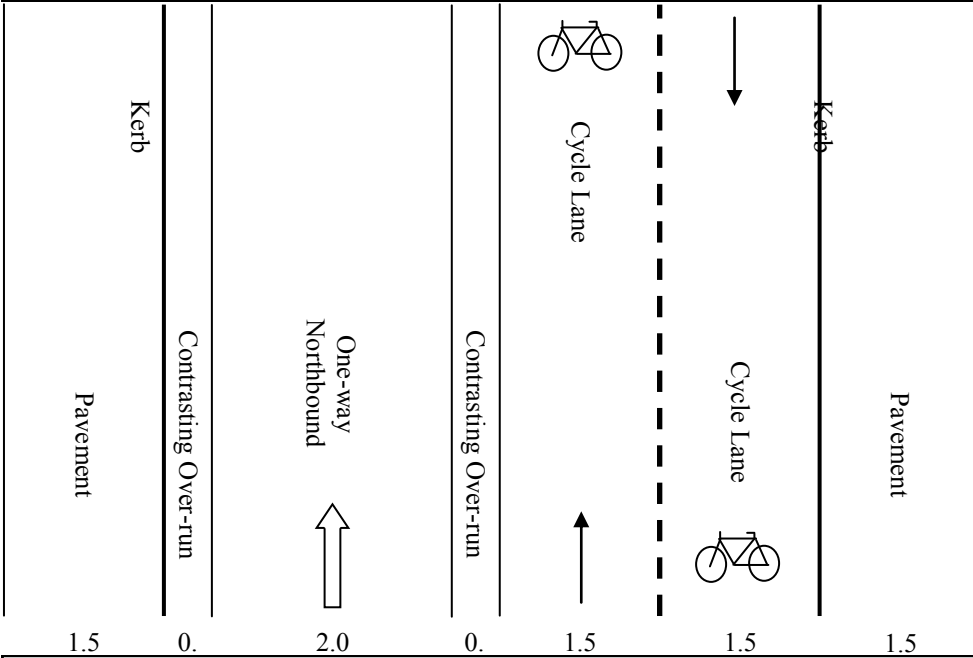


I2A, I2B, I2C, I2Ca Options—Moss Street Pedestrianisation, Shared Space or One-way Restriction



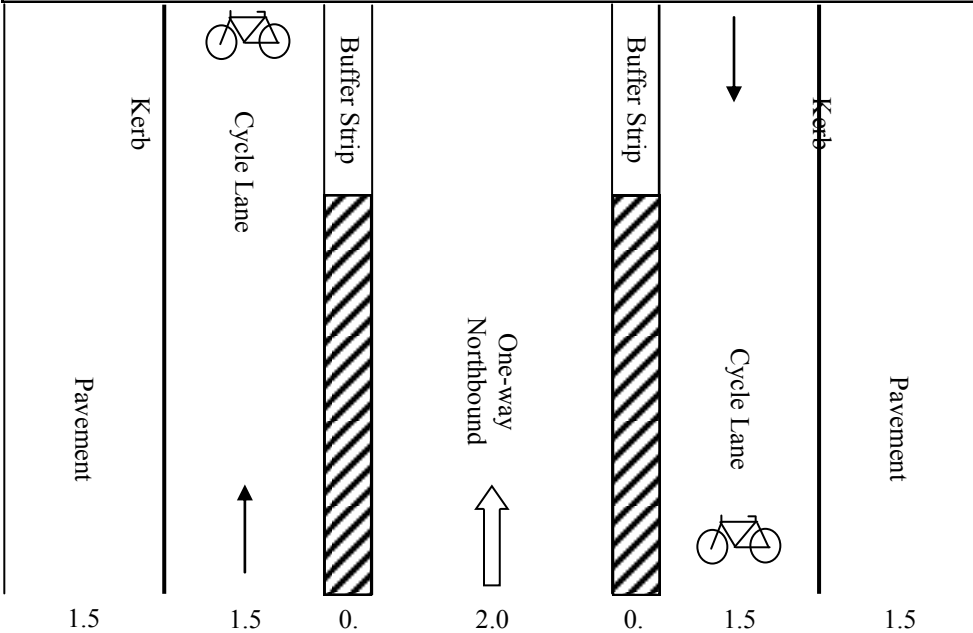
I2A Option 1 - No change to kerbs



Considerations:

- This option does not alter the current kerb.
- Traffic restricted to one-way northbound lane.
- Contrasting over-run strip provides some buffering space between motor vehicles and pedestrians/cyclists, and also contributes to traffic calming through visual narrowing.
- Moss St widths are estimated.

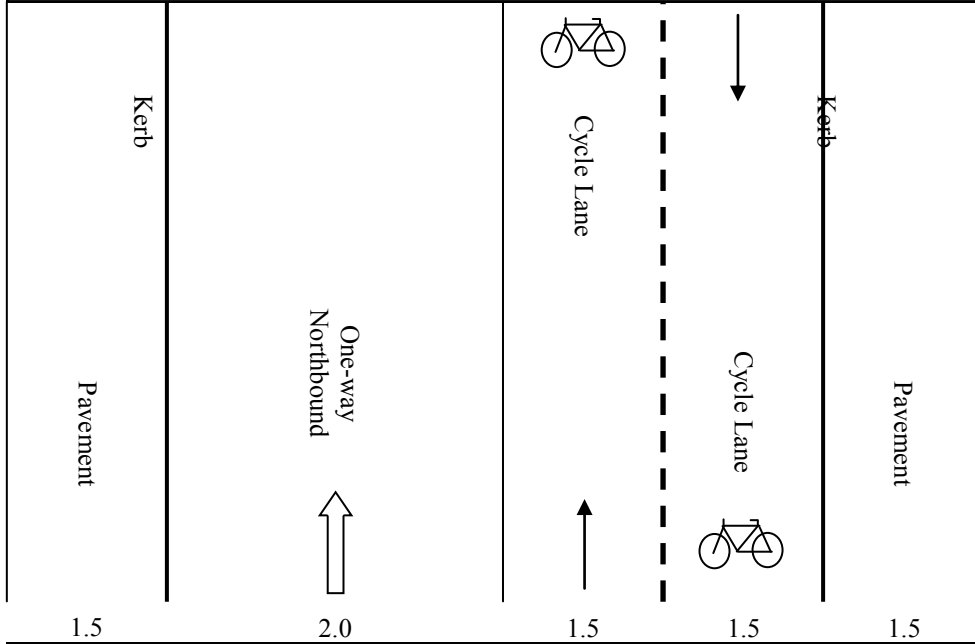
I2A Option 1a - No change to kerbs



Considerations:

- This option does not change the existing kerblines.
- Cycle lanes are marked against the kerbs, with a marked buffer zone separating cycle traffic from one-way northbound motor vehicles.
- The buffer strip serves to visually narrow and calm traffic.

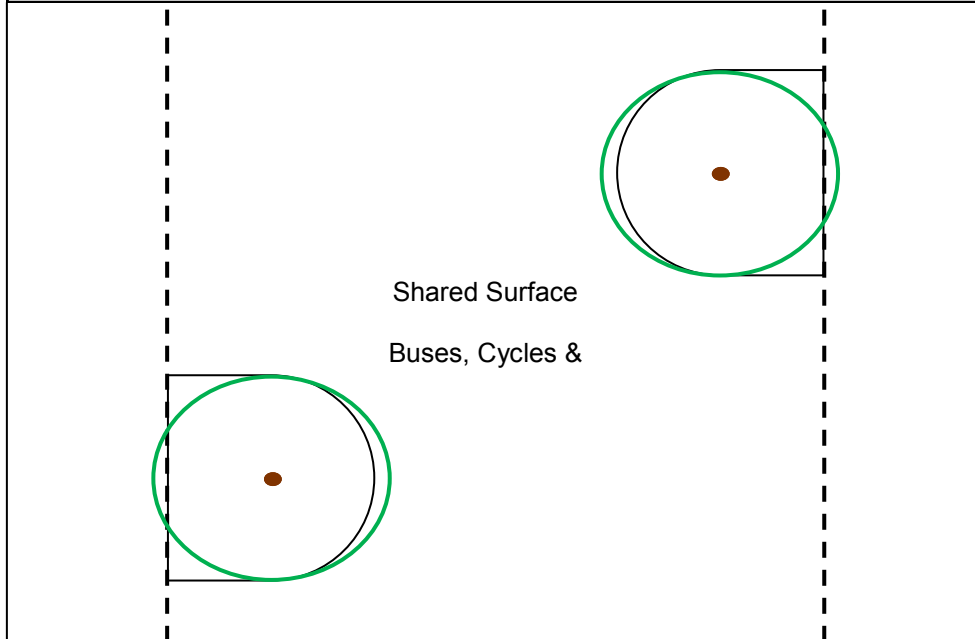
I2A Option 2—raised cycle way



Considerations:

- Similar operation to previous option, but this option moves the curb line to raise the track to the footpath level or an intermediate level.
- One-way northbound operation for motor vehicles, which can be supplemented again with a contrasting over-run strip for visual narrowing and traffic calming.

I2B—Shared surface concept, buses only sharing with pedestrians and cyclists



Considerations:

- We recommend maintaining a distinct pedestrian zone, even if a shared space concept is adopted.
- The option exists to either work within the existing kerbs or to raise the carriageway nearer to the pavement level.
- Traffic calming measures such as the planted chicanes suggested in this sketch can serve as traffic calming measures whilst not restricting bus traffic and improving the pedestrian environment.
- Bus gate with signage reflecting no entry except for buses and cyclists should be used at both ends of Moss Street.
- This has implications for intersecting streets such as Maida Place and Institution Road where general traffic would need to be restricted from accessing Moss Street. This should be done in such a way as to maintain emergency vehicle access.
- Changing the operation of Moss Street (northbound-only, bus operations, pedestrianisation) also has implications for Greyfriars' Street and access to/from the town centre—motor vehicle traffic would no longer be able to exit the town centre to the south via Moss Street, and would instead have to utilize either Commerce Street (not currently possible as it is one-way southbound) at this junction) or Glover Street/Abbey Street.

I2C—Pedestrianise



Considerations:

- We recommend pedestrianisation to be accomplished in a manner similar to Batchen Street between High Street and South Street, with limited access for service or delivery vehicles. Batchen street also makes use of some unique pavement materials to differentiate from general streets, as well as clear signage to indicate the pedestrian zone.
- More enhanced pedestrianisation can be accomplished with additional paving materials.
- Streets may be programmed with additional furnishings, such as seating areas.
- Unlike some of the other pedestrianised or semi-pedestrianised streets in Elgin, Moss Street has few adjacent land uses (commercial activity or community gathering points) that would serve to activate the street. As such, it would need to become a draw in and of itself, both as a pleasant bicycle and pedestrian access route from Elgin Town Centre to the south, and as a sort of programmed, linear park space.
- Regardless of the materials that could be used for pedestrianisation or the degree to which the space could be programmed, access must be maintained for emergency and occasional service vehicles.