

Proposal Details	
Proposal Name:	Option 1 - Do-minimum
Proposal Description:	This assumes that the Council only carry out the statutory requirements under the Roads (Scotland) Act 1984. This would include essential maintenance of roads, bridges, street lighting, signing and lining, winter service provision, National Entitlement Card, Blue Badge, road safety analysis and investigation, and disability access strategy.
Background Information	
Geographic Context:	The Local Transport Strategy relates to the whole of Clackmannanshire, with a population of approximately 50,000. The area includes the Ochil Hills to the North and the River Forth to the South. The strategy is concerned with the transport network within Clackmannanshire and its connections to neighbouring authorities. The A907 connects from East to West and passes through the main town of Alloa. Alloa acts as the commercial centre for the area and is where the bus hub is located. The A91 provides a northern East to West connection at the foot of the Ochils and serves the Hillfoots towns and villages. The A91 and A907 are connected by the A908 and A977. The National Cycle Network (NCN76) Round the Forth route travels from East to West and passes through Alloa with links to Stirling and Dunfermline. The Stirling - Alloa - Kincardine railway line was reopened in 2008, providing passenger services from Alloa to Stirling, Glasgow and Edinburgh. There is also a freight connection through to Longannet in Fife and beyond. The Clackmannanshire Bridge opened in 2008 providing a more direct connection from Clackmannanshire to the strategic road network.
Social Context:	The local area is a mix of urban and rural, with both private, local authority and housing association homes. In recent years there has been a significant increase in quality private housing in the area. The levels of unemployment in the area, 2.6% in April 2008, is higher than for Forth Valley and Scotland as a whole. Several areas have been defined as being at a social disadvantage, including Alloa, Tullibody and parts of Sauchie and Coalsnaughton. The South and East of Alloa is defined as a Social Inclusion Partnership and is the focus of a renewal project. The areas of Dollar and Muckhart in the Northeast are considered affluent, but suffer from poor public transport links, especially in the evenings and at the weekend. 29% of households have no access to a car (2001 census).
Economic Context:	In the period 2006 - 2031 the population growth for Clackmannanshire is projected to increase by 9%, compared with 5% for Scotland. There has been an ongoing decline of traditional industry in Clackmannanshire over the past few decades. However recent investment including major transport infrastructure such as the reopening of the Stirling-Alloa-Kincardine railway line and the new Clackmannanshire Bridge in 2008, have assisted in boosting the economy by increasing the attractiveness and accessibility of the area. Between 2001 and 2006 Clackmannanshire had the third highest economic growth rate in Scotland at 7.1%. The recent economic decline is having an impact on Clackmannanshire's economy and the levels of investment are likely to be reduced in coming years.

Transport Planning Objectives		
Objective:	Assessment Summary	Performance against planning objective:
Improve access to local and regional services for people living in Clackmannanshire	Minor Benefit	This option would allow the current transport network to remain open providing access for all. Safety would be maintained at current standards. It would allow the Council to implement all legislative requirements.
Improve and enhance the environment in Clackmannanshire for all	Minor Impact	By undertaking the minimum it would be difficult to maintain the network at the current high standard and the road conditions could deteriorate in some areas leading to difficult driving conditions and increased emissions. Road drainage may also deteriorate leading to poorer water quality.
Improve the attractiveness of Clackmannanshire to people and businesses	Minor Impact	The do-minimum option may lead to a poorer quality transport network, which would ultimately become unattractive and unreliable for users. It would be difficult for the Council to keep up with changing expectations.
Enhance the transport assets within Clackmannanshire to meet the future needs of all	Major Impact	The option does not allow for the transport network to be enhanced, therefore it would be difficult to adapt to modern and future travel choices and trends. There would be no opportunities for new transport infrastructure or new access opportunities to existing modes.

Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	Minor Impact	The option may lead to an increase in CO ₂ emissions and reduced water quality from surface run off as a result of declining transport infrastructure. There may be an increase in noise and air pollution as a result of vehicles using unsuitable roads due to avoidance of declining conditions on alternative routes.
Safety:	Minor Impact	The minimum standard would be maintained and in some part of the network conditions will deteriorate. In the long term this may lead to real and perceived road safety dangers.
Economy:	Minor Impact	There would be a gradual worsening of conditions and access to the transport network. Minimum work means minimum local opportunities for employment and procurement of local materials and services.
Integration:	Major Impact	Generally the network would be in decline. Therefore this would impact on stimulating economic growth. Opportunities to protect the environment and integrating land-use and transport planning would be reduced. No new infrastructure would be developed to pump prime economic development.
Accessibility & Social Inclusion:	Moderate Impact	The do-minimum option allows for the Council to maintain the status quo in the short to medium term, but there would be no overall improvement and in the long term the network would be in decline. Severance issues would not be addresses and may increase. There is also the possibility of a loss of subsidised bus services leading to increased social exclusion.

Implementability Appraisal	
Technical:	Technical skill to operate and improve the network are currently available within the Council. The do-minimum option will sterilise and stagnate the future ability to cope with any future upturns or to consider viable options. There is the potential for a loss of the existing skill base.
Operational:	To provide a winter service provision a steady workload is required throughout the rest of the year to keep the workforce employed. The ability to assist partners and deal with fluctuations would be compromised due to reduced annual workforce.
Financial:	The do-minimum option is likely to increase year on year costs with higher unit rates for smaller projects. There may be local economic decline as no investment is made in the transport network, therefore new businesses and residents will not be attracted to the area and existing businesses may move to other areas.
Public:	The public are unlikely to be supportive of no improvement to the transport network ultimately leading to a decline in the network conditions and access. No account can be taken for future needs and there is likely to be a political impact of adopting a do-minimum approach to transport.
Rationale for Selection or Rejection of Proposal:	Overall there is a major impact of adopting a do-minimum approach to transport. This option would ultimately lead to the decline in the integrity of the existing transport network with no planning for future transport needs and no consideration of the environmental consequences. While the Council must undertake the do-minimum to meet statutory obligations as a preferred option it would be rejected.

Proposal Details	
Proposal Name:	Option 2 - Improve Travel Choices
Proposal Description:	Improve travel choices through investment in public transport, walking and cycling networks. Look to reducing community severance. Implement travel plans and travel planning measures in new and existing developments. Better integration between transport and land-use planning. Improved management of town centre car parks.
Background Information	
Geographic Context:	The Local Transport Strategy relates to the whole of Clackmannanshire, with a population of approximately 50,000. The area includes the Ochil Hills to the North and the River Forth to the South. The strategy is concerned with the transport network within Clackmannanshire and its connections to neighbouring authorities. The A907 connects from East to West and passes through the main town of Alloa. Alloa acts as the commercial centre for the area and is where the bus hub is located. The A91 provides a northern East to West connection at the foot of the Ochils and serves the Hillfoots towns and villages. The A91 and A907 are connected by the A908 and A977. The National Cycle Network (NCN76) Round the Forth route travels from East to West and passes through Alloa with links to Stirling and Dunfermline. The Stirling - Alloa - Kincardine railway line was reopened in 2008, providing passenger services from Alloa to Stirling, Glasgow and Edinburgh. There is also a freight connection through to Longannet in Fife and beyond. The Clackmannanshire Bridge opened in 2008 providing a more direct connection from Clackmannanshire to the strategic road network.
Social Context:	The local area is a mix of urban and rural, with both private, local authority and housing association homes. In recent years there has been a significant increase in quality private housing in the area. The levels of unemployment in the area, 2.6% in April 2008, is higher than for Forth Valley and Scotland as a whole. Several areas have been defined as being at a social disadvantage, including Alloa, Tullibody and parts of Sauchie and Coalsnaughton. The South and East of Alloa is defined as a Social Inclusion Partnership and is the focus of a renewal project. The areas of Dollar and Muckhart in the Northeast are considered affluent, but suffer from poor public transport links, especially in the evenings and at the weekend. 29% of households have no access to a car (2001 census).
Economic Context:	In the period 2006 - 2031 the population growth for Clackmannanshire is projected to increase by 9%, compared with 5% for Scotland. There has been an ongoing decline of traditional industry in Clackmannanshire over the past few decades. However recent investment including major transport infrastructure such as the reopening of the Stirling-Alloa-Kincardine railway line and the new Clackmannanshire Bridge in 2008, have assisted in boosting the economy by increasing the attractiveness and accessibility of the area. Between 2001 and 2006 Clackmannanshire had the third highest economic growth rate in Scotland at 7.1%. The recent economic decline is having an impact on Clackmannanshire's economy and the levels of investment are likely to be reduced in coming years.

Transport Planning Objectives		
Objective:	Assessment Summary	Performance against planning objective:
Improve access to local and regional services for people living in Clackmannanshire	Major Benefit	Opens up opportunities to travel for everyone, especially the less advantaged members of society and the mobility impaired. By improving travel choices works towards removing barriers to travelling.
Improve and enhance the environment in Clackmannanshire for all	Moderate Benefit	By providing opportunities to travel by a variety of modes, particularly sustainable modes, there will be a positive impact on the environment and health.
Improve the attractiveness of Clackmannanshire to people and businesses	Major Benefit	Opportunities to travel by a variety of modes will improve access to the market. Improved travel choices can help to make Clackmannanshire a more attractive location for new business opportunities. Improved links to strategic road, rail, bus and cycle networks.
Enhance the transport assets within Clackmannanshire to meet the future needs of all	Major Benefit	By enhancing transport choices and improving its associated infrastructure the value of the asset will increase and meet future demand.

Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	Moderate Benefit	Promoting the use of sustainable modes, managing the existing transport network and increasing access to a variety of transport modes will reduce the number of vehicle trips, thus reducing transport emissions.
Safety:	Moderate Benefit	Increasing the use of public transport is likely to reduce the number of road accidents. However increases in walking and cycling levels may result in an increase in accidents amongst these vulnerable groups until critical mass is achieved. Improved public transport facilities will enhance the perception of security.
Economy:	Major Benefit	Increasing the choice and availability of all modes of transport will improve the attractiveness of Clackmannanshire and provide more opportunities for travel to and from the area. Increasing the provision of sustainable transport is likely to make these modes more reliable and remove traffic from the network, thus reducing congestion and journey times.
Integration:	Major Benefit	By increasing the choice of modes for travel there are more opportunities for modes to integrate. Improving travel choices, works towards achieving the Government's strategic objectives of wealthier & fairer, safer & stronger, greener and healthier.
Accessibility & Social Inclusion:	Major Benefit	Improving the choice of transport available opens up new opportunities for people to travel. Working to remove barriers to travel helps to reduce social exclusion and assist those with mobility impairments. By creating a diverse range of travel options the attractiveness of Clackmannanshire to businesses can be improved, thus creating more local opportunities to access these services and jobs.

Implementability Appraisal	
Technical:	The majority of the measures can be implemented by Clackmannanshire Council, with the exception of rail based measures and those bus based options relating to fare costs and services. Bus priority is likely to be difficult to implement due to lack of existing road space. Real time passenger information would not be successful unless introduced in a region wide approach with Falkirk, Fife and Stirling Councils and/or SEStran.
Operational:	Network Rail/Scottish Government/Transport Scotland would be responsible for increasing access to the rail network (e.g. new rail stations). Scotrail would be required to extend the passenger services into Edinburgh. Local bus operators and Scotrail would require to reduce the cost of public transport tickets. SEStran are likely to promote the introduction of real time passenger information. Clackmannanshire Council would take ownership of all other measures.
Financial:	The burden on partners is likely to be significant, conflicting with individual priorities. Commercial operators already working to tight margins are likely to reject some measures. Short term leases of franchises can make it difficult to implement long term plans. Car parking management could introduce a new revenue stream. Cost to the Council to improve access and facilities for public transport may be large.
Public:	There is likely to be strong public support for enhancements to the public transport network. Consultation responses show that the frequency of bus services and the cost of public transport are significant concerns in Clackmannanshire. There is strong public support for the new rail station in Alloa with requests for halts in Cambus/Tullibody and Clackmannan. Car parking management measures aimed at constraining car use are likely to generate complaints.
Rationale for Selection or Rejection of Proposal:	Overall there is a major benefit in improving travel choices within Clackmannanshire and therefore this option will be delivered in part by Clackmannanshire Council. The Council will support the introduction of the other measures (bus/rail) by the responsible organisations outlined above. Bus priority is not likely to be taken forward at this time as the benefits are minor compared to the cost and difficulties implementing this would create. SEStran are likely to deliver/promote one-ticket and real time information.

Proposal Details	
Proposal Name:	Option 3 - Protect the Environment
Proposal Description:	Protect and enhance the environment by promoting public transport and active travel. Implement travel plans and travel plan measures in new and existing developments. Reduce the need to travel. Promote eco-driving techniques and other soft measures. Promote recycling and the use of eco-friendly construction materials/techniques in roads construction/maintenance. Reduce the CO ₂ emissions from transport.
Background Information	
Geographic Context:	The Local Transport Strategy relates to the whole of Clackmannanshire, with a population of approximately 50,000. The area includes the Ochil Hills to the North and the River Forth to the South. The strategy is concerned with the transport network within Clackmannanshire and its connections to neighbouring authorities. The A907 connects from East to West and passes through the main town of Alloa. Alloa acts as the commercial centre for the area and is where the bus hub is located. The A91 provides a northern East to West connection at the foot of the Ochils and serves the Hillfoots towns and villages. The A91 and A907 are connected by the A908 and A977. The National Cycle Network (NCN76) Round the Forth route travels from East to West and passes through Alloa with links to Stirling and Dunfermline. The Stirling - Alloa - Kincardine railway line was reopened in 2008, providing passenger services from Alloa to Stirling, Glasgow and Edinburgh. There is also a freight connection through to Longannet in Fife and beyond. The Clackmannanshire Bridge opened in 2008 providing a more direct connection from Clackmannanshire to the strategic road network.
Social Context:	The local area is a mix of urban and rural, with both private, local authority and housing association homes. In recent years there has been a significant increase in quality private housing in the area. The levels of unemployment in the area, 2.6% in April 2008, is higher than for Forth Valley and Scotland as a whole. Several areas have been defined as being at a social disadvantage, including Alloa, Tullibody and parts of Sauchie and Coalsnaughton. The South and East of Alloa is defined as a Social Inclusion Partnership and is the focus of a renewal project. The areas of Dollar and Muckhart in the Northeast are considered affluent, but suffer from poor public transport links, especially in the evenings and at the weekend. 29% of households have no access to a car (2001 census).
Economic Context:	In the period 2006 - 2031 the population growth for Clackmannanshire is projected to increase by 9%, compared with 5% for Scotland. There has been an ongoing decline of traditional industry in Clackmannanshire over the past few decades. However recent investment including major transport infrastructure such as the reopening of the Stirling-Alloa-Kincardine railway line and the new Clackmannanshire Bridge in 2008, have assisted in boosting the economy by increasing the attractiveness and accessibility of the area. Between 2001 and 2006 Clackmannanshire had the third highest economic growth rate in Scotland at 7.1%. The recent economic decline is having an impact on Clackmannanshire's economy and the levels of investment are likely to be reduced in coming years.

Transport Planning Objectives		
Objective:	Assessment Summary	Performance against planning objective:
Improve access to local and regional services for people living in Clackmannanshire	Minor Benefit	There may be some reduction in accessibility by discouraging car use through a variety of measures. However this may in turn lead to improved access to alternative modes.
Improve and enhance the environment in Clackmannanshire for all	Major Benefit	Protecting the environment when planning, constructing and using the transport network will have a positive impact on all aspects of the environment and health.
Improve the attractiveness of Clackmannanshire to people and businesses	Minor Benefit	An attractive environment can encourage people and businesses to visit or locate in Clackmannanshire.
Enhance the transport assets within Clackmannanshire to meet the future needs of all	Minor Benefit	The promotion of sustainable modes may reduce the impact of transport on the asset and enhance the infrastructure associated with these modes. Some eco-techniques are unproven however in terms of long term durability.

Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	Major Benefit	Promoting sustainable travel and implementing eco-techniques to reduce car use or the need to travel will improve local and national air quality. Implementing eco-techniques in construction may reduce the volume of waste going to land fill, reduce the consumption of raw materials or reduce the impact on air quality.
Safety:	Minor Benefit	Increasing the use of public transport and quality of facilities may reduce the accidents and improve security. Increases in levels of walking and cycling would increase security but may lead to an increase in the risk of accidents.
Economy:	Minor Benefit	While the principle of protecting the environment through sustainable transport is largely positive to the economy in terms of reducing traffic volumes and congestion, its effects are likely to be limited at a local level.
Integration:	Major Benefit	Transport measures to protect the environment encourage better integration amongst sustainable modes. Protecting the environment also meets the Government's strategic objective for a greener Scotland.
Accessibility & Social Inclusion:	Minor Benefit	Promoting travel choices can provide information to open up travel opportunities to all. However reducing car use can lead to decreased accessibility especially if other modes are not available.

Implementability Appraisal	
Technical:	Clackmannanshire Council current promote sustainable travel, travel plans and eco-driving techniques. Reducing car use is partially implemented by Clackmannanshire through the aforementioned measures, however tougher measures are required at a national level to have more widespread impact. Within roads maintenance the Council currently trial new environmentally friendly techniques and where these are demonstrated to be successful are implemented on a wider scale.
Operational:	The Council are currently able to deliver on promoting sustainable travel and will continue to look to ways to reduce the environmental impact of transport and road construction/maintenance at a local level where the ability lies. However the wider environmental impacts of transport and it use will require to be addressed at a national level by the Scottish and UK Governments.
Financial:	Generally these measures are cost effective, with any short term increase in expenditure negated by the long term benefits. Some recycling/eco-friendly techniques may have a high capital cost.
Public:	There is some public support for the promotion and implementation of sustainable travel and eco-driving techniques. There is some call from the public to save energy by reducing the levels of street lighting, but little public knowledge of recycling and eco-construction techniques. There is some public acceptance of the need to reduce car use, but very little action or willingness to actual commit to doing so.
Rationale for Selection or Rejection of Proposal:	There is a moderate benefit in protecting the environment and as many of these measures are currently being implemented or trialled, the Council would continue to deliver this proposal. However the impact of reducing car use will be limited to small actions deliverable at a local level. Overall the environment is protected and enhanced for all.

Proposal Details	
Proposal Name:	Option 4 - Extend the Network
Proposal Description:	Extend the transport network and enhance the asset by building town bypasses. Look to utilising the River Forth for passenger and freight transport. Extend the rail network in Clackmannanshire for both passengers and freight. Provide street lighting on rural roads and paths. Extend the walking and cycling network to connect with existing routes and create travel to work routes.
Background Information	
Geographic Context:	The Local Transport Strategy relates to the whole of Clackmannanshire, with a population of approximately 50,000. The area includes the Ochil Hills to the North and the River Forth to the South. The strategy is concerned with the transport network within Clackmannanshire and its connections to neighbouring authorities. The A907 connects from East to West and passes through the main town of Alloa. Alloa acts as the commercial centre for the area and is where the bus hub is located. The A91 provides a northern East to West connection at the foot of the Ochils and serves the Hillfoots towns and villages. The A91 and A907 are connected by the A908 and A977. The National Cycle Network (NCN76) Round the Forth route travels from East to West and passes through Alloa with links to Stirling and Dunfermline. The Stirling - Alloa - Kincardine railway line was reopened in 2008, providing passenger services from Alloa to Stirling, Glasgow and Edinburgh. There is also a freight connection through to Longannet in Fife and beyond. The Clackmannanshire Bridge opened in 2008 providing a more direct connection from Clackmannanshire to the strategic road network.
Social Context:	The local area is a mix of urban and rural, with both private, local authority and housing association homes. In recent years there has been a significant increase in quality private housing in the area. The levels of unemployment in the area, 2.6% in April 2008, is higher than for Forth Valley and Scotland as a whole. Several areas have been defined as being at a social disadvantage, including Alloa, Tullibody and parts of Sauchie and Coalsnaughton. The South and East of Alloa is defined as a Social Inclusion Partnership and is the focus of a renewal project. The areas of Dollar and Muckhart in the Northeast are considered affluent, but suffer from poor public transport links, especially in the evenings and at the weekend. 29% of households have no access to a car (2001 census).
Economic Context:	In the period 2006 - 2031 the population growth for Clackmannanshire is projected to increase by 9%, compared with 5% for Scotland. There has been an ongoing decline of traditional industry in Clackmannanshire over the past few decades. However recent investment including major transport infrastructure such as the reopening of the Stirling-Alloa-Kincardine railway line and the new Clackmannanshire Bridge in 2008, have assisted in boosting the economy by increasing the attractiveness and accessibility of the area. Between 2001 and 2006 Clackmannanshire had the third highest economic growth rate in Scotland at 7.1%. The recent economic decline is having an impact on Clackmannanshire's economy and the levels of investment are likely to be reduced in coming years.

Transport Planning Objectives		
Objective:	Assessment Summary	Performance against planning objective:
Improve access to local and regional services for people living in Clackmannanshire	Minor Benefit	New infrastructure and modes will open up opportunities for travel not previously available. However some measures may be limited in impact due to location and therefore the ability to access these.
Improve and enhance the environment in Clackmannanshire for all	Moderate Impact	Any proposals to extend the transport network are likely to have environmental impacts. However infrastructure to promote sustainable travel may have a positive impact in the longer term.
Improve the attractiveness of Clackmannanshire to people and businesses	Moderate Benefit	Any improvements and increases in the transport network will open up opportunities to both visitors and businesses and improve the existing transport network for all. Increased accessibility and reduced congestion will assist the area in attracting new businesses and residents.
Enhance the transport assets within Clackmannanshire to meet the future needs of all	Moderate Benefit	By increasing the asset, opportunities for development and access are increased. Provides new and increased ways of moving people and goods within Clackmannanshire and to the wider markets.

Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	Major Impact	New Infrastructure is likely to have impacts on the environment. An increased network will also lead to increased traffic and therefore increased emissions. Any transport in the Forth Estuary may impact on water quality, RAMSAR sites and SSI's.
Safety:	Moderate Benefit	Extending the network may distribute traffic on the network and decrease traffic in urban areas. This may lead to reduced accidents. However an increase in walking and cycling may result in accidents where these users have to interact with vehicles.
Economy:	Moderate Benefit	By extending the network and connecting the area to Scotland and strategic transport networks, Clackmannanshire is perceived to be more accessible and therefore more attractive. This may encourage additional traffic, however many of the measures are aimed at removing traffic from sensitive locations and providing an enhanced sustainable transport network.
Integration:	Moderate Benefit	Extending the network works towards meeting the Government's strategic objectives of wealthier & fairer, safer & stronger and to a lesser extent greener and healthier. By extending the network, with due consideration to all modes, there are more opportunities for modes to integrate with each other.
Accessibility & Social Inclusion:	Minor Benefit	Extending the multi modal network by providing an increase in travel opportunities will increase accessibility and reduce social exclusion. However town bypasses may limit or even reduce accessibility in the areas they bypass.

Implementability Appraisal	
Technical:	There would be major difficulties in extending the network as not all modes would be under the Council's control (rail & river). Land ownership issues would need to be addressed for town bypasses and for certain parts of the walking and cycling network. Street lighting on rural paths may prove difficult in terms of power sources.
Operational:	The Council would not be in a position to operate improvements to the rail network or river network, but could operate the walking, cycling and road network, including street lighting.
Financial:	Due to the high capital cost and strategic nature many of the measures would need to be included in the Strategic Transport Projects Review. Locally deliverable projects could include walking & cycling networks and street lighting, where costs would still be significant. New infrastructure would place a financial burden on existing maintenance budgets.
Public:	There is likely to be general public support for some of the measures. However for the communities or residents who may be directly impacted as a result of any improvements there may be strong opposition, particularly those adjacent to the rail network. There is public support for new rail infrastructure (rail halts) in Cambus/Tullibody and Clackmannan. From the consultation responses there is a general feeling that there is a need for more cycling provision. While street lighting on rural paths may be supported by those who use them there is likely to be less support from the wider public and has an environmental impact in terms of light pollution and energy consumption. There may be environmental concerns from the public.
Rationale for Selection or Rejection of Proposal:	The proposal provides only an overall minor benefit to improving the image of Clackmannanshire and attracting people and businesses. However the costs associated with extending the network are likely to be prohibitive to promoting this option. Many of the measures are likely to require detailed investigation, design and landownership issues to be resolved. The proposal will be reject with the exception of some new sections of cycling infrastructure which have been identified (NCN76 @ Cambus, A91 Alva - Tillicoultry and Menstrie Branch Line)

Proposal Details	
Proposal Name:	Option 5 - Improve Transport Movement
Proposal Description:	Keep the transport network free flowing through freight routes and bans. Implement winter service treatment on priority routes. Reduce the need to travel to reduce congestion. Implement traffic management, bus priority and road user charging as methods to manage traffic flows and volumes in sensitive streets.
Background Information	
Geographic Context:	The Local Transport Strategy relates to the whole of Clackmannanshire, with a population of approximately 50,000. The area includes the Ochil Hills to the North and the River Forth to the South. The strategy is concerned with the transport network within Clackmannanshire and its connections to neighbouring authorities. The A907 connects from East to West and passes through the main town of Alloa. Alloa acts as the commercial centre for the area and is where the bus hub is located. The A91 provides a northern East to West connection at the foot of the Ochils and serves the Hillfoots towns and villages. The A91 and A907 are connected by the A908 and A977. The National Cycle Network (NCN76) Round the Forth route travels from East to West and passes through Alloa with links to Stirling and Dunfermline. The Stirling - Alloa - Kincardine railway line was reopened in 2008, providing passenger services from Alloa to Stirling, Glasgow and Edinburgh. There is also a freight connection through to Longannet in Fife and beyond. The Clackmannanshire Bridge opened in 2008 providing a more direct connection from Clackmannanshire to the strategic road network.
Social Context:	The local area is a mix of urban and rural, with both private, local authority and housing association homes. In recent years there has been a significant increase in quality private housing in the area. The levels of unemployment in the area, 2.6% in April 2008, is higher than for Forth Valley and Scotland as a whole. Several areas have been defined as being at a social disadvantage, including Alloa, Tullibody and parts of Sauchie and Coalsnaughton. The South and East of Alloa is defined as a Social Inclusion Partnership and is the focus of a renewal project. The areas of Dollar and Muckhart in the Northeast are considered affluent, but suffer from poor public transport links, especially in the evenings and at the weekend. 29% of households have no access to a car (2001 census).
Economic Context:	In the period 2006 - 2031 the population growth for Clackmannanshire is projected to increase by 9%, compared with 5% for Scotland. There has been an ongoing decline of traditional industry in Clackmannanshire over the past few decades. However recent investment including major transport infrastructure such as the reopening of the Stirling-Alloa-Kincardine railway line and the new Clackmannanshire Bridge in 2008, have assisted in boosting the economy by increasing the attractiveness and accessibility of the area. Between 2001 and 2006 Clackmannanshire had the third highest economic growth rate in Scotland at 7.1%. The recent economic decline is having an impact on Clackmannanshire's economy and the levels of investment are likely to be reduced in coming years.

Transport Planning Objectives		
Objective:	Assessment Summary	Performance against planning objective:
Improve access to local and regional services for people living in Clackmannanshire	Minor Benefit	Keeping transport moving will ensure people can continue to access goods and services. As a result the network will run more efficiently allowing for greater journey time reliability.
Improve and enhance the environment in Clackmannanshire for all	Minor Benefit	By enabling traffic to flow freely there may be some reduction in emissions and reduced delays thus improving the attractiveness of bus services. However an uncongested network can attract new additional vehicle movements and decrease the apparent benefit to the traveller of sustainable modes.
Improve the attractiveness of Clackmannanshire to people and businesses	Major Benefit	Some of the methods aimed at achieving the free movement of goods and people will bring about journey time savings and cost savings. Thus improving the image and attractiveness of Clackmannanshire. The exception would be road user and parking charging which may prove unattractive in an area such as Clackmannanshire
Enhance the transport assets within Clackmannanshire to meet the future needs of all	Major Benefit	By improving the condition of the network and facilitating the efficient movement of transport, many of the future needs will be met in terms of road conditions and routes.

Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	Minor Benefit	By improving the movement of traffic, transport emissions can be reduced. Better management of freight can improve air quality in sensitive areas. However some measures to improve the movement of transport will have significant impacts on the environment, including the run-off of salt into watercourses through the winter maintenance.
Safety:	Major Benefit	High quality road surface conditions, maintenance and winter service treatment ensure that the major roads and footways are kept open and safe. Making sure that transport corridors are used for the right types of mode also contribute to the overall safety of the network.
Economy:	Major Benefit	By facilitating the efficient operation of the transport network, journey times become more reliable. A free flowing system will improve the image and attractiveness of Clackmannanshire and encourage investment in the area.
Integration:	Minor Benefit	Keeping the transport network free flowing contributes towards the Government's strategic objectives of wealthier & fairer, by improving journey times.
Accessibility & Social Inclusion:	Minor Benefit	Ensuring the transport network is operating efficiently through improved transport conditions and reduced congestion is likely to improve accessibility levels. However implementing proposals aimed at reducing car use and charging for car use, some people within the community may have their levels of accessibility reduced and increase the risk of social exclusion especially amongst disadvantaged groups.

Implementability Appraisal	
Technical:	The Council has the authority and resources to implement most of the measures, with the exception of road user charging. The effectiveness of measures aimed at reducing car use could only be implemented by the Council to a limited degree of success, the Scottish and UK Governments would need to promote or legislate for a wider change in attitudes through policy interventions. Road user charging could only be implemented as part of a wider regional or national scheme, promoted by the Scottish or UK Government.
Operational:	The Council are currently undertaking winter service treatment, roads maintenance and road construction. Signing and freight routes would also be within the Council's control. Road user charging would need to be undertaken by external organisations or the regional/national Government. The Council would promote and influence reducing car use through a variety of soft measures, but tougher measures and policy changes would require the Scottish or UK Government.
Financial:	Unless funded through network charging (road user and car parking) this would be an expensive option. Existing budgets provide a winter service and roads maintenance provision. However some measures such as traffic management place a burden on these existing budgets.
Public:	There is strong public support for winter service treatment and roads maintenance. However measures which influence or restrict the public in when and how they use their car and how much it costs are not likely to be supported. Freight routes will be supported by residents, but may not be supported by local businesses. Bus priority measures would be supported by public transport users, but where this provision is at the loss of road space, motorists are likely to strongly oppose. Support for traffic management measures are generally divided depending on the scheme and the social demographic, but overall there is public support.
Rationale for Selection or Rejection of Proposal:	Overall the proposal provides a moderate benefit and will improve the image and attractiveness of Clackmannanshire. The Council would propose to take forward some of the measures to improve transport movement, with the exceptions of road user charging and bus priority. The measures to reduce car use will be limited to small actions deliverable at a local level.

Proposal Details	
Proposal Name:	Option 6 - Improve Travel Safety
Proposal Description:	Work towards providing and maintaining a safe network when travelling through rural road safety schemes. Look to reducing vehicle speeds, through traffic management measures. Continue to maintain roads, signing and bridges to a safe standard. Provide safe walking and cycling networks.
Background Information	
Geographic Context:	The Local Transport Strategy relates to the whole of Clackmannanshire, with a population of approximately 50,000. The area includes the Ochil Hills to the North and the River Forth to the South. The strategy is concerned with the transport network within Clackmannanshire and its connections to neighbouring authorities. The A907 connects from East to West and passes through the main town of Alloa. Alloa acts as the commercial centre for the area and is where the bus hub is located. The A91 provides a northern East to West connection at the foot of the Ochils and serves the Hillfoots towns and villages. The A91 and A907 are connected by the A908 and A977. The National Cycle Network (NCN76) Round the Forth route travels from East to West and passes through Alloa with links to Stirling and Dunfermline. The Stirling - Alloa - Kincardine railway line was reopened in 2008, providing passenger services from Alloa to Stirling, Glasgow and Edinburgh. There is also a freight connection through to Longannet in Fife and beyond. The Clackmannanshire Bridge opened in 2008 providing a more direct connection from Clackmannanshire to the strategic road network.
Social Context:	The local area is a mix of urban and rural, with both private, local authority and housing association homes. In recent years there has been a significant increase in quality private housing in the area. The levels of unemployment in the area, 2.6% in April 2008, is higher than for Forth Valley and Scotland as a whole. Several areas have been defined as being at a social disadvantage, including Alloa, Tullibody and parts of Sauchie and Coalsnaughton. The South and East of Alloa is defined as a Social Inclusion Partnership and is the focus of a renewal project. The areas of Dollar and Muckhart in the Northeast are considered affluent, but suffer from poor public transport links, especially in the evenings and at the weekend. 29% of households have no access to a car (2001 census).
Economic Context:	In the period 2006 - 2031 the population growth for Clackmannanshire is projected to increase by 9%, compared with 5% for Scotland. There has been an ongoing decline of traditional industry in Clackmannanshire over the past few decades. However recent investment including major transport infrastructure such as the reopening of the Stirling-Alloa-Kincardine railway line and the new Clackmannanshire Bridge in 2008, have assisted in boosting the economy by increasing the attractiveness and accessibility of the area. Between 2001 and 2006 Clackmannanshire had the third highest economic growth rate in Scotland at 7.1%. The recent economic decline is having an impact on Clackmannanshire's economy and the levels of investment are likely to be reduced in coming years.

Transport Planning Objectives		
Objective:	Assessment Summary	Performance against planning objective:
Improve access to local and regional services for people living in Clackmannanshire	Minor Benefit	By providing a transport network which is safe and attractive, many of the barriers to travelling are removed.
Improve and enhance the environment in Clackmannanshire for all	Minor Impact	Measures required to improve road safety may have some impact on the environment. However there may be some reduction in emissions by improving air quality in sensitive areas and reducing vehicle speeds or vehicle use.
Improve the attractiveness of Clackmannanshire to people and businesses	Moderate Benefit	A safe and efficient transport network will attract people and businesses to Clackmannanshire.
Enhance the transport assets within Clackmannanshire to meet the future needs of all	Major Benefit	Improving the safety of the transport network will enhance the assets value as these measures will improve the overall condition and sustainability of the network.

Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	Moderate Impact	The majority of road safety schemes will involve an element of roads construction which may have an impact on the environment. Reducing vehicle speeds may reduce emissions, but some traffic management measures may in turn increase these.
Safety:	Major Benefit	Improving road safety through accident reduction measures, blackspots treatment, road improvements, signing and traffic management will reduce the risk of road accidents within Clackmannanshire.
Economy:	Minor Benefit	Many of the measures to improve road safety will ultimately slow vehicles down and thus increase journey times. However there will be cost savings to the economy by reducing the number and severity of accidents. In addition a safe network will be perceived as more attractive to businesses and people and may encourage a shift to more sustainable modes.
Integration:	Moderate Benefit	Improving travel safety integrates with the Government's strategic objective to make Scotland safer & stronger. It also works towards meeting the healthier objective by making walking and cycling attractive and safer. A safer network make integration of modes easier and more attractive to travellers and may encourage a shift to active travel modes.
Accessibility & Social Inclusion:	Minor Benefit	Improving actual and perceived safety issues especially for sustainable modes can encourage people to travel and increase social inclusion. This can open up opportunities to access jobs and services. The area can therefore become more cohesive and inclusive with a positive image.

Implementability Appraisal	
Technical:	All road safety schemes within the roads boundary can be undertaken by the Council. Any schemes which require a road or path to be realigned or constructed or for measures to be undertaken on third party land would require the agreement of the landowners.
Operational:	The Council are currently committed to improving road safety in Clackmannanshire and are able to undertake most of these duties. The Council cannot enforce speed limits and support from Central Scotland Police is required. The Police and Government are require to support and publicise road safety training and education.
Financial:	Much progress can be achieved on improving safety by low cost route and area schemes. However significant capital expenditure is required for larger accident reduction schemes. There is a large economic benefit to society by reducing the number and severity of accidents.
Public:	There is strong public support for road safety improvements. 50% of the public think that Clackmannanshire is safe for pedestrians and cyclists, 54% think that public transport is safe and 77% think that the roads are safe.
Rationale for Selection or Rejection of Proposal:	The proposal provides a moderate benefit and road safety interventions are required in order for Clackmannanshire Council to meet the national road safety targets set out in 'Go Safe' Scotland's Road Safety Framework to 2020. overall by improving road safety our communities are safer.

Proposal Details	
Proposal Name:	Option 7 - Planning for Transport
Proposal Description:	Improve the quality and provision of transport within Clackmannanshire through guidelines, plans, strategies, assessments, monitoring and modelling.
Background Information	
Geographic Context:	The Local Transport Strategy relates to the whole of Clackmannanshire, with a population of approximately 50,000. The area includes the Ochil Hills to the North and the River Forth to the South. The strategy is concerned with the transport network within Clackmannanshire and its connections to neighbouring authorities. The A907 connects from East to West and passes through the main town of Alloa. Alloa acts as the commercial centre for the area and is where the bus hub is located. The A91 provides a northern East to West connection at the foot of the Ochils and serves the Hillfoots towns and villages. The A91 and A907 are connected by the A908 and A977. The National Cycle Network (NCN76) Round the Forth route travels from East to West and passes through Alloa with links to Stirling and Dunfermline. The Stirling - Alloa - Kincardine railway line was reopened in 2008, providing passenger services from Alloa to Stirling, Glasgow and Edinburgh. There is also a freight connection through to Longannet in Fife and beyond. The Clackmannanshire Bridge opened in 2008 providing a more direct connection from Clackmannanshire to the strategic road network.
Social Context:	The local area is a mix of urban and rural, with both private, local authority and housing association homes. In recent years there has been a significant increase in quality private housing in the area. The levels of unemployment in the area, 2.6% in April 2008, is higher than for Forth Valley and Scotland as a whole. Several areas have been defined as being at a social disadvantage, including Alloa, Tullibody and parts of Sauchie and Coalsnaughton. The South and East of Alloa is defined as a Social Inclusion Partnership and is the focus of a renewal project. The areas of Dollar and Muckhart in the Northeast are considered affluent, but suffer from poor public transport links, especially in the evenings and at the weekend. 29% of households have no access to a car (2001 census).
Economic Context:	In the period 2006 - 2031 the population growth for Clackmannanshire is projected to increase by 9%, compared with 5% for Scotland. There has been an ongoing decline of traditional industry in Clackmannanshire over the past few decades. However recent investment including major transport infrastructure such as the reopening of the Stirling-Alloa-Kincardine railway line and the new Clackmannanshire Bridge in 2008, have assisted in boosting the economy by increasing the attractiveness and accessibility of the area. Between 2001 and 2006 Clackmannanshire had the third highest economic growth rate in Scotland at 7.1%. The recent economic decline is having an impact on Clackmannanshire's economy and the levels of investment are likely to be reduced in coming years.

Transport Planning Objectives		
Objective:	Assessment Summary	Performance against planning objective:
Improve access to local and regional services for people living in Clackmannanshire	Minor Benefit	Early consideration of transport needs in the long term Development Plan means that future transport needs for all can be achieved. Transport planning allows all the barriers to be identified and highlight solutions.
Improve and enhance the environment in Clackmannanshire for all	Minor Benefit	Consideration of environmental impacts at an early stage in all proposals and long terms plans can lead to better integration between transport and the environment. Thus bringing about an overall enhancement to the environment. However there may be some environmental impacts in the short term to bring about long term gains.
Improve the attractiveness of Clackmannanshire to people and businesses	Moderate Benefit	Through planning transport for the future needs of all, the area can attract a diverse range of people and businesses.
Enhance the transport assets within Clackmannanshire to meet the future needs of all	Moderate Benefit	By setting a plan/programme of action the transport network can be maintained in a prioritised manner to ensure it is safe and accessible to all.

Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	Minor Benefit	By identifying the future transport needs, the environmental concerns can be addressed at an early stage and either be avoided, designed out or mitigated. Integrating with land use planning can help to avoid sensitive areas at an early stage.
Safety:	Moderate Benefit	The use of plans - particularly the Road Safety Plan, assist in identifying accident trends and is used to focus intervention measures at the most needed points on the network.
Economy:	Moderate Benefit	Through the use of forward planning including the Road Traffic Reduction Report the transport system can be enhanced for all. A well planned network should operate in an efficient manner thus improving the attractiveness of the area.
Integration:	Major Benefit	The purpose of this option is to plan for transport in such a way as to deliver all the future transport needs whilst integrating with other policies and needs. Integration of land use planning, transport and design of new developments may minimise the need to travel
Accessibility & Social Inclusion:	Minor Benefit	Many of the barriers to accessing transport can be avoided through improved forward planning. Removal of these barriers may increasing social inclusion and community cohesiveness. By implementing plans measures can be taken to ensure essential services and jobs are located where the majority of people can access them.

Implementability Appraisal	
Technical:	The Council can implement plans, policies, guidelines, strategies, assessments, monitoring and modelling for transport within Clackmannanshire. These have to be in line with both Scottish and UK Government policy and objectives.
Operational:	The Council would be responsible for any plans, policies etc that are set by the Council and for adhering to and monitoring any policies, targets etc set by the national Governments. The Council may provide response to Government plans, but would not ultimately be responsible for this level of policy or plan.
Financial:	The option is relatively low cost to implement and identifies efficiencies, cross service working and partnerships with external organisations. Benefits occur from working with the private sector in implementing our long term transport and land use plans.
Public:	It is difficult to engage with the public who generally are not interested in long term planning, possibly due to a lack of understanding on how to complexities of transport planning and the best way to get involved. However the public are supportive of the opportunity to provide opinion on consultation exercises at a scheme level. The public are always offered the opportunity to comment of transport policy, generally through the Local Transport Strategy.
Rationale for Selection or Rejection of Proposal:	There is a moderate benefit for planning for transport. The Council has statutory obligations to produce certain plans e.g. Road Traffic Reduction Report and a moral obligation to plan in general to ensure the transport system operates to the best of its ability. Therefore the Council will continue to promote planning for transport and integrate with the Council's own Development Plan and Corporate Objectives. Thus the Council is effective, efficient and recognised for excellence.

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

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