

Bus Travel

- 5.41 Buses represent a vital element in the sustainable transport network and provide the vast bulk of journeys by public transport between residential areas, business centres, town centres and rail stations. Buses are flexible and adaptable and require relatively little specialist infrastructure, particularly when compared to the requirements of rail.
- 5.42 Much of the existing bus network is operated commercially. Other services are provided under subsidy from the Council or developers. The latter are most often provided for social needs or in locations or at times where commercially operated bus services are not feasible.
- 5.43 Facilitating access to bus services within new development will be increasingly important, and requirements are set out in Policy INF08. This will include physical infrastructure such as bus stops, bays and shelters, but for larger developments may also include contributions to support services where needed to meet the targets identified in travel plans.

5.44

Policy INF08 Bus Travel and New Development

1. New development will be required to provide appropriate levels of bus infrastructure or suitable links to existing bus stops or services, as identified within travel plans, taking account of the 400m maximum walking distance required by SPP. This provision will be delivered through direct funding of infrastructure and/ or the provision of sums to support the delivery of bus services serving the development.
2. Bus infrastructure should be provided at locations and to phasing agreed with the Council, and designed in accordance with the standards set out in current Council guidelines.
3. New development, where appropriate, should incorporate routes suitable for the provision of bus services. Bus facilities within new developments should offer appropriate links to existing pedestrian networks in surrounding areas. Alternatively, new development should be linked to existing bus infrastructure via pedestrian links as described in Policy INF07.

Freight

- 5.45 The Falkirk Council area's advantages as a focus for the central Scotland transport network and the development of distribution industries has been recognised in the identification of the Grangemouth Investment Zone as a National Development within the National Planning Framework. The Council will continue to support the development of strategic infrastructure associated with the Investment Zone and will direct freight intensive development to locations primarily around the Grangemouth Investment Zone, utilising its road, rail and sea connections, where adverse impacts on communities and the existing transport network can be minimised.

5.46

Policy INF09 Freight Transport

1. Freight intensive development will be directed to the Grangemouth Investment Zone and to other locations that can be accessed without significant impact on local communities, or on the local and strategic road network.
2. Development which will encourage the transfer of freight from road to rail, including the development of freight handling facilities, will be supported subject to other LDP policies.
3. The Council will continue to work with SEStran, freight companies, developers and others in developing freight quality partnerships.

