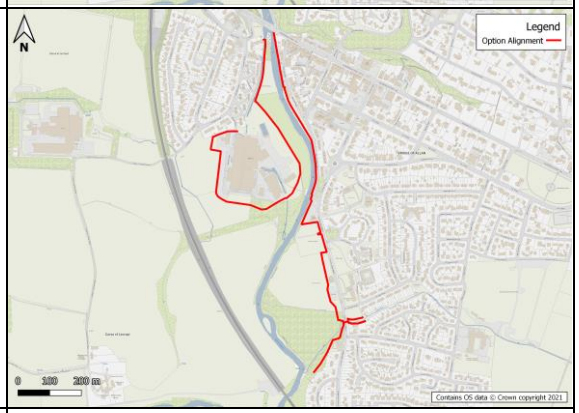
Bridge of Allan Flood Alleviation Scheme Existing Options

Category	Reference No.	Existing Option Description	Plan
Do Nothing/Do Minimum	1	Do Nothing/Do Minimum - Under Scottish Government guidance, the "do nothing/do minimum" is the starting point which other options can be compared to. The "Do Nothing" case describes the future situation with no further intervention – i.e., cease all current activities and walk away. The "Do Minimum" is a scenario where the meet the statutory legal requirement actions are still undertaken. Effectively the current present-day situation would be continued.	
'Like for like' re-placement	1A	Full replacement of left bank defenses to the same extent and SoP as existing (1 in 2 year).	
'Like for like' re-placement with back drainage	1B	Full replacement of left bank defenses to the same extent and SoP as existing (1 in 2 year). Full back drainage system comprising of drains and a pumping station to mitigate secondary flooding issues resulting from surface water or seepage to the rear of flood defenses.	
Enhanced 'like for like' replacement with back drainage	1C	Full replacement of left bank defenses tying in at Cornton Road that provides a greater SoP than existing (1 in 10 year). Excavated floodable berm on right bank (green hatched area) and flood embankment (red dashed line) to mitigate hydraulic impacts from left bank interventions. Full back drainage system comprising of drains and a pumping station to mitigate secondary flooding issues resulting from surface water or seepage to the rear of flood defenses.	
Left Bank focus with Right Bank Impact Mitigation works – 1 in 50 year	2A	Flood wall on the left bank providing a 1 in 50 year SoP that follows the existing alignment extending to Lyon Crescent. Bund on the right bank along Mill Lade and around the factory to mitigate hydraulic impacts from left bank interventions.	

Left Bank flood alleviation scheme including Right Bank Impact Mitigation works (extended) – 1 in 50 year	2B	Flood wall on the left bank providing a 1 in 50 year SoP that follows the existing alignment extending to Lyon Crescent. Bund on the right bank along Mill Lade and around the factory, extending to a small area of high ground to the south of the factory, to mitigate hydraulic impacts from left bank interventions.	
50Y Left Bank + Right Bank FAS (Steuart Road tie-in)	3A	Flood wall on the left bank providing a 1 in 50 year SoP that follows the existing alignment extending to Lyon Crescent. Bund on the right bank along Mill Lade and around the factory, tying into Steuart Road, providing a 1 in 50 year SoP.	
50Y Left Bank + Right Bank FAS (Railway tie-in)	3B	Flood wall on the left bank providing a 1 in 50 year SoP that follows the existing alignment extending to Lyon Crescent. Bund on the right bank along Mill Lade and around the factory, along Steuart Road and Inverallan Road to tie in at the railway, providing a 1 in 50 year SoP. Inclusion of a flood gate across Inverallan Road.	
50Y Left Bank + 200Y+CC Right Bank FAS (Railway tie-in)	3C	Flood wall on the left bank providing a 1 in 50 year SoP that follows the existing alignment extending to Lyon Crescent. Bund on the right bank along Mill Lade and around the factory, along Steuart Road and Inverallan Road to tie in at the railway, providing a 1 in 200 year (plus climate change) SoP. Inclusion of a flood gate across Inverallan Road and back drainage system.	
50Y Left Bank (Forglen Burn Tie- in) + Right Bank FAS (Steuart Road tie-in)	4	Flood wall on the left bank providing a 1 in 50 year SoP that follows the existing alignment extending along Cornton Road to tie in at Forglen Burn to the south. Inclusion of an upsized and hydraulically sealed box culvert beneath Cornton Road. Bund on the right bank along Mill Lade and around the factory, tying into Steuart Road, providing a 1 in 50 year SoP.	
Upstream Flood Storage (Secondary)	SA	Engineered Flood storage in the upper reaches of the Allan Water (on-line and /or off-line).	
Natural Flood Management (Secondary)	SB	Upstream land management and local soft-engineered interventions to achieve reductions in catchment runoff.	
Riverbed Dredging / Widening (Secondary)	SC	Implementation of increased conveyance by means of periodically scraping out bed material to a specified depth and reach and / or widening the river.	