

Enclosure 27

Transport Impacts of New Development

- 5.47** New developments impact on the local and strategic road network through the introduction of new journeys. Air quality can also be adversely affected, and increased emissions contribute to climate change. As part of the development management process, the Council will require the submission of transport assessments, including travel plans, safety audits and other appropriate studies to identify likely impacts on the transport network and the mitigation measures required.
- 5.48** Travel plans will be integral to the transport assessment process. Appropriately scoped travel plans, focussing on the use of public transport, cycling and walking, will be central to the completion of transport assessments, and used in support of the mitigation measures proposed to address the issues identified in the assessment. Council guidance on the preparation of travel plans is available.

5.49

Policy INF10 Transport Assessments

1. The Council will require transport assessments of developments where the impact of the development on the transport network is likely to result in a significant increase in the number of trips, and is considered likely to require mitigation. The scope of transport assessments will be agreed with the Council and in the case of impact on trunk roads, also with Transport Scotland.
2. Transport assessments will include travel plans and, where necessary, safety audits of proposed mitigation measures and assessment of the likely impacts on air quality as a result of proposed development. The assessment will focus on the hierarchy of transport modes, favouring the use of walking, cycling and public transport over use of the car.
3. The Council will only support development proposals where it is satisfied that the transport assessment and travel plan has been appropriately scoped, the network impacts properly defined and suitable mitigation measures identified.

Parking

- 5.50** Parking is a critical element in the consideration of the use of the car for journeys and as such can be used as an effective management tool in the control of car use.
- 5.51** Falkirk Town Centre remains the primary location of pressure on parking capacity at peak times. Given the constrictions of space in the town centre and along its feeder radial routes the Council will continue to operate a presumption against new public parking in the town centre, and will resist changes in provision as long as the vitality and viability of the centre is maintained. Park and ride facilities will be promoted where these can act to offset travel demand and suitable sites can be identified.
- 5.52** Outside Falkirk Town Centre there are more localised parking issues at some District and Local Centres and around some railway stations. The Council will continue to tackle these through a mixture of management and new provision, where appropriate.
- 5.53** More generally parking in new development should conform to the maximum parking standards in the SPP. Falkirk Council will apply these new standards as appropriate in the transport assessment process. The Council's minimum standards, set out in the National Roads Development Guide will also be relevant.

