

STIRLING-ALLOA-KINCARDINE RAILWAY AND LINKED IMPROVEMENTS BILL

PROMOTER'S MEMORANDUM

INTRODUCTION

1. This document relates to the Stirling-Alloa-Kincardine Railway and Linked Improvements Bill introduced in the Scottish Parliament on 21 March 2003. It has been prepared by John Kennedy & Co, Parliamentary Agents, on behalf of the promoter, Clackmannanshire Council, to satisfy Rule 9A.2.3(b) of the Parliament's Standing Orders. The contents are entirely the responsibility of the promoter and have not been endorsed by the Parliament.

2. Explanatory Notes and other accompanying documents published by the Parliament are available separately as SP Bill 73-EN. That document contains details of the accompanying documents published by the promoter, and where those documents may be inspected or purchased.

OBJECTIVES OF THE BILL

3. The principal objectives of the Bill are to give the Promoter statutory authority to construct a railway along the former railway route between Stirling and Kincardine via Alloa; and to construct a link road to allow local traffic to divert following the closure of a section of Hilton Road, Alloa. In connection with these works the Bill also provides for the closure of six of the 12 level crossings between Stirling and Kincardine for safety and signalling purposes and the upgrading of the remaining six crossings, and for the closure of some roads that cross the route. Provision is also included for the compulsory acquisition of land for the scheme, including land for a new station at Alloa which will be constructed as part of the scheme.

4. The section of the route from Stirling to Alloa would be re-opened to passenger and freight trains, with a new railway station located at Alloa and a freight only connection through to Kincardine and on to Longannet Power Station. The new railway would be linked into the existing operational railway at either end of the route, thus reinstating a missing link in the national network. This would enable passenger services to operate from Alloa to Stirling and then to Glasgow, and freight services to operate from Ayrshire and beyond to Stirling and then to Longannet Power Station in Fife.

BACKGROUND

5. Clackmannanshire Council, the Promoter, does not have the necessary statutory powers to re-open the railway line at present, and a legal study conducted in early 2002¹ recommended that a Private Bill represented the best way forward.

6. The construction of new rail infrastructure projects requires specific statutory authorisation. (This is needed so as to give statutory sanction to what could otherwise be a public or private nuisance and as the only means of authorising compulsory purchase of the land required for the railway.) Before devolution, railways in Scotland were authorised by means of provisional Orders made under the Private Legislation Procedure (Scotland) Act 1936, which confers functions on the Secretary of State and the UK Parliament. The Scotland Act 1998 (Modifications of Schedule 5) Order 2002 had the effect of devolving to the Scottish Parliament functions connected with “the promotion and construction of railways which start, end and remain in Scotland”. The 1936 Act therefore no longer applies to railways that come within this description. Such railways must now be authorised by a private Bill in the Scottish Parliament.

7. A significant part of the Stirling-Alloa-Kincardine line (around 14 kilometres out of the 21 kilometres covered in the Bill) was originally constructed pursuant to the Stirling and Dunfermline Railway Act 1846 (c. ccii), the Stirling and Dunfermline (Amendment and Deviation) Act 1848 (c. cxxvii) and the Stirling and Dunfermline (Deviation Extension of Time and Amendment) Act 1849 (c. lxxxvi). These Acts authorised the Stirling and Dunfermline Railway Company to construct and maintain the railway along the route in question and also contained compulsory purchase powers, rights of access, and details of what stations, pedestrian accesses, level crossings and the like would be constructed (and where). On its inception in 1994, Network Rail (then called Railtrack) inherited the powers granted to British Rail and its predecessors, including the former railway companies, by the initial legislation authorising the construction of railways. While the 19th century powers of construction and compulsory acquisition have long since expired, the Acts incorporate provisions of the Railway Clauses Consolidation (Scotland) Act 1845. The 1845 Act and the original Acts together allow for the continued maintenance of the railway. However, these powers only still have effect in relation to the part of the route where the railway has not been abandoned. They relate to the railway as originally authorised, with limited scope for improvements. Also, the existing powers are vested in Network Rail, and not the Promoter, Clackmannanshire Council.

8. The Bill, when passed, will effectively grant outline planning permission for the works it authorises. The legal basis for this is contained in article 3 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (S.I. 1992/223) which grants planning permission for the classes of development specified in Schedule 1 to the Order. Class 29 in Part 11 of that Schedule specifies development authorised by (among other legislative instruments) an Act of the Scottish Parliament. The extent of the permission granted is restricted in the ways described in class 29 and the permission given by article 3 is subject to the requirement for environmental assessment.

9. The procedure leading to the passing of a Private Act ensures that there is a full environmental impact assessment of the proposals, that there is a public consultation exercise

¹ Report On Legal Issues In Connection With Stirling – Alloa – Kincardine Railway, Masons (2002)

before the Bill is introduced in the Parliament, that there is an opportunity for all interested or affected members of the public to make representations to the Parliament for and against the proposals, and that all these issues are examined and properly adjudicated upon by Members of the Scottish Parliament (MSPs).

10. To further understand the reasons for promoting the Stirling-Alloa-Kincardine railway, which in turn necessitates the Bill, it will be helpful to explain the nature of the scheme and the rationale for the development.

THE RAILWAY SCHEME

11. The Stirling-Alloa-Kincardine railway route re-opening scheme lies within the areas of Stirling Council, Clackmannanshire Council and Fife Council. The scheme will re-open approximately 21 kilometres of out of use, disused and abandoned railway lines between Stirling Station and Kincardine Power Station, connecting into the operational railway line which runs from Kincardine Power Station to Longannet Power Station. These routes were formerly known as the “Stirling Middle Junction – Alloa”, “Alloa – Kincardine Junction” and “Kincardine Junction to Kincardine SSEB Sidings” (the later being part of the currently operational “Kincardine Junction – Charleston Junction via Elbowend” railway) railways.

12. Works will be required to upgrade the existing operational railway between Kincardine Power Station and Longannet Power Station, and improvements in the signalling system will be required at Stirling Station. However, the works for these “linked improvements” can be undertaken by Network Rail Infrastructure Limited (a part of the Network Rail group of companies) using existing statutory powers and permitted development rights. The Bill does not therefore confer statutory authority for the construction of the works that are to be carried out by Network Rail; it does not need to do so. But it includes provisions to facilitate these works where Network Rail’s powers are insufficient.

13. The scheme is being promoted as the best way to achieve the following objectives:

- to improve public transport access from Alloa, especially to Stirling, Glasgow and Edinburgh;
- to provide an alternative, shorter, more efficient route for coal traffic from Hunterston and open cast mines in Ayrshire to Longannet Power Station in Fife thus reducing congestion on both the road and rail networks; and
- to remove coal trains from the Forth Bridge thereby providing scope for additional passenger services from Fife to Edinburgh and improved reliability for existing passenger services.

14. Following consideration of the ways these objectives might be met it has become apparent that the scheme proposed in the Bill is the only means of achieving all these objectives.

15. Clackmannanshire Council is promoting the Bill as a member of the Project Steering Group which comprises representatives of Clackmannanshire Council, Stirling Council, Fife Council, the Scottish Executive, the Strategic Rail Authority and Scottish Enterprise, who all fully support the Bill.

FIT WITH NATIONAL AND LOCAL TRANSPORT POLICY

16. The Scottish Executive's Transport Delivery Report (TDR) published in March 2002² sets out the Executive's vision for transport delivery stretching over the next 10 years. It highlights the challenges facing transport in Scotland (particularly the predicted 27% rise in road traffic over the next 20 years) and action to face those challenges and stabilise road traffic at 2001 levels by 2021. The TDR highlights the Executive's policy of providing a package of alternatives to the private car and to road-borne freight.

17. The TDR sets out 10 priorities for delivery including re-opening the Stirling-Alloa-Kincardine rail link as part of a package of rail improvements to increase capacity and services on the rail network in Scotland. The re-opening would offer new opportunities for the residents of Alloa and the surrounding area to commute by rail to Glasgow and Stirling; it would lead to a significant shift of coal traffic from road to rail providing congestion relief for communities from Ayrshire to Fife; and it would free up train paths on the Forth Bridge which could be used to provide additional services from Fife and beyond to Edinburgh easing overcrowding on existing services and allowing more people to travel by rail rather than road across the Forth where congestion levels are already high, especially at peak times.

18. The re-opening of passenger services has long been an aspiration of successive local authorities covering Clackmannanshire with the first re-opening proposals being considered in the 1970s. This was broadened to include freight services in the 1980s and the 1986 adopted Alloa District local plan³ included the safeguarding of the proposed rail corridor for future rail development. Clackmannanshire Council's current local plan⁴ proposes the reopening of the Stirling-Alloa-Kincardine railway, with the provision of passenger services to Alloa and freight services to Longannet. The development of a new railway station at the Whins Road West site (former brewery site) is also identified. The local plan also makes specific reference to a number of other elements of the project, including the closure of the Grange Road/Stirling Road junction at the level crossing and the Alloa Eastern Link Road.

19. The scheme is also a key element of Clackmannanshire Council's 2001 to 2004 local transport strategy⁵ which makes reference to the lack of rail facilities in the county. The demographics of the area, with the majority of the population living in small towns, reflect on the need for a clear hierarchy within the public transport system. This hierarchy will identify rail having a clear role to play serving the regional and strategic trips many of which are currently made by the private car. The re-opening of the rail line to passenger services between Stirling and Alloa will connect Clackmannanshire to the central Scotland rail network, enhancing the opportunity of travel for residents and visitors. The area will also benefit from the rail re-opening with improved access to employment and educational opportunities and a general improvement in the attractiveness of the area to potential business development. These impacts are particularly important since the area has suffered significant loss of employment over the last decade.

² Scotland's Transport: Delivering Improvements (March 2002)

³ Alloa District Local Plan (Finalised 21st May 1986)

⁴ Clackmannanshire Development Plan (Finalised Local Plan 15th July 2002)

⁵ Travel in Clackmannanshire Transport Strategy and Road Traffic Reduction Plan 2001 to 2004 (October 2000)

20. Existing policies in the joint Clackmannanshire and Stirling Councils' structure plan⁶ support the promotion of integrated transport, encourage the shift of freight movement from road to rail routes, generally safeguard rail freight routes that can contribute towards regional development strategies and, in particular, protect the existing Stirling-Alloa-Kincardine railway line from development to allow it to be re-opened. New development will only be permitted where it can be accommodated in an environmentally acceptable manner, and the re-use of suitable brownfield sites, including derelict, disused or contaminated sites within settlements, will be sought in preference to greenfield sites. Furthermore, the potential of a development to contribute towards the enhancement of employment opportunities, social inclusion, community safety and, where relevant, urban and rural regeneration, is important, particularly where there is the potential of the development to promote efficient re-use of resources including land, buildings and infrastructure.

21. Stirling Council's local transport strategy⁷ and local plan⁸ make reference to the positive knock-on effect that the proposal would have on development opportunities in and around Stirling, and show Stirling Council's commitment to further developing rail services where appropriate. Particular reference is made to adapting the Stirling to Alloa line for passenger use, and continuing to work towards reopening the Stirling-Alloa-Kincardine line in conjunction with Clackmannanshire Council. The rail project is also earmarked as an important requirement for the integration of public transport and as a tool for reducing the dependency on private car usage.

22. Fife Council's structure plan⁹, local plan¹⁰ and local transport strategy¹¹ all seek to improve freight rail capacity within the region, and in particular, safeguard the section of the route from Kincardine to Longannet Power Station, and beyond. Further more, the re-opening of the Stirling - Alloa - Kincardine railway to freight services within three years is identified by the Council as a priority. These documents also plan and provide for the safe and efficient movement of people and goods and effective maintenance of the transport network, while minimising any detrimental effects on the communities and countryside. The scheme would support the economic development and reduction in social exclusion in Fife through improved access to employment and education opportunities, and health, shops and leisure facilities.

23. The re-opening of the Stirling-Alloa-Kincardine railway also accords with the Strategic Rail Authority's (SRA) passenger and freight plans to increase use of the rail network. It is included in the SRA freight strategy¹² and strategic plan¹³. The re-opening aligns with the aim of increasing passenger traffic by 50% and the planned increase in freight volumes by 80%. It will improve the productivity of coal trains to Longannet Power Station, improving rail's competitive position and helping to increase the volume of coal moved by rail. The re-opening of the Stirling-Alloa-Kincardine railway also aligns with the SRA capacity utilisation policy by

⁶ Clackmannanshire & Stirling Structure Plan (Finalised Plan August 2000)

⁷ Stirling Council Local Transport Strategy 2000-2004 (October 2000)

⁸ Stirling Council Local Plan 1999 (Adopted by Stirling Council on 24 December 1999), and Alteration 1A: Stirling & The Rural Villages (Finalised Local Plan June 2002)

⁹ Fife Council Structure Plan (Finalised Plan 2001)

¹⁰ West Villages Local Plan (February 2000)

¹¹ A Way Ahead Essential Choices for Travelling In & Around Fife Local Transport Strategy for Fife (October 2000)

¹² Strategic Rail Authority Freight Strategy (May 2001)

¹³ Strategic Rail Authority The Strategic Plan (January 2002)

releasing capacity on both the Edinburgh and Glasgow line and Forth Bridge by diverting Longannet coal trains on to the re-opened route. The ability to use heavier and faster coal trains also improves line capacity on the Ayrshire Coast route.

24. The re-opening of the Stirling-Alloa-Kincardine railway similarly has the full support of the Scottish Enterprise Network (SEN). As Scotland's main economic development agency SEN consider that the freeing-up of capacity on routes currently used by coal trains serving Longannet Power Station will enable a much needed increase in the quality of services provided by passenger trains. These routes are currently amongst the most congested in Scotland. Releasing capacity on them will have a truly national impact as noted above. Furthermore, SEN believes the re-introduction of a passenger service between Alloa and Stirling will assist its efforts to reduce long term unemployment in Clackmannanshire by providing improved access to job opportunities outside the area - particularly in Stirling and Glasgow.

25. The population travels further than ever before between home and work, and this is indicative of the critical link between efficient transportation and economic development. As Scotland and the UK's roads become increasingly congested it becomes ever more important to optimise the availability of capacity on more sustainable modes, including rail. The re-opening of the Stirling-Alloa-Kincardine railway will contribute towards this goal and for this reason the project has the full support of SEN.

ALTERNATIVE APPROACHES

26. Whilst there are alternative approaches that could meet some of the objectives listed at paragraph 13 there are no alternatives that could achieve all of these objectives.

27. In deciding on how best to obtain the necessary statutory powers to re-open the railway line, three options were considered, namely the Parliamentary process, utilising Network Rail's powers and purchasing the land from the individual landowners and going through normal planning procedures.

28. With respect to utilising Network Rail's powers, while there are some existing powers vested in Network Rail in relation to the line in question, they only cover relatively small parts of track, for example, a reinstatement of 3,530 metres of railway (the part of the former Dunfermline Railway from Cambus (Station Road) to Alloa (at the bridge known as Station Bridge)) with associated rights in relation to level crossings to be provided at Station Road, Cambus and Grange Road, Alloa. All rights to acquire land for the purposes of this Act¹⁴ by way of compulsory purchase expired on 31st December 1998. The statutory powers to construct the line are still in force. Also extant is the associated planning permission, which arises because the works envisaged by the Act remain permitted development in terms of planning and so do not require planning permission. However, this planning permission will expire on 24th March 2004.

29. Purchasing all the land necessary for the proposed railway from the individual proprietors of the ground on which it will rest (either Network Rail or other third party owners) was considered. Like all local authorities, Clackmannanshire Council has statutory powers to make

¹⁴ British Railways (No. 2) Order Confirmation Act 1994

compulsory purchase orders, but only for certain specific purposes. These do not include purchase for the purpose of constructing a railway. As a result, without the compulsory purchase powers sought in the Bill acquisition could only be by contractual negotiation. This is a time-consuming process, and discussions and negotiations can take many years to progress without any certainty that the land could be acquired at the conclusion of such talks. In addition, if a key landowner were to refuse to enter into such negotiations, the entire project could be jeopardised. Without the compulsory purchase powers in the Bill, the scheme could not proceed along a predefined programme and therefore funding could not be secured in advance. Planning permission would also be required to re-open the railway from the three local planning authorities, Stirling, Clackmannanshire and Fife Councils, and similar to land purchase by agreement, the timescales involved could amount to several years.

30. Alternative specifications of railway re-opening were considered in a feasibility study commissioned by Scottish Enterprise Forth Valley, the Promoter and other members of the Project Steering Group and completed in February 2002¹⁵. Copies of this report are available in the Scottish Parliament Information Centre. The report concluded that the option most effective in achieving the scheme's objectives and representing the best value for money was a combined passenger and freight railway which would allow an hourly passenger service between Stirling and Alloa and up to 18 freight trains per day. The report also concluded that there is a viable economic case for re-opening the railway to both freight and passenger traffic, and sufficient demand for such passenger and freight services.

31. Following consultation, alternative alignments were considered for the railway between Helensfield and Meadowend, Clackmannan¹⁶ and between the former Kincardine Power Station and Kincardine Station Road level crossing, Kincardine¹⁷ to assess whether the proposed alignment or an alternative alignment resulted in the most favourable impact on the environment as well as considering the operational and financial consequences of a realignment. Following those appraisals it was clear to the Promoter that the alignments proposed in the Bill kept the negative environmental impacts of the project to a minimum in the vicinity of Clackmannan and Kincardine. The existing alignment also has operational and financial benefits but the prime reason for choosing that alignment is its more favourable environmental impact.

CONSULTATION

32. The Promoter engaged Scott Wilson Railways, a railway consultancy experienced in the promotion of rail infrastructure projects and public consultation on such projects, to undertake a programme of consultations for the Stirling-Alloa-Kincardine railway re-opening proposals. A Consultation Manager was appointed to oversee this process and to act as a point of contact for those wishing to find out more about the proposals and/or wishing to make comments about the proposed re-opening. Technical consultation was undertaken with regulatory bodies, statutory undertakers and the rail industry, and public consultation was undertaken in communities along the route.

¹⁵ Stirling – Alloa – Kincardine Rail Line Re-opening Benefit Study, Final Report, MVA (February 2002)

¹⁶ Stirling - Alloa - Kincardine Route Re-opening Clackmannan Bypass Option Appraisal, Babtie Group (25/10/02)

¹⁷ Stirling - Alloa - Kincardine Route Re-opening Kincardine Bypass Option Appraisal, Babtie Group (12/12/02)

33. The technical consultation informed the design process undertaken to this point and comments raised have been taken into account in developing the preliminary design of the scheme. Technical consultees included Network Rail, Her Majesty's Railway Inspectorate, the three local councils (Stirling, Clackmannanshire and Fife), British Telecom, ScottishPower, Scottish Water and Transco. ScotRail, English Welsh and Scottish Railway Ltd and Freightliner were also consulted on various aspects of the scheme.

34. Details of the statutory consultation required in connection with the environmental impact assessment are given in the Environmental Statement, which is an Accompanying Document to the Private Bill.

35. The technical design of the route has been carried out in accordance with the Railway Group and Network Rail Company Standards, the Scottish Office Development Department's Design Manual for Roads and Bridges and local planning guidelines, taking cognisance of environmental impacts, safety issues, operational constraints and issues along the line.

36. Extensive public consultation was undertaken with 5 broad categories of people:¹⁸

- those who may be affected by the proposals through potential landtake requirements, level crossing proposals/closures and persons living in properties adjacent to proposed route;
- those with a constituency interest e.g. Members of Parliament (MPs), MSPs, Councillors;
- local community organisations and national interest groups, social inclusion partnership, Community Councils, and conservation/environmental organisations;
- transportation related organisations e.g. Rail Passenger Council, Freight Transport Association, Rail Freight group, bus companies and the AA; and
- potential rail users.

37. Public exhibitions and presentations took place over eight days between 16 and 26 September 2002 at each of the following locations: Stirling, Alloa, Clackmannan and Kincardine. Each exhibition lasted 2 days.

38. Exhibitions were sited at the following locations, and were staffed from 9am until 6 pm or 8 pm:

- Alloa High Street;
- Clackmannan High Street/Main Street;
- Kincardine High Street; and
- The Marches Shopping Centre, Stirling.

¹⁸ Stirling - Alloa - Kincardine Route Re-opening Consultation Report Final Report 25 November 2002 (Volumes 1 and 2), Scott Wilson Railways

39. The exhibition consisted of display boards showing the preferred option for the route in detail including information on level crossing upgrades and closures, train passing facilities, footbridge proposals and Alloa Station location and outline sketches. Other boards used were: sample passenger timetable, information on the level crossing operation, sample footbridge design and noise and vibration mitigation information.

40. A project information and programme brochure was distributed as part of the public exhibition exercise. It is estimated that over 2000 brochures have been given out through the consultation process. A comments book was used at each location to record visitors' comments.

41. Presentations were made in the evenings at the following locations, followed by question and answer sessions and then individual discussions with those who wished to raise specific issues:

- Alloa Town Hall;
- Clackmannan Primary School;
- Kincardine Community Centre; and
- Stirling Council Chambers.

42. Prior to holding the public exhibitions and presentations, advertisements were placed in the following local newspapers on the weeks commencing 9 and 16 September 2002, and Community Councils assisted in advertising the public exhibitions and presentations:

- Stirling Observer;
- Alloa and Hillfoots Advertiser;
- Stirling News; and
- Wee County News.

43. In addition approximately 350 adjacent properties along the route were leaflet dropped inviting the owners/occupiers to attend one of the public exhibitions and/or presentations. The Consultation Manager's contact details were given on this leaflet for members of the public to use to contact the Project Team about any specific concerns.

44. Those who attended the exhibitions and/or presentations were talked through the project and given written information on the project, Bill procedures, compulsory purchase and compensation issues.

45. Attendance at the public exhibitions and presentations was then reviewed. Where it had not been recorded that persons directly affected by the proposals, for example living in the vicinity of a level crossing to be closed, attended, a follow-up letter encouraging them to contact the Consultation Manager was issued.

46. Presentations and briefings to local Councillors, MSPs and MPs also took place prior to the public exhibitions in August 2002 to provide local politicians with the knowledge to discuss the details of the project with their constituents.

47. Further consultation has been carried out with local concern and community council groups, at their request.

48. National and local groups who were identified as potentially having an interest in the route re-opening received a letter providing a short description of the project, its timescales and predicted benefits. They were also invited to attend the exhibitions and presentations and encouraged to comment on the project proposals. Some groups requested electronic versions of the information to be included in their own newsletters and websites.

49. A letter was also sent to transport organisations with details of the project, asking them to highlight any potential issues and encouraging them to comment on the project proposals. They were also invited to attend the exhibitions and presentations.

50. All bus companies who operate in the Stirling and Alloa area were contacted and provided with a short description of the proposal and timetables and offered an opportunity to meet the Consultation Manager. Only First Bus took up this invitation, and a meeting was held with them on 13th September 2002. First Bus's main concerns were with regard to possible competition and what account had been taken of abstraction from bus, what public transport alternatives had been considered to a train service and the value for money the project offered the public.

51. Following the formal consultation process, a static display has been provided at Stirling Station in the form of a poster outlining the project. Organisations such as the Rail Passenger Council and members of the Rail Freight Group have been provided with a short description of the proposal and timetables and offered an opportunity to meet the Consultation Manager.

52. The overall response by those consulted was supportive of the scheme in principle. Examples of this included 42 out of 62 people who filled in feedback forms at the end of public presentations responded that they were in favour of re-opening. The Comments Book used at public exhibitions recorded 41 positive comments for the route re-opening out of 47 comments written. Many others among the approximately 1,100 attending the public exhibitions and presentations detailed above expressed support for the principle without submitting written comments. Letters and emails of support have also been received from a number of bodies.

53. Approximate attendance recorded at each of the exhibitions (over 2 days) and presentations is summarised in the table below. There may be some duplication as some people were noted attending both the exhibition and the presentation in their area.

Location	Exhibition (2 days)	Presentation
Alloa	160	70
Clackmannan	120	90
Kincardine	140	40
Stirling	700	25

54. The main themes raised at all public consultation venues were:
- general support for the scheme including frequent statements that it was long overdue and/or the railway should never have closed in the first place;
 - concern about noise from trains or from audible alarms at level crossings;
 - concern about possible impact of vibration from trains on houses adjacent to the line;
 - concern about safety such as possible derailments and potential for trespass and vandalism;
 - concern that property values adjacent to the line would fall;
 - desire for additional stations e.g. at Causewayhead, Cambus, Alloa West, Clackmannan; and
 - desire for further information about the Parliamentary process.

RESPONSE TO CONSULTATION

55. Members of the public who raised issues or commented on the project, received a letter confirming receipt of their comments and issues and advising that these would be addressed where possible in the design of the project. Scott Wilson Railways was unable to provide the public with specific information on how individual properties would be affected.

56. Details of noise and vibration effects and mitigation measures proposed to reduce the impact of the project on the public are contained in the Environmental Statement. The general public were advised that these documents would be available for viewing and/or purchase once the Bill is formally introduced into the Scottish Parliament.

57. It was stressed during consultation with both technical and public bodies that the railway is being designed to modern railway standards and that the project will ultimately require the final approval of Her Majesty's Railway Inspectorate to re-open. Fencing, to secure the railway and reduce the potential for trespass and vandalism, would be appropriate to adjacent land use. Road and bridge design is being carried out in accordance with current road and highway authority standards. And where applicable, Network Rail is and will continue to be consulted regarding the technical details of the scheme and work at interfaces with operational railway.

58. Following consultation the Promoter commissioned two additional studies to be carried out to assess alternative railway routes to avoid the main residential areas of Clackmannan and Kinross. Further details are included above in paragraph 31. The public were advised of the results of these studies by advertisements taken out in local newspapers by the Promoter, letters to adjacent properties and press releases to gain wide spread media coverage.

59. A project website has also been set up (www.sakrailway.co.uk) and provides additional details on the project, its programme and current news items. The website is updated regularly to allow for the continuous flow of information out to all interested parties. The project website and other media outlets have also been used to feedback to consultees answers to frequently raised questions.

CONCLUSION

60. This memorandum has explained the objectives of the Bill, the lack of any viable alternatives to the promotion of the Bill, and the consultations carried out by the Promoter in advance of the introduction of the Bill.

61. This Bill is the first rail proposal to come before the Scottish Parliament. It represents the next step in grasping a significant opportunity for the Promoter and its Project Steering Group partners to bring about a step change in public transport provision for Alloa and improve the flexibility of the Scottish rail network with benefits that extend well beyond Clackmannanshire.

*This document relates to the Stirling-Alloa-Kincardine Railway and Linked Improvements Bill
(SP Bill 73) as introduced in the Scottish Parliament on 21 March 2003*

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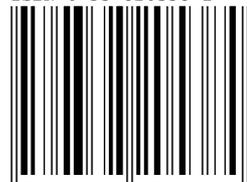
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