

ROUTE 4B

- 2.2.62. **Description:** The route travels from the bus stop on West Bridge Street northwards for a distance of 50 metres and is predominantly traffic free.

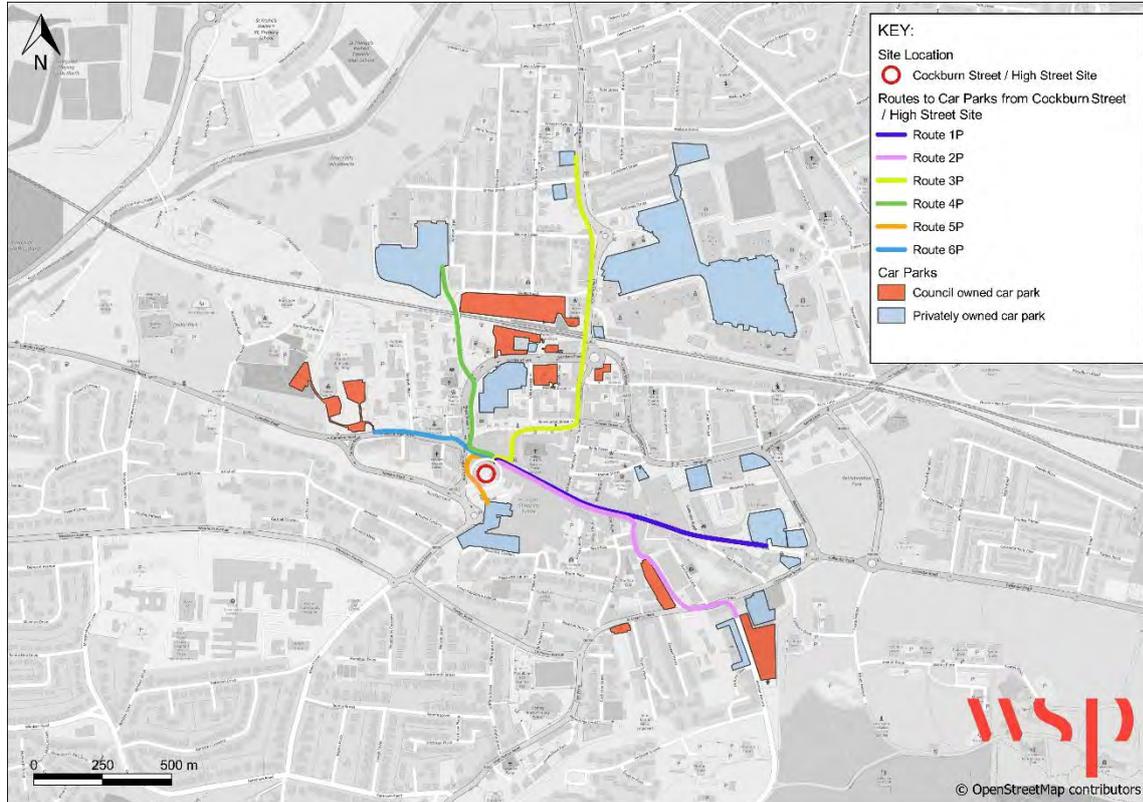


- 2.2.63. **Surface Quality:** The provisions are varied, from paved slabs on West Bridge Street to asphalt on the access road to the existing Municipal Buildings Site both of which are even and in good condition.
- 2.2.64. **Lighting:** The route is well lit with streetlighting along its length.
- 2.2.65. **Crossings:** There are no crossings on this route.
- 2.2.66. **Directness:** The route takes a direct path from the bus stop on West Bridge Street to the existing Municipal Buildings Site.

CAR PARK ACCESS

2.2.67. Figure 2-3 illustrates the fastest walking routes from the available car parks in Falkirk to the Cockburn Street / High Street Site. Walking routes to the existing Municipal Buildings Site have not been considered due to there being on-site parking.

Figure 2-3 - Pedestrian Access to Car Parks (Cockburn Street / High Street Site)



2.2.68. Table 2-3 represents the details of the derived pedestrian routes for car park access.

Table 2-3 – Pedestrian Car Park Access Routes

Route	Destination	Distance	Time
1P	Cockburn Street / High Street Site	640m	8 min
2P	Cockburn Street / High Street Site	640 m	8 min
3P	Cockburn Street / High Street Site	800 m	10 min
4P	Cockburn Street / High Street Site	320 m	4 min
5P	Cockburn Street / High Street Site	120 m	2 min
6P	Cockburn Street / High Street Site	320 m	5 min

ROUTE 1P

2.2.69. **Description:** The route travels westward from the car parks located to the east of the town centre for a distance of 640 metres and is predominantly traffic free.



Camelon Road



High Street



Footway to High Street / Cockburn Street Site

- 2.2.70. **Surface Quality:** The route starts along Callendar Road where footways are asphalt surface. Dropped kerbs are provided at crossings but condition and presence of tactile paving is poor.
- 2.2.71. On High street, the surface changes to a mixture of consistent and even high-quality slabs and block paving and the crossing over Callendar Road has tactile paving.
- 2.2.72. The rest of the route runs along High Street where pedestrian provisions are in good condition.
- 2.2.73. **Lighting:** The route along Callendar Road and High Street is well lit.
- 2.2.74. **Crossings:** There are no crossings on this route.
- 2.2.75. **Directness:** The route takes a direct path from the car parks noted to the Cockburn Street / High Street Site.

ROUTE 2P

- 2.2.76. **Description:** This route travels northward from the car parks located to the south east of the town centre for a distance 640 metres with the route predominantly running adjacent to the carriageway.



- 2.2.77. **Surface Quality:** The route starts on Kemper Avenue where asphalt footways appear in good condition. Turning into Arnot Street, the footway narrow to approximately 1.5 metres and the quality of the surface varies with cracks appearing in the kerb starting at the residential vehicle accesses.
- 2.2.78. There is no formal crossing onto Williamson Street however, dropped kerbs without tactile paving are provided. The asphalt footway along this street is in good condition. Parts of the footway where vehicle access exists, the footways host cobble stone paving. At these points, dropped kerbs are not provided.
- 2.2.79. Continuing north on Williamson street, designated pedestrian footways temporarily stop or narrow as the road narrows. On this street, there is an absence of dropped kerbs, on-street bins, whilst parked cars continuously obstruct pedestrian movements as the street converges into an access alleyway leading onto High Street. The route then runs west along High street, where pedestrian provisions are good, to the Cockburn Street / High Street Site.
- 2.2.80. **Lighting:** The route is well lit along Kemper Avenue, Arnot Street, Williamson Street and High Street.

2.2.81. **Crossings:** There are several side streets with uncontrolled crossings and dropped kerbs along the route. There are no formal crossing facilities on Arnot Street.

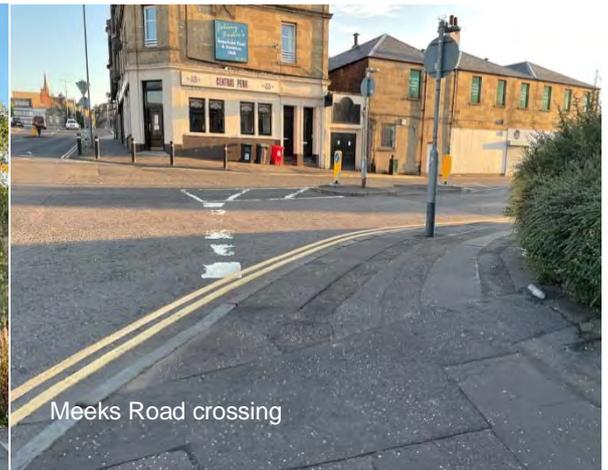
2.2.82. **Directness:** The route takes a direct path from the car parks to the Cockburn Street / High Street Site.

ROUTE 3P

2.2.83. **Description:** The route travels southwards from the car parks located north of Falkirk Grahamston Station for a distance of 800 metres with the route predominantly running adjacent to the carriageway.



Grahams Road



Meeks Road crossing



Grahams Road leading to Vicar Street

2.2.84. **Surface Quality:** Starting on Grahams Road, the pedestrian footway consists predominately of asphalt of various condition. Heading south, dropped kerbs and tactile paving are provided on some crossings and the surface quality and type varies. Street furniture such as bins, bollards and electrical cabinets occasionally limits the useable width of the footway.

2.2.85. Visible cracking and damages in the asphalt appear upon approach to the George Street / Graham Road roundabout.

2.2.86. At the Meeks Road crossing, good quality dropped kerbs and tactile paving are provided.

- 2.2.87. Along Graham road onto Vicar Street, the paving consists of large slabs in good condition. This level of provisions is continued at the anti-slip protected stairs and ramp through the underpass where adequate handrails are provided.
- 2.2.88. Along Vicar street, the paving transitions into a smaller tiled high-quality surface. The pavement is free from obstructions, except for one bus stop cage where the usable pedestrian space is temporarily narrowed and where waiting bus users and signage/plants outside the North Star Cafe appears to block parts of the footway.
- 2.2.89. At the Vicar Street / Newmarket Street junction, the high-quality smooth surface continues across the staggered crossing onto the south side of Newmarket Street. Along Newmarket Street, the footway widens, and surface type changes back to big slabs past the St. Andrew bus stop.
- 2.2.90. The paving continues onto Lint Riggs with the addition of finer brick paving separated by bollards and shallow drainage gutters. From here, the full width of the pedestrian zone can be utilised with the exception of outdoors café/restaurant seating and bike stands.
- 2.2.91. **Lighting:** The route is well lit, and lighting is provided by streetlights along its full length.
- 2.2.92. **Crossings:** The route has several uncontrolled crossings, with dropped kerbs. The crossing at Meeks Road junction is served by tactile paved refuges. Further along the route there is an uncontrolled crossing with dropped kerbs at Melville Street and a staggered signalised crossing with dropped kerbs at the Vicar Street / Newmarket Street junction.
- 2.2.93. **Directness:** The route takes a direct path from the car parks to the Cockburn Street / High Street Site.

ROUTE 4P

- 2.2.94. **Description:** The route travels southward from the Morrisons car park for a total distance of 320 metres with the route predominantly running adjacent to the carriageway.



- 2.2.95. **Surface Quality:** Starting at the Meeks Road / Hope Street mini roundabout, the pedestrian provision consists of even asphalt surfaced footways which runs across the Hope Street bridge down to the A803 signalised junction.
- 2.2.96. Tactile paving and dropped kerbs are provided at the crossings by the Morrison Petrol Station however, the crossing distance is long. The footway surface changes here from asphalt to paved slabs.
- 2.2.97. At the A803 crossing, the paving quality is in good condition and tactile paving and guardrails are provided at the pedestrian island.
- 2.2.98. Along the A803, a mixture of bricks and slabs in good condition provide good pedestrian facilities with little obstructions for the remainder of the route to the Cockburn Street / High Street Site. The crossings at the entrances to the Asda car park and the Royal Bank of Scotland have dropped kerbs but no tactile paving.
- 2.2.99. **Lighting:** The route is well-lit in its entirety.

2.2.100. **Crossings:** The route has several uncontrolled crossings, with dropped kerbs. The crossing over the A803 is served by a staggered signalised crossing with tactile paving and dropped kerbs.

2.2.101. **Directness:** The route takes a very direct path from the car parks to the Cockburn Street / High Street Site.

ROUTE 5P

2.2.102. **Description:** The route travels northwards from the Howgate car park for a total distance of 120 metres with the route predominantly running adjacent to the carriageway.



Bells Wynd



Footway along A803



High Street

2.2.103. **Surface Quality:** The pedestrian provisions on Bells Wynd consists of an asphalt surface. The condition of the kerb for the most part was reasonable although, a collection of gravel and dust was observed at the dropped kerbs.

2.2.104. The footway widens and smoothly transitions into high-quality paved slabs as it leads onto the pedestrianised High Street.

2.2.105. **Lighting:** The route is well lit in its entirety.

2.2.106. **Crossings:** There are no crossings on this route.

2.2.107. **Directness:** The route takes a very direct path from the car park to the Cockburn Street / High Street Site.

ROUTE 6P

2.2.108. **Description:** The route travels eastwards from the car parks to the west of the town centre to the Cockburn Street / High Street Site for a total distance of 320 metres with the route predominantly travels adjacent to the carriageway.



2.2.109. **Surface Quality:** The access road from West Bridge Street Parking to the Cockburn Street / High Street Site has an asphalt surface and pedestrian guardrail provides segregation from general traffic.

2.2.110. Along West Bridge Street, the footway widens, and the surface material alters to paving slabs which are present for the remainder of the street. Occasional cracks and obvious prior replacement of slabs is visible along with several service hatches of various sizes. At the pedestrian crossing on Wellside Place, there is uneven surfacing materials which is contributing to the collection of dirt.

2.2.111. At the Upper Newmarket / A803 junction, a trail of red tactile paving clearly indicates the pedestrian routes between the connecting roads and central pedestrian island. The island itself does have visible damage and cracking and the surfaces are not as smooth as the tiles on the adjacent West Bridge Street and High Street.

2.2.112. The even brick and slab paved surface on High Street provides high quality pedestrian provisions to the Cockburn Street / High Street Site for the remainder of the route.

2.2.113. **Lighting:** The route is well lit in its entirety.

2.2.114. **Crossings:** There are two crossings on the route, an uncontrolled crossing with dropped kerbs at Wellside Place. The crossing at the Upper Newmarket Street / A803 junction is served by a staggered signalised crossing with tactile paving and dropped kerbs.

2.2.115. **Directness:** The route takes a very direct path to both the Cockburn Street / High Street Site.

CYCLE ACCESS

2.2.116. The area surrounding both the Cockburn Street / High Street Site and the existing Municipal Buildings Site is limited in its provision of dedicated cycling facilities, with the only dedicated cycle route provision extending to advisory on street cycle lanes on Camelon Road. One-way systems in the centre of Falkirk do not contribute positively to the ease of access for cyclists. The adjacent High Street offers Sheffield stands for secure cycle parking at various points along the length of the street. Restrictions on cycling are in place on High Street between 11am - 4pm with the space shared with pedestrians.

2.2.117. Forth Bikes offer E-Bike hires which can be found on High Street. The service provides fixed rates for short term hires of 30 or 45 minutes or yearly passes which allows unlimited use.

2.3 PUBLIC TRANSPORT SERVICES AND FACILITIES

BUS

2.3.1. The bus service access points available within proximity of the Cockburn Street / High Street Site and the existing Municipal Buildings Site are presented within the images below, with their location illustrated within Figure 2-2.

Figure 2-4 - Bus Stop Locations



2.3.2. The service numbers alongside their frequency and access points are listed in Table 2-4.

Table 2-4 – Bus Service Access & Frequency

Service	Route	Access Point	Frequency
1	Dunipane – Bridgend	A803 Camelon Road & Cockburn Street	20 minutes
2	Limerigg – Bo'ness	A803 Camelon Road & Cockburn Street	30 minutes
3, 4	Falkirk – Grangemouth	Upper Newmarket Street	15 minutes
5	Hallglen – Langlees	A803 Camelon Road & Cockburn Street	20 minutes
6, 6A	Falkirk Wheel – FVRH	A803 Camelon Road & Cockburn Street	30 minutes
7	Camelon – FVRH	A803 Camelon Road & Cockburn Street	60 minutes
8	Camelon – Fankerton	A803 Camelon Road & Cockburn Street	60 minutes
F14 (Vicar Street)	Falkirk High Station – Etna Rd	A803 Camelon Road & Cockburn Street	60 minutes
F16	Stirling – Westquarter (Falkirk Council Tender)	A803 Camelon Road & Cockburn Street	60 minutes
F25	Falkirk – Standburn (Falkirk Council Tender)	A803 Camelon Road & Cockburn Street	120 minutes
29	Falkirk – Bathgate	Upper Newmarket Street	60 minutes
F29	Falkirk – Bathgate	A803 Camelon Road & Cockburn Street	60 minutes
35	Falkirk – Condorrat	A803 Camelon Road & Cockburn Street	60 minutes
X37	Falkirk – Glasgow	A803 Camelon Road & Cockburn Street	60 minutes
38	Stirling – Falkirk	A803 Camelon Road & Cockburn Street	20 minutes
X38	Falkirk – Edinburgh	A803 Camelon Road & Cockburn Street	20 minutes

RAIL

- 2.3.3. Falkirk has two rail stations, namely Falkirk Grahamston, which is located immediately to the north of the town centre and Falkirk High, which is located approximately 1 kilometre south of the town centre. The images below show each of the two rail stations.



- 2.3.4. Falkirk Grahamston Station provides access to services connecting Edinburgh to the east, Stirling and Dunblane to the west and north, and Glasgow, to the south west. These services also stop at other local stations, including Camelon, Alloa and Larbert. Service frequency during the peak periods is every 15 minutes. The station has 342 car park spaces, cycle storage and taxi rank.

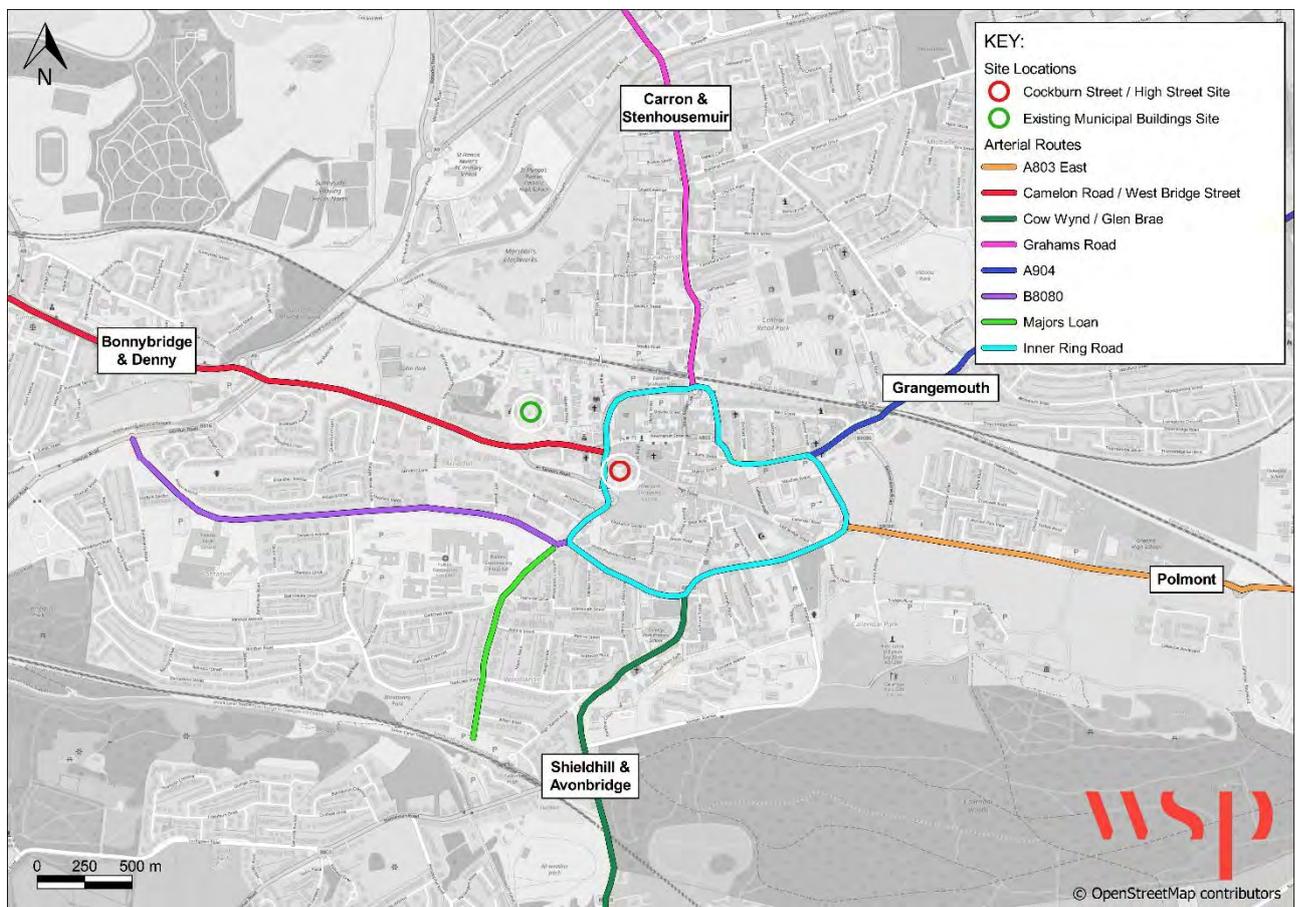
2.3.5. Falkirk High Station lies on the main Edinburgh-Glasgow express line. This line provides connectivity between the two cities while also serving the local Polmont and Linlithgow stations. Service frequency during the peak periods is every 30 minutes. The station has 285 car park spaces, cycle storage and taxi rank.

2.4 ROAD NETWORK AND PARKING

ROAD NETWORK

2.4.1. The pedestrianised core of Falkirk town centre is surrounded by a ring road which connects to key routes extending out from the town centre. Seven roads have been identified as the key routes into the town centre and are shown in Figure 2-5 alongside the areas they connect to.

Figure 2-5 - Falkirk Arterial Road Connections



2.4.2. Grahams Road (B902) extends from the town centre northwards through the Bainsford area where it intersects with the A9 before continuing north towards Carron and Stenhousemuir.

2.4.3. The A904 extends north eastwards from the town centre towards Grangemouth and the M9 at J6 Earl's Gate and J5 Cadgers Brae (via the A9), connecting to Stirling in the north and Edinburgh to the east.

2.4.4. The A803 extends eastwards as Callendar Road from the town centre towards Laurieston and The Braes, continuing onwards to Polmont and Linlithgow. The A803 forms the northern part of the town

centre ring road and extends west of the town centre along West Bridge Street and Camelon Road, before connecting to the A9 and continuing east to Camelon.

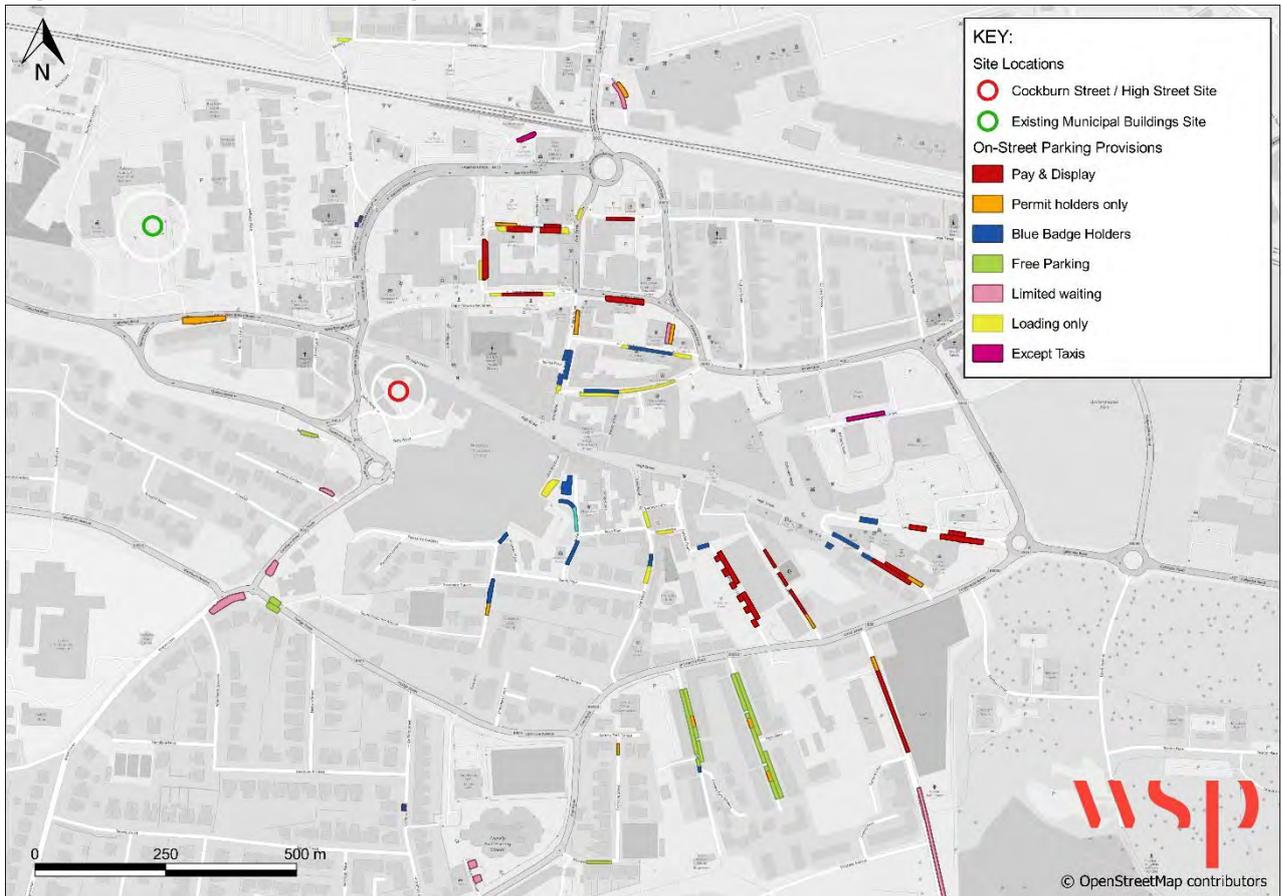
- 2.4.5. Heading south from the town centre, the B803 (Cow Wynd/Glen Brae) connects to Falkirk High Railway Station and Slamannan Road, and links onwards to villages on the periphery of the Braes, including Shieldhill, Avonbridge and Slamannan.
- 2.4.6. The B8080 (Westburn Avenue) extends westwards from the inner ring road, passing Falkirk Community Hospital and Falkirk High School. Majors Loan extends south west of the town centre, providing alternative access to Falkirk Community Hospital and connecting onwards to Drossie Road car park adjacent to Falkirk High Railway Station.

PARKING

ON-STREET PARKING PROVISIONS

- 2.4.7. There is limited on-street parking provided within the town centre, in the vicinity of each site. Figure 2-5 illustrates the current provision.

Figure 2-6 - On-Street Parking Provisions



OFF-STREET PARKING PROVISIONS

2.4.8. Off-street parking provision for shoppers and visitors across the town centre takes the form of:

- Eight Council owned-and-operated Pay and Display car parks;
- 16-space Council owned-and-operated car park on Comely Place where parking charges are not levied;
- Two privately-operated multi-storey car parks that offer parking to the public at a scale of rates set by the operator;
- Two privately-owned car parks that are free to customers of the adjoining retail and leisure premises, Central Retail park and the Asda superstore; and
- Several other privately-operated car parks that are free for the customers of the adjoining retail and leisure premises, and where use of the car park is more closely tied to being a patron of the adjoining retail and leisure premises.

2.4.9. Table 2-5 provides information for the eight Council-operated short stay car parks.

Table 2-5 – List of Council Operated Parking Facilities

Location	Number of spaces	Number of disabled bays	Number of EV charging points	Cost for 1hr	Cost for 2hrs	Distance to the Cockburn Street / High Street Site	Distance to the existing Municipal Buildings Site
Meeks Road	337	5	4	-	£1.60	300m	370m
Garrison Place (West)	95	10	4	-	£2.10	200m	320m
Garrison Place (East)	18	0	0	-	£2.10	220m	400m
Melville Street	67	5	4	-	£2.60	170m	390m
Weir Street	24	2	0	-	£2.60	260m	500m
Williamson Street	108	7	0	-	£2.60	440m	800m
Kemper Avenue	162	3	0	-	£1.60	680m	1020m
West Bridge Street	151	11	0	-	£2.10	300m	50m
Comely Place	13	1	0	Free		440m	770m
Total	975	44	12				

2.4.10. In addition to accommodating short stays, the Garrison Place East, Garrison Place West, Kemper Avenue and West Bridge Street car parks offer long stay parking with costs varying from £2.10 per day to £3.10 per day.

2.4.11. Charges apply 08:45–15:00, Monday to Saturday, excluding Public Holidays. Free parking after 15:00 is available in all Pay and Display car parks under an initiative known as *Free After 3*, which is

promoted across the town centre and in car parks, to encourage more visitors to the town centre and support businesses. Parking is free on Sundays and on public holidays. *Free After 3* is not available in any on-street Pay and Display parking bays.

2.4.12. A summary of the parking across the eleven privately-operated car parks is shown in Table 2-6.

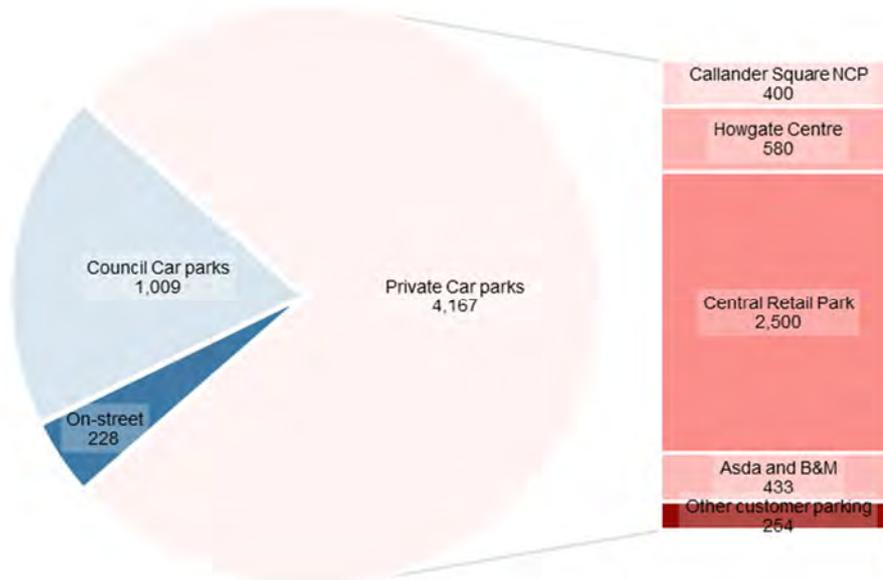
Table 2-6 – Privately Operated Town Centre Car Parks

Location	Number of spaces	Distance to the Cockburn Street / High Street Site	Distance to the existing Municipal Buildings Site
<u>Privately-operated Public Car Parks - large, levy charges</u>			
Callander Square Car Park	400	430m	720m
Howgate Centre car park	580	120m	400m
<u>Privately-operated and intended for customers - large, free</u>			
Central Retail Park	2,500	600m	750m
Asda car park	284	150m	280m
B&M store car park	149	600m	900m
<u>Privately-operated and intended for customers - small, free</u>			
Lidl car park	85	620m	970m
KFC car park	26	670m	980m
Buzz Bingo car park	81	560m	850m
Williamson Street Small car park	19	440m	800m
Party Rocks car park	15	250m	330m
MacFarlane Crescent car park	8	370m	520m
Total	4,147		

2.4.13. The distances in the table refers to the spatial distance on a map and does not account for walking paths detailed earlier in this report.

2.4.14. Comparison of Table 2-5 and Table 2-6 demonstrates the way in which supply in the town centre is dominated by privately-operated off-street car parks. Figure 2-7 illustrates this further, showing that less than one quarter of the town centre parking supply is controlled by Falkirk Council.

Figure 2-7 - Breakdown of Town Centre Parking Supply



2.5 SUMMARY

2.5.1. In respect of the Cockburn Street / High Street Site, the following conclusions can be drawn from the review:

- Access on foot across a variety of connecting routes is considered to be good with crossings and lighting available;
- Bus service access to a variety of services is available from Newmarket Street Bus Hub, within 2 minutes, with existing footway connections considered good. Service frequency is high due to the variety of services; and
- Rail service frequency is considered high, with trains serving both the major cities of Glasgow and Edinburgh. The Cockburn Street / High Street Site is located within a 7 minute walk of Falkirk Grahamston Station.

2.5.2. In respect of the existing Municipal Buildings Site, the following conclusions can be drawn from the review:

- Access on foot across a variety of connecting routes is considered to be good with crossings and lighting available;
- The lack formal crossing on Camelon Road to connect the westbound bus services to the route is less than convenient for those travelling on foot and could be perceived as a barrier; and
- Rail service frequency is considered high, with trains serving both the major cities of Glasgow and Edinburgh. The existing Municipal Buildings Site is an 8 minute walk from Falkirk Grahamston Station. The surface quality and number of road crossings required is likely to reduce the attractiveness of this mode.

3 POLICY REVIEW

3.1 INTRODUCTION

- 3.1.1. It is imperative that decisions taken at a local level align with Scotland's national priorities for transport as well as local policy. This chapter therefore sets out a review of local, regional and national policy and confirms the extent to which development at the Cockburn Street / High Street Site and the existing Municipal Buildings Site align.
- 3.1.2. It is recognised that Falkirk Council policies are being updated reflective of the climate emergency and strive towards carbon net-zero, including their Local Transport Strategy, and the Council themselves have altered internal departments to accord, such as development services now including placemaking as core within their remit.

3.2 NATIONAL TRANSPORT STRATEGY 2

- 3.2.1. The National Transport Strategy 2020 (NTS2) represents a refreshed national strategy, which sets out Transport Scotland's vision for Scotland's transport system over the next 20 years. The overall vision for transport in Scotland is that: *"We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors."*
- 3.2.2. The vision is proposed to be achieved through the following interconnected priorities and outcomes:
- **Reducing inequalities** through fair access, ease of use and affordability.
 - **Taking climate action** by promoting greener, cleaner choices.
 - **Helping to deliver economic growth** by being reliable, efficient and of the highest quality.
 - **Improving health and wellbeing** by being safe, secure and enabling healthy travel choices.
- 3.2.3. The strategic focus of the NTS2 is around how Scotland's transport system can help deliver sustainable and inclusive economic growth benefitting the whole country, while safeguarding the environment. An efficient transport network allows for business to prosper, increased employment opportunities and more effective services.
- 3.2.4. The NTS2 introduces the Sustainable Transport Hierarchy, which ensures that walking, wheeling, cycling, public transport and shared transport are given priority over single occupancy private car use. The NTS2 also introduces the Sustainable Investment Hierarchy, which Transport Scotland will use to assess investment decisions. This will ensure that investment proposals that are focused on reducing the need to travel unsustainably and reducing inequalities will be prioritised.
- 3.2.5. The priorities and hierarchies outlined in the NTS2 can be applied to all scales of transport policy from national strategies through to local strategies. The Falkirk HQ relocation must be approached in a way that prioritises inclusive and accessible transport links, specifically sustainable travel modes. Parking is not specifically referenced in the NTS2 but should be considered in the context of the above priorities and outcomes.

3.3 SESTRANS REGIONAL TRANSPORT STRATEGY

- 3.3.1. The SEStran Regional Transport Strategy (RTS) sets out policy framework that guides effective transport provision over the region. The vision statement within the RTS was agreed in 2007 and states the followings: *"South East Scotland is a dynamic and growing area which aspires to become*

one of northern Europe's leading economic regions. Essential to this is the development of a transport system which enables businesses to function effectively, allows all groups in society to share in the region's success through high quality access to services and opportunities, respects the environment, and contributes to better health."

3.3.2. The RTS vision is supported by the following four objectives:

- **Economy** – to ensure transport facilitates economic growth, regional prosperity and vitality in a sustainable manner.
- **Accessibility** – to improve accessibility for those with limited transport choice (including disabled people) or no access to a car, particularly those who live in rural areas.
- **Environment** – to ensure that development is achieved in an environmentally sustainable manner.
- **Safety and Health** – to promote a healthier and more active SEStran area population.

3.3.3. These high-level objectives are supported by a number of sub-objectives, with the following being relevant in this instance:

- **Objective 1.3** – to support other strategies, particularly land-use planning and economic development.
- **Objective 2.1** – to improve access to employment.
- **Objective 2.4** – to influence decisions on the provision of public transport to make it more affordable and inclusive.
- **Objective 3.2** – to promote more sustainable travel.
- **Objective 3.5** – to increase transport choices, reducing dependency on the private car.

3.3.4. It is Falkirk Council's responsibility to ensure that these objectives infiltrate into Council policies and strategies such as their Local Transport Strategy which will influence decisions impacting communities and individuals across the Council area. It is also important that these objectives feed into the core business of the Council and their decision-making is aligned with the RTS objectives.

3.4 FALKIRK COUNCIL LOCAL TRANSPORT STRATEGY (2014)

3.4.1. The Falkirk Council Local Transport Strategy (LTS) sets out the vision for transport in the Falkirk Council area from 2014 onwards. The strategy was developed in line with outcomes and visions set out in the NTS2 and the SEStrans RTS. The vision is: *"To provide a transport network which allows people a reasonable choice of travel options as part of a safe, reliable, convenient, accessible and sustainable transport system."*

3.4.2. The main goal of the LTS is to promote walking, cycling, motorcycling and public transport in the Council area, whilst minimising journeys made by car where possible. The LTS outlines five objectives that are key to achieving this goal, namely the economy, community regeneration / social inclusion, the environment, safety and integration. The following sub-objectives are relevant in this instance:

- **Objective 1.1:** to promote and increase the use of sustainable forms of transport to the 8 strategic employment development sites (Falkirk Town centre is one of these sites).
- **Objective 1.2:** seeking to locate new developments in locations that minimise the number and lengths of car trips.
- **Objective 2.1:** promoting the provision of accessible transport options, particularly to disadvantaged, remote and socially deprived areas.

- **Objective 2.2:** maximising the opportunity to travel by alternative modes of transport to the car.
- **Objective 3.1:** encouraging more travel by foot, bicycle, motorcycle, bus and rail.
- **Objective 5.3:** ensuring easily accessible and up to date information is available to enable travel decisions based on a full knowledge of the travel options available.

3.4.3. Sustainable active travel is a core aspect of the LTS, with the Council aiming to provide better infrastructure and services that will enable people to travel using sustainable modes. The LTS sets out the following active and sustainable travel policies:

- **ASTP1** – The council will continue to promote and increase awareness of Active and Sustainable Transport.
- **ASTP3** – The Council will improve the pedestrian and cycling environment in heavily used areas and will ensure new developments and new traffic management and maintenance schemes encourage and enable access by foot and cycle.

3.5 FALKIRK GROWTH DEAL

3.5.1. The Falkirk Growth Deal was agreed between the UK Government, the Scottish Government and Falkirk Council in 2020. The deal will see up to £90 million invested into the Falkirk area over the next 10 years, aiming to:

- Boost investment
- Create new jobs
- Drive economic growth

3.5.2. The deal is structured to provide investment in infrastructure, transport, innovation, energy transitions and skills to drive inclusive and sustainable economic growth across the Council area. With Falkirk Council's commitment to regenerate its town centre, it is vital that the economic development potential of each of the sites is given due consideration.

3.6 CLIMATE EMERGENCY

3.6.1. Falkirk Council declared a Climate emergency in August 2019 where they agreed to *“push towards increasing our efforts to reduce carbon emissions to net zero by 2030 while making Grangemouth our first carbon neutral town”*.

3.6.2. The transport sector is currently Scotland's largest emitter of greenhouse gases, accounting for 37% of Scotland's total emissions, with cars being the major contributor at 40%¹. In the context of a climate emergency, this creates pressure on the transport sector to innovate to ensure low-carbon transport is accessible for all. With Falkirk Council's declaration of a climate emergency, an opportunity presents itself to approach the Falkirk Council HQ relocation from a perspective that prioritises active travel and public transport and reduces the need to travel unsustainably.

¹ National Transport Strategy 2 (NTS2) (2020)

3.7 POLICY ALIGNMENT

3.7.1. Table 3-1 provides a summary of the alignment of each site against the above noted policies.

Table 3-1 – Policy Alignment Summary

Policy	Cockburn Street / High Street Site	Existing Municipal Buildings Site
National Transport Strategy (NTS2)	<p>The town centre location is likely to increase the use of public transport, as a consequence of parking supply (+cost). This would support tackling climate change alongside increasing the footfall in the town centre area contributing to economic growth.</p> <p>The need to walk or cycle from public transport interchange such as the rail stations would increase health and wellbeing of staff offering a healthy travel choice.</p>	<p>The location and proposed on-site parking is unlikely to contribute towards modal shift and thus contribute to tackling climate change. The provision of significant electric vehicle charging infrastructure and charges for non-electric vehicles could combat this position.</p> <p>The footfall analysis suggests that routing from public transport would not see the town centre area entered, as the shortest most direct route does not require people to pass through the town centre and is therefore unlikely to support the town centre economic regeneration to the same extent as the Cockburn Street / High Street Site.</p> <p>The absence of parking restrictions and provision of parking is unlikely to lead to a modal shift from historic staff travel patterns and therefore unlikely to see significant uptake in walking and cycling to work, thus not supporting the improvement of health and wellbeing.</p>
SEStrans Regional Transport Strategy (RTS)	<p>The location would support other strategies, including that which see land use planning supporting the objectives for economic development in the town centre. Access to employment would be improved through close integration with multiple modes with private car use impacted through parking supply and cost implications, thus supporting an increase in sustainable modes. The location would specifically influence travel decisions and contribute positively to the objectives of the RTS.</p>	<p>The location remains fairly central but on the periphery of the town centre, and it is considered will not contribute as positively to localised footfall where it is needed. Parking will be available for staff and as such, it is unlikely that there would be any significant modal shift to support environmental sustainability.</p>
Falkirk Council Local Transport Strategy (LTS)	<p>The provision of limited on-site parking will enable Falkirk Council to promote and increase the use of sustainable travels modes in the area. This will also help to reduce the number and lengths of trips made by car.</p>	<p>The on-site parking available at the existing Municipal Buildings Site will likely see the travel mode share stay constant, with travel by car the most dominant mode.</p> <p>The site does not offer the same opportunity to promote sustainable travel</p>

Policy	Cockburn Street / High Street Site	Existing Municipal Buildings Site
	<p>The town centre location also provides good access links for active travel and public transport and will therefore maximise the opportunities to travel by these modes.</p>	<p>as the Cockburn Street / High Street Site, despite only marginal differences in public transport access points. The provision of parking on-site and its availability will do little to encourage sustainable mode choice and alignment with the LTS.</p>
<p>Falkirk Growth Deal</p>	<p>The Cockburn Street / High Street Site provides the opportunity to drive sustainable and inclusive economic growth within the town centre both through the repurposing of existing space, through changing the land use type, altering the profile of peoples travel choices and contributing positively to economic growth. This is likely to boost spending in the area through the increased presence within the town centre.</p>	<p>The location would see redevelopment on the periphery of the town centre and therefore contribute to some level to economic growth in the local area.</p> <p>As a consolidated office location, new jobs are likely to be focused during the construction of the proposed development. There may still be benefits for the town centre, as the proximity is reasonable to expect staff to walk into the town centre for convenience and / or sustenance.</p>
<p>Climate Emergency</p>	<p>Through the provision of very limited on-site parking, this will disincentivise car use and present public transport or park and stride as viable alternatives.</p>	<p>Without parking controls, or limiting provision, the opportunity for convenient car travel remains and therefore travel mode share is unlikely to change. This places greater emphasis on alternative initiatives that are unlikely to render the modal shift created by the Cockburn Street / High Street Site.</p>

4 DEVELOPMENT OPTIONS

4.1 INTRODUCTION

4.1.1. This chapter documents the development options that have been considered within this study based on information that is currently available.

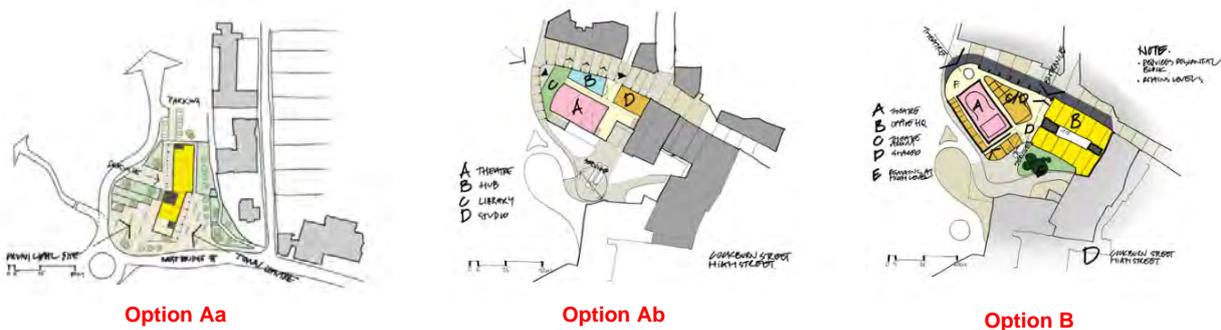
4.2 DEVELOPMENT OPTIONS

4.2.1. The development options considered are as follows:

- **Option Aa:** Council HQ located on the existing Municipal Buildings Site;
- **Option Ab:** Arts Centre with Theatre, and a library located on the Cockburn Street / High Street Site; and
- **Option B:** Council HQ, Arts Centre with Theatre, and a library located on the Cockburn Street / High Street Site.

4.2.2. A series of Development Concept Plans are presented within Figure 4-1.

Figure 4-1 - Development Option Concept Plans



Source: Michael Laird Architects

4.2.3. The development mix and associated gross floor areas (GFA) are provided within Table 4-1.

Table 4-1 – Development Option Gross Floor Areas

Land Use	Option Aa (m ²)	Option Ab (m ²)	Option B (m ²)
Library	0 m ²	1,354 m ²	827 m ²
Arts Centre (with Theatre)	0 m ²	5,512 m ²	5,059 m ²
Office	3,234 m ²	0 m ²	3,032 m ²

5 TRAVEL DEMAND ASSESSMENT

5.1 INTRODUCTION

- 5.1.1. This chapter seeks to document the demand for travel across all modes for each of the development options to understand the total trips predicted by mode and the time of trips and associated characteristics influenced by the site that each development option relates.
- 5.1.2. This chapter includes, details of the existing staff travel habits and those predicted for the development options, taking account of the locational characteristics and transport availability.

5.2 EXISTING STAFF TRAVEL HABITS

- 5.2.1. In 2015, Falkirk Council commissioned SiAS to develop a staff travel questionnaire to support the development of a Travel Plan for the new HQ, proposed at the Municipal Building site.
- 5.2.2. This information has been provided to WSP for review in the preparation of this report. The data has a number of limitations as follows:
- Whilst staff home postcodes were requested, these have not been made available to WSP for locational analysis; and
 - The survey does not disaggregate the responses to questions based on their main place of work, thus creating limitations in creating a future travel demand forecast utilising the dataset.
- 5.2.3. The data does however provide insight in relation to some pertinent aspects that are relevant for this study, and the following represents a summary from this survey:
- The arrival and departure profiles of staff suggest that there may be avoidance of travel congestion, with flexible start and finish times;
 - The predominant travel mode for Council staff at the time of the survey was the private car, with single car occupancy representing close to 80% of all trips to and from the workplace;
 - Staff highlighted that they would be unlikely to change their travel behaviour or travel mode should the HQ be located at the Municipal Site; and
 - The availability of parking at existing Council premises encourages staff to park at their workplace. Paid parking featured only for a small proportion of respondents.
- 5.2.4. A further survey was undertaken during 2020 and was provided to WSP for the purposes of this study. The questions and data improved significantly from that undertaken during the previous 2015 survey. The 2020 staff travel survey provides up to date insight of travel habits and views of Council staff, recognising the onset of the Covid-19 pandemic. A summary of the findings is as follows:
- A total of 797 staff took part in the travel survey;
 - The survey established that 73% of staff never worked from home prior to the Covid-19 pandemic;
 - 47% of staff highlighted that post Covid-19, they would not seek to work from home, with remaining respondents suggesting they would adopt hybrid working, with some 29% suggesting they would work from home 2-3 times per week;
 - The survey highlighted that 99% of staff live within 80 kilometres (50 miles) of their workplace, with 66% living less than 10 miles from their workplace;
 - 64% of staff highlighted that they arrived at work between 08:00 and 09:00, with 19% stating they typically arrived between 07:00 and 08:00 and 11% between 09:00 and 10:00;

- The 2020 survey highlights that prior to Covid-19 80% of staff travelled to work by car alone, emphasising that no modal shift has taken place between 2015 and 2020;
- Of the 365 respondents who travel less than 5 miles to their workplace, 77% travel by private car;
- Staff highlighted that the reason for travelling alone by car was due to the speed of the journey and the convenience and flexibility this offers. A small proportion of staff highlighted the need for a car as being essential, either for work purposes or health reasons. Lack of suitable alternatives also featured as a response;
- 89% of staff highlighted that when driving to work they parked within a work car park; and
- When asked what measures would change staff travel mode to walking, cycling or using public transport, the largest majority of answers fell within the 'not effective at all' category.

SUMMARY

- 5.2.5. The two staff travel surveys provide useful insight to historical travel habits and potential future travel habits. Those that would be responsive to change in travel mode represent the minority of respondents and the convenience and time effectiveness that private car travel offers appears to present a barrier to travel mode changes.
- 5.2.6. The availability of parking at the workplace was prominent with some 89% citing this is where they parked when driving to work.
- 5.2.7. The Covid-19 pandemic has been influential in the context of increasing the proportion of time staff work from home. This in itself, i.e. reducing the need to travel, will undoubtedly contribute positively in respect of the environmental impacts. Falkirk Council has identified that the majority of what it considers back office staff, (i.e. those who can undertake their daily job remotely), would continue to work remotely, with far greater flexibility offered across their workforce to work from home. This will have benefits through a reduction in the need to travel, benefiting traffic reduction and contributing towards carbon reduction.

5.3 LAND USE TYPES

- 5.3.1. Details of the proposed land use types has been made available by Falkirk Council. These have been documented within Table 4-1.

5.4 TRIP RATES

- 5.4.1. The nationally recognised and accepted method for predicting person trip movements for a development is to make use of trip generation databases, which provide trip rates per square metre based on similar developments.
- 5.4.2. TRICS version 7.7.3 has been utilised to derive the forecast trip generation for the development options. The TRICS database is the industry standard source of transport surveys and consists of many surveys of developments throughout the UK. In seeking to make best use of the TRICS database, a range of factors which influence travel demand are reviewed and filtered, such as locational characteristics, car ownership and population to ensure that the out-turn trip rates for the development options are reflective of similar developments across the UK.
- 5.4.3. This exercise has been undertaken with a specific focus on the locational characteristics of each site, reflective of the town centre versus edge of town centre locations of the two sites. This exercise has considered the AM and PM peak hours (08:00-09:00 and 17:00-18:00) together with the total daily trip rates.

5.4.4. The person trip rates for the development options is presented within Table 5-1, Table 5-2 and Table 5-3.

Table 5-1 - Option Aa - Person Trip Rates (Per 100m2 GFA)

Land Use	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Library	N/A	N/A	N/A	N/A	N/A	N/A
Arts Centre (with Theatre)	N/A	N/A	N/A	N/A	N/A	N/A
Office	3.464	0.429	3.893	0.349	3.215	3.564

Table 5-2 - Option Ab - Person Trip Rates (Per 100m2 GFA)

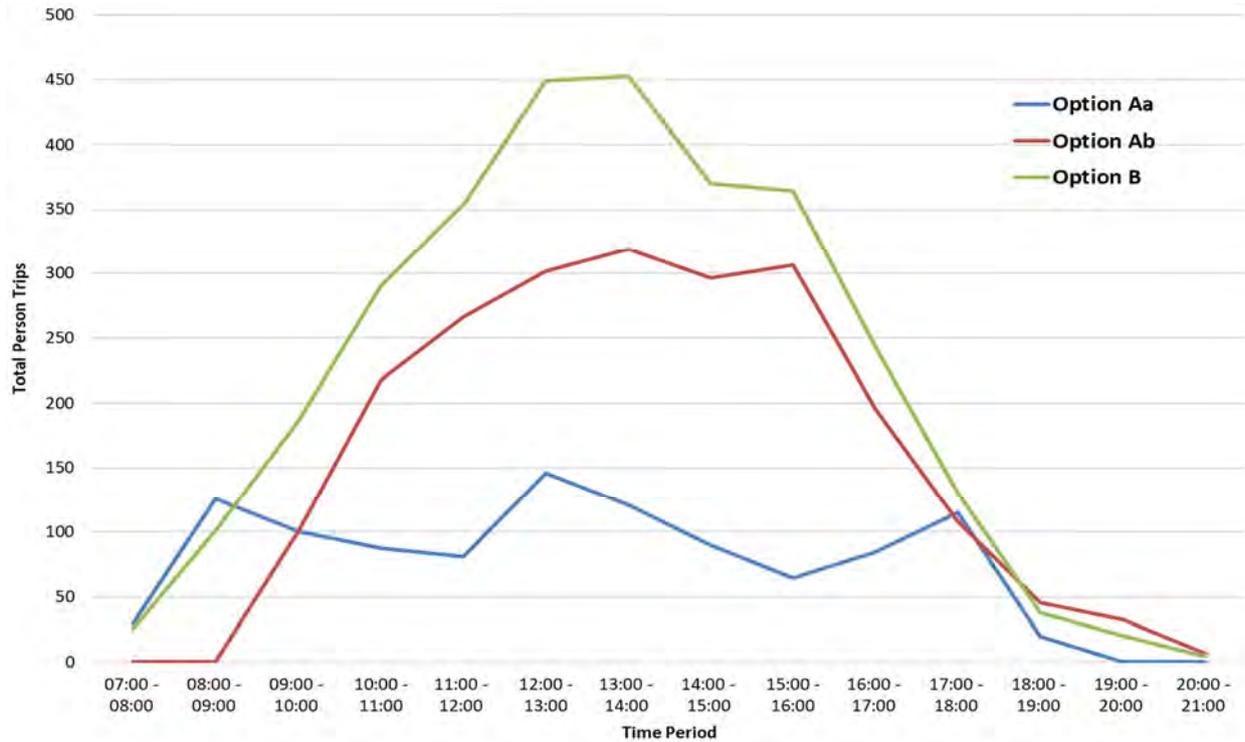
Land Use	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Library	0.000	0.000	0.000	1.312	1.917	3.229
Arts Centre (with Theatre)	0.000	0.000	0.000	0.107	1.066	1.173
Office	N/A	N/A	N/A	N/A	N/A	N/A

Table 5-3 - Option B - Person Trip Rates (Per 100m2 GFA)

Land Use	AM Peak Hour			PM Peak Hour		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Library	0.000	0.000	0.000	1.312	1.917	3.229
Arts Centre (with Theatre)	0.000	0.000	0.000	0.107	1.066	1.173
Office	2.708	0.632	3.340	0.102	1.365	1.467

5.4.5. Figure 5-1 compares the person trips across a typical day for edge of town versus town centre offices, utilising the trip rates obtained from the TRICS database for total arrivals and departures by half hour segment.

Figure 5-1 - Daily Person Trips



5.4.6. Figure 5-1 compares the total person trips across a typical day for each of the development options and shows that the period within the middle of the day would see Option B contribute to higher person trip movements.

5.5 TRIP GENERATION

5.5.1. Through the application of the trip rates to the development quantum’s considered within each development option, the forecast person trip generation can be derived. The person trip generation is presented within Table 5-4 and Table 5-5 and Table 5-6.

Table 5-4 - Option Aa - Person Trip Generation (Per 100m2 GFA)

Land Use	Scale (GFA)	AM Peak Hour			PM Peak Hour		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Library	0	N/A	N/A	N/A	N/A	N/A	N/A
Arts Centre (with Theatre)	0	N/A	N/A	N/A	N/A	N/A	N/A
Office	3,234	88	20	108	3	44	47

Table 5-5 - Option Ab - Person Trip Generation (Per 100m2 GFA)

Land Use	Scale (GFA)	AM Peak Hour			PM Peak Hour		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Library	1,354	0	0	0	18	26	44
Arts Centre (with Theatre)	5,512	0	0	0	6	59	65
Office	0	N/A	N/A	N/A	N/A	N/A	N/A

Table 5-6 - Option B - Person Trip Generation (Per 100m2 GFA)

Land Use	Scale (GFA)	AM Peak Hour			PM Peak Hour		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Library	827	0	0	0	11	16	27
Arts Centre (with Theatre)	5,059	0	0	0	5	54	59
Office	3,032	82	19	101	3	41	44

5.6 MODAL SPLIT

- 5.6.1. Analysis of the modal split for journeys to work in the Falkirk Council area has been undertaken to assess the travel demand across modes. 2011 census data for the Falkirk area has been used to aid a comparison with data obtained from 2015 and 2020 staff travel surveys used to inform the split and is presented in Table 5-7.

Table 5-7 – Modal Split Comparison

Mode	Falkirk Area Census Mode Share (%)	Staff Mode Share 2015 (%)	Staff Mode Share 2020 (%)
Train	5.7%	1.9%	2.2%
Bus, minibus or coach	6.1%	3.4%	2.8%
Taxi or minicab	0.5%	0.4%	0.3%
Driving a car or van	71.0%	84.6%	82.6%
Passenger in a car or van	7.4%	1.6%	1.8%
Motorcycle, scooter or moped	0.4%	0.1%	0.1%
Bicycle	1.1%	1.4%	3.5%
On foot	7.0%	5.9%	4.1%
Other	0.8%	0.8%	2.7%

Source: Table QS701SC - Method of travel to work / Falkirk Council Travel Plan Questionnaire (2015) / Falkirk Council Travel Survey (2020)

- 5.6.2. Census data indicates that the predominant travel mode in the Falkirk area is the private car, with 'Driving a car or van' representing 71% of all trips. This is lower than private car use observed for council staff through the staff surveys, where driving a car or van represents 84.6% and 82.6% between 2015 and 2020.
- 5.6.3. Bus represents a relatively small share of journeys to work for the Falkirk area and between 2015 and 2020, has seen its use decline for Council staff. Encouragingly, mode share for walking and cycling to work has increased marginally from 2015 for Council staff.
- 5.6.4. The staff travel surveys undertaken during 2015 and 2020 highlight that staff are unlikely to alter their travel mode unless the ability to travel by car was limited, through measures such as parking restrictions or removal of parking. It should be noted that Options Aa and B would see bus/coaches directly seeking to access the facility and therefore Upper Newmarket Street offers the opportunity for bus/coach access, however further consideration of such arrangements would be undertaken at the design stage.
- 5.6.5. Table 5-8 presents the total forecast trips by mode for a typical day, using the mode share obtained from the 2020 staff survey. This assumes that parking was freely available for each development option.

Table 5-8 – Multi-Modal Trip Generation (Daily)

Travel Mode	2020 Travel Survey (%)	Option Aa	Option Ab	Option B
Underground, metro, light rail or tram	0.0%	0	0	0
Train	2.2%	23	48	66
Bus, minibus or coach	2.8%	30	62	85
Taxi or minicab	0.3%	3	6	8
Driving a car or van	82.6%	880	1,815	2,501
Passenger in a car or van	1.8%	19	39	54
Motorcycle, scooter or moped	0.1%	1	3	4
Bicycle	3.5%	37	76	105
On foot	4.1%	44	90	124
Other	2.7%	29	59	81

5.7 SUMMARY

- 5.7.1. This chapter documents the demand for travel across all modes of travel for a total of three development options including:
- **Option Aa:** Council HQ located on the existing Municipal Buildings Site;
 - **Option Ab:** Arts Centre with Theatre, and a library located on the Cockburn Street / High Street Site; and
 - **Option B:** Council HQ, Arts Centre with Theatre, and a library located on the Cockburn Street / High Street Site.

- 5.7.2. Falkirk Council staff travel surveys have informed an understanding of the existing staff travel habits and behaviours. It must though be considered that Falkirk Council are moving towards a flexible/hybrid style of working, where staff will be offered greater flexibility to work from home post Covid-19 Pandemic which will offer benefits in reducing traffic levels within the town centre alongside the corresponding air quality benefits reduced traffic brings.
- 5.7.3. The following conclusions can be drawn as a result of this assessment:
- In respect of the staff travel mode share, private car use for journeys has decreased between 2015 and 2020, however this was shown to be above the Falkirk area wide levels;
 - Option B generates the highest person trips throughout a typical weekday; and
 - Option Aa generates the lowest person trips.

6 TRIP DISTRIBUTION & ASSIGNMENT

6.1 INTRODUCTION

6.1.1. This chapter documents the anticipated trip distribution of employees (i.e. what route staff will use to get to and from work) and outlines the forecast routing for vehicular traffic within Falkirk.

6.2 TRIP DISTRIBUTION

6.2.1. The 2020 staff travel survey has been utilised to inform the distribution of trips from employees, through the utilisation of staff postcode data. This data has been aggregated to electoral ward level and presented within Table 6-1.

Table 6-1 – Journey to Work - Falkirk Area Origins

Origin	Staff (%age)
Bo'ness and Blackness	3.6%
Bonnybridge and Larbert	14.7%
Carse, Kinnaird and Tryst	7.4%
Denny and Banknock	4.7%
Falkirk North	11.5%
Falkirk South	7.5%
Grangemouth	4.7%
Lower Braes	10.1%
Upper Braes	2.8%

6.2.2. Outside Falkirk, staff originate from a range of local authorities as presented within Table 6-2.

Table 6-2 – Journey to Work - Wider Scotland Origins

Origin	Staff (%age)
Midlothian	0.4%
City of Edinburgh	2.7%
North Lanarkshire	9.1%
Clackmannanshire	4.6%
Perth and Kinross	0.6%
Scottish Borders	0.1%
East Dunbartonshire	1.5%
East Lothian	0.1%
East Renfrewshire	0.4%
Fife	1.4%
Glasgow City	1.4%
South Lanarkshire	0.1%

Origin	Staff (%age)
Stirling	7.1%
West Lothian	3.4%

6.3 VEHICLE ROUTE ASSIGNMENT

- 6.3.1. On the basis of the trip origins for Council staff, a series of traffic routing options have been developed and informed through the use of Google journey time information. These route options focus on the arterial routes into Falkirk town centre and have been used to understand the potential traffic impact on these routes associated with both the Cockburn Street / High Street Site and the existing Municipal Buildings Site.
- 6.3.2. The percentage of vehicles anticipated to travel via each route is presented in Table 6-3, and this has underpinned a review of potential road network stress points as a result of the development options. The routes are illustrated within Figure 6-1.

Table 6-3 – Journey to Work Vehicle Routing

Route	Percentage
A803 Camelon Road	49.1%
Cow Wynd/Hodge Street	24.0%
Callendar Road/Hodge Street	18.0%
Grahams Road	5.7%
A904	3.2%
Total	100%