



FALKIRK COUNCIL PARKING STRATEGY

2026 - 2036



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INTRODUCTION



Introduction

Falkirk Council's Parking Strategy sets the direction for parking projects and potential investment up to 2036.

The National Records for Scotland estimate that Falkirk's population will grow in the coming years¹. This will put more pressure on roads and other transport infrastructure. To respond, Falkirk needs a transport network that can better promote the development of sustainable and liveable places, where local living is a key priority.

The **overarching vision** for this strategy is as follows:

"Provide balanced, inclusive and sustainable parking facilities using existing assets that meet the needs of local residents, visitors, businesses and other key stakeholders, and support delivering inclusive economic growth and taking climate action throughout Falkirk Council"

This strategy outlines Falkirk Council's approach to providing parking management and services. The strategy delivers on the **Falkirk Local Transport Strategy (2023)** Policy Objective 9.0:


"Support parking management that reallocates public space to create a shift to active and sustainable modes of transport, whilst acknowledging the importance of accessible parking to ensure social inclusion."

Effective parking management supports the Council's goals across the environment, society, transport, and economy. Due to the linked nature of these goals, we must manage them together. A coordinated approach is essential to ensure that the parking strategy reflects both current and future needs. The strategy looks at current parking problems and sets out improvements to:

- Support economic growth;
- Create more liveable places;
- Promote active and sustainable travel; and
- Ensure accessible parking for social inclusion.

The Parking Strategy begins with a policy and legislation review, followed by an assessment of the evidence and issues. This review informs the strategy objectives, which cover the key topic areas related to parking. A delivery plan is then set out, including a timeline for implementation. The Parking Strategy will provide key objectives to guide and promote residents and visitors, and also developers who are unlocking sites, including the forthcoming Falkirk Town Centre and Town Hall development.





KEY RESPONSIBILITIES

Key Responsibilities

Parking in our towns and villages is primarily managed by Falkirk Council, with support from other partners. Private parking also makes up a large proportion of overall parking availability. This is generally provided to support private enterprises and residential properties. This section outlines Falkirk Council's main responsibilities.

On-Street Parking

On-street parking, including waiting and loading restrictions, is managed by Falkirk Council. Falkirk Council has Decriminalised Parking Enforcement powers. These allow us to enforce on-street and off-street parking in a coordinated and comprehensive manner.

Falkirk Council operates a Controlled Parking Zone (CPZ) in Falkirk Town Centre.

On-street parking charges are generally in place across this area. **Figure 1** shows the Falkirk Town Centre CPZ.

If you live within the Falkirk Town Centre CPZ or own a business that pays the Business Improvement District (BID) levy within the CPZ, you may want to buy an annual street parking permit. Permit charges are displayed on the Falkirk Council [Streets and Parking](#) webpage.

Any vehicle over 3.5 tonnes in weight is not permitted to park on-street. Overnight parking of heavy goods vehicles is available in Meeks Road car park, Falkirk.

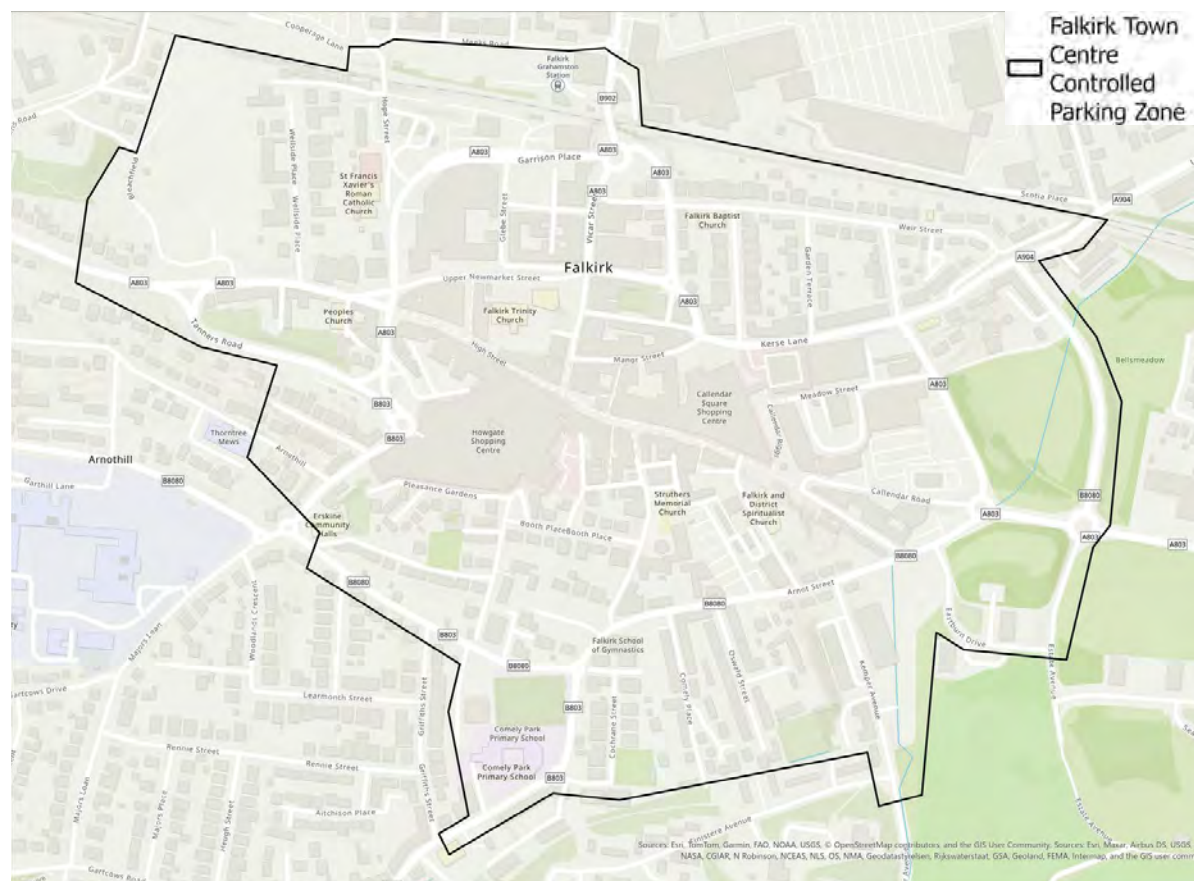


Figure 1: Falkirk Town Centre Controlled Parking Zone

Pavement Parking

The Transport (Scotland) Act 2019 introduced a pavement parking prohibition. This bans people from parking motor vehicles on a pavement, which will keep our footways and footpaths clear of obstruction. This change will provide safer conditions for pedestrians and people with mobility issues.

The enforcement of pavement parking has been undertaken in the Falkirk Council area since 11th December 2023. An initial advisory approach was undertaken, **with fines enforced from 18th August 2025.** These fines are in line with other parking penalties issued within the council area.

There are exceptions to the prohibition, including both specific streets and certain situations. A list of these exceptions, as well as answers to frequently asked questions, is provided on the [council website](#).

Off-Street Parking

Falkirk Council operates and maintains 36 public car parks in the council area. Where charges are in place, these apply between 8:45 am and 5:30 pm Monday to Saturday. Free parking is available on Sundays and on public holidays. There is no charge for blue badge holders for on- or off-street parking. You can find council car park information and charges on our [Streets and Parking](#) webpage.

In addition to the council-operated facilities, a large number of privately owned car parks are also available. Charges and enforcement practices may vary by location, with private operators managing the enforcement of parking.

Falkirk Council is responsible for addressing queries related to on and off-street parking and can be contacted at parking@falkirk.gov.uk.



Blue Badge Scheme

The Blue Badge Scheme helps people with severe mobility impairments to park close to their destination. Falkirk Council have responsibility for administering the scheme locally, while Transport Scotland provides national guidance and legislation to ensure consistency across Scotland.

Under the *Disabled Persons' Parking Badges (Scotland) Act 2014*, we can confiscate blue badges that are being misused or are no longer valid.

Parking at Stations

Parking facilities are available at several rail stations in the council area. Residents and visitors can park their vehicles and transfer to bus or rail services to complete their journey. Two rail lines serve the area; Edinburgh to Dunblane provides services to Polmont, Falkirk Grahamston, Camelon, and Larbert stations. The Edinburgh to Glasgow Queen Street is the fastest intercity line, offering services to Polmont and Falkirk High Stations.

- **Polmont Station**
Polmont Station offers 186 standard spaces (172 within council car parks), 2 accessible spaces, and 14 cycle spaces.
- **Falkirk Grahamston Station**
Falkirk Grahamston Station is located in Falkirk Town Centre. The station offers 342 standard spaces, 13 accessible spaces, and 40 cycle spaces.
- **Camelon Station**
Camelon Station offers free parking with 30 standard spaces, 3 accessible spaces, and 8 cycle spaces.
- **Larbert Station**
Larbert Station offers free parking with 245 standard spaces, 11 accessible spaces, and 14 cycle spaces.
- **Falkirk High Station**
Falkirk High Station offers a total of 331 standard spaces, 7 accessible spaces, and 20 cycle spaces (stands and sheltered). Parking charges apply within the northern car park, operated by Scotrail and accounts for 203 standard and 4 accessible spaces.

Parking at New Developments

Falkirk Council is responsible for approving parking provision for new developments within the council area. This forms part of the planning process. Officers check submissions to ensure they meet parking standards for new developments.

Parking requirements have generally increased over time. This is typically due to the rising levels of car ownership. As a result, some older developments in the council area no longer meet current guidelines. **Falkirk Council is not legally obligated to offer residential parking in areas where a shortage has arisen due to outdated parking standards.**

Parking at Schools

Falkirk Council are responsible for implementing parking restrictions at schools across the council area. These measures aim to increase child safety, reduce congestion, and promote healthier, active travel options for students.

Common restrictions include yellow zigzag markings with 'School Keep Clear' text and double yellow lines. Police Scotland is responsible for enforcing obstructive or dangerous parking. Council parking attendants also have the power to enforce any parking restrictions that are in place.

Parking at Business Parks and Retail

Falkirk Council are responsible for Traffic Regulation Orders. These orders help improve safety on public roads near or in industrial estates and business parks.

Retail park car parks are usually managed privately. Each company or operator handles parking enforcement. Falkirk Council are responsible for the roads surrounding the retail parks.

Travel plans can encourage people to avoid using single-occupancy vehicles. This helps lessen the impact of new developments on nearby roads.





POLICY & LEGISLATION

Policy and Legislation

This strategy has been developed to support and embrace policy and legislation at a national, regional and local level.

Policy

This Parking Strategy has been developed in line with the following policies:

- Scotland's National Transport Strategy 2
- Scotland's National Planning Framework 4
- SEStran Regional Transport Strategy
- Falkirk Local Transport Strategy
- Falkirk Active Travel Strategy

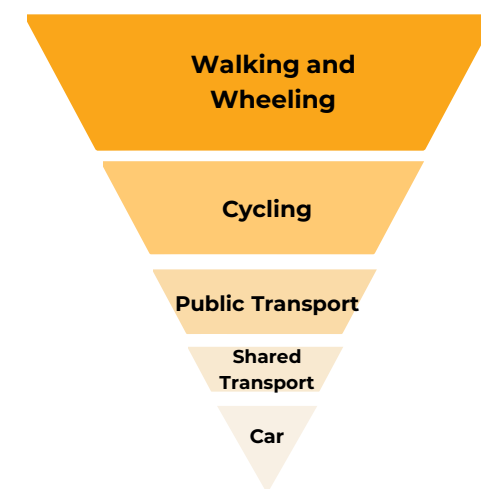


Figure 2: Sustainable Travel Hierarchy



Figure 3: Sustainable Investment Hierarchy

Legislation

This Parking Strategy has been developed in line with the following legislation relevant to parking:

- Traffic Regulation Act 1984
- Transport (Scotland) Act 2001
- Transport (Scotland) Act 2019

Scotland's National Transport Strategy 2

- The Parking Strategy objectives have been developed to align with the **NTS2 vision and priorities**.
- Strategy objectives also align with the **Sustainable Travel Hierarchy (Figure 2)** and the **Sustainable Investment Hierarchy (Figure 3)**.

Scotland's National Planning Framework 4

- The Parking Strategy acknowledges the need to encourage **sustainable transport** through the approach to parking provision and management across Falkirk Council.
- The strategy aims to support **better local living** through effective parking management and supporting the reallocation of parking for development and sustainable transport.
- The strategy also aims to support the **economic vitality** of Falkirk Council's town centres through the approach taken to parking.

Falkirk Local Transport Strategy

- LTS Policy Objective 9.0: "support parking management that reallocates public space to create a shift to active and sustainable modes of transport, whilst acknowledging the importance of accessible parking to ensure social inclusion" aligns with the Parking Strategy.
- LTS Action 5.1: to "Maintain appropriate levels of disabled parking in town centres to ensure inclusion" is acknowledged within the Parking Strategy objective 3.

Falkirk Active Travel Strategy

- The ATS outlines a plan to **rationalise on-street parking** to make way for active travel infrastructure. This aligns with Objective 3 of the Parking Strategy.
- The strategy will also consider support for the delivery of **cycle parking** at key destinations.



GEOGRAPHIC CONTEXT & FUTURE GROWTH

Geographic Context and Future Growth

This section examines the Falkirk Council area, looking at its people, how they travel and how the area is expected to grow. Much of this information has been gathered from [Census Scotland \(2022\)](https://www.scotlandscensus.gov.uk/)².

Area Overview

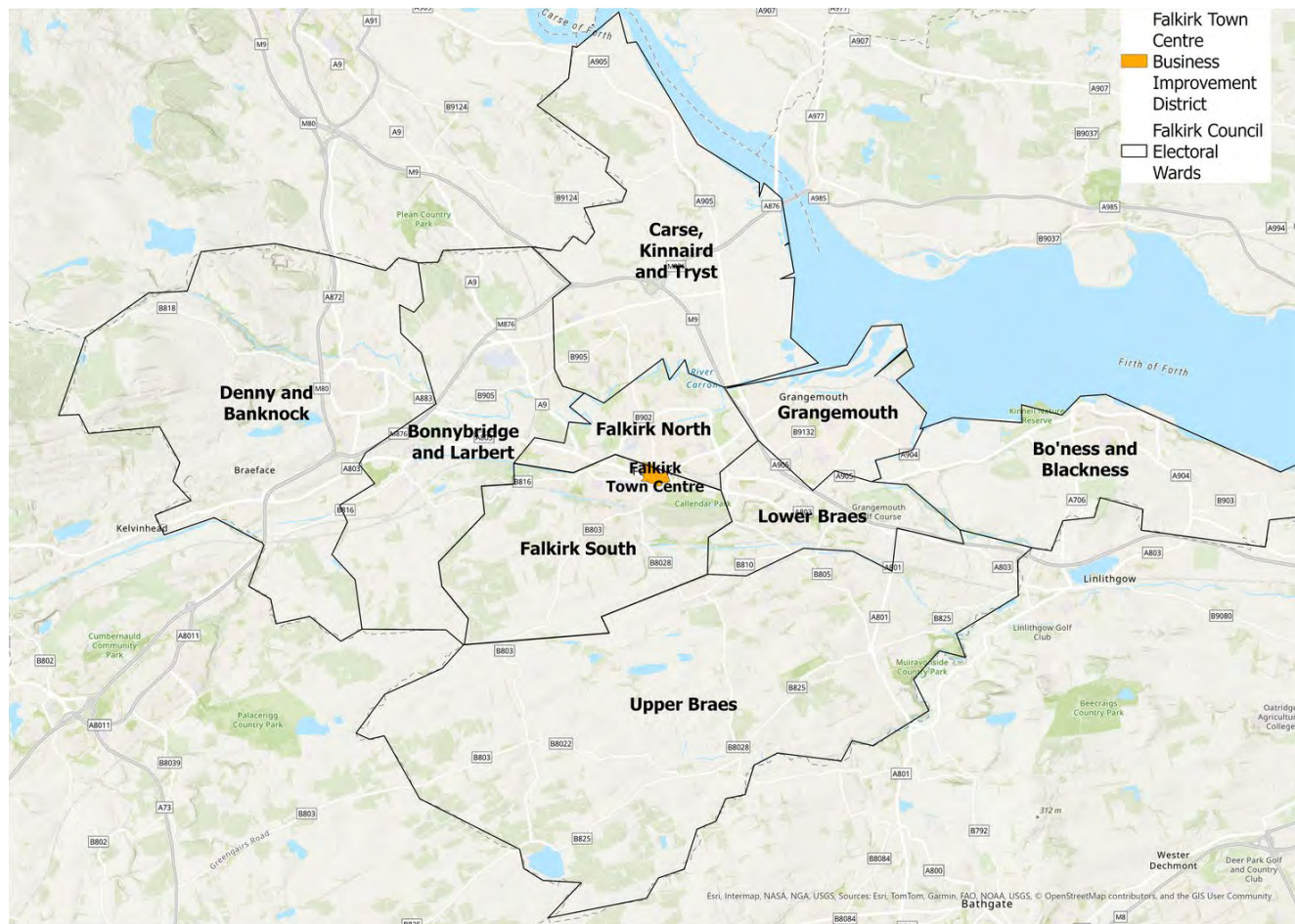


Figure 4: Falkirk Electoral Wards and BID

Figure 4 illustrates the full geographic extent of the Falkirk Council area, including its nine electoral wards and the Falkirk Town Centre boundary.

This includes the nine electoral wards and the Falkirk Town Centre boundary. We use these areas throughout this strategy to examine local challenges and opportunities. The Business Improvement District (BID) area is also highlighted in the heart of Falkirk.



Car Availability

Households in Falkirk Council with **access to a vehicle**, compared to those **without access to a vehicle**, are shown graphically in **Figure 5** below.

There is a **notable difference in vehicle availability between urban and rural areas.**

Households in rural locations, such as Upper Braes, Denny, and Banknock, **have higher levels of vehicle ownership.**

In more urban areas, vehicle ownership tends to be lower. Examples of this include the urban wards of Grangemouth and Falkirk North.

This generally reflects the accessibility of rural wards by alternative modes.

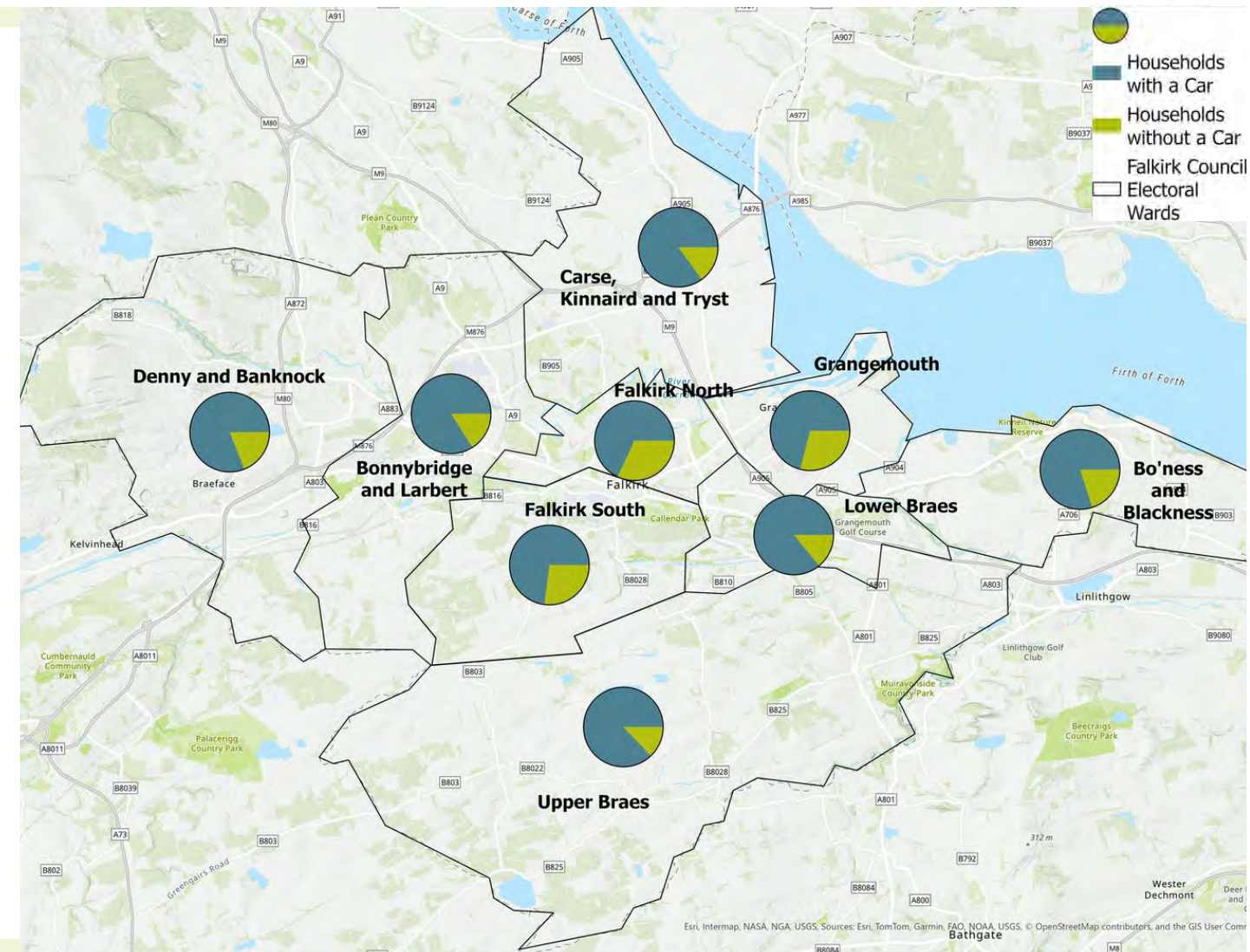


Figure 5: Households with and without a car (within Falkirk Council)

² <https://www.scotlandscensus.gov.uk/>

Travel Patterns

The most common **modes of transport used by Falkirk residents to travel to work**, along with average commuting distances, are summarised in **Figure 6** and **Figure 7**, respectively. These are presented alongside national figures for Scotland for comparison.

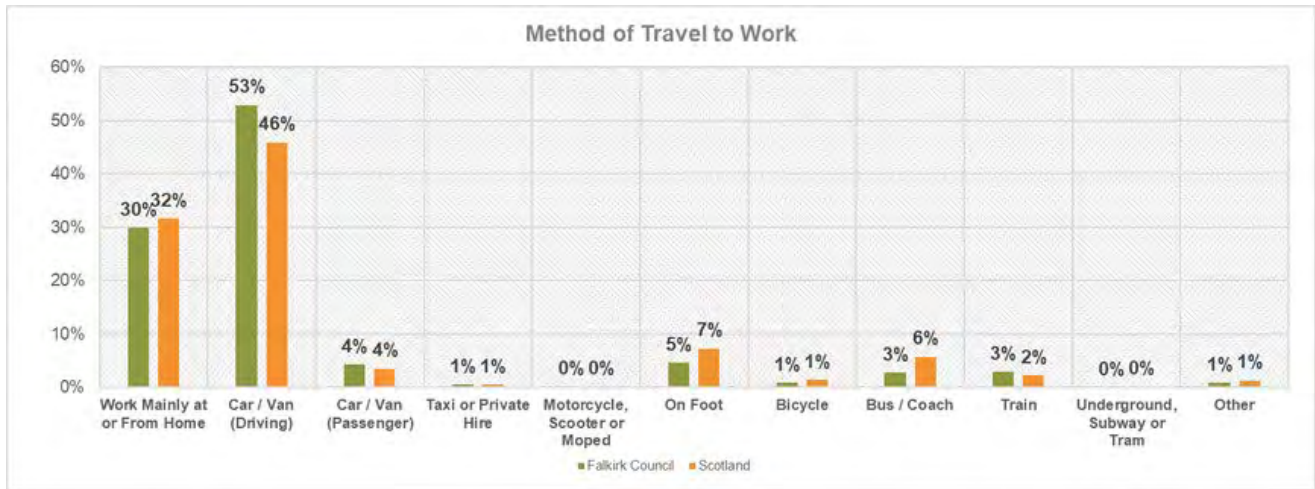


Figure 6: Method of Travel to Work (Falkirk Council vs Scotland)

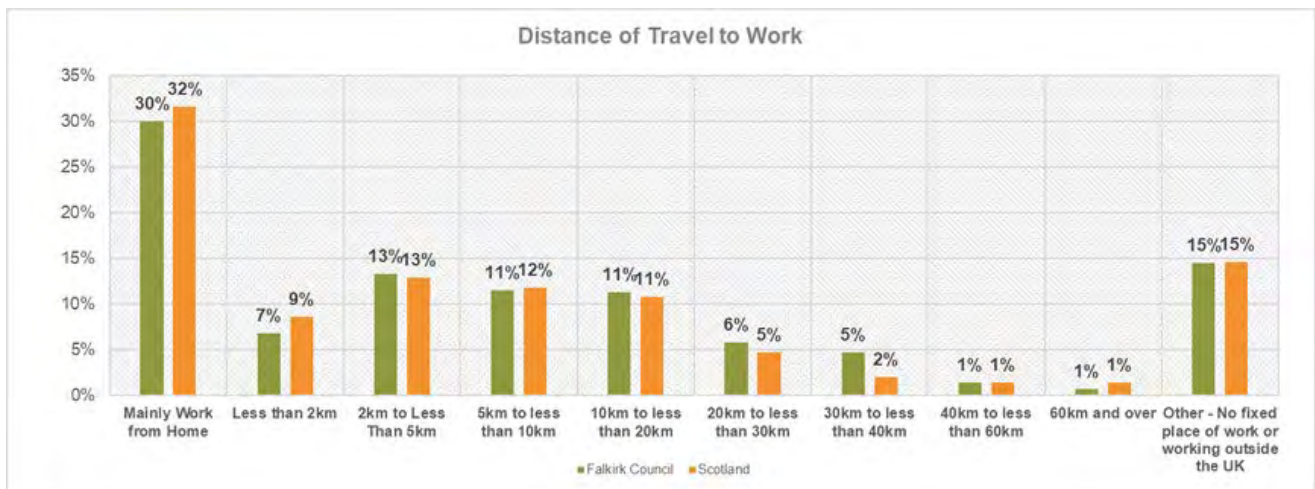


Figure 7: Distance of Travel to Work (Falkirk Council vs Scotland)

- **A higher proportion of Falkirk residents commute by car (53%)** compared to the Scottish average (46%).
- There is a **smaller percentage** of people **walking, cycling,** and travelling by **bus** in Falkirk than in Scotland.
- Marginally **more people travel by train from Falkirk (3%)** than the national average (2%).
- **Fewer residents work from home in Falkirk (30%),** when compared to the national average (32%).
- Roughly **half of Falkirk residents work either within the council area or in nearby locations.** Overall, the **distance travelled to work** by Falkirk residents is broadly **in line with the national average.**

Deprivation

The Scottish Index of Multiple Deprivation (2020)³ provides a relative measure of deprivation across Scotland. Each data zone ranks across seven domains. **Figure 8** shows the 'Geographic access' domain data for Falkirk.

Settlements such as Falkirk, Grangemouth, and Bo'ness achieve higher scores for geographic access. This reflects their stronger connections to public transport and the strategic road network.

In contrast, rural areas, including Upper Braes and Carse, Kinnaird and Tryst, have lower access scores. This highlights the limited availability of alternative transport options in rural areas, where residents are more dependent on private car use.

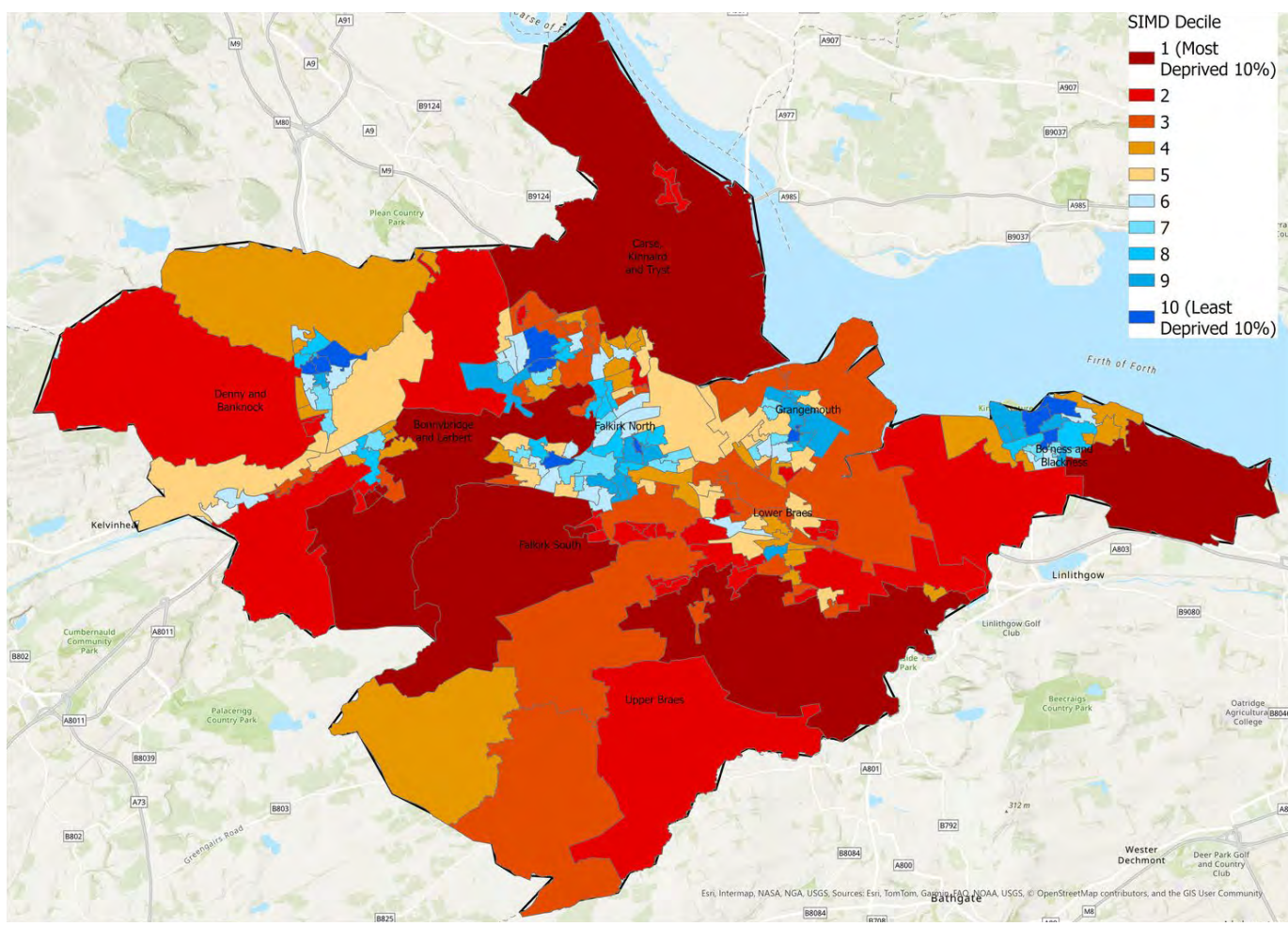


Figure 8: Geographic Access Deprivation Data (within Falkirk Council)



³ <https://www.scotlandscensus.gov.uk/>

Strategic Growth Areas

To meet the need for new homes and local services, Falkirk Council has identified several large-scale growth areas. The **Falkirk Council Local Development Plan 2 (LDP2)** identifies **twelve strategic growth** areas for the period 2020-2040. The most significant in relation to housing supply are:

- **Bo’ness** - approximately 1300 additional housing units.
- **Braes and Rural South** - approximately 1700 additional housing units.
- **Bonnybridge and Banknock** - approximately 900 additional housing units.
- **Denny and Dunipace** - approximately 1300 additional housing units.
- **Falkirk** - approximately 1300 additional housing units.

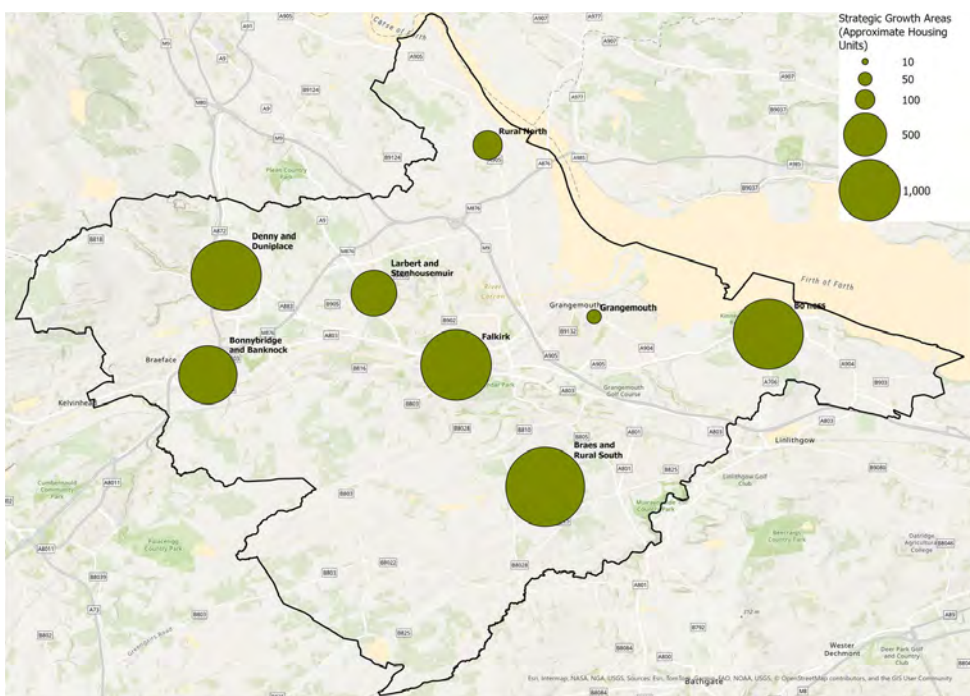


Figure 9: Falkirk Council Strategic Growth Areas

The relevant strategic growth areas within Falkirk Council are shown in **Figure 9**. This includes LDP2 sites and all sites which either have planning permission or were carried forward from the previous Local Development Plan.

Areas including Braes and Rural South, and Bonnybridge and Banknock are anticipated to have the largest strategic growth area. Growth is also expected in Falkirk Town Centre, Larbert and Stenhousemuir, and Denny.

Development on the periphery of towns is likely to generate additional demand for parking, both in Falkirk Town Centre and at local attractions and retail destinations.

Falkirk Council are currently preparing **Local Development Plan 3 (LDP3)**, which is anticipated to cover the period 2028-2038 and will identify further areas of growth.

Strategic Transport Infrastructure

There are several ongoing and proposed strategic transport infrastructure projects throughout Falkirk Council (**Figure 10**), including:

- Active travel routes including Falkirk to Denny, Camelton to Larbert, Falkirk Town Centre to Laurieston, and A9/A904 Westfield improvements.
- Growth Deal-funded projects, including Falkirk Central Sustainable Transport Network, which includes a bus and rail interchange hub at the existing Falkirk Grahamston station site and a green network of active travel routes.
- Highway schemes such as A801 Avon Gorge upgrades, the Denny Eastern Access Road, and upgrades to junctions along the M80 and M9.

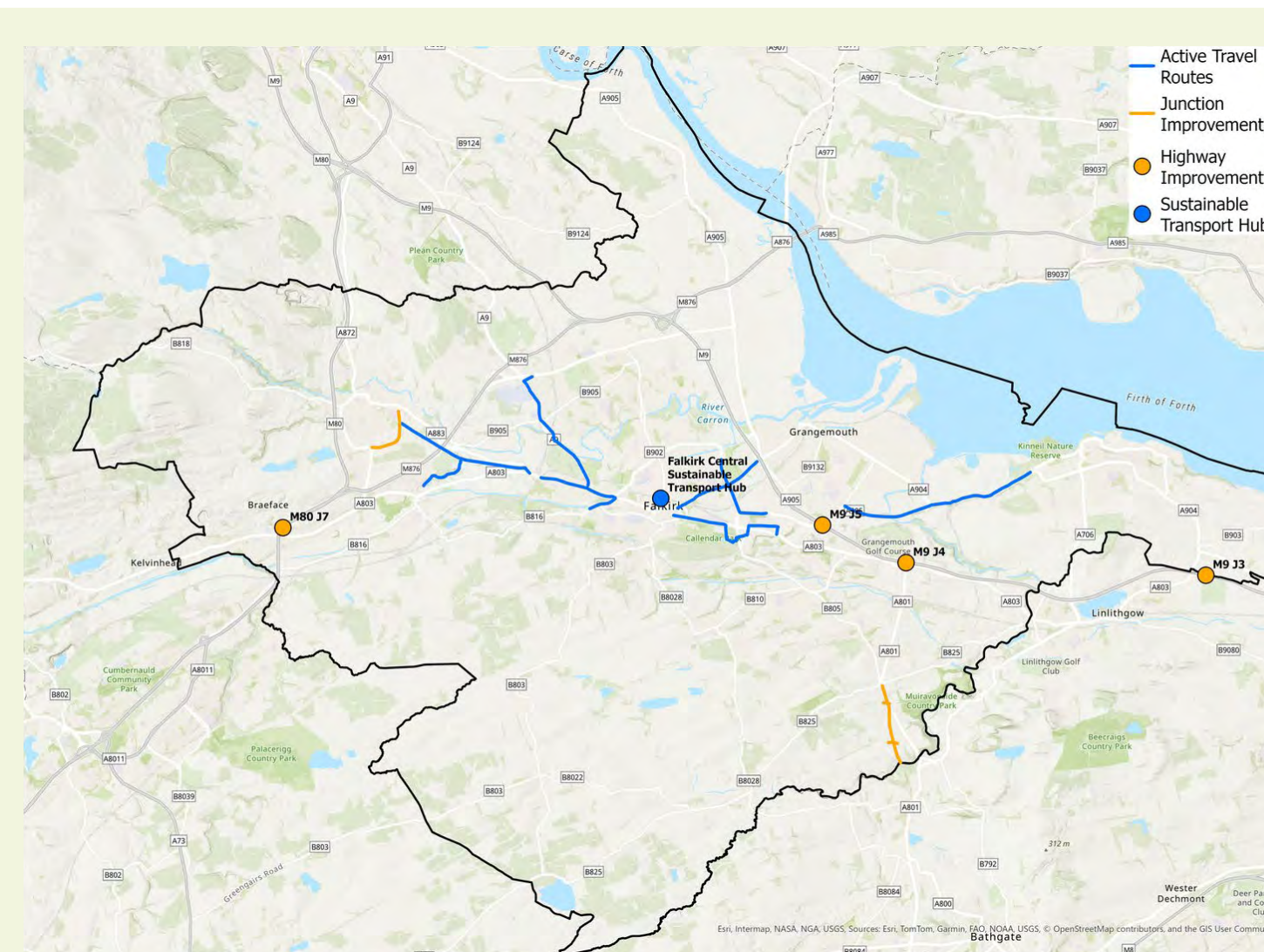


Figure 10: Falkirk Council Strategic Transport Infrastructure



LOCAL BASELINE

Local Baseline

This section presents a **detailed examination of each electoral ward** within the Falkirk Council area. An evidence-led approach has been taken to identify both parking-related problems and opportunities.

The analysis is based on the latest available demographic data from [Census Scotland 2022](https://www.scotlandscensus.gov.uk/)³. Key statistics have been included for each ward and for Falkirk Town Centre, such as population.

Data for **existing parking facilities** was collated from a variety of sources. This includes the [Falkirk Council Streets and Parking Webpage](#), officer knowledge, online mapping, and targeted site visits throughout the Council area.

Targeted parking surveys of on- and off-street parking locations have been undertaken throughout the council area. These surveys aim to provide an understanding of how our existing facilities are being used, recording **how many people parked** and, in some areas, **how long they stayed**.

Table 1 summarises the data collected to inform the strategy, while **Figure 11** shows this in a graphical format. Appendix C includes mapping of public and private car parks within each ward.

Table 1: Parking Data Survey Summary

Category	Data collection period	Locations
On-street parking occupancy	1 weekday and 1 weekend day across January / February 2025 (8am – 6pm)	Bo’ness, Bantaskin, Grangemouth, Stenhousemuir and Slammanan
On-street parking occupancy and duration of stay	1 weekday and 1 weekend day across January / February 2025 (8am – 6pm)	Bonnybridge, Brightons, Camelon, Carronshore, Denny, Larbert, Maddiston, Polmont, Shieldhill, Slamannan and Stenhousemuir
Council operated car parks	November 2023 – September 2024; and January 2025	Falkirk Council-wide
Accessible parking	January – March 2025	Falkirk Town Centre

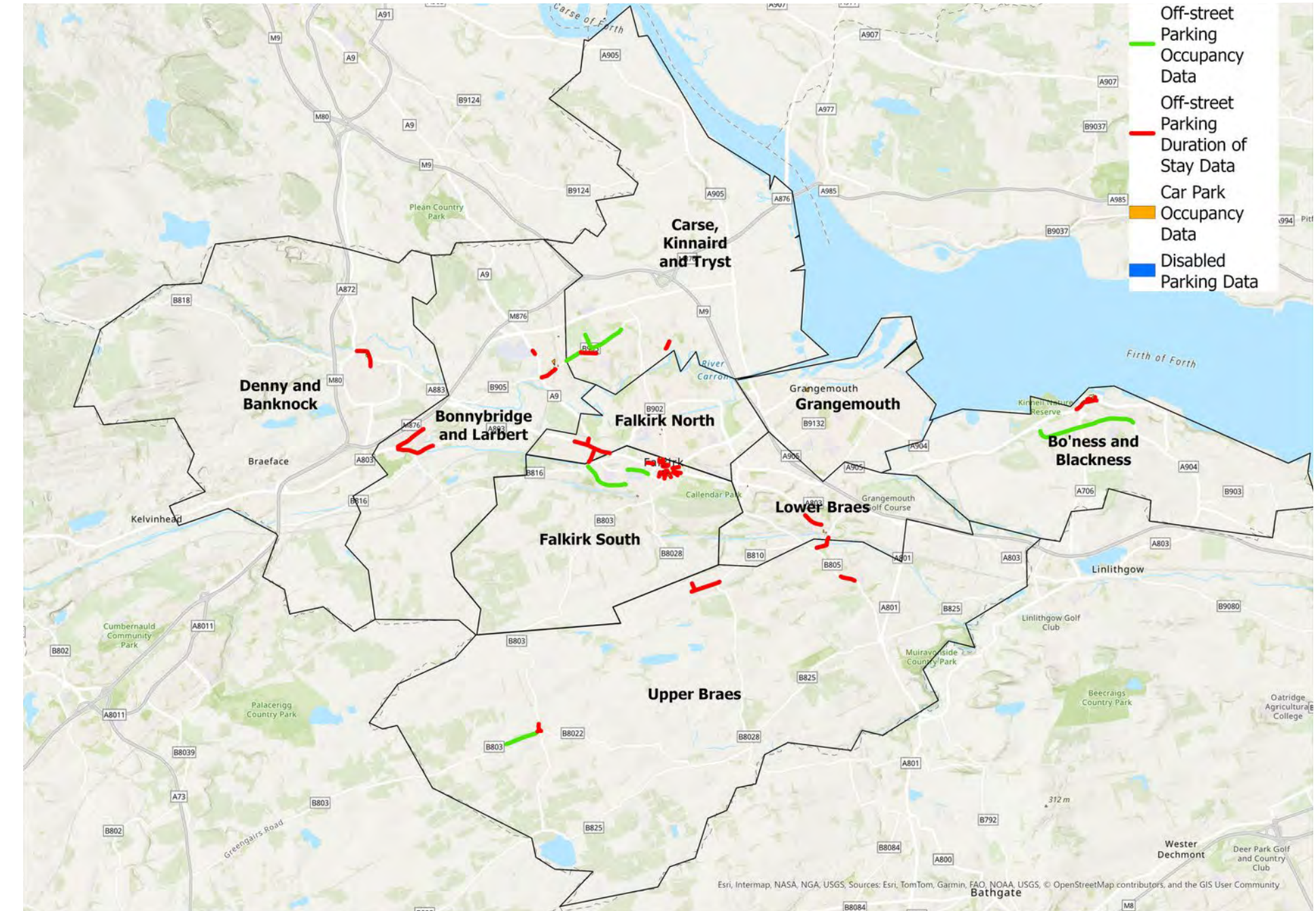


Figure 11: Parking Data Collection Summary

³ <https://www.scotlandscensus.gov.uk/>

Bo'ness and Blackness

Bo'ness, historically known as Borrowstounness, is a coastal town on the Firth of Forth. It was once a thriving centre for coal mining, shipbuilding, and pottery. Bo'ness has recently benefited from regeneration efforts. These include improvements to public spaces and the restoration of its historic railway. The nearby village of Blackness, dominated by the 15th-century Blackness Castle, retains its character as a small coastal settlement with a strong maritime heritage.

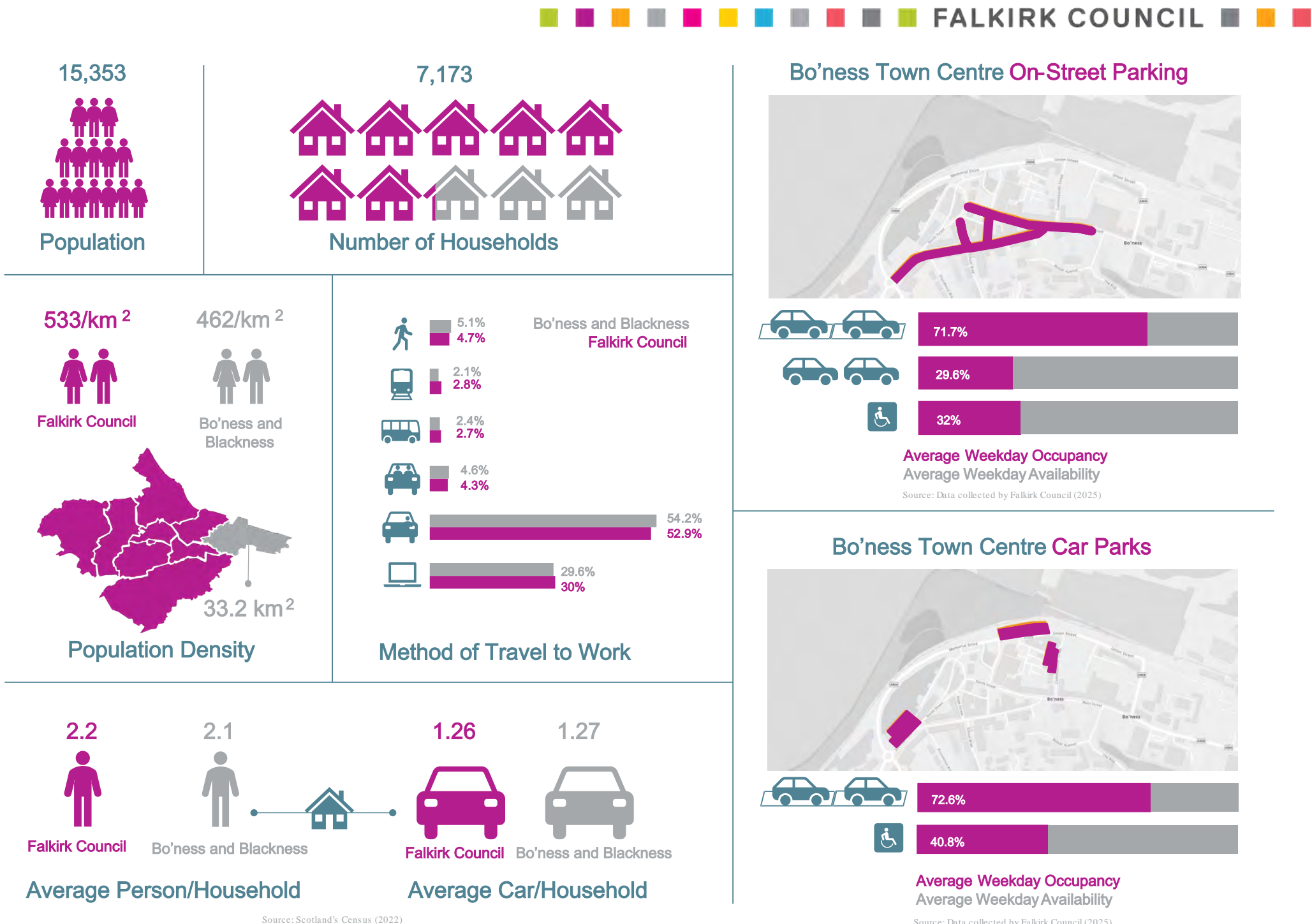
Across the ward, there are **three council-owned** car parks and approximately **23 privately owned** car parks (including community centres, parks, retail, schools, and restaurants).



Figure 12: Bo'ness and Blackness Electoral Ward

In addition to demographic and existing parking facilities data (see right), the following data was collected for Bo'ness and Blackness:

- On-street parking occupancy surveys along A993 Dean Road / Grahamsdyke Road.
- On-street parking occupancy and duration of stay surveys throughout Bo'ness Town Centre, including A904 Corbiehall, Hope Street, Market Street, North Street, South Street, Commissioner Street, and Main Street.
- Car park occupancy surveys at Falkirk Council car parks on Register Street, Seaview Place, and Union Street.



Parking Issues

A summary of the key parking issues in Bo'ness and Blackness, according to the data collected, is provided below:

A904 Dean Road / Grahamsdyke Road

- On-street parking along the A904 Dean Road / Grahamsdyke Road is primarily used by residents living along the route. Survey data shows that parking demand is low, with a **maximum of 15% occupancy recorded** at any time during the week
- Observers noted extremely low levels of inappropriate parking over the weekday and weekend survey periods.

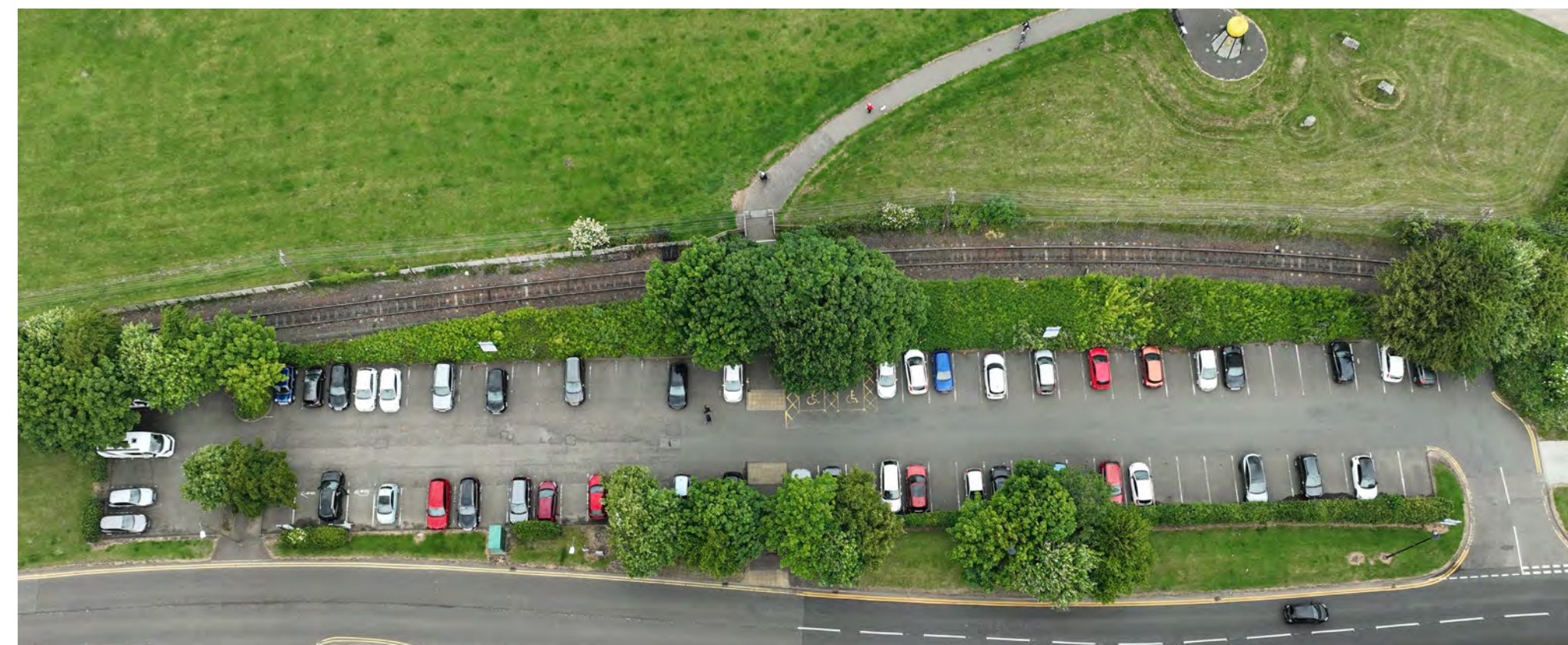
Bo'ness Town Centre

- On-street parking in the town centre is in high demand, with an **average occupancy of 72% on a weekday and 75% at the weekend**.
- **Vehicles frequently overstayed the 20-minute parking limit** for marked bays. The average duration of stay on a weekday was over 45 minutes, increasing to 1 hour and 20 minutes at the weekend.
- For the five on-street accessible parking bays, **full occupancy occurred only once** during the survey period.
- **21%** of all parked vehicles were observed as being **parked inappropriately** during the **weekday** period for an average stay of 42 minutes.
- **30%** of vehicles were **parked inappropriately** during the **weekend** for an average stay of 46 minutes.



Register Street, Seaview Place and Union Street Car Parks

- **Seaview Place Car Park** (76 spaces and 4 accessible spaces) is typically busy; however, **capacity is available**, with an average of 12 spaces available (84% occupied) when visited on weekdays and 20 at weekends (74% Occupied). The **accessible parking was completely occupied on weekends**; however, 2 spaces on average were available on weekdays.
- Union Street Car Park (78 spaces and 4 accessible spaces) typically sees **increased usage at weekends** (78% occupied), in comparison to weekdays (63% occupied). **Accessible parking is generally available** on both weekdays and weekends (25% and 50% occupied, respectively).
- Register Street Car Park (70 spaces and 5 accessible spaces) is **busier during the week**, with an average **occupancy of 71% on weekdays** and **46% during the weekend**. **Accessible parking is well used** with **no available spaces when surveyed on weekends**, and 2 available spaces during the week on average.



Bonnybridge and Larbert

The Bonnybridge and Larbert Electoral Ward has a rich history tied to its industrial past, particularly in ironworks and manufacturing. Geographically, the ward features a mix of urban and rural landscapes, with the Forth and Clyde Canal running through to provide scenic views and recreational opportunities. Land use in the area is diverse, encompassing residential areas, commercial uses, and agricultural land. Strategic transport facilities in this ward include Larbert Rail Station and the M9 and M876 trunk roads.

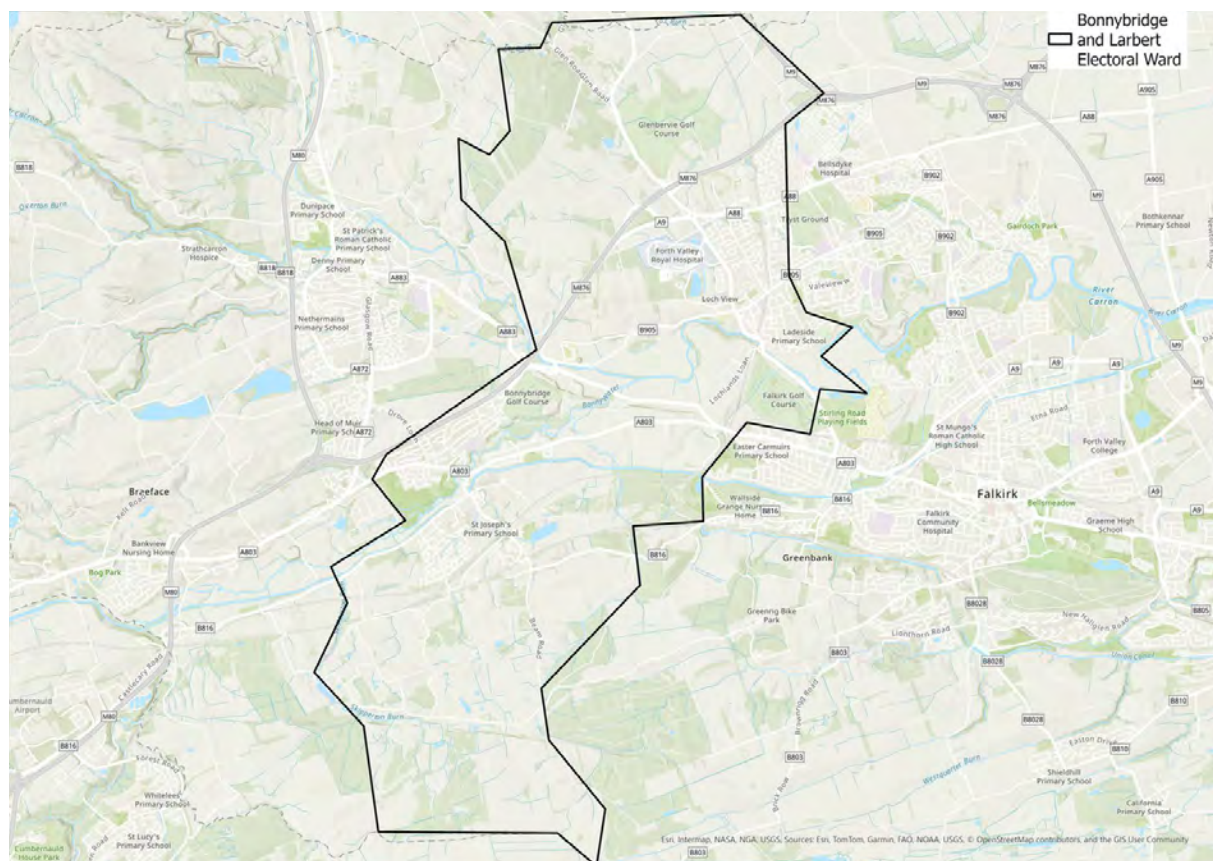
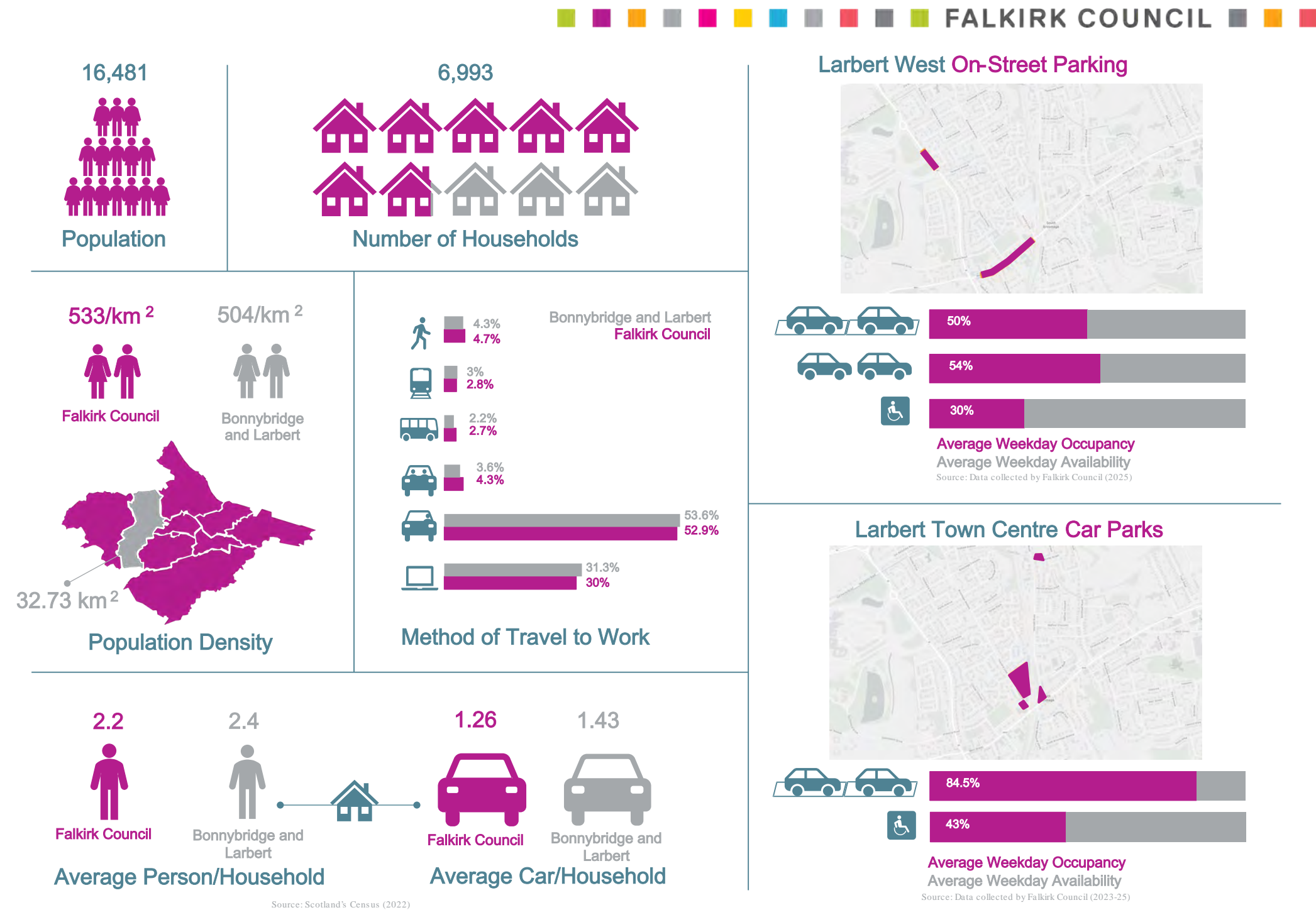


Figure 13: Bonnybridge and Larbert Electoral Ward

Across the ward, there are **6 council-owned** car parks and approximately **31 privately owned** car parks (including community centers, parks, retail, schools, and restaurants).

In addition to demographic and existing parking facilities data (see right), the following data was collected for Bonnybridge and Larbert:

- On-street parking duration of stay surveys throughout Bonnybridge, including A803 Main Street / High Street and Larbert Road.
- On-street parking duration of stay surveys throughout Larbert, including B905 Main Street and A9 Stirling Road.
- Car park occupancy surveys at Falkirk Council car parks at Larbert Rail Station and Pembroke Street.



Parking Issues

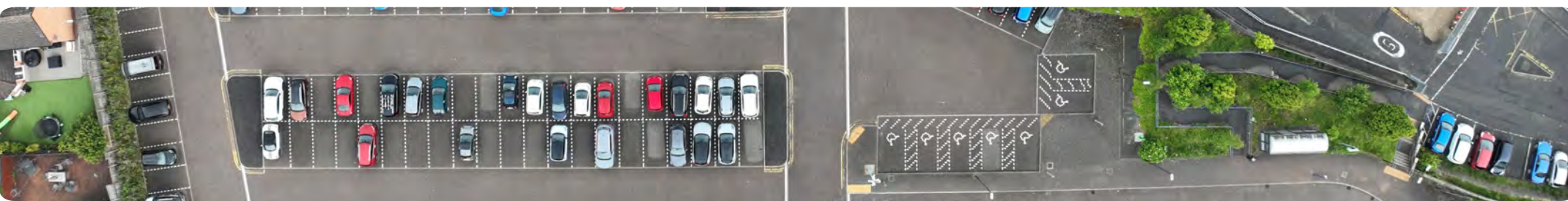
A summary of the key parking issues identified in Bonnybridge and Larbert is provided below, based on survey data collected across both weekdays and weekends.

Bonnybridge - Main Street / High Street / Larbert Road

- **The marked bays in Bonnybridge Town Centre are well used, particularly on weekends.** The maximum occupancy was observed as being 69% on a weekday and 85% at the weekend, with average occupancies of 49% and 67% respectively.
- Ample parking is available on the unrestricted streets surrounding the town centre.
- Across the four **accessible spaces**, an average of two spaces were occupied over both survey periods.
- A total of **16%** of all parked vehicles were observed as **parked inappropriately during the weekday** period for an average duration of 1 hour 47 minutes, and **14%** of parked vehicles were observed as **parked inappropriately during the weekend** for an average of 1 hour 20 minutes.

Larbert - Main Street

- On-street parking on **Main Street is consistently busy; however, adequate capacity is available across weekdays and weekends.** Across marked and unmarked bays, 40 to 60% of spaces are typically available.
- **The two accessible spaces were fully occupied three times during our survey period**, once on a weekday and twice on the weekend. Outside of this, there was always a minimum of one space available.
- A total of **11%** of all parked vehicles were observed as **parked inappropriately during the weekday** period, with an average duration of stay of 41 minutes, and **10% at the weekend** with an average duration of stay of 36 minutes.



Larbert - Stirling Road

- This parking is **generally favoured by hospital users.** This is demonstrated through the data, with **half of the spaces being occupied on a weekday.** The average **duration of stay was almost 6 hours**, indicating staff parking. No parking was recorded at the weekend.

Larbert Rail Station and Pembroke Street Car Parks

- All three off-street car parks within proximity to Larbert Rail Station were observed as being **well used with little or no spare capacity.**
- The **Foundry Loan (East)** Car Park, the largest of the Larbert Railway Station car parks (236 spaces and 7 accessible spaces), had the most spare capacity (average of **79% occupancy on a weekday**). Foundry Loan (West) provides 17 spaces, and Larbert Station provides 13 spaces and 1 accessible space.
- The parking surveys indicate that there is **ample accessible car parking at the station**, with capacity present at all three car parks.
- **Pembroke Street** Car Park (25 spaces) is located within a residential area. It is well used, however has adequate capacity, with an average occupancy of 64% observed on weekdays.



Carse, Kinnaird and Tryst

The Carse, Kinnaird and Tryst Electoral Ward is located to the north of Falkirk Council. Geographically, there is a combination of urban and rural areas throughout the ward, with rural areas to the north of Airth and urban settlements such as Stenhousemuir. It is characterised by a mix of residential areas, agricultural land, and commercial uses. The ward also includes housing developments, local businesses, and community facilities throughout. Strategic transport facilities in this ward include Larbert Rail Station and the M9 and M876 trunk roads.

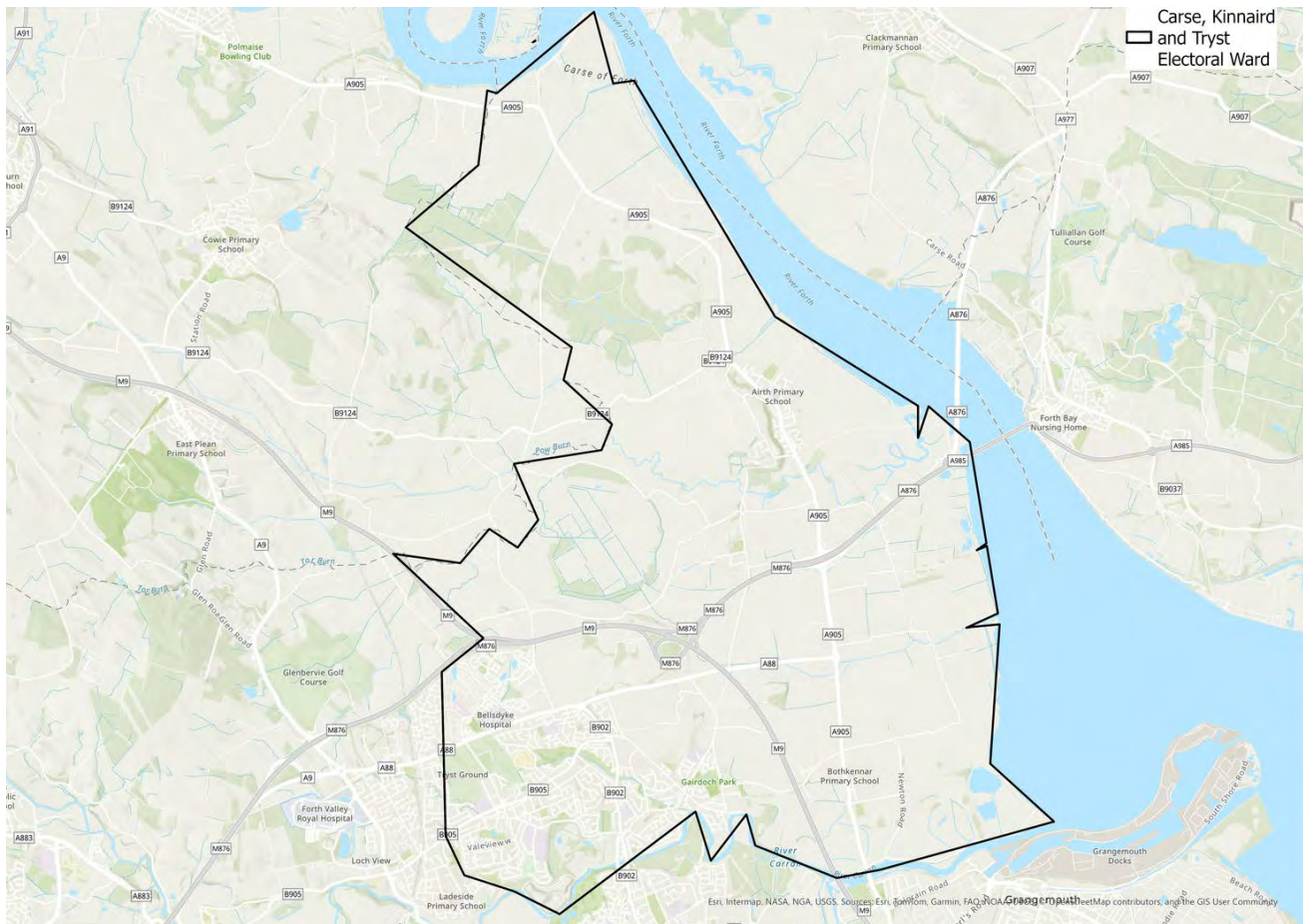


Figure 14: Carse, Kinnaird and Tryst Electoral Ward

Across the ward, there is **1 council-owned** car park and approximately **28 privately owned** car parks (including community centres, parks, retail, schools, and restaurants)

In addition to demographic and existing parking facilities data, the following data was collected for Carse, Kinnaird and Tryst:

- On-street parking occupancy surveys in Stenhousemuir along the B905.
- On-street parking occupancy and duration of stay surveys for Stenhousemuir Main Street.
- Car park occupancy surveys at the Hallam Road car park.

21,910



Population

9,548



Number of Households

533/km²

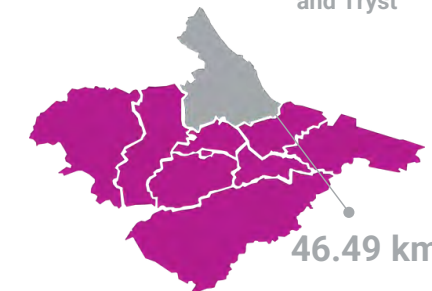


Falkirk Council

471/km²



Carse, Kinnaird and Tryst



Population Density

2.2



Falkirk Council

Average Person/Household

2.3



Carse, Kinnaird and Tryst

1.26



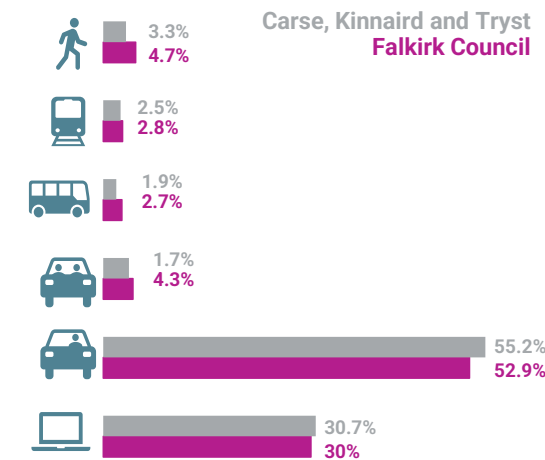
Falkirk Council

Average Car/Household

1.38



Carse, Kinnaird and Tryst



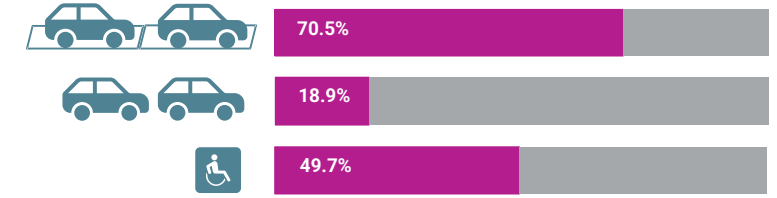
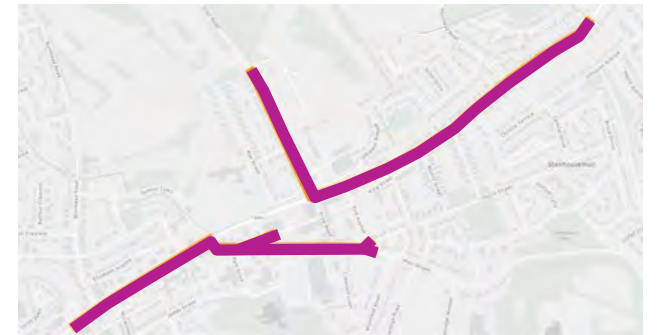
Carse, Kinnaird and Tryst
Falkirk Council

55.2%
52.9%

Method of Travel to Work

30.7%
30%

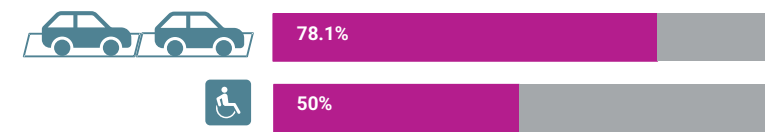
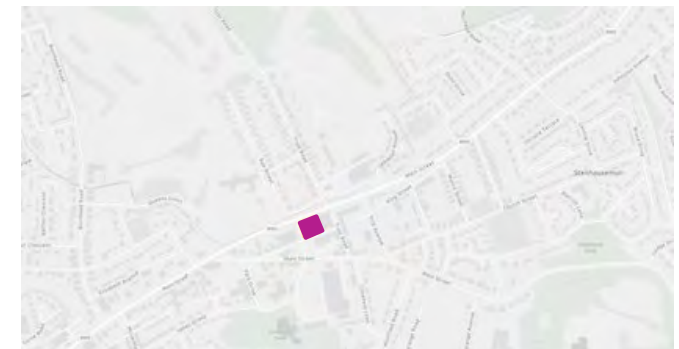
Stenhousemuir On-Street Parking



Average Weekday Occupancy
Average Weekday Availability

Source: Data collected by Falkirk Council (2025)

Stenhousemuir Car Parks



Average Weekday Occupancy
Average Weekday Availability

Source: Data collected by Falkirk Council (2025)

Parking Issues

A summary of the key parking issues identified in Carse, Kinnaird and Tryst is provided below, based on survey data collected across both weekdays and weekends.

Stenhousemuir - B905

- The parking available on the B905 in Stenhousemuir is generally residential in nature, with the majority being informal. The data collected indicates that there is **no capacity issue at this location**, with a maximum occupancy of **33% on weekdays** and **36% on weekends**.
- The single accessible space, provided for residential parking, was occupied at various times during the survey period.

Stenhousemuir - Main Street

- This location is near the main retail offering in Stenhousemuir, and marked bays are **subject to a 1-hour time restriction**.
- **Parking is well used**, with an **average parking occupancy of approximately 75% across weekdays and weekends**. Both weekdays and weekends see **maximum parking occupancies of over 90%** and a duration of stay of around 1 hour.
- There is **adequate accessible parking** to support demand at this location.
- Approximately **28% of all vehicles** that parked on Main Street across the surveyed days **did so inappropriately** (i.e. parked on double yellows, blocked drop kerbs, parked at bus stops, etc.)

Stenhousemuir - Tryst Road

- Parking on Tryst Road is generally in the form of marked bays to combat the number of driveways and road width issues.
- **Car parking on Tryst Road is currently able to satisfy demand**, with an average occupancy of 70% and 66% on weekdays and weekends, respectively.
- **Accessible parking**, which is for residential properties, **is nearing capacity**, particularly on weekdays, with all spaces being in use for large parts of the day. However, spaces are provided at householder request.
- Very low levels of inappropriate parking were noted.

Hallam Road Car Park

- Hallam Road Car Park (providing 22 spaces and 4 accessible spaces) is located in the centre of Stenhousemuir, and as a result, **experiences a high level of demand**.
- On **weekdays**, the **average occupancy for general parking was 72% and 70% for accessible parking spaces**. On **weekends**, the **average occupancy for general parking was 84% and 30% for accessible parking**.



Denny and Banknock

The Denny and Banknock Electoral Ward includes the towns of Denny and Banknock, which are situated in a predominantly rural setting. The ward comprises hills, agricultural land, and several small villages. Key geographic features include the River Carron, which flows through the area, and the nearby Kilsyth Hills. The landscape is a mix of residential areas, farmland, and some industrial zones, contributing to its varied land use. Strategic transport facilities include the M80 and M876 trunk roads.

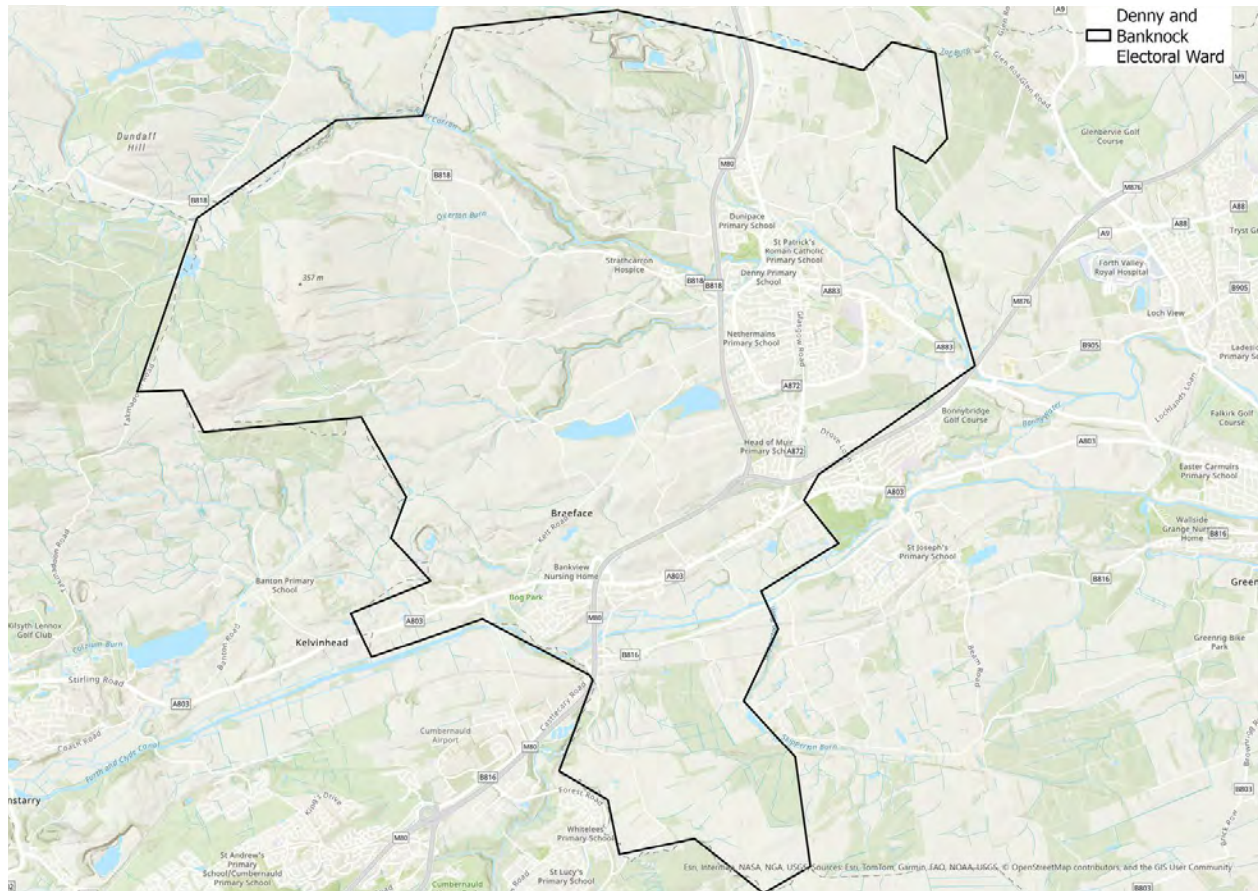
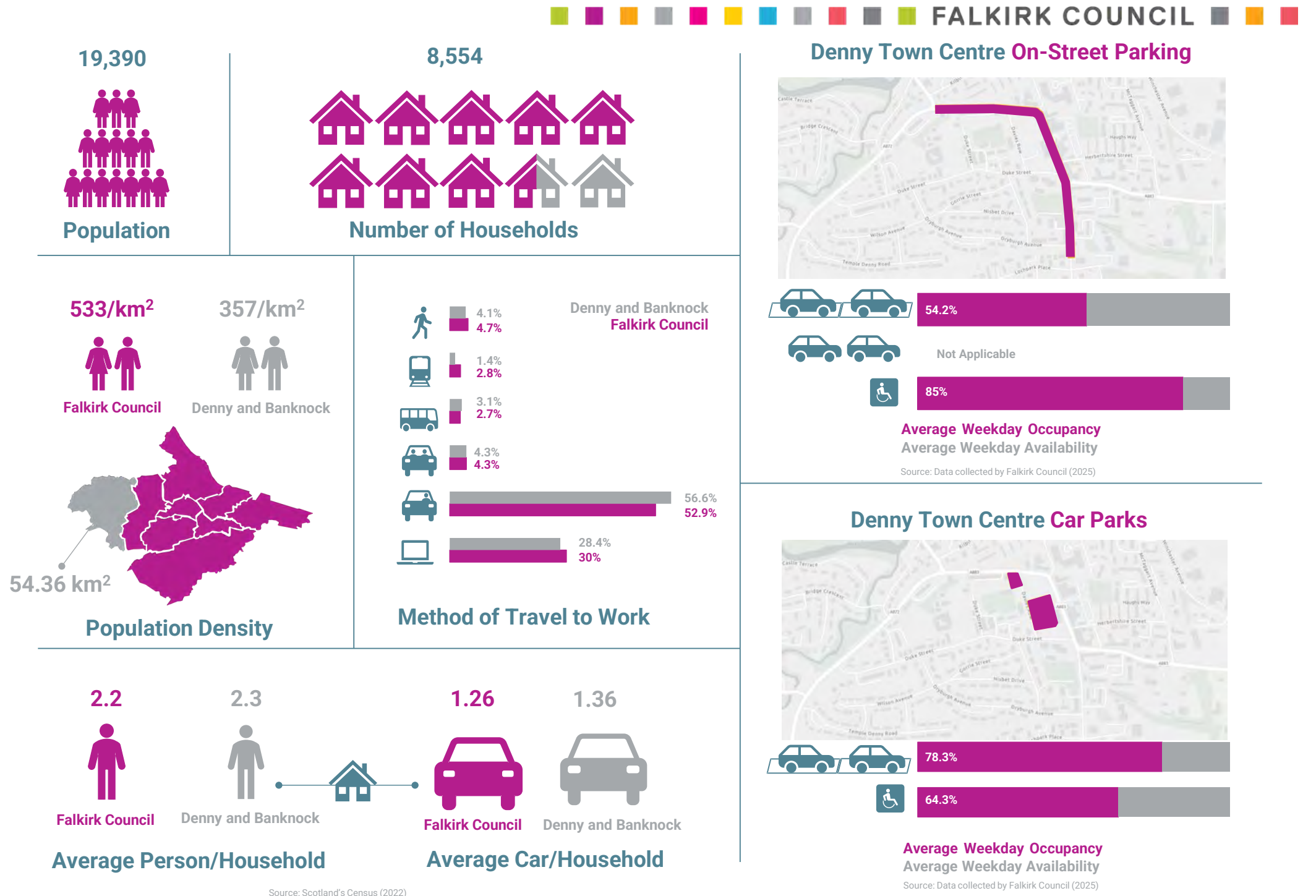


Figure 15: Denny and Banknock Electoral Ward

Across the ward, there are **two council-owned** car parks and approximately **35 privately owned** car parks (including community centres, parks, retail, schools, and restaurants).

In addition to demographic and existing parking facilities data, the following data was collected for Denny and Banknock:

- On-street parking occupancy and duration of stay surveys for A883 Stirling Street / Glasgow Road in Denny.
- Car park occupancy surveys for Davies Row and Stirling Street car parks.



Parking Issues

The key parking issues identified in Denny and Banknock are provided below, based on survey data collected across both weekdays and weekends.

Denny - Stirling Street / Glasgow Road

- The parking on Stirling Street / Glasgow Road is in the form of marked bays in the centre of Denny. The survey indicates that the **current level of parking is suitable to support the demand**. On both **weekdays and weekends**, the **average occupancy was around 55%, with a maximum occupancy of 72%**.
- The duration of stay for weekdays and weekends was around 1 hour, which is significantly higher than the parking restriction of 20 minutes, which is in place for the majority of spaces.
- Out of two **accessible parking** bays, **maximum capacity** was reached on **both weekdays and weekends**. There was a maximum occupancy of 3 vehicles during the weekday period, due to double parking within 1 disabled bay.



Davies Row and Stirling Street Car Parks

- Davies Row Car Park provides 57 spaces and 7 accessible spaces. This car park often nears capacity, but does not result in difficult parking for users. Surveys noted a **general parking occupancy of 78%** and **accessible parking occupancy of 64% during the weekday** period. No weekend data was collected for this location.
- Stirling Street Car Park offers 13 spaces and 2 disabled spaces. While less busy than Davies Row, this car park had a **general parking occupancy of 69%** and an **accessible parking occupancy of 25% during the weekday** period. No weekend data was collected for this location.



Falkirk North

The Falkirk North Electoral Ward has an extensive history, with its roots tracing back to the industrial era. This ward is characterised by a blend of urban and semi-rural landscapes, featuring notable geographic elements such as the River Carron and the Forth and Clyde Canal. Land use within Falkirk North is diverse, comprising residential areas, commercial areas, and green spaces. There are also key visitor attractions such as the Kelpies, the Helix, and the Falkirk Stadium. Strategic transport facilities within this ward include Camelon and Falkirk Grahamston Rail Stations.

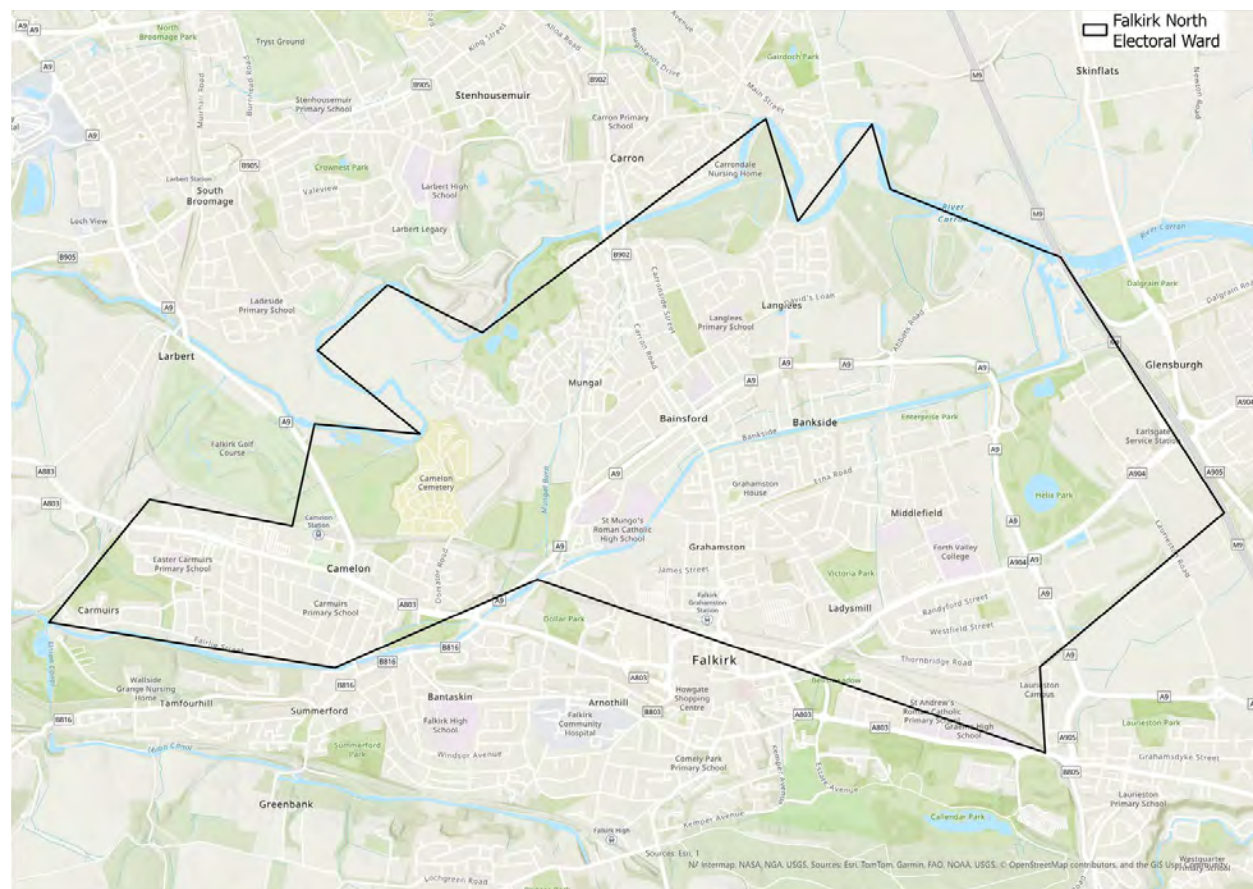
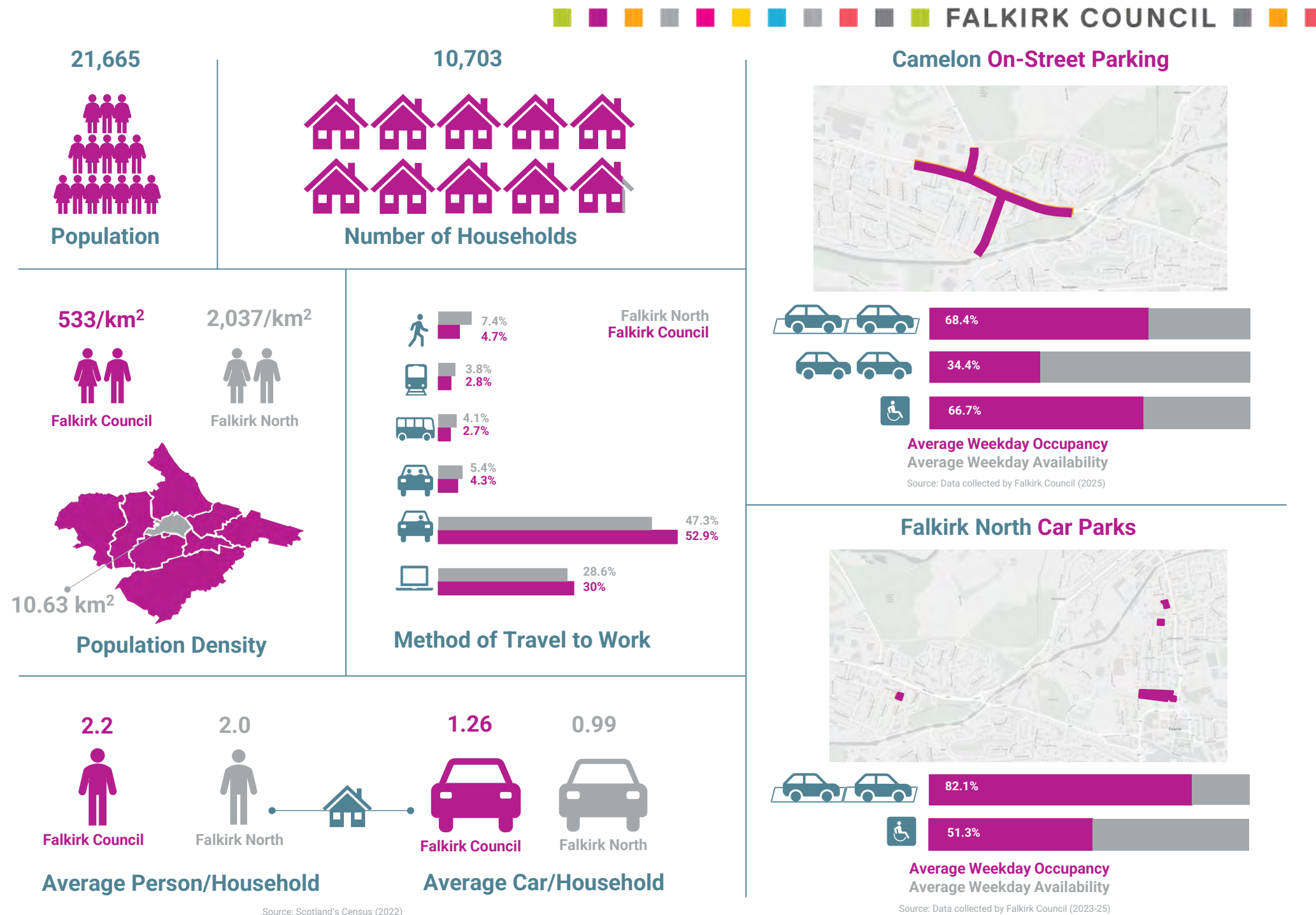


Figure 16: Falkirk North Electoral Ward

Across the ward (excluding the Town Centre), there are **4 council-owned** car park and approximately **34 privately owned** car parks (including community centres, parks, retail, schools, and restaurants).

In addition to demographic and existing parking facilities data, the following data was collected for Falkirk North:

- On-street parking occupancy and duration of stay surveys for A803 Glasgow Road and Union Road in Camelon.
- Car park occupancy surveys for Baird Street, Bryson Street, Gallow Street, Meeks Road, Russel Street, and Russell Street / Gowan Avenue car parks.



Parking Issues

The key parking issues for Falkirk North, according to the data collected, are as follows:

Camelon - Glasgow Road

- Parking in this location is associated with services and retail, and is heavily utilised, especially during the week. Parking bays reached a **maximum occupancy of 89%** with an average duration of stay of 1 hour 14 minutes on **weekdays**, and a **maximum occupancy of 69%** with an average duration of stay of 45 minutes **on weekends**.
- For uncontrolled parking, **maximum occupancy was recorded at 8% for weekdays and weekends**.
- A total of **12% of vehicles observed on weekdays were parked inappropriately**, for an average duration of 57 minutes. Some **2% of vehicles observed on weekends were parked inappropriately**, for an average of 40 minutes.

Camelon - Union Road

- Parking on Union Road comprises a mix of retail, service and residential parking. The 13 parking bays reached a **maximum occupancy of 85%** with an average duration of stay of 23 minutes on **weekdays**, and a **maximum occupancy of 77%** with an average duration of stay of 22 minutes on **weekends**.
- **Uncontrolled parking** on Union Road **is well used**, with **average occupancies of 62% and 40% on weekdays and weekends, respectively**.
- For the three **accessible parking** bays, the **average occupancy** observed was **66%**, with an average duration of stay of 1 hour 51 minutes. It is noted that these are residential accessible bays.
- A total of **10%** of vehicles observed **on weekdays were parked inappropriately** for an average duration of 1 hour and 9 minutes. On weekends, **8% of vehicles observed were parked inappropriately** for an average of 49 minutes.



Alternative Car Parks

- Baird Street Car Park (22 spaces and 2 accessible spaces) is in the heart of Camelon, just off Union Road. It was also shown to be heavily utilised, with an average **general parking occupancy of 86%** and an **accessible parking occupancy of 25%** during the weekday period. No weekend data was collected for this location.
- Bryson Street Car Park (22 spaces and 2 accessible spaces) was observed to have vehicles parked on a semi-permanent basis. **On weekdays**, a **general parking occupancy of 84%** and **accessible parking occupancy of 50%** was observed. Weekends were similar, with a **general parking occupancy of 77%** and **accessible parking occupancy of 50%**.
- Due to the introduction of parking restrictions at the retail park, Meeks Road (337 spaces and 5 accessible spaces) has seen an increase in long-stay parking, with a **general parking occupancy of 77%** and **accessible parking occupancy of 80% on weekdays**. No weekend data was collected for this location.
- Russel Street Car Park (20 spaces and 2 accessible spaces) was observed to accommodate parking from adjacent businesses. As a result, the car park is almost fully utilised, with a **general parking occupancy of 91%** and **accessible parking occupancy of 50%** on weekdays. No weekend data was collected for this location.



Falkirk South

The Falkirk South Electoral Ward has a rich industrial history in ironworks and manufacturing. Geographically, it features a mix of urban and semi-rural landscapes, with notable elements such as the River Carron and the Forth and Clyde Canal. Land use in Falkirk South is diverse, including residential areas, commercial zones, and green spaces. There are also visitor attractions such as Callendar House and the Falkirk Wheel. Strategic transport facilities include Falkirk High Rail Station, which provides excellent connectivity to Edinburgh and Glasgow.

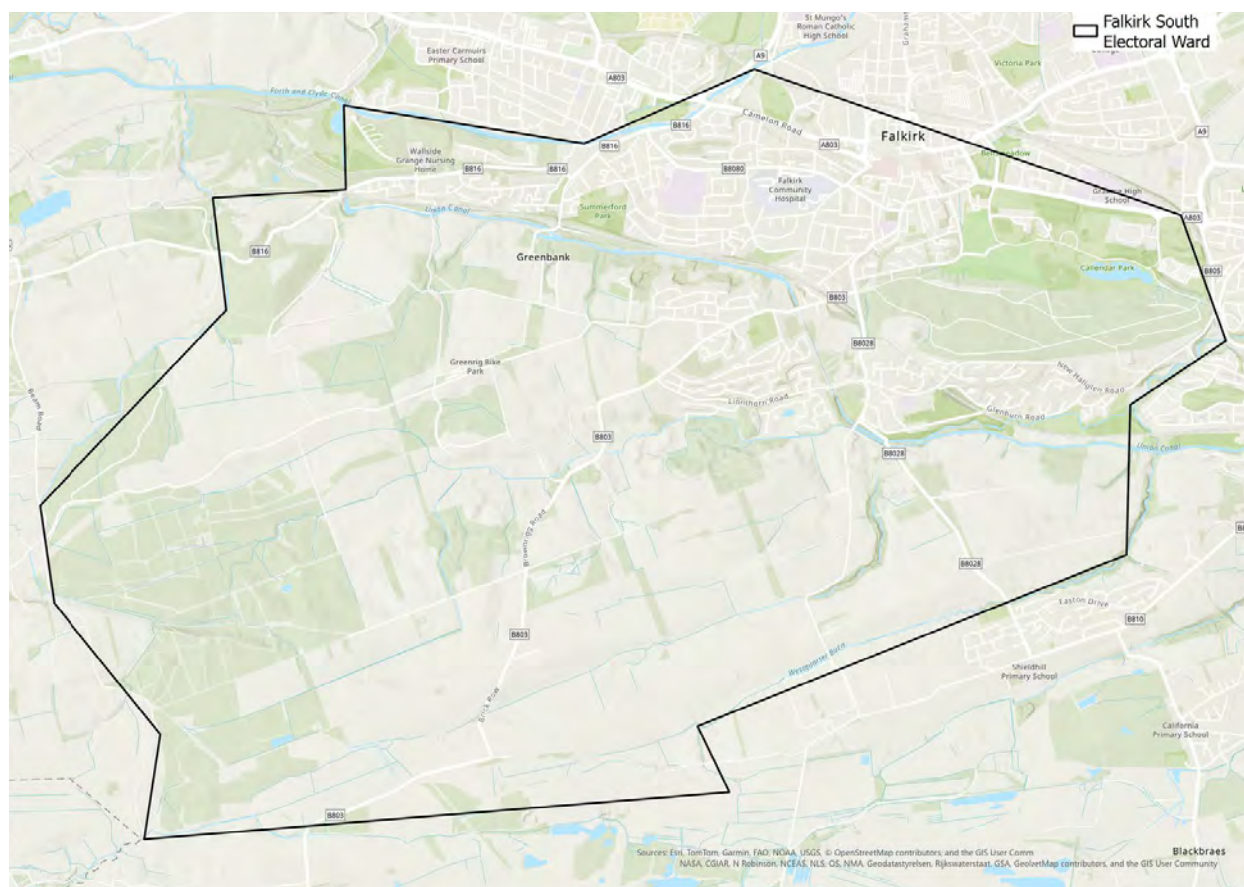
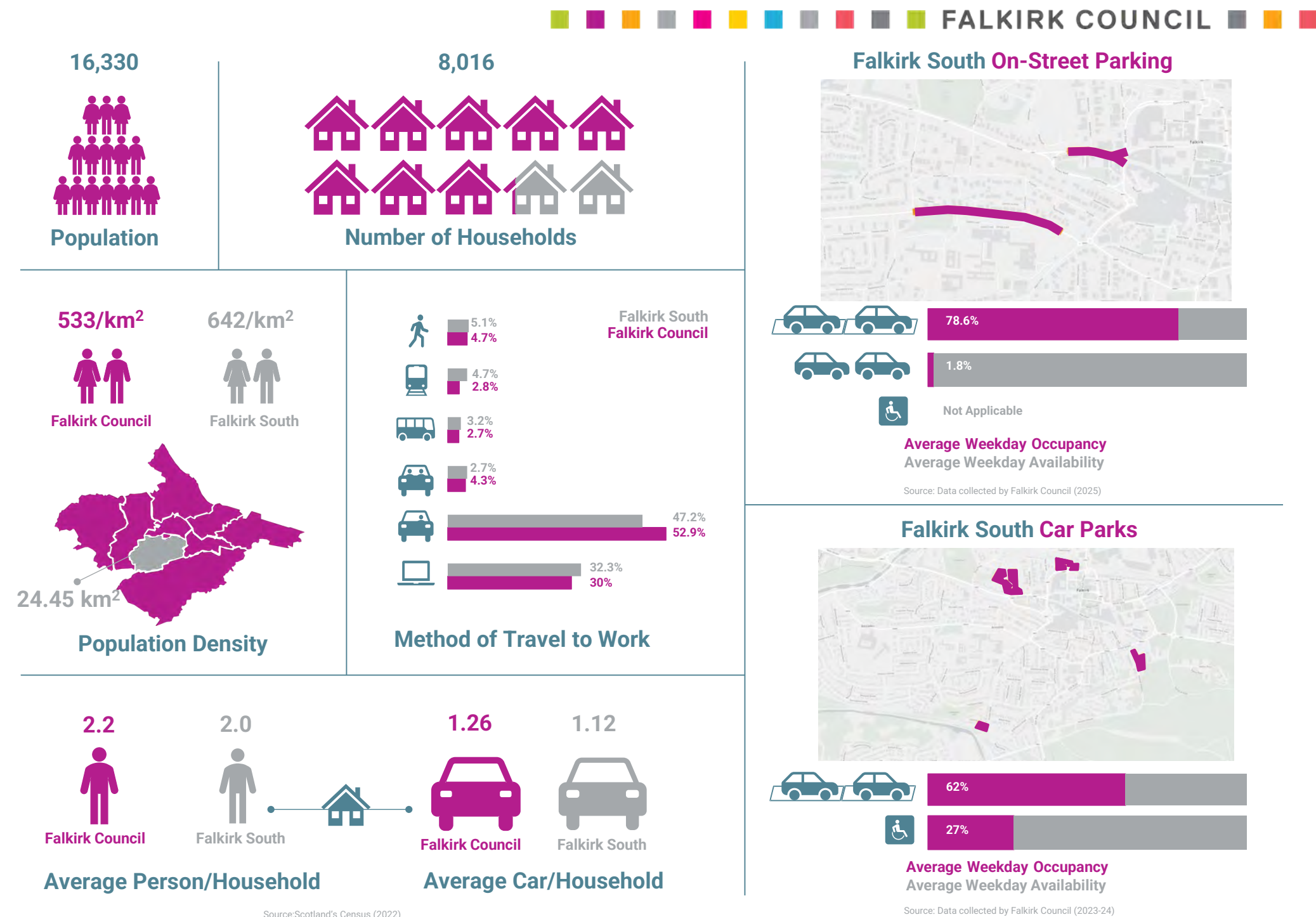


Figure 17: Falkirk South Electoral Ward

Across the ward (excluding the Town Centre), there are **5 council-owned car parks** and approximately **22 privately owned** car parks (including community centres, retail, and restaurants).

In addition to demographic and existing parking facilities data, the following data was collected for Falkirk South:

- On-street parking occupancy surveys for B8080 Westburn Avenue and Windsor Road, and on-street parking duration of stay data for A803 West Bridge Street.
- Car parking occupancy data for Drossie Road, Garrison Place (East), Garrison Place (West), Kemper Avenue, and West Bridge Street car parks.



Parking Issues

B8080 Westburn Avenue

- Wesburn Avenue provides access to Falkirk Community Hospital and Falkirk High School, both of which have the potential to generate on-street parking demand. **Maximum occupancy was observed to be less than 10%**, however, there is a significant level of unrestricted parking.
- A total of **13%** of vehicles observed were **parked inappropriately** during the **weekday** period.

Windsor Road

- Windsor Road is a bus route which has significant levels of on-street parking due to a lack of driveway provision. On **weekdays, the maximum occupancy was 27%**, and at **weekends, the maximum occupancy was 34%**.
- Out of five **accessible parking** bays, the **average occupancy observed was 80%** during the **week** and **100% at the weekend**.
- A total of **8%** of vehicles observed were parked inappropriately **on weekdays**, with **12%** of vehicles observed being parked inappropriately at **weekends**.

A803 West Bridge Street

- West Bridge Street is located west of the town centre, and all parking is for permit holders only. **Capacity was exceeded on the weekdays and weekends (maximum occupancy 114% on both)**.
- The average duration of stay at these parking bays was observed as 1 hour 45 minutes on weekdays and 2 hours 52 minutes on weekends.
- **Parking on double or single yellow lines is a particular issue**, with **51%** of vehicles observed on **weekdays** being parked inappropriately, with an average duration of stay of 1 hour 20 minutes. This increased to **61%** vehicles at the **weekend**, with an **average duration of stay of almost 3 hours**. Surveys were undertaken on a Saturday when restrictions are in place.



Alternative Car Parks

- Both Drossie Road Car Park (67 spaces and 3 accessible spaces) and Slammanan Road Car Park (61 spaces) serve Falkirk High Railway Station. These car parks are well used, with **average weekday car parking occupancies of 96% and 87% respectively**. This indicates that demand for free parking at the station is reaching capacity. Drossie Road had an **accessible parking occupancy of 67%** during the **weekday** surveys. No weekend data was collected for these locations.
- Garrison Place (East) Car Park (18 spaces) serves Falkirk Grahamston Railway Station. The car park is well utilised; however, spaces are generally available, with an average **general parking occupancy of 70%** and an **accessible parking occupancy of 21%** during **weekday** surveys. No weekend data was collected for this location.
- Garrison Place (West) Car Park (95 spaces and 10 accessible spaces) also serves Falkirk Grahamston Railway Station; however is used to a lesser extent, with an average **general parking occupancy of 38%** and an **accessible parking occupancy of 16%** during **weekday** surveys. No weekend data was collected for this location.
- Kemper Avenue Car Park is located in the vicinity of Callendar Park (36 spaces and 2 accessible spaces), and is **generally underutilised (14% average occupancy)**. This is likely due to the presence of free car parking at the park in the vicinity.
- West Bridge Street Car Park (10 spaces) generally serves local retail and is very well used, with an average **general parking occupancy of 92%** during the weekday surveys. No weekend data was collected for this location.



Falkirk Town Centre

Falkirk Town Centre boasts a rich history dating back to the 7th century. It became a royal burgh in 1646 and played a significant role during the Industrial Revolution, particularly in iron and steel manufacturing. Geographically, Falkirk Town Centre is strategically located at the junction of the Forth and Clyde and Union Canals, which were crucial to its industrial growth. Currently, land use in the town centre is diverse, featuring a mix of retail, residential, and recreational spaces. Other relevant characteristics include a pedestrianised high street and a ring road.

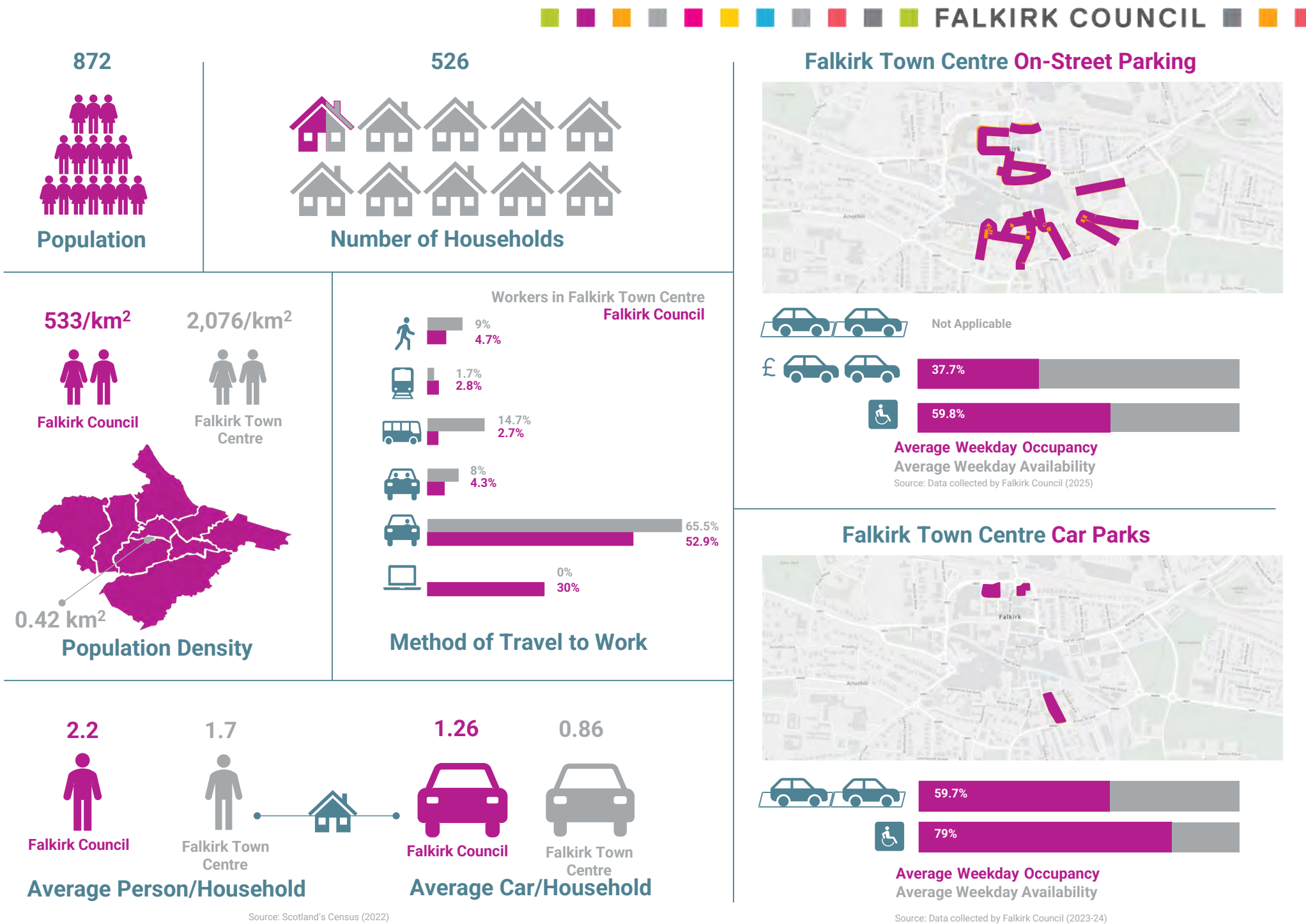
Falkirk Town Centre has **3 council-owned** car parks and approximately **15 privately owned** car parks (including community centres, retail, and restaurants).



Figure 18: Falkirk Town Centre Business Improvement District

In addition to demographic and existing parking facilities data, the following data was collected for Falkirk Town Centre:

- On-street parking occupancy and duration of stay data for Callendar Road, East Bridge Street, Williamson Street, Dundee Court, Mission Lane, Cow Wynd, Bean Row, Baxter's Wynd, Booth Place, St Andrews Place, Pleasance, Meadow Street, Manor Street, Vicar Street, Manse Place, Bank Street, Weir Street, Newmarket Street, Glebe Street and Melville Street.
- Accessible parking occupancy, duration of stay, and blue badge misuse data for Williamson Street, Melrose Place, Cow Wynd, Baxter's Wynd, St Andrews Place, Pleasance, Manor Street, Bank Street, Vicar Street, Weir Street, and Melville Street.
- Car park occupancy data for Baxter's Wynd, Cow Wynd, Melville Street, Weir Street, and Williamson Street car parks.



Parking Issues

A summary of the findings from the on-street, off-street, and accessible parking occupancy and duration of stay surveys for each location within Falkirk Town Centre has been set out below.

Table 2: Falkirk Town Centre Summary of On-Street Parking Survey

Location	Period	Average Parking Occupancy	Maximum Parking Occupancy	Duration of Stay (Average)	Illegal Parking
Melville Street / Clebe Street	Weekday	54%	84%	36 minutes	4%
	Weekend	50%	76%	35 minutes	5%
Weir Street	Weekday	60%	100%	35 minutes	10%
	Weekend	50%	80%	3 minutes	0%
Meadow Street	Weekday	5%	15%	-	70%
	Weekend	15%	69%	2 hours 23 minutes	48%
East Bridge Street	Weekday	19%	33%	17 minutes	10%
	Weekend	23%	47%	22 minutes	18%
Williamson Street	Weekday	50%	94%	20 minutes	32%
	Weekend	53%	81%	1 hour 22 minutes	29%

On-Street Parking

Table 2 shows that the highest **weekday** parking occupancy was at Weir Street (**average occupancy 60%**, maximum occupancy 100%) and the highest **weekend** occupancy was at Williamson Street (**average occupancy 53%**, maximum occupancy 81%).

The longest weekday duration of stay was at Meadow Street (less than 1 hour) and the longest weekend duration of stay was also Meadow Street (2 hours 23 minutes).

The **highest level of illegal parking** during weekday period was at **Meadow Street** (70%) and the highest level of illegal parking during weekend observations was also Meadow Street (48%).



Off-Street Parking

Table 3: Falkirk Town Centre Summary of Off-Street Parking Survey

Car Park	Average Parking Occupancy (General)	Average Parking Occupancy (Accessible)
Melville Street (67 spaces and 5 accessible)	45%	68%
Weir Street (24 spaces and 2 accessible)	69%	83%
Williamson Street (108 spaces and 7 accessible)	65%	86%

Table 3 shows that the **average occupancy** of the above car parks is **60% for general parking** and **79% for accessible parking**.

The **highest** average car park **occupancy** observed for **general parking** was at **Weir Street** (69%) and the **highest** average car park **occupancy** for **accessible parking** was at **Williamson Street** (86%).

Accessible Parking

Table 4 shows that accessible parking is well used across the town centre, with an average occupancy of 85% across all areas. The **highest average accessible parking occupancy** observed was at **St Andrews Place** (94%) and **Weir Street** (92%).



Table 4: Falkirk Town Centre Summary of Accessible Parking Survey

Locations	Average Parking Occupancy	Average Duration
Bank Street	66%	3 hours
Baxter's Wynd (North)	91%	3 hours
Baxter's Wynd (South)	87%	2 hours
Cow Wynd	81%	1 hour
Manor Street	87%	2 hours
Melrose Place	86%	2 hours
Pleasance	70%	2 hours
St Andrews Place	94%	2 hours
Vicar Street	97%	4+ hours

Grangemouth

The Grangemouth Electoral Ward has a significant industrial history, particularly known for its large petrochemical complex. Geographically, it is situated on the southern shore of the Firth of Forth, featuring the Grangemouth Docks and the River Carron. Land use in Grangemouth is diverse, with extensive industrial areas, residential neighbourhoods, and green spaces such as Zetland Park. Strategic transport facilities include the M9 trunk road.

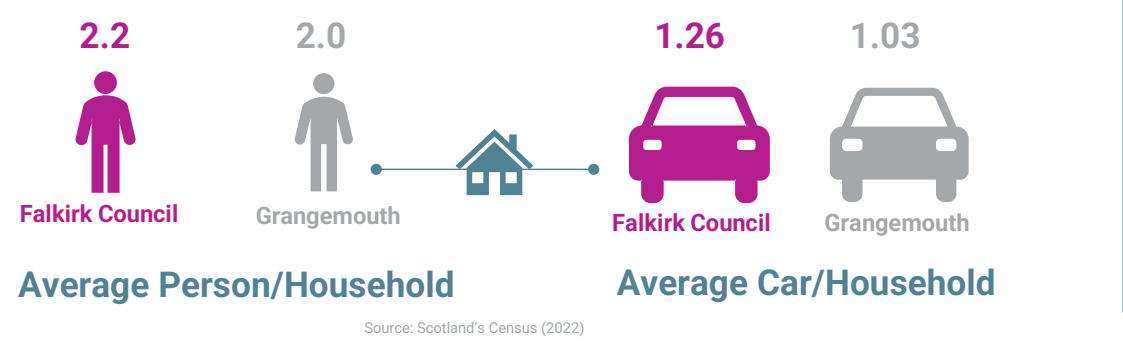
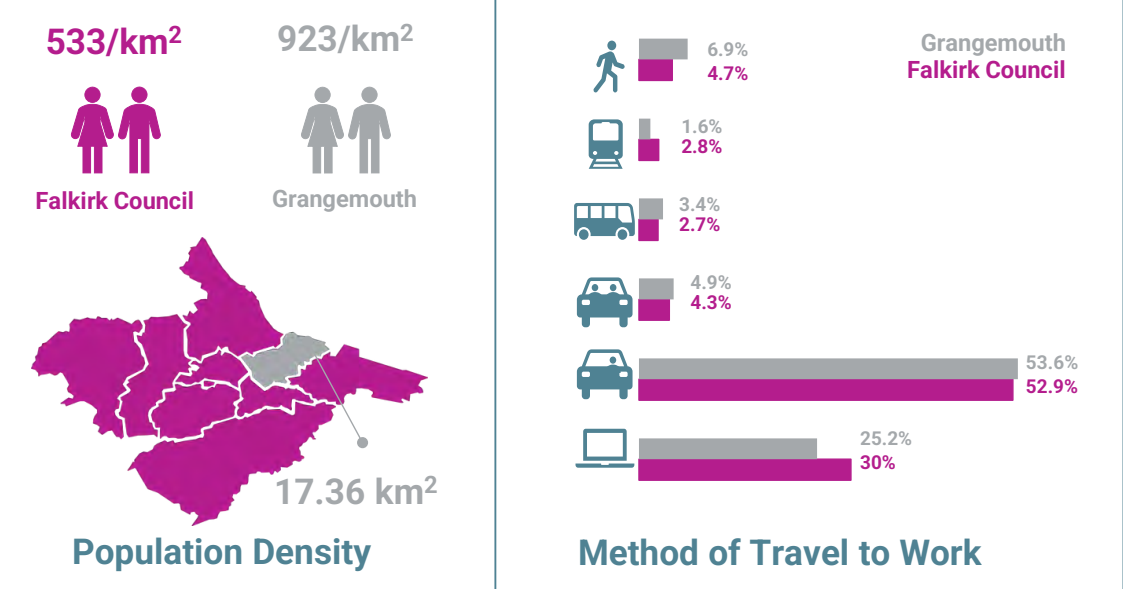
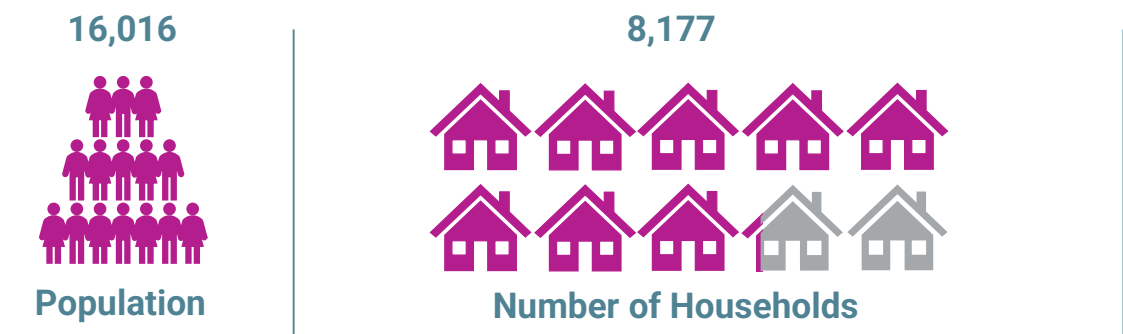


Figure 19: Grangemouth Electoral Ward

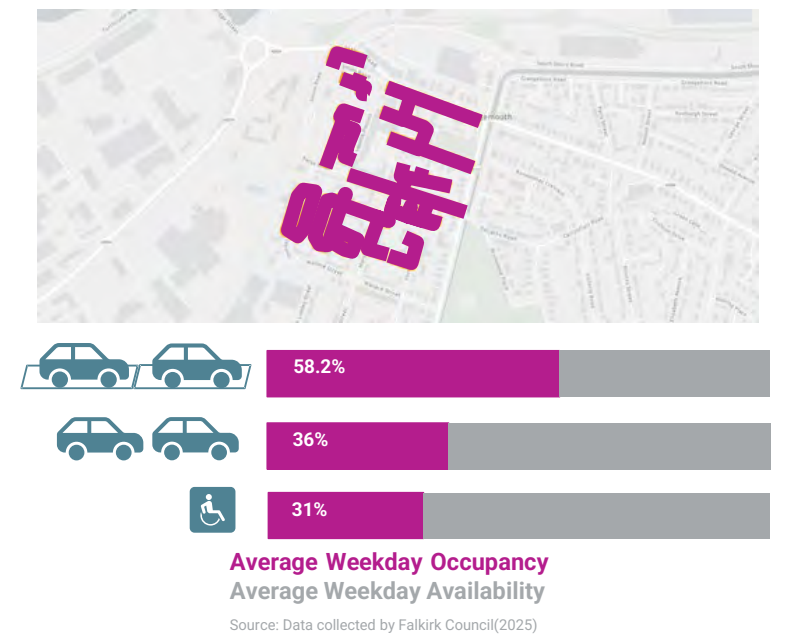
Across the ward, there are **2 council-owned** car parks and approximately **25 privately owned** car parks (including parks, community centres, retail, schools, and restaurants).

In addition to demographic and existing parking facilities data, the following data was collected for Grangemouth:

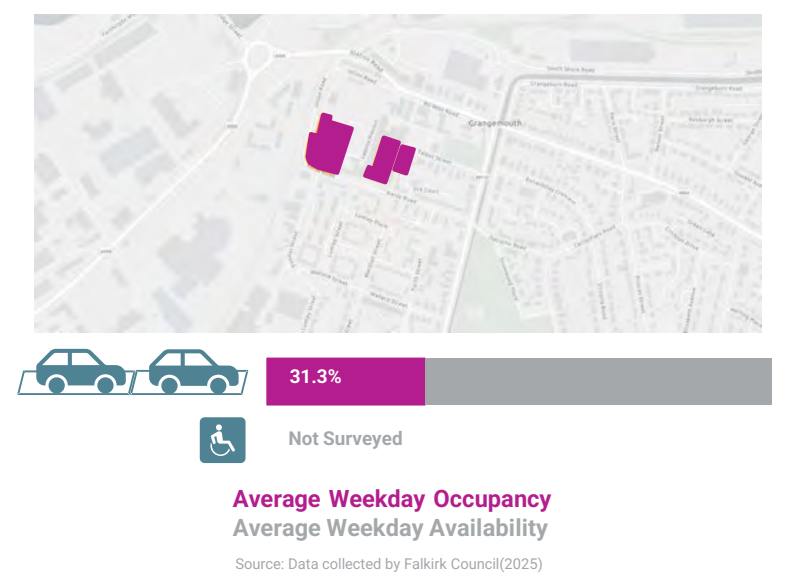
- On-street parking occupancy data for Grangemouth Town Centre, including Union Road, York Arcade, Talbot Street, Annfield Place, Library Lane, Kerse Road, Ure Court, Troupe Court, Marshall Street, Creteil Place, Forth Street, Lumley Place, Lumley Street, Lumley Court, and Dundas Street.
- Car park occupancy data for B&M, Talbot Street (East), Talbot Street (West), and Union Road Car Parks.



Grangemouth Town Centre On-Street Parking



Grangemouth Town Centre Car Parks



Parking Issues

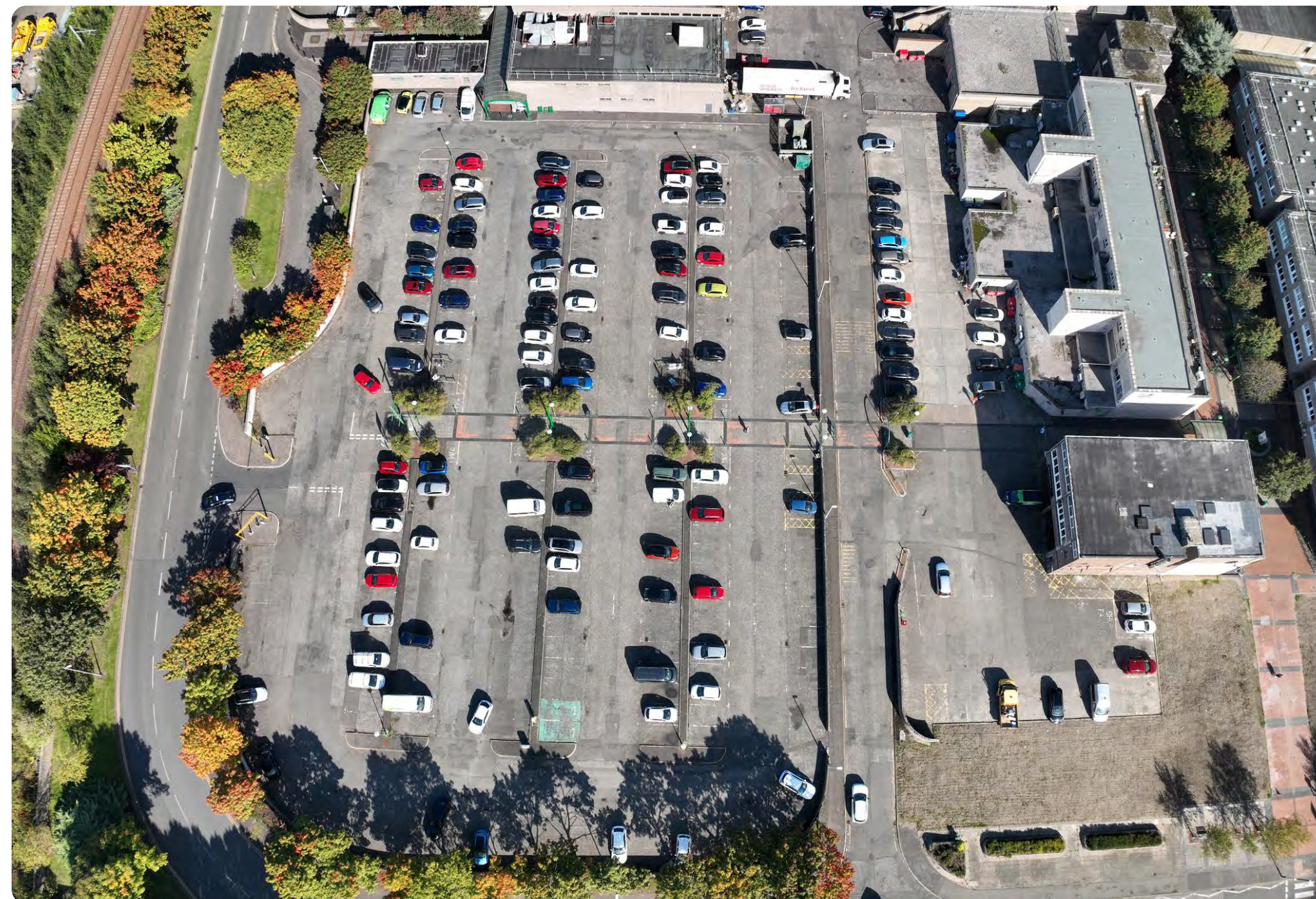
The key parking issues for Grangemouth, according to the data collected, are as follows:

Grangemouth Town Centre

- Dundas Street, located in a commercial/residential area to the south of the town centre, has the **highest maximum occupancy at 97%**, and the highest minimum occupancy at 43%.
- Union Road flats had the lowest maximum occupancy at 22%.
- York Arcade had the highest volume of parking with 44 vehicles recorded during the busiest period out of 52 possible spaces.
- The **total maximum occupancy across all on-street parking availability in Grangemouth Town Centre was 48%**, meaning that **over 50% of on-street spaces were available** across the town centre. During the least busy period for each street, only 27% of spaces were occupied, meaning that over 70% of spaces were available.

Talbot Street (East and West) and Union Road Car Parks

- Talbot Street (East) Car Park (c. 39 spaces and 3 accessible spaces) is **generally underutilised**, with an **average parking occupancy of 12% on weekdays and at the weekend**.
- Talbot Street (West) Car Park (c. 70 spaces and 3 accessible spaces) was observed as approaching capacity, or operating at capacity, with a **general parking maximum occupancy of 88%** during the **weekday** survey and **100% during the weekend** survey.
- Union Road Car Park (243 spaces and 12 accessible spaces) was observed to be **operating well within capacity**, with an **average occupancy of 26% on weekdays and 21% at the weekend**.



Lower Braes

The Lower Braes Electoral Ward has a rich history tied to its industrial past, particularly in ironworks and manufacturing. Geographically, the ward features a mix of urban and semi-rural landscapes, with notable features such as the River Carron and the Union Canal. Land use in Lower Braes is diverse, encompassing residential areas, commercial zones, and green spaces such as Gray Buchanan Park and Polmont Woods. Strategic transport facilities include Polmont Rail Station, which provides excellent connectivity to Glasgow and Edinburgh, and the M9 trunk road.

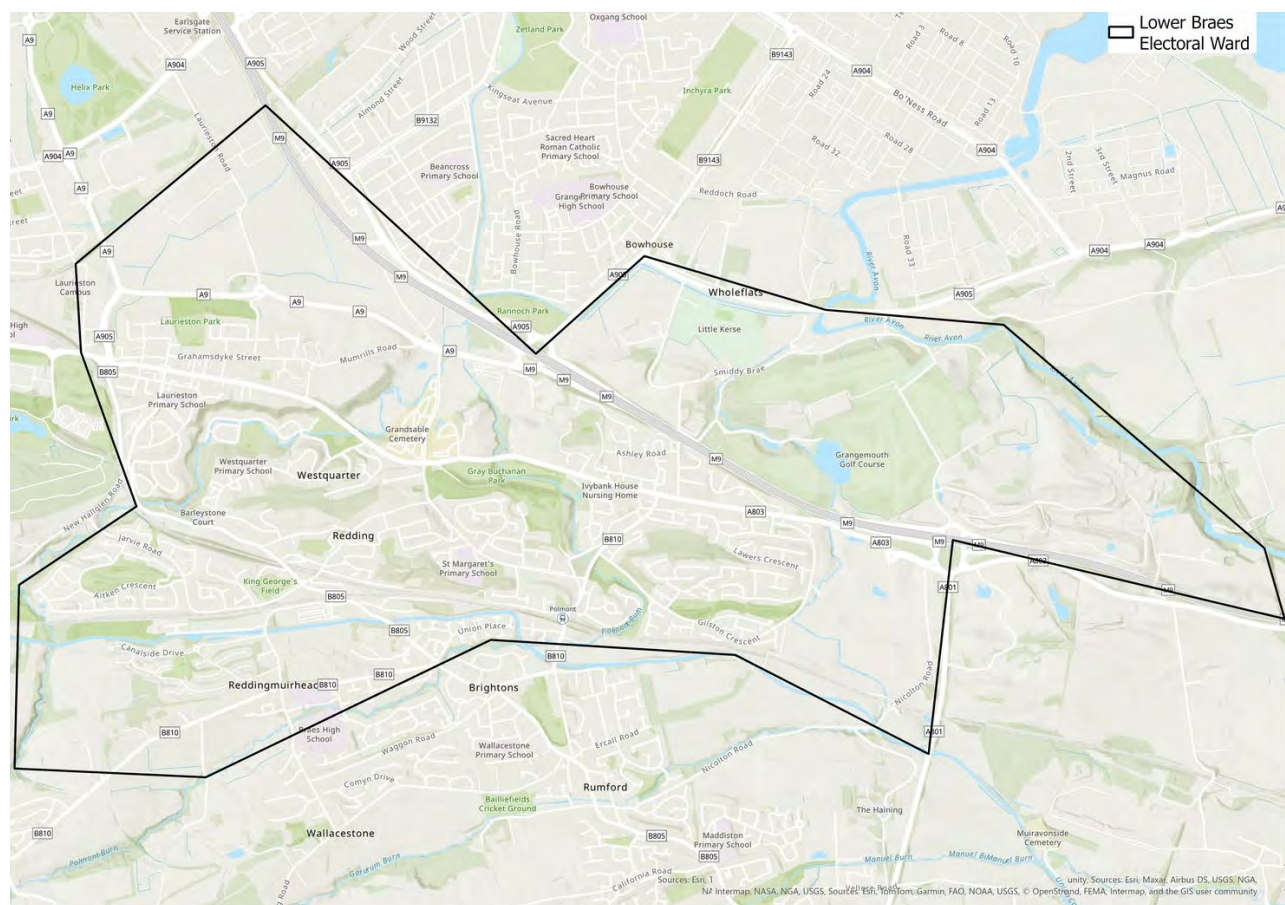
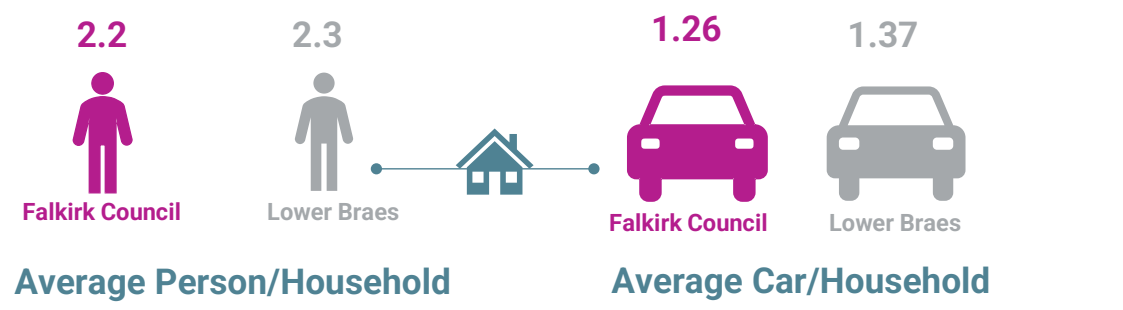
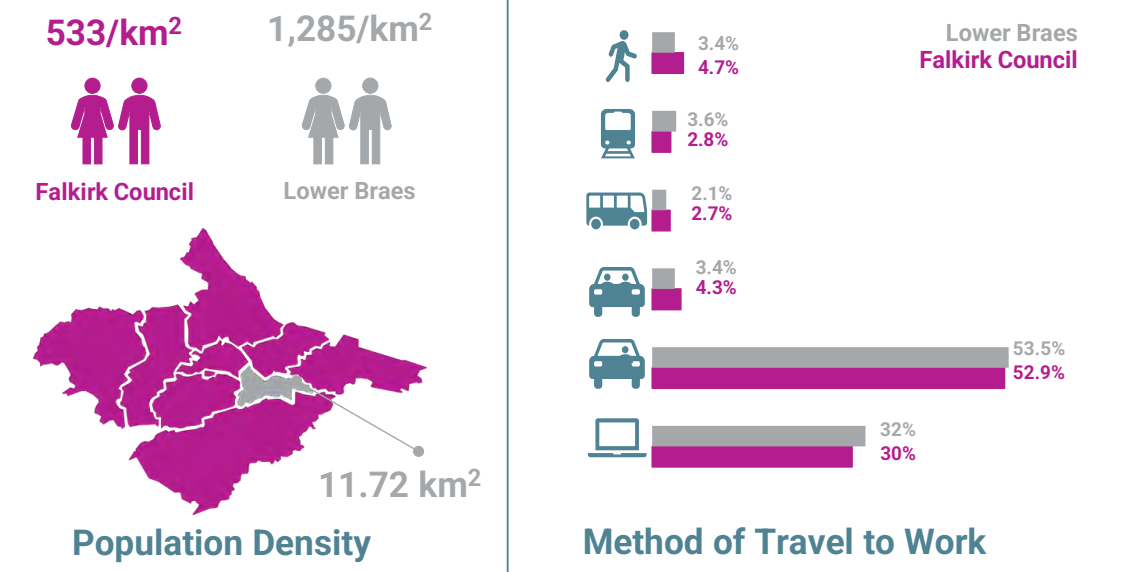
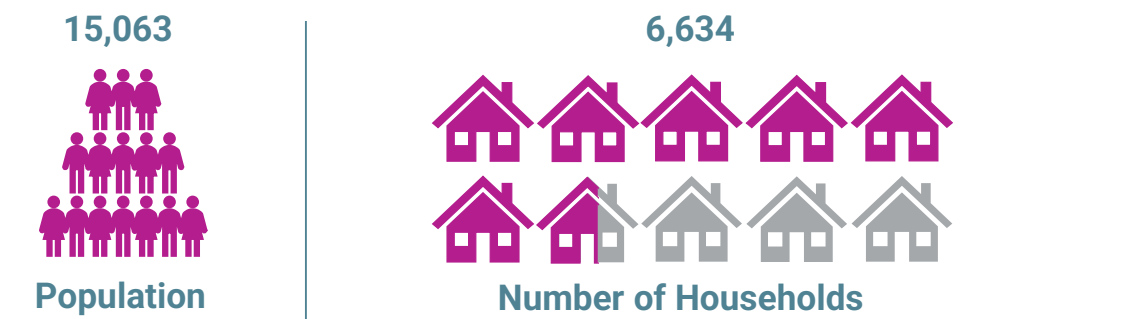


Figure 20: Lower Braes Electoral Ward

Across the ward, there are **3 council-owned** car parks and approximately **23 privately owned** car parks (including parks, community centres, retail, schools, and restaurants).

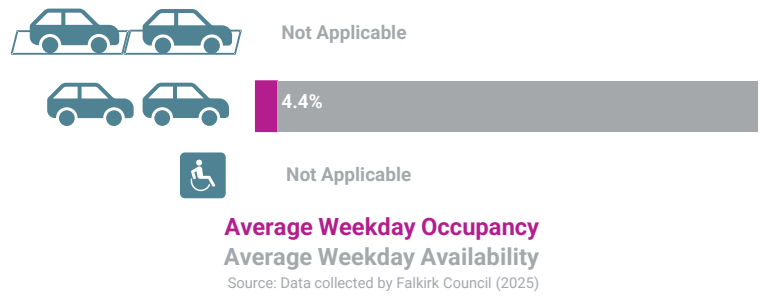
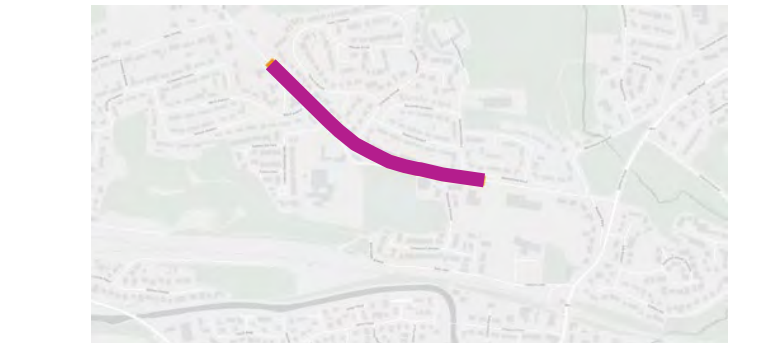
In addition to demographic and existing parking facilities data, the following data was collected for Lower Braes:

- On-street parking occupancy and duration of stay surveys for Salmon Inn Road, Polmont.
- Car park occupancy surveys at James Street, Polmont Station (East) and Polmont Station (West) Car Parks.

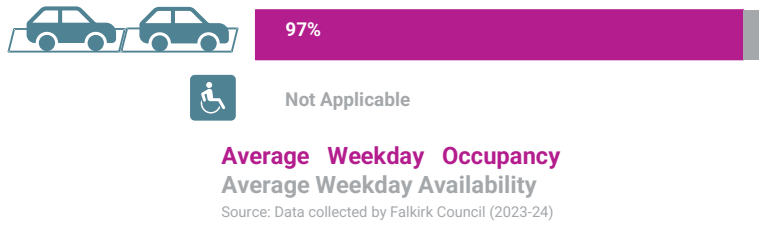
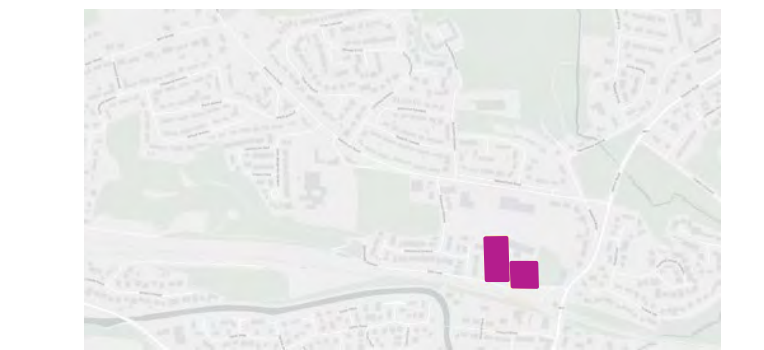


Source: Scotland's Census (2022)

Polmont – Salmon Inn Rd On-Street Parking



Polmont Car Parks



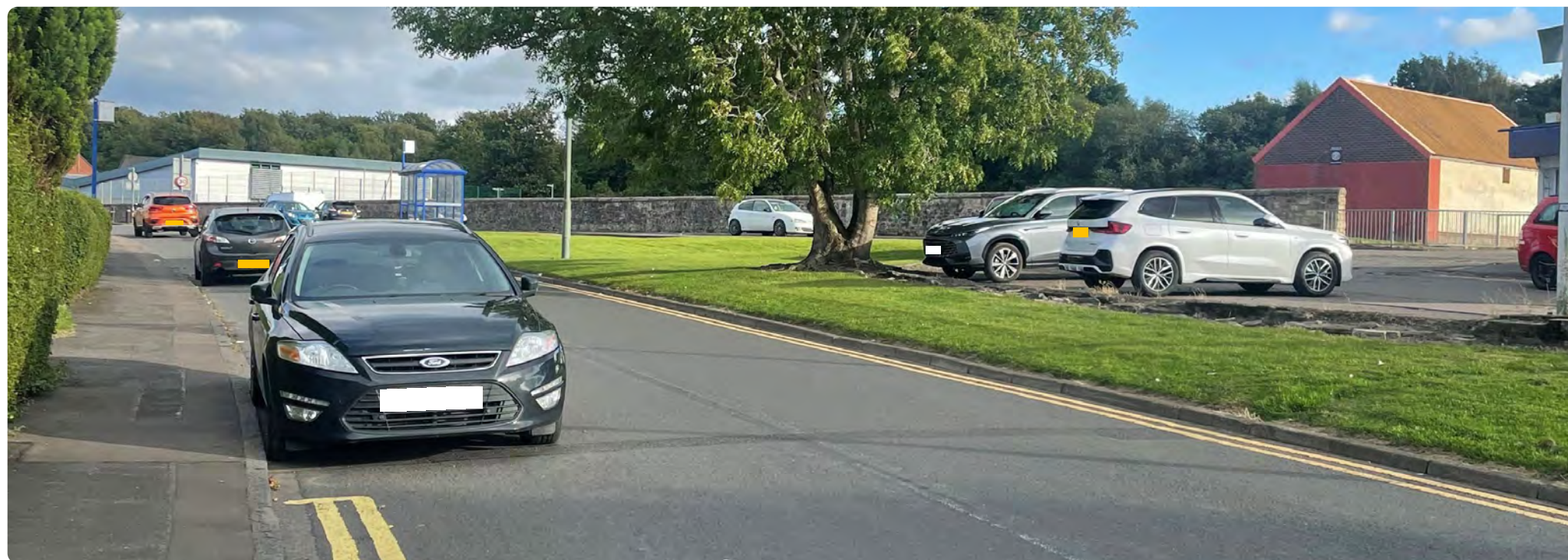
Source: Data collected by Falkirk Council (2023-24)

Parking Issues

The key parking issues for Lower Braes, according to the data collected, are as follows:

Salmon Inn Road

- On-street parking on Salmon Inn Road is primarily residential in nature, with demand increasing during school pick-up and drop-off times. **While maximum occupancy is generally low** (8% and 15% on weekdays and at the weekend, respectively), **parking has been observed to cause congestion on the section between Ward Avenue and Buchanan Gardens during school peaks.**
- On Salmon Inn Road, **12%** of vehicles observed were **inappropriately parked** during the **weekday** period, with an average duration of stay of less than an hour, and **21%** of vehicles observed were **inappropriately parked** during the **weekend**, with an average duration of stay of 20 minutes.



James Street and Polmont Station Car Parks

- James Street Car Park (28 spaces and 2 accessible spaces) is located in Lauriston and serves the retail offering in the village centre. This car park is well used, especially on weekdays. On **weekdays, the average occupancy was 77%** and the **average accessible parking occupancy of 50%**. The **weekend average occupancy was 56% and 0% for general and accessible parking, respectively.**
- Polmont Station (East) Car Park (70 spaces) observations show that this car park was operating at capacity, with a **general parking average occupancy of 99%** during the **weekday** period. No accessible parking is located within this car park. No weekend surveys were carried out at this location.
- Polmont Station (West) Car Park (102 spaces) observations show that this car park was operating almost at capacity, with a **general parking average occupancy of 95%** during the **weekday** period. No accessible parking is located within this car park. No weekend surveys were carried out at this location.
- **Overall, it can be considered that parking at Polmont Station is at capacity.**



Upper Braes

The Upper Braes Electoral Ward has a rich industrial history in coal mining and quarrying. Geographically, it features a mix of urban and rural landscapes, with largely built-up areas to the north, such as Brightons, Rumford and Maddiston, and rural settlements to the south and west of the ward, such as Slammanan, Avonbridge, California, Standburn, and Blackbraes. Land use in Upper Braes is diverse, including residential neighbourhoods, commercial zones, green spaces, and agricultural land. Key visitor attractions include Muiravonside Country Park.

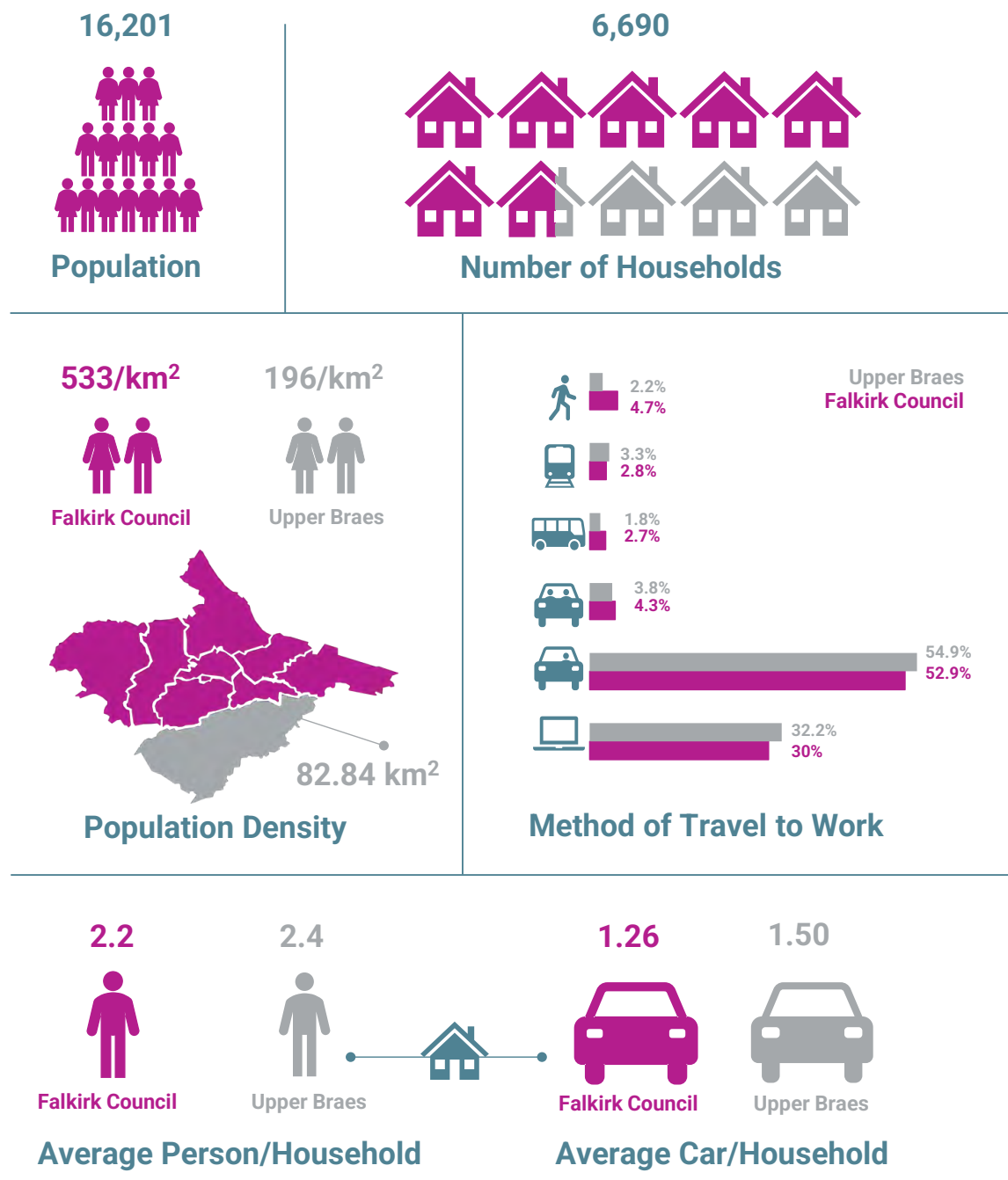


Figure 21: Upper Braes Electoral Ward

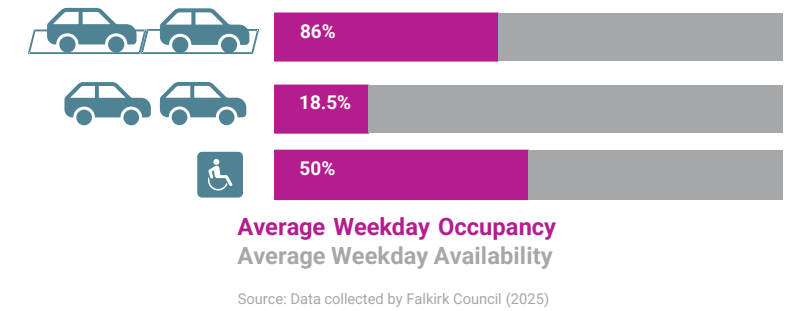
Across the ward, there are approximately **15 privately owned** car parks (including parks, community centres, retail, schools, and restaurants).

In addition to demographic and existing parking facilities data, the following data was collected for Upper Braes:

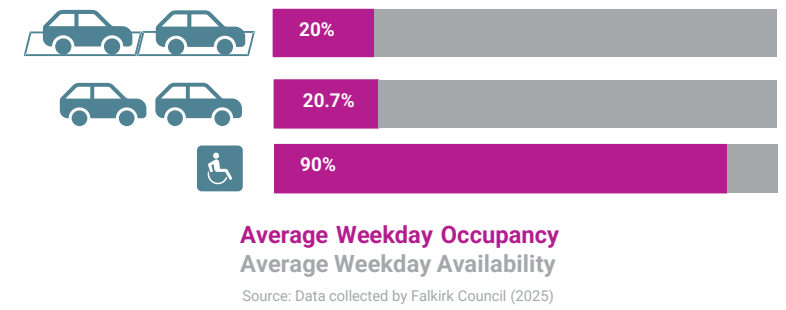
- On-street parking occupancy and duration of stay surveys for Main Street / Station Road, Brightons, B805 Main Road, Maddiston, Main Street / Cross Brae, Shieldhill, and Main Street / Bank Street, Slammanan.



Slammanan On-Street Parking



Shieldhill On-Street Parking



Parking Issues

Main Street / Station Road, Brightons

- On-street parking in this location is generally related to retail and community facilities. The marked parking bays, located outside a row of shops had a **maximum occupancy of 83%** and an average duration of stay of 2 minutes during the **week**, with a **maximum occupancy of 67%** and an average duration of stay of 8 minutes at **weekends**.
- Unrestricted parking is located on the southern side of the canal and generally occurs on both sides of the road intermittently, causing congestion. For these locations there was a **maximum occupancy of 37%** and an average duration of stay of 2 hours 28 minutes during the **week**, and a **maximum occupancy of 21%** and an average duration of stay of 1 hour 10 minutes at the **weekend**.
- Inappropriate parking levels were very low.

Main Road, Maddiston

- **Significant on-street parking occurs in this location** due to a lack of off-street parking for the residential properties that are located on both sides of the road. The implementation of the pavement parking ban has resulted in vehicles parking fully on the carriageway, which can cause **congestion**, especially at the narrower areas of the road.
- **The maximum weekday occupancy of unrestricted parking was 44%**, with an average duration of stay of 2 hours 44 minute. At the weekend there was a **maximum occupancy of 52%** and an average duration of stay of 4 hours 12 minutes during the **weekend** period.
- Inappropriate parking levels were very low.



Main Street / Cross Brae, Shieldhill

- A large percentage of houses on Main Street, Shieldhill do not have a driveway, and as a result, there are significant levels of on-street parking. This is compounded by a lack of parking for the retail offerings and the welfare hall. While the surveys show that there are no capacity issues, congestion and vehicle damage are common.
- In addition, inappropriate parking is common, with a total of **17%** of vehicles observed **parking inappropriately** during the **weekday** for an average duration of 22 minutes. This increased to **27%** at the **weekend**, where the duration of stay was 38 minutes on average.

High Street, Slamannan

- Parking on High Street, Slamannan is mainly associated with retail and residential properties. The five parking bays on High Street had an average occupancy of 86% on weekdays, with an average duration of stay of 1 hour 52 minutes during the **weekday**, and an **average occupancy of 70%** and an average duration of stay of 1 hour 42 minutes at the **weekend**.
- For the **unrestricted parking**, a **maximum occupancy of 33%** and an average duration of stay of 2 hours 18 minutes during the **weekday**, and a **maximum occupancy of 31%** and an average duration of stay of 2 hours 47 minutes during the **weekend**.
- A total of **11%** of vehicles observed were **inappropriately parked** during the **weekday** for an average duration of 2 hours, and **14%** of vehicles observed were **inappropriately parked** for an average duration of 2 hours and 30 minutes during the **weekend**.

Bank Street, Slammanan

- The on-street parking on Bank Street is associated with residential properties, and there are no capacity issues. During our survey period, there was a **maximum occupancy of 15%** on weekdays and **15%** at the **weekend**.
- A total of **3%** of vehicles observed were **inappropriately parked** on **weekdays**, and **6%** of vehicles observed were **inappropriately parked** at the **weekend**.
- Out of the two **accessible parking** bays at this location, **one single bay was occupied** (50%) throughout the weekday and weekend survey periods.



ENGAGEMENT

Overview

Our residents have the everyday lived experience of parking in our communities; therefore, we have made community consultation a key focus of our engagement efforts. Supplementing this was consultation and engagement with key stakeholders and businesses.

This section summarises the engagement and consultation that were undertaken to inform the Parking Strategy. Engagement and consultation were carried out in two stages:

1. Initial engagement and consultation (November 2024 – January 2025)- engagement to understand existing behaviours and problems and opportunities in relation to parking across Falkirk Council.

2. Second round of engagement and consultation (April 2025 – June 2025)- consultation on the ‘actions long-list’, which summarises the problems, opportunities and solutions identified from the initial stage.

An overview of the consultation stages is provided in [Table 5](#). All online engagement and consultation carried out was hosted via *Participate+*. This is an online engagement platform used by Falkirk Council for all engagement and consultation activities. Full details can be found in the [Engagement and Consultation Evidence Report in Appendix B](#) of this strategy.

Table 5: Engagement and Consultation Meetings

Stage	Time Period	Participants	Activities
Stage 1	November 2024 - January 2025	Key stakeholders (internal and external) General Public Local Businesses	Online and in-person meetings Online public engagement survey Online business engagement survey Business drop-in sessions and impromptu visits
Stage 2	April - June 2025	Key stakeholders (internal only) General public	Online and in-person meetings Online public consultation survey

Stage 1 Engagement

Key Stakeholder Engagement

During Stage 1 of the engagement and consultation, relevant internal and external stakeholders were invited to provide input. Feedback provided from the relevant [Falkirk Council departments](#) is summarised in [Table 6](#).

Table 6: Falkirk Council Departments and Services Feedback Summary

Department / Service	Feedback
Roads Network	The importance of balancing national, regional and local policy aspirations with ensuring inclusive parking access. Parking enforcement suggestions at key trip origins and destinations, such as residential areas and rail stations.
Parking Attendants	Penalty Charge Notices (PCNs) cannot be issued where road markings are not visible, which limits the ability to enforce parking issues. The Council's policy regarding enforcement is that parking attendants must wait 10 minutes at double yellow markings before issuing a PCN.
Sustainable Transport	The importance of reallocating on-street parking spaces at the appropriate locations to facilitate active and sustainable travel facilities.
Parks and Greenspace	The importance of identifying and managing parking issues across the main Council parks and greenspaces.
Sports, Leisure and Culture	Parking issues at the Mariner Centre - the car park is currently free for Mariner Centre customers, however is also used by users of the Forth Valley Sensory Centre and the nearby Bowling Alley.
Growth, Planning and Climate	Parking issues in Grangemouth are being reviewed as part of the Grangemouth Masterplan. Parking to the east of Falkirk Town Centre will become a prevalent issue when redevelopment in this area is commenced.

Key External Stakeholder Engagement

Feedback provided from the relevant **external stakeholders** is summarised within **Table 7**.

Table 7: External Stakeholders Feedback Summary

Stakeholder	Feedback
Falkirk Delivers	Parking-related issues in Falkirk Town Centre were discussed, including disabled parking provision, cost of parking and duration of stay options at various car parks.
Walk Wheel Cycle Trust	The importance of parking management in encouraging sustainable travel behaviours.
McGills	Parking issues which impact on the punctuality of bus services (e.g. on key distributor roads and in residential areas). The potential for reinstating the Three Bridges Park and Ride facility.
Scotrail	Scotrail's approach to parking at rail stations, which promotes travel by active and sustainable modes over car parking. Parking violations and the potential for working with local authorities to enforce parking contraventions at and surrounding rail stations.
Network Rail	Network Rail's policy in relation to parking, which promotes travel by active and sustainable modes over parking. The operation of car parks (e.g. Network Rail often own the land and Scotrail or local authorities operate the car parks).

Public Engagement Surveys

Engagement with the public was carried out in the form of rail station platform interview surveys and an online public engagement survey.

Rail Station Interview Surveys

The rail station platform interview surveys were undertaken at Polmont, Falkirk High and Larbert stations in October and November 2024. The primary aim of this work was to ascertain current travel behaviours, including mode of travel, frequency of travel, car park usage, in addition to understanding what measures could encourage modal shift to sustainable modes.

A total of 869 responses was gathered across all three stations, a summary of the key findings at each station is provided in **Table 8**.

Table 8: Rail Station Survey Feedback Summary

Station	Feedback
Polmont	<p>Car-based modes represented the most popular mode of travel to Polmont Station (59% on average across the weekday and weekend). Walking was more popular with weekday (41%) than weekend (32%) rail users. On average, 53% of car-based respondents indicated that they have walked to the station in the past, 5% have used bus and 4% have cycled. An average of 36% of car-based respondents travel less than 5 minutes to the station, highlighting that a significant amount of journeys are made unnecessarily by car.</p> <p>Survey results show that car parking capacity at Polmont is an issue, with 37% of car-based respondents indicating that they park on-street on a weekday, compared to 11% at the weekend. A total of 44% of car-based respondents indicated that a parking charge or difficulty in parking would encourage them to reconsider use of their car.</p>
Falkirk High	<p>When compared to Polmont and Larbert, car usage for accessing Falkirk High is the highest (66% vs 59% and 46% respectively). Falkirk High also sees the highest bus mode share and lowest walking mode share in comparison to Polmont and Larbert. On average, 38% of car-based respondents indicate that they have walked to the station in the past, 7% have travelled by bus and 3% by bicycle. An average of 21% of car-based respondents travel less than 5 minutes to the station, highlighting that a significant amount of journeys are made by car, when other modes could be reasonably used. Falkirk High car-based respondents indicated that alignment of bus and rail timetables (37% average) and integrated ticketing (27% average) would encourage them to reconsider their use of the car.</p>
Larbert	<p>When compared to Polmont and Falkirk High, car usage for accessing Larbert is the lowest (46% vs 59% and 46% respectively). Larbert also currently sees the highest walking mode share (41% average) and the highest cycle mode share (4% average). Weekday rail to rail travel is also high (13%). On average, 32% of car-based respondents indicate that they have walked to the station in the past (notably 42% of weekday respondents), 4% have travelled by bus and 1% by bicycle. An average of 30% of car-based respondents travel less than 5 minutes to the station, primarily on Saturdays, highlighting that a significant amount of journeys are made by car, when other modes could be reasonably used. A total of 48% of car-based respondents indicated that the introduction of a parking charge or difficulty in parking would encourage them to reconsider their use of the car.</p>

Public Engagement Online Survey

During the initial engagement stage, Falkirk residents and visitors were invited to take part in an online survey using the *Participate+* platform. This was an extensive survey which included the following key topic areas:

- Existing parking behaviour.
- Parking in Falkirk Town Centre.
- Disabled parking use.
- Electric vehicle charging use.
- Key parking-related problems, opportunities and priorities.

There were a total of 364 responses gathered from the public survey, which was live between November 2024 and January 2025.

Public Engagement Online Survey - Key Findings

A summary of the key themes throughout responses to this survey are outlined below.

Types of Parking

The most popular types of parking used by participants were private off-street parking and Falkirk Council off-street parking.

Duration of Stay

Within Falkirk Town Centre only, the most 'duration of stay' responses were less than 1 hour or less than 2 hours. There were, however, suggestions for greater long-stay parking options at key locations such as Meadow Street.

Cost of Parking

This was raised as a general concern throughout Falkirk Town Centre. Locations mentioned included Williamson Street car park.



Provision of General Parking

This was a general concern in Falkirk Town Centre, in main streets across most district centres, at rail stations (e.g. Polmont) and in residential areas across the Falkirk Council area. Other issues raised related to this included high demand for parking and vehicles currently parking illegally. There were multiple suggestions where parking could be formalised through road markings and better use could be made of existing assets such as hard-standing areas.

Parking Violations

Issues such as pavement parking, double parking and parking on double yellow markings were raised at key attractions, main streets and on residential streets throughout the Falkirk Council area.

Parking Outside Schools

Parking issues outside of schools were regularly mentioned, with respondents commenting on drivers parking on pavements, crossings, double yellow markings and other prohibited areas.



Business Engagement

All businesses throughout Falkirk Council were provided the opportunity to provide input into the Parking Strategy during both rounds of engagement and consultation. Engagement with businesses was undertaken in the form of:

- An online business engagement survey (live from 21st November 2024 to 13th January 2025).
- 2 business drop-in sessions and impromptu visits to businesses in Falkirk Town Centre throughout January 2025.

The purpose of this exercise was to understand existing parking behaviour and the parking requirements of local businesses, whilst also identifying the key parking-related problems and opportunities relevant to businesses across the Falkirk Council area. **Figure 22** shows a number of key points taken from the engagement survey. **Figure 23** and **Figure 24** highlight the key problems and opportunities.

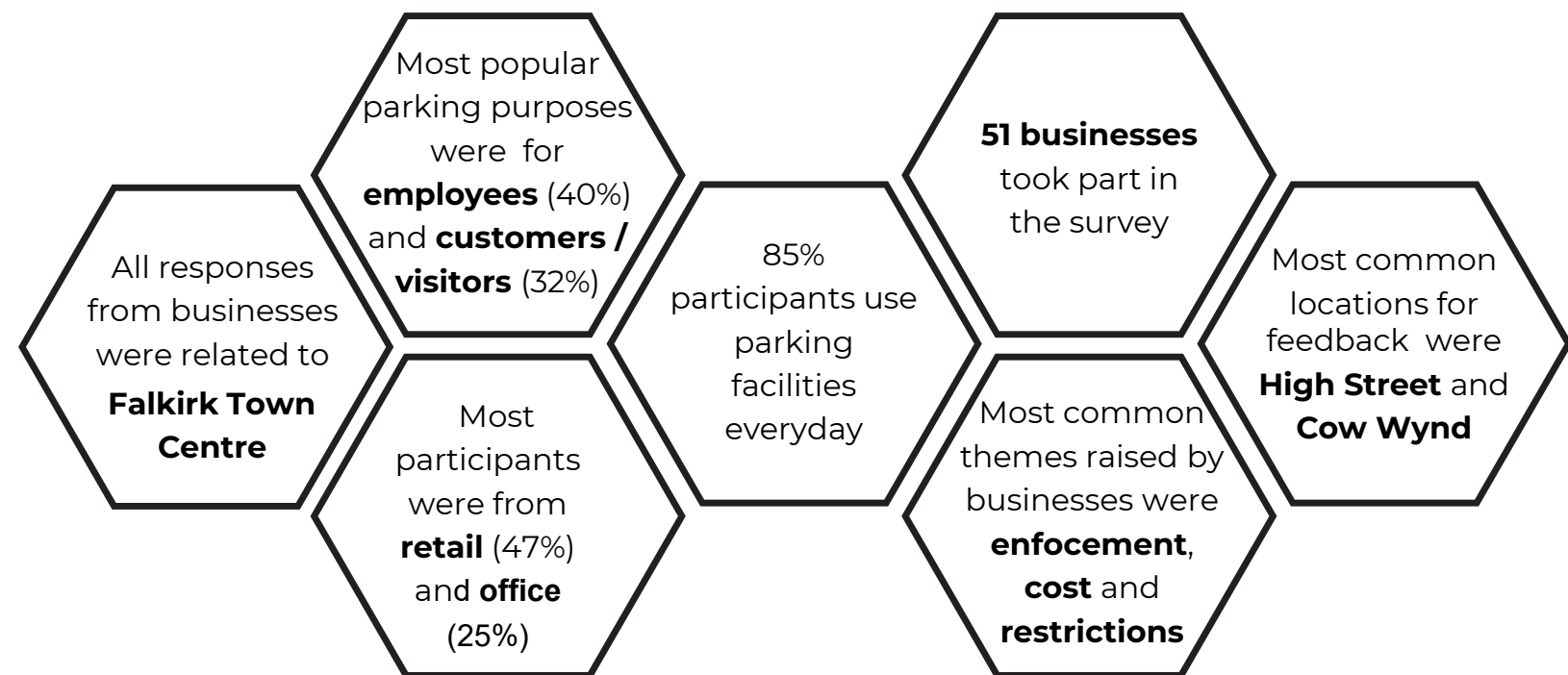


Figure 22: Key Points (Businesses)

Parking Problems Identified During Business Engagement

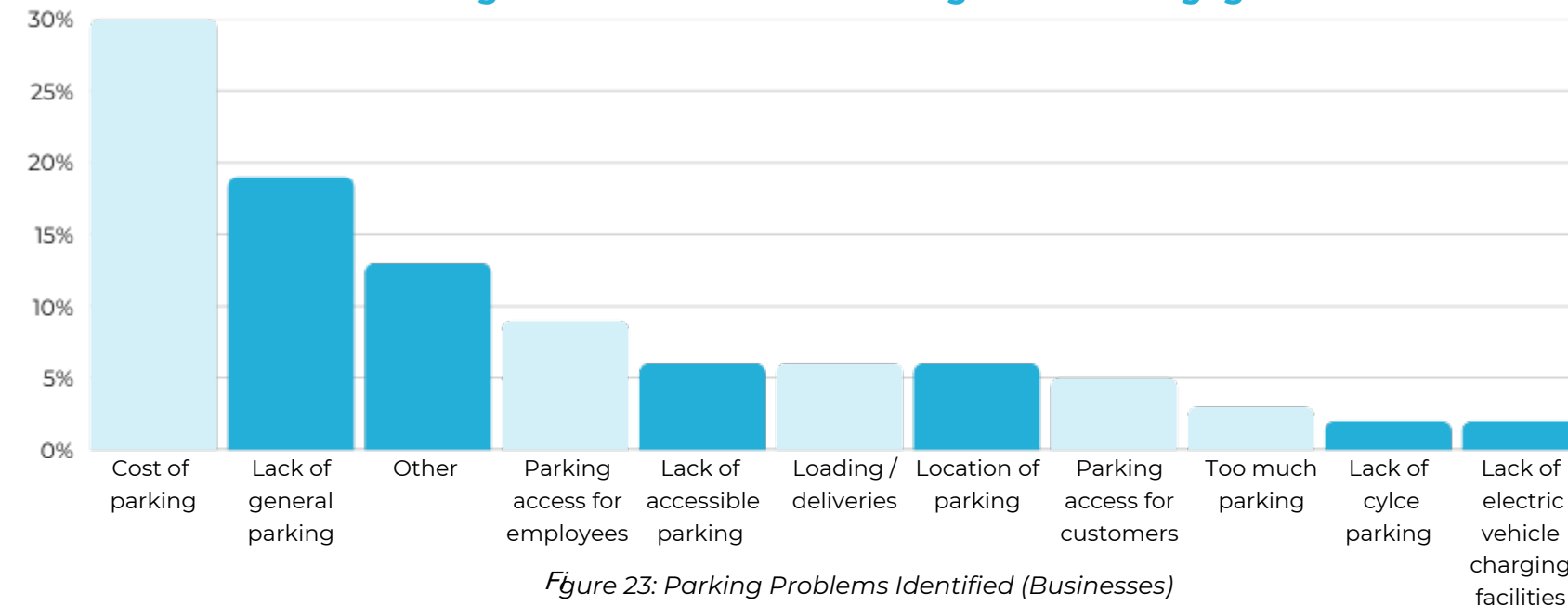


Figure 23: Parking Problems Identified (Businesses)

Parking Opportunities Identified During Business Engagement



Figure 24: Parking Opportunities Identified (Businesses)

Stage 2 Consultation

Stage 1 engagement and consultation feedback, together with the local baseline work, was used to develop an initial long list of actions. These actions sought to address the identified problems and opportunities.

Stage 2 involved Falkirk Council services being consulted directly on the list, while public consultation was used to inform the prioritisation of actions.

Key Stakeholder Consultation

Feedback was provided by Falkirk Council departments / services on the initial long list of actions. This was achieved via **meetings** and **email correspondence** to assist with action sifting, refinement and prioritisation.

Feedback was provided by the following departments / services:

- Roads Network
- Roads Development Control
- Roads Services
- Planning
- Economic Development
- Parks and Greenspace
- Sports and Leisure

The key points raised by each Falkirk Council department / service were incorporated into the finalised actions long-list.

As extensive feedback was provided by external stakeholders during Stage 1 of the engagement and consultation, it was not considered necessary to re-engage with these participants during Stage 2.

All external stakeholders had the opportunity to participate in the public consultation survey to provide feedback on the actions long-list.



Public Consultation

During the second round of engagement and consultation, the public were encouraged to **provide feedback on the actions long-list** via another Participate+ survey.

The purpose of this exercise was to obtain feedback on the action long-list, which would help **inform the prioritisation of actions and delivery** over the strategy period (2026-2036). Participants were able to provide feedback on the Falkirk Council-wide actions and the location-specific actions identified for each electoral ward and Falkirk Town Centre.

There was a total of 188 responses to this survey, which was live between April and June 2025. The number of responses by location has been displayed in **Table 9** and **Figure 25** shows an example of the survey question.

Table 9: Public Consultation Responses by Location

Location	Responses
Bo'ness and Blackness electoral ward	10
Bonnybridge and Larbert electoral ward	22
Carse, Kinnaird and Tryst electoral ward	21
Denny and Banknock electoral ward	3
Falkirk North electoral ward	32
Falkirk South electoral ward	46
Falkirk Town Centre	134
Grangemouth electoral ward	13
Lower Braes electoral ward	21
Upper Braes electoral ward	24

Figure 25: Example Survey Question

Location Selection (1)

Please select the location-specific options that you would like to provide feedback on. Please note you can provide feedback on up to 5 different locations throughout this survey.

Bo'ness and Blackness
 Bonnybridge and Larbert
 Carse, Kinnaird and Tryst
 Denny and Banknock
 Falkirk North (excluding Falkirk Town Centre)
 Falkirk South (excluding Falkirk Town Centre)
 Falkirk Town Centre
 Grangemouth
 Lower Braes
 Upper Braes
 None. I am content with the feedback I have already provided

Public Consultation Online Surveys - Key Findings

The key findings from the public consultation survey are summarised on the following pages.

- **Falkirk Town Centre yielded the most responses** at 41%, followed by Falkirk South (14%) and Falkirk North (10%).
- The most popular Falkirk Council-wide actions were related to **parking charges** (13%), local **town centre parking** improvements (12%), **pavement parking** (10%) and parking **enforcement around schools** (9%).

The most popular actions for each electoral ward, taken directly from the public consultation, are shown below:

Bo'ness and Blackness

- Increased **parking enforcement** (29%)
- Addressing local **residential parking issues** (29%)
- **Disabled parking** provision (25%)

Bonnybridge and Larbert

- **Parking management and formalisation** in Larbert (47%)
- **Increased parking at key destinations** throughout Bonnybridge (35%)

Denny and Banknock

- **Re-lining** of bays and restrictions (40%)
- **Increased parking enforcement** in Denny Town Centre (20%)

Carse, Kinnaird and Tryst

- **Parking formalisation** in Stenhousemuir (26%)
- **Re-lining** of bays and restrictions (40%)
- **Addressing residential parking issues** throughout (23%)

Falkirk North

- **Parking formalisation** in Camelon (31%)
- **Address parking issues** at the Mariner Centre (24%)
- Development of a **match-day parking policy** (19%)

Falkirk South

- Address **parking issues in Hallglen** (30%)
- **Wait time restriction changes** at East Bridge Street (28%)
- Parking management and formalisation throughout (15%)

Falkirk Town Centre

- **Free short-stay parking** (34%)
- **Parking policy initiatives** to support **local businesses** (18%)
- Changes to **duration of stay** options (16%)

Grangemouth

- **Review general parking** at leisure and greenspace destinations (50%)
- Review and prioritise **residential parking issues in Bowhouse** (30%)

Lower Braes

- **Obstructive parking** along Salmon Inn Road (31%)
- Widening of parking bays on Station Road, Brightons (21%)
- **Parking management** at Polmont Station (20%)

Upper Braes

- Address **obstructive parking and resulting congestion** along both Brightons and Shieldhill Main Streets (28%)
- Address **residential parking issues** in Shieldhill (15%)

The most common types of actions selected by participants were related to **parking enforcement** (18%), **parking management** (18%), Parking **duration of stay** options (15%) and **residential parking** (13%).





STRATEGY OBJECTIVES

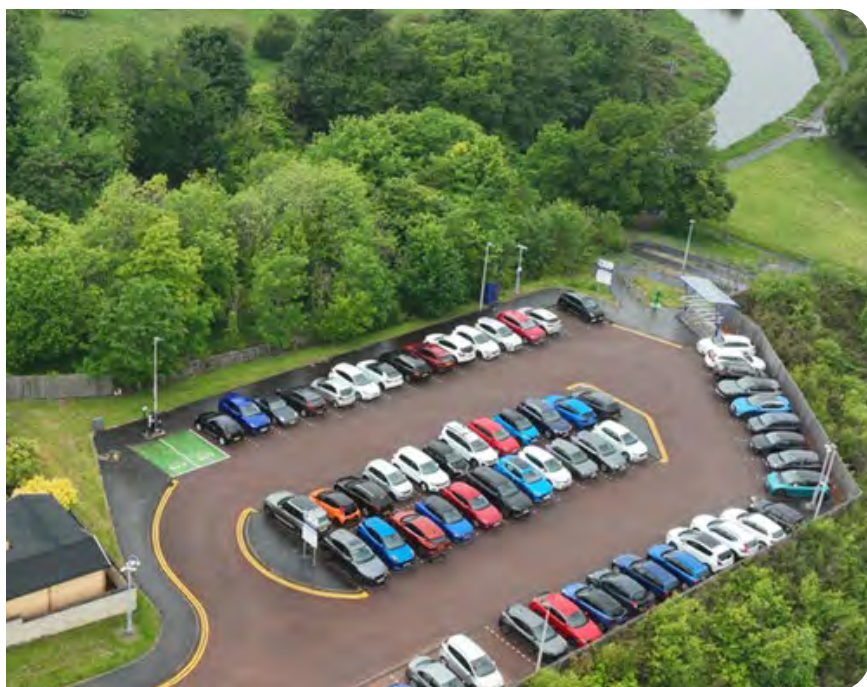
STRATEGY OBJECTIVES

This chapter explains what the Parking Strategy aims to achieve and how its goals have been shaped.

The strategy's objectives are built around the issues and opportunities we've identified, as well as local, regional and national policies. These objectives set out what we want to achieve and help guide our decisions, making sure we focus on the actions that will make the biggest difference.

By setting clear goals, the Strategy will support wider plans for transport, the economy, and the environment, helping to create a more sustainable, accessible, and well-managed parking system that meets the needs of our communities.

The strategy objectives (see [Figure 26](#)) have been used to score and prioritise actions, and will provide a framework for measuring the success of the strategy.



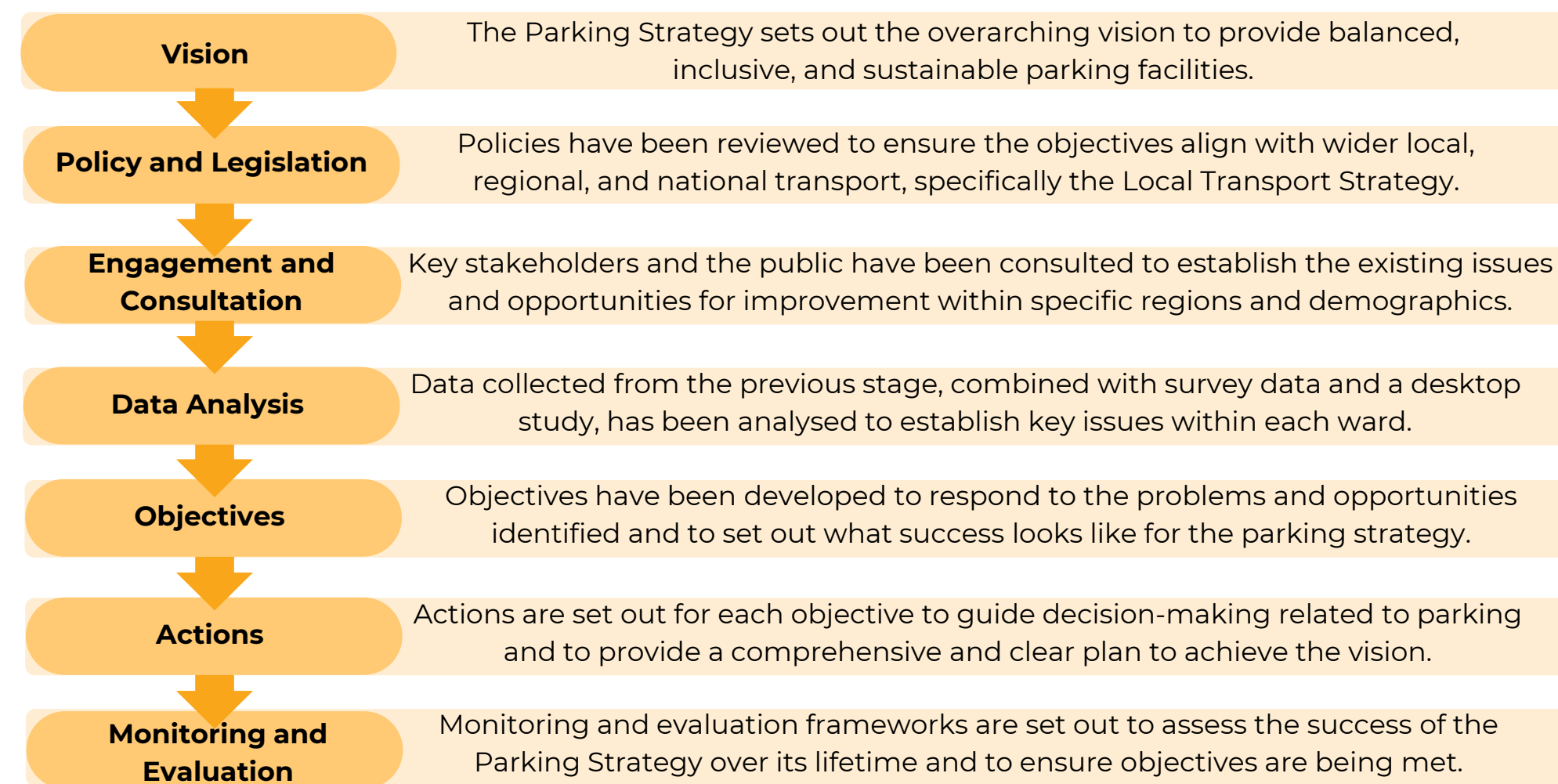
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|-----------|--|
| O1 | Address localised parking issues throughout Falkirk Council through evaluation, design and enforcement. |
| O2 | Maximise the efficiency and functionality of off-street parking assets throughout Falkirk Council as part of management of the transport network. |
| O3 | Support balanced parking management that reallocates space for development and sustainable transport facilities in the appropriate locations. |
| O4 | Manage the desire and need for on-street short and long stay parking options and space for loading and deliveries. |
| O5 | Provide accessible but proportionate levels of parking provision at the appropriate locations. |
| O6 | Reduce congestion through effective management of on-street parking provision. |
| O7 | Encourage sustainable travel through the management and availability of car parking provision throughout Falkirk Council. |

Figure 26: Parking Strategy Objectives

Establishing Objectives

The Parking Strategy objectives have been developed using a 'Golden Thread' approach, which aligns the vision, policies, and evidence with the objectives, actions, and decisions.

The objectives in [Figure 26](#) provide structured targets to guide decision-making and shape future actions for the management of parking across the Falkirk Council area. A summary of the 'Golden Thread' approach as applied to the Parking Strategy is provided below.



Local Transport Strategy Links

This section summarises of how each of the strategy objectives within the Parking Strategy aligns with to the core values set out within Falkirk Council's **Local Transport Strategy** (LTS).

The vision of the LTS is to develop:

“a local transport system that encourages active and sustainable travel choices, creates and connects better places, and promotes wellbeing and community regeneration”.

The core values of the LTS are set out below:



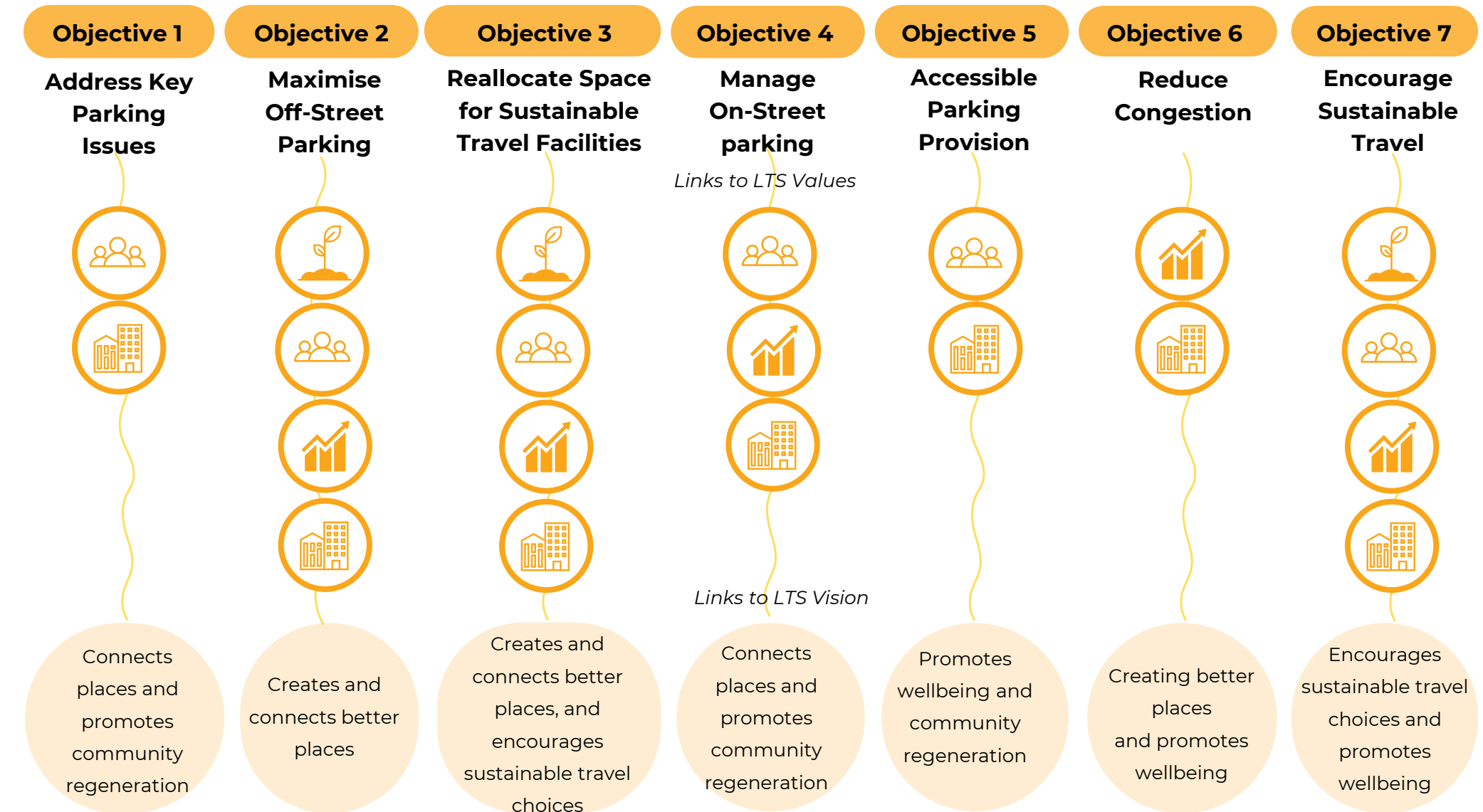
Furthermore, policy objective 9.0 of the LTS is:

“support parking management that reallocates public space to create a shift to active and sustainable modes of transport, whilst acknowledging the importance of accessible parking to ensure social inclusion”.



Each objective has been developed to ensure that the **Parking Strategy links to the LTS** by aligning with the vision, the values, and the policy objectives (see **Figure 27**). The LTS can be found on Falkirk Council's website⁴.

Figure 27: Parking Strategy Objectives - Links to LTS Vision and Values



⁴ <https://www.falkirk.gov.uk/roads-parking-transport-policies-and-strategies/local-transport-strategy-2023>

Engagement, Consultation and Evidence Links

The strategy objectives have been developed in direct response to the feedback received and the evidence gathered, which is presented earlier in this document. **Figure 28** provides a high-level summary showing how the identified issues, proposed resolutions, and strategic objectives are linked.



Figure 28: Parking Strategy Objectives - Links to Engagement and Consultation

Future Steps

The strategy objectives, if the current approach is maintained, will not be achieved. To successfully deliver the overarching vision and achieve the objectives within the lifespan of the strategy, a series of practical actions is required.

The following chapter, **Parking Priorities and Policies**, outlines how each objective will be addressed through targeted actions. It also identifies timescales, making sure that the most deliverable and impactful actions are prioritised first.

Building on this, **Strategy Implementation & Delivery** outlines the framework for how these actions will be delivered in practice.

Finally, **Monitoring & Evaluation** describes how progress will be tracked over time. This ensures that the strategy remains dynamic and effective, allowing future decisions to be guided by real evidence and evolving community needs.





HERITAGE TRUST

BO'NESS ROAD

KERSE ROAD

YORK SQUARE
YORK SQUARE
YORK SQUARE
YORK SQUARE

PARKING PRIORITIES & POLICIES

Parking Priorities & Policies

This strategy sets out Falkirk Council's priorities and policy objectives that will allow us to deliver:

“Support parking management that reallocates public space to create a shift to active and sustainable modes of transport, whilst acknowledging the importance of accessible parking to ensure social inclusion.”

This section of the strategy outlines the parking priorities and policy objectives. These are based on the problems and opportunities identified through the data analysis, policy reviews, and consultation with communities and stakeholders. The priorities, objectives and supporting actions will guide decision-making related to parking, enabling us to achieve the strategy's overall vision.

Local Parking Management & Enforcement

Issues caused by parking in local areas have the potential to impact almost everyone who visits, lives, or works in the Falkirk Council area. When on-street and off-street parking operates at or near capacity, the risk of congestion, overspill parking, and parking violations increases.

As part of this strategy, Falkirk Council aim to tackle to address the key concerns identified which have been identified during the engagement and consultation stages. Feedback identified that local parking issues are of significant concern to residents and visitors to Falkirk, particularly the lack of parking enforcement, local town centre parking, and residential parking. The most common themes raised by businesses included the cost of parking, current parking restrictions, and enforcement issues.

Table 10 sets out the Policy Objective for local parking management and enforcement and also includes the relevant actions and timelines to meet the objective over the lifespan of the Parking Strategy.



Policy Objective		Timeline
Priority: Policy Objective 1:0:	Local Parking Management & Enforcement Address localised parking issues throughout Falkirk Council through evaluation, design and enforcement	Action will be achieved by:
Action 1.1	Improved enforcement of parking in the areas surrounding key attractions throughout the Falkirk Council area.	2026
Action 1.2	Investigate the development of bespoke parking standards for Falkirk Council to ensure alignment with sustainable development objectives.	2027
Action 1.3	Enhanced parking enforcement in local town centres.	2027
Action 1.4	Publish a detailed review of local town centre parking, which sets out a prioritised list of improvements. These improvements would be delivered as funding becomes available.	2031
Action 1.5	Produce a detailed review of local residential parking issues, which sets out a prioritised list of improvements. These improvements would be delivered as funding becomes available.	2033

Table 10: Policy Objective 1.0

Optimisation of Off-Street Parking Infrastructure

Off-street parking facilities have been introduced to accommodate parking demand in town centres and for leisure or tourist attractions. Off-street parking has the potential to reduce on-street parking and congestion issues.

Over time, increasing car ownership and use have led to a corresponding growth in the number of off-street parking facilities across the Falkirk Council area. The impacts of the COVID pandemic left visitors and residents avoiding public transport and opting for their vehicle for travel. As a result, feedback from our two-stage engagement and consultation identified that off-street parking is a priority for residents and visitors to Falkirk.

It is important for Falkirk Council to ensure that off-street parking facilities remain suitable for use, provide sufficient space for demand, and provide accessible spaces. Although sustainable travel remains a key element for the parking objectives, this strategy seeks to ensure that quality parking is provided in the right place, with the right controls that will maximise efficiency and utility.

Table 11 sets out the Policy Objective for optimisation of off-street parking infrastructure, and also includes the relevant actions and timelines to meet the objective over the lifespan of the Parking Strategy.



Policy Objective		Timeline
Priority: Policy Objective 2:0:	Optimisation of Off-Street Parking Infrastructure Maximise the efficiency and functionality of off-street parking assets throughout Falkirk Council as part of management of the transport network.	Action will be achieved by:
Action 2.1	Develop and implement a targeted maintenance schedule for the resurfacing of Falkirk Council's on and off-street parking facilities.	2026
Action 2.2	Undertake a review of parking provision in line with Falkirk Council's Masterplan Areas to ensure a joined-up approach to regeneration.	2027
Action 2.3	Investigate the potential for the introduction of parking charges at Callendar Park to support maintenance and reinvestment, enhancing the visitor experience.	2027
Action 2.4	Publish a detailed review of parking within Falkirk Town Centre, which sets out a prioritised list of improvements and actions. These improvements would be delivered as funding becomes available.	2030

Table 11: Policy Objective 2.0

Integrated Parking & Sustainable Transport Planning



Sustainable transport including bus, rail, cycling, walking and wheeling is integral to our networks, wellbeing and accessibility. Sustainable transport improvements have the potential to positively impact everyone by reducing emissions, reducing congestion, providing an active lifestyle, and improving mental health.

By supporting the reallocation of space for sustainable transport facilities Falkirk Council can deliver improved networks for accessibility and better connections between local areas and amenities.

Feedback from the engagement and consultation stages identified that parking management and sustainable transport improvements are a priority for some residents. Public engagement participants stated that reducing / repurposing existing parking was a key opportunity for improving accessibility.

The potential for road space reallocation to deliver sustainable transport schemes was raised by the Walk Wheel Cycle Trust (WWCT), and the potential to deliver multi-modal facilities such as cycle parking was raised by WWCT and Scotrail. This is also supported by Policy Objective 9.0 of the LTS.

Table 12 sets out the Policy Objective in relation to integrated parking and sustainable transport planning, and also includes the relevant actions and timelines to meet the objective over the lifespan of the Parking Strategy.

Policy Objective		Timeline
Priority: Policy Objective 3:0:	Integrated Parking & Sustainable Transport Planning Support balanced parking management that reallocates space for development and sustainable transport facilities in the appropriate locations.	Action will be achieved by:
Action 3.1	Support schemes that require road space reallocation to deliver sustainable transport schemes - while acknowledging the importance of accessible parking.	Ongoing
Action 3.2	Investigate the delivery of multi-modal facilities using unoccupied parking spaces at existing Falkirk Council car parks.	2028
Action 3.3	Provide secure cycle parking facilities, which may include cycle lockers, at key destinations such as rail stations, local centres and Falkirk Council facilities.	2028

Table 12: Policy Objective 3.0

On-Street Parking & Loading Strategy

On-street parking can have an impact on traffic and may increase congestion in busier areas, especially during commuter hours. Whilst off-street parking can reduce on-street parking overspill and capacity issues, on-street parking should not be ignored. Notwithstanding this, on-street parking can provide the benefit of reducing vehicle speeds in areas with very straight or wide streets. It is therefore important to strike the right balance.

Feedback from Falkirk Council’s two-stage engagement and consultation identified that on-street parking and loading of vehicles was a priority, particularly for businesses. Approximately 49% of businesses stated that parking access for employees and customers / clients / visitors is a priority to them. Additionally, 11% of businesses stated that access for loading and deliveries was a priority to them.

Feedback from the engagement process and data from surveys highlighted the issue of displaced parking from railway stations when they are at capacity, with local streets being filled with commuter vehicles.

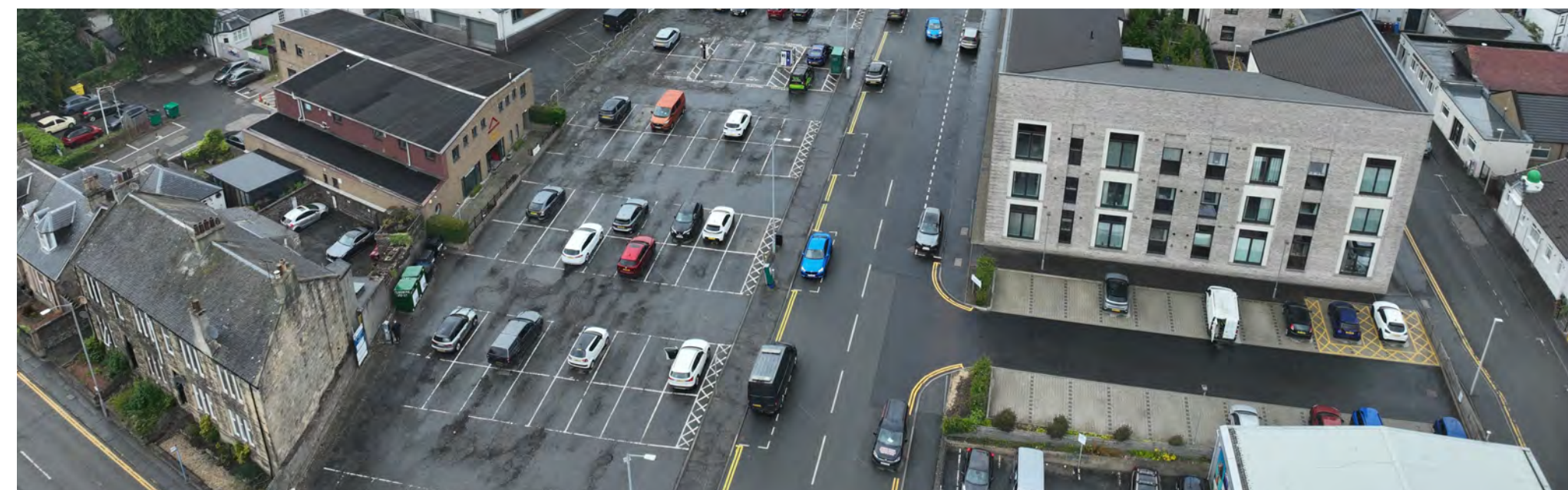
As a result, the management of on-street parking and understanding the need for short and long-stay parking is important to monitor issues arising from on-street parking.

Table 13 sets out the Policy Objective in relation to integrated parking for on-street and loading strategy, and also includes the relevant actions and timelines to meet the objective over the lifespan of the Parking Strategy. It should be noted that **Actions 1.4, 1.5, 2.4 and 6.2 will significantly contribute to the achievement of this Policy Objective.**



Policy Objective		Timeline
<p>Priority: On-Street Parking & Loading Strategy</p> <p>Policy Objective 4:0: Manage the desire and need for on-street short and long stay parking options and space for loading and deliveries.</p>		<p>Action will be achieved by:</p>
<p>Action 4.1</p>	<p>Implement measures to reduce overspill/displacement of rail station car parks to residential streets.</p>	<p>2027</p>

Table 13: Policy Objective 4.0



Equitable & Accessible Parking Provision



Equitable and accessible parking is essential to ensure all members of Falkirk Council community and visitors to the Falkirk Council area are able to travel with ease. By embedding accessibility and inclusivity into the Parking Strategy objectives, Falkirk Council can provide fair parking across urban and rural areas.

Feedback from Falkirk Council’s two-stage engagement and consultation exercise identified that equitable and accessible parking is a priority. It was also identified from the consultation that parking access is a key priority among businesses.

Approximately 16% of public engagement participants outlined parking violations, such as pavement parking, as a key problem. Additionally, 17% stated that enforcement / physical measures to prevent parking violations were an opportunity for improvement.

Parking issues within Falkirk Council parks and green spaces, such as Callendar Park and Zetland Park, and parking access at the Mariner Centre, were raised as key location-specific issues by both public engagement participants and key stakeholders.

Table 14 sets out the Policy Objective for equitable and accessible parking provision, and also includes the relevant actions and timelines to meet the objective over the lifespan of the Parking Strategy.

Policy Objective		Timeline
<p>Priority: Equitable and Accessible Parking Provision</p> <p>Policy Objective 5:0: Provide accessible but proportionate levels of parking provision at the appropriate locations.</p>		Action will be achieved by:
Action 5.1	Implement pavement parking ban enforcement to improve pedestrian safety and accessibility, especially for individuals with mobility issues or visual impairments, as well as parents pushing prams and buggies.	Ongoing
Action 5.2	Investigate the implementation of parking restrictions / enforcement at the Mariner Centre to safeguard spaces for centre users.	2028
Action 5.3	Publish an action plan setting out targeted measures to resolve parking issues at Falkirk Council-owned parks and green spaces.	2029

Table 14: Policy Objective 5.0

Congestion Reduction via Parking Controls

A lack of parking control can be a significant contributor towards local traffic congestion. When off-street parking is underprovided, and on-street parking is not effectively managed, vehicles are more likely to park in inappropriate locations, resulting in congestion on the road network and increased journey times. The safety of pedestrians crossing the street can also be impacted, while emissions generated by traffic and congestion negatively impact our environment and health.

Feedback from Falkirk Council's two-stage engagement and consultation indicated that congestion caused by local parking issues is a key concern among the public and key stakeholders. Public engagement participants identified a number of locations across the Falkirk Council area where on-street parking contributes to traffic congestion, including Falkirk Town Centre and Camelon Main Street. Approximately 17% of public engagement participants outlined that enforcement, management, and physical measures to prevent parking violations are an opportunity for improvement to alleviate congestion.

Falkirk Council has implemented the objective to provide effective management of on-street parking provision in order to reduce congestion on the road network within Falkirk Council area.

Table 15 sets out the Policy Objective for congestion reduction via parking controls, and also includes the relevant actions and timelines to meet the objective over the lifespan of the Parking Strategy.



Policy Objective		Timeline
Priority: Policy Objective 6:0:	Congestion Reduction via Parking Controls Reduce congestion through effective management of on-street parking provision.	Action will be achieved by:
Action 6.1	Review parking attendant observation periods at double yellow marking locations, reviewing whether a reduction from the current procedure would result in more efficient enforcement.	2026
Action 6.2	Investigate the possibility of implementing parking restrictions along key routes throughout the Falkirk Council area, where appropriate, based on issues raised during the strategy development.	2027
Action 6.3	Undertake a review of enforcement times to address parking issues that occur outside the current enforcement window.	2027
Action 6.4	Develop and implement a maintenance schedule for signing and lining of on-street and off-street parking facilities within the Falkirk Council area.	2027

Table 15: Policy Objective 6.0

Parking as a Lever for Sustainable Travel



Parking management measures, if implemented correctly, have the potential to discourage car-based trips and encourage people to travel actively and sustainably.

The rail station platform survey responses highlighted that there is a significant number of unnecessary car-based journeys being made across the rail stations surveyed. For example, a significant percentage of car-based journeys are less than 5 minutes to Polmont (36%), Falkirk High (21%) and Larbert (30%).

A significant percentage of rail station platform survey participants stated that they would consider changing modes if there was a parking charge or difficulty parking Polmont (44%), Falkirk High (24%) and Larbert (48%).

The possible introduction of parking charges at key railway stations would result in rail customers reconsidering their choice to drive. This option would need to be progressed with **Action 4.1** to manage displacement.

Table 16 sets out the Policy Objective for parking as a lever for sustainable travel, and also includes the relevant actions and timelines to meet the objective over the lifespan of the Parking Strategy.

Policy Objective		Timeline
Priority:	Parking as a Lever for Sustainable Travel	Action will be achieved by:
Policy Objective 7.0:	Encourage sustainable travel through the management and availability of car parking provision throughout Falkirk Council.	
Action 7.1	Investigate the possibility of implementing targeted parking charges at Falkirk High, Polmont, and Larbert station car parks to manage demand and support travel by sustainable modes.	2026

Table 16: Policy Objective 7.0





MONITORING & EVALUATION

MONITORING & EVALUATION

A Monitoring and Evaluation (M&E) framework has been established to deliver the strategy objectives and measure the success of the strategy over time. This will allow the strategy to remain responsive and effective and includes both a proactive and reactive approach to M&E.

Proactive M&E is where objectives will be monitored and evaluated continually at regular intervals using various methods throughout the strategy period, as actions are being progressed.

Typical approaches to proactive M&E identified include:

- Monitoring of parking occupancy and duration of stay at locations of interest.
- Review of Penalty Charge Notices at locations of interest.
- Site investigations at locations of interest.
- Engagement and consultation with communities and key stakeholders.

Reactive M&E is also proposed to supplement the proactive M&E. This will consist of responding to parking-related complaints from members of the public, Councillors, businesses and other key stakeholders throughout the strategy period. Those that are deemed to be of most risk in terms of safety, negative impact on road network operation, or impact on mobility by walking, cycling or public transport will be investigated at the earliest opportunity and be monitored.

The Falkirk Council will also strive to respond to new parking-related issues that may arise throughout the strategy period.

This dynamic approach to monitoring and evaluation will allow future decisions to be guided by real evidence and changing community needs.





STRATEGY IMPLEMENTATION & DELIVERY PLAN

STRATEGY IMPLEMENTATION & DELIVERY

The actions being progressed through the Parking Strategy will be subject to Falkirk Council's budget and resource availability. A framework for strategy delivery is summarised below.

Timescales

The strategy adopts a phased approach to delivery, starting with simpler 'quick win' actions such as improved parking enforcement and enhanced cycle parking facilities, while larger scale studies and policy changes are scheduled for implementation over a longer timeframe.

The Parking Strategy will be implemented over a period of **10 years**. The actions set out in the *Parking Policies and Priorities* section will be progressed in line with the indicative timescales provided. However, these timescales may be adjusted in response to shifting priorities, changes in policy, or availability of funding.

Funding

Depending on budget and resource availability, actions will be implemented using existing **Falkirk Council capital and revenue funding** and **any additional funding sources** that can be identified throughout the strategy period. There is also the potential for funds generated by revenue-generating actions to be reinvested into the delivery of the strategy, should those actions be taken forward and delivered.

Falkirk Council will seek to explore all potential funding opportunities to support implementation throughout the strategy period.



Delivering the Vision

The *Parking Policies and Priorities* chapter provides a **framework for implementation** for the Falkirk Council-wide and location-specific actions being progressed through the Parking Strategy. This includes a high-level scope and indicative timescales for each action.

For each action, Falkirk Council services have been identified that will be responsible for delivery moving forward.

A comprehensive **Monitoring and Evaluation framework** will be delivered to track progress against each objective, ensuring the effectiveness of the strategy and that efficiencies and lessons learned are taken into account as the strategy period progresses.

Looking Ahead

A wide range of supporting information has been collated to inform this strategy. The relevant evidence should again be reviewed in detail when progressing specific actions.

The progression of actions will be subject to **further feasibility considerations**. Further evidence may be required when progressing specific actions, in the form of targeted data collection and / or consultation.

The progression of individual actions will be subject to approval by Falkirk Council's Executive Committee, where required.

In summary, this strategy is a commitment to smarter, fairer and more sustainable transport management throughout the Falkirk Council area. Through collaboration with communities, businesses and key stakeholders, this strategy will create **a parking network that will promote sustainable travel, reduce congestion, improve public services and support economic activity.**

