

Introduction

Road safety affects peoples' daily and long term travel choices. The freedom to travel safely by all modes of transport is a priority for everyone, locally and nationally. This is especially relevant to vulnerable travel groups such as, pedestrians and cyclists, children, older people and those with mobility difficulties. The number and speed of vehicles on our roads increases the real and perceived road safety impact felt by the travelling public and affects the cohesiveness and inclusiveness of our communities. It is therefore essential that we take appropriate measures to minimise the risk and severity of accidents.

Under the Road Traffic Regulation Act 1984 and the Road Traffic Act 1988 Clackmannanshire Council has a duty to promote road safety and to monitor, investigate and mitigate accidents. The aim of the Road Safety Plan is to develop a structured approach to achieving a reduction in the number of road traffic accidents for the period 2010 - 2014 and beyond. It identifies local road safety issues, sets out action points, establishes priorities and targets resources, integrating complementary initiatives such as education, encouragement, enforcement and engineering. It also encourages close linkages with the Development Plan and other Council policies and plans. The Road Safety Plan is a key delivery strategy of the Corporate Plan aim of making 'Our Communities Safer' and the Single Outcome Agreement aim of making our communities 'Safer and Stronger'

National casualty reduction targets for 2010 (compared with the 1994 - 1998 five year averages) were set by the UK Government, Scottish Executive and National Assembly for Wales in March 2000:

- to reduce the number of people seriously injured or killed in road accidents by 40%
- to reduce the number of children seriously injured or killed in road accidents by 50%
- to reduce the number of people slightly injured per 100 million vehicle kilometres by 10%

Clackmannanshire Council have made good progress in helping to achieve these. In June 2009 The Scottish Government published 'Go Safe on Scotland's Roads - It's Everyone's Responsibility'. This document sets out the Scottish Road Safety Framework to 2020 and a vision that there will be:

"A steady reduction in the numbers of those killed and those seriously injured, with the ultimate vision of a future where no-one is killed on Scotland's roads, and the injury rate is much reduced."

Table S.1 sets out the Scottish Road Safety Targets (set against a baseline of the average Scottish figures for 2004 - 2008).

Target	2015 Milestone % reduction	2020 Target % reduction
People Killed	30	40
People Seriously Injured	43	55
Children (aged < 16) Killed	35	50
Children (aged < 16) Seriously Injured	50	65
People Slightly Injured	-	10

Table S.1: Scottish Road Safety Targets to 2020

Due to the low and variable number of accidents occurring annually each year, it should be noted that these targets cannot be directly applied at a local level. Clackmannanshire Council will endeavour to take appropriate action to reduce accidents and casualties wherever possible, as a contribution to achieving the national targets.

The Road Traffic Act 1988 (Section 39) states “Each local authority must prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies.” This Road Safety Plan outlines those measures that the Council will take over the next five years to fulfil its obligations under the Act. The Road Safety Plan has been developed to complement the Council’s Local Transport Strategy and Development Plan.

This plan has been produced in partnership with Central Scotland Police, Central Scotland Safety Camera Partnership, Stirling Council and our internal services.

Clackmannanshire, Falkirk and Stirling Councils jointly operated the Central Scotland Roads Accident Investigation Unit (CSRAIU) until May 2009. The unit has now been dissolved and each council now operates independently, however Clackmannanshire Council will continue to work in close partnership with Falkirk and Stirling Council. Central Scotland Police collect data relating to all reported personal injury accidents. Both Central Scotland Police and the Council jointly validate this data. The Council analyses the accident data to identify trends and patterns. This information is used by roads engineers to prioritise accident prevention works, identify specific locations and to implement appropriate action.

The number of accidents sustained in Clackmannanshire is small making it difficult to identify meaningful trends and patterns, it is therefore necessary to look at regional and national accident trends to assist in determining appropriate accident prevention measures, particularly for area and route treatment schemes.

Cost of Accidents

All accidents have financial implications. The human cost reflects pain, grief and suffering to both the injured and their family and friends. The value to the economy includes the emergency services costs, absence from work, the loss of output due to injury, medical costs and the cost of damage to the vehicles and property, road closures, delays and police and insurance administration. The average cost per accident by road type and severity of injury in Scotland is shown in Table S.2.

Category of Road	Accident Severity			Average for all Injury Accidents	Damage Only	Average for all Accidents
	Fatal	Serious	Slight			
Non built-up roads	2,044,321	238,846	23,457	143,654	2,785	18,793
Built up roads	1,729,450	205,9901	20,084	70,617	1,884	5,560
All roads (inc. Motorways)	1,943,481	220,174	21,483	96,811	2,077	8,448

Table S.2: Accident Costs (£ at 2008 prices)

The cost per accident in Scotland is higher than the average for Great Britain. This is partly because there are generally more casualties per accident in Scotland and the proportion of fatal and serious casualties per accident is larger. It is in everyone's interests to reduce both the frequency and the severity of road accidents.

Accident Analysis in Clackmannanshire

Definitions of accident severity used in Great Britain:

a **fatal injury** is one which causes death less than 30 days after the accident;
a **fatal accident** is an accident in which at least one person is fatally injured;
a **serious injury** is one which does not cause death less than 30 days after the accident, and which is in one (or more) of the following categories:
(a) an injury for which a person is detained in hospital as an in-patient
or (b) any of the following injuries (whether or not the person is detained in hospital): fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment
or (c) any injury causing death 30 or more days after the accident;
a **serious accident** is one in which at least one person is seriously injured, but no-one suffers a fatal injury;
a **"slight" injury** is any injury which is neither "fatal" nor "serious" - for example, a sprain, bruise or cut which is not judged to be severe, or slight shock requiring roadside attention;

a “slight” accident is one in which at least one person suffers “slight” injuries, but no-one is seriously injured, or fatally injured;
 damage only accidents are where no injuries are sustained, only damage to the vehicles and property involved (many of these accidents are not reported to the police, therefore ‘damage only’ accidents are not used in statistical analysis).

Table S.3 indicates how Clackmannanshire is contributing towards the 2010 casualty reduction target.

Severity	2010 Reduction	Number of Casualties			2015 Reduction	Number of Casualties		
		1994 – 1998 Average	2005 - 2009 Average	2010 Target		2004 – 2008 Average	2005 - 2009 Average	2015 Target
Killed	40%	43	21.4	25.8	30%	2.2	2.2	1.5
Serious					43%	20.6	19.4	11.7
Slight	10%	95.6	93.4	86	10%	94.8	93.4	85.3

Table S.3: Casualties in Clackmannanshire

Across Clackmannanshire and Scotland the number of accidents continues to decrease, despite the increase in traffic growth. Past initiatives such as anti-drink driving and seat belt campaigns have had considerable influence over the number and severity of accidents, as have recent improvements to in-car safety and vehicle design. The Council have continued to improve road safety through engineering and planning measures. Chart S.1 shows how Clackmannanshire is progressing towards the 2010 target for casualty reduction.

Chart S.1: Progress of Clackmannanshire to meet Government Targets (NEW TABLE TO BE INSERTED WHEN AVAILABLE)

Clackmannanshire covers a small area and the number of accidents resulting in killed or seriously injured casualties is quite small. This means that large fluctuations may arise from year to year. Consequently, utilising five year averages provide a more robust basis for comparison.

Accident Reduction

Due to the random nature of accidents it is highly unlikely that Clackmannanshire will ever be totally free from accidents causing personal injury, although this is the ultimate aim. Accidents occur due to a number of variables arising at the same time and the actions and reactions of those involved. Road users often have higher expectations of their own ability to react to the prevailing road environment and changing circumstances than is actually the case. The public perception and understanding of the effects of inappropriate speed - including speeding, driver behaviour and road conditions needs to be changed. This can be achieved in part through the national promotion of positive attitudes and by supporting engineering based road safety initiatives. Nevertheless initiatives and improvements carried out

to date continue to reduce the frequency and severity of accidents, especially amongst vulnerable groups.

One of the Government's targets is to reduce the number of child casualties. Children, along with other groups of vulnerable road users such as the elderly, cyclists, pedestrians and mobility impaired, require specific attention. This plan specifically addresses the requirements of these vulnerable groups.

Drivers may show little regard for the safety of other road users as their perception of safety from the 'safe cocoon' of their vehicle can be quite different from reality. One of the main anticipated outcomes of road safety measures is to change drivers' perception of the street environment.

Through the careful implementation of traffic management techniques, drivers should become more aware of their own vulnerability and encouraged to take more responsibility for the consequences of their own driving behaviour.

Children

Children are among the most vulnerable of all transport users, due to their size, age and lack of experience. Successfully educating children to be aware of the hazards likely to be encountered on their journeys may prevent many deaths and serious injuries in the future. This learning becomes embedded and is consequently passed on through future generations. The Government has set an interim target of 35% reduction in the number killed and a 50% reduction in the number seriously injured by 2015 for child casualties.

Severity	2010 Reduction	Number of Casualties			2015 Reduction	Number of Casualties		
		1994 – 1998 Average	2005 - 2009 Average	2010 Target		2004 – 2008 Average	2005 - 2009 Average	2015 Target
Killed	50%	12.8	3.6	6.4	35%	0.2	0.2	0.13
Serious					50%	3.6	3.4	1.8
Slight	10%	20.6	15.4	18.5	10%	14.8	15.4	13.3

Table S.4: Child Casualties (under 16 years of age) in Clackmannanshire

The 2010 and 2015 are national targets. However it is the Council's duty to take appropriate action to ensure our contribution to the continuing decrease in child accidents and casualties. In Clackmannanshire real success will be a continued long term reduction in casualties at current rates or better.

In order to address the issue of child accidents a range of road safety initiatives is being pursued relating to the journey to school or targeted at the school day:

- School Travel Plans incorporating Safer Routes to School
- 20mph zones and speed limits outside schools
- Traffic calming outside schools
- Road safety education in schools
- Cycling proficiency

- Road safety campaigns aimed at children including The Green Cross Code and Junior Road Safety Officers
- Road safety campaigns aimed at older children including Crash Magnets and Streetwise Guys
- Road safety campaigns aimed at young people about to learn to drive or recently passed their test including Safe Drive Stay Alive.

Whilst it seems to make sense to focus on the school environment and the routes to school, most accidents involving children occur away from these areas and outside school hours. With this in mind Clackmannanshire Council considers children when prioritising its traffic management programme. Streets near to formal and informal play areas, local shops, youth clubs, sports centres and other facilities that attract children are given priority. The resulting traffic management schemes usually include:

- 20mph zones/limits in residential areas
- Measures to reduce pedestrian severance on main streets
- Carefully located pedestrian crossings
- Wider footways
- Street lighting

A measure of success in removing real and perceived danger is the growing evidence of numbers of young children who feel increasingly comfortable using residential streets as play areas.

Older People

Older people can be vulnerable when travelling as they generally have slower reactions and are more prone to suffering serious injury if involved in accidents. For the purposes of this plan, older people are defined as being 65 years of age or older. The number of casualties in Clackmannanshire involving older people is shown in Table S.5.

Severity	2010 Reduction	Number of Casualties			2015 Reduction	Number of Casualties		
		1994 – 1998 Average	2005 - 2009 Average	2010 Target		2004 – 2008 Average	2005 - 2009 Average	2015 Target
Killed	40%	4.2	0.6	2.5	30%	0.2	0.0	0.06
Serious					43%	1.2	0.6	0.68
Slight	10%	4.0	6.6	3.6	10%	8.2	6.6	7.4

Table S.5: Casualties in Clackmannanshire involving Older People

The Council is currently working on its accountability audit under the Disability Discrimination Act 2005 and many of the actions will benefit older people.

Older drivers are sometimes less able to deal with modern traffic management measures. The proliferation of traffic management information and infrastructure in urban areas can be confusing. The needs of older people will

be taken into account in design of all traffic management, road safety and other roads and transportation projects.

Mobility Impaired

People with disabilities and mobility impairments are particularly vulnerable when travelling. Disabilities include physical, mental, visual and aural impairment and each of these disabilities can lead to accidents due to a lack of awareness or understanding. As the police do not record if any casualties involved in an accident have a disability it is difficult to determine the accident rate or vulnerability of this group.

Some of the measures that the Council implement specifically benefit those with disabilities or mobility impairments:

- Consideration of the mobility impaired in all new schemes and at sensitive locations
- Provision of dropped crossing points and tactile paving
- Accessibility Audits
- Removal of unnecessary street furniture
- Prioritisation of main routes used by those with mobility impairments
- Provision of benches and seating
- Provision of accessible ramps
- Audible & tactile facilities at Puffin crossings
- Removal of barriers for mobility impaired

Pedestrians

In 2009, 18% of all casualties in Clackmannanshire were pedestrians, of which 19% of these were killed or seriously injured. The percentage of casualties who were pedestrians in Scotland in the same year was 15%. Notwithstanding that this is only a snapshot over one year, it does indicate that reducing the number of casualties involving pedestrians should remain a priority in Clackmannanshire.

Severity	2010 Reduction	Number of Casualties			2015 Reduction	Number of Casualties		
		1994 – 1998 Average	2005 - 2009 Average	2010 Target		2004 – 2008 Average	2005 - 2009 Average	2015 Target
Killed	40%	13.4	5.0	8.0	30%	0.4	0.20	0.28
Serious					43%	4.6	4.8	2.6
Slight					10%	30.0	24.4	27.0

Table S.6: Pedestrian Casualties in Clackmannanshire

Although the rate of pedestrian casualties in Clackmannanshire is currently much less than the 1994 - 1998 baseline average, as shown in Table S.6, the Council cannot become complacent. The number of casualties is still too many. Recent engineering improvements that have contributed to the reduction in pedestrian accidents include:

- Traffic management in Alloa town centre
- Programme of new pedestrian crossings
- Traffic calming in residential areas/20mph residential streets
- Speed reduction measures on main roads

A recent success in Clackmannanshire has been the removal of pedestrian severance on King Street in Alloa town centre. Since its implementation access from the town centre to the railway station, supermarket, Devon Way and leisure centre have been improved. Improved provision of zebra crossings on the B9096 has also improved access across the busy B9096. Many of the Council's policies are aimed at increasing the number of pedestrian trips, which may increase the risk of conflict. This underlines the need for continued progress with pedestrian related action.

Cyclists

Cycling levels within Clackmannanshire are relatively low, estimated at around 1% for travel to work and school. The Council aims to increase cycling as a mode of travel and this is supported by the Local Transport Strategy, in line with the Government's ambition. Table S.7 shows the number of cycle casualties resulting from accidents in Clackmannanshire.

Severity	2010 Reduction	Number of Casualties			2015 Reduction	Number of Casualties		
		1994 – 1998 Average	2005 - 2009 Average	2010 Target		2004 – 2008 Average	2005 - 2009 Average	2015 Target
Killed	40%	1.6	1.4	0.6	30%	0.0	0.0	0.0
Serious					43%	0.6	1.4	0.25
Slight	10%	8.4	4.8	7.6	10%	4.8	4.8	4.3

Table S.7: Cyclist Casualties in Clackmannanshire

If the Council is successful in increasing cycle usage then the exposure to hazard will increase and subsequently the number of accidents may increase. To reduce the conflict between vehicles and cyclists the Council in partnership with Sustrans has developed the National Cycle Network locally, utilising quiet roads and off road paths. Additional measures introduced by the Council include:

- On road cycle lanes in Clackmannan and Alloa
- Devon Way and Waggon Way cycle routes to the Hillfoots
- Off road mixed use routes around Gartmorn Dam
- Cycle facilities at junctions and traffic calming schemes
- Cycle audits in new schemes
- Toucan crossing at Cambus

Most of the off-road and leisure routes link Alloa with its surrounding urban area and with nearby towns and villages. To encourage the use of this network for travel to work, many of the links have been fully surfaced and

adequately drained. By making more use of off-road routes, cycling and walking can increase without increasing the exposure to risk of having an accident.

Young Drivers

Between 1999 and 2003, 21% of all drivers involved in an accident were aged between 17 and 25 (13.8 casualties per year). This age group accounts for only 11% of the driving age population. The number of passenger casualties in this age group, sustained in an accident, during the same period averaged 10.2 per year, although it is not known if the driver was in the same age range. **TO BE UPDATED WHEN NEW FIGURES ARE AVAILABLE**

People in this age group are the most likely to be involved in an accident by any mode, however the 5 year average casualty rate per 100,000 population for Clackmannanshire is lower than the Scottish 5 year average. This may be due in part to the smaller proportion of rural roads in Clackmannanshire. **CHECK**

In order to address the road safety of all drivers the Council has put into place:

- Speed reduction measures in residential and other sensitive areas to reduce inappropriate driving
- Central Scotland Safety Camera Partnership
- Vehicle speed actuated 'Slow Down' signs
- Route treatment/route accident reduction plans
- Junction improvements, and
- Horizontal and vertical alignment improvements.

Other Vulnerable Users

Motorcyclists and horse riders are also at risk when travelling. Both groups are afforded very little protection in the event of an accident. Motorcyclists are especially vulnerable due to the higher speeds involved and equestrians can have difficulties controlling a horse 'spooked' by passing vehicles.

Although the number of accidents involving these groups is small, the Council is committed to making improvements for their benefit and the benefit of the whole community, including:

- Reducing the amount of street furniture and road markings which can be hazards, especially for motorcyclists
- Maintaining and increasing the existing rural path network for equestrians, segregated from motorised traffic
- Continuing to maintain the standard of road surfaces

Aims and Objectives

In order to contribute to meeting the national road safety targets and to carry out the Council's statutory duties, the overall objectives of the road safety plan are to:

- Improve the transport environment to reduce safety hazards
- Determine the types and extent of the road safety issues
- Identify a programme of measures to address them.
- Inform local people and businesses of the measures they can take to improve their own safety and the safety of others.

The road safety plan recognises and develops the objectives relating to road safety and traffic management as included in the Local Transport Strategy 2010 - 2014.

- To improve safety for all users of the transport network, with particular attention to the vulnerable users.
- To reduce the speed of vehicles in sensitive areas particularly where pedestrian volumes are high.
- To improve perceived and physical safety of all transport users.
- To reduce conflicts between pedestrians and vehicles.
- To reduce the number of fatal and serious accidents.

High level Council priorities include:

- Single Outcome Agreement - "Safer and Stronger"
- Corporate Plan - "Our Communities are Safer"

Engineering

The provision of physical engineering measures can significantly impact on road safety. There are many engineering measures in place and proposed throughout Clackmannanshire which contribute towards a safer road network.

The Council's Roads and Transportation Service is responsible for analysing accident information in order to identify accident clusters and trends. The Council also undertakes accident studies, safety audits and recommends remedial measures.

Improving factors such as road surface condition, alignment, profile, drainage, street lighting, road markings, signing and junction layout can all contribute towards accident reduction. In addition the Council provides winter maintenance and 24 hour standby services to mitigate the impacts of severe weather on priority roads and footpaths and to maintain essential and emergency access.

All major new infrastructure promoted by the council and by developers is subject to road safety audit. The development control process is utilised

during the design stage to mitigate against adverse safety impacts and to identify opportunities for improvements to the existing network. The Council's 'Development Roads – Guidelines and Specifications' document is based on good practice in design and road safety standards and is regularly updated. The Council are looking to implementing the ethos of the Scottish Government's consultative draft document 'Designing Streets'. Designing Streets aims to create safe and pleasant places to live which use imaginative layouts to minimise vehicle speed naturally.

Increasingly traffic management measures are being used to control traffic volume and speed in sensitive areas such as residential streets, outside schools and through towns and villages. Traffic management includes the use of traffic calming such as speed cushions, the introduction of speed limits and other prohibitions, improved pedestrian crossing facilities and the reallocation of road space for vulnerable road users.

Enforcement

In many instances the use of physical engineering measures to enforce behaviour is either inappropriate or not enough in isolation. In these circumstances the Council requires the assistance of Central Scotland Police. The police undertake speed enforcement, where necessary, to impose speed limits and to educate drivers. It is also the duty of the police to enforce other aspects of the law in respect to driving including dangerous/careless driving, mobile phone use, drink/drug driving, disqualified driving, vehicle conditions, inappropriate parking, obstructions and seatbelt use.

Central Scotland Police take the lead on road safety education and publicity and are involved in a number of initiatives aimed at improving road safety. This is done through joint working with other organisations with an interest in road safety and support of national and local road safety campaigns. The Association of Chief Police Officers in Scotland has produced the 'Scottish Road Policing Framework 2009 - 2012', to ensure that road policing is intelligence led, task orientated and focused on local and national priorities.

Encouragement

In the past campaigns such as 'Don't Drink and Drive' and 'Foolsspeed' have successfully raised awareness of the issues and reduced public acceptance of such behaviour. By continuing to make the public aware of the dangers and the consequences of their actions when travelling it is possible to encourage safer behaviour by the community as a whole. Society should be less tolerant of drivers who break speed limits or who talk on the phone while driving.

There are a number of publicity campaigns aimed at improving road safety, many of which are promoted by Road Safety Scotland. These include One Distraction is all it Takes and Cyclists Breathing Space.

Education

Education and associated training are used to attempt to alter and influence the behaviour of people to develop a positive attitude towards road safety. Use of the media has played a role in education and raising awareness of dangers and hazards when travelling.

Education within schools conveys road safety messages to children as they develop, from the Green Cross Code for very young children and cycle training for older children and continuing with teenagers as they learn to drive with campaigns such as Safe Drive Stay Alive. Road safety education within schools in Clackmannanshire is delivered by Central Scotland Police and is supported by the Council's Education and Road and Transportation Services and other interested groups.

Central Scotland Safety Camera Partnership

Central Scotland Safety Camera Partnership was launched in April 2006 with its focus being on encouraging and educating motorists to drive within the speed limit. The partnership operates two mobile camera units within the Central Scotland Police force area, at identified sites where there are proven incidences of collisions and excessive speed.

The partnership is made up of Clackmannanshire Council, Falkirk Council, Stirling Council, Central Scotland Police, Transport Scotland and the Area Procurator Fiscal. Supporting partners are Forth Valley NHS Board, the Scottish Ambulance Service and Central Scotland Fire and Rescue Service.

The partnership operates 2 mobile camera units at 12 identified sites across Stirling, Falkirk and Clackmannanshire council areas. The following three sites are located in Clackmannanshire:

- A908 Sauchie
- A907 Cambus
- A908 Devonside, Tillicoultry

All sites where the mobile cameras operate are well sign-posted and the mobile units are highly visible.

The partnership has experienced a reduction in the number of detection figures since operations began. This is in part due to increased visibility, awareness, education and the application of engineering solutions, such as the installation of Vehicle Activated Signs at Cambus, Devonside, and Sauchie locations to act as a continuous reminder to drivers to slow down and obey the speed limits.

The partnership doesn't seek to catch offenders speeding, it hopes to educate and influence driver behaviour, thereby encouraging all road users to drive within the speed limits.

Accident Remediation

Table S.8 below shows the reduction in the number of accidents at 22 treated blacksites, between the years 1982 and 2004.

Summary of 22 Treated Blacksites		
Accident Severity	Three Year Period	
	Before	After
Fatal	5	0
Serious	42	17
Slight	56	23
Total	103	40

Table S.8: Reduction in Accidents due to Remedial Works
TO BE UPDATED WHEN NEW FIGURES ARE AVAILABLE

Action Plan

Action	Responsibility	Timescale
Engineering		
Monitor accident information, undertake accident studies and safety audits and identify remedial action.	Clackmannanshire Council Roads and Transportation	Ongoing
Implement traffic management prioritisation process, 20mph zones, pedestrian facilities and safer streets	Clackmannanshire Council Roads and Transportation	Ongoing
Utilise traffic management, speed reduction measures and environmental improvements to change driver perception of street environment to encourage increased awareness of other users	Clackmannanshire Council Roads and Transportation	Ongoing
Maintain and improve footpaths, road surfaces and street lighting to improve safety and security.	Clackmannanshire Council Roads and Transportation	Ongoing
Major road and junction improvement schemes see table 4.9	Clackmannanshire Council Roads and Transportation	Ongoing
To promote and manage the current CCTV system as a community safety tool, expanding coverage where necessary.	Clackmannanshire Council Corporate Development	Ongoing
Enforcement		
Appropriate use of speed cameras in areas where speeding is identified as an issue.	Central Scotland Safety Camera Partnership	Ongoing
Undertake a review of the speed limits in Clackmannanshire	Clackmannanshire Council Roads and Transportation	2011
Continued enforcement of Traffic Orders	Central Scotland Police	Ongoing
Continue to implement vehicle safety campaigns.	Central Scotland Police	Annually

Action	Responsibility	Timescale
Encouragement		
Promote and support national and local road safety campaigns.	Central Scotland Police Clackmannanshire Council	Ongoing
Maintain an effective school crossing patrol service.	Clackmannanshire Council Services to People	Ongoing
Work with Central Scotland Police to develop ways of improving communication, consultation and input into various projects.	Clackmannanshire Council Central Scotland Police	Ongoing
Promote eco-driving techniques, which includes driving at slower speeds and reducing the need to travel	Clackmannanshire Council Roads and Transportation	Ongoing
Develop working partnerships with both internal and external partners to ensure that road safety is addressed in new initiatives and developments.	All	Ongoing
Education		
Implement School Travel Plans	Clackmannanshire Council Services to People	Ongoing
Improve classroom learning about road safety	Clackmannanshire Council Central Scotland Police	Ongoing

Table S.9: Action Plan

Individual Schemes 2010 - 2014

Scheme Name	Description	Timescale	Cost
A91 RARP	Route Accident Reduction Plan including anti-skid surfacing, signing and realignment	2010-15	
A907 RARP	Route Accident Reduction Plan including speed limit review and signing	2010-15	
A908 RARP	Route Accident Reduction Plan including pedestrian facilities, signing and lining	2010-15	
B9096 RARP	Route Accident Reduction Plan including installation of pedestrian crossing facilities and lining	2010-15	
A977 RARP	Route Accident Reduction Plan including signing and layout	2010-15	
A91 Bends	Realignment of the bends East of Tillicoultry	2013-15	
B9140 Bends	Realignment of the bends East of Collyland	2013-15	
Alloa Town Centre Regeneration	Improving facilities within Alloa town centre to make pedestrian movements easier and safer	2012	£3,000,000
Speed Reduction	Introduction of 20mph limits and zones	Ongoing	
Main Urban Distributor Roads	Traffic management and removal of severance	Ongoing	
Rural Road Safety	Introduction of pedestrian crossings, signing, village gateways, bend treatment, and anti-skid surfacing	Ongoing	

Table S.10: 2010 – 2014 Scheme Action Plan

COSTS TO BE CONFIRMED

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

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