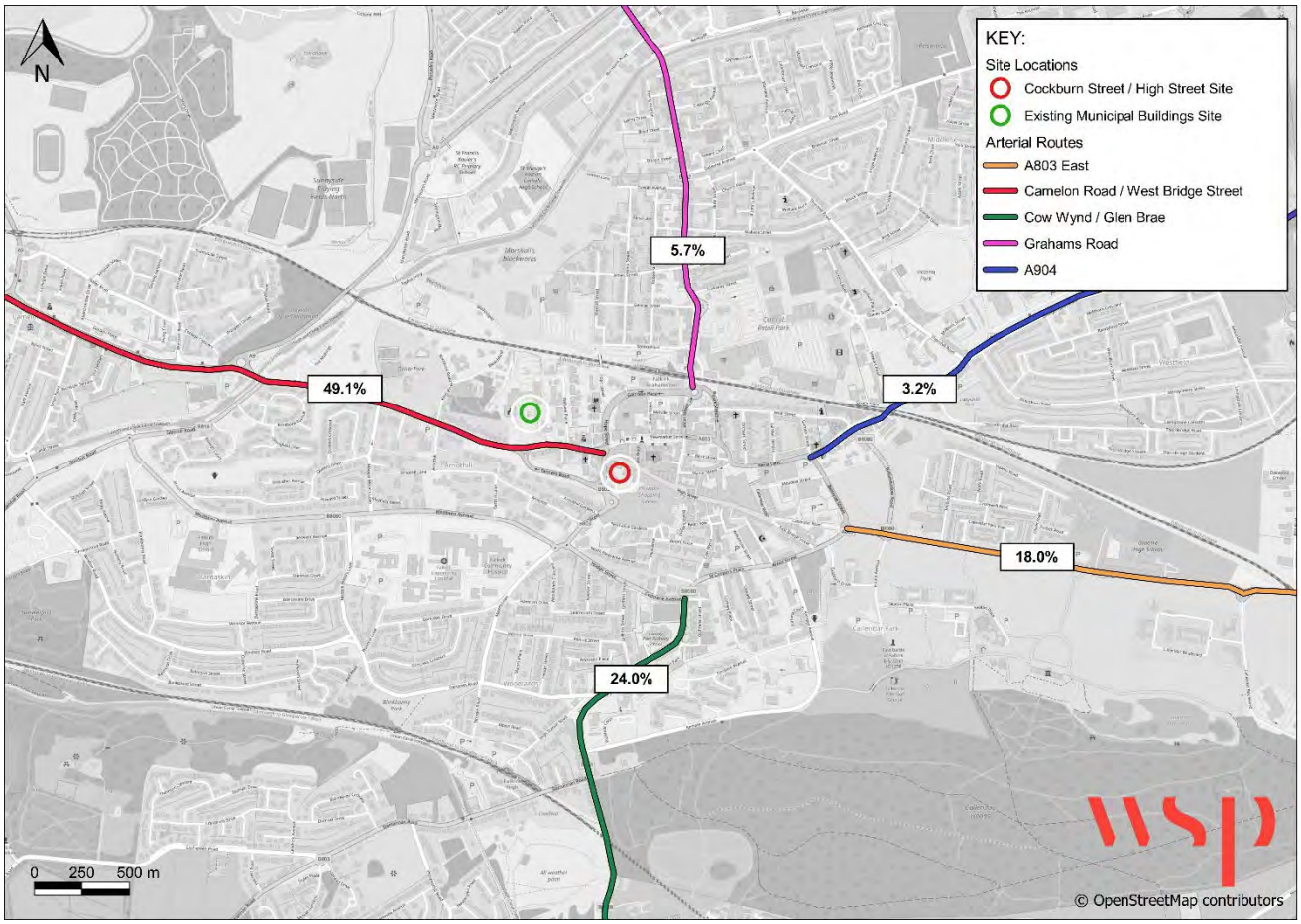
Figure 6-1 - Journey to Work Vehicle Routing



7 CAPACITY ANALYSIS

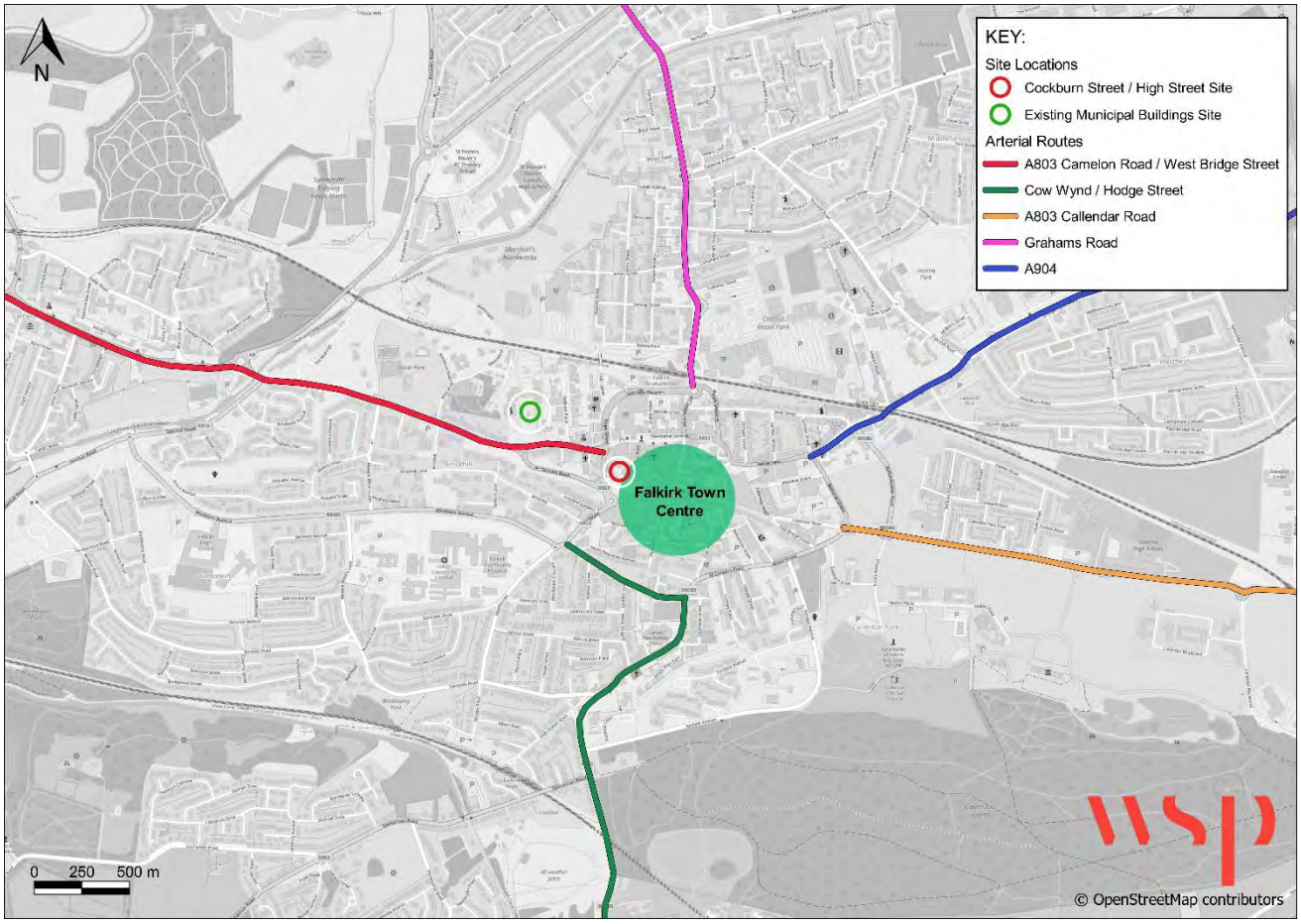
7.1 INTRODUCTION

7.1.1. This chapter seeks to assess and compare the impact of the development options on the local road network. This includes consideration of the trips forecast for each development option against the existing baseline traffic flows, as well as assessing the parking needs associated with each development option. Analysis has also been undertaken to indicate the likely impact of each development option on town centre footfall.

7.2 THRESHOLD ASSESSMENT

7.2.1. Traffic volume data held by WSP for the Falkirk area has been utilised to assess the impact of the forecast traffic demands on key arterial routes into Falkirk. This threshold assessment reviews the two-way link flow during 2020 as a baseline and provides the forecast increase in percentage terms for each development option. The location of these arterial routes is presented in Figure 7-1.

Figure 7-1 – Threshold Assessment Links



7.2.2. Table 7-1 documents the threshold impact during the AM and PM peak hours across the key arterial routes.

Table 7-1 – Link Threshold Assessment

Arterial Route	Two Way Link Flow (2020)		Option Aa Threshold Impact		Option Ab Threshold Impact		Option B Threshold Impact	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
A803 Camelon Road	799	1117	4.7%	3.4%	0.0%	3.4%	4.4%	4.1%
Cow Wynd/Hodge Street	705	855	2.6%	2.2%	0.0%	2.2%	2.4%	2.6%
Callendar Road/Hodge Street	908	952	1.5%	1.4%	0.0%	1.5%	1.4%	1.7%
Grahams Road	289	370	1.5%	1.2%	0.0%	1.2%	1.4%	1.4%
A904	1648	1890	0.1%	0.1%	0.0%	0.1%	0.1%	0.2%

7.2.3. The results of the threshold assessment highlight that of the three development options, traffic increases are not forecast to exceed the industry trigger for detail assessment and intervention within a congested network of 5% of 2020 base traffic levels. It should be noted that the 2020 survey data was collected when travel restrictions were lifted

7.3 PARKING ASSESSMENT

7.3.1. The parking provision necessary to meet Falkirk Council parking standards has been provided by the Council and is presented in Table 7-2. The provision required is based on 1 parking bay per 30m^2, with 5% of bays allocated for disabled parking.

Table 7-2 – Parking Requirements

Development Option	Standard Bay	Disabled
Option Aa	102	5
Option Ab	217	11
Option B	282	15

7.3.2. Table 7-2 indicates that a significant number of parking spaces are required to meet Council standards, which is reflective of the scale of each development option. increases depending on the total scale of each development option.

7.3.3. Whilst a total of three development options have been considered, only Option Aa would host on-site parking as it rests on the existing Municipal Buildings Site.

7.3.4. Evidence obtained through the Council staff travel survey indicates a strong reliance on car for journeys to work by Council staff, with reasons for travel choice suggesting that a proportion of those who drive to work do so as a necessity, and the majority of staff park in a workplace carpark. Beyond those staff who travel by car through necessity, there is an opportunity for a shift in travel habits through reducing the convenience of parking. Those development options which rest on the

Cockburn Street / High Street Site offer that opportunity, with the central location, high levels of connectivity for walking, cycling and public transport and importantly no designated parking for staff.

7.3.5. Reflecting the requirement for staff to park off-site for those development options on the Cockburn Street / High Street Site, the availability and capacity of alternative parking locations has been assessed. Car park survey results from 2019 have been provided by Falkirk Council at 28 off-street car parks across the town centre area. This programme included survey activity on a Friday and Saturday between 08:00–18:00, documenting occupancy in 30-minutes intervals and included public and privately operated car parks.

7.3.6. The data revealed:

- The peripheral Council-operated car parks at Meeks Road, West Bridge Street and Kemper Avenue are not heavily used. More trips stay longer at these sites;
- The centrally-located Council-operated car parks at Melville Street, Weir Street and Williamson Street achieve levels of occupancy comparable to the large privately-operated car parks at 70–90%, with occupancy generally higher across these sites on the Saturday compared to the Friday; and
- An occupancy of more than 95% was achieved in Central Retail Park on the Saturday. Over more than half the survey day, the occupancy was more than 80%.

7.3.7. A snapshot of the data analysis undertaken for the Friday survey is shown in Table 7-3.

Table 7-3 – Summary of 2019 car park surveys - Friday

Car park	No. of Spaces	No. of Parking Instances	Peak Occupancy (%)	Percentage of survey day when Occupancy ≥ 80%
Meeks Road	302	255	38.7%	0%
Garrison Place (West)	109	115	40.4%	0%
Garrison Place (East)	19	148	94.7%	45%
Melville Street	76	304	77.6%	0%
Weir Street	26	84	73.1%	0%
Williamson Street	102	427	69.6%	0%
Kemper Avenue	199	40	10.1%	0%
West Bridge Street	161	117	28.0%	0%
All eight Council Pay and Display	994	1,490	39.5%	0%
Callendar Square Car Park	400	893	56.3%	0%
Howgate Centre car park	580	1,327	68.6%	0%
Central Retail Park	2,500	11,077	90.1%	20%
Asda car park	284	1,169	89.8%	45%
B&M store car park	149	1,146	76.0%	0%

7.3.8. The surveys also included surveys of private staff car parks in Falkirk. In particular, the existing Municipal Buildings staff car park was found to have a peak occupancy of 73%, with an average stay time of 5.3hrs on the surveyed Friday. The Municipal Buildings public car park (West Bridge Street), however, has a low peak occupancy of only 28% during the surveyed Friday, with an average stay time of 2.5hrs, and a total of 151 spaces.

7.3.9. The Falkirk Council draft Town Centre Parking Strategy identified the West Bridge Street car park as a potential location where reducing the costs and relaxing the restrictions could increase its use. It was recommended that West Bridge Street car park adopts parking charges only applying between 08:45–12:45, so being sufficient to discourage all-day commuter parking but going beyond the current Free After 3 scheme to encourage and support afternoon visits and use of this car park for them. Details from the Council staff survey indicates that very few staff currently make use of paid parking.

7.4 FOOTFALL ANALYSIS

7.4.1. Utilising the routes defined within chapter 2, an analysis of the potential commuter footfall generation has been undertaken comparing each of the development options. This has encompassed the following calculative steps:

- Establish the peak period 07:00-10:00 and 15:00-18:00 (i.e. that period representing the commuter arrival and departure profile from the staff travel surveys) person trips associated with each development option informed from the travel demand assessment documented within chapter 5;
- Apply the existing (pre-Covid-19) travel mode share obtained through the staff travel survey (2020), to ascertain the forecast trips by each mode;
- Establish which routes of those defined within chapter 2 represent the shortest, quickest travel and those which would travel through the town centre;
- Identify the total person trips likely to travel on each route, while taking into consideration route convenience, travel time and route condition, and apply the total person trips as these relate to each travel mode; and
- Calculate the total footfall associated with town centre routes.

7.4.2. Of the 14 routes identified within chapter 2, a total of five are considered to pass within the town centre. These include 1B, 1R, 1P, 2P and 3P. It should be noted that those development options which are proposed for the existing Municipal Buildings Site will accommodate parking for staff and so no commuter footfall has been accounted for from off-site car parks and has therefore solely focused on the predicted mode share from bus and rail.

7.4.3. The results of the analysis are presented within Table 7-4.

Table 7-4 – Footfall Results

Comparison	Peak Period Trips		Town Centre Footfall	
	07:00-10:00	15:00-18:00	07:00-10:00	15:00-18:00
Option Aa	256	264	0	0
Option Ab	101	610	88	535
Option B	313	738	274	646

7.4.4. The high footfall associated with commuting trips for Options Ab and B reflects parking displacement associated with both development options being proposed on the Cockburn Street / High Street Site, which would see staff having to walk from off-site parking and therefore pass through the town centre on foot.

7.4.5. The routes to the existing Municipal Buildings Site, including 3B, 4B, 2R and 4R, do not enter the town centre and therefore commuter trips assigned to these routes have not featured within the analysis. Undoubtedly, there will be instances where staff may wish to deviate from their journey and therefore some town centre footfall during the commuter periods associated with development Option Aa is likely.

8 SUPPORTING SUSTAINABILITY

8.1 INTRODUCTION

8.1.1. This chapter discusses the measures required to support sustainability related to each of the development options and their corresponding site locations. The measures outlined have been developed with consideration being given to the differing nature of both the Cockburn Street / High Street Site and the existing Municipal Buildings Site in terms of proximity to the town centre and car parking facilities.

8.2 PRIORITISING SUSTAINABILITY

8.2.1. While Falkirk Council has expressed concerns with regards to the environmental impacts of the potential traffic increase associated with a town centre site, significant importance has also been placed on the availability, convenience and cost of parking. The two site locations differ in terms of parking provision, and this is likely to have a knock-on impact on staff travel habits and therefore the sustainability benefits of each site.

8.2.2. According to the Falkirk Council staff travel survey, existing staff travel patterns indicate a strong reliance on car for journeys to work, with reasons for travel choice suggesting that a significant proportion of those who drive to work do so as a necessity. Survey data also indicates that if development options were progressed on the existing Municipal Buildings Site, then staff travel patterns and mode choice would remain similar to the levels currently observed. This would directly impact traffic levels on routes to this site, as illustrated in chapter 7. It can therefore be concluded that development options on the existing Municipal Buildings Site would not contribute towards improving the sustainability of staff travel and is unlikely to contribute to meeting local, regional or indeed national policy objectives without significant incentivised measures to encourage sustainable travel.

In contrast, development options on the Cockburn Street / High Street Site would result in little / no on-site parking provision for council staff. It is anticipated that as a result of this, staff car parking will be off-site, and likely spread across a number of car parking locations. Upper Newmarket Street can be used for buses/coaches for Arts Centre events with parking available at Meeks Road, further consideration of arrangements for buses/coaches will be undertaken at design stage. Footfall between the available parking locations and the town centre site would therefore be expected to increase, with associated economic benefits, and support modal shift of Council employees.

8.2.3. A growing evidence base indicates that the location of a workplace contributes to mode choice, and a change to this can therefore result in a modal shift in favour of sustainable transport modes. One particular case study carried out in Trondheim, Norway found that a relocation in 2015 of an office workplace from the suburbs into the city centre resulted in the mode share of walking and cycling more than doubling.[2]

[2] 'Location, location, relocation: how the relocation of offices from suburbs to the inner city impacts commuting on foot and by bike' (2019) Pritchard and Froyen, European Transport Research Review

8.2.4. The relocation of the WSP Glasgow office is also a good example of modal shift as a result of change in location. Prior to its move into Glasgow city centre in 2015, the WSP Glasgow office was located on the south side of Glasgow, outside the city centre. A 2011 staff travel survey carried out by WSP found that 67% of journeys to work were single occupancy car journeys, compared to a 2019 staff travel survey for the city centre location where rail is now the most popular mode choice.

8.2.5. This highlights that a relocation into the city or town centre resulted in a change in travel behaviour, with a move to more sustainable travel habits.

9 MULTI-CRITERIA ASSESSMENT

9.1 INTRODUCTION

9.1.1. This study has documented evidence drawn from a range of sources examining each of the development options and their respective sites (i.e. Cockburn Street / High Street Site and the existing Municipal Buildings Site) in the context of the following criteria:

- Access on foot;
- Access by bus;
- Access by rail;
- Access by private car;
- Policy alignment;
- Parking availability; and
- Town centre footfall.

9.1.2. The analysis has provided a sufficient basis on which conclusions can be drawn, and this chapter therefore seeks to utilise a Multi-Criteria Assessment Tool (MCAT), as a means to quantify each Site against the criteria identified. This has been considered on a Site basis as the development options do not directly relate to the majority of accessibility criteria.

9.2 MCAT SCORING

9.2.1. Scoring has been undertaken on the basis of a 5 point scale. Table 9-1 presents the scoring and associated definitions as it would relate to each criteria.

Table 9-1 – Scoring Scale

Definitions	Score
High level / quality of provision / alignment, no mitigative	5
Moderate level / quality of provision / alignment, no mitigative	4
Low level/quality of provision / alignment, no mitigative	3
Acceptable level / quality of provision / alignment, minor	2
Poor level / quality of provision / alignment, moderate mitigative	1

9.2.2. It should be noted that no weightings have been applied to the criteria, however WSP has included reference against each score to support and justify, alongside recommendations.

9.3 MCAT RESULTS

9.3.1. The MCAT results for the Cockburn Street / High Street Site are presented within Table 9-2.

Table 9-2 – MCAT Results (Cockburn Street / High Street Site)

Criteria	Score	Rationale	Reference
Access on foot	4	Access on foot across a variety of connecting routes is considered to be good with crossings and lighting available.	See Chapter 2
Access by bus	4	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.	See Chapter 2
Access by rail	4	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.	See Chapter 2
Access by private car	5	The vehicular trip generation associated with development options for this site is forecast to represent a low proportion of existing traffic levels and unlikely to represent a perceivable change. The road network is considered to operate efficiently, and the location of the Cockburn Street / High Street Site is likely to influence travel choice, thus demonstrating potential to reduce private car use.	See Chapter 2 and Chapter 7
Policy alignment	5	Providing only essential on-site parking and being centrally located contributes positively to all key policy objectives considered, including the National Transport Strategy, Regional Transport Strategy and Local Transport Strategy.	See Chapter 2
Parking availability	3	Whilst on-site parking is likely to be essential spaces only, the parking supply in the town centre is high. The cost impact has not featured in quantification, however there are multiple Council owned car parks within close proximity.	See Chapter 7
Town centre footfall	5	The town centre footfall associated with the Cockburn Street / High Street Site likely to be high, due to the combination of commuting and leisure footfall.	See Chapter 7

Criteria	Score	Rationale	Reference
Modal Shift	5	Constrained parking on-site would introduce a need for staff to consider alternative parking locations and / or travel modes.	See Chapter 5
Total	**35**		

9.3.2. The MCAT results for existing Municipal Buildings Site are presented within Table 9-3.

Table 9-3 – MCAT Results (Existing Municipal Buildings Site)

Criteria	Score	Rationale	Reference
Access on foot	4	Access on foot across a variety of connecting routes is considered to be good with crossings and lighting available.	See Chapter 2
Access by bus	2	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.	See Chapter 2
Access by rail	4	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.	See Chapter 2
Access by private car	5	The associated vehicular trip generation associated with the development options on this site is forecast to represent a low proportion of existing traffic levels and unlikely to represent a perceivable change.	See Chapter 2 and Chapter 7
Policy alignment	2	The location and proposed on-site parking supply 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.	See Chapter 2
Parking availability	5	On-site standard parking provision proposed.	See Chapter 7
Town centre footfall	0	It is likely that the proximity of the existing Municipal Buildings Site could still offer increased footfall for the town centre for subsidence and convenience shopping.	See Chapter 7
Modal Shift	2	Without limits on parking, or intervention on the basis of the historic staff travel surveys, the evidence suggests that with on-site parking provision, few staff would alter their travel habits.	See Chapter 5
Total	**24**		

9.3.3. The out-turn scoring has been informed through the analysis of the existing baseline, forecast travel demands and policy compliance review. The scoring seeks only to provide an additional tier of validation across criteria that are considered to represent critical success factors in the context of transport and development planning. This scoring, whilst informed by evidence remains qualitative and should be interpreted as such.

9.3.4. The results highlight that the key differentiators are parking supply, policy alignment and town centre footfall. The Cockburn Street / High Street Site would contribute to Falkirk Council's objectives relating to the town centre and this study has demonstrated the ability of the Cockburn Street / High Street Site to accord and contribute positively in each of the criteria considered.

10 CONCLUSIONS

10.1 SUMMARY

10.1.1. Falkirk Council has committed to a programme to regenerate its town centres in the face of increasing pressures being experienced through economic decline and changing retail patterns. This commitment to invest in town centres reflects concerns over the drop in footfall and increasing town centre vacancy rates, which Falkirk Council's *Town centre Health Check* report (2019) demonstrated are proportionately higher in Falkirk, Grangemouth and Bo'ness.

10.1.2. As part of the vision for the town centre, Falkirk Council are seeking to relocate their headquarters (HQ) into a multipurpose building on the Cockburn Street / High Street site, which would also accommodate an Arts Centre. An appraisal of various options for the HQ site has been undertaken previously and formed the basis of Item 7 of a Committee Report ahead of a 23 June 2021 Committee Meeting. The principle of the central location for the HQ is that it would increase footfall within the town centre, and aid in the repurposing of existing redundant retail space.

10.1.3. Elected members have expressed a range of concerns with the proposed HQ relocation to Cockburn Street / High Street, including:

- The environmental impacts associated with increased traffic centrally within the town centre, principally the air quality impacts; and
- The availability, convenience and cost of parking.

10.1.4. As a consequence of these concerns, elected members have sought an amendment to split the proposed elements of the new building, that would see the Office HQ located on the site of the existing Municipal Buildings north of West Bridge Street, with only the Arts Centre located centrally on the Cockburn Street / High Street site.

10.1.5. This study has been commissioned by Falkirk Council as a means of providing an independent, evidence based review comparing the following sites:

- Existing Municipal Buildings site; and
- Cockburn Street / High Street Site.

10.1.6. WSP have sought to focus on the accessibility of each site as this relates to the opportunity for travel afforded by each site's location recognising constraints such as parking supply. This study firmly aligns with the travel mode hierarchy and Scotland's National Transport Strategy and seeks to utilise empirical data to inform forecasts of travel mode and footfall for each site as it relates to Falkirk's vision to revitalise its town centre. Consideration has also been given to the existing and anticipated travel habits of council staff through a travel demand assessment.

10.1.7. To respond to elected members concerns relating to parking and air quality, the study has also included a travel capacity analysis to assess the existing local network capacity in terms of both arterial routes into the town centre and in relation to town centre car parking. Consideration has also been given to the relative sustainability of each site in terms of likely staff travel habits and how each development option would influence these.

10.2 CONCLUSION

10.2.1. The study has highlighted the locational difference of the two sites, with the Cockburn Street / High Street Site sitting within the town centre, and the existing Municipal Buildings Site being located west of the town centre. This locational difference is predicted to result in differing staff travel habits, with resultant impacts on car parking and sustainability.

10.2.2. The core study outcomes are as follows:

- The predominant travel mode for Council staff is the private car, with single car occupancy representing around 80% of all trips to and from the workplace;
- The central location of either HQ site, recognising the potential for staff to be some distance from their place of residence, highlights the need for parking to be available, to which the town centre hosts sufficient parking currently;
- Without intervention, active and sustainable transport modes are anticipated to have a relatively low mode share for journeys particularly for development options on the existing Municipal Buildings Site;
- Survey data indicates that if development options on the existing Municipal Buildings Site were progressed, staff travel patterns and mode choice would remain similar to the levels currently observed;
- The town centre location of the Cockburn Street / High Street Site is likely to result in significantly higher increase in town centre commuter footfall compared to development options on the existing Municipal Buildings Site; and
- Scoring of each site against the 8 criteria developed by WSP results in the Cockburn Street / High Street Site being the preferred option, due to its potential to induce modal shift while aligning with local, regional and national policy, and driving an increase in town centre footfall.

10.3 RECOMENDATIONS

- The town centre as a location for the proposed HQ offers the opportunity to increase town centre footfall by nature of its location, supported by evidence within this report that highlights the travel demand profile for town centre located offices;
- A car free development is likely to be possible due to the abundance of alternative travel modes and also wider parking opportunities within Falkirk. As a result of not providing free and convenient parking, case studies presented within this report suggest modal shift, by way of reducing the use of the private car for commuting is possible.
- Greater emphasis on the Council Travel Hierarchy would support and emphasise the need to avoid private car travel; and
- A further staff survey should be undertaken once the HQ is operational to inform the success in terms of town centre footfall and limiting the Councils carbon footprint through reducing the need to travel by private car.

110 Queen Street
Glasgow
G1 3BX

wsp.com

Appendix 5

Arts Centre Stakeholder Engagement Information

1. Introduction

Following the meeting of Falkirk Council on 23 June, a number of workstreams were planned and implemented to address questions and concerns raised at the meeting. These workstreams included a survey of key stakeholders. The purpose of this paper is to outline details of the consultation, its initial outcomes and information on the planned steps for fuller engagement as the project progresses.

2. Survey

2.1 The survey was undertaken on behalf of the Council by Falkirk Community Trust and it was designed to

- test the vision and need for the arts centre and library with FTH Theatre and library customers, Falkirk Art Network, other FTH lessees, Falkirk Youth Theatre and town centre businesses;
- to seek respondents' views on whether the location in the town centre was important;
- to ascertain their interest in taking part in future engagement activities including focus groups.

2.2 A copy of the survey and questions is included at the end of this paper.

2.3 The context for the survey was explained including the need to demonstrate support and demand from the community for the new facility and the vision of what it might be. At this stage, it was emphasised that it was only a preliminary consultation and there would be opportunities for further involvement once a decision was reached on the location of the new facility.

2.4 The questionnaire was issued electronically to a number of databases and the survey ran from 23 July-20 August.

3. Outcomes

3.1 The majority of respondents were from in and around the Falkirk Council area and live within a 30 minute drivetime of FTH; 74% were aged 45+ and 68% were female. Respondents to the consultation are older in profile than the population overall and this may be because the mailing lists for distribution have more older people on them. A response of 878 was achieved.

3.2 The findings were as follows:

- 80% supported the development of the facility with a further 11% stating they did not know (only 9% did not support the development);
- 86% of those in favour stated they would use the new facility;
- Respondents were asked to give reasons for their responses in support (or not) of the new facility. The main reasons expressed for supporting the development of the new facility were that existing facilities are tired and in need of updating, there needs to be new and extended facilities for the expanding population of the town, the town centre needs to be revitalised and that there needs to be accessible and inclusive facilities for all. Those who were in favour felt that this new facility would give the town a much-needed boost.
- Those who were not supportive gave the following reasons: there are existing facilities that could be refreshed; the money could be better spent elsewhere and that the town centre could be difficult for some to access.

4. **Next Steps**

4.1 The next phase of stakeholder engagement will be more in-depth and will consist of two strands: design development and programme approach which will run in parallel with the building design work and refining the business case. The first strand will focus on local people which will include those from Phase 1 who have an expressed interest in being further involved plus local artists (performers, writers, musicians, etc.), Forth Valley Sensory Centre, disability advisors, town centre businesses and town centre residents.

4.2 The second strand will also focus on design development and programme approach but seeking input from national bodies including Creative Scotland, Federation of Scottish Theatre, Scottish Libraries Information Council, Theatres Trust; touring theatre companies and regular promoters.

4.3 It is anticipated that this phase will run from October 2021-March 2022.

4.4 There are other interest groups that need to be kept informed of progress through effective and regular communications; these include (but are not limited to Young people (through schools and youth organisations), potential users and potential audiences as well as regular updates to local media. These groups need to be segmented to ensure that the messages are clear, concise and engaging and the right tools identified and set up to convey these messages (social media, Trust and Council websites, media releases). It is anticipated that some of these interest groups will become more engaged and so take a more active role in future rounds of stakeholder engagement.

4.5 Although the Trust was unsuccessful in securing Culture Collective funding from Creative Scotland earlier this year and are still waiting for news of whether the bid to the UK Community Renewal Fund has been successful – both for programmes designed to expand stakeholder engagement through more in-depth and creative engagement programmes, work will continue to explore funding opportunities to enable this work to happen.

4.6 The ongoing stakeholder engagement work will take cogniscance of the Council's Principles for Community Engagement and working closely with the Community Engagement team:

- **Inclusion** We will identify and involve the people and organisations who are affected by, or interested in, the focus of the engagement.
- **Support** We will identify and seek to overcome any barriers to participation in community engagement.
- **Planning Engagement** activities will be well planned and have a clear purpose
- **Methods** We will use methods of engagement that are fit for purpose..
- **Working Together** We will work together with individuals, communities and organisations.
- **Communication** We will communicate clearly and regularly with the people, organisations and communities who want to take part in the engagement.

Initial Arts Centre and Library Consultation Survey (July/August 2021)

On behalf of Falkirk Council, Falkirk Community Trust is seeking your views on the proposal to develop a new Arts Centre and Library in Falkirk town centre. I would be grateful if you could take the time to complete a short questionnaire to let us know what you think.

Falkirk Council, Falkirk Community Trust (FCT), and our community are working towards a new, ambitious venue for culture, creativity, participation and enjoyment at the heart of Falkirk's town centre regeneration plans. On behalf of Falkirk Council, the Trust is conducting a preliminary consultation exercise with key stakeholders.
Our aspiration is to ensure this visually attractive and inspiring new space, located in the town centre, meets the needs of local people and visitors, the vibrant voluntary and independent arts sector, and professional touring companies. It will also add value to the town centre's daytime and evening economies. We describe it as a new and distinct cultural offer for the area, not just bricks and mortar but a living, breathing gathering place that welcomes in, and reaches out to, people across the area.
It is envisaged that this new facility will combine a 550-seat theatre, with studio spaces, a modern library, café-bar and creative and learning rooms.

Where we are now?
Falkirk Council needs to be certain that there is support and demand from the community for our shared vision. At this stage this is only a preliminary consultation and we are asking that you consider the vision and share your thoughts and indicate whether you would like to be involved in future phases of engagement including design and programme development.
As we embark on this journey we look to work with the community to ensure that you can contribute to its identity and feel, how the spaces within the new facility might be used and what the programme might include. So, we will, if you are willing, call for your input during this process.

Our Vision
Our vision is that this will not be a like-for-like replacement for FTH and Falkirk Library but will be new and distinct cultural offer which contributes to the cultural regeneration of Falkirk's town centre and the wider area.
It will be at the heart of the area's cultural landscape; it will support, connect and develop powerful ideas and stories; it will be relevant to and respectful of the area's character and will enhance the lives of the communities of, and visitors to, the Falkirk Council area.
There will be exciting and stimulating opportunities for writers, artists and performers to collaborate which in turn will make for high quality and appealing content for audiences. Collectively, we will explore new approaches, nurture creative partnerships and develop skills and resources that ensure Falkirk continues to be a creative place.
We are a confident and creative community which celebrates our heritage and embraces the possibilities that the future holds.

The closing date for submissions is **20 August 2021**

How will your responses be used? The results of the survey will help inform a report to the full Council meeting on 29 September 2021 following a request for further information from elected members. Papers will be available on the Council website from 22 September 2021.

What Do We Want to Know?

1. Do you support the creation of a new Arts Centre and Library in the town centre as outlined above?

    a. yes?
    b. No
    c. Don’t know
2. Please tell us why?
3. Would you/your family be likely to use this new facility?
    a. Yes
    b. No
    c. Don’t know
4. Please share any further thoughts or comments you have on this new proposed facility?
5. How old are you?
    a. 16-24
    b. 25-34
    c. 35-44
    d. 45-54
    e. 55-64
    f. 65-74
    g. 75+
    h. Prefer not to answer
6. How would you describe your gender
    a. Female
    b. Male
    c. Prefer to self-describe (please self describe)
7. What is your postcode? (this will be used for analysis purposes and not used to contact you)
8. Would you like to be involved in the further development of the Arts Centre and Library? (for example, taking part in future focus groups and advocacy)?
    a. Yes
    b. No

    If yes, please leave your contact details. Your contact details will only be used for this purpose.

    Name

    Telephone

    Email

Appendix 6

Net Zero Carbon Review of Options A & B (versus Existing for Municipal Buildings Complex)

			DET		Embodied Carbon Target		25 Year Operational Emissions (t.CO2)	Total Emissions (t.CO2)	Operational Emissions as % of Total	25 year operational and emissions offset cost (£) [5]	
	Use	Area	kWh/m2.annum	kWh/annum	kg.CO2/m2	t.CO2					
Option B (single blg at Cockburn St)	HQ/Lib/Shared Accom	5,682	94	534,108	600	3,409					
	Theatre and Arts	3,236	94	304,184	600	1,942					
	Total	8,918	94	838,292	600	**5,351**	**1,906**	**7,257**	**26%**	**£3,388,816**	Option B
Option A (HQ at Muni site & Arts Centre/etc at Cockburn St	HQ	3,234	94	303,996	600	1,940					Option A a)
	Lib/Shared	1,354	94	127,276	600	812					Option A b)
	Theatre and Arts	5,497	94	516,718	600	3,298					
	Total	10,085	94	947,990	600	**6,051**	**2,156**	**8,207**	**26%**	**£3,832,272**	Option A Total

	Assumes / Notes	
1	DET is as propsed from previous modelling being a NZPSB Standard compliant project with a DET<100kWh/m2	
2	DET is the same metric regardless of area difference in schemes - some sensitivity on differential is likely prudent	
3	DET is 'use; i.e. assumes all electric and at mains meter (allowing for heat pump heating efficiency)	6,851
4	Embodied carbon target is simplified as a set area metric for both options	
5	See 'Forecasting' tab for 25 year emissions and opex costs	

Actual Municipal Complex Information for 2019/20

	Use	Area	kWh/m2.annum	kWh/m2.annum			25 Year Operational Emissions (t.CO2)			
Status Quo	Muni Blgs & Chambers	7548	288	2,830,115			14,875			
	Town Hall	2279								
	Total Status Quo	9827	288	2,830,115			14,875			

Falkirk Council HQ and Arts Centre Project – Comparison of Options against Net Zero Public Sector Building Standard

The Standard

The Scottish Government's Net Zero Public Sector Buildings Standard ("the Standard") is designed to support public bodies to articulate ambitious, but achievable energy, carbon, comfort and other environmental targets for their construction projects. To achieve the Standard, Participants need to set and commit to ambitious targets across three core areas:

- Place (creating the right buildings in the right places)
- Carbon (minimising carbon emissions across the entire building lifecycle)
- Environment (creating high quality internal environments and maximising improvements to the wider environment)

The options

Falkirk Council is considering two possible arrangements for a new Head Quarters Office and Arts Centre (including theatre, library and hub), namely:

1. Locate a combined HQ and Arts Centre at a single site (the Cockburn/High St Site)
2. Separate the HQ and Arts Centre at two sites, with the HQ at the existing municipal buildings site, and the Arts Centre at the Cockburn/High St Site

Current estimates of the size and cost of each arrangement are provided as follows:

Aspect	Option 1 - Cockburn/High St Combined	Option 2 - HQ & AC Split
Combined Floor Area	8,918 m²	10,085 m²
Estimated Cost *	£45,433k	£59,788k

**Estimates based on 'Fabric First' approach and taking account of funding to include Investment Zone, Place Principle Investment Funds and Municipal Building Sale Receipt*

Comparison of options against the Standard

<table>
<tr><th>Aspect</th><th>Summary</th></tr>
<tr><td>Place</td><td>Several stages of place-based assessment have been undertaken as part of the Project development to include a detailed Regeneration Options Appraisal. The conclusions can be summarised as follows:

• The existing town centre suffers from a dissipation of major anchor points
• The proposed Council development offers an opportunity to redress this. By using its convening power the Council could create a cluster which will strengthen the town centre
• Splitting or separating the functions of the new development is unlikely to have the same impact as a combined site. A split site could lead to the creation of mere transactional service points which do not significantly address the lack of concentration currently noted

The ultimate conclusion of the place-based assessments has been that a concentration of activity and creation of anchor points in the town centre should be one of the aims of the Project, and that a single, combined site in the town centre offers the best chance for success. All other things being equal, the Standard would therefore push the project towards Option 1</td></tr>
<tr><td>Carbon</td><td>Some initial assessment has been made of the Embodied Carbon and Operational Energy impact of the two options. This is based upon the estimated floor areas for the each, and an early-stage Operational Energy Target (94 kWh/m²) and an indicative Embodied Carbon Target (600 kgCO_2/m²). The 25 year lifecycle Carbon associated with each is as follows:

<table>
<tr><th></th><th>Option 1</th><th>Option 2</th></tr>
<tr><td>Operational Energy</td><td>1,906 tonnes</td><td>2,156 tonnes</td></tr>
<tr><td>Embodied Carbon</td><td>5,351 tonnes</td><td>6,051 tonnes</td></tr>
<tr><td>Total</td><td>7,257 tonnes</td><td>8,207 tonnes</td></tr>
</table>
Whilst either arrangement could be shown to be Standard compliant, it can be seen that Option 2 will result in a greater lifecycle emissions in terms of both Embodied Carbon and Operational Energy. Embodied Carbon and Operational Energy will cause the bulk of the emissions to atmosphere in the building's lifecycle.

The Standard also considers Other Whole Life Carbon (e.g. maintenance, replacement of equipment) and whilst no metrics or estimates are provided for these, it might be considered that in general these emissions will also be increased for a larger building.

Either Option could be compliant with the Standard but the overall emissions from Option 1 would be lower, potentially helping reduce the overall carbon emissions of the Council's activities.</td></tr>
<tr><td>Environment</td><td>No clear distinction has been identified between the two Options in terms of Indoor Environmental Quality or Other Environmental Aspects.</td></tr>
</table>

Summary

Given the outcomes of the preceding Regeneration Options Appraisal, it may be difficult for the Project to achieve the Place aspect of the Standard if Option 2 was to be chosen over Option 1. This may mean it could not meet the Standard if Option 2 was selected.

Whilst either Option could in principle be compliant with Standard Carbon requirements, the Option 1 solution would appear to result (based on very simplistic analysis) in lower whole life emissions, and may therefore be preferable in terms of the Council's overall ambitions to achieve net zero carbon by 2030.