity for car use.

parking restrictions would be good on roads at local schools as long as they do not prevent access to disabled people

If the cost of travel on public transport was a lot cheaper, then people would be able to afford to leave the car at home. At present, it costs £25 for me to travel to and from work. I have to make 2 journeys outwith work time. Huge difference!

1. What is the "Take the Right Route Campaign"?
2. There are too many bus shelters in Falkirk town centre that block pavements. The one on Grahamston Railway bridge is an example. This should be removed as it is a safety hazard. calming measures should be removed to allow snow clearing operations to take place on roads on housing estates where there are steep hills

Lord, I have to travel through Scotland - it's the joy of living here. For God's sake don't use cars as an environmentally friendly option - it isn't feasible and it persecutes cyclists.

Cycle lanes locally seem to have been a waste - rarely see a cyclist using them, more often on adjacent pavement. Have never seen any police involvement with cyclists. Roads which are long and encourage high speeds should have bumps at junctions or cross roads

Traffic calming can be hazardous and create as many problems if the incorrect type is used

While the buses into Falkirk from Maddistown are pretty regular, this isn't the case in other areas. Also, bus transport from the more remote villages (i.e. California) is poor. all residential areas should have a 20mph limit

I have complained about the lack of a crossing patrol at Falkirk Road near Anderson Park but little has been done. I have also voiced concerns about a dangerous junction. The junction is painfully slow and has taken about 2 years and still no site visit!!! On the subject of bus travel, I would happily travel by bus to my work in Bainsford but I have to get to work by car it takes about 8 minutes! Where is the incentive to travel by bus? In addition this bus journey would cost about £5 for a single!!! Buses should be smaller/cheaper

answered question						392
skipped question						31
Agree		Disagree		No Opinion		Response Count
No.	%age	No.	%age	No.	%age	
133	34.82	234	61.26	15	3.93	382
121	32.70	207	55.95	42	11.35	370
174	47.28	158	42.93	36	9.78	368
102	27.72	226	61.41	40	10.87	368
232	63.39	111	30.33	23	6.28	366
100	28.90	197	56.94	49	14.16	346
136	38.75	129	36.75	86	24.50	351
75	21.13	238	67.04	42	11.83	355
answered question						393
skipped question						30
Agree		Disagree		No Opinion		Response Count
No.	%age	No.	%age	No.	%age	
254	75.37	37	10.98	46	13.65	337
137	38.92	191	54.26	24	6.82	352
228	64.04	80	22.47	48	13.48	356
107	30.40	206	58.52	39	11.08	352
197	53.97	117	32.05	51	13.97	365
146	42.82	102	29.91	93	27.27	341
180	48.91	167	45.38	21	5.71	368
99	28.29	213	60.86	38	10.86	350
135	37.29	193	53.31	34	9.39	362
267	72.75	80	21.80	20	5.45	367
215	57.80	115	30.91	42	11.29	372
240	67.99	78	22.10	35	9.92	353
338	89.66	18	4.77	21	5.57	377

[illegible]

js and investigate

able to use. I end up having to use the car just so I know i will get somewhere on time. In
get positions behind the scenes and have pleasant people driving the buses. I know if

ongestion in town centres and problems with parking

es run. For example buses do not begin running early enough in my area to allow me to
e than taking car and add nearly 2hrs to my day.

e the use of or crossing the actual carriageway of some busy roads. I.e. the new path from

aring helmets.

the original contractors!

e Old British legion Club which is all closed off, to provide additional parking spaces.

on children walking to school would be a healthy choice for pollution and personal fitness.

ng it easy for cars to weave around them, cars are also taking other route to avoid the

entre of Falkirk. This is often seen as delays in pre-gritting of roads and snow clearance,

ir. Bus scheduled to arrive at train station as the train is leaving.

Crossing Patrol and children, and also general pedestrians outside Patrol hours. My
ent issues in road safety.

re rail travel is. Given that this area is more central than my previous address I cannot
n and she is shocked at how expensive it is here in comparison.

estions & suggest that you factor in something about disability in next survey of this kind.

alkirk towards motorway access.

very short time then a long gap. Fewer buses running to time would be better.

r and this causes great inconvenience especially for people who rely on public transport to

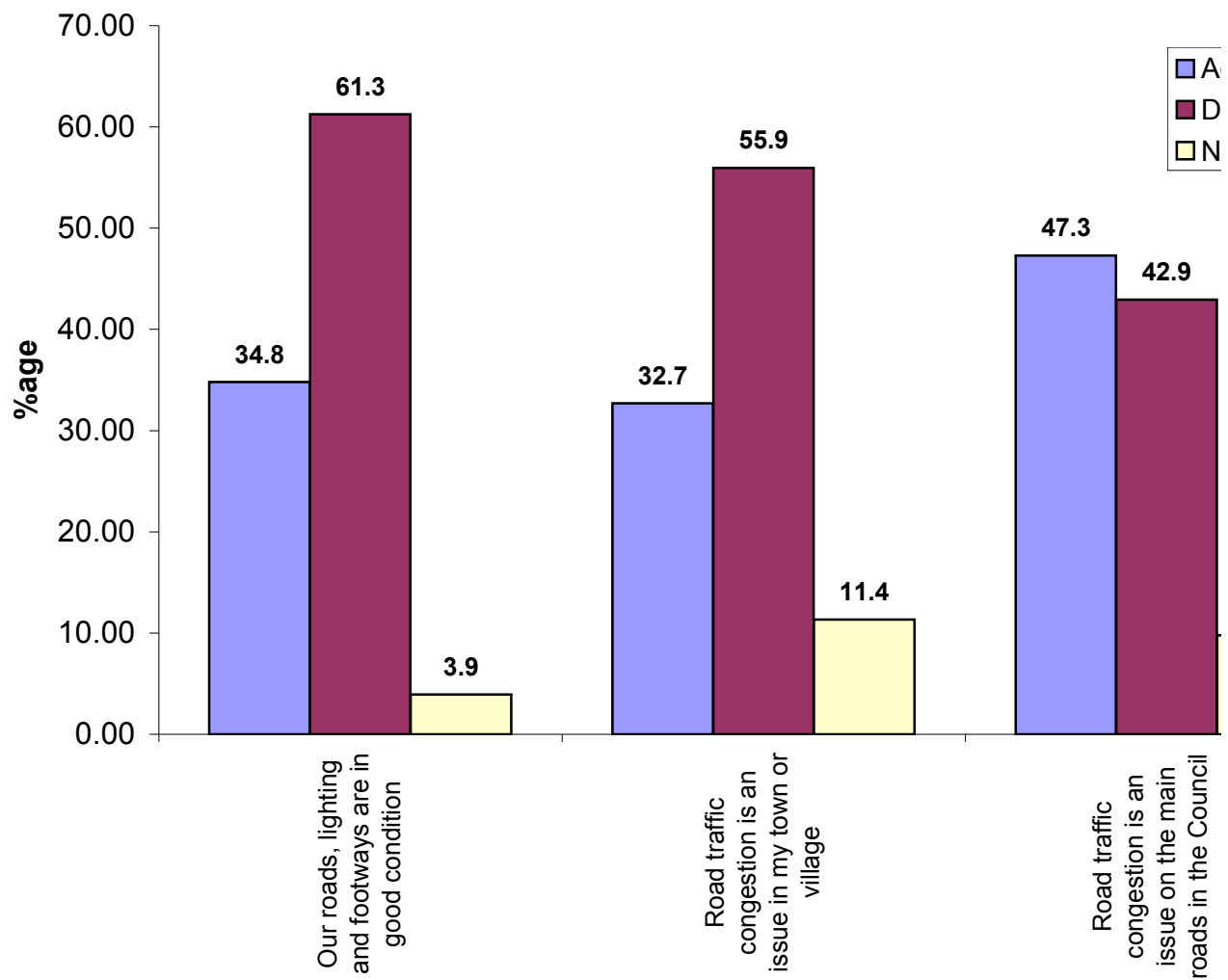
d there when schools finish. Double yellows should be on both sides of road outside of

mselves. I couldn't work without a car. Buses are far too expensive - given that it is so

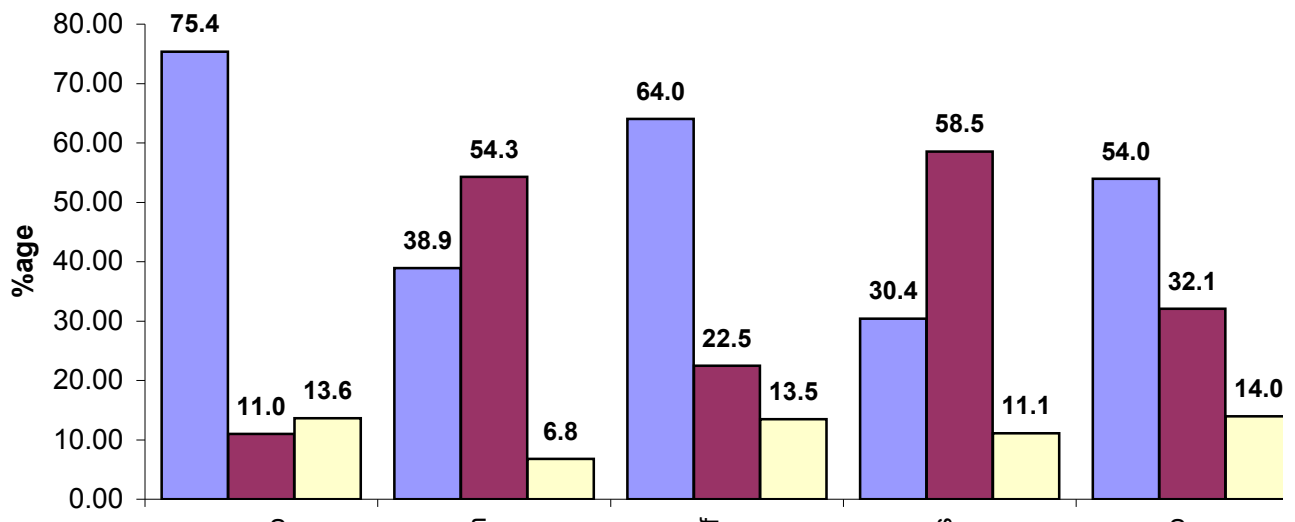
ople have of parking at opposite sides of the street making driving very dangerous as I

ous for other road users.
e of these changes in the bus times, he was late for work.
is route
ints to the Community Council and no notice is taken of this by council officials Russell eetings.
nse if the services were staggered - to provide a half-hourly service - and even better
ublic and private transport. In the instance of the road from Brightons to Wallacestone, d.
a chicaine - or else force oncoming traffic to brake suddenly. It is my firm belief that the ncreasing emissions and adding to global warming.
he public transport option just doesn't work for me.
mix these days.
and from work 5 days per week. It only costs me £10 in petrol to do this plus all my other
is there is a bus stop about 100 yards further down the road at the Graeme hotel.
as those that have no option - again.
cyclists.
isn't the best - and the buses there have a tendency to run late.
ous road junction outside my home. Councillor Buchanan has been involved but progress o take 2 buses (changing at Asda Falkirk). This journey takes well over an hour. If I travel eaper and more of them.

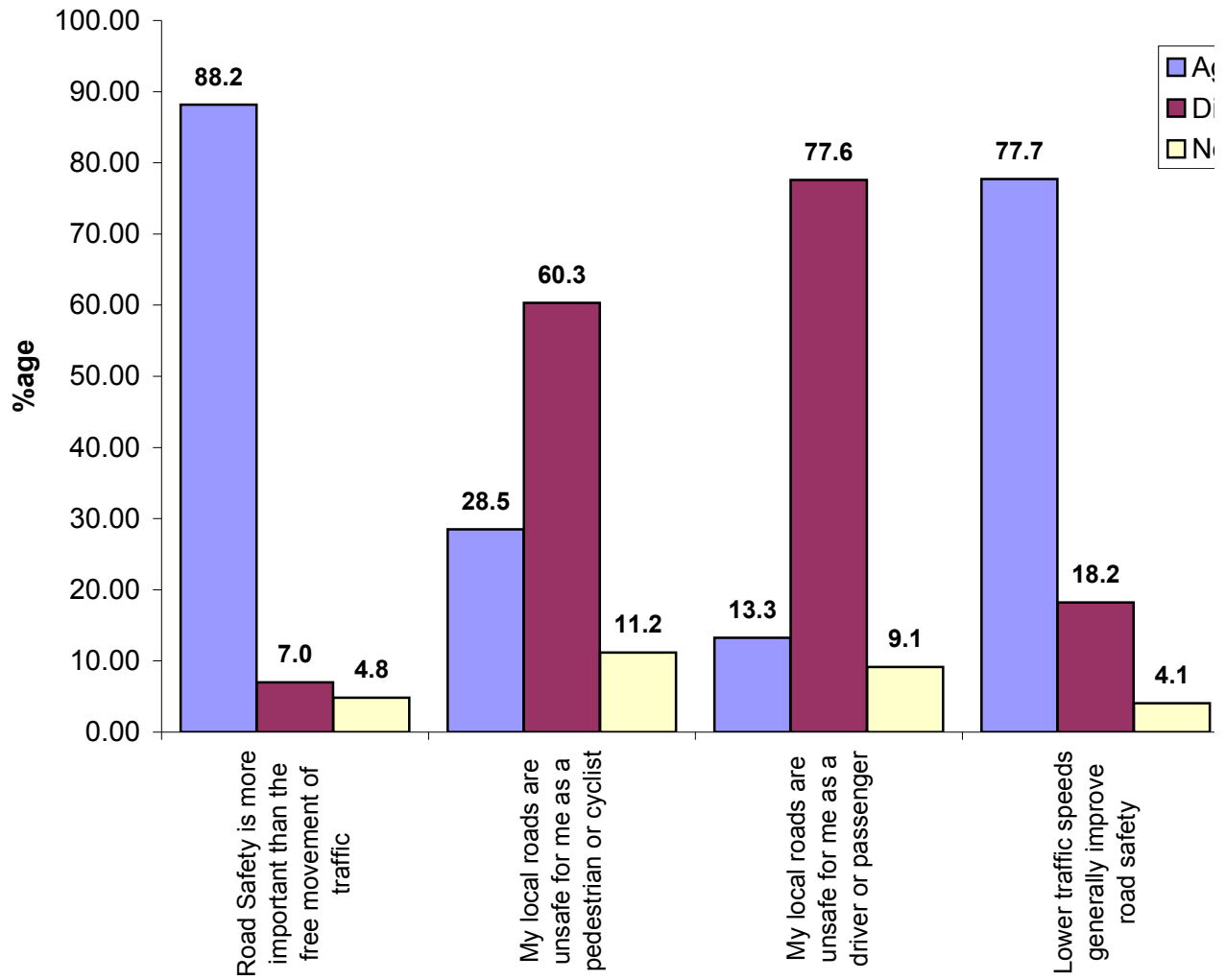
Roads and Parking (1)



Travel Choices (1)



Road Safety and School Travel



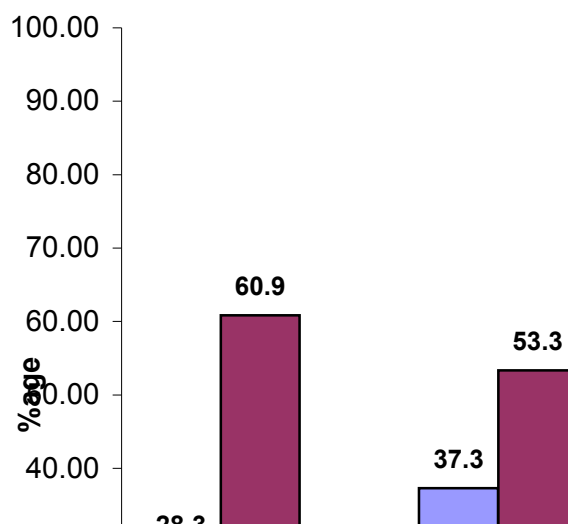
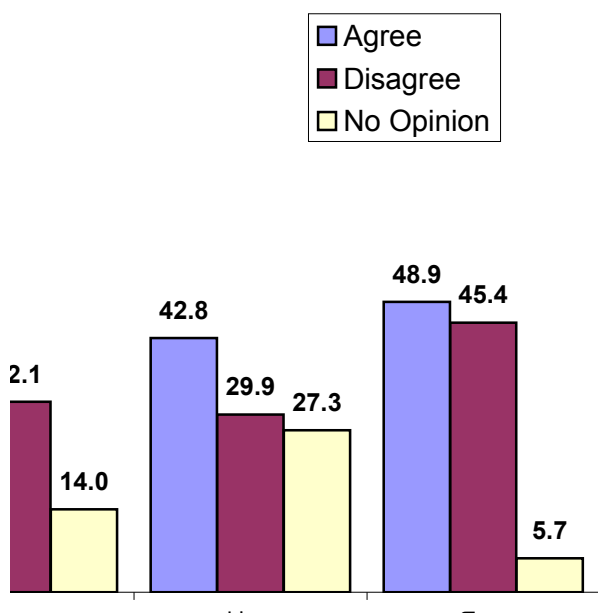
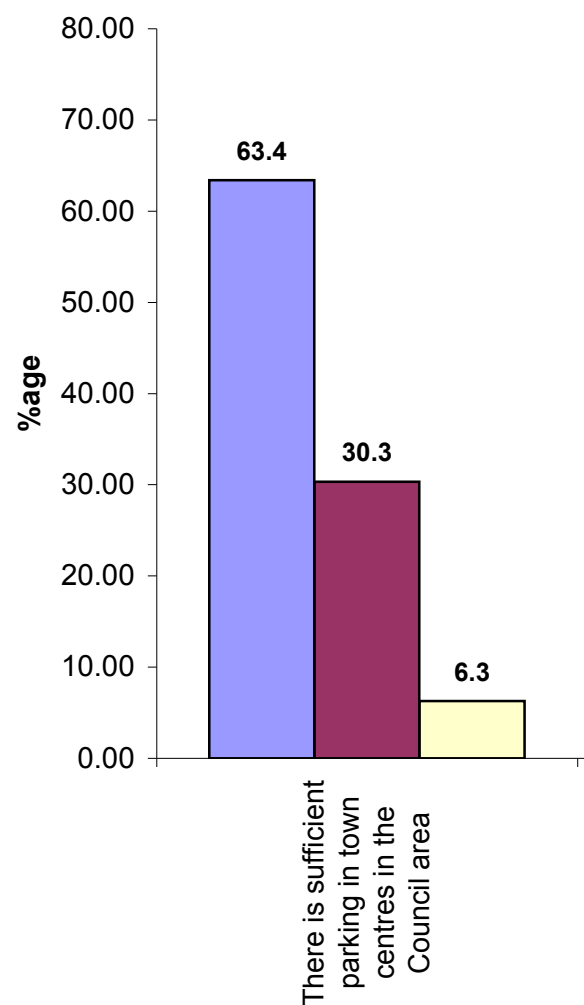
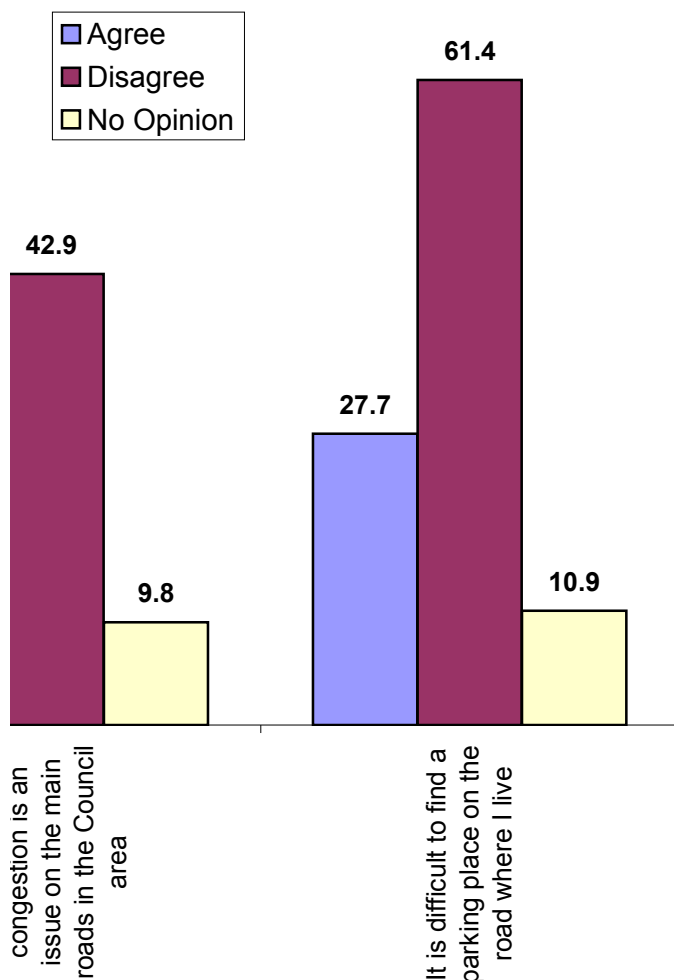
Following the Take the Right Route Campaign the Council should carry out promotional activities to encourage people to walk, cycle, or use public transport.

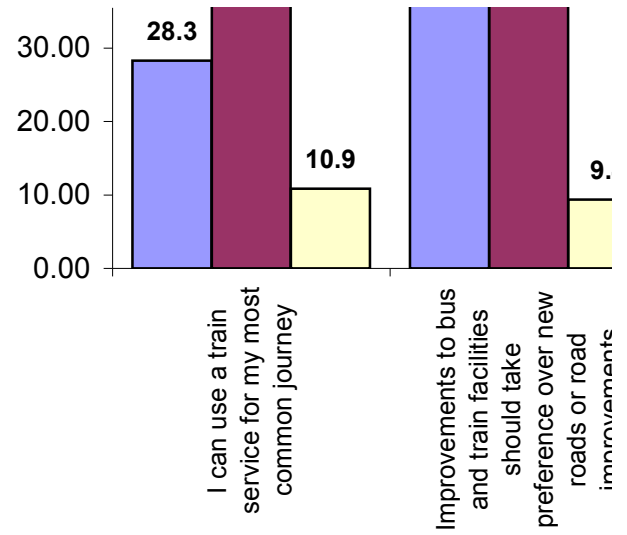
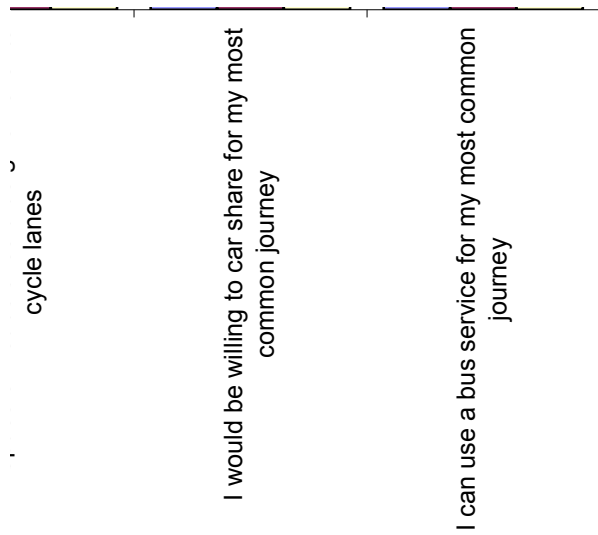
I can walk or cycle for my most common journey

I want to have access to a car regardless of the alternatives available

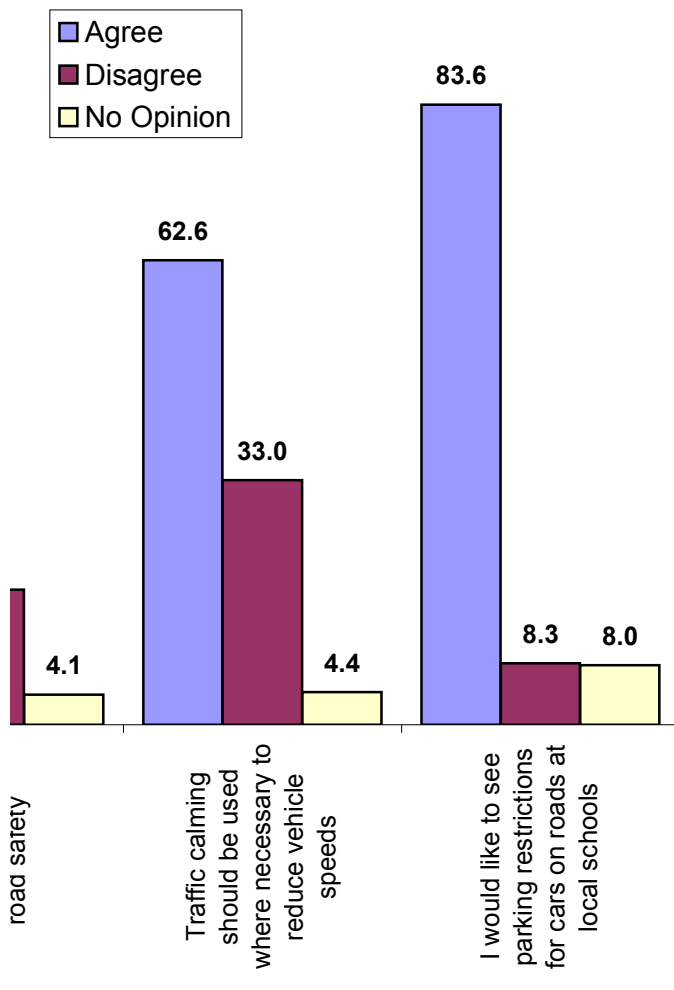
My choice of where to live, work or shop is limited by my travel choices

Space on roads should be given over to cycle lanes

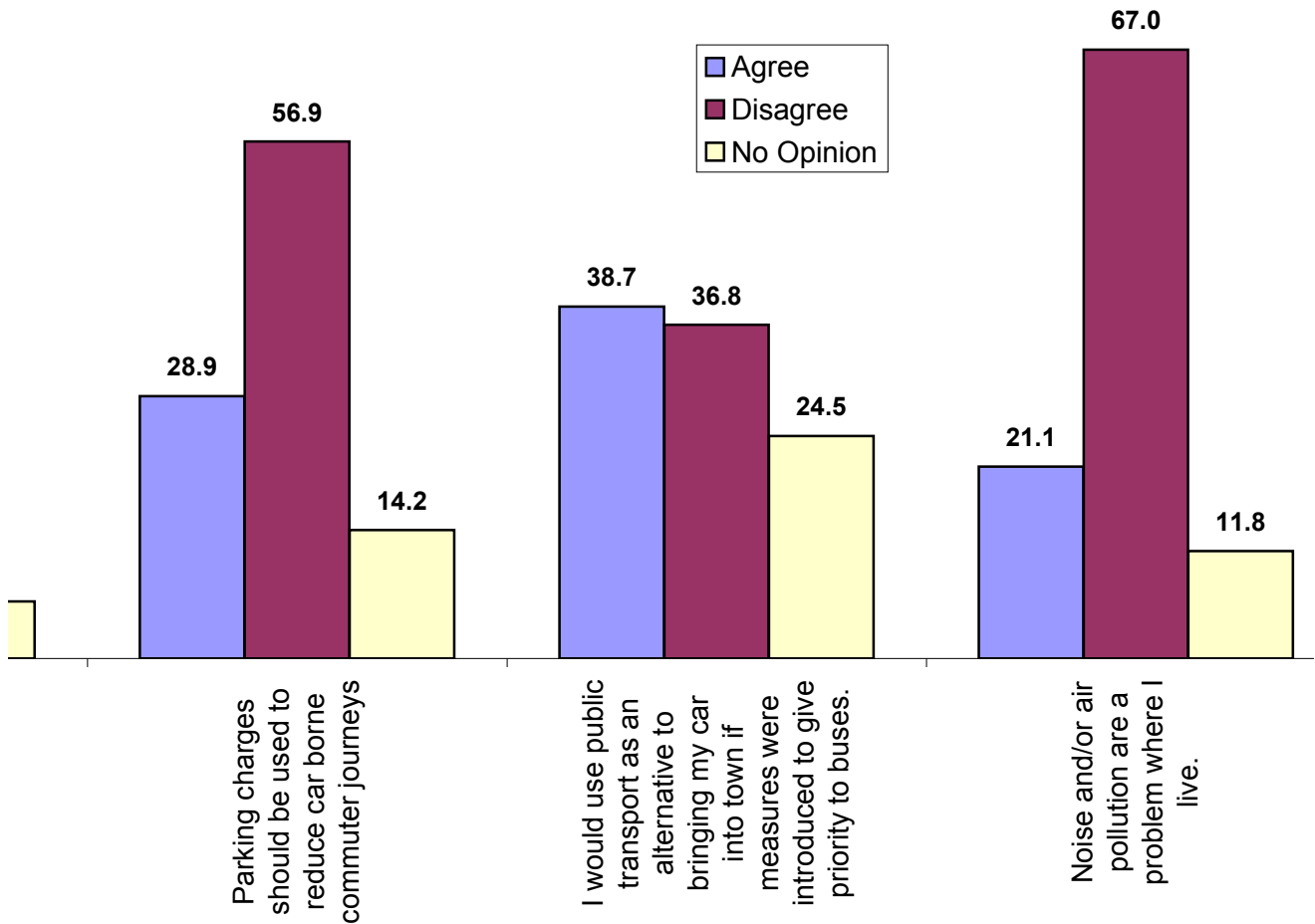




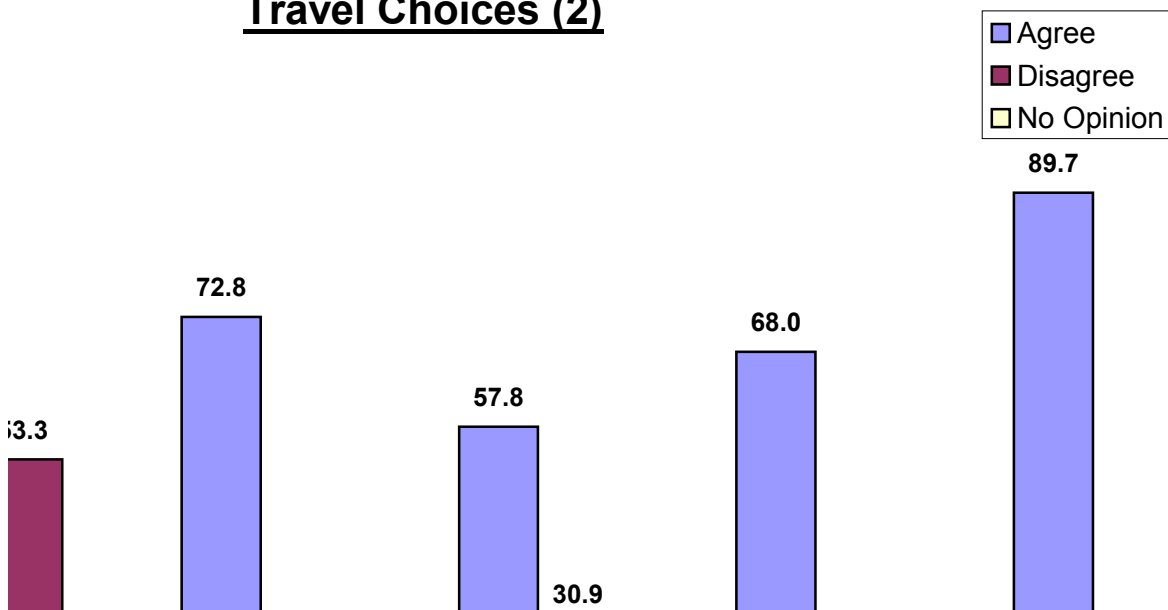
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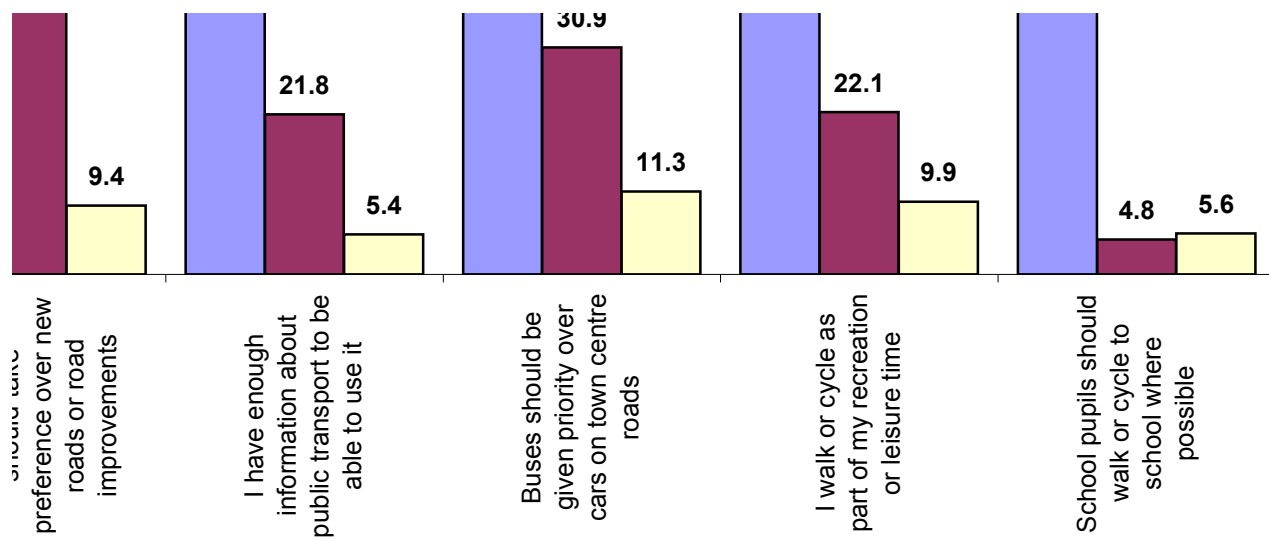


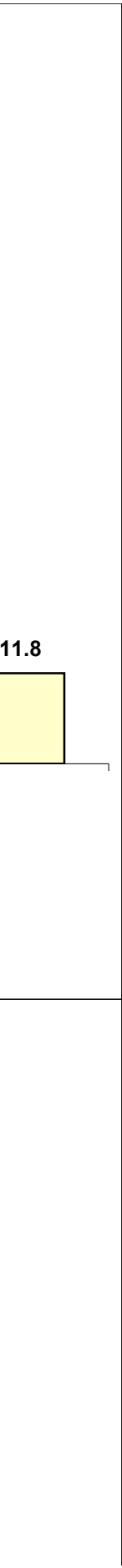
Roads and Parking (2)



Travel Choices (2)

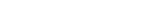






11.8

3



Which of the following Transport Initiatives does your Organisation promote or encourage? (please tick the boxes that apply)
Bike to work scheme
Work Place Travel Plan
Pool Car Scheme
Car sharing Scheme
Dedicated public transport
Subsidised sustainable travel (bus tickets, train tickets etc.)
Video Conferencing
Salary Sacrifice Bike Scheme
Cycle Lockers
Shower facilities
Any other (please specify)

Issue 1 – Road Traffic Growth

Traffic on main roads across the Council area has grown by an average of 2% over the past 4 years. This can create congestion, with associated economic, health and environmental impacts.
How should Falkirk Council address road traffic growth?
Option 1 - Build new roads in town centres and other areas to reduce congestion on existing roads
Option 2 - Manage town centre parking resources, using charging and time restrictions to control levels of traffic.
Option 3 - Charge for use of roads, with aim of reducing traffic or changing patterns of journeys.
Option 4 - Change priorities on roads to favour buses, cyclists and pedestrians by reallocating road space.
Option 5 - Reduce traffic levels by promoting other modes e.g. walking cycling & public transport

Issue 2 – Network Condition

How should Falkirk Council address network condition issues (potholes, poor quality road surfaces etc.)?

- | |
|---|
| Option 1 - Maintain existing budgets, focusing on most pressing maintenance issues first. |
| Option 2 - Increase budgets, possibly by reducing services in other areas. |
| Option 3 - Close routes that cannot be maintained to focus on priority routes |

Issue 3 - Social Exclusion

31% of households in the Council area have no access to a car. This means that a significant group of people are excluded from many opportunities others may take for granted. How should Falkirk Council address social exclusion issues?
Option 1 - Provide new walking and cycling routes to improve accessibility for people without cars.
Option 2 - Reduce costs associated with public transport use where practical.
Option 3 - Improve public transport services by engaging with operators to try and increase the choice of routes or frequency of services.
Option 4 - Reduce need to travel (e.g. home working, internet shopping) by encouraging sustainable mixed use development.
Option 5 - Improve bus stop infrastructure and timetabling information (timetable panels, text messaging, and real time information systems).

Issue 4 - Noise, Vibration and Air Pollution

What measures should Falkirk Council introduce to reduce noise, vibration and air pollution?

- Option 1 - Reduce traffic flows on congested links, where air pollution is above defined levels
- Option 2 - Improve the flow of traffic on roads to reduce delays, so reducing air pollution from idling engines.
- Option 3 - Use alternate fuels for buses, public service vehicles etc., where these reduce air pollution
- Option 4 - Reduce traffic by promoting alternate modes e.g. walking and cycling and by encouraging car sharing.

Issue 5 – Road Safety

Numbers of serious and fatal casualties have fallen. Further work is needed, however, to improve road safety. How can Falkirk Council improve road safety?

- Option 1 - Deliver effective designs for new and improved infrastructure.
- Option 2 - Promote road safety education for all road users.
- Option 3 - Use traffic calming, speed enforcement or traffic restrictions where appropriate to promote safety. Including 20mph limits in all residential areas.
- Option 4 - Encourage safe practice in transport use, through publicity, application of design standards etc

Issue 6 - Mobility and Access

Levels vary across the population, and many members of the community are excluded or disadvantaged by barriers that others in the community may not recognise.

- Option 1 - Improve existing transport infrastructure and vehicles to reduce barriers to access.
- Option 2 - Provide transport information in accessible formats, catering for specialist needs where they exist.
- Option 3 - Provide new accessible vehicles and services where appropriate to meet specific needs.

Issue 7 – Health

Air pollution, the long term impacts of obesity, and ailments associated with lack of physical activity have become more common. Some forms of transport offer solutions to these problems.

- Option 1 - Increase walking and cycling, particularly amongst younger age groups.
- Option 2 - Encourage the use of low emission vehicles especially cars and buses.
- Option 3 - Provide and improve infrastructure to promote walking and cycling.
- Option 4 - Develop a marketing campaign and measures to encourage people to walk and cycle to access local amenities detailing the health benefits associated with active travel.

Issue 8 - Economy and Freight

Our economy is reliant on the movement of people and goods, yet these contribute to some of the traffic problems facing us. Transport capacity is limited and we must recognise that action is needed to address the conflict between freight and other uses.

- Option 1 - Dedicate road capacity to freight or other core economic purposes, possibly by identifying freight only routes, or restricting access for other vehicles when freight movements are taking place.
- Option 2 - Reduce competing pressures on the transport network, by promoting other forms of travel or prioritising freight movements on key sections of
- Option 3 - Promote the transfer of strategic freight movements from road to rail.
- Option 4 - Look at priority routes for road freight and improve flow through the key corridors and junctions identified in NPF2. (e.g. A801 Upgrade, better access to M9 at Junction 6, Laurieston Road upgrade).

Tick
63.6%
9.1%
36.4%
36.4%
18.2%
9.1%
36.4%
27.3%
45.5%
63.6%
9.1%

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Agree	Disagree	No opinion
9.1%	81.8%	0.0%
54.5%	9.1%	36.4%
18.2%	72.7%	9.1%
54.5%	36.4%	9.1%
90.9%	0.0%	9.1%

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Agree	Disagree	No opinion
81.8%	0.0%	18.2%
18.2%	45.5%	36.4%
0.0%	63.6%	36.4%

--

Agree	Disagree	No opinion
90.9%	9.1%	0.0%
90.9%	0.0%	9.1%
100.0%	0.0%	0.0%
81.8%	18.2%	0.0%
90.9%	0.0%	9.1%

Agree	Disagree	No opinion
63.6%	27.3%	9.1%
100.0%	0.0%	0.0%
100.0%	0.0%	0.0%
100.0%	0.0%	0.0%

Agree	Disagree	No opinion
90.9%	0.0%	9.1%
100.0%	0.0%	0.0%
90.9%	0.0%	9.1%
100.0%	0.0%	0.0%

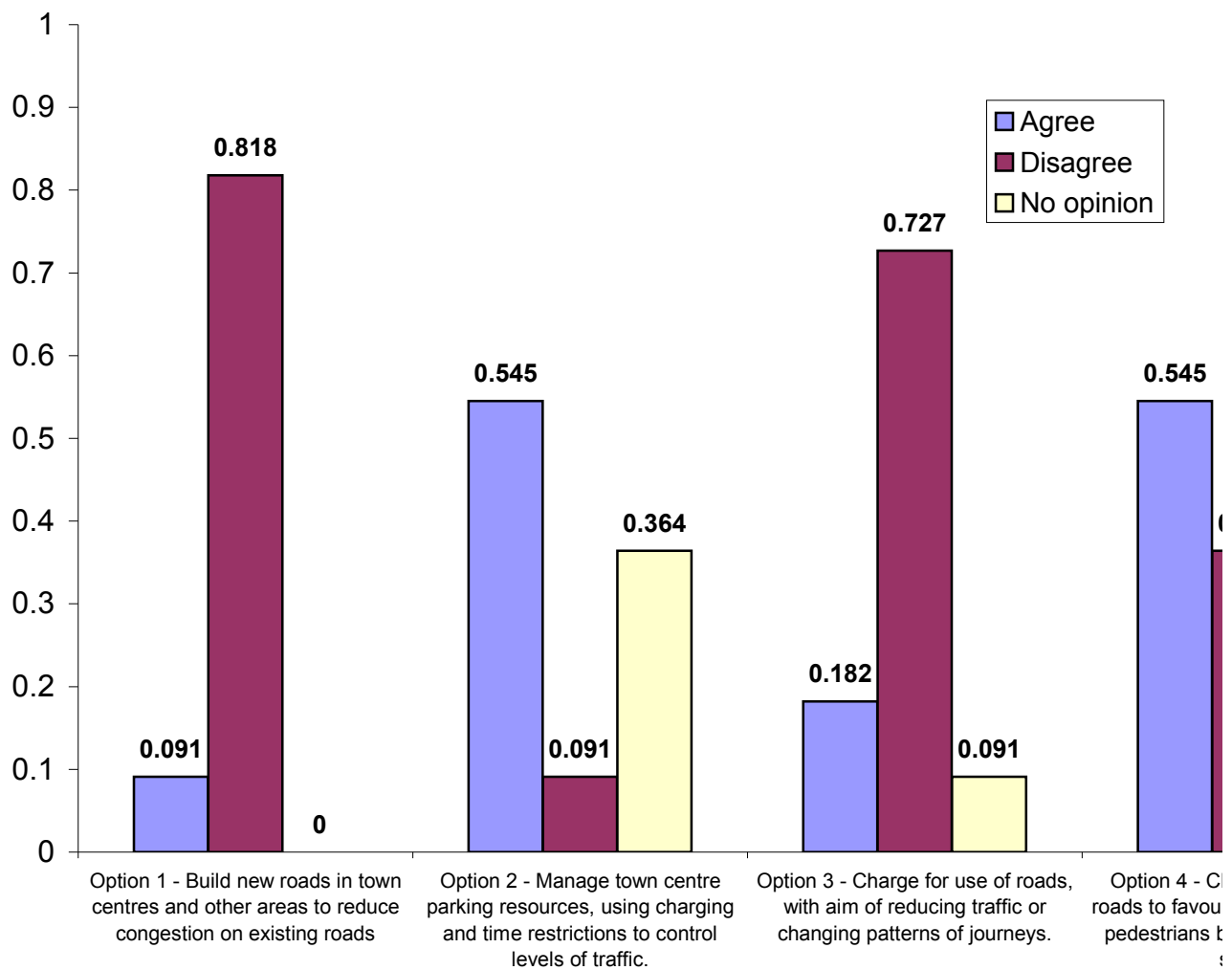
Agree	Disagree	No opinion
81.8%	0.0%	18.2%
90.9%	0.0%	9.1%
81.8%	9.1%	9.1%

Agree	Disagree	No opinion
100.0%	0.0%	0.0%
90.9%	0.0%	9.1%
100.0%	0.0%	0.0%
100.0%	0.0%	0.0%

Agree	Disagree	No opinion
45.5%	27.3%	27.3%
54.5%	9.1%	36.4%
100.0%	0.0%	0.0%
81.8%	0.0%	18.2%

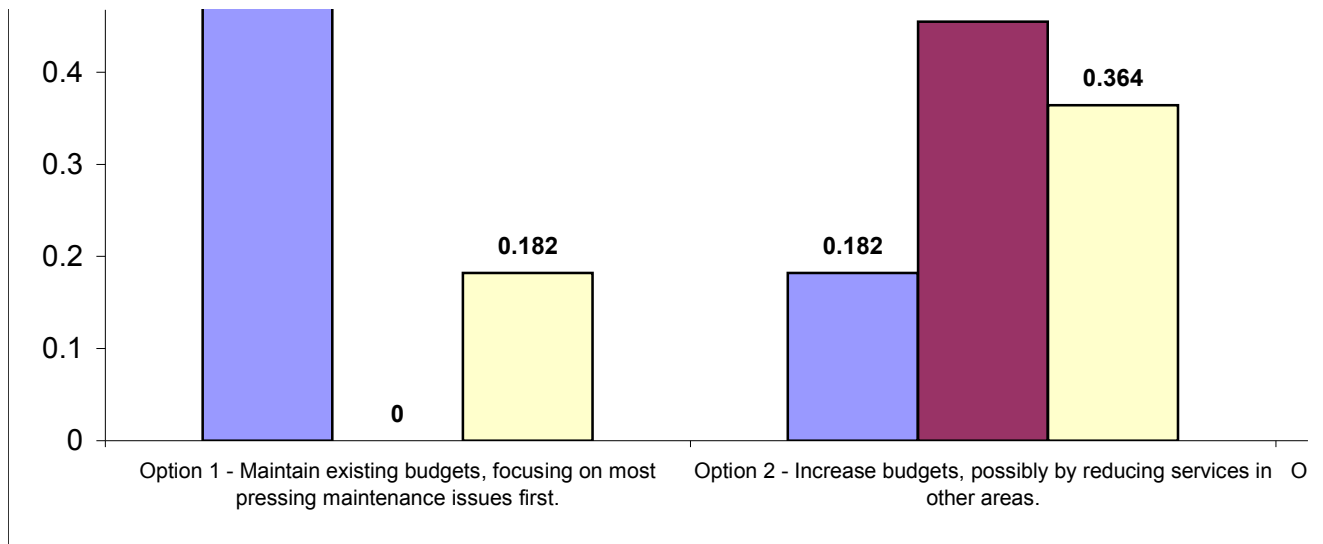
Any other
Sustainable initiatives
High level of pollution from HGVs and buses, hi spec buses or hybrid buses should be considered.
Use of canals and firth of forth for freight. Improve car parking at railway stations, cycle routes linked to transport interchangescombined rail and bus tickets
Examine and adopt new technology / techniques to speed up / reduce cost of filling in pot holes reducing claims made against damage
Need to tackle root cause of congested linksreview design and priorities at junctions
Disbenefits to traffic calming includes risk to cyclists, noise pollution annoyance to residentsand damage to vehicles

Road Traffic Growth

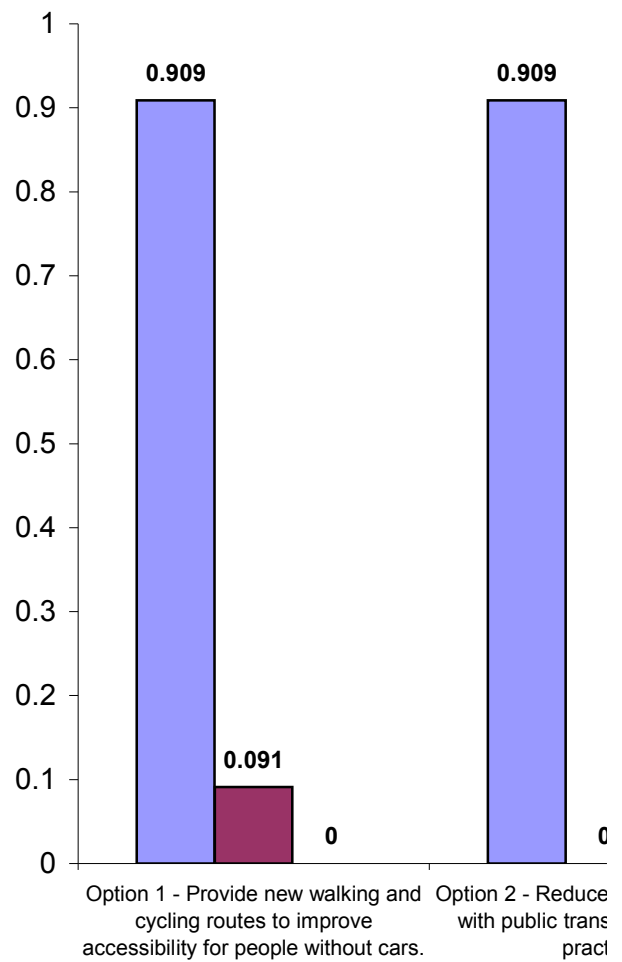
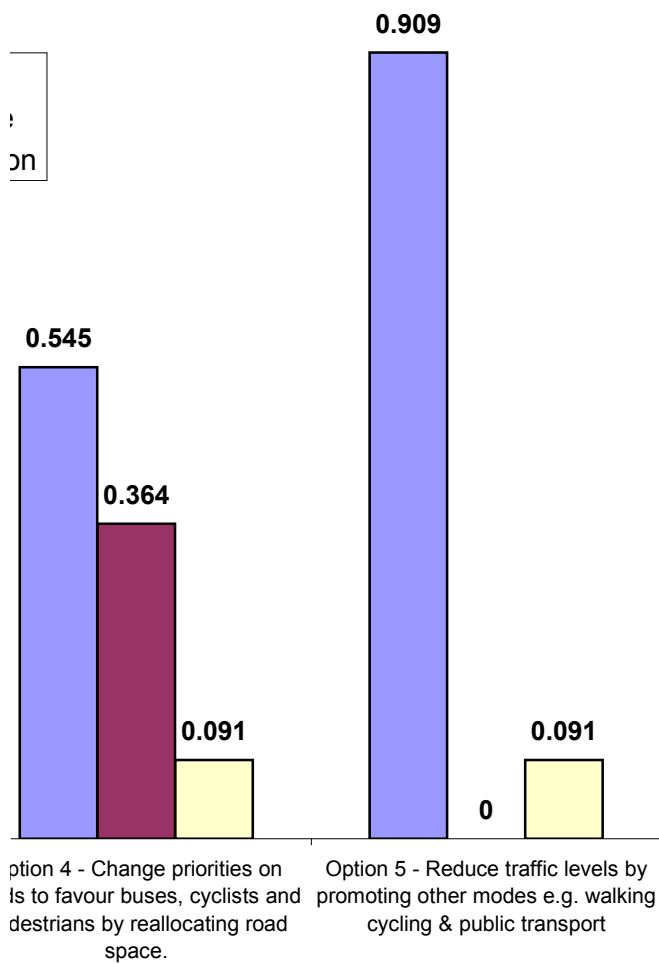


Network Condition

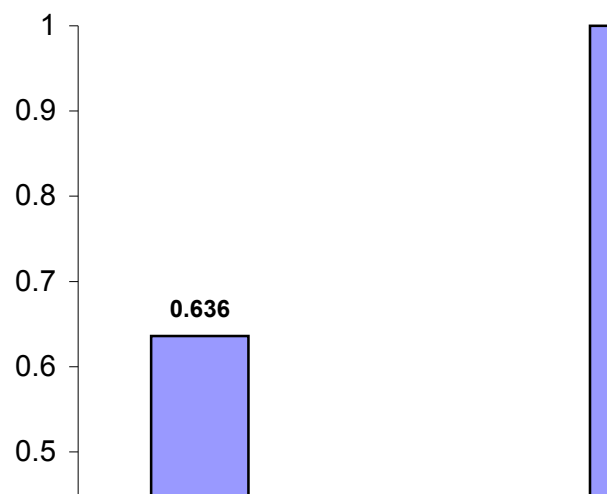


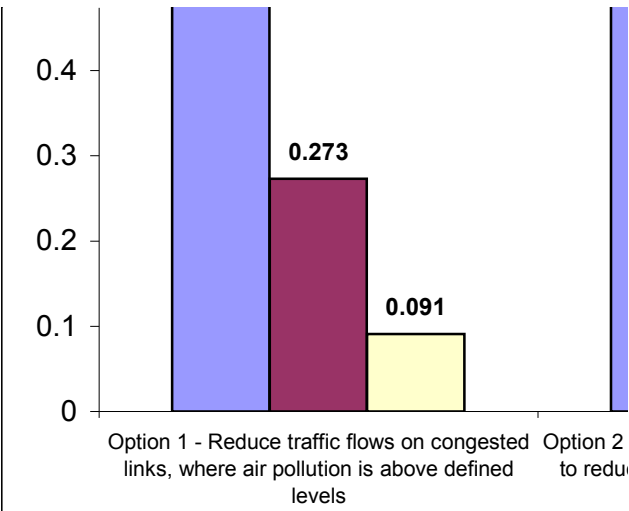
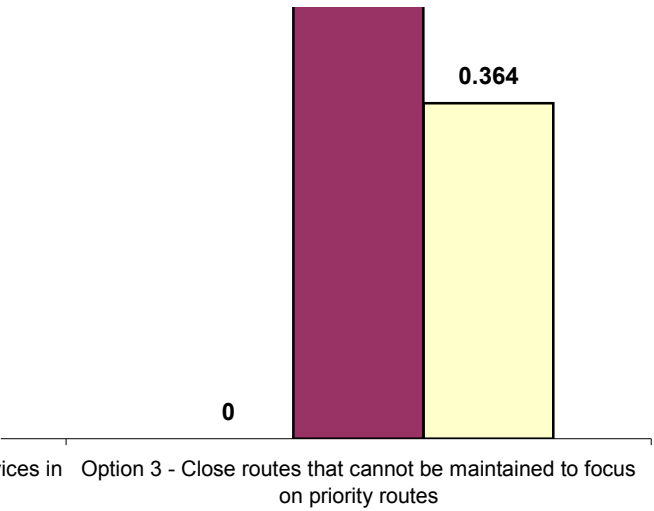


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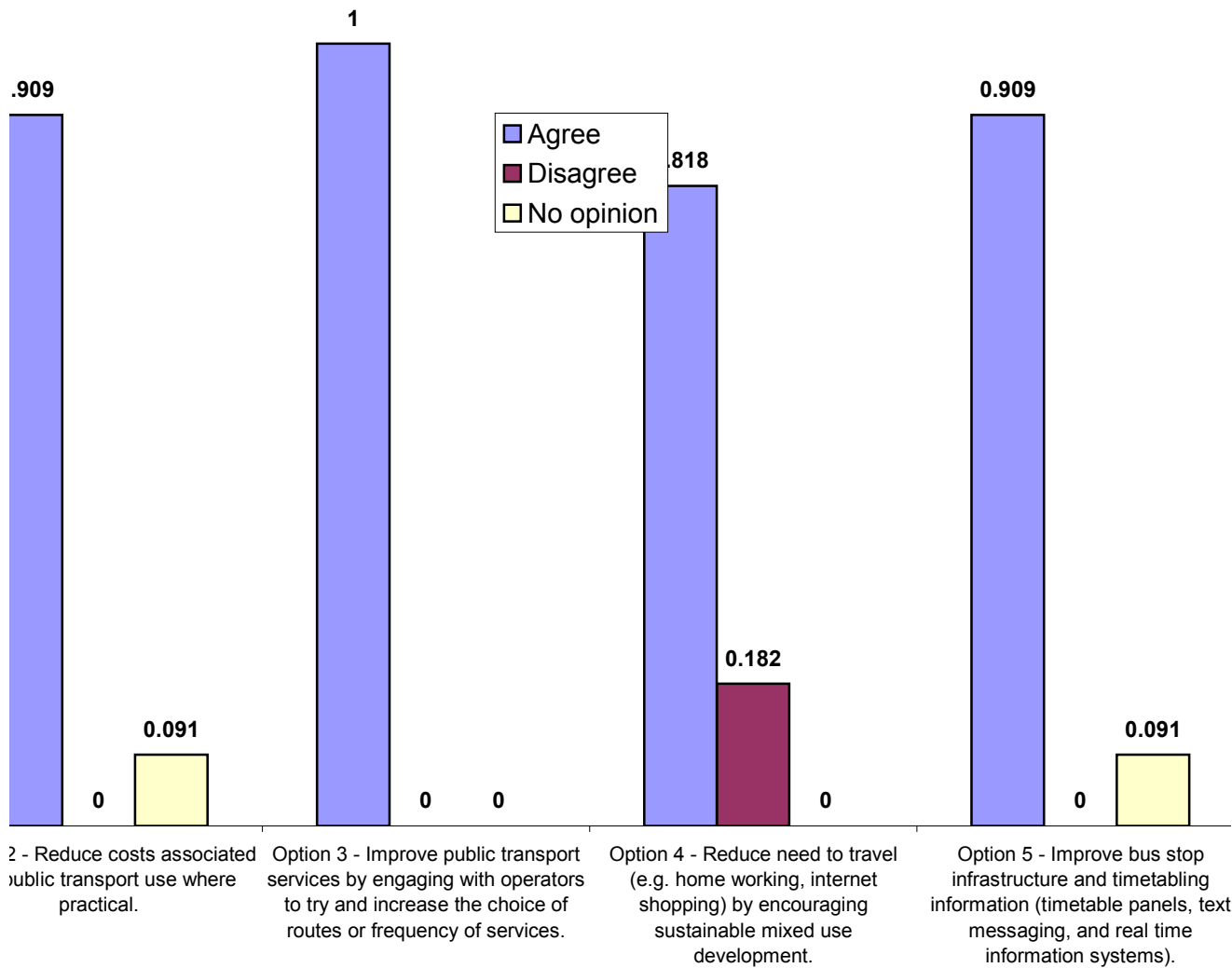


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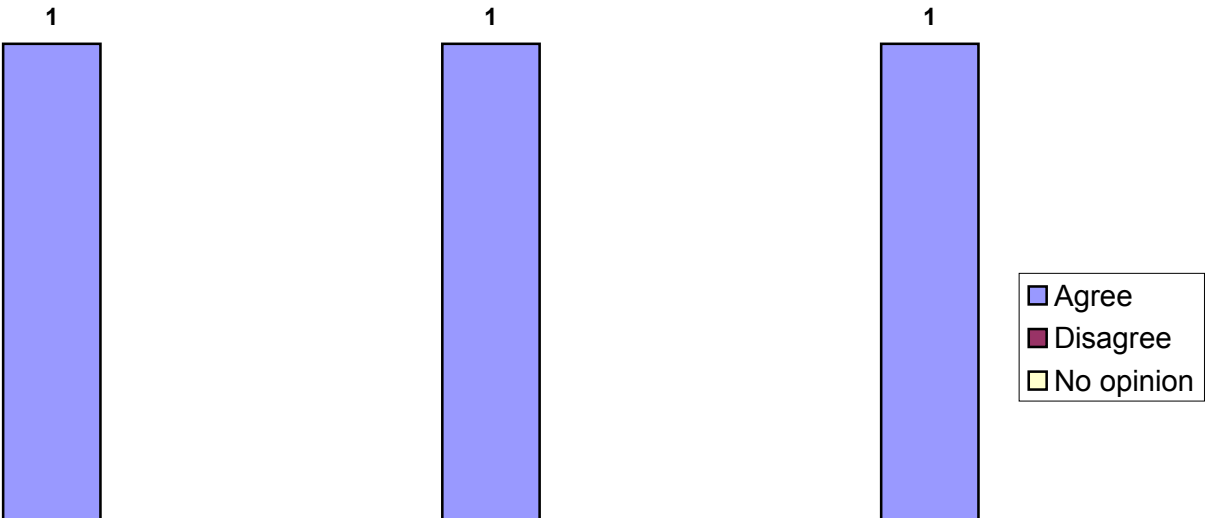


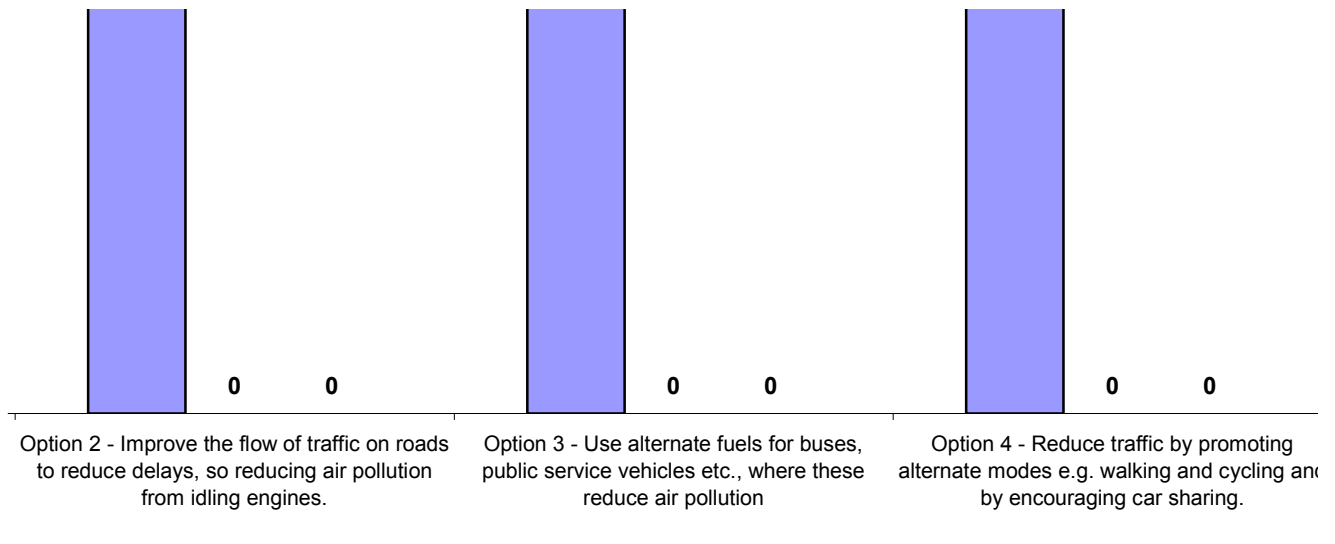


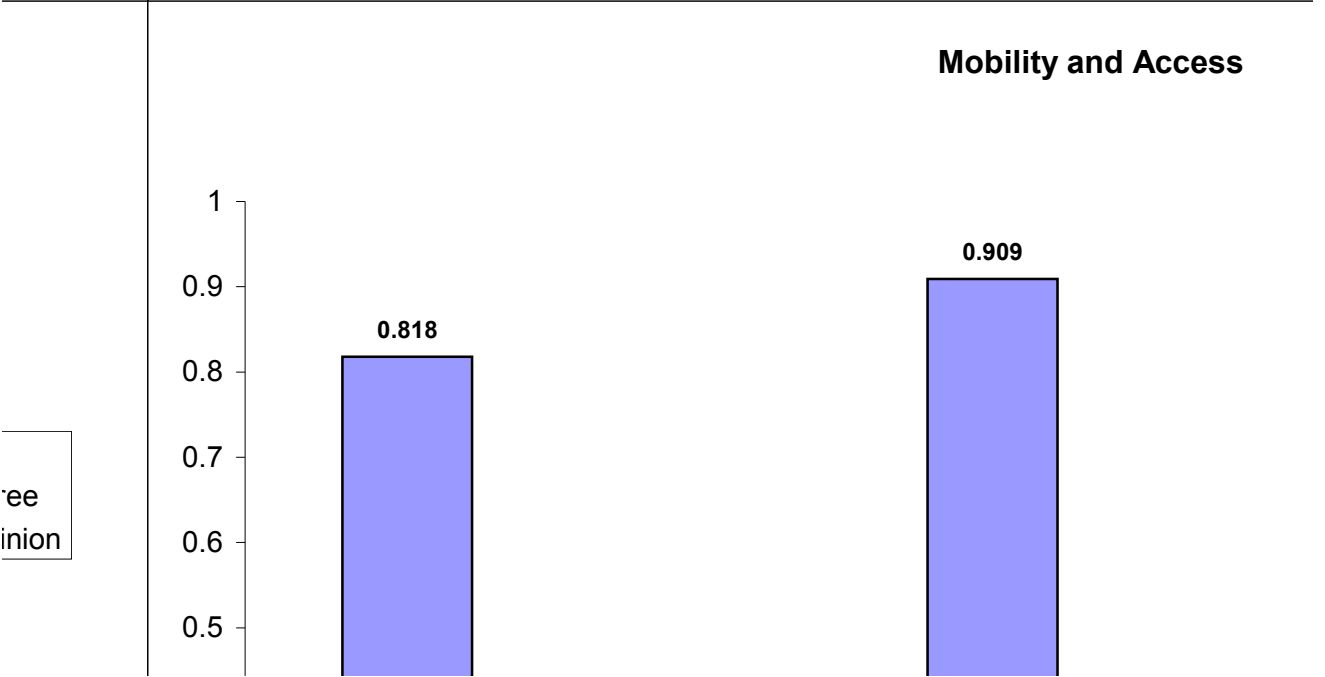
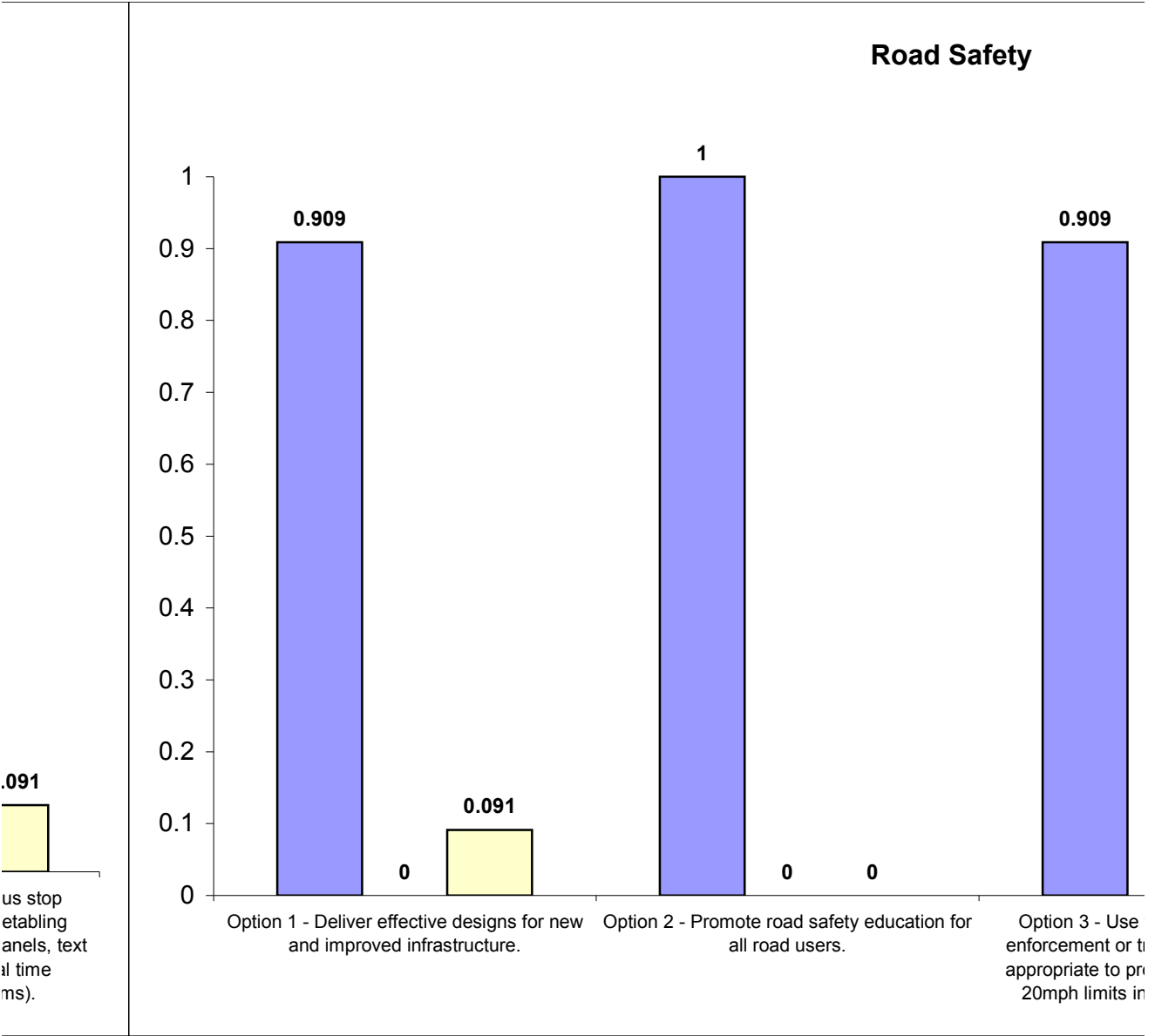
Social Exclusion



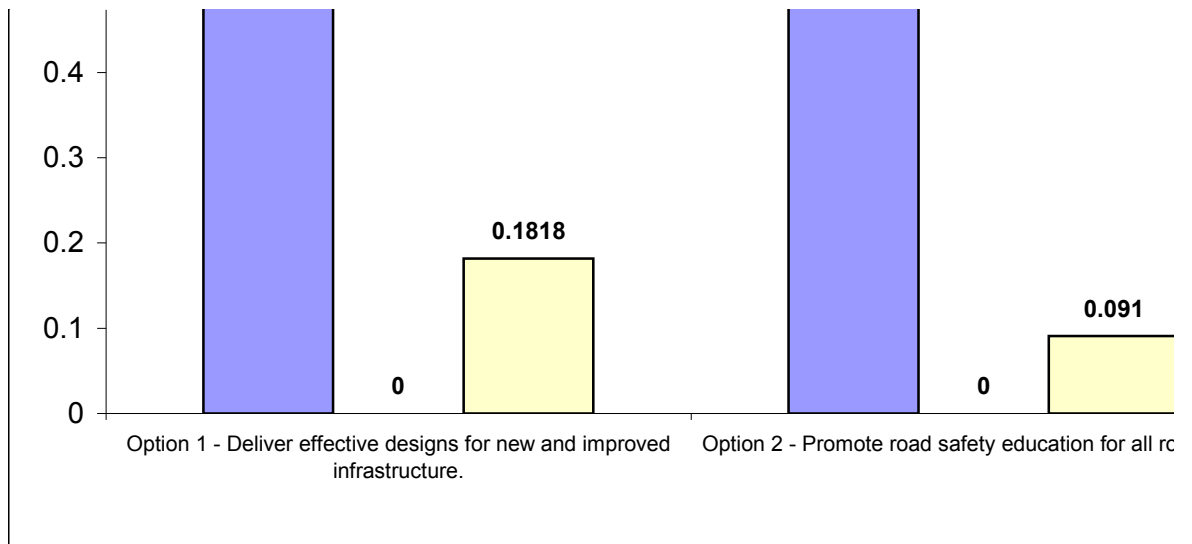
Noise, Vibration and Air Pollution

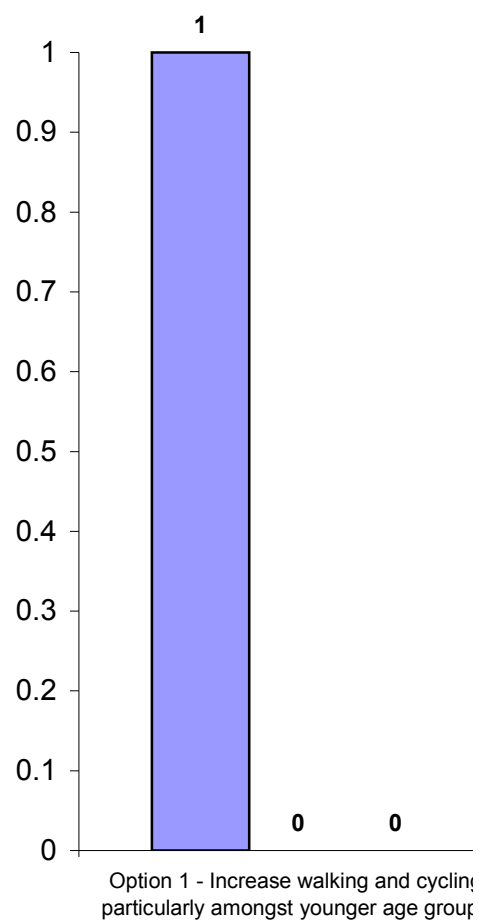
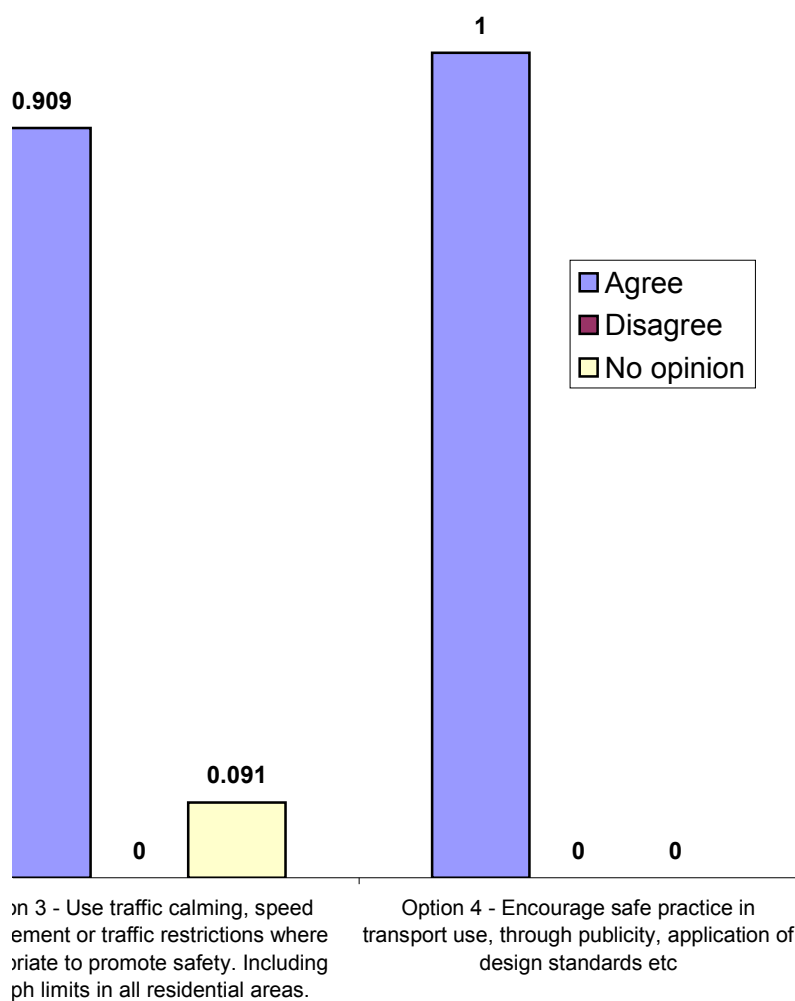




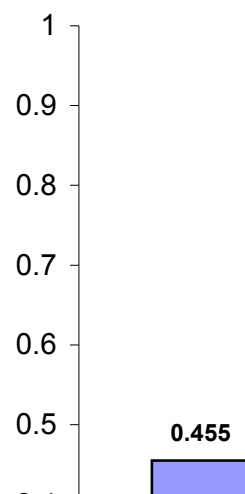
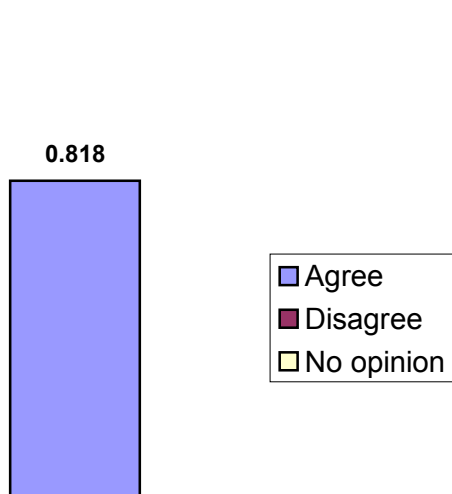


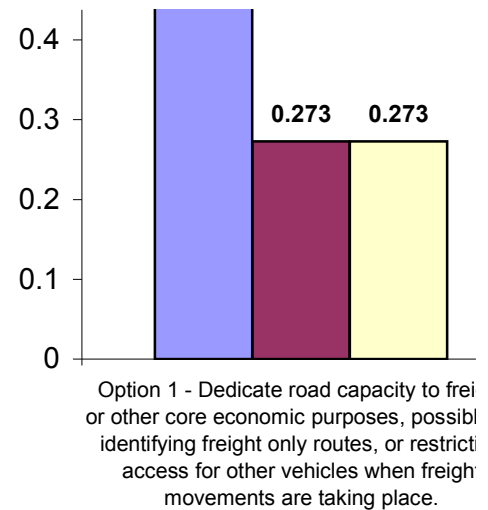
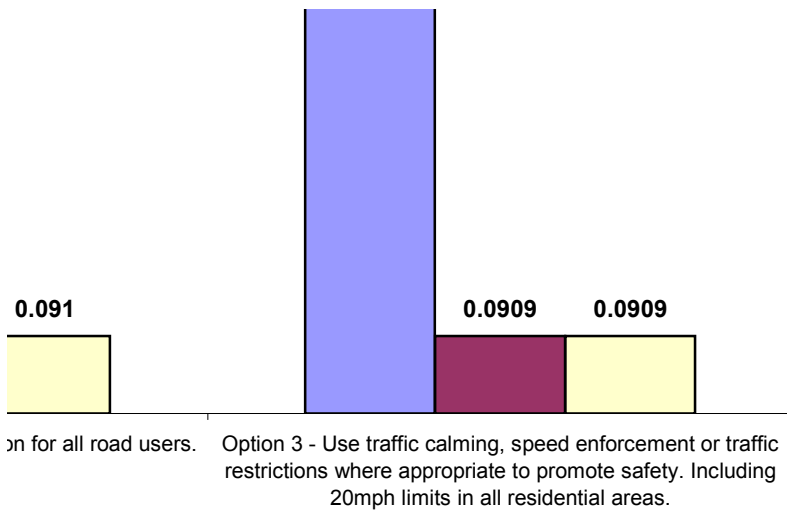
Promoting cycling and walking.



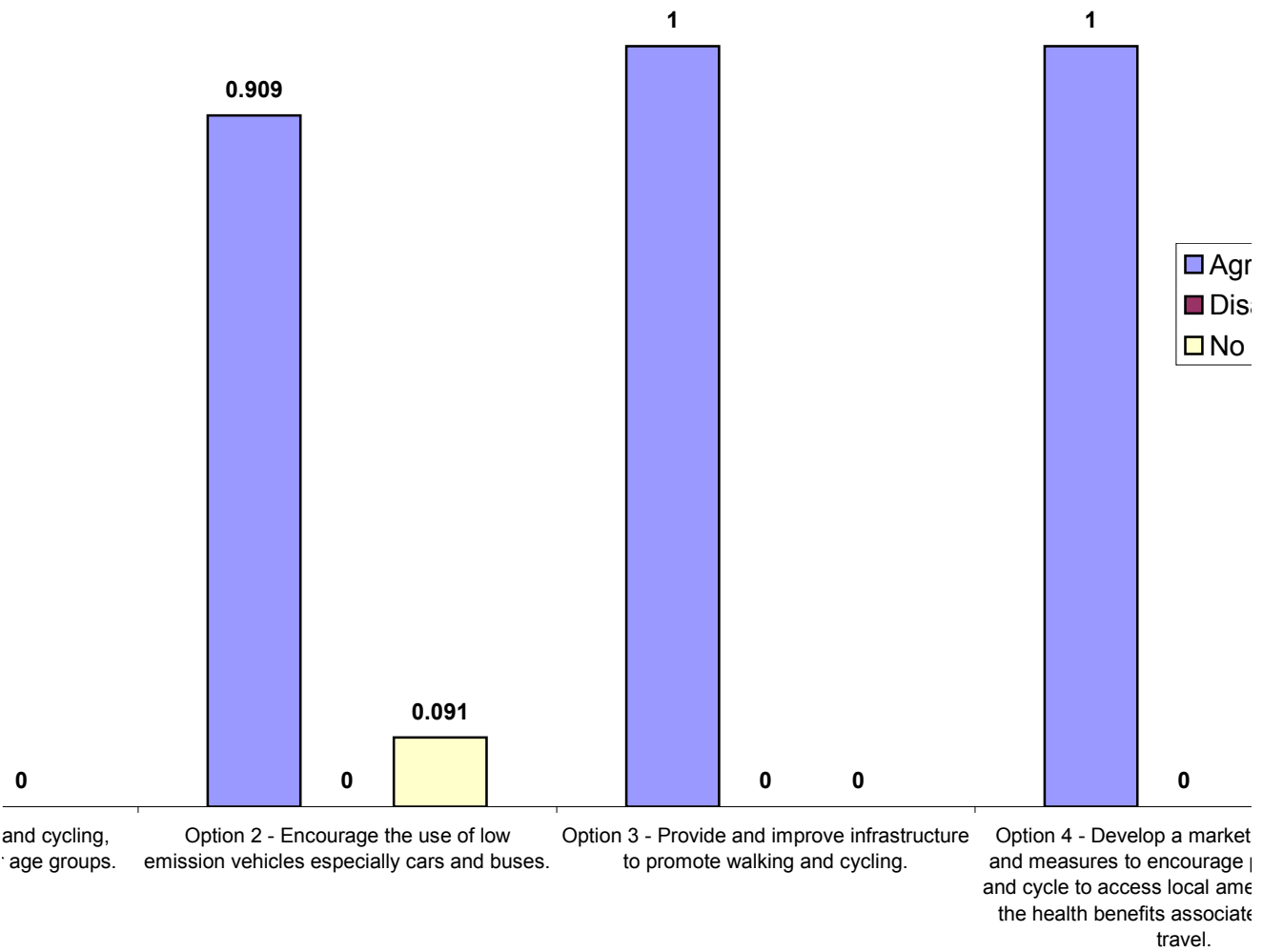


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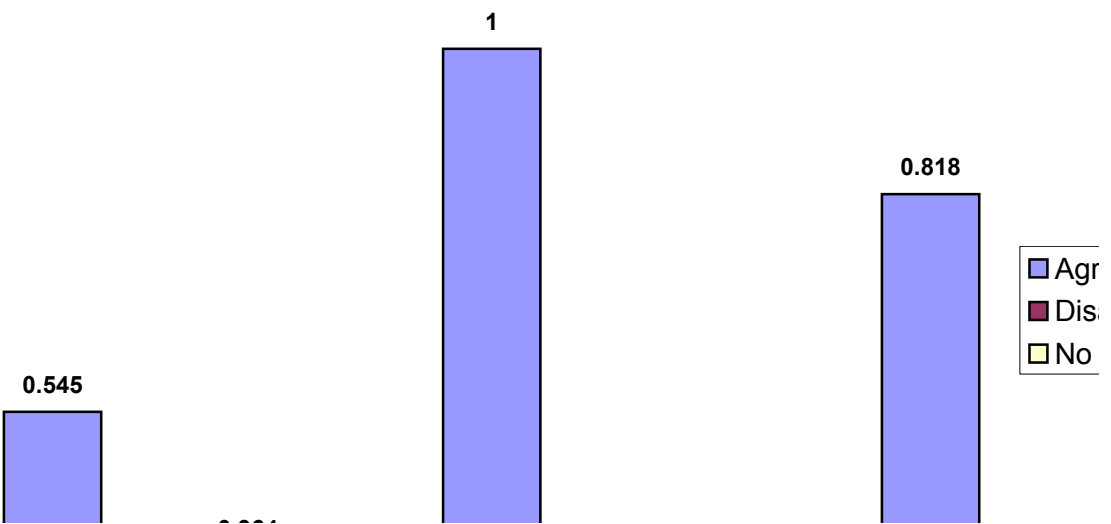


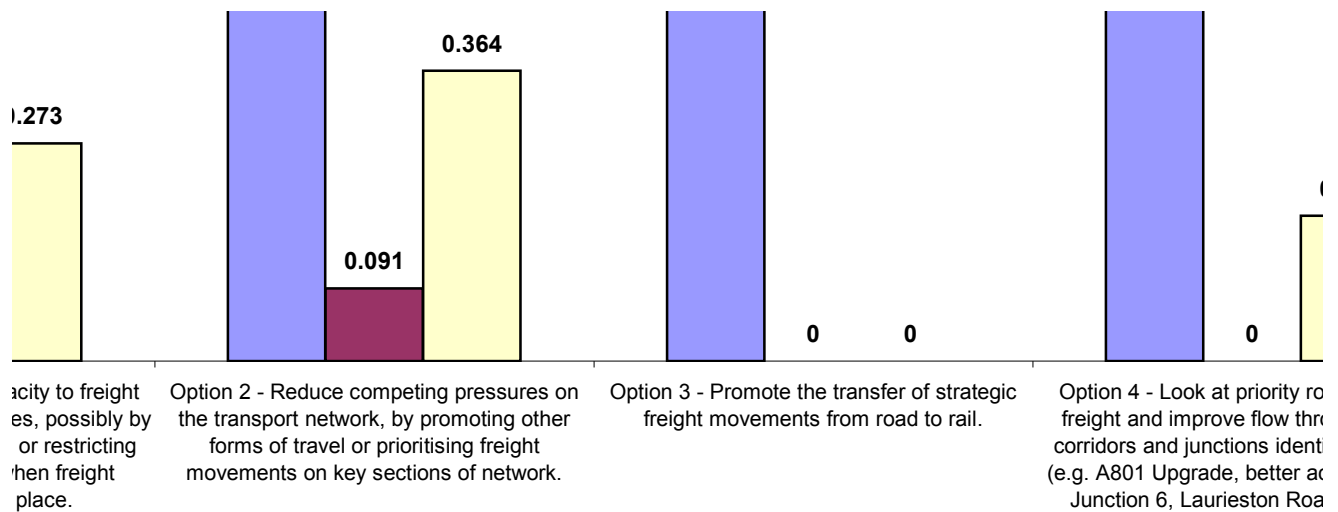


Health



Economy and Freight





☐

Agree

☐

Disagree

☐

No opinion

0

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o a marketing campaign
ncourage people to walk
; local amenities detailing
s associated with active
travel.

☐

Agree

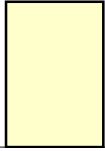
☐

Disagree

☐

No opinion

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0

t priority routes for road
ve flow through the key
tions identified in NPF2.
e, better access to M9 at
ieston Road upgrade).

Participant	Comments	Accept	Reject
Jon Anslow	Lack of focus on rural areas and available and affordable transport choices	✓	✓
	Close Council employee car parks and make all staff walk cycle or use public transport		✓
	Parking passes for those who stay more than 4 miles from place of work		✓
	Extend concessionary travel scheme to include the under 25s to discourage car usage and ownership in this age group		✓
	Relaxing of urban bus lanes for rural dwellers		✓
	Improve the state of the roads	✓	
Larbert, Stenhousemuir and Torwood Community Council - Yvonne Weir	The need for School Travel Plans	✓	
	Changes to infrastructure to allow pupils to get to and from school more safely and by sustainable means.	✓	✓
	Consideration is also required around new/revised crossing facilities, traffic calming, speed limit reduction and other methods to improve safety and traffic flow at the peak times.	✓	✓
	Implementation of effective workplace travel plans	✓	
	Falkirk Council can do to step up the pressure and support local businesses to adopt and implement effective and sustainable travel plans.	✓	
	Road Traffic Reduction Strategy does not have an Action Plan		✓
Richard Robertson	Newlands Rd, Reddingmuirhead, is a major and very popular walk to school route. However it has become increasingly more dangerous over the past five or six years. The existing traffic management "pinch points" are totally inadequate, and are simply doing nothing to slow traffic		✓
	Speed bumps - Are excellent tools to reduce traffic speed, but unfortunately the pre-fabricated "pyramid" ones used by Falkirk Council are absolutely useless and not fit for purpose		✓
Richard Robertson	would refer to your statement regarding "high quality" footpath maintenance. May I draw your attention to and invite you to inspect some "low quality" footpath work presently being carried out in Calder Place, Hallglen. - Poor, Poor value for taxpayer's money.		✓
	Lack of Traffic Wardens in the town centre		✓
Pamela Spence	buses and pollution filthy and very old fleet		✓
	Removal of the circular route through Stenhousemuir		✓
	Integration of bus services with rail services at Larbert.		✓
Lorna Sneddon	Will any useful bus routes be added to the Bo'ness area.		✓
	To encourage people to use trains then the parking should be cheaper/free as at the moment it is cheaper for me to travel alone in a car to Edinburgh each day rather than park and get the train each		
S Cochrane	Reducing emissions introduce a forty pound fine for idling engines (Queensferry) as babies and young children in push chairs/prams are very vulnerable to emissions because of the low level which		✓
	Falkirk Council who regulate the Bo'ness and Kinneil Railway and, after reading the transport report (reducing emissions), is there anything that can be done about the old diesel engines being used by the SRPS (there has been an increase in the last year)?		✓
	An extension to the parking provision at Falkirk High Station, with an additional 58 spaces, identified for construction within the next 5		

David Wilson	years Very unambitious – The main line from Edinburgh to Glasgow should be a jewel in Falkirk's crown and supported as such.		✓
	The Falkirk Council area has, at present, a reasonably efficient and frequent bus service throughout most of its area. You seem to have missed the major fines and criticism in recent times of a bus system that is being cut to shreds.		✓
	support to cycling Some work done here, needs to be serious attempts to separate vehicles from cycles by creating their own link routes.		✓
Grangemouth Community Council	Strategy clearly identifies the issues	✓	
	Strategy clearly identifies a lack of funding	✓	
	Clearly identifies the need for change	✓	
	Unfounded wishlist which sets no quantifiable targets		✓
	Contains no ranking process for proposed improvements		✓
	No audit process by wish to measure success or failure		✓
	Contains contradictory options for change		✓
	Favours soft options	✓	
Doris Dickson	To encourage town centre shopping you could try to reduce the cost of parking in town.		✓
	Those who are disabled or who have difficulty in walking, parking as near to shops as possible is essential, therefore [apart from those with blue badges] they will always need to take parking charges into consideration. If we wish to keep Falkirk viable for local businesses we must make it easy and inexpensive for customers to park in town centre car parks.		✓
	Simple parking charge which will cover perhaps 3 - 4 hours, e.g. £1 which would encourage people to park in town to shop or visit cafes, pubs or restaurants. Additionally, you could even generate more revenue as people would be more likely and prepared to pay £1 for a morning's or afternoon's parking.		
Alex Pollock	Stressed out at the council lottery regarding pot holes.		✓
Ian McLean	Major problem is maintaining the quality of road surface for saver vehicle travel and reduction of noise. This should be a major priority for environmental improvements over any new transport initiatives. Let's improve what we have first, then think about new ideas.		✓
Mike Smith	5.1 Falkirk's bus services are described as "efficient". They are <u>effective</u> in that transport provision is made, but not <u>efficient</u> as the buses usually have only one or two passengers. Empty buses rumbling around Falkirk's streets can hardly be described as efficient public transport.		✓
	PT6 The self-congratulation continues by describing the local taxi service as "high quality". Falkirk's taxi drivers have a reputation for bad road manners; exceeding speed limits and rarely using turning indicators. They are exempted from wearing seat belts as, nationally, it was fondly imagined that <i>all</i> taxi drivers would use		✓

Mike Smith	doorbells, assist passengers and load/unload luggage. None of this happens in Falkirk. The car horn is used as a doorbell and the driver rarely leaves his seat, not even to have an illegal smoke between passengers.		
	The problem with the complacency shown in the strategy is that there can be no plans to improve when improvement isn't seen as necessary.		✓
Catherine Neil	Regarding injury and fatalities have hot/bad spots been identified and measures put in place to allow the reduction of such accidents?	✓	
	Are there any plans for the running of late night buses?		✓
Brian Muir	Falkirk Council need to do more to maintain the road surface infrastructure that we currently have in place, some of the road surfaces at present are a complete disgrace.	✓	
	The council should also consider reducing light pollution, for example turn off every other street lamp, this would have the knock-on effect of reducing costs, both direct & indirect.		✓
Stephen Moore	Just a quick note to say that I read the summary you sent me (but not the full report), and it looks pretty good. You seem to have hit all the key points, and the plans seem pretty sensible.	✓	
Ossie B	It won't work.		✓
	Firstly you will always have the idiot in the 4*4 turning up with one kid with that look on the face saying Oi have more money than you. My child is a princess that has to be looked after from the scum that lives around here.		✓
Helen Fraser	Positive plan Falkirk high and the surrounding area Reviewing disabled residential parking: As I think it needs to be monitored to ensure the correct balance is achieved as residential parking can be impossible at times. Do disabled residential spaces get monitored and removed when there is no longer a requirement	✓	
Helen Fraser	In the strategy can anything be done to: To ease the parking at the Dobby hall Larbert. Any time there is an event the road becomes dangerous with parked cars on corners and junctions etc. Do we really need the one way restriction in Stenhousemuir at Asda as this splits the access to James street etc. This causes increased traffic having to come back to the lights. I am concerned by the number of cars having to use the road and junction. I have observed a number of cars cutting the lights especially at school finishing times.		✓
		✓	
Andrew McAteer	As per your strategy summary, you are looking for areas to avoid more noise, fuel usage and car wear and tear through braking and accelerating due to having to slow down etc. I would be very interested to understand what the speed bump and road calming policy is in the region in alignment with this because both cause a lot of these issues on Noise and Environment, as well as the severe wear and tear on car suspension and wheels, costing a lot of money to car owners.		✓
	I don't know what the positive impact on road safety has been from implementing road calming measures, but I would be interested to find out - my current perception is that they are a lot more trouble than they are worth and when you add the poor quality of the road surfaces and the remedial work required to the roads around about them it is costing a lot more than the safety advantages we are gaining in return.	✓	

Andrew McAteer	It would also be good to understand if the Building Contractors are paying a fair share of infrastructure costs when they build houses into the area and are actually ensuring a good job is done from the outset - Newlands Road has been destroyed in the process of building extensions to the Polmont YOI, the Braes High School and Wallace Brae Housing Development and I am wondering what the tax payer has got back from the three main contractors involved in these developments....other than more speed bumps, which keep falling apart, a really poor road surface and increased car costs?.		✓
Lindsay McQuaker	Hello Folks, you have certainly have nearly everything covered. I would point out though, you are very slow in filling potholes in some areas, and I appreciate that finances are tight but it just needs one accident to occur. Regards the PSVs, some bus routes would benefit from smaller vehicles as I've noticed larger ones running empty and this not cost effective. Falkirk is a nice district but the town centre is dire.		✓
Dereck Anderson	I mostly use my bike to travel to work(Ineos) but the state of the cycle lane along Bo'ness Rd is a disgrace. If we are looking to encourage this mode of transport then some areas need improving.		✓

Action
Check accessible transport section and social inclusion
None
None
National statistics indicate car ownership and usage in the Under 25s is falling. Concessionary travel scheme is run nationally.
Impossible to enforce / manage
Long term maintenance
Currently being progressed
Identified through School Travel Plans
Currently implemented around schools (20's Plenty).
Ongoing
Being done through planning process and S75 agreements.
Targets only - Policies are designed to meet targets.
Would need to be assessed as part of any Traffic Strategy rather than LTS.
Traffic calming measures / features will be designed and will be site specific. It is not always the Council that installs traffic calming.
Quality of installation is not the purpose of the LTS. Implementation and quality will be part of the construction process and be controlled by the Council's Roads Inspectors.
Traffic wardens are employed by the Police Scotland
Not under Falkirk Council control
Commercial operators decision.
Commercial operators decision.
The Council currently has no plans to add bus routes.
Council car parks are free or cheap to park in at all stations. Meeks Road is cheaper than the network rail car park at Falkirk High Station.
Council cannot issue fixed penalty notices on the public highway
A balance has to be struck between pollution and promotion of tourist attractions and economic viability of town centres etc.
Lack of available space. Only option is to double deck the existing high station car park. Council has no control over

this car park but will try and influence Network Rail.
Commercial operations outwith the Council's control. Working with operators to reduce delays due to roadworks.
Currently working on various projects. (Examples from GC).
Targets are in RTRP - Policies aim to deliver targets
The LTS is not a wishlist of projects.
See above.
No examples have been given to support this statement
Over the last ten years Falkirk Council has built cycleways and footways and road improvements. There is a need to encourage people to take up Active Travel as the majority of trips are less than 5km. It also encourages healthier lifestyle, environment as well as better communities.
Currently 3,000 free car parking spaces in the town centre outwith the Council's control.
See above
see above
Roads Maintenance has prioritised programme for potholes
Funding issues influence programme. Need to look at more innovative solutions.
You need to provide service as an alternative form of travel. Commercial services won't run without the passenger numbers. Where there is a social need the Council will try and provide when funding permits.
Not the purpose of the LTS.

The LTS is not complacent but a series of policies that will help deliver the aspirations of the area.
Sites have been identified and prioritised accordingly.
There are currently no plans by the Council.
Budget constraints limit what can be done each year.
Falkirk Council has no plans to switch off streetlighting but is currently investigating the possible dimming of streetlights to reduce light pollution and power
No evidence to suggest Strategy will fail.
Not Applicable
Blue badges are currently monitored as are disabled parking spaces.
Individual parking issues are not covered by the LTS, there is a set of general parking policies that may apply to individual areas such as the Dobbie Hall.
The current road orders are being amended as a result of issues with this current restriction.
Traffic calming measures are designed to improve road safety. If used properly by drivers there should be little impact on the environment and vehicle wear and tear.
After studies have concluded that a drop in vehicle speed has occurred as a result of traffic calming which in turn reduces the likelihood and severity of accidents.

All vehicles currently pay "road tax" which entitles them to use the public road, to ask for further contributions for HGVs would not be the remit of Falkirk Council. Developer contribution received through the planning process can be used to improve the local road network.

Budget limitations and prioritising pot-holes. Most services are commercial services and as such are outwith the control of the Council. The bus operators main cost is the driver. They require to put on a vehicle for the peak use for any part of the day. For instance if a bus operates a school service contract they may require a larger vehicle than for a normal bus service.

Currently unaware of any particular problems regarding the state of the cycle lanes in Grangemouth. But this can be investigated.