



Falkirk Council

LOCAL TRANSPORT STRATEGY

2023

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Introduction

Since the publication of our last Local Transport Strategy (LTS) in 2014, national, regional, and local priorities concerning transport have changed. Climate change is currently one of the biggest challenges we face. Transport across the Falkirk District has a vital role in addressing the climate emergency, as we increase our efforts to reduce carbon emissions.

Falkirk Council's fourth LTS establishes the policy direction and framework for transport projects and investments up to 2033. This LTS is ambitious as it seeks to address recent challenges and benefit from newfound opportunities. We cannot deliver this strategy alone. We continue to face financial challenges that emphasise the importance of collaborative work with partners to tackle climate change and transform our local communities for the better.

Taking action to enhance the environment will lead to a fairer and greener [future for all](#). Services across the Council aim to create a greener, more inclusive, and economically vibrant area, with healthier, stronger, and more prosperous communities that are enabled and empowered to make key decisions for themselves.

Given the current landscape, we are committed to our transport vision of:

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

This vision focuses us to tackle challenges and is underpinned by our four values of:

Accelerating Sustainability

Improving Inclusion

Achieving Economic Growth

Enhancing Existing Infrastructure

Upholding these values requires us to prioritise sustainable modes of transport to address the climate emergency, regenerate local communities, improve the health of those in the District, and increase accessibility and social inclusion.

This strategy is a shift away from the traditional approach that has focused on planning for private vehicles. We are embracing regional and national agendas as we seek to encourage a modal shift away from the private car to sustainable alternatives. In line with the Falkirk Council Plan 2022 vision of 'strong communities where inequalities are reduced and lives improved', this LTS sets out how we will provide better transport opportunities for local communities.



STRATEGY DEVELOPMENT

The publication of Transport Scotland's National Transport Strategy 2 in February 2020 prompted a review of Falkirk Council's 2014 LTS. Much has changed since 2014, not least the national, regional, and local landscape, but also the fact that we need to transition to low emission and net zero modes of transport in an economically sustainable way. To ensure we developed a strategy that considers local challenges and opportunities, we conducted community engagement to inform our thinking at each stage.

Timeline

- September 2021:** An analysis of the challenges and opportunities, both locally and nationally, was conducted. This involved an extensive review of existing policy, the local transport network, traffic growth, and travel patterns.
- October 2021 – January 2022:** Based on our analysis of the current context, consultation started to take place with the local community in the form of focus groups. Local community groups were engaged with to gain a better understanding of localised opportunities and challenges.
- October 2021:** Internal stakeholder workshops allowed us to align with other projects taking place across the Council, providing the context for the development of the LTS.
- January 2022 – March 2022:** We published an online survey to inform strategy development further and set policy objectives and actions based on feedback from local communities. After receiving over 700 responses, we were able to incorporate feedback into the strategy and set appropriate policy.
- April 2022 – May 2022:** We conducted active travel workshops with local walking and cycling groups to identify challenges across the active travel network. Mapping exercises allowed us to prioritise specific routes and a policy direction that incorporates local feedback.
- August 2022:** We hosted two more community events in Falkirk Town Centre and Stenhousemuir Town Centre to engage with communities and raise awareness of strategy development.
- October 2022:** An online survey targeted at local businesses was published to better understand how we can accommodate sustainable economic growth through the local transport system.
- November 2022 – January 2023:** The LTS and Active Travel Strategy were both finalised internally.



STRATEGY STRUCTURE

The strategy follows the structure detailed below:

The Policy Framework

Provides a background of relevant national, regional and local policy.

Transport Today

Builds on the challenges and opportunities we have based on the current local transport network.

Transport Vision and Values

Sets out the vision of Falkirk Council and the values we aim to uphold and deliver.

Our Priorities and Policies

Sets out the future direction of policy across Falkirk Council. Each mode of transport is explored, and policy objectives are set, followed by actions that will deliver our objectives.

Finally, Making it Happen

Details some of the progress made so far and how this strategy will be taken forward. It explains how we intend to monitor and evaluate the policy objectives and actions that contribute to the achievement of this strategy.

Policy Framework

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



Falkirk Council Local Transport Strategy 2023





**Falkirk Council
Active Travel
Strategy**



**Falkirk Council Local
Development Plan**



**Falkirk
Council Plan**



**Falkirk Council
Climate
Emergency Plan**



**Falkirk Council
Economic
Strategy**



SEStran Regional Transport Strategy





**Scottish
Government
Climate Change
Plan Update 2020**



**National
Planning
Framework**



**National
Performance
Framework**



**National
Transport
Strategy**



**Strategic
Transport Projects
Review 2**

NATIONAL POLICY

Scottish Government Climate Change Plan

The COVID-19 pandemic has created new challenges to delivering climate change targets. The Scottish Government has since updated the national Climate Change Plan to incorporate a 'green recovery' from the COVID-19 pandemic that prioritises economic, social, and environmental wellbeing. As we work in line with the Scottish Government's [Climate Change Plan](#), a 'green recovery' will aid us in our efforts to reduce our carbon emissions to net zero by 2045.

National Planning Framework

[Scotland's National Planning Framework 4](#) aligns with the Scottish Government's central purpose. The NPF4 aims to support the planning and delivery of:

- Sustainable places, where we reduce emissions, restore and better connect biodiversity;
- Liveable places, where we can all live better, healthier lives; and
- Productive places, where we have a greener, fairer and more inclusive wellbeing economy.

NPF4 sets out a strategic approach to planning and development that aligns with the target of achieving net zero, sustainable Scotland by 2045.

20-minute Neighbourhoods

The Scottish Government's National Planning Framework promotes the Place Principle to create connected and compact neighbourhoods where people can meet most of their daily needs within a reasonable distance of their home, preferably by walking, wheeling, cycling or using sustainable transport; these are known as '20-minute Neighbourhoods'. 20-minute neighbourhoods support local liveability, reducing the need to travel and promoting and facilitating walking, wheeling and cycling. 20-minute neighbourhoods relate directly to the structure of transport links as they seek to reduce emissions and encourage active travel. Additionally, an objective of the 20-minute neighbourhood concept is to better align spatial planning with transport planning so that walking, wheeling, cycling, and public transport are more accessible.

Strategic Transport Projects Review 2

The [Strategic Transport Projects Review 2](#) informs transport investment in Scotland for the next twenty years. This investment aligns with both the sustainable travel hierarchy and sustainable investment hierarchy. The review outlines behaviour change and infrastructure recommendations that will aid Scotland in taking climate action, reducing carbon emissions to net zero by 2045 and delivering the National Transport Strategy. It also makes recommendations that seek to take climate action, address inequalities and accessibility, improve health and wellbeing, support sustainable and economic growth, and increase safety and resilience. The recommendations set out are general, benefitting all regions. There are also specific recommendations that seek to benefit certain regions, specifically the Forth Valley Region.

The Route Map to Achieve a 20 per cent Reduction in Car Kilometres by 2030

This is a [strategic document](#) that details the interventions that will be put in place to achieve this ambitious target. The publication of the route map supports a national conversation on sustainable travel and the document is aimed predominantly at national, regional and local stakeholders. The route map is underpinned by the commitment to a just transition to zero greenhouse gas emissions as well as to the community wealth building principles of creating benefits and opportunities equally for people across Scotland.

National Strategy for Economic Transformation

The [National Strategy for Economic Transformation](#) seeks to deliver economic prosperity. The strategy sets out an ambition to create a wellbeing economy; a society that is thriving across economic, social, and environmental dimensions, and that delivers prosperity for all Scotland's people and places. We aim to achieve this while respecting environmental limits, embodied by our climate and nature targets.

National Transport Strategy 2

The publication of the [National Transport Strategy 2](#) in February 2020 outlined the ambitions and vision for Scotland's transport system for the next 20 years:

'We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, business and visitors.'

The Scottish Government has outlined four priorities in the National Transport Strategy to achieve this vision. These four priorities include:



Reduces Inequalities

Everyone in Scotland will share in the benefits of a modern and accessible transport system.



Takes Climate Action

People will be able to make travel choices that minimise the long-term impacts on our climate and the wellbeing of future generations.



Helps Deliver Inclusive Economic Growth

Scotland will have a transport system that will help deliver sustainable and inclusive economic growth enabling the whole country to flourish.



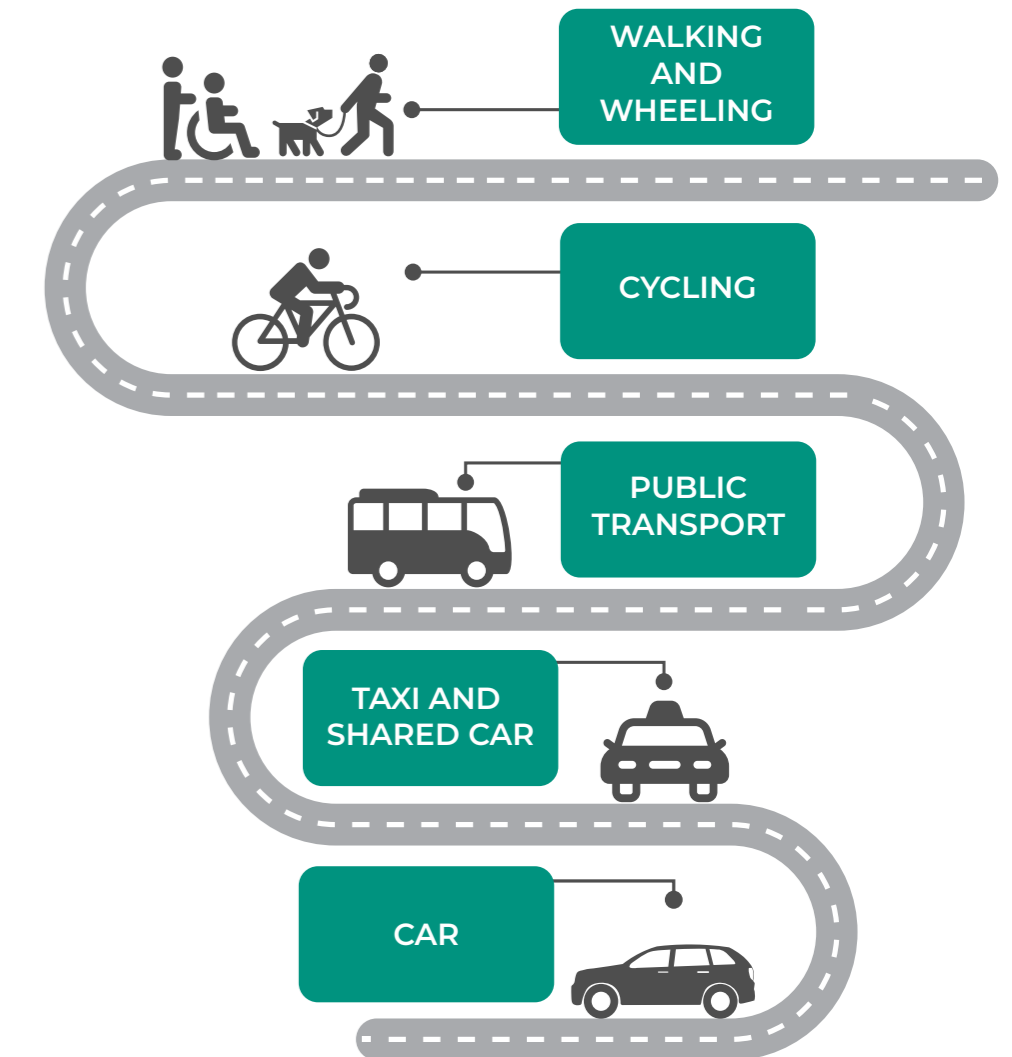
Improves our Health and Wellbeing

Scotland's transport system will be safe and enable a healthy, active, and fit nation.

Falkirk Council's Local Transport Strategy will contribute to the national transport vision, working towards these four priorities set by the Scottish Government, with local issues and challenges informing policy direction.

Sustainable Travel Hierarchy

The National Transport Strategy promotes walking, cycling and public transport, as well as well as bike, car, and ride-sharing in preference to single occupancy car use. This is reflected through the sustainable travel hierarchy.



REGIONAL STRATEGY

SEStran 2035 Regional Transport Strategy

The South-East of Scotland Transport Partnership (SEStran) is the statutory Regional Transport Partnership consisting of eight local authorities, including Falkirk Council. SEStran addresses the varied issues across these local authorities, delivering a range of transport projects and events to deliver a more sustainable and efficient transport network. SEStran's most recent [Regional Transport Strategy](#) covers the period up to 2035 and sets out four main strategic objectives of:

- Transitioning to a sustainable, post-carbon transport system;
- Facilitating healthier travel options;
- Transforming public transport connectivity and access across the region; and
- Supporting safe, sustainable and efficient movement of people and freight across the region.

These strategic objectives are informed by SEStran's vision of:

'A south-east of Scotland, fully integrated transport system, that will be efficient, connected and safe; create inclusive, prosperous, and sustainable places to live, work and visit; be affordable and accessible to all, enabling people to be healthier; and delivering the region's contribution to net zero emissions targets.'



FALKIRK COUNCIL STRATEGY

Falkirk Council Active Travel Strategy

The [Active Travel Strategy](#) sets a vision for the next decade in which communities are shaped around people, with walking, wheeling or cycling the most popular choice for shorter, everyday journeys. The strategy follows the guiding principles of People First and Sustainable Investment, with a goal to support thriving communities, a growing economy, and a sustainable place.

Falkirk Council Plan 2022-2027

The [Falkirk Council Plan](#) sets out the strategic framework that will ensure our focus remains firmly on modernising services and improving outcomes for local people. The vision of the plan is 'strong communities where inequalities are reduced and lives are improved.' The priorities of the Council Plan include supporting stronger and healthier communities, supporting a thriving economy and green transition, and promoting opportunities and educational attainment and reducing inequalities. Transport will play a role in achieving the priorities of the Council Plan as we seek to sustainably connect communities across the wider area.

Falkirk Council Local Development Plan

The second [Local Development Plan](#) (LDP2) was adopted in 2020 but work to prepare a Local Development Plan 3 has started. LDP2 develops a vision that highlights three areas of concentration for development: thriving communities, a growing economy, and a sustainable place. The Development Plan aims to support existing communities with an acknowledgement of the need for an environmentally sustainable future. The scale of housing envisaged by the current Local Development Plan will affect local transport within the area, as it also contains several transport infrastructure projects to address the rate of growth.

Falkirk Economic Strategy 2015-2025

The Falkirk [Economic Strategy](#) sets out ambitions for the future, to create a smarter, more sustainable economy which offers opportunity for all. The strategy sets out three main priorities:

- Grow the Falkirk economy, boosting business formation and growth, fostering innovation, ensuring a skilled workforce and delivering high value jobs;
- Attract investment to enhance the area's infrastructure, attract business and realise in full the area's economic potential; and
- Include all in our communities to access opportunities and make a full contribution to the area's economy.

The Local Transport Strategy contributes to various Falkirk Council strategy documents and endorses the vision of the Council Plan and Local Development Plan. To achieve the vision set out in the Local Transport Strategy, we will work within the current policy framework outlined and balance environmental, social, and economic factors.

Transport Today

It is crucial to review the current transport network and identify the opportunities and challenges this presents us. This section details the transport network in which the Council operates. It also analyses local travel behaviour to provide insight into areas of improvement or positive progress.

Our consultation revealed the current travel patterns of those travelling around the Falkirk District. It also identified current issues with the local transport system that prevent people from making the more sustainable choice.

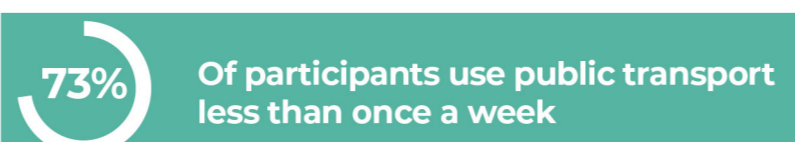
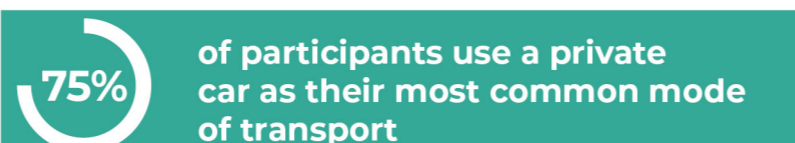
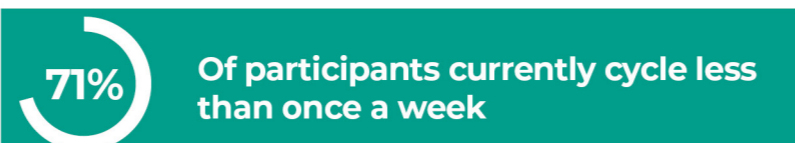
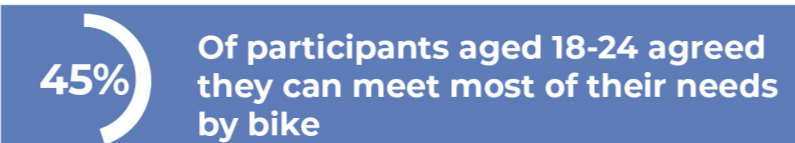
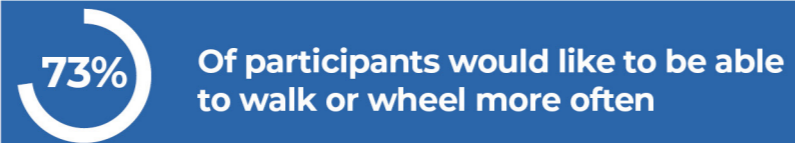
The findings from this consultation provide us with a foundation for creating policy objectives and setting actions that will make positive change in the area.

The Falkirk District is located in the central belt of Scotland, with a road and rail network connecting us to surrounding districts and the cities of Stirling, Edinburgh, and Glasgow.

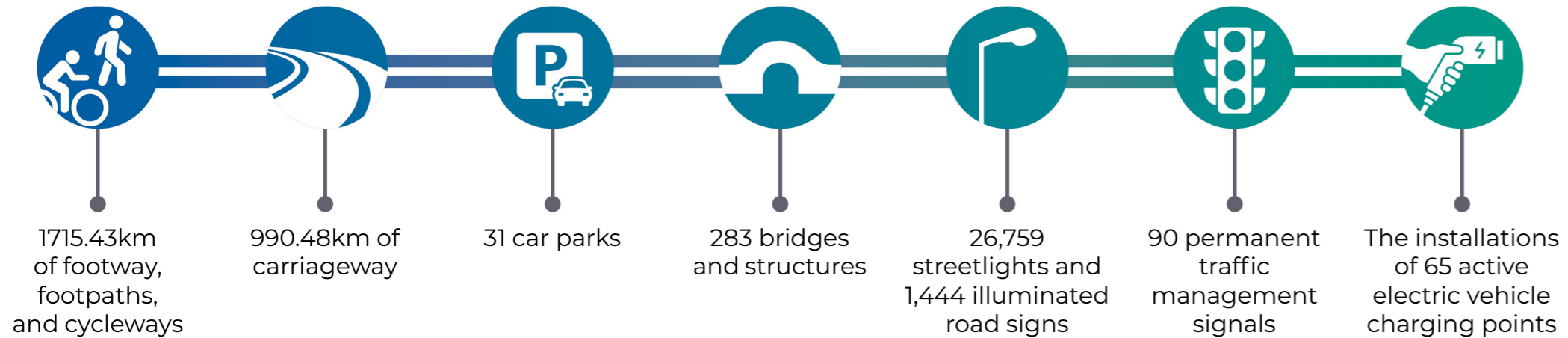
The transport network within the District is vast as it covers walking, wheeling, cycling routes and the public transport and road network.

In June 2020, the [population of Falkirk](#) was 160,560, with a projected population increase of 3.2% by 2028, and a predicted 80% rise in the over-75 population by 2043. We require a transport network that can move people and goods efficiently and sustainably to safeguard the environment whilst generating local economic growth.

Key findings: Local Transport Strategy Consultation



As a Council, we are responsible for



Due to population growth, the network has come under pressure from [continued traffic growth](#). Since 2010 the rate in traffic growth has steadily increased. The Falkirk District demonstrates a similar trajectory to the whole of Scotland but it is indicated that traffic growth in the Falkirk District is of a larger percentage.

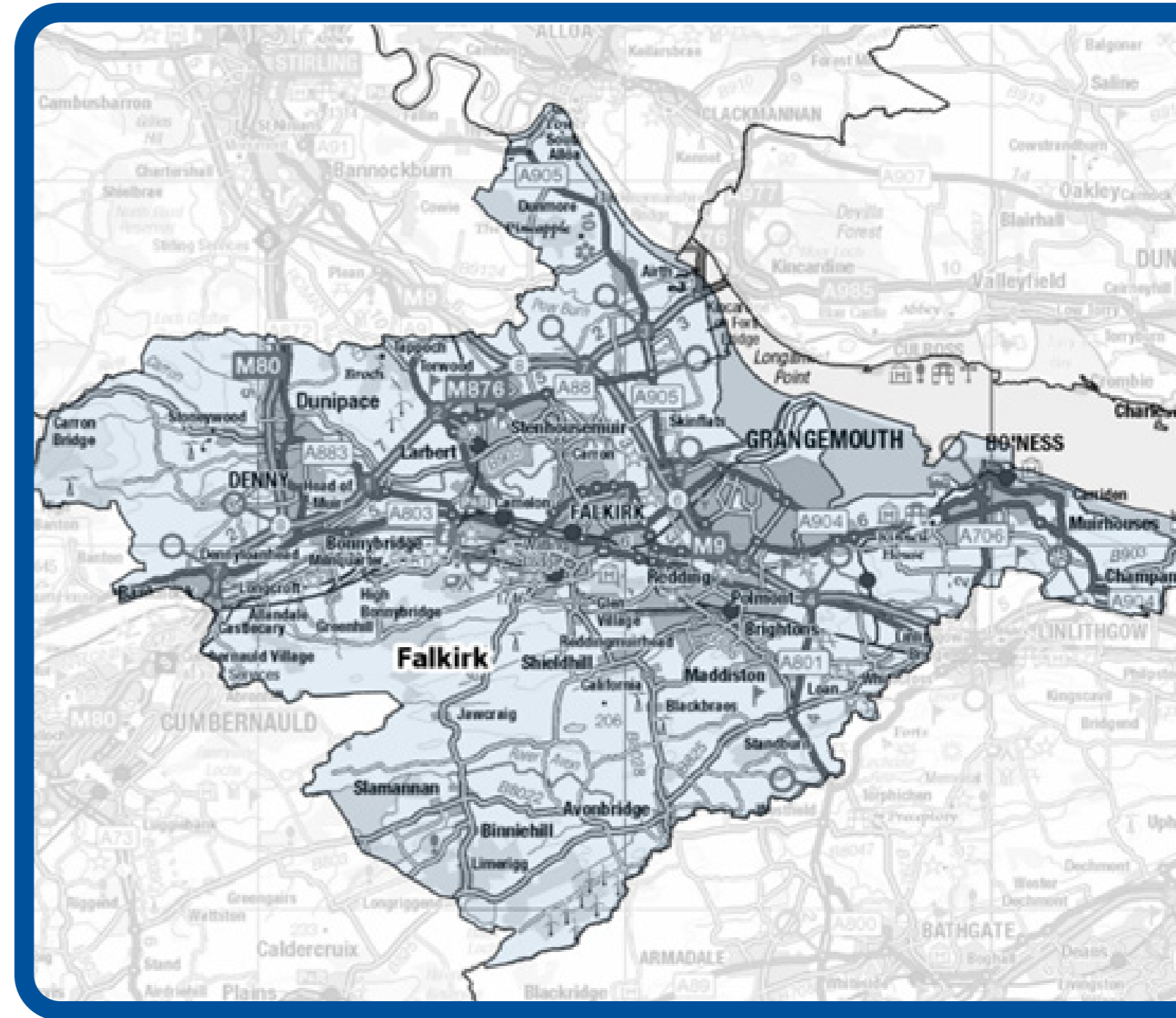
It is important to consider the effects of COVID-19 on the current transport network as the pandemic has changed when we travel and the purposes of travel. During that time we witnessed less commuting, a reduction in peak-time journeys, an improvement in digital technologies, an uptake in working from home, and a reduction in the demand for public transport. While 2021 saw the return of pre-pandemic vehicle volumes to our roads, the social and technological developments from the pandemic period presents us with opportunities for sustainable developments. This strategy establishes policy that will build on positive trends during the pandemic, such as the uptake in walking, wheeling, and cycling, a decrease in peak-time congestion,

and the provision of services online. As we move to reduce the need to travel unsustainably, we can take full advantage of the opportunities presented to use through COVID-19 and work through any challenges.

We cannot improve the transport network alone and require cooperation from external partners to provide the most efficient transport system. As a Council, we work closely with Transport Scotland, the national transport agency for Scotland, which determines the National Transport Strategy for Scotland. They are responsible for trunk roads, motorways, ferries, and the funding of the rail network and management of rail franchises. We are also a member of the South-East Scotland Regional Transport Partnership, which includes City of Edinburgh, Clackmannanshire, East Lothian, Fife, Midlothian, Scottish Borders and West Lothian Councils. Regional Transport Partnership bring together local authorities and other stakeholders to work with Transport Scotland.

We do not directly operate public transport, which means we have limited control over the operational service. However, we work with public transport operators within the local area and subsidise bus routes which are not commercially viable. Rail infrastructure across the UK is operated and managed by Network Rail. Additionally, from April 2022 Scotland's rail operation came under public ownership and is now run by a Scottish Government-owned company.

Several schemes and organisations operate within the Falkirk District that enhance the transport system, such as, Forth Environment Link, Paths for All, Sustrans, Cycling without Age, and several walking groups. It is important to highlight the multi-layered network that we operate in to demonstrate the shared purpose across these organisations and the influence the Council has over this network.



Vision and Values

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



ACCELERATING SUSTAINABILITY



Developing a sustainable transport network that efficiently serves an entire community is a challenging undertaking. However, meeting this challenge is now essential if we are to tackle climate change. Travel trends indicate that car traffic on major roads has tripled during the last four decades. Consequently, transport accounts for 29% of Scotland's greenhouse gas emissions, with cars making up 38% of these emissions. The Scottish Government has committed to reducing car kilometres by 20% by 2030 to reduce carbon emissions to net zero by 2045. To contribute to achieving

this national target, actions will be coordinated at a local level to promote more sustainable travel choices. Sustainable transport can be defined as safe, affordable, accessible, efficient, and resilient while minimising carbon and other emissions and environmental impacts. Sustainable transport includes walking, wheeling, and cycling, public transport, shared mobility, and ultra-low emissions vehicles. Accelerating sustainability goes beyond a modal shift to sustainable modes of transport. Infrastructure will be designed with sustainability in mind to mitigate the environmental impact of new developments. The shift to sustainability will create communities that are connected and more active. It will also allow them to realise opportunities for both their visitors and residents, and reduce carbon emissions.

IMPROVING INCLUSION

Transport and the reduction of inequality are directly linked: transport acts as an essential facilitator of social inclusion and wellbeing, allowing people access to employment, healthcare, education, and other services. Whilst an efficient transport network is integral to reducing inequality and harnessing economic growth, this is not without barriers. It is often vulnerable groups, such as, as those with disabilities or mobility impairments, the elderly, the young, women, ethnic minorities, and people on low incomes, who feel the impact of these barriers the most. This results in disadvantage and social exclusion; it also drives transport poverty, which exists when people do not have access to essential services because of a lack of affordable transport options. Enhancing safety across the transport system will also reduce inequalities as travel patterns and behaviour are influenced by age, disability, ethnicity, sexuality, and class. The strategy sets out an ambition for a more accessible transport network across the District that has information readily available and is safe and reliable.

ACHIEVING ECONOMIC GROWTH

Transport enables people to commute to work or education, ensures the efficient movement of goods and services, and contributes to the local economy and industry development. Quality logistics infrastructure, such as railways, roads, airports and ports, generate national, regional and local economic growth. Industry in Falkirk is expected to profit from the Growth Deal, and we must work to ensure an efficient transport network supports this economic expansion. Grangemouth plays a critical role in the national economy and this strategy sets out an ambition to support this through transport initiatives that enhance sustainable connections. Additionally, the District benefits from being part of Central Scotland's transport network, with advantageous access to strategic roads and rail links. These provide direct and fast access to the whole of Scotland and the north of England, making it an established area for freight and logistics activity for many years. At a more local level, town centres, and accessibility of them, play a crucial role in sustaining the local economy. Our town centres form the heart of our local communities and provide shopping businesses and leisure services. Enhancing sustainable access to local town centres will contribute to creating a sense of place, play a vital role in creating 20-minute neighbourhoods, and help to reduce the use of single-occupancy vehicles.

ENHANCING EXISTING INFRASTRUCTURE

Much of the conventional transport infrastructure within the District is tailored toward private car use. This is not exclusive to the Falkirk District, as over half of journeys are made by driving a car or van at a national level. To achieve the modal shift to active and sustainable travel, existing infrastructure and assets must be harnessed in innovative ways. To maximise the use and sustainability of existing infrastructure, asset management must consider the multi-use of existing infrastructure by more sustainable and active modes of transport. There is also the potential for the enhanced connectivity of the existing network and infrastructure as we look to sustainable travel options for everyday journeys. An increased number of safety measures, effective network maintenance and asset management, and the repurposing of local parking all contribute to our aim of enhancing existing infrastructure across the District.



Priorities and Policies

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

'A local transport strategy that encourages active and sustainable travel choices, creates and connects better places, and prioritises community regeneration and wellbeing.'

This section of the strategy details the transport priorities and policy objectives set based on challenges and opportunities identified, consultation with communities and stakeholders, and a review of current policy. The priorities and objectives outlined for each mode of transport will guide decision-making and the actions we take as we advance to achieve our vision.

ACTIVE AND SUSTAINABLE TRAVEL

'Active and sustainable travel' means making journeys in physically active ways (like walking, wheeling or cycling) or using public transport, shared mobility or sustainable vehicles. It is an intrinsic part of the current transport system, and we are continuing to prioritise these modes of transport to reduce single-occupancy car use. As part of this strategy, we want to develop a sustainable transport network that allows shorter everyday trips to be made by walking, wheeling, and cycling; with slightly longer trips being made by other sustainable modes.

The Falkirk District is above the [Scottish average](#) of car availability per household and the number of people in the District who use a private vehicle as their primary means of transport continues to rise. The use of public transport has been in steady decline for several years, and COVID-19 curtailed the move to sustainable travel further as people avoided using public transport.

However, during the COVID-19 pandemic, the number of people taking part in recreational walking, wheeling, and cycling increased. This recreational activity can often act as a gateway to the functional use of active travel for travelling to work, education or services. Working from home and online shopping have also reduced the need for single-occupancy car use. Falkirk District has benefitted from dependable walking routes as it was named 'Britain's Best Walking Neighbourhood' in 2019. Falkirk Council's 'Take the Right Route' campaign continues to promote walking, wheeling, cycling, car-sharing, and public transport for most journeys. Our Active Travel Strategy aims to shape communities around people, with walking, wheeling or cycling the most popular choice for shorter everyday journeys. This contributes to the aim of an overall modal shift to active and sustainable travel.

POLICY OBJECTIVE		TIMELINE
Priority:	Active and Sustainable Travel	Action will be achieved by:
Policy Objective 1.0:	Develop a sustainable travel network that allows shorter everyday trips to be made by walking, wheeling, or cycling; with slightly longer trips being made by other sustainable modes.	
Action 1.1	Publish an Active Travel Strategy that details our approach to active travel infrastructure and behaviour change initiatives.	2024
Action 1.2	Complete most recent core path plan review to raise awareness of current path network.	2025
Action 1.3	Ensure the integration of active and sustainable travel options in new developments through the planning system and Local Development Plan to create better places.	2027
Action 1.4	Improve connectivity and integration between different modes of transport to ensure seamless mobility.	2033
Action 1.5	Continue the 'Take the Right Route' campaign through events and marketing to promote active and sustainable modes of transport.	Ongoing



ACCESSIBLE TRANSPORT

Feedback from our six-week public consultation identified that accessing transport is a significant challenge for those with a physical or mental condition, illness, or learning disability. It was also found that public transport in the local area is not viewed as affordable for many people, influencing its accessibility. Over 70% of respondents to our online survey use public transport less than once a week and over 40% stated that public transport does not meet their transport needs due to its cost and lack of service frequency. However, just under 24% of respondents do use public transport at least once a week and this provides a platform for us to increase patronage. This feedback highlights the importance of establishing an inclusive transport system that makes active travel and sustainable transport accessible.

If we are to meet our net zero emissions target, everyone must be able to access active travel infrastructure and public transport. We are committed to working with the public transport operators to achieve this. The Falkirk District benefits from a vast network of paths that give people reasonable access to local communities. Through the Council's Core Path Plan, the needs and aspirations of different users are considered, and in line with the Core Paths Planning Guidance, the path network provides reasonable access.

A large part of improving accessibility across transport is found in the infrastructure measures taken. A strategic approach to investment will allow us to deliver projects that benefit communities and create future opportunities.

We know that active travel, such as walking, wheeling and cycling, is the cheapest mode of transport and our Active Travel Strategy sets out an approach to make it much more accessible to a wider range of potential users.

We also understand the role of the private car in ensuring social inclusion for people with mobility impairments. In compliance with the Equalities Act 2010, the Council provides a list of licensed taxis and cars that are wheelchair accessible, and we are committed to maintaining wheelchair accessible vehicles throughout the shift to low emission vehicles. Shared mobility will also provide the convenience of private vehicles whilst allowing us to achieve our climate change targets.

POLICY OBJECTIVE		TIMELINE
Priority:	Accessible Transport	Action will be achieved by:
Policy Objective 2.0:	Establish an inclusive transport system that makes active and sustainable transport accessible, promoting social inclusion across the local area.	
Action 2.1	Continue to facilitate a pay-as-you-go, all electric, vehicle car club, achieving 350 regular users by the end of the pilot period (someone who uses car club at least once a week).	2024
Action 2.2	Work alongside the Core Path Plan to promote the accessibility of active travel in the local area.	2025
Action 2.3	Work in partnership with public transport operators to ensure everyone has access to up-to-date travel information, enabling sustainable travel choices.	2025
Action 2.4	Maintain an appropriate level of accessible vehicles. All multi-plate operators must ensure 15% of plates held are wheelchair accessible vehicles (WAVS).	2026
Action 2.5	Invest in infrastructure and projects that enhance the accessibility of active and sustainable travel. Targeted investment promotes equality by increasing access to services and employment opportunities.	2033
Action 2.6	Continue supporting initiatives that advocate social inclusions across communities, widen travel choices, and increase accessibility. These include, the Blue Badge parking scheme, app-based active travel challenges, and the Motability scheme.	Ongoing

SAFETY IN TRANSPORT

Everyone in our area deserves to feel safe when travelling. Prioritising personal safety improves the accessibility and uptake of sustainable and active travel.

In our public consultation, more than 50% of over 65-year-olds said they felt roads were unsafe for them as pedestrians. Our consultation also confirmed the differences in travel behaviours between men and women. Women are more likely to use the local bus services but reported safety concerns when using public transport. We are committed to considering safety measures, fears, and risk of violence when planning transport infrastructure.

Whilst public transport might cover most of a journey, users still need to walk, wheel, or cycle to the public transport hub. This part of the journey is referred to as the [‘first and last mile’](#) and we are taking steps to enhance safety during the first and last mile to improve accessibility.

The transport network must also reflect the change in demand as we consider the transport needs of many people with disabilities, those on low incomes, young people, women, and an ageing population. This transport strategy seeks to recognise the needs of all specific user groups and alleviate the challenges they face in using transport to promote social inclusion. The challenges we face are improving the quality of service and tackling these changes in demand whilst working within available transport budgets.

POLICY OBJECTIVE		TIMELINE
Priority:	Safety in Transport	
Policy Objective 3.0:	Enhance safety across the local transport system to provide users with confidence when travelling and improve the accessibility of active and sustainable travel.	Action will be achieved by:
Action 3.1	Complete a local road assessment of all 20mph and 30mph speed limits to inform the development of the National Strategy for 20mph speed limits.	2024
Action 3.2	Implement 20mph speed limits through signage.	2026
Action 3.3	Improve the safety and security of all transport users through solar lighting and maintained street lighting at bus shelters and stops.	Ongoing



THE GROWTH DEAL

An £80 million growth deal to invest in the local economy has been signed by ministers from the UK Government, Scottish Government and representatives from Falkirk Council. The Growth Deal is set to deliver significant new assets for the area including supporting the Grangemouth industrial complex to transition to net zero.

As an area, Grangemouth has a significant contribution to the national economy. It contains essential infrastructure, a substantial workforce, and extensive manufacturing facilities. This functionality will continue, and with considerable investment, a just transition will create new jobs and economic opportunity in emerging technologies, in a lower carbon industry.

Investment through the Growth Deal will promote Grangemouth as a leading employment site within the District and local transport will play a role in connecting people to Grangemouth and the wider area. Given the potential for future growth, the public transport policy objectives and actions outlined in this strategy and the Active Travel Strategy set out the Council's approach to ensuring that Grangemouth is accessible by sustainable and active travel.

The transport network within the local area will play a key role in delivering the Growth Deal. £21 million has been dedicated to a central sustainable transport hub at the current Falkirk Grahamston Station and an associated 'green corridor' that will connect local communities.

This will include a bus, rail, pedestrian, and cycling interchange to improve arrival facilities in the centre of the Investment Zone, as well as increasing capacity and creating strategic links. The development of an active travel green corridor will enable low and zero carbon movement between communities, create sustainable links between major areas of employment, link existing paths to enhance safety, and improve connectivity between Falkirk and Grangemouth.

Improved active travel and public transport connections to Grangemouth from neighbouring towns and transport hubs will be part of a more comprehensive, integrated transport network across the District. The following policy objective and actions are set to encourage the enhancement of sustainable access to Grangemouth:



POLICY OBJECTIVE		TIMELINE
Priority:	The Growth Deal	
Policy Objective 4.0:	Ensure Grangemouth is accessible via active travel and sustainable transport as part of the delivery of climate change targets.	
Action 4.1	Work in partnership with local bus operators to improve connectivity by public transport to Grangemouth to provide more accessible and sustainable travel options.	2030
Action 4.2	Deliver infrastructure for transport hubs that improve arrival facilities and create strategic links to increase sustainable travel options.	2033

TOWN CENTRE REGENERATION AND TRANSPORT

We support town centres and acknowledge the critical role of transport in the regeneration of local town centres as we move to promote their vitality and economic viability. We embrace the '[Town Centre First](#)' principle introduced by the Scottish Government, putting the health of town centres at the heart of our decision making.

Local town centres have faced economic challenges as retail patterns have evolved. The COVID-19 pandemic also led to the accelerated adoption of online shopping as the reason people visit and use town centres is [changing](#). Investment, where feasible, will be focused on existing town centres and public realm enhancement.

The regeneration of a town centre is partly dependent on how accessible it is. Enhancing key public transport gateways and the active travel network will promote accessible town centres. As a Council, we face the challenge of increasing sustainable access to town centres and reducing the number of private vehicles within town centres. We strive to provide an effective and sustainable transport system, strategic transport links, and sufficient parking to achieve this.

If we are to increase the number of everyday journeys done by active travel, an accessible and safe road network within local town centres will be essential. We will promote travel infrastructure that makes the pedestrian experience pleasant and safe. Improved infrastructure and developments will encourage increased visits to town centres by walking, wheeling, or cycling.

Local events allow us to maximise and repurpose the space in town centres. We will continue to work with partners to host events across the district centres of the local area, with the aim of drawing people to their town centres and driving economic growth. Within the network of centres defined in the [LDP2 Spatial Strategy](#) town centres comprise the principal centre of Falkirk, and the four district centres of Bo'ness, Denny, Grangemouth, and Stenhousemuir.



As the principal town within the District, Falkirk Town Centre experiences heavy congestion during peak times. We want to manage congestion within and surrounding the Falkirk Town Centre by providing alternative modes of transport, such as bus travel, and pedestrian links. Falkirk Town Centre acts as a transport hub, linking to other District centres within the area and creating strategic public transport links across the central belt of Scotland. In line with the sustainable travel hierarchy, we want to encourage walking, wheeling, and cycling to and from the principal centre. In 2018, a survey conducted by the Falkirk Herald revealed out of 2,639 participants, 94.7% felt the Town centre was [easy to navigate](#) around on foot. Whilst this is positive, we can continue to reduce congestion and create sustainable town centres through active travel initiatives. Falkirk Town Centre is the hub of the local bus network and a high proportion of trips into town are made by this mode. We want to continue to promote bus travel into the principal centre and through. The integration of active travel and public transport will be key to improve sustainable accessibility to local Town Centres. Growth Deal funding will deliver a multi-modal sustainable transport hub in Falkirk Town Centre, at the current Grahamston Station and an associated Falkirk to Grangemouth Green Corridor. In line with the Scottish Government Town Centre first principle, Falkirk Town Centre will be a priority for investment and enhancement, which will cover the improvement of transport infrastructure and accessibility.

As the second largest town in the local area, Grangemouth has an established town centre with many facilities and services. Grangemouth is characterised by its large port and concentration of industry, making it a critical District centre for access, both locally and nationally. The Grangemouth Investment Zone is a strategic business location and will play

a key role in revitalising the town centre. We have identified the town centre as a site for strategic sustainable transport links. Grangemouth benefits from a compact town centre and permeable street network, making it relatively accessible by sustainable modes. The town's flat landscape also provides scope for the delivery of a future cycling network that would create sustainable accessibility. The proximity of Falkirk Town Centre to Grangemouth can benefit both districts as enhanced infrastructure has the potential to improve public transport and active travel links between the two centres.

The redevelopment and renewal of Denny Town Centre has taken place over recent years. A new library, public square, and retail space have been delivered and there are plans for further development to increase the vitality of the town centre. Denny Town Centre lies at the meeting point of several routes so is easily accessed from catchment areas. However, congestion at Denny Cross remains a significant problem so accessibility can be limited. Future projects such as the Denny Eastern Access Road will aim to ease congestion.

Local transport infrastructure is likely to be needed in Bo'ness as it continues to play a vital role in developing our visitor economy. The historic environment of Bo'ness is seen through the Bo'ness and Kinneil Railway and the Scottish Railway Exhibition. However, Bo'ness Town Centre is located on the Forth at the northern edge of the town, with residential areas lying on more elevated land to the south. Given this environment, there is little incentive to regularly walk, wheel or cycle. However, we are committed to working with the local bus operators to improve the frequency of services and connectivity to the town centre and other districts.

Larbert and Stenhousemuir have been two of the fastest-growing settlements in the local area. Stenhousemuir Town Centre has been regenerated and now boasts a large food retail store, various other retail and banking facilities, and a town centre car park. The town centre is also central to the urban area, making it a walking or wheeling distance to a large proportion of the catchment population. Larbert and Stenhousemuir benefit from

a network of signs to key destinations and walking and cycling infrastructure that encourage active travel to and from the town centre. We will continue to encourage active travel to and from the town centre in this area. We have set the following policy objective to ensure the transport system contributes to the regeneration of town centres:

POLICY OBJECTIVE		TIMELINE
Priority:	Town Centre Regeneration and Transport	Action will be achieved by:
Policy Objective 5.0:	Enhance the vitality and economic viability of local town centres through the promotion of accessible and safe, active, and sustainable travel modes.	
Action 5.1	Maintain appropriate levels of disabled parking in town centres to ensure inclusion.	2025
Action 5.2	Work with local bus operators to develop infrastructure that promotes sustainable transport when accessing town centres and moving between District centres.	2033
Action 5.3	Deliver a multi-modal sustainable transport hub in Falkirk Town Centre, at the current Grahamston Station and an associated Falkirk to Grangemouth Green Corridor.	2033
Action 5.4	Work with Falkirk Delivers, developers and businesses to improve town centre accessibility and environment across the District.	Ongoing

PUBLIC TRANSPORT

Public transport will play an essential role in reducing single-occupancy car trips and is an integral component of a sustainable transport system. A public transport network of bus services, rail, and shared mobility options, such as, taxi travel, car-sharing, and hire car clubs, will achieve a more sustainable transport system, reducing carbon emissions. Efficient public transport and shared mobility also increases the options, as well as employment and education opportunities, for those who do not have access to a car. Additionally, combining an optimised local bus service with the Scottish Government Young Persons' (Under 22s) Free Bus Travel Scheme will improve access to opportunities for the younger population of Falkirk District.

Interchanges, long journey times, personal security concerns, and ticketing complexities make public transport sometimes a less convenient means of transportation and value for money, compared with the private vehicle, discouraging people from using public transport. Additionally, peak congestion times are noted as an issue as public transport is slowed as a result. However, we aim to reduce travel by private vehicle as we make public transport and shared mobility more convenient, frequent, safe, and accessible. The Falkirk Growth Deal has provided the opportunity to deliver new assets for the area that will help us to achieve our strategic vision through public transport improvements.



Bus

Most journeys made within the District are short and local, meaning they can be made sustainably. As the information about sustainable travel choices increases, bus travel will have a role to play in facilitating the shift to more sustainable travel modes.

Local bus services across Scotland are operated by the commercial market, meaning much of it is privately owned and run by transport operators. This means that Falkirk Council has little influence over bus fares, timetabling, and the frequency of buses. However, we are committed to working with partners to provide up-to-date information, and reliable and quality services.

Information regarding bus services and journey planning within the Falkirk District, and around Scotland, can be found by visiting Traveline Scotland's [journey planner](#). Information can also be accessed using the 24-hour helpline and mobile phone application. Information regarding bus operators can be located on the Falkirk Council website with a contact number and weblink provided for each operator. We understand the importance of ensuring everyone has equal access to information regarding bus travel to plan journeys and we recognise that online-only journey planning is not accessible to all users.

We are working with the Forth Valley Bus Alliance as part of the bus partnership fund to deliver improvements to bus services across Forth Valley. Journey corridors that link city centres and hub locations have received funding to provide bus infrastructure improvements that will deliver an efficient, better-connected network. These include:

- The A9 between Stirling City Centre and Camelon Roundabout, Falkirk.
- A803 Glasgow Road that links the Falkirk Wheel Park and Ride (P&R) and Falkirk Town Centre.
- B902 Grahams Road, from the B902 at the interchange with Ronades Road to Falkirk Town Centre via Grahams Road.

As well as working in partnership with bus operators, we will continue to work with SEStran. Through their Regional Transport Strategy, SEStran embraces initiatives such as Demand Responsive Transport (DRT) for more rural areas, Mobility as a Service (MaaS) that will enhance travel through digital innovations, and an integrated ticketing scheme. These initiatives seek to improve efficiencies between different modes of transport within local council areas and across regions and enhance the accessibility of sustainable modes for more users.



Rail

Whilst the bus network covers most local routes, rail plays an essential role in inter-urban travel as it connects Falkirk with major cities across Scotland. The impacts of the COVID-19 pandemic have reversed the previous long-term trend of increased use of the rail network as commuter footfall drastically dropped. However, across the rail network, leisure travel continues to grow. The Falkirk District will contribute to this growing demand as it benefits from five railway stations located on the Edinburgh, Glasgow, and Stirling triangle. As the modal shift to sustainable and active travel occurs, we aim to improve connectivity between active travel routes and railway stations to reduce congestion. Additionally, safe storage facilities at transport hubs will be key in encouraging multi-modal trips using active and sustainable travel. If we are to encourage the use of public transport and active travel, we must ensure the provision of infrastructure that makes this as convenient as possible. The development of a central sustainable transport hub and connecting active travel green corridor is a prime example of the kind of infrastructure development required to encourage the modal shift.



Taxi

Taxis and private hire vehicles complement other public transport modes and provide links from the beginning to the end of journeys. This integration is seen in the taxi ranks located in four out of five local railway stations.



They play a crucial role in providing transport in cases where public transport or active travel are not viable options. Given the role taxis play in reducing barriers to travel, we want to work with operators to ensure taxi services are accessible. We continue to work closely with taxi drivers, operators, and private hire drivers through the [Taxi and Private Hire Car Forum](#). This forum provides an opportunity for members to review the licensing of taxis and private hire cars in the Falkirk District, to offer advice and make recommendations to the licensing authority.

Shared Mobility

Currently, private vehicles remain the most prevalent mode of transport across the Falkirk District. Shared mobility has the potential to help us achieve our aim to reduce car kilometres across the District.

The Council promotes shared mobility through car-sharing as our 'Tripshare Falkirk' scheme and Car Club help us to deliver sustainable transport across the District, supporting ambitious climate change goals. Promoting car-sharing will help cut congestion and reduce the negative impact of single-occupancy vehicles on the environment.

Both initiatives work towards reducing the number of single-occupancy private vehicles as Tripshare Falkirk is a car-sharing scheme that matches people making similar journeys to promote car-sharing whilst our Car Club improves accessibility to all-electric private vehicles through a car rental model.

Integration between the different modes of transport will provide an efficient network for service users, encouraging the modal shift to sustainable transport options and the adoption of these options in everyday travel. To reduce the use of private vehicles, we must make using public transport and shared mobility a viable, convenient and efficient option.



POLICY OBJECTIVE		TIMELINE
Priority:	Public Transport	Action will be achieved by:
Policy Objective 6.0:	Reduce the use of single-occupancy vehicles through the delivery of an integrated, accessible, safe and efficient public transport network.	
Action 6.1	Work in partnership with local bus operators to improve connectivity by public transport to Grangemouth to provide more accessible and sustainable travel options.	2030
Action 6.2	Deliver infrastructure for transport hubs that improve arrival facilities and create strategic links to increase sustainable travel options.	2033
Action 6.3	Deliver a central sustainable transport hub at the current Falkirk Grahamston Station and an associated green corridor that will connect local communities.	2033
Action 6.4	Continue to work in partnership with public transport operators, Transport Scotland and the industry more widely to deliver efficient public transport and increase patronage across the District	Ongoing
Action 6.5	Continue providing and maintaining bus stops, shelters and timetable displays.	Ongoing
Action 6.6	Ensure that travel planning information meets the needs of everyone across the District, providing information in a variety of formats.	Ongoing
Action 6.7	Maintain public transport services in areas not commercially viable for bus operators to tackle social inclusion	Ongoing
Action 6.8	Utilise technology to promote car-sharing to reduce the use of single occupancy vehicles and congestion in the local area.	Ongoing

ELECTRIC VEHICLES



Falkirk Council is aligned with the Scottish Government's target of an overall reduction in reliance on cars and much of this will be achieved through the modal shift to sustainable and active travel. However, the Council acknowledges the role

which private vehicles will continue to play for some users who are unable to switch to more sustainable modes of transport and the wholesale shift to zero emission vehicles will allow us to meet climate change goals.

As the electric vehicle market continues to evolve and develop, the Council has set out an Electric Vehicles Charging Deployment Strategy to accelerate the deployment of electric vehicle charge points (EVCPs) across the District. As of January 2023, we have delivered more than 60 EVCPs, including infrastructure that is provided to partners. We are taking a strategic approach towards future EVCP deployment through the use of an overarching framework, set of principles, and a plan of action to ensure the network of EVCPs across the Falkirk District continues to grow in a way that best meets the needs of residents, businesses and visitors, in an economically sustainable way.

POLICY OBJECTIVE		TIMELINE	
Priority:	Electric Vehicles	Action will be achieved by:	
Policy Objective 7.0:	Promote the use of Electric Vehicles across the District to accelerate the shift to more sustainable modes of transport.		
Action 7.1	Continue to deliver charging infrastructure across the District, with plans to deliver 40 additional EVCPs.		2024
Action 7.2	Work with regional partners to develop an electric vehicle deployment and deliver strategy for the Forth Valley Region.		2025
Action 7.3	Deliver an internal Electric Vehicles Charging Deployment Strategy.	Ongoing	

ROAD SAFETY AND NETWORK

Safety is a priority throughout this LTS as the provision of a safe transport network allows us to uphold our established values. We continue to carry out investigations into road accidents and take preventative measures following an investigation. The development of a 2023 Road Safety Framework will detail the common goal of reducing risk and road accident casualty numbers. For all casualties, the overall pattern in recent years is continued reduction. The average number of casualties has fallen by 71% since 2018. This can be attributed to the reduction of vehicles on the roads during COVID-19, but much of this is because of work carried out by network management across the Council. The Scottish Government Road Safety Framework has an interim target of 50% reduction in pedestrians killed or seriously injured by 2030. We are set to contribute to this reduction as annually, the number of pedestrians killed or seriously injured in the District continues to decrease.

Road safety has a critical role in placemaking and the development of 20-minute neighbourhoods. If we are to encourage a modal shift to active travel, a [people-centred approach](#) that prioritises safety is required. To promote active and sustainable travel, we must improve the safety of urban and rural roads as the perception of these as 'unsafe' acts as a barrier to the use of these modes for everyday journeys, particularly active travel. Initiatives such as 20 mph speed limits and an approach that maximises existing assets will provide a more equitable balance between different road users. A significant shift to a people-centred approach will be required as road safety policy works in hand with spatial planning to promote more inviting, inclusive, and greener environments.

Traffic Management Schemes are introduced by the Council's Road and Transport function to improve road safety and network operations. These schemes cover a wide range of initiatives such as:

- ◉ Road lining and signing schemes;
- ◉ Traffic regulation orders to improve network efficiency and safety, such as parking regulations;
- ◉ The installation of new street infrastructure, such as, pedestrians crossings, traffic islands, and bollards; and
- ◉ Traffic signal installations and other junction redesigns.

Despite procedures to reduce accidents, we face challenges in promoting road safety and accident reduction. These include a variety of factors such as weather conditions, flooding, driver behaviour, pedestrian behaviour, ever-changing data as safety measures become increasingly evidence-led, and funding as we prioritise road safety initiatives within available budgets. By working with interested agencies, we will aim to improve road safety through:

- ◉ Education, as we work with local schools;
- ◉ Enforcement, through legislation;
- ◉ Engineering, through our asset management plan; and
- ◉ Encouragement through national, regional and local policy directives and raising awareness.

The road network across the District has long contributed to the movement of people and goods, which is essential in achieving inclusive economic growth in the local area. Key services, such as, the Police, the Ambulance Service, and the Fire Service require an efficient and safe road network. However, to create an equitable balance between road users and delivering a road network that facilitates sustainable and active travel options, we are committed to enhancing existing assets and infrastructure. The following policy objective and actions set the direction and framework for decision-making across the road network, road safety, and asset management:

POLICY OBJECTIVE		TIMELINE
Priority:	Road Safety and Network	Action will be achieved by:
Policy Objective 8.0:	Maintain a road network that facilitates sustainable and active travel options, improves safety for all users, and reduces congestion in the local area.	
Action 8.1	Develop an internal Road Safety Framework that will contribute to a reduction in accidents across the District.	2025
Action 8.2	Ensure signage across the area is direct and appropriate to reduce congestion and promote alternative, active and sustainable modes.	Ongoing
Action 8.3	Continue to conduct studies into accidents across the District and provide priority measures to identified problem sites.	Ongoing



PARKING

Parking facilities have previously been introduced to deal with the demand for parking in town centres and we acknowledge that the continued growth of car use has resulted in the design of places and localities being dominated by the parking and movement of cars.

However, parking policy and management within this LTS aims to achieve the sustainable transport vision set as parking management policy will play a role in reducing car kilometres travelled and cutting emissions.

Where possible, parking management will encourage the use of public transport and active travel within the District. Adopting road space reallocation as a principle within development and maintenance, the Council will aim to free up valued public space, making town centres more attractive and sustainably accessible. As part of our Active Travel Strategy, we plan to rationalise high-levels of on-street parking to make way for active travel infrastructure as we endorse the principles of placemaking.

Whilst this strategy adopts the principle of road space reallocation with spatial planning in mind, it also acknowledges the importance of accessible parking for many users. Parking management policy will ensure parking is accessible and assists those with disabilities, residents, and businesses to enhance social inclusion. This will support the local economy, reduce vehicle traffic, improve congestion, ensure road safety, improve social inclusion, and reduce air and noise pollution.

Parking management is one of the critical measures available to the Council to limit demand and promote the modal shift to sustainable and active travel. Set below is the policy objective for parking management to aid the Council in achieving a sustainable transport system:

POLICY OBJECTIVE		TIMELINE
Priority: Parking 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.		Action will be achieved by:
Action 9.1	Develop a Parking Strategy detailing our approach to the repurposing of parking space.	2024
Action 9.2	Manage parking congestion in central areas through higher levels of accessibility to active travel routes, suitable storage, and alternative modes of transport.	2033
Action 9.3	Manage parking to promote social inclusion and increase opportunities through accessible parking.	2033
Action 9.4	All Council owned car parks will be equipped with at least one Electric Vehicle Charging Point.	2033

FREIGHT

The movement of goods, materials, and products is fundamental to the performance of the economy, making freight an integral aspect of this transport strategy. The economic benefits of freight at a local, regional, and national level are supported and enhanced by the transport network. Transport Scotland has clarified a policy directive to increase the proportion of freight moved by rail, and regional policy advocates for strategic freight transport hubs. We will support these policy initiatives by taking a balanced approach to enhance the local economy sustainably. The main challenge we face is supporting the prosperous freight industry of the local area and ensuring it can function efficiently whilst also minimising negative impacts on the environment and local community.

Scottish Government's fourth [National Planning Framework](#) refers to emerging innovative industry within the Grangemouth Investment Zone and Falkirk. The area benefits from strengths in the chemicals industry and has the strategic assets of the largest container port in Scotland and extensive rail connection. New or upgraded facilities at the port for inter-modal freight handling and passenger facilities will be required to continue this support.

As part of the Grangemouth Investment Zone scheme, the Council will improve connectivity to the port across the M9, M8 and the A801. The area is prone to high traffic levels on its road infrastructure due to its role as a national logistics hub and a major industrial cluster. Improvements made to the local road network will aim to separate community traffic and dock traffic to reduce congestion and improve efficiency. In consultation with Transport Scotland, we will look to improve signage from

the motorway into Grangemouth to account for changes in accessing several industries, providing the most appropriate HGV route to each area. The Council continues to provide HGV signage around town centre areas for access to retail service areas. Where possible, bridges have been strengthened to take 44 tonne lorries and where routes are incapable of taking HGVs, appropriate weight restrictions are in place.

Improved railhead access within the port and the decarbonisation of freight transport will enhance efficiency and improve sustainability. We embrace the modal shift of freight from road to rail and the replacement of diesel trains. To strengthen [strategic connections](#) and promote economic growth sustainably, rail freight terminals and facilities must be enhanced. The electrification would improve journey times and reinforce the reliability of freight. A willingness to transfer freight from road to rail seeks to minimise the negative impacts of freight on both local communities and the environment. Working with Scottish Government agencies, the Council has helped deliver the rail freight hub, promoting the modal shift and increasing freight capacity.

The Forth & Clyde and Union Canals are a significant feature of the local area, forming an east-west corridor running through many communities. Whilst the canals have a history of carrying freight, they are now used primarily for leisure purposes. The following policy objective and actions aim to promote a modal shift from road freight to rail freight:

POLICY OBJECTIVE		TIMELINE
Priority:	Freight	Action will be achieved by:
Policy Objective 10.0:	Acknowledge the role of freight and logistics for the local and national economy whilst encouraging the modal shift to more sustainable modes for the movement of goods and logistics.	
Action 10.1	Promote the separation of community traffic and freight traffic to reduce the negative impacts of freight movements whilst also recognising the essential role of freight in supporting the local economy.	2024
Action 10.2	Promote the decarbonisation of freight through the modal shift to rail and electrification of rail.	2033
Action 10.3	Support the Grangemouth Investment Zone as a freight hub as we direct freight intensive development to the Grangemouth Investment Zone.	2033
Action 10.4	Support and encourage business by providing freight facilities within the area, such as freight transfer quality lorry parking.	2033
Action 10.5	Improve connectivity to Grangemouth port across the M9, M8 and the A801.	2033

DIGITAL INNOVATION

Digital innovations improve lives, reduce costs, open opportunities, and increase efficiency and accessibility. Today, transport and logistics are set to benefit from innovative digital solutions. Previous challenges in the form of poor connectivity, a lack of real-time information, supply chain inefficiency, and poor use of existing infrastructure can be tackled through digital technology. Technology will play a key role as we work towards an integrated, efficient, and sustainable transport network with the service user in mind. Already, we are witnessing the use of mobile apps to access real-time information, plan journeys, and make informed travel choices. The Council will look to take full advantage of digital innovations to provide a transport system that is viable and accessible to all whilst also minimising the impact on the environment.

Mobility as a Service (Maas)

[Mobility as a Service](#), or MaaS, is a term used to describe digital transport service platforms that enable users to access, pay for, and get real-time information on a range of public and private transport options. These platforms may also be linked to the provision of new transport services.

MaaS envisages service-users buying transport services as packages based on their needs instead of buying the means of transport. MaaS aims to improve efficiency and enhance the sustainability of transport by providing service users with a platform to communicate their transport needs. This is achieved through a Digital Service Platform which can make the most appropriate journey match for users.

In 2019, the Scottish Government launched a £2million investment fund for over three years to test MaaS as a concept in Scotland, to provide people with easy, digital access to travel information. MaaS has the potential to contribute to the reduction of car kilometres at a national and local level. We will work to harness developing technologies that seek to benefit the local transport network. Digital innovations will improve existing users' services and present the opportunity to encourage new users or the local transport network, particularly local public transport services.

Real-Time information

Through the digitisation of travel information, service users can make smarter, more sustainable decisions that will help to reduce congestion and improve confidence in local public transport. Already, local bus operators promote using their mobile applications to access timetables and interchange information. The provision of real-time information will improve connectivity, with the aim of increasing patronage of public transport services. Our public consultation revealed that local service users feel there is not enough information about public transport in their local area. We acknowledge the importance of accessible, journey-planning information and commit to advancing in providing both digital and physical real-time information.

Connected and Autonomous Vehicles (CAVs)

Connected and autonomous vehicles (CAVs) combine connectivity and automated technologies to assist or replace humans in the task of driving. CAVs have the potential to bring transformative change to people's lives as they could improve accessibility and safety, alter working patterns, promote shared mobility, and improve efficiency across public transport. However, for many of the benefits the CAVs could deliver, there are negative impacts, many of which are still unknown but include potential barriers to travel for people with mobility issues. The Council is committed to monitoring the development of this industry and considering this in existing and future infrastructure. Whilst many of the advances in digital technology are yet to reach their full potential, we recognise the potential of digital innovations in altering the transport landscape through the policy objective and actions set below:



POLICY OBJECTIVE		TIMELINE
Priority: Digital Innovation Policy Objective 11.0: Harness digital innovations where appropriate to promote the use of sustainable modes across the local area.		Action will be achieved by:
Action 11.1	Work with partners to utilise digital means, improving connectivity and reducing journey times.	2033
Action 11.2	Consider the potential impact of technological advances in the design of future infrastructure and harnessing existing infrastructure	2033
Action 11.3	Harness digital innovations that enhance the local transport network and provide user-friendly experiences	2033

Making it Happen



Transport impacts various people, sectors, and industries, and the integration of our values reflect this throughout this strategy. We aim to deliver this strategy and continue with the progress already made.

We have made significant progress in contributing to local communities through all modes of transport. We continue to promote active travel as a viable means of transport across the local area through our Take the Right Route campaign. In addition, we have hosted several public events since the publication of the last LTS with the purpose of engaging communities in active travel to protect local environments and improve health. 'Kelpies to Kick Off' is just one of the successful events hosted by Falkirk Council, in partnership with Falkirk Football Club. Working on initiatives such as the Grangemouth Bike Library and the rollout of digital means to promote Active and Sustainable travel has also been a success, with local people participating in app-based challenges.

We know the importance of accessible and affordable transport for people across the District. This has been a priority for us over the years as we continue to roll out several schemes that seek to improve inclusion.

With 25,000 streetlights maintained through two-weekly inspections in the winter and four-weekly in the summer, safety continues to be a priority for us, and any new developments consider the safety of all users. Additionally, road accidents have been on a downward trend for several years as we continue implementing road safety engineering measures.

Our local transport system has had a significant role in the economic vitality of local town centres. We will continue to protect town centres by investing in active and sustainable travel infrastructure. There are currently several town centre regeneration proposals that local transport will play a critical role in.

Our provision of EVCPs has been ambitious. Falkirk is already ahead of the UK and Scotland averages for EVCP provision per Electric Vehicle (EVs). On average, across the District, there is currently one publicly accessible charge point per every 11 EVs, compared to one EVCP per 21 EVs at the UK level and one EVCP per 13 EVs in Scotland. We plan to continue with these successes to promote the electric vehicle as a viable option.

As Scotland's biggest port, with 9 million tonnes of cargo handled through the dock facilities each year, the Council has continued to deliver transport interventions that facilitate industry in Grangemouth. We have harnessed the benefits of the industry through transport interventions.



Monitoring and Evaluation

This strategy has set out our ambitions for the future through the policy objectives and actions set. It will act as our framework for delivering:

‘A local transport system that encourages active and sustainable travel choices, creates and connects better places, and promotes wellbeing and community regeneration.’

To achieve this vision, the outcomes associated with this strategy will be monitored using different methods. Using smart data in traffic counters and cycle counters will allow us to monitor the amount of traffic in the District. This strategy contributes to creating the modal shift to active and sustainable travel. Data from traffic counters provides a baseline reference to understand the impact of the policy we have set and the infrastructure we deliver. There are over 100 traffic counters across the local area, with plans for continued growth.

Monitoring will also take place through continued community engagement. Whilst we have conducted extensive engagement during the development of this strategy, we will continue supporting and consulting local communities. Their feedback will determine much of our success and the extent to which we are meeting our set policy objectives. Other Council plans also act as a monitoring framework for this strategy. Falkirk Council’s Local Development Plan includes several proposed infrastructure developments that will allow us to achieve our vision for the local transport system. Regular reviews of the air quality in the District as part of compliance with relevant regulations, will give a clear indication of the impact our initiatives are having on the local environment. Road safety is continuously monitored through accident data, with project delivery to reduce the number of accidents. The Forth Valley Bus Alliance can also act as a form of monitoring as we can monitor the success of this. The actions detailed in this strategy will be subject to continuous review as they provide a framework for accountability in delivery.

The financial climate facing the public sector continues to challenge the Council. We will require considerable funding and resources to deliver the ambitions set out in this strategy. We continue to rely on external partners and national government support to deliver projects that will enhance and strengthen communities. We all share the same ambitions of tackling climate change, improving the health of communities, and creating sustainable economic growth.

Clear policy objectives have been established that we will work towards through the actions set. Each policy objective and the actions to support their delivery are summarised in the table below with a timeline, providing us with a clear direction for the future. Our LTS provides a foundation for future investment and will inform decision-making going forward.

