



Stirling Alloa Kincardine
Project Delivery Team

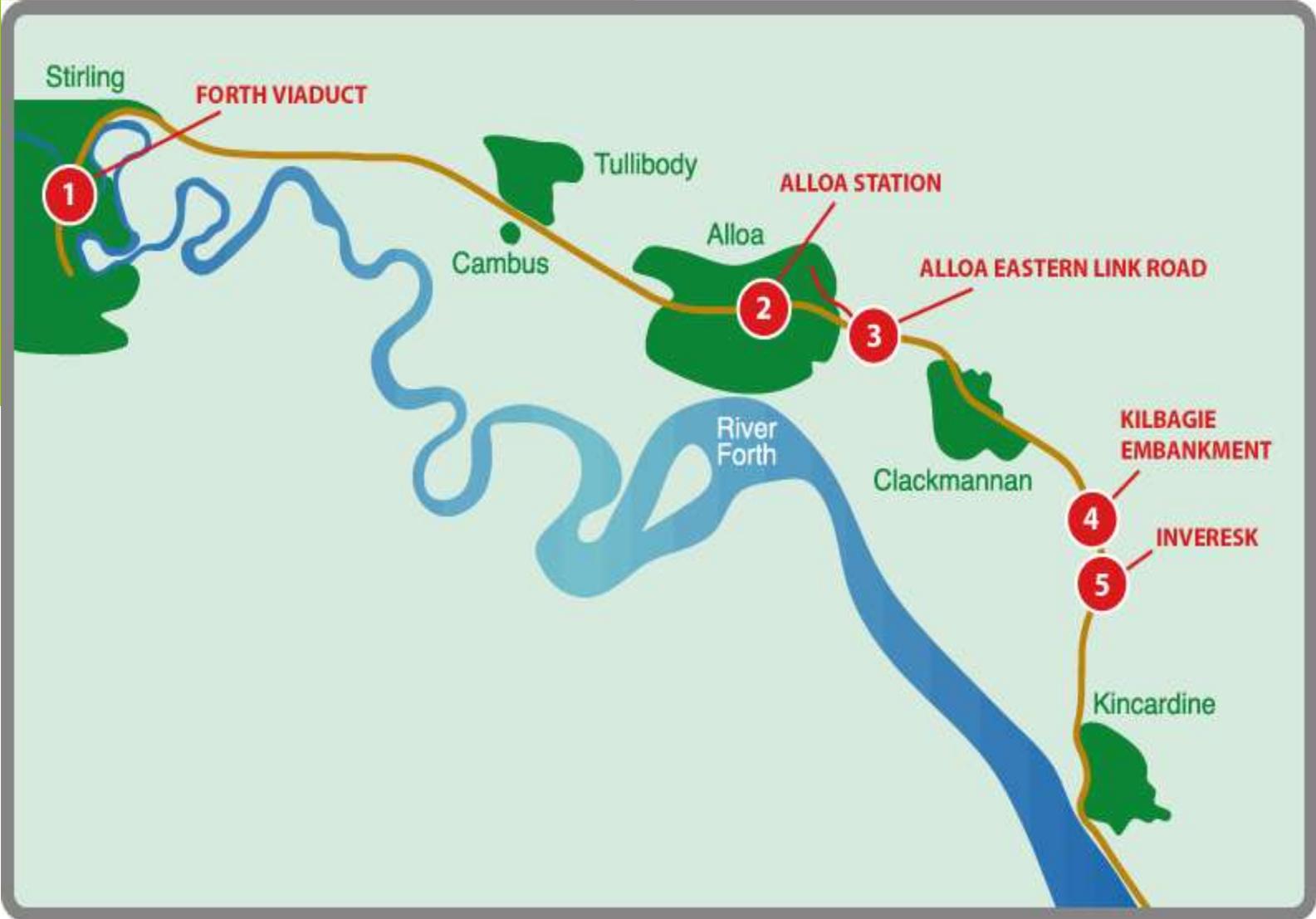
Railfuture 2012



Stirling – Alloa – Kincardine Railway

Brief History of the Route

- 1850 –
1851 Rail Link
Dunfermline and
Alloa
- 1852 Alloa –
Stirling Link
- 1893 Kincardine
Line
- 1968 Alloa and Cambus
- 1983 Alloa – Kincardine
- 1993 Stirling - Cambus
- 1996 Kincardine-
Longannet
- 2005 SAK construction
commences





- 1970's-
Clackmannanshire
County Council
- 1980's-
Clackmannanshire District
Council
- 2002- Clackmannanshire
Finalised Local Plan
- 2001 – 2004-
Clackmannanshire
Transport Strategy



CLACKMANNANSHIRE
COUNCIL

Stirling- Alloa- Kincardine

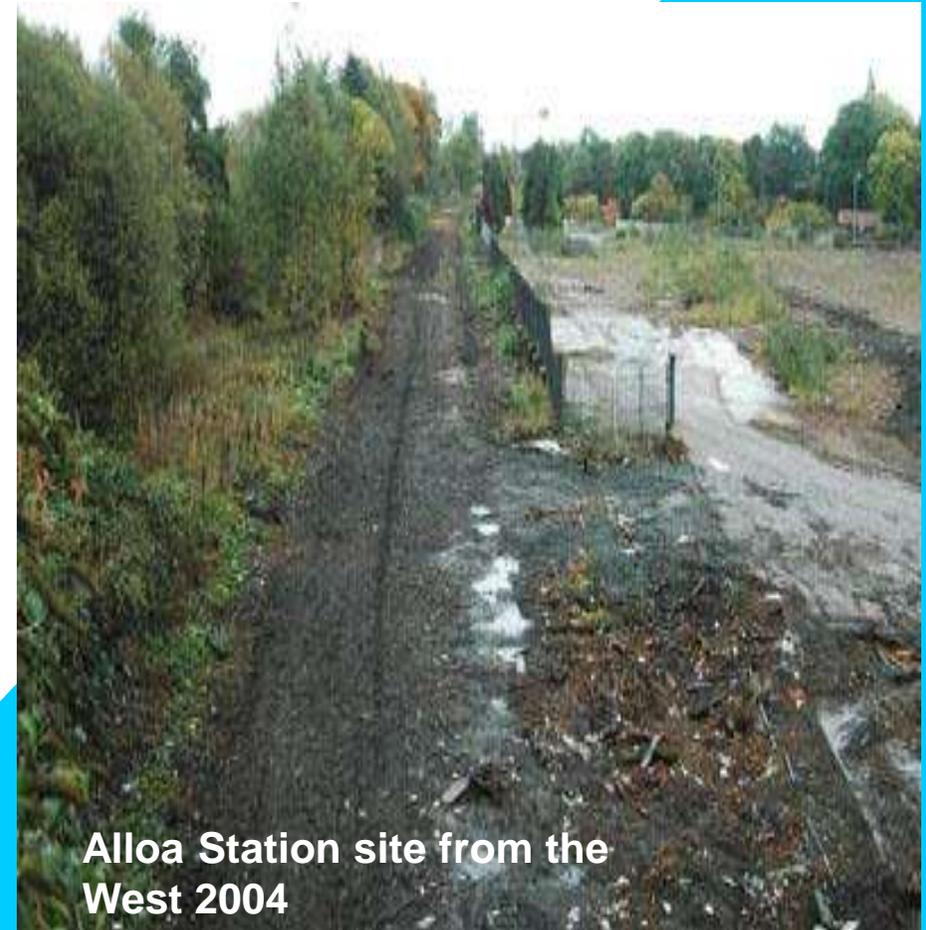
- Re-opening 21km of railway between Stirling Station and Longannet Power Station
- New Railway Station at Alloa
- Hourly Passenger Services between Alloa, Stirling and Glasgow, services on to Edinburgh
- 17 passenger trips and 15 freight trips in each direction per day
- Freight link from Hunterston and west of Scotland to Longannet Power Station





National Strategic Transport Objectives

- Improves the strategic accessibility of Clackmannanshire
- Alleviates capacity constraints on the central Scotland rail network
- Contributes to the reduction in carbon emissions associated with road borne freight transport
- Key link in the strategic rail network to allow increased flexibility for freight transport
- More efficient freight route from the West of Scotland to Longannet Power Station
- Reduces road congestion along the route – both passenger and freight traffic



Alloa Station site from the West 2004

Local Policy Objectives

Development Plan Vision

- Promote Inclusion
- Promote alternatives to private car
- Environmental protection

Corporate Priorities

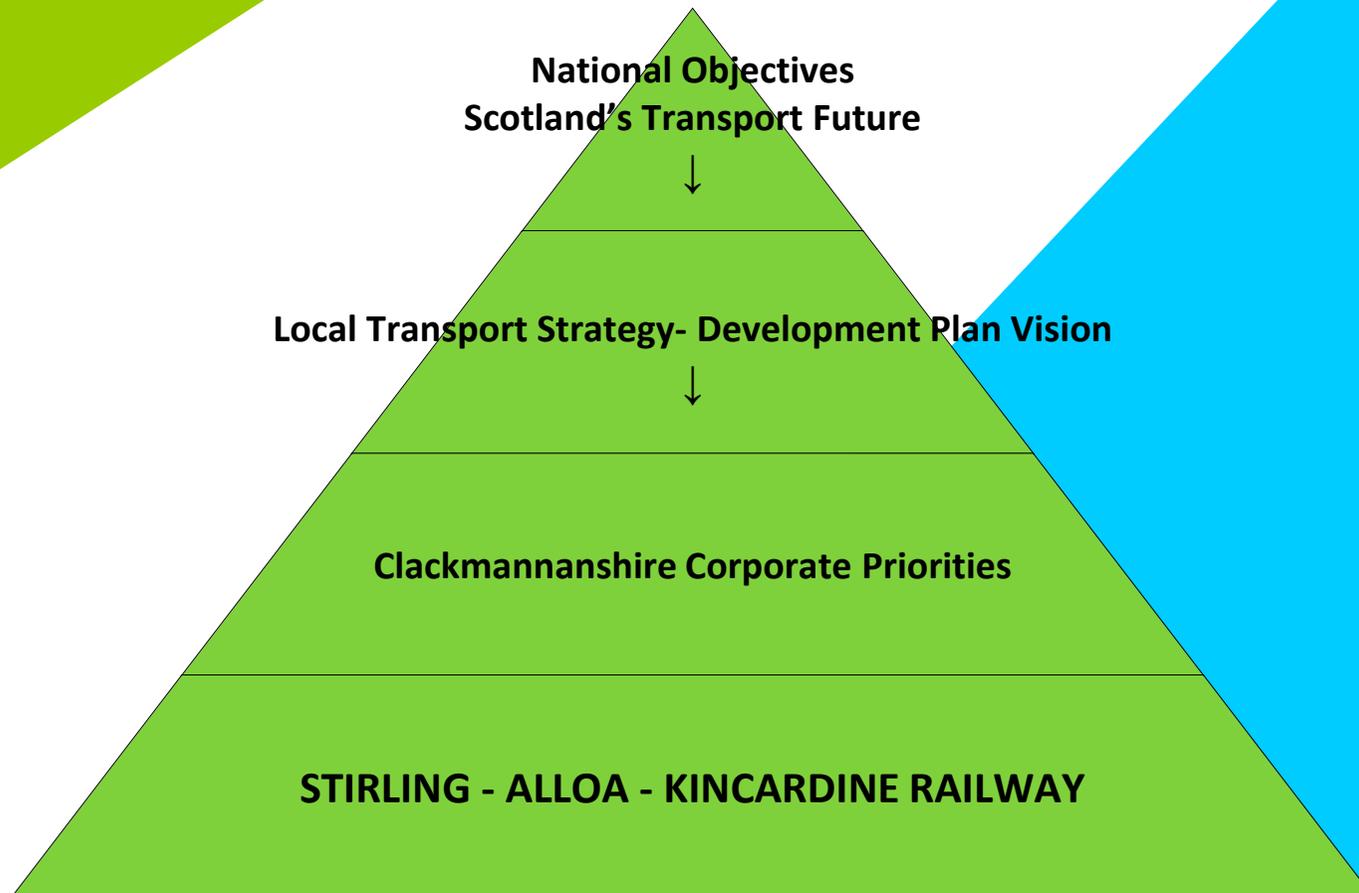
- Improved Transport infrastructure
- Protect and enhance the built environment
- Good Road and Rail Links
- Note the new flats and town houses to the north of the line a number of which have been purchased by First Engineering (one of the main contractors) personnel who have been impressed by the scenery, local facilities and the rail link to Glasgow



Alloa Station from the West 2008

Strategic Overview

SAK implements a number of the key objectives of the National Transport Strategy. The Local Transport Strategy for Clackmannanshire and the Vision set out in the Clackmannanshire Local Plan



Economic Development Social Inclusion



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- SAK is an essential key plank in the Economic Development Strategy for Clackmannanshire. It is key to the regeneration of Alloa Town Centre
- Rail links from Alloa to Stirling, Glasgow and Edinburgh contribute significantly to the improved connectivity that is essential for the economic well being of Clackmannanshire.
- SAK provides Clackmannanshire residents with significantly improved access to opportunities for employment, further education and leisure activities.

“One of the keys to building any new business is location. Lawscript based itself in Alloa specifically to recruit locally from within Clackmannanshire. As the company continues to grow it is clear that our net will have to be cast further afield. The reintroduction of a rail link to Alloa will mean we can attract employees from other areas in the Central belt.” **Lorna Edwards
Managing Director, Lawscript**

A key objective of this Council in terms of the economic “regeneration of the area, the reopening of the Stirling-Alloa-Kincardine rail line in 2008 is a tremendous boost opening Clackmannanshire up to the world. The economic effects of the railway are already being felt in the county”

Janet Cadenhead, Leader Clackmannanshire Council

“The advent of passenger services linking Alloa to the major cities of Glasgow and Edinburgh will allow greater tourism travel opportunities as well as encouraging economic growth.”

Paul Sutton, Chair Clackmannanshire Tourism Association

Regeneration

The Project has regenerated Alloa Town Centre. A former derelict brewery site- a symbol of Alloa's former decline – has been replaced by the new railway station, station square, new public realm and impressive public art. The station's strong visual image is symbolic of Alloa's regeneration.



Integration

Alloa Station - a multi modal transport interchange and public transport focus for the town.

- A new, high quality, fully DDA compliant walkway links Alloa Railway Station with Alloa Town Centre and Alloa bus station. The station adjacent to bus and taxi services.



Usage



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- Original Business Case forecast **80,000** passenger trips per annum.
- Revised upwards to **155,000** in light of better than expected patronage on Larkhall- Milngavie railway.
- Actual usage indicates that in its first year SAK will generate **400,000** passenger journeys

Roles and Responsibilities



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- Transport Scotland
- Clackmannanshire Council
- Network Rail
- TOCs and FOCs

The Bill Process

- First Rail Bill
- Core Documents
- Consultations
- Pre construction condition surveys

Core Documents



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- Promoters statement
- Memoranda on need
- Memorandum on Human rights
- Explanatory Note on Other Railway Processes
- Environmental Statement



Environmental Impact Assessment

- Assumptions
- Mitigation measures
- Peer Review
- Committee conclusions



Dealing with Noise and Vibration

- Mitigation through design
- Post construction mitigation
- Rationale for timing
- Updating the Environmental Statement
- Basis for Measurement
- Timescale for completion

Railway Operations



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- Limitations of SAK Act
- Evidence to Bill Committee
- Implications of Open Access Railway

Noise and Vibration

- Environmental Statement
- FOC requirements
- Dealing with the fallout



Facts and figures

- 22,630m plain line and cable troughing
- 33,846 sleepers
- 79,094 tonnes ballast – pink Scottish granite

- 29 Signals
 - 29 AWS units
- 19 Overbridges
- 13 Underbridges
- 4 Footbridges

- 3 public level crossings (waterside, Blackgrange, Cambus)
- 3 Private level crossings (Manor Neuk, Manor Powis, & Kincardine)
- 1 Superstructure (the Forth Viaduct)
- A new station

Challenges



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- Geotechnical
- Grouting
- Level crossing design
- Cambus
- Cuttings and embankments
- Ballast
- Signals
- Coal trains

Summary of benefits

- 13km new line
- Extension of Alloa's eastern relief road
- Freight traffic speeds
- Reduction in congestion
- Road freight
- The Clacks effect



Environment

SAK will enable more efficient delivery of coal to Longannet by rail. The reduction on CO₂ emissions resulting from this modal shift are set out below.

	Current	SAK and Current Road deliveries	SAK and all rail delivered
Lorry Journeys p.a.	15,600	15,600	0
Rail Journeys p.a.	3,680	2,333	2,666
Rail CO ₂ emissions p.a	119,000 tonnes	100,800 tonnes	115,200 tonnes
Road CO ₂ emissions p.a.	14,500 tonnes	14,500 tonnes	0
Total CO ₂ emissions p.a	133,500 tonnes	115,300 tonnes	115,200 tonnes

"I eagerly anticipate seeing a reduction in traffic congestion on the roads leading to Stirling as car users switch to using the rail service"

Councillor Graham Reed Stirling Council

"Freight use for Longannet Power Station will help keep the County's roads free of heavy goods traffic to make tourist visits more enjoyable and stress free"

Paul Sutton

SAK and EGIP

- Upgrade Central Scotland's Rail Links
- New Service levels
- Journey time improvements Alloa/Dunblane
- Additional path per hour Stirling – Alloa (passenger)
- Alloa – Glasgow half hourly – 10minute reduction to journey time
- Electric units
- Possibility of station at Cambus





Local children race the train on opening day. Community participation was exceptional with over 1200 people riding the route on opening day.



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QUESTIONS

