Appendix C

STAG Appraisal Summary Tables (ASTs)

<table>
<tr><th colspan="4">Elgin Bypass (short) South Route (Option D)</th></tr>
<tr><td colspan="2">Name and address of authority or organisation promoting the proposal:
(Also provide name of any subsidiary organisations also involved in promoting the proposal)</td><td colspan="2">Moray Council
High Street
Elgin
Moray
IV30 1BX</td></tr>
<tr><td>Proposal Name:</td><td>Elgin Bypass South Route (short)</td><td>Name of Planner:</td><td>The Moray Council</td></tr>
<tr><td rowspan="3">Proposal Description:</td><td rowspan="3">This option implements a bypass to the south of Elgin with intersections at the A941 south of Elgin, the Edgar Road extension and the A96 at Morriston Road.</td><td rowspan="3">Estimated Total Public Sector Funding Requirement:</td><td>Capital costs/grant £57.9m (2007 prices) inclusive of an inflation factor, and optimism bias and risk allowances which combined account for 46% of the estimated costs.</td></tr>
<tr><td>Annual revenue support</td></tr>
<tr><td>Present Value of Cost to Govt. £55.1m</td></tr>
<tr><td>Funding Sought From:
(if applicable)</td><td>Capital funds from the public and private sector, The Moray Council, HITRANS and Scottish Executive, and developer contributions.</td><td>Amount of Application:</td><td>To be confirmed.</td></tr>
<tr><th colspan="4">Background Information</th></tr>
<tr><td>Geographic Context:</td><td colspan="3">Elgin is the principal administrative and commercial centre of Moray with the most recent figures (2001 Census) revealing a population of almost 21,000. The town has a wider catchment population of close to 100,000. It is evident that transport plays an important economic and social function within the context of Elgin. This option implements a bypass to the South of Elgin with intersections at the A941 South of Elgin, the Edgar Road extension and the A96 at Morriston Road.</td></tr>
</table>

Social Context:	This option will promote improved access to the key employment sites in the centre of Elgin and at Edgar Rd, including the Edgar Road Retail Zone and Springfield Industrial Estate. It will also promote improved access to Barmuckity Farm, to the eastern edge of Elgin, which is the preferred location for a new Business Park. Benefits will be produced for households across Elgin through a reduction in congestion. No Community Regeneration Area, or European Structural Fund areas will be affected by this option.
Economic Context:	The aim of this option is to impact positively on local transport conditions within Elgin. Elgin has two main access roads the A96 and A941 that allow travellers to move through and in and around the area. These connect surrounding communities to the centre of Elgin, to key employment sites and provide access to a range of public services and recreational opportunities. Elgin is the commercial centre of the wider Moray area providing a focus for employment and commercial activity. The service sector dominates the Moray economy with 75% of employees jobs in service sector occupations. Widespread deprivation is not a significant factor within Elgin, although at the small area level particularly at the datazone level a certain degree of social and economic weaknesses exist. The rate of unemployment in Elgin is marginally higher than the Moray average with figures from the Scottish Executive's February Economic Profile showing that two of the five wards within Moray with the highest rate of unemployment were located in Elgin (Cathedral 3.5%, New Elgin 2.9%). An analysis of travel to work patterns shows the dominance of the private car with 51% of households having access to at least one car. The average distance travelled to work in Elgin according to the Census of Population in 2001 was 14km. The development context within Elgin is largely positive with demand for housing relatively strong and commercial developments also positive. Key aims of the local plan include identifying sites for 950 houses for Elgin and to identify within Elgin sites for industrial/commercial development.

Planning Objectives	
Objective:	**Performance against planning objective:**
Key Planning Objective ▪ To provide a quicker, safer and more reliable transport system in and around Elgin while accommodating future development. Sub Objectives ▪ To reduce average junction delay times by introducing junction time improvements on the A96 and A941 for traffic egressing and accessing key junctions from the base year scenario; ▪ To minimise delay and disruption to all mode users caused by the conflict of modes on key routes in and around Elgin; ▪ To improve safety for all road users by reducing the number of road accidents in and around Elgin; ▪ To improve the management of parking in Elgin; ▪ To encourage modal shift from private car to public transport, cycling and walking; ▪ To mitigate the risks of adverse environmental impacts caused by motorised vehicular traffic in and around Elgin; ▪ To ensure integration of land use and transport.	▪ Yes – model results show that this option will improve journey times and ease congestion within Elgin. Although the option will increase road-space in Elgin there will negligible impacts on safety and security. The option complements the wider development context in Elgin. ▪ Yes – model results shows improvements at key junctions when compared to the do-minimum scenario. ▪ Yes – model results show improvements to average vehicle speed. This will benefit all road-users. ▪ It is estimated that the impacts on accident levels will be neutral, despite increasing road-space within Elgin. ▪ No - The STAG Part 1 Appraisal recommended a parking strategy for Elgin be developed. ▪ No – This option will not impact directly on the provision of improved public transport services. Any modal shift impacts through reductions in congestion will be minor. ▪ Neutral – This option will improve traffic flow and reduce congestion in Elgin. ▪ Yes - This option complements existing land-use policies in Elgin and Moray.
Rationale for Selection or Rejection of Proposal:	In accordance with STAG process and consistent with Planning Objectives.

Implementability Appraisal			
Technical:	As with all of the options, there are no specific unusual technical aspects identified at this stage.		
Operational:	There are no factors which might adversely affect the ability to operate the proposal over its projected life without additional costs.		
Financial:	The funding mechanism has not been completed as part of this STAG Part 2 Appraisal. The estimated capital cost of this option is £57.9m (2007 prices) inclusive of an inflation factor, and optimism bias and risk allowances which combined account for 46% of the estimated costs.		
Public:	The STAG Part 2 Appraisal of this option follows on from a Pre-Appraisal and STAG Part 1 Appraisal that encouraged a wide range of views from local stakeholders in Elgin and Moray.		
Environment			
Mitigation Options Included: (Costs & Benefits)	An Environmental Report has been produced to accompany this STAG Part 2 report. The Environmental Report outlines a number of potential mitigation measures that could be implemented for this option. Mitigation measures will require further exploration as the route design develops.		
Sub-objective	**Qualitative Information**	**Quantitative Information**	**Significance of Impact**
Noise and Vibration	2 properties on the eastern side of this Bypass route option would receive an increase in noise level of 7.8dB and 13.8dB. On the southern side 8 properties would receive increases in noise level of 13.1dB, with 1 property on the western side receiving an increase in noise level of 13.5dB. The information generated by a Stage 2 assessment is not sufficiently detailed to specify mitigation measures. However, there are a number of measures available that could be	Major Negative	Major Negative

	considered as the route design develops. These measures would include: roadside noise barriers, low noise surfacing or speed restrictions.		
Air Quality - Overall	Air Quality standards in Elgin are much higher than the Scottish average. This option maintains the positive Air Quality levels within Elgin.	Neutral to Minor Negative	Neutral to Minor Negative
CO_2 - Global	CO2 levels in Elgin are much lower than the national average. This option maintains the positive CO2 levels within Elgin.	Neutral	Neutral
PM_{10} - Local	PM10 levels in Elgin compare favourably to national average rates. This option has a minor negative impact on PM10 levels within Elgin.	Minor Negative	Minor Negative
NO_2 - Local	NO2 levels in Elgin compare favourably to national average rates. This option has a minor negative impact on NO2 levels within Elgin.	Minor Negative	Minor Negative
Water Quality, Drainage and Flood Defence	This option would cross the River Lossie, and the Burn of Linkwood. Over 2km of this option would be constructed within the floodplain and over 7km of the new highway would have to be drained to protect the groundwater resource.	Moderate Negative	Moderate Negative
Geology	Little or no impact.	Neutral to minor negative	Neutral to minor negative

Biodiversity	The Mayne Wood ancient woodland suffers direct impacts as a result of this route and is one of eight sites impacted by this option. Following mitigation there are likely to be minor negative impacts.	Minor Negative	Minor Negative
Visual Amenity	Sensitive visual receptors in the vicinity of this option include: Bruceland farm, Bruceland House, Sunningdale, Allarburn Cottages, Greenacres, Norriston Cottages, Saltire Lodge, Dunedin Haughland, Hardhillock Avenue properties, Fairway Avenue properties, Glassgreen Farm and Cottages, Burnside Cottage, Barmuckity Farm and Cottage, River Lossie, High School Playing fields, Elgin Golf Course, Right of way near A941, Burn of Linkwood Path.	Moderate Negative	Moderate Negative
Agriculture and Soils	Approximately 45% of this route length runs through farmland of national importance. Impacts following mitigation are likely to be moderately negative.	Moderate Negative	Moderate Negative
Cultural Heritage	There are a large number of SMR sites along this route, and although mitigation will help to minimise some effects it is likely that there will be minor to moderate negative impacts.	Minor to moderate negative	Minor to moderate negative

Landscape	5 river crossings, 2 railway crossings, 7050m of new highway.	Minor Negative	Minor Negative

Safety			
Sub-objective	**Item**	**Qualitative Information**	**Quantitative Information**
Accidents	Change in Annual Personal Injury Accidents	The estimated change in vehicle kilometres of vehicles on the highway network was calculated to be less than 2% when this scheme option was modelled together against the do-minimum scenario. Therefore, the change in the occurrence of accidents/personal injury accidents was calculated to be negligible.	Not applicable
	Change in Balance of Severity	Not applicable	Not applicable
	Total Discounted Savings	Not applicable	£0
Security		This option will not impact directly on improving public transport services. There will therefore be minimal impact on the security of users of public transport. Improving the road network introduces improved materials, signage and lighting which can produce positive security impacts.	Not applicable

Economy (Transport Economic Efficiency) (2002 discounted prices)			
Sub-objective	**Item**	**Qualitative Information**	**Quantitative Information**
User Benefits	Travel Time	Journey time savings resulting from the introduction of this option are delivered to consumers and business sector. (Consumer £17.4m, Business £11.4m)	£28.8m
	User Charges	There will be no impact on user charges.	£0
	Vehicle Operating Costs	Net change in vehicle operating costs will largely be derived from changes to vehicle speed. (Consumers £0.6m, Business £0.3m)	£0.9m
	Quality / Reliability Benefits	This option will improve journey time reliability.	N/A
	Carbon Benefits	This option will produce marginal carbon benefits.	£0.10m
Private Sector Operator Impacts	Investment Costs	This option will not impact on private sector investment costs.	£0
	Operating & Maintenance Costs	This option will have a marginal impact on operating and maintenance costs.	-£0.22m
	Revenues	There will be no impact on revenues.	£0m
	Grant/Subsidy payments	This option will be part funded by developer contributions.	-£0.96m

Economy (Economic Activity and Location Impacts)			
Sub-objective	**Item**	**Qualitative Information**	**Quantitative Information**
Economic Activity and Location Impacts	Local Economic Impacts	Not applicable	Not applicable
	National Economic Impacts	Not applicable	Not applicable
	Distributional Impacts	Not applicable	Not applicable

Integration			
Sub-objective	**Item**	**Qualitative Information**	**Quantitative Information**
Transport Interchanges	Services & Ticketing	This option will not impact directly on improved public transport services.	Not applicable.
	Infrastructure & Information	This option promotes improved journey times for all vehicles (public and private) moving through and around the Elgin area.	Not applicable.
Land-use Transport Integration		This option complements land-use policies in Moray and Elgin. This includes the Moray Structure Plan and the current and emerging Moray Local Plan.	Not applicable.
Policy Integration		This option is consistent with the Moray Local Transport Strategy (2001) and the HITRANS Regional Transport Strategy. This option contributes to, and is consistent with, a range of government policies, including the 2004 Transport White Paper and the recently published National Transport Strategy.	Not applicable.

Accessibility & Social Inclusion			
Sub-objective	**Item**	**Qualitative Information**	**Quantitative Information**
Community Accessibility	Public Transport Network Coverage	This option will not directly impact on public transport network coverage. The main beneficiaries will be car owners. However, those travelling by public transport, in the main by local buses (326, 327, 328, 329, 331 and 336) will also experience improved accessibility as traffic flow improves and congestion eases. The establishment of new road space will also provide opportunities to review existing bus routes and promote new bus services. The journey time savings are outlined in the Economy section of this report.	Not applicable.
	Access to Other Local Services	This option will promote improved access to the centre of Elgin, which is the commercial focus for Elgin and the Moray Area. This will improve access to key employment sites and a range of community services.	Not applicable.
Comparative Accessibility	Distribution/Spatial Impacts by Social Group	Levels of social exclusion in Elgin are relatively low. As the main beneficiaries will be existing car owners it is likely that any social inclusion impacts will be modest.	Not applicable.

	Distribution/Spatial Impacts by Area	This option will promote improved access within and through Elgin. Improvements to the local transport network are viewed as vital for the future economic development of Elgin and the wider Moray area. A number of wards and datazones within Elgin exhibit relative measures of geographic and employment deprivation.	Not applicable.

Cost to Public Sector (2002 discounted prices)		
Item	**Qualitative information**	**Quantitative information**
Public Sector Investment Costs	£57.9m (2007 prices)	£54.1m (present value)
Public Sector Operating & Maintenance Costs	This option will impact on operating and maintenance costs	£1.2m
Grant/Subsidy Payments	Developer contributions will part finance this option.	-£0.96m
Revenues	There will be no impact on revenues	£0
Taxation impacts	Loss of fuel duty.	£0.76m
Monetised Summary		
Present Value of Transport Benefits	£28.6m	
Present Value of Cost to Government	£55.1m	
Net Present Value	-£26.5m	
Benefit-Cost to Government Ratio	0.52:1	