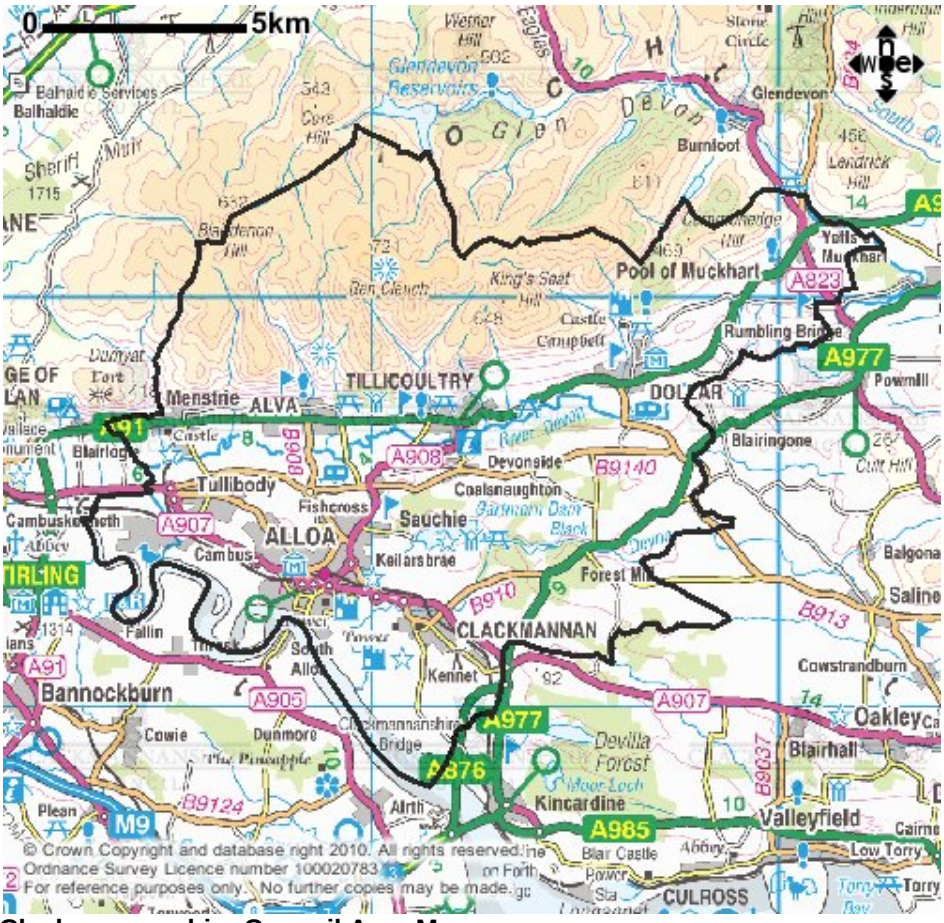
Introduction

Transport is essential to the economic and social well-being of Clackmannanshire. Efficient movement of people and goods is vital to building and sustaining a successful economy, linking people with markets and opportunities. Transport influences almost every aspect of daily life from the economy to the environment, from our communities to our health and quality of life. Today's society has increasingly higher expectations from our delivery of local and strategic transport. Local Transport Strategies set out how local authorities intend to achieve these expectations within the national framework at a local level. They also detail actions which will achieve the local priority outcomes set out in our Corporate Plan.

Clackmannanshire is located in the heart of Scotland where the town of Alloa acts as the commercial and administrative centre for the area. There are a number of smaller towns and villages spread throughout the area, generally located on the A907, A908 or the A91, with facilities serving each local community's needs. The remainder of the Clackmannanshire area is rural. There is increasing demand for housing in Clackmannanshire, particularly the scenic locations with the backdrop of the Ochil Hills. As a result Clackmannanshire is becoming a commuter area for those working in Stirling, Glasgow and Edinburgh.



Clackmannanshire Council Area Map

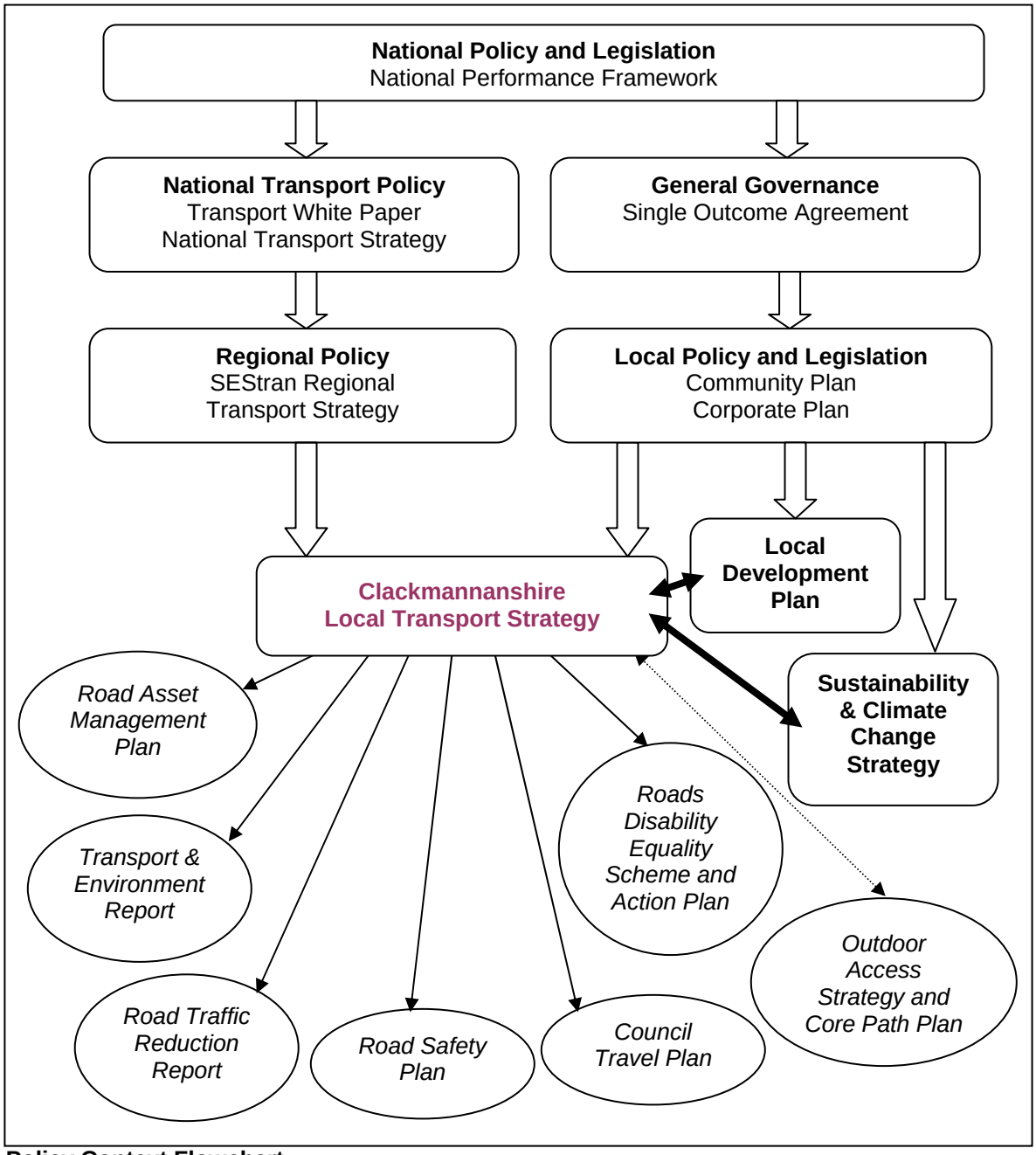
Clackmannanshire covers an area of 159 square kilometres, making it the smallest council in mainland Scotland. The population of Clackmannanshire was estimated at the 2001 census to be 48,077, which equates to a population density of 3.03 people per hectare. However approximately one quarter of the land area consists of the Ochil Hills.

There are no trunk roads in Clackmannanshire, however the Clackmannanshire Bridge and the M9/M80 provide strategic access to and from Clackmannanshire and therefore these routes have a significant influence on traffic within Clackmannanshire. The M90 and Forth Road Bridge can also impact on traffic flows through Clackmannanshire, particularly when traffic restrictions are placed on the bridge. The area is largely bypassed by the strategic road and rail travel corridors of Scotland. However in 2008 the railway line between Alloa and Glasgow was reopened providing passenger services to the Clackmannanshire area for the first time in almost 40 years. There are frequent bus services between Clackmannanshire and Stirling and the National Cycle Route (NCN76) passes through the centre of Alloa connecting with Fife in the east and Stirling in the west.

The Sterling furniture warehouse and Sterling Mills retail development, both located in Tillicoultry are the largest trip attractors for those residing outside the area and are particularly busy at weekends and public holidays. There is a significant amount of leakage to Stirling, Dunfermline and Falkirk for retail and leisure trips. Clackmannanshire attracts day visitors to the Ochil Hills and its historic towers.

Policy Context

The Local Transport Strategy is informed by policy and legislation for both transport and general governance. The Local Transport Strategy develops its transport themes taking full account of national, regional and local governance objectives and outcomes. The following flow chart shows how the Local Transport Strategy sits relevant to other policies and legislation.



Policy Context Flowchart

Scottish Government's Strategic Objectives

The National Performance Framework underpins delivery of the Scottish Government's agenda which supports the outcomes-based approach to performance. The focus will be on government and public services to create a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth. The Government has five objectives that underpin its core purpose, of these four are relevant to the Local Transport Strategy:

- Wealthier and Fairer - enable businesses and people to increase their wealth and more people to share fairly in that wealth
- Healthier - help people to sustain and improve their health, especially disadvantaged communities, ensuring better, local and faster access to health care
- Safer and Stronger - help local communities to flourish, becoming stronger, safer places to live, offering improved opportunities and a better quality of life
- Greener - improve Scotland's natural and built environment and the sustainable use and enjoyment of it

National Transport Policy

In 1998 the Scottish Executive produced the Integrated Transport White Paper 'Travel Choices for Scotland' setting out the Government's vision for transport in Scotland. The white paper set out how local and national government could work together to develop a consistent vision of integrated transport across Scotland through the production of integrated transport strategies by local authorities. Integrated transport planning is given a statutory basis under the Road Traffic Reduction Act 1997.

A revised white paper 'Scotland's Transport Future' was produced in June 2004 to outline proposals to improve transport throughout Scotland, with an overall aim to promote economic growth, social inclusion, health and protection of our environment through a safe, integrated, effective and efficient transport system. The paper provided the framework for the creation of Transport Scotland, legislation changes and greater powers to deliver national concessionary fare schemes.

National Transport Objectives

Five high level objectives were set in Scotland's Transport Future:

- Promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and network to maximise their efficiency.

- Promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network.

- Protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport, which minimise emissions, and consumption of resources and energy.

- Improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff.

- Improve integration by making journey planning and ticketing easier and working to ensure smooth connections between different forms of transport.

In December 2006 the Scottish Executive published Scotland's National Transport Strategy, setting out three key strategic outcomes:

- Improve journey times and connections
- Reduce emissions
- Improve quality, accessibility and affordability

Transport Scotland

The National Transport Agency for Scotland, Transport Scotland, is responsible to the Scottish Ministers and was set up in April 2006. Transport Scotland has the responsibility for delivering the Scottish Government's vision for transport and the capital investment programme for the next ten years. Transport Scotland is also responsible for the running of the trunk road network, the rail network and the national concessionary travel scheme.

SEStran

Clackmannanshire Council is a member of SEStran, a consortium of local authorities in the South and East of Scotland responsible for making regional transport decisions. SEStran produced a Regional Transport Strategy to cover the period 2008 - 2023, with the following vision:

"South East Scotland is a dynamic and growing area which aspires to become one of northern Europe's leading economic regions. Essential to this is the development of a transport system which enables businesses to function effectively, allows all groups in society to share in the region's success through high quality access to services and opportunities, respects the environment, and contributes to better health."

To implement this Vision, the RTS has developed four high level objectives:

- Economy - to ensure transport facilities encourage economic growth, regional prosperity and vitality in a sustainable manner
- Accessibility - to improve accessibility for those with limited transport choice or no access to the car, particularly those who live in rural areas
- Environment - to ensure development is achieved in an environmentally sustainable manner
- Safety and Health - to promote a healthier and more active SEStran area population

Clackmannanshire and Stirling Councils operate a joint public transport unit based in Stirling. However, Stirling Council is a member of TACTRAN the regional partnership for Central and Tay. It is therefore crucial that the existing transportation and working relationships between Clackmannanshire Council and Stirling Council be maintained and developed whilst giving cognisance to each regional partnership's policies.

Single Outcome Agreement

A Single Outcome Agreement is the means by which Community Planning Partnerships agree their strategic priorities for their local areas and express these priorities as outcomes to be delivered by partners, either individually or jointly, while showing how these outcomes should contribute to the Scottish Governments relevant National Outcomes.

The Clackmannanshire Single Outcome Agreement 2009 - 2012 presents the priority outcomes for Clackmannanshire in the context of the national performance framework.

Community Plan

Community planning is essentially a very simple concept. Overall it aims to better meet the needs expressed by communities and maximise the quality of life experienced by all residents, visitors and businesses. It also intends to make public services more responsive and accountable to the communities they serve, more accessible to people in terms of opening hours

and choice of methods of undertaking business and more effective in meeting needs and recreating community spirit and ownership. It achieves improvements by identifying actions and priorities, which will only be successfully delivered if public agencies and the community work together.

Clackmannanshire Council form part of the Clackmannanshire Alliance, a partnership of statutory, community, voluntary and business partners. The Clackmannanshire Alliance are responsible for engaging with communities and ensuring organisations work together when providing public services.

The Community Plan provides the overall framework in which community planning operates and sets out the long term vision for Clackmannanshire. The four main themes:

- Economic Development
- Health Improvement
- Community Safety
- Environment

Corporate Plan

The Corporate Plan sets out the vision for the area and shows what the Council aims to achieve in the next three years.

Nine priority outcomes have emerged from the Single Outcome Agreement, of these the following seven are relevant to the Local Transport Strategy:

- The area has a positive image and attracts people and businesses
- Our communities are more cohesive and inclusive
- Our communities are safer
- Vulnerable people and families are supported
- Health is improving and health inequalities are reducing
- The environment is protected and enhanced for all
- The Council is effective, efficient and recognised for excellence

Development Plan

The vision of the current Development Plan is focused on promoting sustainable development in jobs, homes and businesses, supported by adequate investment in community infrastructure, within the context of caring for the environment, improving accessibility and promoting technology.

The current Development Plan, comprising the Clackmannanshire and Stirling Structure Plan 2002 with Alterations 1, 2 and 3 and the Clackmannanshire Local Plan 2004, will be replaced with a new plan for the area called a Local Development Plan (LDP). The LDP is a unitary plan for the whole area and will be a full review of current planning policy. The LDP will be prepared under the auspices of the Planning etc. (Scotland) Act 2006 that requires it to be set with a key objective of contributing to sustainable development.

A modern and inclusive society is dependent upon the ability of individuals to access jobs, shopping, services and facilities and housing as easily and conveniently as possible. An important aspect of sustainable development is that the above should be achievable at the least practical cost to the environment. The LDP therefore focuses on the benefits of ensuring that jobs and facilities are located close to homes and that the need for long and repeat journeys is minimised. By embracing these objectives, increased use of public transport and cycling can be achieved, walking can be encouraged for shorter journeys and reliance on the private car can be reduced.

Local Transport Strategy

In order to achieve the vision set out in 'Scotland's Transport Future', the Scottish Government has requested that each local authority in Scotland produce a Local Transport Strategy (LTS). The purpose of the strategy is to demonstrate how national objectives will be delivered at a local level.

The Local Transport Strategy (LTS) sets out how the Council proposes to develop the transport network over the period 2010 – 2014 and beyond, for the whole council area. Contained within the LTS is a series of aims, objectives, policies and actions supporting the overall vision to meet the transport needs of all within Clackmannanshire.

The Local Transport Strategy covers a wide range of topics from individual modes such as cycling to groups of people including the disabled to more general transport issues such as road maintenance.

The Local Transport Strategy for Clackmannanshire:

- Outlines the strategy for roads and transportation for the next five years
- Looks to how the roads and transportation system will develop in the short and long term
- Acts as support for future roads and transportation improvements
- Sets out measures aimed at providing travel choices for all
- Works to ensure that job opportunities are not restricted to only those with access to a car
- Seeks to protect the environment

The strategy is divided into a number of sections based on transport topics. Each section will assess the present situation, then outline the strategy and objectives. Policies will describe how the Council can influence transport decisions both within and outside its direct control. Detailed action plans set out how the Council propose to develop the transport system in the short and long term through capital and revenue budgets and other sources. A review of the 2006 – 2009 Local Transport Strategy is shown in Appendix A.

Transport Vision

The existing road and transport network represents the single most valuable asset the Council has responsibility for. Clackmannanshire is therefore looking for transport in the future to develop in such a way as to -

> Facilitate the free movement of people and goods within Clackmannanshire by a choice of modes that are safe, accessible and well integrated. Through the development of the transport network in a sustainable manner to meet the needs of all, Clackmannanshire can become an attractive vibrant community encouraging economic prosperity whilst improving health and protecting the environment.

With a modern and efficient transport system, the priority outcomes of the Corporate Plan to achieve a sustainable and healthy society with the ability for all individuals to access opportunities, whilst having the least impact on the environment can be accomplished. These visions can only be achieved through the implementation of an integrated transport network to meet the needs of the 21st Century.

Transport Strategy Aims

The demand for transport is derived from the wider economic and social needs of people to travel to work, business, shopping, leisure and many other purposes. The local transport strategy sets out the aims and objectives of the Council for the future direction of transportation in Clackmannanshire.

The over-arching aims of the local transport strategy are:

1. **Support and enhance the local economy by:**

   Developing a sustainable transport system
   Managing the valuable asset that is the road and footway network
   Improving connection between people and markets
   Tackling traffic growth and congestion

2. **Manage travel to reduce its environmental impact by:**

   Reducing the need to travel
   Encouraging greater use of walking, cycling and public transport
   Promoting eco-driving techniques
   Reducing greenhouse gases and other pollutants
   Managing our carbon footprint

3. **Improve the transport environment to reduce actual and perceived safety issues by:**

   Reducing the number of people killed or seriously injured in road traffic accidents
   Improving the quality of lighting in our streets

4. **Work towards a seamless transport system to increase social inclusion by:**

   Reducing the number of modal interchanges required to make key journeys

5. **Remove barriers to accessibility by enhancing healthy and alternative modes of travel by:**

   Enhancing health and alternative modes of travel
   Removing barriers to using public transport

6. **Integrate land use and transport planning by:**

   Reconciling development and sustainability

7. **Maintain and improve the existing infrastructure by:**

   Fully utilising the network
   Reducing maintenance impact on the environment

Integrated transport improvements in Clackmannanshire therefore seek to improve the opportunity and choice available to the local population, to make the area a better place to live and work today and in the future.

These strategic aims are supported by objectives under each transport topic. While the aims and objectives in themselves are not SMART (specific, measurable, attainable, realistic and timed), collectively they are. These are further supported by the actions and polices contained within the strategy.

Problems and Opportunities

Historically car ownership levels in Clackmannanshire were below the Scottish average, resulting in more dependency on local employment, amenities and alternative modes of transport. Recently, as the traditional industries have closed or moved from the area, Clackmannanshire travel behaviour has evolved. People now travel beyond the local area on a regular basis to access employment and leisure facilities. Under the previously economically buoyant conditions, car ownership levels in the area have grown to more than the Scottish average.

Everyone makes use of the transport system in Scotland on a daily basis, whether travelling, receiving or delivering services. The existing network has to be maintained and developed to meet the needs of all users. Due to the location of Clackmannanshire it has become an ideal and increasingly popular area in which to live, with affordable housing, but still within commuting distance to larger centres such as Stirling, Falkirk, Grangemouth, Glasgow and Edinburgh, all of which have more employment opportunities than Clackmannanshire. Therefore in order to reduce the need to travel to these other centres, the Clackmannanshire area requires an improved transport network to encourage more inward investment so that job opportunities will be created locally.

However one of the largest constraints on Clackmannanshire Council is making the limited budget cover the expanding requirements of creating full accessibility. Throughout Scotland the ageing transport system is placing a strain on the public purse. Maintaining roads and other transport infrastructure competes with other publicly provided services for funds in order to keep the transport network safe and operational.

Health and the environment are increasingly being eroded by the high dependency on the private car. Growing levels of inactivity are leading to increased levels of obesity and healthcare costs. Transport continues to contribute towards climate change and greenhouse gases, which adversely impacts on public health, with increasing cases of respiratory illnesses.

In order to identify the current issues and potential solutions in Clackmannanshire, a SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis has been undertaken. The results are shown in Table C1 and C2 in Appendix C, a summary of some of the main issues raised in consultation is shown below.

Strengths	Weaknesses
Attractive High Quality Environment	Industrial Decline
Proximity to Larger Centres	Public Transport
Compact Settlements	Poor On-Road Cycling Facilities
Access to National Cycle Network NCN76	Poor Public Health
Continual Programme of Maintenance	Parking Issues Outside Alloa
Stirling-Alloa-Kincardine Railway	Lack of North/South Cycling Links
Clackmannanshire Bridge	High Transport Costs
Opportunity	**Threat**
Safer Routes to Schools	Economic Downturn
Traffic Management Innovations	Growing Unemployment
Partnership Working	Lack of Inward Investment
Relocation of College to Alloa Town Centre	Growing Levels of Traffic
Cycling Funding Still Available	Increasing Fuel Costs
Core Path Network	All Day Free Parking
Car Park Management	Competition for Funding and Limited Budgets

Summary of SWOT Analysis

Local Transport Strategy Process

The Local Transport Strategy was developed using the following process and was developed in parallel with the SEA and STAG processes:

Review 2006 - 2009 LTS
Where did the 2006 - 2009 LTS take us? Where do we want to go now?

Consultation
Collect Public Opinions on Transport
Public Engagement Events
Key Stakeholders Event

Assess Consultation Results
Assess the public and key stakeholders opinions and views

Review Direction of LTS
Incorporate the findings of the consultation results into the new LTS

Develop Options
Develop packages of options to deliver transport over the next five years

Appraise Option (STAG & SEA)
Utilise the STAG and SEA processes to assess the packages of measures for implementation

Update & Cost Action Plan
Develop the measures to be taken forward and assess the level of funding required over the next five years and beyond

Draft LTS

Consultation
Consultation on draft LTS with public and stakeholders, SEA Environment Report to be consulted in parallel.

Final LTS

Scottish Transport Appraisal Guidance

A critical part of the Local Transport Strategy process, is the appraisal of efficiency and cost effectiveness. This is done using the Scottish Transport Appraisal Guidance (STAG). The aim of this appraisal process is to sift through options to develop a package of measures, which will best address the transportation issues within Clackmannanshire. These packages of measures are then assessed against the five criteria of STAG; Economy, Accessibility, Environment, Safety and Integration.

Seven options, each comprising of a package of measures, were developed for the Local Transport Strategy.

- Option 1 - Do Minimum
- Option 2 - Improve Travel Choices
- Option 3 - Protect the Environment
- Option 4 - Extend the Network
- Option 5 - Improve Transport Movement
- Option 6 - Improve Travel Safety
- Option 7 - Planning for Transport

Each of the seven options were appraised against the five criteria of STAG and the following four transport planning objectives:

- Improve access to local and regional services for people living in Clackmannanshire
- Improve and enhance the environment in Clackmannanshire for all
- Improve the attractiveness of Clackmannanshire to people and businesses
- Enhance the transport assets within Clackmannanshire to meet the future needs of all

This appraisal process determined which package of measures would deliver Clackmannanshire the best value in terms of deliverability whilst achieving the strategic transport vision.

The results of the assessment lead to the rejection of option 1 as it would ultimately lead to a decline in the integrity of the network with no planning for future transport needs and no consideration of the environmental consequences. Option 4 was also rejected as it only provided a minor benefit at major cost, however an exception was made for new cycling and walking infrastructure which would be included in the strategy. Measures considered deliverable by the Council and to provide a benefit in options 2, 3, 5 and 6 were all taken forward into the strategy. Option 7 was the only option to be taken forward in full as planning for transport was considered to have the most benefit for all assessment criteria.

The revised options have been taken forward to develop the action plans as shown in Appendix B, the full STAG process is discussed more fully in Appendix C.

Consultation

Clackmannanshire Council continue to work closely with the local community and interest groups when developing transport in the local area. As part of the LTS process, consultation exercises were undertaken at key stages as shown below.

Exercise	Form	Stage
Public Opinion on Transport	Questionnaire	Pre LTS Development
Public Engagement Events	Roadshow	Early LTS Development
Stakeholder Engagement Event	Presentation and Roadshow	Early LTS Development
SEA Scoping Report	Open Response	Early LTS Development
Other Informal	Discussion/Meetings	Throughout LTS Development
SEA Environmental Report	Open Response	Draft LTS Published
LTS Draft	Open Response	Draft LTS Published

All of the public consultation exercises were promoted on Clacksweb and in the local press. In addition all the local community councils, key stakeholders and neighbouring local authorities were invited to the Key Stakeholder Event.

The results of each of these consultation exercises have been used throughout the process in developing the strategy. The results of the Public Opinion on Transport have been published on Clacksweb and provide much of the baseline for monitoring.

Clackmannanshire Council Roads Responsibilities

The Council has a number of statutory duties it must carry out as the local authority, the Council is also obligated to undertake further duties. There are also transport functions that lie largely outside the control of local authorities.

These duties include:

Legal Obligation

- Maintain adopted roads and footways
- Provide winter maintenance treatment to prioritised roads and footways
- Produce Road Traffic Reduction Report
- National Entitlement Card and Blue Badges
- Produce Roads Disability Equality Scheme and Action Plan

Other Duties

- Produce Local Transport Strategy
- Produce Road Safety Plan
- Produce Road Asset Management Plan
- Provide bus stops and information on public transport

No Control

- Commercial Bus Services – bus routes, frequency of services and fares (Bus Operators)
- Rail Services (First Scotrail)
- Rail Infrastructure (Network Rail)
- Vehicle Speed and Parking Enforcement (Central Scotland Police)
- Parking Violations (Traffic Wardens)
- Trunk Roads (Scottish Government/Transport Scotland/Term Operators)

Transport and the Environment

The relationship between transport and the environment has been receiving greater press in recent times. In the Transport and the Environment Report this relationship is more fully explored and covers a wide range of issues, providing information on the environment and how transport impacts on these environmental issues. The objectives for future transport schemes are identified in order to minimise environmental impact and are linked to the Strategic Environmental Assessment (SEA) process.

SEA is a systematic process for identifying, predicting, reporting and mitigating the environmental impacts of certain proposed plans and programmes. The Environmental Assessment (Scotland) Act 2005 establishes a new framework for SEA in Scotland and state that a SEA should consider the following topic areas:

- Biodiversity
- Flora and fauna
- Air
- Cultural Heritage
- Population
- Soil
- Climatic factors
- Landscape
- Human health
- Water
- Material assets
- Interrelationships

A SEA Scoping Report and SEA Environmental Report have been prepared for the Local Transport Strategy, both documents are available on Clacksweb. The Transport and the Environment report was developed as a direct result of the SEA process, to assist in considering the environment and outlining the baseline situation.

Road Safety Plan

The Clackmannanshire Road Safety Plan sets out the targets to be achieved over the next three years in the local area and the strategy being adopted to achieve these targets. Accident statistics are collected and reviewed annually by the Council.

The Road Safety Plan aims to build upon the most recent improvements to enhance safety in order to further reduce the number and severity of accidents in line with Government targets. The Road Safety Plan complements and expands upon the Local Transport Strategy.

Road Traffic Reduction Report

Clackmannanshire Council has a duty under the Road Traffic Reduction Act 1997 to monitor present and future growth of traffic on local roads and set targets for traffic reduction. The Local Transport Strategy contains policies and measures aimed at reducing dependency on the private car in favour of more healthy and sustainable modes of transport.

Road Asset Management Plan

The Council is in the process of implementing an asset management approach to road maintenance. This is a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the road infrastructure to meet the needs of current and future customers.

Although this process is not required by statute, there are a number of drivers for the adoption of this process such as the need to meet both national and local outcomes as specified within the Single Outcome Agreement; and the forthcoming requirement on local authorities to provide financial forecasting and valuation information to central government.

An initial Road Asset Management Plan was produced in February 2010. This plan represents the start of the improvement process, developed by undertaking a thorough and rigorous review of current practice. It is a three year plan lasting from 2010 to 2013, but will be updated on an annual basis throughout this period with the intention of a full redraft in 2013.

Development Roads - Guidelines and Specifications

The Development Roads – Guidelines and Specifications document sets out the technical standards for all new and improved infrastructure works within Clackmannanshire Council. The document also contains the Council's minimum and maximum parking standards for all new development proposals, including cycle parking provision. This document is in the process of being updated to take into consideration new technical standards and best practice, including the draft Designing Streets.

Core Paths Plan

The Land Reform (Scotland) Act 2003 places a statutory duty on local authorities to produce a Core Paths Plan which should be "sufficient for the purpose of giving the public reasonable access throughout their area."

Core Path Plans should provide for a range of recreational access e.g. walking, cycling, horse riding, canoeing etc. and cater for people with disabilities, but not all individual core paths are required to cater for every type of user.

Core paths do not have any sort of previous designation e.g. right of way and can comprise of a variety of different path types, ranging from natural grassy swards, to high specification constructed paths, to satisfy the needs of all users.

The Clackmannanshire Council Core Paths Plan was adopted in June 2009 and will be reviewed either when the local authority considers it appropriate to do so, or by virtue of Ministerial directions.

Outdoor Access Strategy

An Outdoor Access Strategy is being prepared in response to the Land Reform (Scotland) Act 2003. The Outdoor Access Strategy will set out the overall vision for the future development of outdoor access in Clackmannanshire and in doing so, will also seek to consolidate the existing network of core paths, rights of way and other paths.

Roads Disability Equality Scheme and Action Plan

A Roads Disability Equality Scheme and Action Plan will shortly be prepared in response to the Disability Discrimination Act 2005. This will set out the actions and timescales that CC considers necessary to meets its general duties and specific duties under the act. In particular it will facilitate the delivery and evaluation of actions to eliminate discrimination and promote equality. Promoting inclusive environments is one of our key aims and will allow the Council to consider disabled people's needs across the wider roads and transportation network.

Council Travel Plan

Clackmannanshire Council as a local authority has a responsibility to lead by example, in order to encourage local businesses and residents to adopt a sustainable approach to travel. Therefore the Council is in the process of developing a travel plan for all Council staff and visitors. The travel plan will look at access to the Council by all modes of transport. The overall aim of the travel plan is to demonstrate the impact each individual journey has on the environment, community and transport network to allow everyone to make an informed choice regarding transport in the Clackmannanshire area.

Influencing Travel Behaviour

Introduction

Government policy stresses the importance of influencing travel behaviour to encourage the use of sustainable modes. Travel behaviour can be influenced through the workplace, at school, at home and through leisure pursuits. A package of appropriate and well-maintained infrastructure, incentives and disincentives, education and easily available and up-to-date travel information should provide the travel options and stimuli to successfully influence public attitudes to travel. Changing travel behaviour will improve health and the environment, congestion and accessibility, local economy, personal safety and provide equity and improved social inclusion.

Influencing the travel decisions of young people will provide long-term gains as travel behaviour learnt at an early age will be carried throughout life and passed on through upcoming generations. Successful school travel planning and safer routes to schools initiatives will provide the cornerstone of Clackmannanshire Council's drive towards more sustainable travel.

Existing Situation

Travel planning activities within the schools is now at an advanced stage, with travel plans in place for the three secondary schools and Dollar Academy. The local primary schools are all working on travel initiatives as part of eco-schools, health promoting schools and curriculum for excellence. The Council itself has continued working on a staff travel plan with a number of travel plan initiatives being implemented. A number of successful events and promotions have been undertaken aimed at encouraging healthy and sustainable travel by the people of Clackmannanshire.

Infrastructure improvements recently completed include the reopening of the railway line between Alloa and Stirling, improved park and ride facilities at Murray Square bus stance, footway and footpath improvements, removal of community severance by providing adequate pedestrian crossings on busy streets, speed reduction and road safety schemes and cycle routes.

Developers, by considering all opportunities at the design and planning stage of new developments, are expected to provide the infrastructure and incentives to encourage and facilitate sustainable travel behaviour. Commercial developments must be supported by travel plans, therefore good practice advice for developing travel plans was published in December 2008. This document is now provided as guidance for all new developments coming forward within Clackmannanshire.

Strategy & Objectives

The Council is continuing to developing its travel plan for staff promoting sustainable travel to work. This is aimed primarily at Greenfield, Lime Tree House, Kilncraigs and Kelliebank, however it is anticipated that this will be expanded to cover all Council areas of business in due course. By taking the lead, the Council will encourage existing businesses to develop their own travel to work plans.

The Council will continue to facilitate the introduction of the school travel plans and continue to promote the Safer Routes to Schools initiatives. The Council will continue to work with the local primary schools to encourage more walking and cycling to schools and will identify areas of the network where improvements can be introduced to make the routes to schools safer and more attractive.

Clackmannanshire Council will continue to promote schemes that provide travel choices. It will also encourage public transport operators to provide the services that meet public expectation.

Many of the infrastructure improvements planned to facilitate walking and cycling will influence travel behavour.

The following are the Council's main travel behaviour objectives: -

- Encourage people to adopt sustainable travel behaviour when travelling in and around Clackmannanshire.
- Reduce the levels of traffic growth, by encouraging greater use of public transport, walking and cycling.
- Encourage existing employers in Clackmannanshire to develop travel to work plans.
- Increase levels of activity in children through the implementation of travel planning initiatives.

Policy

TB1. All commercial developments will be required to prepare a travel plan or statement demonstrating initiatives aimed at reducing reliance on the private car for travel to work and show how the site will be accessed by alternative modes.

TB2. The Council will implement its travel plan and monitor travel behaviour of Council employees.

TB3. The Council will assist existing businesses to develop and implement travel plans by providing frameworks and support.

Contribution to the Corporate Plan

The area has a positive image and attracts people and businesses ✓
Our communities are more cohesive and inclusive
Our communities are safer ✓
Vulnerable people and families are supported
Health is improving and health inequalities are reducing ✓
The environment is protected and enhanced for all ✓
The council is effective, efficient and recognised for excellence ✓

Action Plan

The action plan should be referenced to Appendix B, which includes funding information. Many of these projects will rely largely on staff resources. The following schemes will significantly influence travel behaviour: -

Ref	Scheme	Details
1	Council Travel Plan	Develop and implement the Council Travel Plan
2	Sustainable Travel Promotion	Promote sustainable travel through events, advertising and initiatives
3	Car Sharing	Continue to promote the use of TripshareClacks for car sharing journeys
5	Designing Streets	Work with developers to prioritise active travel
40	School Travel Plans	School travel plans for all schools
44	Travel Plans - Commercial	Identify infrastructure and land planning needs at proposed commercial developments
45	Travel Plans - Residential	Identify infrastructure and land planning needs at proposed residential developments

Walking

Introduction

Walking as a mode of travel has been declining nationally in recent years, both in terms of numbers of trips and length of trips, yet it is a method of travel that virtually everyone uses on every journey. There is a growing trend to use the car for short journeys as it is considered more convenient, more comfortable and quicker. There is also the misconception that using the car is safer. With increased car use walking is seen as less attractive, as pedestrians encounter heavy traffic and high vehicle speeds in local towns and villages. These factors contribute to an increasing perception of danger when walking, which further deters people from making journeys on foot.

By encouraging people to walk to work, to school and for leisure it is possible to reduce the number of cars in towns and villages, thus improving the local environment to make it a more attractive place for people to walk. Walking is the only mode of transport with no cost to the individual or the environment and does not require any special equipment. Infrastructure required for pedestrian journeys is generally more cost efficient and longer lasting than that required for vehicular transport. By promoting walking as exercise, general levels of health can be improved. If walking activity increases, streets will become busier and busy streets are safer streets. This is particularly important for children, women and the elderly, the groups least likely to have access to a car.

Existing Situation

The Scottish Household Survey (2007/08) shows that only 16% of Clackmannanshire residents walk compared to the Scottish average of 22%. This may be due in part to the lack of employment and facilities locally, but there has been a gradual increase in car ownership levels, which may also be influencing travel patterns.

Most of our towns still have local shops and businesses. The Council must support these local traders and service providers by managing parking and facilitating access particularly by walking, cycling and public transport. The loss of these businesses would lead to a significant growth in the number and distance of car journeys.

Walking in rural areas as a leisure pursuit is well established in Clackmannanshire, especially in the Ochil Hills and around Gartmorn Dam. The Council has continued to expand the existing off road path network, which is now substantially complete. The Countryside Ranger Service is responsible for promoting, protecting and enhancing the wildlife, landscape and recreational opportunities in the countryside.

Strategy and Objectives

Young people more readily accept changing travel habits. The Council will continue to use school travel initiatives and Safer Routes to School initiatives to raise awareness of the choices to be made when travelling to school. It is the Council's aspiration that by encouraging healthy travel choices in children this behaviour will be carried in adulthood. Journeys to school will be targeted and new residential developments will be expected to provide at least one safer route to the nearest primary and secondary schools.

Conditions will be improved for vulnerable pedestrian groups including women, children and the elderly through the continued maintenance, monitoring and expansion of the CCTV system. Pedestrian and disability equality audits will be carried out throughout Clackmannanshire to identify where lowered kerbs, tactile paving or other facilities would assist pedestrians and mobility and visually impaired people. Access to bus stops will be a priority particularly for people with difficulties walking.

The majority of pedestrian journeys are short and focussed on particular travel generators such as town centres, schools, major employers, leisure facilities and public transport. The Council will prioritise these locations with particular attention to Alloa town centre and other towns with shops and businesses. Pedestrian links between public transport interchanges and the town centres of Alloa and Tillicoultry will be made safer, comfortable and convenient.

Another important priority will be the removal of barriers to walking. Heavily trafficked streets sever communities and can encourage car use for short trips. Those roads that bisect communities will be assessed for opportunities to implement speed reduction measures and pedestrian crossings. This will be a continuation of the work undertaken in the past three year to reduce severance.

The following are the Council's main walking objectives: -

- Increase the proportion of walking trips in Clackmannanshire
- Improve both actual and perceived pedestrian safety
- Establish good quality pedestrian facilities to link all new developments with existing routes as part of the planning process
- Continually assess and improve on the existing walking facilities in the area
- Continue to utilise the use of existing CCTV in town centre locations and those areas where pedestrian safety is of concern
- Encourage walking amongst the child population of Clackmannanshire to establish healthy modal choices
- Identify Category 1 footways and work through a programme of improvement to increase the length of Disability Discrimination Act 2005 (DDA) compliant walking routes.

Policy

W1. The Council will promote walking as an efficient and convenient mode of travel for short journeys and will continue to maintain the existing footpath network and promote new schemes to link communities with local amenities.

W2. All development proposals will require to provide good quality pedestrian routes, which are direct, safe and accessible by all. This will include the introduction of speed reduction measures, 20mph zones and pedestrian priority schemes through innovative layout design.

W3. Developments will not be supported where an existing footpath or cycle route will be lost, unless a replacement path is found to the satisfaction of the Council.

W4. All routes will require to be compliant with the Disability Discrimination Act 2005 and integrate with other modes.

Contribution to the Corporate Plan
The area has a positive image and attracts people and businesses ✓
Our communities are more cohesive and inclusive ✓
Our communities are safer ✓
Vulnerable people and families are supported
Health is improving and health inequalities are reducing ✓
The environment is protected and enhanced for all ✓
The council is effective, efficient and recognised for excellence

Action Plan

The action plan should be referenced to Appendix B, which includes funding information. Many projects will provide benefits to pedestrians such as 20 mph zones, road improvement schemes, Disability Equality Audit and Action Plan, cycle routes and winter service provision. The following schemes have significant walking elements: -

Ref	Scheme	Details
4	Alloa Town Centre Improvements	Environmental improvements including widened footways, dropped kerbs, cycle/motorcycle parking, enhanced disabled parking and loading bays.
7	Puffin Crossings	Puffin crossing on A907 at Grange Road
8	Zebra Crossings	Zebra crossings on Whins Road, Greenside Street and Marshill, Alloa
9	Auld Brig Road	Pedestrian crossing improvements to access new college in Alloa town centre
10	Greygoran Junction	Signalisation of Greygoran/A908 junction, Sauchie
11	Town Centre Accessibility Schemes	Improve walking routes from residential areas to town centres and leisure facilities
12	Local Accessibility Schemes	Improve access to local facilities e.g. shops, bus stops etc.
13	Tullibody to Menstrie	Upgrade old Menstrie Branch line for use as a shared use path in partnership with Sustrans who own the route.
14	Reroute NCN76, Cambus to Tullibody Old Bridge	Realign and bitmac surface NCN76 at Cambus Iron Bridge to follow Menstrie Branch Line and connect at Tullibody Old Bridge
15	Reroute NCN76, Alloa	Realign NCN76 at North Castle Street onto St Mungo's Wynd, Bedford Place, Grange Road and Smithfield Road. Forth Crescent to Alloa Tower
16	Devon Way, Sauchie	Improvement of Devon Way from Clackmannanshire Community Health Centre to B908 Parkhead Road
17	Cycle Monitoring	Collect cycle use data at fixed sites on NCN76, Waggon Way and Devon Way
18	Devon Way Demonstration Project	Demonstration project in partnership with Cycling Scotland, Sustrans and Paths for All using a variery of techniques (surfacing, signing, gates, safety features) to provide examples of good practice
19	Alva - Tillicoultry Cycle Route	New cycle path on southside of A91 between Alva Academy to Tillicoultry Public Park - design
20	Broad Street Cycle Crossing	Raised table on Broad Street where NCN76 crosses.
21	Devon Way, Tillicoultry	Bitmac surface on existing cycle route between Marchglen and Tillicoultry
22	Shared Paths	Use Traffic Regulation Orders to designate those footways suitable for shared use
23	Cycle Friendly Roads	Cycle, walking and equestrian friendly rural roads - Clackmannan, Dollar, Muckhart, Menstrie to Alva, Blackfaulds
24	Upgrading of NCN76	Resurfacing NCN76 between Clackmannan and Alloa Park
25	Devon Way, Dollar	Upgrading of the Devon Way, between Tillicoultry and Dollar (active travel route)
39	Glenochil Footway	New footway linking Glenochil to Muirside, Tullibody to access Lornshill Academy, includes new bus stop and bus boarder

The design for further environmental improvements to Alloa town centre have been completed, however these will not be brought forward until additional funding becomes available.

Cycling

Introduction

Cycling like walking is declining nationally, yet cycling offers a good alternative to the private car for short and medium length journeys. Cycling can also form a component of a longer journey when coupled with trains or buses. Cycling is affordable and has minimal environmental impact. Increased levels of cycling will help improve health through exercise and reduced pollution.

Existing Situation

Levels of cycling both nationally and locally are low, with only around 1% of journeys and less than 1% of school journeys in Clackmannanshire being undertaken by bicycle. The Council are keen to improve local facilities and promote cycling as an everyday choice of transport.

Clackmannanshire has good cycle network coverage comprising of the National Cycle Network (NCN) 76, the Devon Way and other paths making up the Clackmannanshire Core Path Network.

The Council has recently been working with Sustrans to complete the strategic cycle route NCN76. A new link has been formed between the Clackmannanshire Bridge and Clackmannan via Lookabootye Brae. There is a short section missing between Cambus and Tullibody which when complete will link to the boundary with Stirling Council. The section of NCN76, west of Manor Powis in Stirling is incomplete; therefore Clackmannanshire does not have a direct connection to the wider National Cycle Network to the west.

Resurfacing works have been undertaken on the Waggon Way and Devon Way, providing an improved cycle route between Alloa and Tillicoultry. The Alloa town centre improvements also include cycle parking on Drysdale Street. A new walking and cycling map was published in 2008.

Strategy and Objectives

The Council, with Sustrans and our neighbouring Councils, will work towards the completion of NCN76 and the 'Round the Forth' route, thus connecting Clackmannanshire with national and neighbouring local cycle routes.

The Council will continue work towards the expansion of its existing local cycle network particularly between urban areas and the connections to existing and proposed residential and commercial areas.

The Council will encourage the use of cycling through implementing school travel initiatives and Safer Routes to Schools. Teaching children the importance of sustainable travel should provide future generations that are less car dependant.

The following are the Council's main cycling objectives: -

- Increase the number of cycling trips undertaken in Clackmannanshire by 2010
- Improve the safety of cyclists using both on and off road routes
- Increase the number of cycle parking areas at strategic locations
- Encourage children to cycle to school as part of the Safe Routes to School initiative
- Increase safety training amongst child cyclists
- Continue to promote cycling and cycle routes throughout Clackmannanshire
- Expand the existing cycle network to provide coverage throughout Clackmannanshire
- Ensure there are appropriate cycling facilities within all new developments as part of the planning process

Policy

C1. The Council will promote the use of cycling as an alternative mode of travel for those short to medium length journeys by continuing to improve and maintain the existing network of cycle paths.

C2. The Council will improve safety by promoting segregated cycle facilities and priority measures for cyclists.

C3. Public transport operators will be encouraged to improve their facilities for cyclists.

C4. New commercial and residential developments will be required to provide appropriate facilities for cyclists including secure parking and links to nearby cycle routes.

C5. The Council will work with Sustrans and neighbouring local authorities to complete and promote NCN76 and other cycle links between urban areas.

Contribution to the Corporate Plan
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Our communities are safer ✓
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Health is improving and health inequalities are reducing ✓
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The council is effective, efficient and recognised for excellence

Action Plan

The action plan should be referenced to Appendix B, which includes funding information. Cycle audits will be undertaken as part of numerous schemes to ensure appropriate facilities are included in each project. The following schemes have significant cycling elements: -

Ref	Scheme	Details
13	Tullibody to Menstrie	Upgrade old Menstrie Branch line for use as a shared use path in partnership with Sustrans who own the route.
14	Reroute NCN76, Cambus to Tullibody Old Bridge	Realign and bitmac surface NCN76 at Cambus Iron Bridge to follow Menstrie Branch Line and connect at Tullibody Old Bridge
15	Reroute NCN76, Alloa	Realign NCN76 at North Castle Street onto St Mungo's Wynd, Bedford Place, Grange Road and Smithfield Road. Forth Crescent to Alloa Tower
16	Devon Way, Sauchie	Improvement of Devon Way from Clackmannanshire Community Health Centre to B908 Parkhead Road
17	Cycle Monitoring	Collect cycle use data at fixed sites on NCN76, Waggon Way and Devon Way
18	Devon Way Demonstration Project	Demonstration project in partnership with Cycling Scotland, Sustrans and Paths for All using a variery of techniques (surfacing, signing, gates, safety features) to provide examples of good practice
19	Alva - Tillicoultry Cycle Route	New cycle path on southside of A91 between Alva Academy to Tillicoultry Public Park - design
20	Broad Street Cycle Crossing	Raised table on Broad Street where NCN76 crosses.
21	Devon Way, Tillicoultry	Bitmac surface on existing cycle route between Marchglen and Tillicoultry
22	Shared Paths	Use Traffic Regulation Orders to designate those footways suitable for shared use
23	Cycle Friendly Roads	Cycle, walking and equestrian friendly rural roads - Clackmannan, Dollar, Muckhart, Menstrie to Alva, Blackfaulds
24	Upgrading of NCN76	Resurfacing NCN76 between Clackmannan and Alloa Park
25	Devon Way, Dollar	Upgrading of the Devon Way, between Tillicoultry and Dollar (active travel route)
26	Cycle Direction Signing	Erect direction signs on and near cycle routes
27	Cycle Parking	Council parking, developer parking, town centre parking
51	Cycle Training	Primary school cycle and road awareness training

The feasibility of extending the cycle network will be investigated at the following locations; Menstrie to Tullibody, Menstrie to Tillicoultry and Fishcross to Alva. These are longer-term aspirations that will have significant benefits for cycle to work, and leisure and tourism.

Vulnerable Road Users

Introduction

The needs of vulnerable groups such as pedestrians and cyclists have already been covered, however two other groups that require to be considered are equestrians and user of powered two wheelers. These road user groups each have particularly different transport requirements.

Within Clackmannanshire horse riding and equestrian activities are popular leisure pursuits. Although equestrians are considered of little significance in terms of a mode of transport, this group is particularly vulnerable on the road. Riders are afforded very little physical protection and this is more acute when travelling on the road where the horse has to interact with vehicles travelling at speed.

Powered two wheelers include motorcycles, mopeds and scooters. These modes can provide a cheaper, more flexible and economical mode of transport compared to the car. Powered two wheelers are generally less polluting and create less congestion. By switching from the car to powered two wheelers some environmental improvements can be achieved, but not if the shift is from public transport, cycling or walking. Powered two wheelers afford less physical protection than the car and are vulnerable due to the interaction with other vehicles, speed and road conditions.

For both these vulnerable groups road safety is of paramount importance. These groups would benefit from road safety training. Where possible equestrians rely on being protected from vehicles and powered two wheelers require good road maintenance and design.

Existing Situation

There is no information of the number of equestrian journeys for leisure purposes in Clackmannanshire, however less than 1% of journeys in Clackmannanshire are undertaken by powered two wheelers.

Equestrians

The main designated routes for equestrians are the Clackmannanshire Core Path Network and routes in and around Gartmorn Dam. Horse riders also use the National Cycle Network and Devon Way. Clackmannanshire Access Forum has been operating for several years. It includes representatives from the Clackmannanshire Riders Access Group and the British Horse Society, as well as representatives of other user groups. Its duties include:

- Advising the Council and other persons or bodies on access rights, rights of way and core path plans.
- Offering assistance to parties in any disputes about access rights, rights of way, core path plans and use of core paths.

Existing concerns for horse riders in Clackmannanshire relate to traffic speeds on the B9140 Tullibody to Dollarbeg and on Shavelhaugh Loan, crossing on the A908 at Sauchie to access Gartmorn Dam and at Devon Village.

Powered Two Wheelers

Road marking schemes are being designed in order to minimise the white lining on which powered two wheelers can skid. Street furniture has also been carefully considered in new schemes to minimise the impact on the rider in the case of an accident.

Secure powered two-wheeler parking has been provided in Alloa town centre in Drysdale Street as part of the town centre improvements. This replaces the parking previously at the top of High Street.

Strategy and Objectives

Reword to comply with access legislation, include working with Paths for All, Cycling Scotland and local equestrian groups. Include equestrians where possible in all new cycle schemes.

The Council will consider permitting equestrians to use bus lanes and cycle lanes where appropriate. At junctions where equestrians require to cross a road, the Council will undertake audits of the facilities to determine whether improvements are feasible and necessary.

Rural routes that have been determined as suitable for cyclist, such as the 'Lookabootye' route between Clackmannan and Kincardine and Back Road, Hillfoots will be promoted as suitable for equestrians.

The Council will consider the use of bus lanes by powered two wheelers at appropriate locations. The Council will monitor the number of powered two wheelers in town centres with a view to providing additional secure parking where necessary.

The following are the main objectives affecting vulnerable users: -

- Increase the mode share of powered two wheeler trips undertaken in Clackmannanshire from those journeys previously undertaken by private car
- Improve the safety of vulnerable users
- Increase the number of secure powered two wheeler parking areas at strategic locations, as required
- Continue to promote equestrian routes throughout Clackmannanshire
- Consider the needs of both groups in new road schemes

Policy

V1. The Council will support the use of powered two wheelers as an alternative to the private car for medium to long length journeys.

V2. The Council will examine the local road network with a view to improving safety for both equestrians and powered two wheelers.

V3. The Council will support the use of powered two wheelers in those communities where social exclusion is an issue.

V4. All new developments shall provide facilities for motorised two wheelers. Larger developments shall provide secure lockers for accessories, shower and changing facilities.

V5. The Council will continue to promote Clackmannanshire as an area for equestrians, for both leisure and tourism.

Contribution to the Corporate Plan

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Action Plan

The action plan should be referenced to Appendix B, which includes funding information. The impact of all schemes on vulnerable users will be considered at both design and implementation stages. The standard of road and footway maintenance is important to vulnerable groups, particularly users of powered two wheelers.

The following schemes have significant impacts on vulnerable users: -

Ref	Scheme	Details
4	Alloa Town Centre Improvements	Environmental improvements including widened footways, dropped kerbs, cycle/motorcycle parking, enhanced disabled parking and loading bays.
18	Devon Way Demonstration Project	Demonstration project in partnership with Cycling Scotland, Sustrans and Paths for All using a variery of techniques (surfacing, signing, gates, safety features) to provide examples of good practice
23	Cycle Friendly Roads	Cycle, walking and equestrian friendly rural roads - Clackmannan, Dollar, Muckhart, Menstrie to Alva, Blackfaulds
28	Motorcycle Parking	Appropriate locations in King Street - Alloa, Sauchie, Tullibody and Hillfoots
50	A908 Route Accident Reduction Plan	Marchglen junction improvement, route traffic sign upgrade
	A91 Route Accident Reduction Plan	Signs, roadmarkings, hazard markers, junction warnings etc.
	B9140 Route Accident Reduction Plan	Village entry treatments
	A907 Route Accident Reduction Plan	Assessment of vertical and horizontal alignment
	A977 Route Accident Reduction Plan	Route traffic sign upgrade

Public Transport

Introduction

Public transport covers buses, trains, taxis, private hire vehicles and community transport. Increasing car ownership is contributing to declining public transport use, in all but the major cities in Scotland. Consequently there are fewer passengers each paying higher fares. The more disadvantaged social groups who tend to rely on public transport to access jobs and community facilities feel the effect most acutely.

Public transport is ideally suited to medium to long length journeys and is also essential to many people with mobility impairments for short journeys. It is most attractive when journeys are direct and with minimal stops and interchanges.

A well-used and accessible public transport system will reduce the number of cars on the road, thereby improving social inclusion, road safety and the environment and reducing congestion and pollution.

Bus routes are reasonably flexible and can be adapted to the changes in the local population's travel demands. Rail services are less flexible, however they have the advantage of being unaffected by congestion and urban speed restrictions. Taxis and private hires are the most expensive mode of public transport and least sustainable, but have the advantage of offering a door-to-door service without the need for timetabling. Community transport fills a niche in the market to assist those with special travel requirements, such as the mobility impaired or those in remote areas not served by public transport.

The main disadvantages of public transport are journey times, interchanges and the apparent relative costs, particularly noticeable for a family or group travelling together. This was emphasised during the LTS consultation; bus travel was the most important issue particularly poor connections between services and modes, accessibility of locations off the main transport corridors and outside peak travel times and fares.

Existing Situation

Clackmannanshire has benefited greatly from the reopening of the passenger railway between Alloa and Stirling in 2008. There is one direct peak-time journey in each direction between Alloa and Edinburgh and it is hoped that future journeys may be added in the future. Currently the most common mode of public transport in the area is the bus, with around 10% of all journeys to work being made by bus.

There are a number of commercially operated services in Clackmannanshire, the majority of which originate from Stirling, with other services to St Andrews, Dunfermline and Falkirk. The Council subsidises a number of other socially necessary services on non-commercially viable routes. From March 2010, Council supported services have been rerouted to serve the recently opened Clackmannanshire Community Healthcare Centre and new housing area at Alloa Park. An evening and Sunday service between Stirling and Alloa is jointly subsidised by Clackmannanshire and Falkirk Councils.

Clackmannanshire Council and NHS Forth Valley have worked together to provide good public transport links to the new Forth Valley Royal Hospital at Larbert, which opened on the 2nd August 2010 August 2010. This involved a new direct bus service from Clackmannanshire and a shuttle bus connecting those travelling by train to Larbert with the hospital.

Shillinghill bus stance in Alloa town centre provide a focus for public transport services in Clackmannanshire. The streetscape is currently being improved at the bus stance and includes new taxi ranks on Drysdale Street. Almost all of Clackmannanshire's towns and villages can be reached from Alloa using bus services and there is a direct and fully accessible pedestrian route between the bus station and the rail station. Tillicoultry bus stance has been upgraded to include bus boarders and park and ride facilities.

There is a direct rail link with Glasgow and limited direct peak-time journeys to and from Edinburgh. Direct bus services operate to Stirling, St Andrews, Dunfermline and Falkirk. Otherwise, residents wishing to access centres outwith Clackmannanshire generally have to change at Stirling. As part of the 'One-Ticket' initiative it is possible to purchase a zone ticket covering the Clackmannanshire, Stirling and Falkirk Council area of a day, 7 day, 28 day or annual basis, with extensions available throughout central and south-east Scotland.

In order to reduce social exclusion for the mobility impaired and infirm, Clackmannanshire Council operate a taxi card scheme in addition to 'dial-a-journey' for those that meet the requirements. The National Entitlement Card provides free bus travel for all over the age of 60, for young people aged between 16 and 19 and for the mobility impaired meeting the national criteria.

Strategy and Objectives

The Council will increase its support for new bus services and work with the Scottish Government to secure funding to support the public transport system. It is the Council's expectation that subsidised bus services become less dependent on local government assistance. New residential and commercial developments will be located and designed to increase the available market for such services.

Informal quality partnerships between the Council and the bus operating companies will strive to improve the quality of vehicles, infrastructure and accessibility. This will initially focus on the main corridors but will be expanded throughout the public transport network. The Council will continue to work in partnership with Stirling Council, through the joint Transport Co-ordination Centre, to deliver an area public transport service and will work in partnership with other neighbouring Councils to improve cross boundary services.

The completion of the Stirling-Alloa passenger railway line has linked Clackmannanshire to the national rail network. The opportunity to provide an additional rail halt and park-and-ride facility at Cambus, serving Tullibody and Menstrie, will be safeguarded. Continuing a passenger service into Fife, with a rail halt and park-and-ride facility in Clackmannan, will remain a long-term aspiration.

Clackmannanshire Council will promote the use of the Traveline journey planner to assist people with route and connection information when making journeys by public transport. The Council will look to the future for linking Traveline with real time information, to improve the information and image of public transport. In the interim the Council proposes to improve the existing information displayed at bus stops and to update its public transport maps.

Demand responsive travel modes such as taxis, private hire vehicles, community transport and Dial-a-Journey will continue to be supported. Opportunities will be pursued to utilise the Council's fleet of minibuses and larger buses for demand responsive travel to locations and at times poorly served by the current services.

The following are the main objectives affecting public transport: -

- Increase the bus patronage for travel to work and leisure.
- Reduce social exclusion and increase access to jobs by providing an integrated public transport system.

- Improve the passenger rail service for Clackmannanshire to include additional Park and Ride at Cambus.
- Work with public transport operators to develop accessible services for those with disabilities.
- Improve access to information regarding public transport services
- Assess and improve existing infrastructure to identify measures which would give bus services priority over the private car
- Work in partnership with transport providers to improve the quality of transport corridors
- DDA compliant bus boarders at all new and upgraded bus stops

Policy

PT1. The Council will continue to assist in improving access to public transport in partnership with operators by matching investment in accessible vehicles with provision of improved infrastructure. The Council will also continue to improve and maintain bus shelters and timetable information.

PT2. The Council will continue to support services in rural areas, where routes are not commercially viable. The current concessionary travel scheme will continue to be promoted by the Council to assist those in retirement, from low-income households and work seekers.

PT3. The Stirling-Alloa-Kincardine railway line will continue to be promoted by the Council, to improve passenger travel and freight movements from the Clackmannanshire area to the wider rail network. The Council will safeguard the opportunity for future park-and-ride stations.

PT4. The Council will protect any former railway lines that have the potential to be reinstated in the future, for rail or other modes e.g. cycling. Any proposals to develop in the vicinity of a former railway line shall demonstrate appropriate measures to safeguard access and future provision of the route.

PT5. All new developments will be encouraged to locate in areas with good levels of accessibility to alternative modes of travel. This will be particularly important to those developments that generate a significant amount of traffic, including schools, hospitals, offices and retail developments.

PT6. New housing will be supported only where there are existing links to public transport or where the development can support new services or remove the need for subsidy to existing services.

Contribution to the Corporate Plan

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Our communities are more cohesive and inclusive ✓
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Vulnerable people and families are supported ✓
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Action Plan

The action plan should be referenced to Appendix B, which includes funding information. The following schemes have significant impacts on public transport: -

Ref	Scheme	Details
12	Local Accessibility Schemes	Improve access to local facilities e.g. shops, bus stops etc.
29	Menstrie Bus Stops	Bus stops, boarders and shelter on Tullibody Road, Menstrie
30	Railway Station Bus Stop	Hardstanding, bus shelter and stop
31	College Bus Stops	New boarders and shelters on A907 Clackmannan Road including footway resurfacing and dropped kerbs
32	Shelter Cleaning	Cleaning of all bus shleters and bus stances
33	Accessible Transport	Support of services including Dial A Journey, Shopmobility and Taxi Card scheme
34	Supported Bus Services	Supoort for socially necessary services including the C64 and Wee County Boarder
39	Glenochil Footway	New footway linking Glenochil to Muirside, Tullibody to access Lornshill Academy, includes new bus stop and bus boarder
53	Railway Halt, Cambus	Future provision of Park and Ride facilities at Cambus

Freight

Introduction

The movement of goods is essential to Clackmannanshire's economy and development. However freight transport can be a contentious area, as it can cause a disturbance and nuisance for those living near roads and rail lines used by freight.

The majority of Scotland's freight is carried on road as routes are more flexible and better suited to today's smaller capacity logistic requirements. Road freight generally has a greater physical impact on the road network than other vehicles. It is estimated that a large goods vehicle erodes the road surface 10 times faster than a car. Goods can also be moved using sea, air and rail transportation. However there are challenges transferring freight between road and other modes and as such, quality links between businesses and freight terminals are of high importance.

Existing Situation

Clackmannanshire's main industries were mining, milling and brewing, all of which required considerable freight movements. These traditional industries have declined to become much smaller operations or low levels of distribution only, with new freight movements around the whisky bonds, waste management and glass working. Longannet power station, east of Kincardine, relies on coal that, since the closure of the Longannet Colliery, is currently transported across Scotland by road and rail from Hunterston. The reopening of the Stirling-Alloa-Kincardine railway has re-routed coal rail freight from the Forth Rail Bridge to now travel via Clackmannanshire.

Clackmannanshire has traditionally suffered from poor connections to the motorway and rail networks resulting in the area being less attractive to businesses. The opening of the Clackmannanshire Bridge and rail passenger services at Alloa have improved both road and rail connections to and from Clackmannanshire. It is anticipated that these major network connections will improve the economic prosperity of the area in due course. There is no airfreight and since the closure of the Kincardine Bridge to large ships the opportunity to re-establish a port in Alloa is limited.

Strategy and Objectives

The Council will continue to promote the use of the Stirling-Alloa-Kincardine rail line. The freight only section of the line east of Alloa will continue to facilitate the movement of coal to Longannet Power Station and offers the opportunity to secure rail based distribution facilities in Clackmannanshire through spurs or sidings at Menstrie, Alloa West and Kilbagie. The potential to move freight onto the Clackmannanshire – Fife line would free up capacity on the congested Forth Rail Bridge.

A strategic freight route via the A907 between Fife and Stirling will be signposted in order to reduce the number of heavy goods vehicles routeing onto locally sensitive roads such as the B9140 and B9096. The existing abnormal load route will continue to be monitored for suitability.?

The Council will continue to monitor weight restrictions in Clackmannanshire with a view to removing those that are not classed as amenity restriction. Amenity restrictions will be continue in sensitive areas where freight is to be discouraged.

The following are the main objectives affecting freight: -

- Retain existing and encourage new businesses to Clackmannanshire

- Maintain and signpost existing and new freight routes avoiding sensitive areas, keeping freight traffic on higher quality strategic routes
- Work with local businesses to develop the transport network to improve freight transport in Clackmannanshire

Policy

F1. Large freight generating developments shall be encouraged to locate near strategic routes.

F2. The Council will safeguard sites where rail freight lines may be possible and protect adjacent land suitable for a rail freight depot

F3. The Council will not permit any development which requires commercial servicing to adversely impact on local roads, pedestrian or cycle paths and traffic calming schemes

Contribution to the Corporate Plan

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Action Plan

The action plan should be referenced to Appendix B, which includes funding information. The safe and efficient movement of vehicles through good traffic management and road maintenance will assist freight transport. The following schemes have significant impacts on the movement of freight: -

Ref	Scheme	Details
4	Alloa Town Centre Improvements	Environmental improvements including widened footways, dropped kerbs, cycle/motorcycle parking, enhanced disabled parking and loading bays.
35	Town Centres Traffic Management	Loading bays in Dollar and Alva
36	Business/Freight Needs Assessment	Signposting to business parks
37	Freight Signing and Abnormal Loads Routes	Assessment of signing requirements for freight to avoid sensitive locations, especially for abnormal loads
38	Coordination Plan	Continue to implement and develop the plan assisting in the traffic management for roadworks, events etc.

School Travel

Introduction

The travel patterns of pupils and staff going to and from school have changed greatly in recent years with a shift from walking and cycling to the use of the car. At 8.30am it is estimated that 20% of cars on the road in Britain are on the 'school run'. This results in a cycle of behaviour where parents choose to take their children by car because of perceived safety fears due to the volume and speed of traffic, thus contributing to the ensuing congestion. If those who could walk or cycle did so, we would have less congestion, fewer accidents and less pollution outside schools.

There are significant knock-on effects to the road network from the 'school-run'. Parents time their journey to work to coincide with dropping off children at school creating severe peak period congestion. During the school holidays parents exercise more flexibility in travel times and many of the congested junctions and links run free and travel times are significantly reduced. By reducing the 'school-run' road space can be freed up for buses, cyclists and pedestrians creating a healthier travel environment.

Existing Situation

Within Clackmannanshire there are higher levels of pupils walking to school with consequently lower levels being driven to school than the Scottish average. The Council is encouraging more active travel by improving walking and cycling infrastructure in Clackmannanshire and promoting safer routes to schools initiatives. Walking and cycling become real choices when the routes to school are made safer and more accessible. The majority of primary schools in the area are involved in developing travel plans, safer routes to schools and ecoschools initiatives.

Pupils travelling to and from school often have to cross the road and in order to do so in as safe a manner as possible the Council provide either formal crossing provision or school crossing patrols. The need for a formal or patrol crossing is based on the number of pupils crossing and the volume of traffic. There are currently 24 crossing patrols in Clackmannanshire. Crossing points are manned 190 days per year at school start, lunch and finish times to cover the school term. Even where the traffic environment may not fully justify the provision of manned patrols, their existence gives parents the extra feeling of security needed to allow their children to walk or cycle to school. There are 26 formal crossing points e.g. zebra, pelican, puffin, toucan or refuge islands and raised tables which facilitate pupils crossing roads to access both primary and secondary schools throughout Clackmannanshire. These formal crossing points do have the advantage of serving the whole community at all times.

Clackmannanshire Council provides a significant proportion of its pupils with free bus travel, well above the statutory requirements, which is significant in reducing car use. The secondary schools of Alva and Lornshill Academies have a particularly high use of both contracted and service buses for school travel, which results in much lower levels of car traffic at school start and finish times.

Strategy and Objectives

The Council is actively encouraging safe and sustainable travel to and from schools by continuing to develop safer routes to schools initiatives in our local schools. Safer routes projects are aimed at encouraging pupils, parents and teachers to adopt the healthier option for getting to and from school. Safer routes and associated projects are as much about changing the way we think and behave, as the way we travel. It is the Council's aspiration to encourage behavioural change and increased physical activity levels by implementing complimentary measures to make the route to school more attractive and through encouraging the school, pupils and parents to consider the impact each individual car journey has on safety, the environment and personal fitness levels.

The Council will continue to support primary schools in the production, implementation and promotion of their school travel plans. To make this work, travel plan initiatives must be incorporated into the school curriculum as important contributors to ecoschools and health promoting schools initiatives. Consideration will be given to the introduction of staggered start times across the area in an attempt to address the impact of the 'school run' on peak hour traffic.

Opportunities for cycle and walking routes to schools will be safeguarded, notably; Alloa NW to Lornshill Academy; Glenochil Village to Lornshill Academy; widening of south footway on B9096 between Tullibody and Lornshill Academy; cycle route along B9096 from Lornshill Academy to Alloa, via Greenfield.

The following are the Council's main objectives relating to school travel: -

- Develop and implement school travel plan initiatives for every primary and secondary school within Clackmannanshire.
- Increase the number of children walking and cycling to school, thus improving the health and physical fitness of children.
- Reduce the number of school journeys made by car, by adopting more sustainable travel habits.
- Make the journey to school safer, through the introduction of recommended safer routes.
- Ensure walking/cycling infrastructure is included in all new school build or redevelopment opportunities.

Policy

ST1. The Council will promote public transport, walking and cycling on the school journey by ensuring that schools develop travel plans for staff and pupils and through safer routes to schools initiatives.

ST2. The Council will provide bus services for those pupils who live beyond the qualifying distance from school and for those pupils with additional support needs.

ST3. The Council will continue to review the location of crossing patrols to maximise the safety of pupils and to encourage more children to walk to school.

ST4. Developers of new residential areas will be expected to provide safer routes to each of the nearest primary and secondary schools in the catchment.

Contribution to the Corporate Plan

The area has a positive image and attracts people and businesses ✓
Our communities are more cohesive and inclusive ✓
Our communities are safer ✓
Vulnerable people and families are supported ✓
Health is improving and health inequalities are reducing ✓
The environment is protected and enhanced for all ✓
The council is effective, efficient and recognised for excellence

Action Plan

The action plan should be referenced to Appendix B, which includes funding information. Scottish Government Grants for 20 mph at Schools and Cycling Walking and Safer Streets (CWSS) have been used to implement speed reduction measures and 20 mph zones outside schools. Much of the work from now will be based on safer route information derived from the early consultation work through the school travel plans (STPs). Other schemes such as pedestrian crossings on main urban distributor roads, cycle route, footway and street lighting improvements and winter service provision will benefit people on the journey to school.

The following schemes have significant school travel elements: -

Ref	Scheme	Details
6	Safer Routes to Schools	Promote the use of Safer Routes to Schools and identify improvements to make routes safer.
7	Puffin Crossings	Puffin crossing on A907 at Grange Road
8	Zebra Crossings	Zebra crossings on Whins Road, Greenside Street and Marshill, Alloa
20	Broad Street Cycle Crossing	Raised table on Broad Street where NCN76 crosses.
39	Glenochil Footway	New footway linking Glenochil to Muirside, Tullibody to access Lornshill Academy, includes new bus stop and bus boarder
40	School Travel Plans	School travel plans for all schools
51	Cycle Training	Primary school cycle and road awareness training

Mobility Impaired

Introduction

The Disability Discrimination Act (DDA) 2005 makes it unlawful to discriminate against disabled persons in connection with the provision of facilities and services, including access to services and facilities. The Act applies to the delivery of public authority functions including the provision of transport services and infrastructure under the control of the Council.

Under the Act a person is classed as having a disability if they have a physical or mental impairment, which has a substantial and long-term adverse affect on their ability to carry out normal day-to-day activities.

The term mobility impaired covers a wider range of people all whom would benefit from the provisions in the Act, including: -

- Physically disabled
- Mentally impaired
- Visibility impaired
- Hearing impaired
- Elderly
- Temporary disabled e.g. broken limb
- Temporary impaired e.g. people with children or carrying heavy loads
- Those in poor health e.g. difficulty breathing
- Those with communication or learning difficulties

Provision of a more accessible travel environment will benefit the whole community.

Existing Situation

Clackmannanshire has the highest percentage of people of working age population with limiting long-term illness in the Forth Valley area and one of the highest percentages in Scotland. 8.98% of the Clackmannanshire population were classed as being permanently sick or disabled in the 2001 census. There are approximately 2400 people who currently hold a disabled badge (Blue Badge) for use with a vehicle.

Throughout Clackmannanshire improvements have been made to make travelling easier for those with disabilities. Measures include removal of adverse slopes and unnecessary obstacles, lowered kerbs, bus boarders, tactile paving and pelican crossings with tactile and audio facilities. The problems are not always readily apparent to able-bodied people therefore Roads & Transportation has carried out accessibility audits in Alloa, Alva, Sauchie and Tullibody with the help of people with a variety of impairments that affect their daily travel.

Public transport is often essential to those with mobility impairments and there are currently a number of commercially operated and subsided bus services in operation offering low floor access. Many people with mobility impairments qualify for travel passes providing free bus travel throughout Scotland. The Council also facilitates taxi card scheme and dial-a-journey services, it also supports Shopmobility in Alloa, which provides motorised wheelchairs to assist shopping in the town centre.

Strategy and Objectives

The Council will continue to work towards achieving a fully inclusive and accessible society. A Roads Disability Equality Scheme and Action Plan will be developed by the Council, setting out how the Council will comply with the DDA. All new and improved infrastructure will be audited to provide DDA compliance. Developers will be encouraged to provide more than the minimum requirements of DDA to provide travel and route choices for people with mobility impairments.

Subsidised and contracted bus services will specify the use of low-floor, DDA compliant vehicles and the Council will encourage commercial operators to use vehicles to a similar specification on commercially operated routes.

Roads and Transportation will continue to audit access to bus stops and provide footpaths, bus boarders and remove obstacles such as steps, steep gradients and unnecessary posts, to make bus stops accessible, attractive and safe.

The following objectives will help the Council to meet and exceed the provision in the DDA: -

- Develop an accessible and inclusive society
- Create a safer environment for travellers, particularly those with mobility impairments
- Improve and expand the existing bus stock and roadside passenger facilities to maximise accessibility and choice for people with mobility impairments
- Promote fully accessible taxi services

Policy

MI1. Developers will be encouraged to ensure that all transport facilities are fully accessible and that footways follow the most convenient routes to important destinations. Development sites should be fully integrated into the surrounding urban area.

MI2. Engage mobility impaired people to assist with accessibility audits.

Contribution to the Corporate Plan

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Our communities are safer ✓
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Action Plan

The action plan should be referenced to Appendix B, which includes funding information. Accessibility audits will be undertaken as part of numerous schemes to ensure appropriate facilities are included in each project. Other schemes such as street lighting improvement and winter service provision will benefit people with mobility impairments people. The following schemes have significant DDA elements: -

Ref	Scheme	Details
4	Alloa Town Centre Improvements	Environmental improvements including widened footways, dropped kerbs, cycle/motorcycle parking, enhanced disabled parking and loading bays.
11	Town Centre Accessibility Schemes	Improve walking routes from residential areas to town centres and leisure facilities
12	Local Accessibility Schemes	Improve access to local facilities e.g. shops, bus stops etc.
31	College Bus Stops	New boarders and shelters on A907 Clackmannan Road including footway resurfacing and dropped kerbs
33	Accessible Transport	Support of services including Dial A Journey, Shopmobility and Taxi Card scheme
39	Glenochil Footway	New footway linking Glenochil to Muirside, Tullibody to access Lornshill Academy, includes new bus stop and bus boarder
40	School Travel Plans	School travel plans for all schools
41	Mobility Impaired Audit	Prepare DDA 2005 Roads Disability Equality Scheme and Action Plan
42	Mobility Impaired Signing	Signing to accessible toilets
43	Development Roads - Guidelines and Specifications	Working on SCOTS sub group to consider new national guidelines incorporating Designing Streets ethos to replace existing local standards.
47	Traffic Calming	20 mph limits and zones, islands, lining, speed cushions etc

Roads Development Control

Introduction

Transportation is an integral component of the planning system. Land use planning must fully consider and reflect social integration and accessibility in relation to the movement of people and goods. The Roads Development Control process provides an opportunity for developers and the Council to discuss the development masterplan and transportation requirements at an early stage.

The Scottish Government sets national policies and guidance such as 'Designing Streets'. 'Designing Streets' was launched in 2010 and encourages the principles of place-making in the design of modern housing development. The Council's 'Development Roads -Guidelines and Specification' sets standards for roads and transportation infrastructure design. This document will be revised in due course to reflect the ethos of 'Designing Streets'. As 'Designing Streets' becomes integral to street design, Roads and Transportation service is keen not to stifle innovation and will consider departures from current standards in the interim.

Existing Situation

Development proposals that successfully reflect the 'Designing Streets' ethos are only achieved as a result of a joint approach by planners, architects and road engineers. Clackmannanshire Council considers early consultation, via it's pre application enquiry process, to be essential. At this stage the Council sets its expectations for developers in road and transportation design. Thus inviting a partnership approach to delivering the best outcomes for our new and extended community.

The Council reviews all transport assessment and travel plan submissions in support of planning applications. At this stage the Council will enter further discussions with the developer in order to resolve any transportation issues arising due to a development proposal, prior to making recommendations as part of the planning process. Guidelines on preparing transport assessments and travel plans have been produced to assist developers through the planning process.

Following Planning approval the Roads and Transportation service assesses and grants Roads Construction Consent for all new road infrastructure that will be adopted by the Council. Regular site monitoring is undertaken during construction phase to ensure that the Council's specifications are being met.

Strategy and Objectives

The Council's Roads and Transportation and Planning services will continue to liaise with developers and their consultants throughout the planning and construction process, to deliver quality developments throughout Clackmannanshire. The current transportation assessment process can be counterproductive and the Roads & Transportation Service prefers to engage with developers at any early stage to provide pragmatic approaches to meeting the needs for integration and accessibility. Travel plans specific to the development will become more important in deciding the appropriate transport infrastructure requirements.

The 'predict and provide' approach still favoured by many traffic and transportation consultants will rarely be appropriate. Should there be a need for junction and network capacity analysis relating to any development the developer will be expected to make use of the 'Clackmannanshire Transport Model'.

The Council will work with new developers to implement the ethos of Designing Streets. This will include large developments such as Forestmill, Alloa South East and Alloa North West.

The following are the Council's main development control objectives: -

- Facilitate better design solutions at an early stage of development planning
- Develop clear guidance and requirements for transport assessments and travel plans
- Connect new developments with existing communities and provide links to essential services and facilities.
- Promote housing development that reflects the philosophies of 'Designing Streets'

Policy

DC1. Proposed developments will require a transport assessment to be submitted in support of all major sites. Smaller sites will be required to submit a transport statement to indicate the likely levels of traffic the development will generate and any proposed mitigation measures.

DC2. The Council will work with developers to resolve transportation issues at the planning and construction stages. Particularly, liaison will be expected at an early stage to avoid unnecessary inconvenience to either party. The development of travel plans will inform many of the infrastructure decisions.

DC3. The Council will endeavour to act in a fair and reasonable manner with all new developments, although precedent will not be a reason for failing to provide the necessary levels of infrastructure, facilities and services.

DC4. The Council will use the lessons learned through the development process to review and update the Development Roads – Guidelines and Specification.

DC5. All new developments must be fully accessible and comply with DDA 2005.

Contribution to the Corporate Plan

The area has a positive image and attracts people and businesses ✓
Our communities are more cohesive and inclusive ✓
Our communities are safer ✓
Vulnerable people and families are supported
Health is improving and health inequalities are reducing ✓
The environment is protected and enhanced for all ✓
The council is effective, efficient and recognised for excellence ✓

Action Plan

The action plan should be referenced to Appendix B, which includes funding information. The following schemes will significantly impact on roads development control: -

Ref	Scheme	Details
43	Development Roads - Guidelines and Specifications	Working on SCOTS sub group to consider new national guidelines incorporating Designing Streets ethos to replace existing local standards.
44	Travel Plans - Commercial	Identify infrastructure and land planning needs at proposed commercial developments
45	Travel Plans - Residential	Identify infrastructure and land planning needs at proposed residential developments
46	Transport Model	Identify opportunities and constraints in the roads and transportation network

Traffic Management

Introduction

The continuing growth of traffic and limited road space mean that efficient management of traffic is essential to improving safety, maintaining access, preserving the environment and underpinning the local economy. Traffic management covers a variety of functions including traffic calming and speed reduction, traffic regulation orders to make efficient use of available road space and kerbside facilities, pedestrian facilities, parking and traffic signals.

Increasing levels of traffic especially in town centres and residential areas, if left uncontrolled, will have a significant impact on health, road safety, stress and air pollution. Careful management of traffic can minimise these impacts and create more equitable travel opportunities through the promotion of public transport, cycling and walking.

Existing Situation

Traffic management works fall into four main areas; residential streets; main urban distributor roads; town centres and rural road safety. The first three areas, covering urban streets, are addressed through the Council's Traffic Management Prioritisation Process. The rural road issues are assessed on a route basis using accident history and surveys. Accident remedial sites arising from analysis of accident data are given priority in both urban or rural processes.

Minor traffic issues arise from time to time and are often localised and not covered by the above categories. Examples are, parking at junctions, footway parking, overriding footways, amenity weight restrictions, disabled facilities, traffic signs and loading bays.

The Traffic Management Prioritisation Process is a ranking system used to determine the need for, and scope of, traffic management measures for individual streets and local areas. Once a residential street reaches the top of the prioritisation list, the process is commenced with a public consultation exercise. This helps to identify local problems, needs and particular issues and forms the scope of the design. Generally the aim is to create self-enforcing 20mph zones in residential areas where pedestrians and cyclists need not feel second in priority to drivers.

Main distributor roads in urban areas have different needs. The speed reduction measures utilised on internal residential streets are rarely applicable on busy all-purpose routes. The main issues here are, reducing severance by providing pedestrian crossing facilities, providing bus priority and accessible bus stops, vehicle speed actuated signs and part-time 20mph limits outside schools and organising parking to provide natural traffic calming. The need to manage efficient traffic flows whilst accommodating the needs of other travel modes on these roads should remain a priority.

Traffic management in Alloa town centre and in the local town centres of Tullibody, Tillicoultry, Sauchie, Clackmannan, Alva and Dollar, is based on an equitable share of road and kerbside space to accommodate the many and diverse travel groups. Although the traffic management system in Alloa town centre was installed in 2000 it is fluid and monitored closely with changes made as travel patterns and local development change. Subsequent changes have been made in 2008/09 to improve accessibility and to reduce queuing.

It is often on the rural roads that the more serious accidents occur. Speeds are higher and casualties receive more serious injuries. Central Scotland Police provide accident data and analysis to assist with the prioritisation of accident remedial works on these roads. Remedial works may be site specific, cause specific, route treatment schemes or a mix of approaches.

Traffic signs and road markings perform a number of functions including, efficient direction of traffic, hazard warning, information about prohibitions and confirmation of speed limits. The

Council understands the importance of a functional system of traffic signs and will continue to assess, maintain and renew its traffic signs and road markings to a high standard. Equally it is important that traffic signs are kept to the minimum required and non-essential signs are removed.

Strategy and Objectives

The traffic management prioritisation process will continue to assess schemes for consultation and implementation. However there is a move away from traffic calming towards 20mph schemes, as all the highest priority schemes which have a measured speeding or accident issue have been addressed. The Council will continue to look to new policy developments, consultation and research and public opinion to ascertain the best design solutions for each location.

The Council will continue to work with new housing developers to gain the optimum solutions to the management of vehicular traffic in residential streets, through the use of policy and the 'Development Roads – Guidelines and Specifications'.

The accident remedial schemes will also be promoted through the implementation of traffic management measures.

The Council will develop a database aimed at minimising sign clutter and ensuring signs are appropriately maintained. The Council also aim to produce pedestrian and cycle route-signing strategies.

The following are the Council's main traffic management objectives: -

- Reduce the speed and volume of traffic in sensitive areas, through the implementation of appropriate traffic management measures
- Reduce community severance by heavily trafficked roads by implementing measures to allow better crossing facilities
- Develop a road hierarchy which recognises the different uses and environment of the network.
- Coordinate temporary traffic management in connection with roadworks, developments and events.

Policy

TM1. New residential developments will require to give due consideration to the incorporation of natural traffic calming features into the site master plan to give pedestrians equal priority with vehicles and to reduce speeds

TM2. The Council will as part of the safer routes to school initiative examine all roads surrounding schools to determine what measures are required

TM3. The Council will consult those parties likely to be affected on all traffic management schemes

TM4. The Council will endeavour to replace road markings on main roads every three years.

TM5. The Council will develop and update its methods of prioritising traffic management and road safety schemes to accord with changing practise and new ideas.

Contribution to the Corporate Plan

The area has a positive image and attracts people and businesses ✓
Our communities are more cohesive and inclusive
Our communities are safer ✓
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The environment is protected and enhanced for all ✓
The council is effective, efficient and recognised for excellence

Action Plan

The action plan should be referenced to Appendix B, which includes funding information. Most schemes will involve traffic management functions but the following schemes will significantly impact on traffic management: -

Ref	Scheme	Details
10	Greygoran Junction	Signalisation of Greygoran/A908 junction, Sauchie
43	Development Roads - Guidelines and Specifications	Working on SCOTS sub group to consider new national guidelines incorporating Designing Streets ethos to replace existing local standards.
47	Traffic Calming	20 mph limits and zones, islands, lining, speed cushions etc
48	Tourist Signs	Various sign projects
49	Speed Limit Review	Review of speed limits on A and B class roads by 2010

Travel Safety

Introduction

Safety when travelling affects everyone in their daily routine. The ability to travel safely by all modes of transport is a priority, especially relating to children and other vulnerable groups. As the volume and speed of vehicles on the roads increases, the real and perceived threats to public safety when travelling is greater. Critical to the drive to promote more sustainable travel is the need to minimise the real and perceived risks particularly for walking, cycling and public transport.

National targets have been set by the Scottish Government to reduce the number of people seriously injured or killed in road accidents in Scotland.

The following targets are based on the 2004 - 2008 average and must be met or exceeded by 2020.

Target	2015 Milestone (% Reduction)	2020 Target (% Reduction)
People Killed	30%	40%
People Seriously Injured	43%	55%
Children (aged <16) Killed	35%	50%
Children (aged< 18) Seriously Injured	50%	65%

In addition the 10% reduction in the number of slight casualty rate will continue to 2020.

Existing Situation

Clackmannanshire Council has developed its Road Safety Plan in conjunction with Central Scotland Police, Central Scotland Safety Camera Partnership and other consultees. The plan sets out aims and objectives making best use of resources to reduce the number and severity of road accident casualties.

The Council has undertaken a programme of road safety and speed reduction schemes aimed at reducing the number and severity of accidents through its traffic management programme. These projects include traffic calming, pedestrian crossing facilities, 20mph zones outside schools and in residential streets and rural route action.

Much of travel safety is concerned with personal safety particularly when walking or using public transport. Town centre CCTV, street lighting, visible policing and CCTV on buses is helping to minimise this issue.

Strategy and Objectives

Road accident investigation duties are carried out by designated officers within the Roads and Transportation section. The Council will continue to monitor and analyse road accident data and provide black site, route treatment and accident remedial advice, and carry out safety audits of new road and traffic management schemes.

The Council will continue to implement its prioritised programme of traffic management schemes in locations where vehicle speeds, traffic volumes and accident rates are problematic. However there is a move away from traffic calming towards 20mph schemes, as all the highest priority schemes which have a measured speeding or accident issue have been addressed. Other areas will also be considered for traffic management improvements including areas where children play, around schools, residential areas and other areas of high pedestrian activity.

New developments shall be designed to minimise road and personal safety issues. The preferred schemes will provide the appropriate levels of security through considered design with minimal need for intrusive features such as speed humps or CCTV.

The Council will encourage all new developers and existing employers to implement travel plans with the aim of reducing the number of vehicles on the road.

In partnership with Central Scotland Police, Clackmannanshire Council's Education Services through school travel planning and safer routes to school initiatives will provide road safety and cycling proficiency education for children. Roads & Transportation will undertake pedestrian and cycle audits at key location in order to determine where additional measures, such as controlled crossing points, would improve safety for pedestrians and cyclists.

Perceived safety is also a significant barrier to travel and the Council will work with the police to ensure that the existing CCTV network provides adequate coverage. In addition the Council will maintain the street lighting to provide good quality coverage, widen footways where possible, provide additional pedestrian crossing points and prevent vegetation from creating hidden areas in order to reduce actual and perceived danger.

Public opinion will be gauged on perception of safety and where practical action will be taken.

The following are the Council's main travel safety objectives: -

- Improve safety for all users of the transport network, with particular attention to vulnerable users
- Reduce the speed of vehicles in sensitive areas where pedestrian activity is high
- Improve the perceived and physical safety for all transport users
- Reduce the conflicts between vulnerable users and vehicles
- Reduce the number and severity of fatal and serious accidents
- Promote the use of CCTV as a community safety tool

Policy

S1. The Council will continue to undertake road safety audits, at locations where safety is a concern.

S2. All new roads and traffic management schemes will undergo safety audits.

S3. The accident analysis data will be used to prioritise road safety remedial schemes.

Contribution to the Corporate Plan

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Action Plan

The action plan should be referenced to Appendix B, which includes funding information. All schemes involve road safety issues but certain schemes are driven primarily by road safety concerns. The following schemes will significantly improve travel safety: -

Ref	Scheme	Details
4	Alloa Town Centre Improvements	Environmental improvements including widened footways, dropped kerbs, cycle/motorcycle parking, enhanced disabled parking and loading bays.
6	Safer Routes to Schools	Promote the use of Safer Routes to Schools and identify improvements to make routes safer.
10	Greygoran Junction	Signalisation of Greygoran/A908 junction, Sauchie
47	Traffic Calming	20 mph limits and zones, islands, lining, speed cushions etc
49	Speed Limit Review	Review of speed limits on A and B class roads by 2010
50	A908 Route Accident Reduction Plan	Marchglen junction improvement, route traffic sign upgrade
	A91 Route Accident Reduction Plan	Signs, roadmarkings, hazard markers, junction warnings etc.
	B9140 Route Accident Reduction Plan	Village entry treatments
	A907 Route Accident Reduction Plan	Assessment of vertical and horizontal alignment
	A977 Route Accident Reduction Plan	Route traffic sign upgrade
51	Cycle Training	Primary school cycle and road awareness training
62	A91 East of Tillicoultry	Realignment/accident remedial
63	B9140 Collyland to Fishcross	Realignment/accident remedial - design and preliminary works
67	Winter Service Provision	To provide a winter service in accordance with the approved policy

Parking

Introduction

Increasing car ownership, car use and growing centralisation of community facilities in towns, particularly Alloa, is creating a demand for more and varied parking. Similar increases in demand for parking is occurring in Sauchie, Tullibody, Clackmannan and the Hillfoots towns and villages. People are looking to park for shopping and business trips, to attend work or college, to park and travel by train and for parking outside schools. Kerbside space in town centre streets is in particular demand for loading bays, taxi ranks, disabled bays, short stay spaces, residents parking and bus stops.

As the demand grows and land availability decreases it becomes neither practical or economical to continue to provide more surface car parking in town centres. Large surface car parks can become barriers between adjacent land use areas and do little to enhance the town centre environment. Through careful management of existing car parking, the diverse needs of all can be accommodated.

Existing Situation

The majority of the parking provided in Clackmannanshire is not constrained, either by time or type. The existing supply meets current demand and all parking in the area, with the exception of a section of High Street in Alloa, is exempt from charges and as a result is well used.

Alloa as the focus of the Clackmannanshire area is the main shopping and employment centre, and as such the demand for parking is higher than in other towns. Presently on-street parking in Alloa town centre is controlled by duration of stay and enforced by Traffic Wardens. The Wardens' priority however is to keep the roads free flowing and not necessarily enforcing minor parking violations. The off street car parks are unregulated, with no time restrictions.

The other towns and villages in Clackmannanshire serve local needs and have very small off street car parks if any at all. The demand for parking in Sauchie and the Hillfoots towns is now increasing to a level where problems start to arise at peak times. It is important that the local shopping centres are encouraged to flourish. Accessible local services and facilities will help to reduce car trips to Alloa or beyond. Tillicoultry has two large private car parks serving a large furniture warehouse and a shopping centre. The parking demand in these areas is not considered to be excessive and comprises mainly of short stay parking.

Strategy and Objectives

The demand for parking and access to our town centres is increasing and at times outstrips the supply. The success of the Alloa to Glasgow rail line has resulted in commuter parking impacting on Alloa town centre. The opening of the Forth Valley College in Alloa in 2011 will further increase demand for parking. Alloa has resisted the trend for out of town shopping and has successfully integrated two large food superstores into the town centre.

Whilst it is clear that a parking regulation scheme, such as pay and display, would help to provide an equitable share and location of short and long stay parking there remains the perception that the area's retailers depend of the supply of free parking to attract a significant proportion of their customers. Within this background any Parking Strategy is weakened and the Council must deploy innovative methods to make more efficient use of the parking supply.

The current parking strategy, which focuses on the regulation of kerbside parking, can provide some of the essential town centre parking needs. However it can do little to guarantee a viable supply of short to medium stay spaces, which are of most use to town centre retailers.

Significant efforts are being made to improve pedestrian, public and cycle access to town centres. Within the towns improved pedestrian facilities, pedestrian crossings, reduced vehicle speed and pedestrian signing reduce the need for car trips to and within the town centre.

Car parks in Alva and Tillicoultry have been improved and further opportunities to provide parking will be fully pursued. Priority will be given to providing parking and kerbside facilities for particular needs and uses. Facilities are required in each town for deliveries, disabled parking, buses and resident parking. The need for visitor parking for tourists requires to be investigated in most towns and villages, particularly in the Hillfoots and adjacent to potential tourist attractions.

Parking in new residential developments will be carefully considered. Sympathetic use of landscaping and on-street parking can create effective 20 mph zones without the need for severe horizontal and vertical speed reduction features. The levels of parking provision in commercial developments will form an integral part of the developments' travel plans.

The following are the Council's main parking objectives: -

- Maintain and enhance local economic prosperity by managing parking demand
- Encourage less long stay car parking
- Better manage local travel to discourage travel to larger centres such as Alloa and Stirling from Clackmannanshire towns and villages
- Encourage new residential developments to provide adequate off road parking to promote home zones and encourage residents to leave the car at home when possible.

Policy

P1. All new development will require to adhere to the parking standards set out in the Clackmannanshire Council Development Roads – Guidelines and Specification document. In areas with high accessibility to alternative modes, the Council will seek to further restrict the number of spaces.

P2. In new residential areas, developers will be required to provide adequate residential and visitor spaces in accordance with the Clackmannanshire Council Development Roads – Guidelines and Specification document. The site layout will require to be designed in such a manner to dissuade excessive on road parking parallel to the kerb unless designed as part of a 20 mph scheme.

P3. The Council will continue to promote the management of the Alloa town centre car parks in order to reduce long stay parking in favour of short stay shopping and business trips.

P4. The Council will support short stay parking in the vicinity of local shops and services.

P5. The Council will manage and provide adequate parking for blue badge holders both in town centres and on residential streets where appropriate.

Contribution to the Corporate Plan

The area has a positive image and attracts people and businesses ✓
Our communities are more cohesive and inclusive ✓
Our communities are safer
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Health is improving and health inequalities are reducing
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The council is effective, efficient and recognised for excellence

Action Plan

The action plan should be referenced to Appendix B, which includes funding information. The following schemes will significantly improve the parking within Clackmannanshire: -

Ref	Scheme	Details
4	Alloa Town Centre Improvements	Environmental improvements including widened footways, dropped kerbs, cycle/motorcycle parking, enhanced disabled parking and loading bays.
52	Car Parking Strategies	Development of parking strategies for Alloa and other towns as deemed necessary
53	Railway Halt, Cambus	Future provision of Park and Ride facilities at Cambus
54	Parking Needs Study	Study into parking requirements at Council buildings
55	Controlled Parking Zones	Extension of Alloa town centre controlled parking zone to Devon Road/Hawkhill areas
56	Pedestrian Access to Mill Road	Pedestrian ramp from Auld Brig Road to Mill Road car park, linking college with town centre

Road Network Improvement and Maintenance

Introduction

The road network is critical to the efficient movement of people and goods and must be recognised as our most valuable asset. The need to improve, expand and maintain the road network is an integral part of sustainable transport.

Network maintenance covers a diverse range of functions, from reconstructing, resurfacing and repairing damage to roads and footways, to undertaking safety surveys and inspections. Across Scotland there is a backlog in maintaining the network due to a lack of funding, which is reflected in Clackmannanshire. This backlog is leading to a reactive approach to maintenance, with preventative measures such as a programme of planned resurfacing not being fully acheived.

Existing Situation

There are 175 miles of adopted roads in Clackmannanshire, with an asset value estimated at £283 million. In order to assess the condition of the local road network and to prioritise improvement schemes, Scottish Councils have commissioned the Scottish Road Maintenance Condition Survey (SRMCS) to be undertaken annually. The average maintenance backlog in the area is estimated to be 45 years, with SRMCS indicating that Clackmannanshire is currently listed as 25th out of 31 council areas in Scotland regarding road conditions requiring investigation or intervention.

Modern road construction has a lifespan of 20 to 30 years. Annually in Clackmannanshire, approximately 2% of the road network receives structural maintenance. This results in an average cycle of improvement of between 45 and 100 years depending on the status of the road. The present situation is clearly unsustainable. To address the backlog and return to a cycle of maintenance that will sustain the road network, upwards of 5% of the network will require annual structural maintenance.

Routine inspections and safety surveys allow for the day-to-day maintenance of the road network to be carried out timeously and safely. The general public can report roads defects using a freephone number, which connects directly to the Clackmannanshire Council Contact Centre when dialled within the local area. Approximately 20 calls per day are received reporting faults, these reports are passed to the Roads Officers for action.

Strategy and Objectives

The results of the SRMCS will continue to be utilised to determine the prioritisation of resurfacing and reconstruction work. Strategic and bus routes with worn or damaged surfaces requiring remedial works will be given priority over other routes that do not require emergency attention. It is better to adopt a more proactive approach by undertaking preventative maintenance works where possible to prevent constant emergency works to repair damaged and worn surfaces.

While the maintenance of footways to eliminate tripping defects will always be a priority, funding of improvements will be concentrated on the carriageway network.

The Roads Inspectors will continue to undertake network inspections and safety surveys to maintain the integrity and safety of the road network.

The following are the Council's main road network improvement and maintenance objectives: -

- Keep all roads and footpaths open and serviceable for all users
- Work towards achieving steady state maintenance within the available budgets

- Through working with utility companies and a system of programmed inspection, improve the quality of reinstatement work
- Complete safety surveys within the allotted timescales

Policy

M1. The Council will maintain the existing road network to an acceptable standard within the available budget to provided safe road surfaces and work towards achieving steady state conditions.

M2. The Council will continue to use the established roads hierarchy and SRMCS to prioritise maintenance programmes.

M3. The Council will use the Well Maintained Highways – A Code of Practice for Highway Maintenance Management, which has been amended to suit local conditions, when undertaking works.

M4. The Council will monitor emergency situations arising on the road network and respond accordingly.

M5. Developers will require to design new infrastructure in accordance with the Council's roads guidelines to assist in ease of maintenance and road safety.

Contribution to the Corporate Plan
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Action Plan

The action plan should be referenced to Appendix B, which includes funding information. These projects are subject to change depending on the results of the SRCMS. The following schemes will significantly improve the road network: -

Ref	Scheme	Details
57	Strategic Network Improvements	Improvements on the classified road network
58	Minor Rural Road Improvements	Improvements on the non strategic rural road network
59	Minor Urban Road Improvements	Improvements on the non strategic urban road network
60	Road Maintenance	General maintenance of roads including patching, drainage, verges
61	Footway and Footpath Maintenance and Improvement	General maintenance of footways including patching, drainage, verges
62	A91 East of Tillicoultry	Realignment/accident remedial
63	B9140 Collyland to Fishcross	Realignment/accident remedial - design and preliminary works
64	Road Asset Management Plan	Plan of asset management standards, intervention levels and road hierarchy
65	Bridge Improvements	Dollar Bridge, C101 former rail bridge at Menstrie, installation of scour protection
66	Bridge Maintenance and Inspection	Programe of inspection and routine maintenance
67	Winter Service Provision	To provide a winter service in accordance with the approved policy

Bridges

Introduction

Bridges and culverts form a vital component of the road network by carrying pedestrians, cyclists, cars, buses and freight traffic over or under barriers such as rivers and railway lines. The condition of these bridges and culverts is of importance to the smooth operation of the network and the safety of all transport users.

As traffic volumes continue to rise, the pressure on the existing bridge stock increases leading to accelerated deterioration. Freight traffic has the greatest impact on the older structures as these were not designed to carry modern vehicles and their associated loads. If a bridge fails to meet the required modern-day standards this could result in either a road closure or a weight or width restriction. This would have an adverse impact on the road network and could result in lengthy detours.

Existing Situation

Within Clackmannanshire Council there are a total of 178 bridges and culverts, which require to be inspected on a regular basis. Of these, 115 are under the direct responsibility of the Council's roads department. The remainder are the responsibility of other Council departments, Network Rail, British Railways Board and other private owners. It is estimated that the asset value of the Council's bridges is around £18 million.

The Council completed the replacement of the deck of the Shavelhaugh Bridge near Alva in 2007 in order to remove the current 7.5T weight restriction. This is an important transportation link between the north and south of the county. In addition two of Network Rail's bridges in Clackmannan and Kennet were strengthened in 2007 as part of the Stirling-Alloa-Kincardine railway project in order to remove the width restrictions.

A large proportion of the bridges in Clackmannanshire are more than 100 years old and are of a masonry arch type construction. The remainder are either concrete, steel or steel/concrete composite types. The assessment of all of the bridges is complete and weight restrictions have been removed through strengthening works. Two amenity restrictions remain on the B908 between Collylands Roundabout and Alva. These will remain in place as there are better, preferred routes for large good vehicles to use to reach their destinations.

Road/Route	Location	Restriction
A908	Whins Road, Alloa	4.7m (height)
B908	Over Alva Burn, Alva	7.5 Tonnes
B908	Over River Devon, Alva	7.5 Tonnes
B910	North of Clackmannan	3.9m (height – central single lane)
B910	Over Black Devon, Clackmannan	Single Lane

Current Bridge Restrictions

Strategy and Objectives

The current inspection and routine maintenance regimes will continue to be carried out by Clackmannanshire Council. The two bridges on the B908 currently subject to 7.5T weight restrictions will continue to be monitored with a view to possible future strengthening and/or replacement works.

High water levels and fast-flowing rivers have meant that their has been visual evidence of scouring around the bridge supports. Over the next four years, bridges crossing rivers will be checked for scouring and an improvement schedule introduced.

The bridge on the C101 in Menstrie, over the now redundant rail line to the industrial premises, is now no longer required. It is therefore intended to remove the bridge and realiogn the road. This is likely to be done in conjunction with sites being developed in the vicinity of the bridge.

The following are the Council's main bridge objectives: -

- Bring the existing bridge stock up to a steady state of maintenance, by eliminating the identified maintenance works backlog.
- Maintain all road and pedestrian links in the area to an acceptable standard, by eliminating or managing imposed restrictions on individual bridges.
- Check for scouring at river bridge supports.
- Remove redundant structures.

Policy

B1. The Council will continually monitor all bridges in the area to assess suitability for purpose.

B2. The Council will safeguard existing bridges, through a programmed inspection and maintenance regime.

B3. In so far as resources allow, the Council will adhere to the current code of practice for highway structures.

Contribution to the Corporate Plan

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Action Plan

The action plan should be referenced to Appendix B, which includes funding information. The following schemes will significantly improve the Councils bridges: -

Ref	Scheme	Details
64	Road Asset Management Plan	Plan of asset management standards, intervention levels and road hierarchy
65	Bridge Improvements	Dollar Bridge, C101 former rail bridge at Menstrie, installation of scour protection
66	Bridge Maintenance and Inspection	Programe of inspection and routine maintenance

Winter Service Provision

Introduction

Winter service provision is important in terms of both the local and national economy and road safety. It is carried out to ensure, as far as possible, the safe movement of all road users, both vehicular and pedestrian, while minimising the effects on the environment. It is economically significant because of the delays that bad weather can create.

The Council has a statutory duty under the Roads Scotland Act 1984 to take such steps as it considers reasonable to prevent snow and ice endangering the safe passage of vehicular and pedestrian traffic over public roads including footways.

Existing Situation

Each year the Service publishes the Council's Winter Service Treatment Policy. The winter service procedures are put into place from the end of October through to Easter and in Clackmannanshire essentially comprises of the following types of treatment:

- Precautionary salt treatment on the highest priority routes, to prevent ice forming
- Treatment of ice already formed
- Removal of snow
- Treatment of hard packed snow and ice

Weather data is collected from meteorological reports and from the Icelert outstations located in Muckhart and Tullibody. Clackmannanshire Council, in conjunction with Falkirk and Stirling Councils operate an out of hours monitoring service to co-ordinate operations throughout the three Council areas.

Routes are treated using a prioritisation system, which gives precedence to strategic routes followed by bus routes and other principal roads. In Clackmannanshire the time allotted to treat ice conditions on the strategic routes is approximately 2½ hours. Other routes such as residential areas and rural routes may then be treated at the discretion of the Council. In addition to the carriageways, the Council has a responsibility to treat footways in urban areas serving essential premises in the first instance. Further treatment is again at the discretion of the Council and will be carried out in accordance with the written policy.

Strategy and Objectives

The Council will continue to publish and review the Winter Service Treatment Policy and will use the documentation to facilitate the implementation of treatment for roads and footpaths in winter weather conditions.

The following are the Council's main winter service provision objectives: -

- Meet the essential requirements of the Winter Service Treatment Policy
- Continually review winter service provision to accommodate new development and practices

Policy

WM1. The Council will monitor weather conditions during the winter months and allocate treatment in accordance with the route prioritisation set out in the Council's Winter Service Treatment Policy.

WM2. The Council will operate a 'dry roads' policy to only grit roads when necessary to prevent a build up of unnecessary salt, which is damaging both economically and environmentally.

Contribution to the Corporate Plan
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Action Plan

The action plan should be referenced to Appendix B, which includes funding information. The following schemes will significantly impact of the Councils winter service provision: -

Ref	Scheme	Details
64	Road Asset Management Plan	Plan of asset management standards, intervention levels and road hierarchy
67	Winter Service Provision	To provide a winter service in accordance with the approved policy

Street Lighting

Introduction

The lighting of roads and footpaths plays an important part in road safety and crime prevention. Through the provision of high quality street lighting schemes visibility is improved for both drivers and pedestrians, thus decreasing the likelihood of an accident occurring. With brighter lighting the perceived safety of the area can also be improved, as dark areas become illuminated reducing potential hiding spots for crime to occur and can increase the levels of foot traffic and use of public transport.

Existing Situation

The council is responsible for the maintenance of 8500 lighting columns, bollards and signs. The lighting columns comprise of various sizes and materials, with galvanised steel columns and white light lamps being the preferred specifications.

The Council monitors faults and outages through CLARENCE reports and from scouting undertaken during the winter months. There are approximately 2000 faults reported per year, with electrical faults varying from 2 or 3 per year up to between 20 and 30 per year. The main cause of electrical supply faults is due to the age of the Scottish Power supply network. In order to address this, all new lighting schemes being implemented by Clackmannanshire Council include a new cable system independent from Scottish Power. In the case of new footpath and footway improvements the Council generally install the ducting for the future provision or upgrading of lighting units.

The target for the Council response to lamp outages is 5 working days and this target is met in 92% of cases. Road traffic accidents involving an electrical unit being struck are responded to immediately, with a joint standby operation with Falkirk Council providing a 24 hour 7 days a week response from Bonnybridge Control Centre.

Strategy and Objectives

The Council's Street Lighting Policy outlines how the upgrading of street lighting will be prioritised. This basically prioritises the replacement of lighting columns by age, construction material and size. It looks to introduce modern white light, which will eventually reduce the wattage of electricity used to provide the service and contribute to Clackmannanshire Council meeting the Governments carbon reduction targets. Routine maintenance and repair work will continue to be a high priority for the Council.

The Council will also consider the improvement of street lighting in conjunction with new traffic management schemes.

The following are the Council's main street lighting objectives: -

- Increase the perceived safety for Clackmannanshire residents through improving the quality and quantity of lighting.
- Replace all lighting stock when the life expectancy has been exceeded to provide continual refreshment and enhancement.

Policy

SL1. The Council will continue to replace the aging lighting stock within the available budget. Priority will be given to concrete columns, largest first. Subsequent work will be based on the age of the remaining stock with consideration given to poorly lit schemes.

SL2. All new developments will require to submit lighting schemes to Clackmannanshire Council for approval in accordance with the Development Roads – Guidelines and Specifications.

SL3. The Roads and Street Lighting section will seek to introduce dimming within new developments.

SL4. In so far as resources allow, the Council will adhere to the current code of practice for street lighting.

Contribution to the Corporate Plan

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Action Plan

The action plan should be referenced to Appendix B, which includes funding information. The following schemes will significantly impact of the Councils street lighting: -

Ref	Scheme	Details
64	Road Asset Management Plan	Plan of asset management standards, intervention levels and road hierarchy
68	Replacement of 5m Concrete, 8m and 6m Steel Lighting Columns	Replacing columns which are still in position beyond their design life
69	Maintenance of Existing Lighting Systems	Programme of replacement including faults and outages

Clackmannanshire Transport Improvements

There are several key transport improvement projects that are having or will have significant influence on travel and transportation within Clackmannanshire

Alloa Town Centre

Alloa is the commercial and administrative centre of Clackmannanshire and as such is visited by diverse types of users carried by a variety of modes of transport. Alloa acts as the public transport hub for Clackmannanshire and this was greatly enhanced by the opening, in 2007, of the passenger rail service to Glasgow. A major environmental and road safety improvement project centred on A907 King Street has change the perception of this street. The main road through Clackmannanshire, the A907, which formerly bypassed the town centre had, as the town centre expanded, caused significant severance and created a barrier to access from the north for pedestrians and cyclists. Narrowed carriageways, wider centre reserves and footways, removal of pedestrian barriers, ramped walkways and four new Puffin crossings has brought the shops, businesses and residential areas to the north of the town centre into the town. The new pedestrian links across King Street fully integrate the retail areas, car parks and rail and bus stations.

One of the main outcomes of the previous LTS consultation was drivers' concern over the operation of the town centre streets, particularly queuing to leave the town centre at Shillinghill. This is a consequence of the traffic management plan, implemented in 2000, which although allowing unrestricted car access to the shopping streets, uses the capacity constraint at Shillinghill to persuade visitors to use the town centre car parks to avoid delays. Nevertheless, drivers continue to search for the limited on-street parking places rather than use the conveniently located town centre car parks. Building on the success of the road safety and environmental improvements on King Street further town centre streetscape works, including alterations to the one-way system have minimised the queuing issues and significantly improved pedestrian and mobility impaired access. There are plans for further environmental and traffic improvements in the town centre and these will be progressed as funding is acquired.

The town centre streets do not form part of the strategic road network and function only to access the properties lying within the town centre. Alloa has a good supply of off-street parking all within a minute or two walk from the town centre shops. These can easily be accessed from the main roads avoiding the town centre streets.

Traffic in the town centre remains at an acceptable level and the extremely low accident rates have stayed low over the last ten years.

The growth of the town centre and the increase in car journeys both locally and on through routes is adding to the pressure on the A907 and hence on alternative routes through the urban area. This is particularly noticeable at Shillinghill Roundabout at the east of King Street. The complexity of the issues means that the effects of new developments and network changes can no longer be predicted using simple, single junction analyses. This has lead Clackmannanshire Council to the develop a transport model to help inform future transport and development decisions. Through the model it has become clear that further capacity improvements at Shillinghill Roundabout will be neither cost effective nor practical and solutions to managing increasing traffic lie with land use planning and better management of the local walking / cycling network.

Clackmannanshire Transport Model

The transport model provides a visual representation of present and future traffic movements in Clackmannanshire. This model is used by the Council when making decisions relating to the Development Plan and proposed developments and road improvements. As the model simulates individual vehicles, the Council can model complex strategies, proposals and solutions to ascertain the impact on the whole of our road network. Promoters of large commercial and residential developments will be expected to use the transport model to assess the effect of their proposals on the local and strategic transport network.

Stirling-Alloa-Kincardine Railway

The Stirling - Alloa - Kincardine Railway re-opening is one of the most important railway infrastructure projects Scotland has seen in decades. The project opened approximately 21 km of disused and abandoned railway lines between Stirling Railway Station and Longannet Power Station in Kincardine. It is already delivering major economic, social and environmental benefits to regeneration of Alloa and Clackmannanshire and also to the wider Scottish economy.

Commuter traffic significantly reduced immediately on the opening of the passenger services to Stirling, Glasgow and Edinburgh from Alloa. The impact on the main roads in Clackmannanshire has been marked and the Council is now striving to keep traffic at the present manageable levels.

Clackmannanshire Bridge

The Clackmannanshire Bridge opened in 2008 and further impacted on travel in and to Clackmannanshire. The impact on traffic complimented the impact already felt after the opening of the passenger rail service.

The Clackmannanshire Bridge will facilitate the development of the eastern part of Clackmannanshire particularly the planned village at Forestmill and industrial and business opportunities at Castlebridge and Kilbagie.

Clackmannanshire Cycle Network

Clackmannanshire Council will actively pursue the completion of the NCN76 / NCN764 through the County as part of the Fife - Alloa - Stirling and Round the Forth routes. The intention is to continue the upgrading of these routes to 'Active Travel Route' standard and to make as much as possible off-road. The Council also intends to upgrade the Devonway (Alloa to Dollar) to the same standard.

A further significant proposal is to utilise the disused railway between Cambus and Menstrie to provide a Hillfoots loop cycle route that will connect the Devonway route at Tillicoultry into the NCN 76 at Tullibody.

Where practical these new routes will be built to a standard that allows full access These projects will proceed in partnership with Sustrans, SEStran and local landowners.

Clackmannanshire College and Council Buildings

The relocation of the Clackmannanshire campus of Forth Valley College to a town centre site in Alloa and the potential for centralisation of the main Council buildings requires considerable thought regarding parking and alternative / active travel. These proposals will bring opportunities to influence travel habits and the Council is working to provide the infrastructure necessary to affect these changes.

Investment

Our existing road and transport infrastructure represents the single most valuable asset that falls under the Council's responsibility. It is essential that it is maintained and improved given its important role in supporting the people and the economy of the area. The implementation of Clackmannanshire Council's Local Transport Strategy will build on and improve the present transport situation. Funding for the implementation of the Local Transport Strategy will come from a number of sources and the Council's success in drawing down external funding will dictate the degree to which the more aspirational transport projects can be achieved.

To carry out core roads and transportation activities, particularly day-to-day operations, the Council allocates annual funding from Grant Aided Expenditure (GAE). GAE is derived largely from Scottish Government grants and to a lesser degree directly from local Council Tax. If this were the sole funding available, roads and transportation would be unable to sustain its transport network.

Finance for Capital projects is available through prudential borrowing. Money raised in this manner is used to create new or significantly improve infrastructure on the transport network. The principle that long-term borrowing links specifically to capital investment decisions of the Council and reduces long-term maintenance costs governs finance raised through prudential borrowing.

Specific Scottish Government grants provide funding for capital projects. These grants ceased to be 'ring-fenced' prior to 2009/10 except for Cycling Walking Safer Street (CWSS) and are included in the general allocation. In the last years of CWSS funding (2009 to 2011) the grant was designated predominantly to fund cycle related projects.

The Scottish Government, through Sustrans, provides funding for cycling schemes that enhance the National Cycle Network throughout Scotland. Each local authority may bid for grants from Sustrans for schemes in their area or for regional projects. These grants usually require to be 50/50 match funded. Clackmannanshire Council will continue to take up these opportunities as they arise.

Through SEStran, the regional transport partnership, funding of regionally or nationally strategic transportation schemes is available. Clackmannanshire is currently utilising SEStran funding for 'influencing travel' and cycle projects.

There are opportunities, particularly in areas of economic deprivation, to acquire funding from the European Union. Clackmannanshire will bid for European funding for transport related schemes that have economic and social benefits.

The careful integration of land-use planning and transportation provides the opportunity for improvements to the transportation system funded by new residential, retail and business developments through the private sector. The infrastructure provided in this way will either be essential to the operation and integration of the new development or to mitigate the impact of the development on the surrounding network.

It is only through full use of all funding opportunities that Clackmannanshire Council will be in a position to improve its transportation system to meet future challenges. Utilising only GAE and funds raised through prudential borrowing will do no more than maintain the current level of service and take no account of future travel needs. It is through a realistic understanding of the Council's ability to procure funding, utilise resources and make best use of opportunities such as partnership working that the Local Transport Strategy has developed and the options that have been assessed through the Scottish Transport Appraisal Guidance.

Monitoring

In order to determine the success of the Local Transport Strategy the following monitoring regime has been proposed. The indicators will be assessed for progress on an annual basis and included in a monitoring report.

Indicator	Baseline Year	Baseline	Target year	Target	Data Source	Links with Aim
Public perception of congestion	2009	Always - 16% Sometimes - 61% Rarely - 23%	2014	Always - 10% Sometimes - 65% Rarely - 25%	LTS Survey	1
Mode share	2007/08	Walk - 16% Cycle - 0% Bus - 9% Train - 0% Car Passenger - 18% Car Driver - 54% Other - 1%	2012	Walk - 18% Cycle - 1% Bus - 10% Train - 2% Car Passenger - 20% Car Driver - 48% Other - 1%	Scottish Statistical Bulletin	2 4 5 6
Emission Levels	2008	NO_2 - 20.4 µg/m3 PM_{10} - 15.8 µg/m3	TBC	NO_2 - TBC PM_{10} - TBC	Environmental Health	2
Travel to School	2008 (2009 available Sept 2010)	<u>Primary</u> Walk - 61.6% Cycle - 1.6% <u>Secondary</u> Walk - 49.5% Cycle - 1.2% Bus - 31.1%	2014	<u>Primary</u> Walk - 65% Cycle - 2% <u>Secondary</u> Walk - 50% Cycle - 2% Bus - 30%	National Hands Up Survey	2 3 4 5 6
Traffic Growth	2009	A907(W) A907(E) A908 TBC A91 (W) A91 (E) B9140	2014	A907(W) A907(E) A908 TBC A91 (W) A91 (E) B9140	Loop Site Data	1 2 5 6
Cycling Growth	2009	Slack - Alloa SW - Waggon Way - Blackgrange -	2014	Slack - Alloa SW - Waggon Way - Blackgrange -	Cycling Loop Site Data	1 2 4 5 6
Road Safety	2004 - 08	People killed - 2.2 People seriously injured - 20.6 Children killed - 0.2 Children seriously injured - 3.6 People slightly injured - 94.8	2010 -15	<u>Reduction in:</u> People killed - 1.5 People seriously injured - 11.7 Children killed - 0.13 Children seriously injured - 1.8 People slightly injured - 85.3	Central Scotland Police	1 3 5
Road Conditions	2008-09	% road network to be considered red + amber = 36%	2013-14	% road network to be considered red + amber = 30%	SRMCS	1 2 3 7
Street Lighting Faults	2008-09	1762	2013-14	1500	Lighting Management System (LMS)	3 7
Street Lighting Repairs	2008-09	% street lighting faults repaired within 7 days = 91%	2013-14	% street lighting faults repaired within 7 days = 95%	Lighting Management System (LMS)	3 7
Bridge Restrictions	2008-09	No. bridges with a weight or width restriction (excluding	2013-14	No. bridges with a weight or width restriction (excluding those	Structural Maintenance	1 3

		those imposed for amenity reasons) = 0		imposed for amenity reasons) = 0	System (SMS)	7
Bridge Conditions	2008-09	No. bridges requiring strengthening works = 0	2013-14	No. bridges requiring strengthening works = 0	BCI Index	1 3 7
Travel Plans/ Travel Activities	2009	Business - 1 Residential - 0 School - 24	2014	Business - 5 Residential - 2 School - 24	Transport Planning/ School Travel Planning	1 2 5 6

If you have any comments about this document, please contact:

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