

### Introduction

Local Plans contain transport policies for the following reasons:

- To enhance accessibility by improving road links, promoting freight and providing adequate car parking in towns.
- To promote sustainable transport by providing infrastructure for public transport, cycling and walking and traffic management.

The approach to transport therefore seeks to provide the context for economic and sound development whilst at the same time providing opportunities for sustainable travel.

### Context

Important changes for Scotland's transport include the new Transport Scotland agency and the requirement for Regional Transport Strategies.

Scottish Planning Policy 17 (SPP17) on Planning for Transport seeks to promote an integrated approach to transport and development by promoting sustainable patterns of development whereby non-car modes of transport can be given encouragement. It also provides guidance in the siting and design of roadside facilities and the factors to be taken into account in addressing planning, environmental, road safety, and traffic management.

The Council has also developed a Local Transport Strategy that aims to improve accessibility and provide a sustainable approach to transport which meets the economic and community requirements of the area.

The Transport Strategy stresses the difficulties faced by Moray on account of its peripheral and rural situation. This means that there will be a continuing emphasis on road transport and providing necessary infrastructure whilst also promoting opportunities for public transport, cycling and walking.

The Plan therefore requires to provide the landuse context for the promotion of the transport strategy. This should also address the need to provide more development opportunities that make best use of current transport provision.

## **POLICY T1: TRANSPORT INFRASTRUCTURE IMPROVEMENTS**

The Council will promote the improvement of road, rail, air and sea routes in Moray and priority will be given to:

- a. dualling the A96 Aberdeen to Inverness route, including bypasses at Elgin, Fochabers/Mosstodloch and Keith.
- b. improving the A95 (Keith to Aberlour), A941 (Lossiemouth to Elgin to Craigellachie) and A98 (Fochabers to Cullen) routes.
- c. improving the Aberdeen to Inverness railway for passengers and freight by providing additional passing opportunities.
- d. improving harbour facilities for freight and leisure.
- e. improving access to air facilities, in particular through public transport

Proposals that compromise the implementation of these priorities will not be acceptable.

SPP17 details that there will be a presumption against new accesses onto a trunk road, and that the Scottish Executive will consider the case for such junctions where nationally significant economic growth or where regeneration benefits can be demonstrated.

### **JUSTIFICATION:**

Moray's peripheral and rural location within the UK and Europe puts great emphasis on the need to improve transport infrastructure for improved accessibility to services and markets.

The emphasis is on the improvement of the key road links that serve the vast majority of Moray's current requirements for transport. In addition, efforts should be made to improve the rail links within Moray as well as improving and diversifying the area's harbours, and improving access to the airports in Aberdeen and Inverness.

Improvements to the strategic transport infrastructure in Moray are anticipated through various studies and strategies being developed by Hitrans; Transport Scotland; Network Rail and others (Aberdeen to Inverness Transport Corridor study; Scotland Route Utilisation Strategy, and the Strategic Transport projects review).

### **CONFORMS TO:**

The policy conforms to the Council's Local Transport Strategy. It conforms to, national objectives but recognises the key role of the area's major transport asset, local and trunk roads, and the requirement to improve public and business travel for economic growth.

### **POLICY CROSS REFERENCE/ADDITIONAL GUIDANCE:**

Policy IMP4 Action Plan; SPP17.

## **POLICY T2: PROVISION OF ROAD ACCESS**

The Council will require that a suitable and safe road access from the public highway is provided to serve new development and where appropriate any necessary modifications to the existing road network to mitigate the impact of development traffic, and the provision of appropriate facilities for public transport, cycling, and pedestrians. Access proposals that have a significant adverse impact on the surrounding landscape and environment that cannot be mitigated will be refused.

SPP17 details that there will be a presumption against new accesses onto a trunk road, and that the Scottish Executive will consider the case for such junctions where nationally significant economic growth or regeneration benefits can be demonstrated.

### **JUSTIFICATION:**

It is important to ensure that new development is served by appropriate infrastructure. The road access arrangements should be suitable to the proposed development and ensure that there are adequate safety provisions and provision for public transport, cycling and pedestrians. Road access design should be carefully designed to fit in with the surrounding landscape and environment. Where the access to a site is unmade or a private track it may require to be surfaced to a suitable standard and require the provision of passing places or be widened accordingly.

### **CONFORMS TO:**

The policy conforms to the Council's guidance on technical standards for the provision of roads infrastructure.

### **ADDITIONAL GUIDANCE**

Policy IMP1: Development Requirements;  
PAN76: New Residential Streets.

## **POLICY T3: ROADSIDE SERVICE STATIONS**

The Council will approve applications for roadside service stations if there is a specific locational need; no adverse impact on the built and natural environment that cannot be satisfactorily mitigated; and where appropriate access, parking and safety standards can be met.

### **JUSTIFICATION:**

Roadside service stations provide an important safety feature particularly for long distance travellers. They can also provide an input into the local economy. Therefore where environmental and access, parking and safety issues can be satisfactorily resolved there should be a positive approach to their provision.

### **CONFORMS TO:**

The policy conforms to SPP17 Planning for Transport

### **POLICY CROSS REFERENCE/ADDITIONAL GUIDANCE:**

Policy IMP1: Development Requirements.

**POLICY T4: BUS, RAIL AND HARBOUR FACILITIES**

The Council will promote the improvement of the bus, rail and harbour facilities within Moray. Development proposals that may compromise the viability of these facilities will not be acceptable.

**JUSTIFICATION:**

It is a Plan aim to optimise the contribution to transport that can be made by enhancing bus, rail and harbour facilities. Therefore, it is appropriate to safeguard existing railway and bus stations, railfreight facilities and harbours from development that may compromise their viability. Notwithstanding the above there are likely to be opportunities, particularly related to the area's commercial and leisure harbours, where more diversified development would be acceptable.

**POLICY CROSS REFERENCE/ADDITIONAL GUIDANCE:**

Policy IMP1: Development Requirements, Policy IMP4: Action Plan.

**POLICY T5: PARKING STANDARDS**

Proposals for development must conform with the Council's policy on parking standards.

**JUSTIFICATION:**

The application of parking standards related to development assists in the implementation of appropriate traffic management, and in the availability of on-street car parking provision. The standards specify where there is scope to provide commuted payments as an alternative to parking on site, as well as the need for parking for commercial vehicles.

**CONFORMS TO:**

The policy conforms to SPP17 on 'Transport and Planning: Maximum Car Parking Standards (2003)'.

**POLICY CROSS REFERENCE/ADDITIONAL GUIDANCE:**

None.

**POLICY T6: TRAFFIC MANAGEMENT**

The road hierarchy will be used to assist the assessment of planning applications, in particular for the consideration of the appropriate road design and traffic management requirements. The road hierarchy will be used when considering appropriate traffic management options/schemes to optimise the performance of specific roads.

**JUSTIFICATION:**

A strategic road hierarchy (Trunk Road; Principal Local Roads; and Non-Principal Local Roads) already exists that enable efficient management of the road network within Moray. There are road hierarchy categories in the Road Guidelines for new developments. The road hierarchy categories will be reviewed and extended to cover roads within Elgin.

**CONFORMS TO:**

The policy conforms to guidance set out in SPP17 on 'Transport and Planning'.

**POLICY CROSS REFERENCE/ADDITIONAL GUIDANCE:**

Policy IMP4: Action Plan.

## **POLICY T7: CYCLING, WALKING AND EQUESTRIAN NETWORKS**

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The Council will promote the improvement of the cycling, walking, equestrian and motorised sport path networks within Moray. It will give priority to the path networks and to long distance routes including the Aberdeen to Inverness National Cycle Route and the Speyside Way. Development proposals that adversely impact on the routes and cannot be adequately mitigated will not be acceptable.

Dependant on funding the Council will examine the possibility of an extension of the Elgin to Lhanbryde footpath network.

### **JUSTIFICATION:**

The encouragement of cycling and walking both for work and leisure is a national and local priority. There are clear benefits in terms of overall sustainability through a reduction in the use of fuel and in the improvement of the health of the area's population.

### **CONFORMS TO:**

The policy conforms to SPP17 on 'Transport and Planning' and to the Council's Local Transport Strategy.

### **POLICY CROSS REFERENCE/ADDITIONAL GUIDANCE:**

Policy IMP4: Action Plan.

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