

From: [REDACTED]
Sent: 05 October 2020 21:00
To: [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]
Cc: [REDACTED]; [REDACTED]
Subject: Elgin Spaces for People Measures

All

For those able to make today's VC, thank you very much for your time. [REDACTED], [REDACTED], I'm sorry I couldn't find a date that suited everyone, but if you wish to discuss anything with me, please do let me know and we'll arrange a separate VC or telephone call.

In summary from today's discussions:

We revisited the principles behind the current measures – which are focussed on safe movement of pedestrians, and providing space and facilities to encourage active travel at a time when public transport capacity is more limited. The measures have enabled some positive economic activity (tables & chairs outside a number of establishments), however, this was an additional benefit rather than the core purpose.

The current temporary traffic regulation orders end on Sunday 25th October, and the purpose of the discussions was to consult 'what next'. [REDACTED] and I proposed the following, which after discussion was agreed by all present:

- Pavement widening on East High Street (between Muckle Cross and Commerce Street) to continue. This will require continued relocation of the taxi rank, and suspension of the disabled parking bays outside Farmfoods.
- Temporary pedestrianisation of east High Street and south Lossie Wynd (11-4) to end on Sunday 25th October
- Restriction of all vehicles to Commerce Street (11-4) to end on Sunday 25th October, and Commerce Street will revert to the permanent order which is pedestrianised except for permit holders and those accessing disabled parking bays
- Removal of temporary restrictions on west High Street and Batchen Street after Sunday 25th October. Note: the markings for the temporary taxi rank on South Street won't be burnt off this year in case needed again

Additional disabled parking bays in car parks will remain, and will be properly lined. It was noted that there is very high occupancy of the disabled parking bays in St Giles Centre MSCP.

Feature gates are being manufactured for the west and east ends of the High Street to enable any future pedestrianisation, and give the ability to respond quickly to changing circumstances. As a permanent fixture they can be used for events – farmer's markets, reindeer parade etc when there are temporary traffic restrictions. These will provide an easy to use, and more attractive feature. Agreed to positively announce these and their long term benefits when installed.

Likely to put in rise and fall bollards to enable enforcement of permanent orders. Will have further discussions on this at a later stage to ensure elected members fully aware.

Discussed that removal of traffic through traffic orders can be driven by different factors – eg economic development, and that the removal of restrictions after 25th October is about their need as part of the pandemic response. This can change, and may be reintroduced as part of this response (hence the need for flexibility). They can also be introduced as part of other workstreams and we anticipate further discussions on this – as part of Elgin Town Centre Masterplan.

Additional cycle storage, including replacement of the existing parklets near the Dandyllion (which will be relocated), are being procured. Further information will be circulated about design and timescales. The parklets replacement will include seating and planting as these are well used features.

I think that's everything, and I hope I've reflected it fairly.

Kind regards

[REDACTED]

[REDACTED] | Transportation Manager | Transportation

Environmental and Commercial Services, Moray Council, PO Box 6760, Elgin, Moray, IV30 9BX

[REDACTED]@moray.gov.uk | [website](#) | [facebook](#) | [twitter](#) | [News page](#)

[REDACTED]



Please note I am working from home and do not have access to my normal office telephone number.