

Draft Elgin Transport Strategy

Appendix 1 – Stakeholder Feedback

(Stakeholder Event held on 16 January 2017)

The Stakeholder event was held on Monday 16 January 2017 at Elgin Library. The session began with Council officers providing an overview of how feedback from previous public and stakeholder consultation events had been reviewed and used by the third party consultancy to develop a set of proposals to address the relevant transport issues raised through the initial consultation and future transport issues attributed with the anticipated growth of Elgin.

Following the presentation stakeholders were divided into four groups and asked to move to 'themed tables' headed by a Council officer, to discuss and comment on individual proposals in detail. The four themes were;

- Junctions;
- New Road Link;
- Active Travel and Streetscape; and
- Behaviour Change and Travel Information (which also included traffic management and public transport).

Following a short explanation of the draft ETS proposals that formed the 'theme', stakeholders were then given 20 minutes to discuss and provide comment individual draft ETS proposals.

Junction Improvements

Options I3A	New Elgin Road - replace Edgar Road and Laichmoray roundabouts with traffic signals
I3B	A96 Northfield Terrace to North Street - replace roundabouts with traffic signals
I3C	A96 Pansport Rbt - replace roundabout with traffic signals
I3D	A941 Hay Street/South Street - replace roundabout with traffic signals
I3G	Mayne Road/Fleurs Road/Wards Road/Bilbohall Road – rationalisation
I3H	Edgar Road/The Wards – replace with traffic signals
I3K	A941 North Street/Morrison Road – improvements to existing signals

Comments from Stakeholders:

- Replacing roundabout at 'Comet' with traffic signals is a good idea
- Progression between junctions benefits pedestrians and cyclists
- Improving A96/Pluscarden Road junction could lead to re-routing of traffic down South Street, which would reduce flows at A96/High Street junction.
- Improving Edgar Road / Wards Road could benefit traffic flow in this area, reducing queuing (economic benefits)
- Pansport roundabout improvement benefits pedestrians and cyclists
- Traffic signals at 'Tesco' junction would assist pedestrians in crossing the road
- A96 / Tesco and A96 corridor improvements are not required for capacity they are more to do with traffic build-up, however, improvement would provide additional options for pedestrians crossing points.
- A96/Lossiemouth Road – replacing junction with traffic signals would control 'blocking back' at this junction.
- Roundabouts are less car centric, better for pedestrians and traffic
- What about Greyfriars Street? Would this junction be improved?
- What about signals for Glen Moray / Sandy Road junction?
- What about signals for Hay Street / Wards Road?

New Road Link

- Options I1B Ashgrove Road to Maisondieu Road - New north-south rail bridge two-way, with traffic signal junctions
- I1C Ashgrove Road to Maisondieu Road - New north-south rail bridge one-way with traffic signal junctions, including traffic signals replacing A941/Edgar Road and Laichmoray roundabouts

Comments from Stakeholders:

- Adds capacity
- Works well as a one way
- Positive for cyclists
- Like separate pedestrian bridge
- Like the idea, another crossing is essential
- One-way system with Station Road bridge is important
- Introduction of signals at 'snag' points
- Increase in crossings adds robustness (network resilience)
- Will only work as a one way
- Nothing to dislike
- Do not see the benefit

- Where is the traffic coming from
- Wrong location
- Concern with the cost of land acquisition costs
- 'Horrible' road junctions
- Width of existing bridge
- Concern with land purchase
- How does it work for west Elgin?
- Is Edgar Road / New Elgin Road still a pinch point?
- Does it push traffic to The Wards?
- Journey time around the one-way forces traffic to The Wards.

Active Travel and Streetscape

Options I4B	Ashgrove Road - New cycle/pedestrian north-south rail bridge
I4C	Mayne Farm/Fleurs Road - New cycle/pedestrian north-south rail bridge
I4F	Station Road - Cycle lanes
I4H	Linkwood Road - Cycle lanes
I4I	Elgin Active Travel Routes - Cycle parking
I4K	Pinefield to East End Primary School - Active Travel route
I4M	A941/Lesmurdie Road - improve pedestrian/cycle provision and crossings
M1A	Edgar Road - Review and re-design/add pedestrian crossings
M1B	Station Road/Maisondieu Road - Review and re-design/add pedestrian crossings
M1C	A96 in Elgin - Review and re-design/add pedestrian crossings
M1D	Thornhill Road - Review and re-design/add pedestrian crossings
I2A	Moss Street - one-way (NB) widen footways provide cycle lanes
I2E	South Street - Pedestrianise between Commerce Street and Batchen Street
I2Fa	A96 Northfield Terrace to Pansport Roundabout - partial streetscape treatment (remove barriers to pedestrian movements)
I2J	Elgin Schools - review measures to reduce vehicle movements

Comments from Stakeholders:

- Lights at Lesmurdie – could hatching be provided at service road?
- Like most Streetscape proposals
- Like new links – make sure they are on desire lines
- Like emphasis on Active Travel
- Like more cycle parking, integration with streetscape and cycle security.
- Active Travel benefits people with mobility problems
- Like more crossing points
- What isn't bad is good
- What about improvements for pedestrians and cyclists at Wards Road / The Wards and Wittet Drive / A96 junctions?
- Concern for Mayne Road bridge and development
- Concerns with Fire Station Access on Station Road
- Station Road / Linkwood Road cycle lanes – concern with traffic impact – parking and turning
- Consider islands for zebra crossings
- Consider lorry overrun on junctions
- Pedestrian needs more primary
- Dislike proposed one-way on Moss Street
- Not keen on pedestrianisation of South Street
- Concern about losing right-turn lanes on Station Road
- Worried about road width reduction due to cycle lanes

Public Transport

Options M3A Elgin/Moray - use of technology to manage demand responsive bus service

M3B Elgin Bus station improvement/re-design

M3D Park and Change at main entry points to active travel corridors

Comments from Stakeholders:

- Identify Park and Change sites for West of Elgin
- Is there a Park and Change site for the West of Elgin?
- Need Park and Change sites for west and south Elgin
- Distance could be an issue with any Park and Change site located to the west of Elgin
- Not sure Park and Change would be utilised
- Must be difficult / expensive to park elsewhere to make Park and Change work

- Investigate which car parks are not used and consider using these, and school car parks which are not in use during school holidays, as a trial for the Park and Change proposal over a busy period.
- May use Park and Change if cycle lockers were available
- Park and Change on East of Elgin is a good idea as it links into the existing cycle routes
- Would Park and Change sites be free?
- Would cycle lockers be provided at Park and Change sites?
- Have you talked to employers to check if Park and Change sites would be utilised?
- It would be difficult to tie-in existing bus services to accommodate the Park and Change sites which may discourage users – it will need an information campaign
- Need a feasibility study (evidence for use)
- Awareness of Active travel routes is key to making the Park and Change proposals work
- Need a feasibility study to determine the uptake of the Park and Change scheme – e.g. Council staff are unlikely to use them due to the current site locations
- What is the market for Park and Change site proposals – people who cycle or people who do not want to pay charges?
- Location (distance) may discourage the use of Park and Change sites especially if people have shopping / goods to carry.
- Must incentivise to encourage the use of Park and Change
- There will be limited use / take-up of the Park and Change scheme if no dedicated bus service or more frequent bus service is provided
- Any buses servicing the Park and Change sites must be suitable for people with mobility problems
- Good idea to use IT to manage buses especially if it allows buses to be booked on the same day 2 hours before the requirement. Could use an UBER type service.
- Consider the use of UBER / WAZE technology for a demand responsive bus service
- Use of Apps for a demand responsive bus service is not suitable for all (e.g. elderly), however, this will improve with time
- Demand responsive bus service needs to be extended into the early evening
- Great idea to re-design / improve the bus station as it is not user friendly at the moment especially at night.
- Will real time information be taken over by HITRANS?

Traffic Management

M2B Congested Areas (A941/A96) Urban Traffic Control (UTC)

Comments from Stakeholders:

- Like the idea of improving traffic flow at junctions through the use of UTC coordinated signals
- UTC is a good idea but what happens when the computers fail?
- Consider the use of Urban Traffic Control to coordinate the use of refuse vehicles on main routes in and out of Elgin

Travel Information

Option M4A	Travel Plan for Moray Council
M4B	Expand TMC Travel Plan to other businesses
M4C	Best Practice Residential Travel Plans for all new development
M4D	School Travel Plans
IN1A	Provision of Information to support use of all modes of transport

Comments from Stakeholders:

- Parents use cars for shopping after school activities, therefore, not easy / possible to encourage mode change
- Educate east end businesses/employees re: Active travel routes (encouragement could give space for business expansion)
- Joint venture could encourage businesses to fund cycle lockers
- Travel packs from developers – great idea
- Employers Travel Plan – great idea
- Travel packs from developers are great idea but what about people moving into older houses?
- School Travel Plans are a good idea. However, the routes must be safe.
- How many employers have Active Travel Plans?
- Schools already have Travel Plans, however, their effectiveness is limited
- Many children are not in the correct zone so they have to be driven to school
- Many parents drop off their children then go on to work
- Traffic flow will change once the new High School is completed
- Active Travel routes need greater publicity.

Appendix 1 –Stakeholder Event 16 January 2017

List of Stakeholders Invited

Scotrail – Peter O’Connell	
Abellio – Nikki Ralston	
Accessibility Group – via Don Toonen	
Allan Wright - Elected Member TMC	
Barratt Homes – Scott Pettitt	
Beverley Smith – TMC	
Bob Milton Properties	
Bus Operator – Mundole	
Bus Operator - Deveron Coaches	
Bus Operator – Maynes	
Bus Operator – Robert Stables	
Chris Tuke - Elected Member TMC	
Dennis Slater - Elected Member TMC	
Douglas Ross - Elected Member TMC	
Elgin Business Improvement District Gill Neill	+ Jim Gardiner St Giles Centre
Elgin Community Council Gordon Methven	Alistair Kennedy; Steve Christie; Aileen Marshall; Iain Catto
Elgin Youth Café	
Emac Planning	
Freight Transport Assoc Margaret Simpson	
Gary Templeton – TMC Development Plans	Rowena MacDougall attending instead of Gary
Graeme Davidson – TMC Housing	
Graham Leadbitter - Elected Member TMC	
Grampian Housing	
Heldon Community Council	Colin Souter attending
HIE Moray	
HITRANS - Ranald Robertson	
HITRANS Active Travel Group - Neil MacRae	
Innes Community Council	
James Allan - Elected Member TMC	
John Cowe - Elected Member TMC	
John Divers - Elected Member TMC	
Kirsty Reid - Elected Member TMC	
Living Streets Chris Thompson	Keep informed of consultation opportunities
Margo Howe - Elected Member TMC	
Mike Shand - Elected Member TMC	
Moray Business Forum - James Johnston	

Organisation	Alternative Delegate
Moray College UHI - David Patterson	
Moray Disability Forum - Irena Paterson	
Moray Outdoor Access Forum - Ian Douglas	
Moray Voluntary Service Organisation	
National Farmers Union	
Network Rail	
NHS Grampian - Gerry Donald	
NHS Grampian - Allan Robertson	
Patsy Gowans - Elected Member TMC	
Police Scotland - Paul McCrudden	Representative from Road Policing
Rebecca Kail	
Road Haulage Association - Chris Little	
Robertson - Colin Souter	
Robertson - Katherine MacKintosh	
Savills-Smith Gore – Donald Lunan	
Scotia Homes - Martin Forbes	
Scottish Ambulance Service - Gary Taylor	
Scottish National Heritage-Jennifer Heatley	
Scottish National Heritage - Shirley Reid	
Sean Morton - Elected Member TMC	
Springfield Properties - Kenny Shand	
Stagecoach - Graeme Leslie	+ Mark Whitelocks
Sustrans	
Sustrans - M Campbell	
Transport Scotland - David Torrance	Requested a catch up by phone or meeting
TSi Moray	
VisitScotland	
Moray Local Outdoor Access Forum – Convenor	

List of Attendees

Neil MacRae - HiTrans	Don Toonen – MC	Councillor Cowe
Graham Leslie - Stagecoach	Beverly Smith – MC	Councillor Slater
Deveron Coaches	Rowena McDougall – MC	Councillor Drivers
Gill Neill – Elgin Bid	Graeme Davidson - MC	Councillor Leadbitter
Alistair Jack	Ian Douglas - MC	Councillor Gowans
Allan Roberston – NHS Grampian		Councillor Allan
Springfield Properties		
Malcolm Campbell - SUSTRANS		Alastair Kennedy – Elgin CC
Chris Little – Road Haulage Assoc.	David Lucius	Iain Catto – Elgin CC
David Chapman	Jo Robinson	Steve Christie – Elgin CC
Irena Paterson – Moray Disability Forum	Lesley Morrison - Police Scotland	Aileen Marshall – Elgin CC
Jim Gardinder – St Giles Centre		Colin Souter – Heldon & Laich CC