

**MORAY  
LOCAL  
TRANSPORT  
STRATEGY**

**PART 2**

## Control sheet

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This is the second Local Transport Strategy (LTS) for the Moray area. The purpose of the LTS is to set out a framework for taking forward transport policy and infrastructure within Moray.

For ease of use the LTS has been split into two parts.

Part Two of the LTS summarises the background information, achievements to date, key issues, linkages with other National, Regional and Local policies guidance and also the relationships with other key agencies.

Part One provides information on the main strategy, outlines the key and secondary objectives together with action plans and information on committed schemes for each of the 7 key topics covered including; Active Travel, Public Transport, Ports and Harbours, Roads, Freight Transport, Travel Behaviour and Traffic Management.

## BACKGROUND

The population of Moray in 2008 was 87,770<sup>1</sup>, a figure that has remained fairly static since 2001. Around 18% of the population is under 16 years of age and 22% is of pensionable age<sup>1</sup>. In 2008, there were 38,815 households in Moray giving an average household size of 2.26 people compared to 2.22 people per household in Scotland<sup>1</sup>.

In order to develop an inclusive Local Transport Strategy, it is important to consider the key national and local trends. The following points highlight some of the key trends:

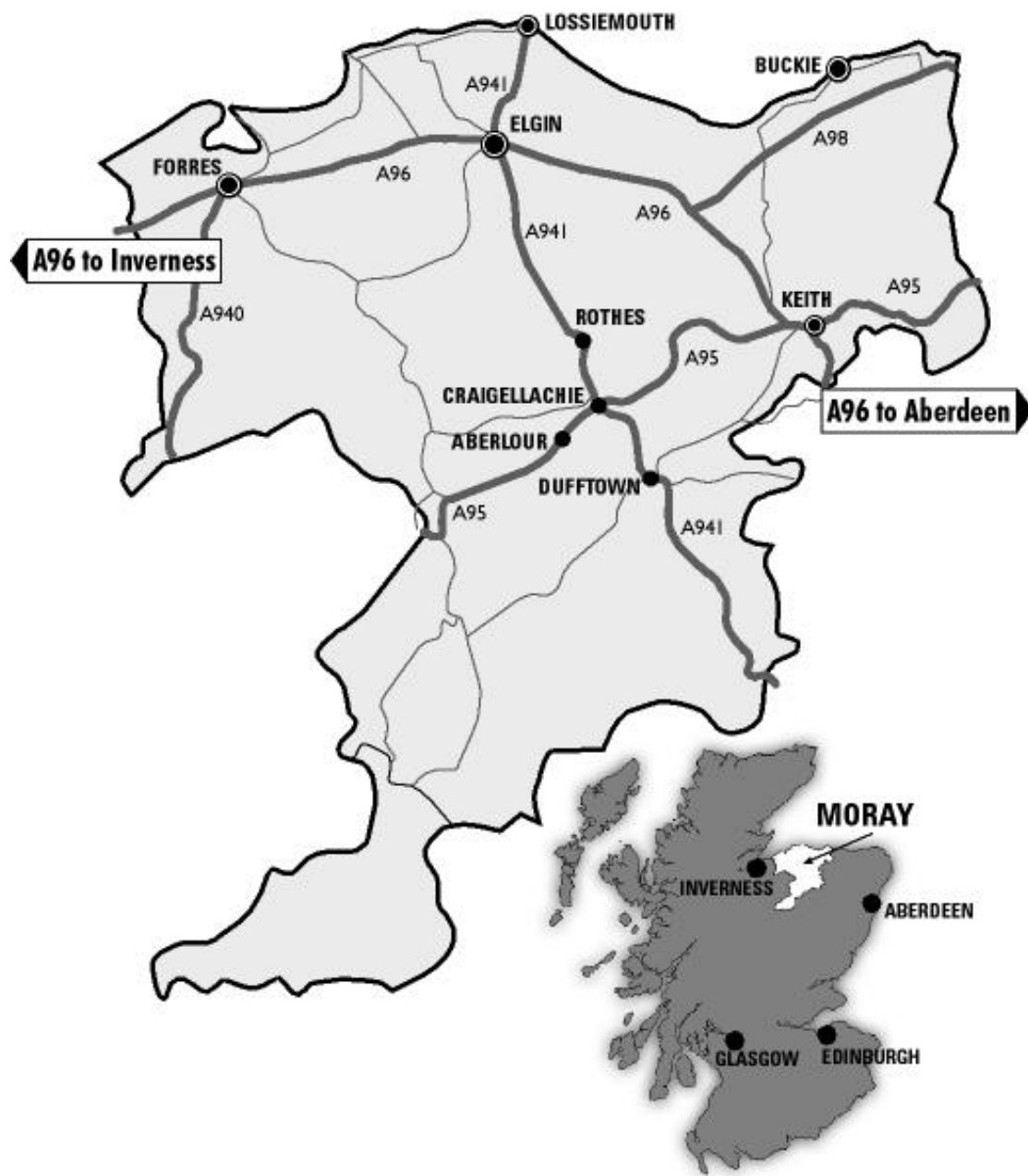
- In 2008, there were 53,800 licensed motor vehicles in Moray and 2.7 million in Scotland, an increase of 28% and 23% respectively from 2001<sup>2</sup>. Moray has a high level of car ownership which is increasing at a greater rate than Scotland as a whole.
- Passenger journeys on local bus services in Scotland have been increasing since the period covered by the previous LTS. There were 515 million passenger journeys made on local bus services in 2008/09 against 458 million in 2001, an increase of around 12.5%<sup>2</sup>. Within Moray, passenger journeys have been increasing by around 8%.
- Passenger journeys on Scotrail services increased by around 46% between 2001/2 and 2008/9, increasing from 57.4 million to 84 million<sup>2</sup>. Rail travel from the three stations in Moray increased around 6.2% between 2005/06 and 2009/10<sup>3</sup>.
- Traffic volumes on motorways and 'A' class roads in Scotland have marginally increased in the period covered by the previous LTS, between 2001 and 2009. In 2009, traffic volumes on all major 'A' class roads in Scotland reached 28.8 billion vehicle km, an increase of around 10% from 26.3 billion km in 1997<sup>2</sup>. Traffic volumes on roads in Moray have increased around 14%, from 650 million vehicle km in 2001 to 743 million vehicle km in 2009<sup>2</sup>.
- Freight carried by road transport in Scotland has increased from 150.8 million tonnes in 2001 to 163.6 million tonnes in 2008, an increase of around 8.5%<sup>2</sup>. Within Moray, on several key routes including the A941 at Rothes and A98 west of Cullen, the proportion of HGV traffic, mainly accessing local industry is 10-11%.

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1 General Register for Scotland

2 Scottish Transport Statistics

3 LENNON data



## Moray is rural

Moray, has the fourth lowest population density of all authorities in Scotland. Around 57% of the population live in the main centres of Elgin, Buckie, Forres, Keith and Lossiemouth with the remainder dispersed throughout the area.

- In 2008, the population density in Moray was 39 persons per square km. By comparison, the Scottish average is 66 persons per square km<sup>4</sup>.
- Car dependency in Moray is relatively high. In 2001, there was an average of 1.09 cars per household, compared to an average of 0.93 cars per household in Scotland<sup>2</sup>. Around 24% of households in Moray do not own a car or van<sup>2</sup>. Occupants of these households therefore rely on other means of transport to access key services.
- There is a total of 1,600 km of A, B, C and unclassified roads in Moray<sup>2</sup>, 96% of which is maintained by Moray Council.
- Moray has a high level of rural primary industries, creating additional pressure on the road and bridge infrastructure from heavy goods and farm vehicles.
- Public transport services in Moray are generally focussed on the main settlements and on the A96 corridor and are generally not viable outside these areas unless subsidised by the public sector. Increasing subsidy costs and reducing budgets present significant challenges to providing adequate services.
- On demand 'Dial-M for Moray' services operate in the Forres and Speyside areas.
- High fuel prices have a disproportionate impact on the population within rural areas such as Moray where fuel prices, especially in the more remote areas, are higher than those in the south. The increasing cost of fuel has more impact in Moray.
- Elgin, Keith and Fochabers/Mosstodloch display noticeable congestion issues. Transport Scotland has commenced construction of a Bypass of Fochabers/Mosstodloch with an estimated completion date of 2012.

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<sup>4</sup> Moray Council Community Profile

## **Moray is Peripheral**

- Moray is peripheral in Europe. All of Moray is covered by European Community Structural Fund (ECSF) Objective 2 designations. In addition, the majority of Moray is covered by the Highlands and Islands Special Transitional Programme Area. These designations are designed to reduce the economic imbalance between areas such as Moray and the rest of Europe.
- Moray is peripheral within Scotland. Travel time isochrones demonstrate that the Central Belt of Scotland is further from Moray than from either Inverness or Dingwall by both road and rail. Business in Moray is at a considerable disadvantage in competing with the rest of the UK and Europe.
- High fuel prices have a significant impact upon the operation of businesses within Moray, particularly those that import and export goods from beyond the Moray boundary into the rest of the UK and Europe.

## **Economic Sector Data**

Following the outcome of the Strategic Defence Review which identified the RAF base at Kinloss for closure, Moray is home to one remaining RAF base at Lossiemouth which is a major economic contributor to the area. Moray also has some of the strongest food and drink export businesses in Scotland, including some of the world's leading brands of whisky. The area is also home to premier international food brands such as Walkers Shortbread and Baxters Food Group, alongside many smaller producers serving niche markets.

A recent study into the economic contribution that the RAF bases at Lossiemouth and Kinloss made to the Moray economy highlights the following.

- The bases collectively support 5,710 FTE jobs in the local economy, this equates to 16% of all FTE employment within Moray. Direct on-site employment has been identified as 4,037 FTEs. The total RAF Kinloss and RAF Lossiemouth economic impacts are detailed as;
- RAF Station Base Employment (FTE) Gross Income (wages)
- Kinloss 2,341 £68.0m
- Lossiemouth 3,370 £90.3m
- Total 5,710 £158.3m

The wider impact on population is significant, with RAF personnel families accounting for 1,457 spouses, and 1,919 children, up to 16 years of age. The RAF households alone account for 7% of the total population of Moray and 8% of its working age population. Families of RAF personnel contribute strongly to the local economy i.e. at least 15% of all NHS staff have partners connected to the RAF activity in Moray. In some departments such as midwifery, district nursing and cardiology up to 25% of staff have spouses or partners within the RAF Bases.

## **Whisky**

Speyside is the acknowledged heartland of whisky production in the world.



The largest concentration of Scottish whisky distilleries is within the Speyside area. The product is iconic and along with tourism is Scotland's primary indigenous industry. According to the SWA (The Scotch Whisky Association) the whisky industry in Scotland directly supports 10,000 jobs with a further 31,000 jobs relying on the industry in the supply chain (According to SEPA the industry directly employs 11,000 and supports a further 40,000 jobs in Scotland and a further 25,000 in the rest of the UK. This amounts to 1 in 50 Scottish jobs, 4000 of which are in rural areas.

Annual earnings are worth £2bn to the UK economy accounting for 25% of all food and drink exports.

Scotch Whisky helps Scotland stand out in the international marketplace. It gives Speyside an international reputation and profile that few other industries could provide. In Scotland Whisky contributes to the tourism appeal of the country and specific destinations. Some 40 distilleries have visitor centres and/ or guided tours and host over 1 million visits per annum. Each of the distilleries hosts buyers, suppliers and trade/corporate customers throughout the year and in so doing uses local facilities and services.

In 2003 The Scotch Whisky Association published a report by DTZ Pieda Consulting entitled 'The Economic Impact of the Production of Scotch Whisky, Gin and Vodka in Scotland'. This identified that:

The Scotch Whisky Industry generates £800m in salaries in Scotland;  
Almost £700m is spent on local goods and services;  
£90m alone is spent purchasing cereals in Scotland (the industry also purchases barley from around the world when price advantageous).

There are relatively few statistics about the number of visitors who are attracted to Scotland or, indeed Speyside, specifically because of whisky, visiting distilleries and the heritage/ culture of whisky. There are numbers showing visitation to distillery visitor centres.

Extrapolating the figures means that in Speyside the cumulative impact of corporate visitors to, say 15 companies in Speyside would be:

- 30,000 visitors;
- 60,000 – 90,000 bednights;
- £1m of direct expenditure

There are a number of whisky festivals in Scotland including:

- Spirit of Speyside
- Dufftown Autumn Festival
- Highland Whisky Festival
- Islay Malt and Music Festival

The Malt Whisky Trail (The only malt whisky trail in the world) encompasses eight distilleries and the Speyside Cooperage.

Whisky related visitor attractions in Moray accounted for some 246,000 guest visits in 2005 and 239,700 in 2006. The report estimates that spending in 2006 by visitors at whisky attractions would have been over £3.85m.

## ***Food Produce***

Scotland Food and Drink has a shared vision for the future for Scotland to be internationally known as 'A Land of Food and Drink'; and has as its mission to grow the size of the industry from £10bn to £12.5bn by 2017 and an ambition to place Scotland amongst the top three of the world's producers of premium food & drink products.

The new industry strategy, published in early 2010 has been underpinned by this national desire to grow Scotland's food and drink industry. Its aims and ambitions are closely aligned to the Scottish Government's National Food and Drink policy and Highlands and Islands Enterprise works closely with Scotland Food and Drink, the Scottish Government and other public and private sector organisations to ensure that these aims are achieved.

There are many producers of premium produce within Moray of which Walkers Shortbread and Baxters are the two largest and most recognised names.

### ***Walkers Shortbread***

Walkers, employs around 1500 people of which approximately 500 jobs are based in Elgin and 1000 in Aberlour. Walkers sells its shortbread, oatcakes and other Scottish specialities to 85 countries including America, China, Canada and Australia.

### ***Baxters Food Group***

Baxters employs more than 1,000 staff. There are around 540 jobs in the UK outwith the retail section. Products are exported to the USA, Canada, South Africa, Australia, Hong Kong and across Europe.

As part of the Fochabers-Mosstodloch bypass a link road from the new Coul Brae roundabout will provide vehicular access to the Baxters' Highland Village. A new underpass adjacent to Inchberry Road will provide segregated pedestrian and cyclist access under the new road next to Baxters, with a Toucan crossing also provided at grade, providing links for non-vehicular traffic to and from Fochabers.

## ***Farming***

Nearly all Scotland's vegetables are grown along the east coast from the Moray Firth to the Borders. These include peas, beans, Swedes (turnips), calabrese and carrots.

Moray's barley is in demand for whisky production. On occasions grain is imported via Buckie harbour to supply the whisky sector. Details of the freight movements associated with Buckie Harbour are identified later in this document.

## ***Tourism***

An economic impact assessment of the volume and value of tourism in Moray during 2008 was recently published. These figures will provide a benchmark for the future development and growth of tourism in Moray, following the establishment of the Destination Development Organisation, Moray Tourism Development.

The figures indicate that:

- The value of tourism to the local economy is about £106,450m (£69m in direct spending and £25m in indirect expenditure). This represents a 6% increase from 2007. This helped to sustain over 3,735 jobs either directly (3205) or indirectly (531) in the area, an increase of 1% from 2007.
- There has been a gradual increase in annual tourism expenditure has since 2004, rising from £90m to £106m in 2008

In 2008 Moray hosted over 2.1m tourist trips, including 253,230 day visitors, who spent £10.73m in the area. Of these, 37% of visitors stayed in non-serviced accommodation, 29% in serviced accommodation; 23% stayed with friends and relatives and 12% were day visitors.

109,460 overnight tourists who stayed with friends and relatives and contributed £11.37m during their 494,360 days in the area.

Tourists using commercial accommodation generated over 391,850 trips, stayed for a total of 1.39m days and spent over £84.36m in the area.

Transport is essential to these key business sectors in Moray.

### **Moray has Transport Budget Pressures**

Budgets for some transport activities within Moray Council have been static for a number of years, resulting in a real terms budget cut year-on-year. The current financial climate, that is affecting all local authorities in Scotland, will likely result in a further reduction for transport budgets within Moray.

Projected capital expenditure on roads and transportation, excluding Trunk Roads, in Moray in 2009/2010 is in the region of £6.3 million.

### **Active Travel**

Cycling and walking are environmentally friendly, non-polluting, fuel efficient forms of transport that also have health benefits for the people who use them. They can help reduce congestion and pollution.

Moray already has a relatively high level of travel to work trips by cyclists and pedestrians. 4% of trips to work are by cycle and 25% of trips are on foot in Moray. In Elgin, 5% of trips to work are by cycle and over 30% of trips are on foot.<sup>5</sup>

In Elgin, 68% of travel to work trips are less than 2km. For Moray as a whole, however, this figure is only around 34%<sup>5</sup>, highlighting the opportunity for greater mode shift within the settlements.

The emerging Moray Core Paths Plan identifies a network of paths whose purpose is to provide a basic framework of routes sufficient for the purposes of giving the public reasonable access throughout their area. Improvements to the network will be required in order to encourage increased use and the plan will enable negotiations to be undertaken with developers for improvements through developer contributions.

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<sup>5</sup> Elgin Active Travel Audit, 2009

## **Urban Freedom**

The HITRANS Regional Transport Strategy (RTS) identified active travel as a key theme across the region. Following publication of the RTS, HITRANS wholly funded Active Travel Audits in various settlements including Elgin. The completed Elgin Active Travel Audit was utilised to develop a revised bid for funding from the European Regional Development Fund (ERDF) under the banner of “Urban Freedom”, which was successful in April 2009.

The “Urban Freedom” Sustainable Travel Town Project is aimed at increasing the number of short journeys made within Elgin on foot, by bike or using public transport was initiated in April 2009. The project is funded jointly by the European Regional Development Fund and The Moray Council supported by Cycling Scotland, Sustrans and HITRANS and is due to run until December 2011.

## **Public Transport**

Buses, coaches and dial-a-bus services provide the principal public transport capacity within Moray.

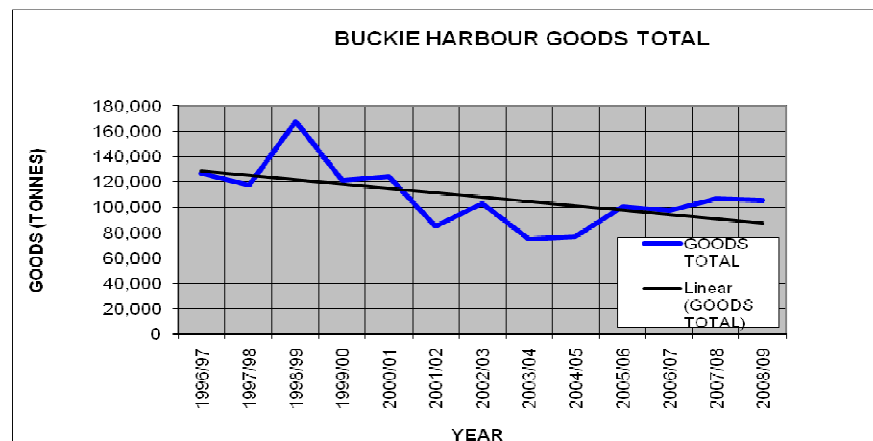
The rail service to Inverness and Aberdeen has seen increasing passenger numbers in recent years. New services were introduced in December 2008 and the service frequency is currently two hourly services.

Around 10% of travel to work trips in Moray are made by bus. This proportion is however, considerably lower than the overall Scottish average of 16.5%, reflecting the lower service provision compared to more built up areas in other parts of Scotland.

Free home to school transport is provided to all pupils residing more than 2 miles from the zoned school in Moray.

## Ports and Harbours

The Moray Council is responsible for six harbours in the area, two of which are commercial ports while the others are leisure facilities. Dredging operations are carried out at the two commercial harbours using the Council's own dredger.



## Roads

The network of local roads that Moray Council is responsible for is over 1,500 km. This network also includes over 16,000 street lighting units, 366 road bridges and a further five footbridges and ten road bridges with shared ownership and responsibility (The Moray Council and Aberdeenshire Council or The Highland Council). The overall roads asset is estimated to be valued at over £1 billion.

In general, planned maintenance is declining, whilst response and emergency maintenance is increasing and therefore the overall quality of the network infrastructure, including roads and lighting is declining. This makes it imperative to have a clear programme of action to best use limited resources.

## Management of the Asset

Road carriageway condition within Moray is graded according to the Society of Chief Officers of Transportation Scotland (SCOTS) condition bands. The table below details the banding and the percentage of road carriageway in Moray that fell within each banding in the most recent survey (2008-2010).

**Table 1 Condition of the Road Carriageway in Moray**

Condition Band	Description	% of Moray Roads
Green	Road is in an acceptable condition	78%
Amber	Road condition indicates that further investigation is needed to establish if treatment is required	19%
Red	Road has deteriorated to the point at which repairs to prolong future life should be considered.	3%

With budgets for maintaining and improving the asset decreasing, it is important to ensure that available finances are spent in the most productive manner. All Scottish

Local Authorities are working together under SCOTS to develop a Roads Asset Management Plan (RAMP) for their area.

An objective of the RAMP is to enable a move from annual budgeting to long term financial planning. Life-cycle asset management plans would enable better informed decisions to be made about existing and new assets.

The initial objective is for all authorities to complete a rudimentary Roads Asset Management Plan. This plan is a fully populated first draft and should include:

- A statement of current practice;
- A statement of the current state of the asset;
- A statement of anticipated financial 'need';
- Identification of improvements needed to implement Asset Management; and
- A plan for improvement.

The Council have invested in an asset management system that has, and continues to be, developed to support day-to-day maintenance and long term planning in relation to the roads asset.

### **Elgin Traffic Management and Elgin Traffic Review**

The previous LTS identifies dualling of the A96, upgrade of the A941 to trunk road status and an Elgin bypass as measures within the Action Plan for improving transportation in the area. The Moray Development Plan also provides support for strategic improvements to the road network and it is a Moray Council priority to support and lobby for an Elgin Bypass and improvements to the roads infrastructure in Elgin in order to alleviate traffic congestion.

A series of transport studies, including a full STAG Appraisal in 2007, have been carried out for Moray Council to understand the potential benefits of a bypass around Elgin. Transport Scotland's Strategic Transport Projects Review (STPR) published in 2008 however, did not include a bypass of Elgin within the projects identified to provide improvements to the strategic network.

Following STPR, a joint technical working group involving officials from The Moray Council and Transport Scotland was formed to examine the issues, problems and constraints that affect the operation of the transport network in Elgin, develop joint objectives and identify potential solutions or packages of interventions ranging from simple, short term improvements to more significant, longer term options. The outcomes of this group are summarised in the joint Elgin Traffic Review, November 2009<sup>6</sup>.

### **Freight Transport**

Because Moray is largely rural and there are no regular rail freight flows to/from the area there is a large element of heavy goods traffic on the road network, including significant numbers of whisky and timber lorries serving local industry. These vehicles have a greater impact on the road network in terms of wear and tear and delays to other traffic, however, effective access for these vehicles is important to the economy of Moray.

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<sup>6</sup> Elgin Traffic Review

There are currently facilities to handle rail freight at Elgin and Keith. These facilities may offer potential to increase freight to and from Moray by rail however enhancements may be required to enable this.

Sea freight operations are concentrated on Buckie, and to a lesser extent Burghead Harbours. Buckie Harbour handles around 60-80 ships per year. In 2008/09, the harbour handled 72,000 tonnes inbound and 34,000 tonnes outbound of bulk cargos including timber, stone cobbles, barley, animal food pellets and road salt. The majority of this cargo is forwarded by road to local destinations.

## **Travel Behaviour**

Changing travel behaviour, to encourage use of more sustainable modes, especially for short trips, is particularly important for dealing with peak hour congestion issues. The Council has an important role in promoting opportunities for joint working in terms of Travel Plans and the implementation and promotion of measures which require the collaboration of the area's other major employers for its successful implementation. They also need to demonstrate what can be achieved through initiatives such as car sharing, car pooling, home working, flexitime and providing proper facilities for cyclists. A Travel Plan is in place for the Council Headquarters.

The establishment of Community Planning networks has facilitated better joint-working between public service organisations in the provision of transport solutions in Moray and the North East of Scotland as a whole. The Council is a member of the Grampian Health and Transport Action Group (HTAP) which promotes and delivers improved solutions for health-related transport issues across the Grampian region. The group also promotes Active Travel. The partners involved with the Council are the two regional transport partnerships HITRANS and NESTRANS, NHS Grampian, Grampian Police, Aberdeenshire Council and Aberdeen City Council.

There are a number of other resources available to those preparing or currently managing Travel Plans for their organisations including:

- [www.ifyoucareshare.com](http://www.ifyoucareshare.com) - HITRANS and Zetrans car sharing website.
- [www.chooseanotherway.com](http://www.chooseanotherway.com) - Initiative to encourage more sustainable transport choices through the creation and implementation of Travel Plans
- Energy Savings Trust (EST) – organisation promoting energy reduction

## **Traffic Management**

Traffic management relates to the use of mechanisms to manage traffic patterns. There are a number of mechanisms that come under the general heading. These are parking standards and provision, safety initiatives, physical and regulatory measures, transport demand management, increased use of communications technology and development planning. All have an important role to play in reducing and improving the traffic issues within Moray.

Road Safety is considered to be a joint effort in Moray through the creation of the Moray Road Safety Group. The group has been in existence since 2001 when it was formed to promote a Moray Accident Free Day.

The Group is made up of representatives of Council Roads, Education, Health and Safety and Community Planning officers as well as the Emergency Services, and BEAR (Scotland), the trunk road agents.

The group is consultative as well as a vehicle for education and encouragement initiatives, including its partnership with Aberdeenshire and Aberdeen City Councils in respect of Safe Drive Stay Alive.

The Moray Council is also represented on the North East Scotland Joint Public Sector Group which is a partnership between Aberdeen City Council, Aberdeenshire Council and The Moray Council, Grampian Police, Grampian Fire and Rescue Service, NHS Grampian, Scottish Enterprise whom together with representatives from Transport Scotland, Nestrans and Hitrans produced and maintain the North East Scotland Road Traffic Reduction Strategy

Road safety awareness is delivered to Primary School children by the Road Safety Officers. Secondary School Road Safety Initiatives are delivered by Police Officers. Both are managed by Grampian Police.



## **ACHIEVEMENTS**

Since 2001, Moray Council, other community planning, and delivery partners have delivered a significant number of transport related projects.

### **Active Travel**

- Forres to Findhorn Cycleway was completed in 2006 with additions to the Elgin to Lossiemouth Cycleway being undertaken throughout the period and the contraflow cycle lane in Lossie Wynd, Elgin being completed in 2009. Work on the route within Elgin is still ongoing. All of these routes have been identified within the Moray Core Paths Plan.
- Secure cycle storage has been provided at 27 schools since 2001.
- School Travel Plans have been developed for 49 Moray Schools.
- Additional schemes funded through The Scottish Governments' Safer Routes to Schools (2000/1 – 2001/2), Cycling, Walking and Safer Streets (2001/2 – present), 20mph limits and Safer Routes to Schools (2004/5 – 2007/8) include:
  - providing 20mph limits at 37 schools and vehicle activated warning signs at a further 6 schools.
  - traffic calming and traffic management schemes and other measures such as provision of missing footway links and cycleways being carried out at a number of locations including routes to 37 schools.
- The “Urban Freedom” Sustainable Travel Town Project, aimed at increasing the number of short journeys made within Elgin on foot, by bike or using public transport was initiated in April 2009. The project is funded jointly by the European Regional Development Fund and The Moray Council supported by Cycling Scotland, Sustrans and HITRANS and is due to run until December 2011.

### **Public Transport**

- Electronic bus timetable infopoints have been installed at eight locations throughout Moray including Elgin Bus Station and Fochabers.
- Real Time Information screens were installed at four locations in Buckie, going live in late 2009.
- All bus services in Moray are now operated by wheelchair accessible vehicles.
- In terms of school transport provision, Moray Council was one of the first in the country to:
  - Specify seatbelts on all school transport vehicles;
  - Prohibit the use of double deckers on school transport contracts and services;
  - Stipulate a maximum age for school transport drivers; and
  - Provide CCTV equipment to contractors for use on busy school transport corridors.

- Community Bus Service, jointly funded with The Highland Council, introduced between Aberlour and Grantown-on-Spey.
- Dial-a-bus services have been introduced in the Buckie, Forres and Aberlour areas.
- Developer contributions have been received towards public transport.

## **Harbours**

- New lighting installed at the cargo piers in Buckie Harbour in 2004.
- Dredging is ongoing at Buckie and Burghead.
- The dredger has also been contracted for use at other ports and harbours including those owned by Aberdeenshire Council, Angus Council, Peterhead Port Authority and Fraserburgh Port Authority.
- A new pontoon for 36 recreation craft was installed at Hopeman Harbour in 2007/08.

## **Roads and Bridges**

- Despite an effectively reducing roads improvements budget, the Council has improved the relative condition of its road network, which is now second equal when compared to other Scottish local authorities.<sup>7</sup>
- Between 2004/05 and 2008/09, The Moray Council completed 647m of carriageway reconstruction, over 146 km of carriageway resurfacing and over 260 km of carriageway surface dressing.
- Between 2004/05 and 2008/09, The Moray Council installed around 1,600 lighting columns on the network.
- Asset Management Plan being developed in partnership with the Society of Chief Officers of Transportation Scotland (SCOTS).
- Investment of £120,000 to provide passing places on the U136E and U13E roads for access to forestry.
- £2.8 million Reiket Lane Bridge project to construct a replacement crossing over the railway in Elgin was completed in July 2009.
- Route Action Studies completed for the A941 and B9016.
- The Council has had to react to damage caused by unplanned, weather related, events. Repairs have been carried out on West Road Bridge, Fochabers, B9022 Isla Bridge and A98 Cullen Bridge, all damaged by flooding.
- Capital investment in structures has included bridge deck replacement on the C17H/10 Edinville Bridge and C47H/20 Braco Culvert, strengthening works on

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<sup>7</sup> 2008-2010 Scottish Road Maintenance Condition Survey Results

the A98 Tynet Bridge, B9015/70 Orbliston, C1E/20 Lhanbryde, C22E Calcots Bridge, U171E Braelossie Bridge and U88E Bantrach Bridge.

- Moray Council, in conjunction with Aberdeen City Council and Aberdeenshire Council have completed a trial of a safety system at rural school bus stops called “see me”.

### **Freight Transport**

- Moray Council was an active member of the North East Scotland Rail Freight Development Group between 1999 and 2007.
- A rail freight seminar was held in Elgin in June 2006.
- Gauge enhancement of the rail route between Mossend, in Central Scotland, and Elgin via Aberdeen to allow passage of 9’ 6” containers was completed in 2007.
- A rail freight trial with McPhersons funded by HRP in 2008.

### **Travel Behaviour**

- The Council has completed and implemented a Travel Plan for its Headquarters building in Elgin supported by funding from the Energy Saving Trust.
- The Council has introduced an employee cycle to work scheme.
- [www.IfYouCareShare.com](http://www.IfYouCareShare.com) includes a Moray Council staff section and can have other employer groups added.
- Planning conditions relating to the provision of Travel Plans have been applied to many new developments, including residential developments.

### **Traffic Management**

- The Council is undertaking a review of all speed limits on A and B roads at the request of the Scottish Government. This review is being carried out by all roads authorities before the end of 2011.
- The council is reviewing existing disabled parking provision, both on and off street, in public and private car parks as a requirement of the new Disabled Parking Act 2009.
- Information on the availability of disabled parking facilities is now provided on The Moray Council website.<sup>8</sup>
- Road safety education has been delivered to primary school pupils using the Scottish Cycle Training Scheme, the Junior Road Safety Officer Scheme, Pedestrian Skills Training and Operation Nitelite (an initiative to encourage people of all ages to be seen during the winter months).

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<sup>8</sup> [http://www.moray.gov.uk/moray\\_services/page\\_43802.html](http://www.moray.gov.uk/moray_services/page_43802.html)

- Road Safety education is delivered to secondary school pupils considering attitudes, responsibilities and rules of the road and has also dealt with specific issues relating to safety on school buses.
- The Moray Safe Team is a multi-agency run event held annually to provide short sharp inputs to primary seven pupils.
- Several road safety education initiatives are delivered to senior secondary school pupils and school leavers including:
  - **Driving Ahead**, aimed at 5<sup>th</sup> year pupils deals with the process of learning to drive and raises awareness of the main causes of collisions for soon to be new drivers and car passengers;
  - **Driving Ambition**, aimed at 6<sup>th</sup> year pupils who have just started driving or are about to start;
  - **Young Drivers**, aimed at those aged 17-25 who have passed their driving test;
  - **Safe Drive Stay Alive**, an education project aimed at 16 to 18 year olds that explores the circumstances and consequences of a road traffic collision.
  - **Proactive Hot Strikes**, target young drivers in areas where recent fatal road collisions involving 16-25 year olds have occurred.
- Presentations have also been given to drivers over 55 years old who have not experienced or participated in any sort of driver training since passing their driving tests.
- Many low cost road safety schemes have been carried out since 2001 and have included Route Accident Reduction Plans (RARPs) on the A98, A95, A940, A941, A942, and currently the A920. Some specific Route plans have also been undertaken on B roads such as B9016, B9012, B9013, B9014 and B9103.
- There has been a rolling programme of bridge parapet signing.
- The current UK casualty reduction targets were set for the period up to 2010. In Moray, two local targets, have been adopted, namely
  - A 40% reduction in the number of people killed or seriously injured (KSI) in road accidents;
  - A 50% reduction in all children injured in road accidents.
- Against these targets, by 2009, Moray had achieved a 34% reduction in KSI (although this had been as high as 41% in 2005) and a 61% reduction in all children injured, and significantly an 87% reduction in all children killed and seriously injured.
- In 2009, new Road Safety Targets were set by the Scottish Government for the 10 years up to 2020. These targets are set out below and are compared with

the average number of casualties for 2004-2008. There is also an interim target set for 2015.

**Table 2 Scottish Road Safety Targets to 2020, with milestones at 2015**

Target	2015 milestone % reduction	2020 target % reduction
People killed	30	40
People seriously injured	43	55
Children (aged <16) killed	35	50
Children (aged <16) seriously injured	50	65

- In addition, there is a target to continue the previous 10% reduction target in the slight casualty rate to 2020.
- In Moray, the numbers concerned are so low that to translate the targets into robust statistics would be unrealistic. The Scottish Government has recognised this and has stated that the targets above are national targets and is asking its partners to contribute to them, but not necessarily meet them in each area.
- The Moray Road Safety Plan is due to be reviewed in 2010 with a view to a new Plan being published in 2011. The issue of local targets will be considered at that time.

## **STRATEGY LINKAGES**

### **Introduction**

This section of the LTS outlines the relationship with other strategies being promoted by the Council, relevant UK and Scottish Government Guidance and those plans prepared by other transport bodies and businesses.

### **Local Strategy Linkages**

There are a number of local strategies and other documents that link to the Local Transport Strategy. These are:

#### **Moray Development Plan (Structure Plan and Local Plan)**

The Development Plan is the statutory land use plan for Moray. It comprises the Moray Structure Plan, which became operational on 2<sup>nd</sup> April 2007, and the Moray Local Plan, which was adopted in December 2008. These Plans set out various policies relating to proposed land use over the next five years.

The transportation policies detailed within the Structure Plan and Local Development Plan are:

Structure Plan Proposal 2: The Moray Council and Highlands and Islands Enterprise (HIE) Moray, in liaison with the Highlands & Islands Regional Transport Partnership and Transport Scotland, will consider the costs, benefits and programming opportunities for the transport improvements proposed in Schedule 3 of the Structure Plan.

The Local Plan contains seven transport and accessibility policies:

- T1: Transport Infrastructure Improvements
- T2: Provision of Roads Access
- T3: Roadside Service Stations
- T4: Bus, Rail and Harbour Facilities
- T5: Parking Standards
- T6: Traffic Management
- T7: Cycling, Walking and Equestrian Networks

The Cairngorms National Park Authority adopted their Local Plan in Oct 2010, and at that point replaced the Moray Local Plan 2000, that was still the adopted Plan for that area. So there are two Local Plans covering this part of Moray (Moray Local Plan 2008, and Cairngorms National Park Plan 2010).

The Council has approved planning guidance that can be used as material consideration in the assessment of planning applications. These include: Wind Energy; Affordable Housing; Trees in Development; Developer Requirements; Urban Design Guide and Housing in the Countryside.

## **The Moray Council Priorities 2008-2011**

The Council administration has set out transportation priorities as detailed below:

- **Community Safety:** We will work to make Moray safer and will improve road safety.
- **Rural Development:** We will encourage residential and commercial development in rural communities.
- **Elgin Traffic Management:** We will support and lobby for an Elgin Bypass and improve the roads infrastructure in Elgin in order to alleviate traffic congestion.
- **Economic Development and Tourism:** We will support and promote economic development in Moray and support the sustainable growth and development of the tourism industry.

## **The Moray Council Budget**

As a result of the current financial climate, there is significant additional pressure on public funding and this is likely to remain for a number of years. In transport terms, many budget streams have been frozen for some time. However, budgets are now likely to be cut for the coming years reducing the Council's ability to maintain standards, support services and implement improvements to the asset.

## **Moray Single Outcome Agreement (SOA) 2009/10**

The Single Outcome Agreement is the second to have been agreed by the Moray Community Planning Partnership and the Scottish Government. The agreement covers all public services at the highest level within the Moray Community Planning Partnership, including Council services and those delivered by:

- Grampian Fire and Rescue;
- Grampian Police;
- Highlands and Islands Enterprise (Moray);
- Moray College;
- Volunteer Action Moray; and
- National Health Service Grampian.

The purpose of the SOA is to detail strategic priorities, identify the outcomes that will be delivered by the partners either individually or jointly, and show how those outcomes will contribute to the Scottish Government's relevant national outcomes.

Local Priority 8 in the Moray SOA outlines roads/transport priorities.

## **Economic Strategy for Moray**

A new Economic Strategy for Moray is to be developed by Community Planning Partners that will replace the Moray 2020 document.

## **Moray Road Safety Plan 2008-2010**

Revised Road Safety Plans were produced in 2004 and 2008. The current Moray Road Safety Plan 2008-2010 continues to promote the strategies set out in the previous plan and develops new ones that will continue to improve road safety in Moray and contribute to the national road safety targets. The Plan is to be reviewed later in 2010 and a new Plan produced in 2011.

## **The Moray Council Core Paths Plan 2009**

The Moray Core Paths Plan – Finalised Version 2009 was submitted in May 2010 to Scottish Ministers with adoption expected by early 2011 pending the outcome of a Local Inquiry into outstanding objections. The production of the Plan is a requirement placed on Access Authorities by the Land Reform (Scotland) Act 2003. It provides a timely progression from the Moray Access Strategy Framework Document 2002 which now requires to be reviewed.

Core Paths contained in the Plan, particularly within Moray's Principal towns, have been identified focussing on maximising opportunities for encouraging safe active travel. The development and maintenance of Core Paths is not a statutory duty placed on Councils. The Moray Council has given an undertaking in the Plan to explore all opportunities to secure resources to manage and develop Moray's Core Paths network. There is no core budget available to maintain the Core Paths Network and is reliant primarily on landowners being ultimately responsible for paths on their property.

## **Transportation Requirements for Small Rural Development**

This document is intended to provide information relating to the transportation requirements for small development proposals that intend to take access from a rural public road (excluding trunk roads). Moray Council has approved this document as part of the overall Moray Council Road Design Procedures and Standards.

## **Elgin STAG Report (August 2007)**

The Elgin STAG Report provides a summary of the STAG Appraisal of options to alleviate a number of transport problems facing Elgin. The appraisal considered options across all modes with a key objective:

- To provide a quicker, safer and more reliable transport system in and around Elgin while accommodating future development.

## **Active Travel Audits – Elgin, Keith and Buckie, 2008/2009**

Three Active Travel Audits were completed for HITRANS and the Moray Council to identify a strategic approach for improving active travel infrastructure within the settlements of Buckie, Elgin and Keith. Links to key trip generators were recognised as well as the benefit of encouraging improved active travel access to town centres and local businesses.



## **Cairngorms National Park Plan 2007-2012**

The National Park Plan brings together all those involved in managing the Park to set out a long-term vision, a framework for management and priorities for action. It sets out how all sectors in the Park can work together to collectively achieve the aims of the Park. The Scottish Executive approved the Plan on 15 March 2007. The Plan identifies seven priorities for Action, to be delivered over a five-year period, from 2007-2012. Alongside the Priorities for Action there is a 25-year vision for the Park, which provides a clear strategy for the long-term future of the Park, its communities and the natural and cultural heritage.

## **Regional Strategy Linkages**

Regional strategies and other documents that link to the Local Transport Strategy are:

- HITRANS Regional Transport Strategy 2007;
- North East Scotland Road Casualty Reduction Strategy; and
- Aberdeen to Inverness Transport Corridor Study 2007.

## **HITRANS Regional Transport Strategy 2007**

The Regional Transport Strategy (RTS) is a statutory plan that sets out the objectives and a programme of action to improve transport in the HITRANS area: Moray, Argyll and Bute, Highland, Orkney and the Western Isles. The RTS was approved by the Scottish Government, following modifications, in 2008.

The Moray Council benefits considerably from the sharing of transport research projects carried out across the HITRANS region, in addition to receiving funding for the promotion of travel planning and a variety of active travel schemes.

## **North East Scotland Road Casualty Reduction Strategy**

This strategy builds on the success of the work being undertaken across the area to reduce the number of people killed and seriously injured on the roads in Moray. It principally sets out the actions that will be taken in the short, medium and long term, in order to influence the work of partners in the years ahead. The partners involved with the Council in this initiative are NESTRANS, Grampian Police, Grampian Fire & Rescue Service, Transport Scotland, Aberdeenshire Council and Aberdeen City Council.

## **Aberdeen to Inverness Transport Corridor Study August 2007**

This study identified the key problems on the road and rail routes between Aberdeen and Inverness, defined SMART planning objectives and generated and sifted various options to form a range of 28 improvement options. This study provided a key contribution to STPR.

## **National Strategy Linkages**

There are a number of local strategies and other documents that link to the Local Transport Strategy. These are:

- Transport White Paper 2004 'Scotland's Transport Future';
- Transport (Scotland) Act 2005;
- Scottish Planning Policy (SPP) 2010;
- National Transport Strategy 2006;
- Scotland's Transport Future: Guidance on Local Transport Strategies 2005;
- Road Traffic Reduction Act 1997;
- Scotland's Road Safety Framework to 2020;
- National Planning Framework;
- Land Reform (Scotland) Act 2003;
- Scotland Route Utilisation Strategy 2007;
- The High-level output specification (HLOS) 2007;
- Strategic Transport Projects Review (STPR).
- Designing Streets, 2010
- Equality Act 2010
- Cycling Action Plan for Scotland, 2010
- Freight Action Plan for Scotland, 2006
- Climate Change Delivery Plan, 2009

### **Transport White Paper 2004 'Scotland's Transport Future'**

The Transport White Paper "Scotland's Transport Future" was published in June 2004, establishing the Executive's transport policy and signalling significant reforms to transport delivery in Scotland. It sets out the Executive's vision for its policy on Transport in Scotland, noting the importance of the role played by transport in supporting all sectors of the economy. Its aim is to provide better quality transport services to all, and emphasise the significance for all those with a stake in transport to work together to achieve a common goal. It identifies a number of challenges that face the transport network.

### **Transport (Scotland) Act 2005**

The key component of the Transport (Scotland) Act 2005 is the duty placed on Scottish Ministers to create Regional Transport Partnerships (RTP). Each RTP has a statutory duty to prepare a Regional Transport Strategy (RTS). Moray Council is a partner in the HITRANS RTP along with Argyll and Bute Council, Orkney Islands Council, Comhairle nan Eilean Siar and The Highland Council.

## **National Transport Strategy 2006**

The National Transport Strategy was published in December 2006 along with a series of supporting documents:

- a. Freight Action Plan for Scotland; and
- b. Action Plan for Buses in Scotland.

The NTS sets out three strategic outcome objectives:

- Improve Journey Times and Connections, to tackle congestion and the lack of integration and connections in transport which impact on our high level objectives for economic growth, social inclusion, integration and safety;
- Reduce Emissions, to tackle the issues of climate change, air quality and health improvement which impact on our high level objective for protecting the environment and improving health; and
- Improve Quality, Accessibility and Affordability, to give people a choice of public transport, where availability means better quality transport services and value for money or an alternative to the car.

## **Scotland's Transport Future: Guidance on Local Transport Strategies 2005**

The White paper 'Scotland's Transport Future' published in 2004, puts forward the Executive's vision and sets out its policy for transport in Scotland. This document replaces the guidance published by the Scottish Executive in 2000 and constitutes guidance to Local Transport Authorities for the purposes of Section 79 (1) (d) of the Transport (Scotland) Act 2001. It is designed to help local authorities develop effective local transport strategies.

## **Road Traffic Reduction Act 1997**

Under the Road Traffic Reduction Act 1997, each local traffic authority is obliged to produce a report containing an assessment of existing levels of traffic on those roads for which it is the roads authority and a forecast of expected growth in those levels. It should also contain targets for reducing the level of local road traffic in their area or its rate of growth, although authorities have the option of not setting targets for part or all of the area for which they are responsible, should they consider them to be inappropriate. They would, however, need to make clear in their reports the reasons for not setting targets.

## **Scotland's Road Safety Framework to 2020**

The Scottish Government has published its framework for road safety up to 2020, which includes targets to reduce the number of road deaths and serious injuries.

Scotland's road safety vision is that there will be:

*'A steady reduction in the numbers of those killed and those seriously injured, with the ultimate vision of a future where no-one is killed on Scotland's roads, and the injury rate is much reduced.'*

The framework sets out targets for a reduction of those killed and seriously injured on Scottish roads between 2010 and 2020.

## **National Planning Framework**

The second National Planning Framework (NPF2) sets out the long term spatial strategy for Scotland's development to 2030. The Planning etc. (Scotland) Act 2006 puts this and future iterations of the National Planning Framework on a statutory footing.

### **Designing Streets**

*Designing Streets* is the first policy statement in Scotland for street design and was published by the Scottish Government in 2010.

The premise upon which the document is based is that good street design should derive from an intelligent response to location, rather than the rigid application of standards, regardless of context. *Designing Streets* does not, thus, support a standards-based methodology for street design but instead requires a design-led approach. This demands taking into account site-specific requirements and involves early engagement with all relevant parties. *Designing Streets* marks the Scottish Government's commitment to move away from processes which tend to result in streets with a poor sense of place and to change the emphasis of policy requirements to raise the quality of design in urban and rural development.

The document contains the following policies:

- Street design must consider place before movement.
- Street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals.
- Street design should meet the six qualities of successful places, as set out in *Designing Places*.
- Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.
- Street design should run planning permission and Road Construction Consent (RCC) processes in parallel.

## **Scottish Planning Policy (SPP) 2010**

This Scottish Planning Policy is a statement of Scottish Government policy on land use planning and contains:

- the Scottish Government's view of the purpose of planning,
- the core principles for the operation of the system and the objectives for key parts of the system,
- statutory guidance on sustainable development and planning under Section 3E of the Planning etc. (Scotland) Act 2006,
- concise subject planning policies, including the implications for development planning and development management, and
- the Scottish Government's expectations of the intended outcomes of the planning system.

## **Equality Act 2010**

From 1 October 2010, the **Equality Act** replaced most of the Disability Discrimination Act (DDA). However, the Disability Equality Duty in the DDA continues to apply. Find out about the protection and legal rights the Equality Act provides for disabled people.

The Equality Act 2010 aims to protect disabled people and prevent disability discrimination. It provides legal rights for disabled people in the areas of:

- employment
- education
- access to goods, services and facilities including larger private clubs and land based transport services
- buying and renting land or property
- functions of public bodies, for example the issuing of licences

## **Land Reform (Scotland) Act 2003**

A requirement of the Land Reform (Scotland) Act 2003, was for Councils to draw up a plan that provides “a system of paths (‘Core Paths’) sufficient for the purpose of giving the public reasonable access throughout their area”.

The Moray Core Paths Plan – Finalised Version 2009 has been submitted for consideration by Scottish Ministers. The plan is the result of an extensive public consultation process that commenced in 2007. Routes identified in the plan have focussed on providing active travel infrastructure particularly in Moray’s principal towns’.

## **Scotland Route Utilisation Strategy 2007**

This strategy has been developed for Scotland’s railways over the next 10 years. A range of measures has been identified to make effective and efficient use of the existing railway capacity and to develop additional capacity. These measures have been selected on the basis of their value for money across the 10-year period of the strategy and are largely consistent with the National Transport Strategy: “Scotland’s Railways” published by Scottish Ministers. The availability of funding is not certain but options are not ruled out from the strategy solely for this reason.

## **Strategic Transport Projects Review (STPR)**

Transport Scotland has undertaken the STPR to define the most appropriate strategic investments in Scotland’s national transport network from 2012 to 2022. The STPR, which was published in December 2008, made recommendations on a portfolio of land-based strategic transport interventions which will establish the basis for the ongoing development of Scotland’s transport infrastructure to meet the demands of the 21<sup>st</sup> Century. The Outcome of the STPR is structured on a tiered approach to investment, based around the priorities of:

- Maintaining and safely operating existing assets;
- Promoting a range of measures, including innovative solutions, that make better use of existing capacity; and
- Promoting targeted infrastructure and improvements where these are necessary, affordable and practicable.

The recommended interventions that have a direct impact on transportation in Moray are:

- Intervention 4 – Targeted programme of measures to reduce accident severity in North and West Scotland; and
- Intervention 19 – Rail service enhancements between Aberdeen and Inverness.

### **Climate Change Act 2008**

The UK has passed legislation which introduces the world's first long-term legally binding framework to tackle the dangers of climate change. The Climate Change Bill was introduced into Parliament on 14 November 2007 and became law on 26 November 2008.

The Climate Change Act creates a new approach to managing and responding to climate change in the UK, by:

- setting ambitious, legally binding targets
- taking powers to help meet those targets
- strengthening the institutional framework
- enhancing the UK's ability to adapt to the impact of climate change
- establishing clear and regular accountability to the UK Parliament and to the devolved legislatures.

### **Moray Carbon Management Plan**

The Scottish Government has proposed long-term targets to reduce the country's greenhouse gas emissions by 80% by 2050. As a signatory to the Scottish Climate Change Declaration, the Moray Council has demonstrated its commitment to playing its part in mitigating the effects of climate change. In its framework for carbon reduction the Council has committed to reducing its carbon dioxide emissions by 30% by 2014. The Moray Council and the Carbon Trust have identified potential financial savings to the organisation of around £1.8 million.

## **Institutional Changes**

Since the previous LTS was published, there have been a number of significant changes in the institutional framework in which the transport network and services are planned and delivered. These changes involve:

- HITRANS Regional Transport Partnership;
- Transport Scotland;
- Network Rail;
- Scottish Rail Franchise (First ScotRail).

### **HITRANS (Regional Transport Partnership)**

Through the Transport (Scotland) Act 2005 Regional Transport Partnerships (RTPs) were established on 1<sup>st</sup> December 2005 to strengthen the planning and delivery of regional transport so that it better serves the needs of people and businesses. The main task of each RTP is to prepare a regional transport strategy. The HITRANS area covers Orkney, Moray, Highland, the Western Isles and Argyll and Bute.

### **Transport Scotland**

Transport Scotland was established in early 2006 as an agency of the Scottish Executive, in September 2010 Transport Scotland merged with the Transport Directorate section of the Scottish Government but retained the title of Transport Scotland. Transport Scotland has overall responsibility for Scotland's trunk roads, the Scottish rail network and operation of the national scheme for concessionary travel in Scotland.

Transport Scotland is also responsible for contracting the operating company to manage and maintain the North East Trunk Road network.

### **Network Rail**

In October 2002, Network Rail took over responsibility for the tracks, signalling systems, rail bridges, tunnels, level crossings, viaducts and 17 key stations on the rail network in Britain, of which two are in Scotland (Edinburgh Waverley and Glasgow Central).

### **Scottish Rail Franchise (ScotRail)**

All passenger rail services between Aberdeen and Inverness, which pass through Moray, are operated by ScotRail. Some services which pass through Moray travel directly onwards to destinations in Central Scotland. The Scottish Ministers, through the national transport agency, Transport Scotland, specify the terms of the ScotRail franchise and providing funding for it. The ScotRail franchise is operated by First Group, who were awarded the franchise in October 2004. The franchise was subsequently extended by three years and First Group will operate the franchise until 2014.

## **CONSULTATION**

Consultation on the Local Transport Strategy took place in two stages.

The First Stage Consultation Process was completed in 2007 as an initial exercise to determine the main issues, set objectives and determine potential strategy themes. A Strategic Environmental Assessment was submitted to the SEA gateway.

The Second Stage consultation ended in June 2010.

A separate Summary Report has been completed containing documentation and reports from the First Stage Consultation.

### **Transportation Issues**

Transport is an important part of the economy in Moray, particularly given its rural and peripheral nature. Developing a transport system that supports economic development, sustainable development, equality, social inclusion and health improvement principles will be a major challenge. A further challenge is safeguarding the quality of life for the citizens of Moray by finding new ways to maintain and increase sustainable economic development, without causing undue traffic growth, congestion and environmental damage.

In developing the second Moray Local Transport Strategy, the existing transport issues and potential future issues in the Moray area were considered.

### **Active Travel**

Many of the problems identified in the first Moray Local Transport Strategy continue to be relevant today and there still remains scope to address the following interrelated issues:

- An over-reliance on car transport, particularly for short journeys in and around towns, which increases environmental problems and deters walking and cycling.
- The current fragmented approach to formal cycle and footpath route development and maintenance.
- The lack of safe provision for cycling and walking, with roads perceived to be too dangerous mainly due to the over-reliance on car transport highlighted above.

In relation to active travel, issues have been identified during the First Stage Consultation Process relating to the lack of secure cycle parking facilities, segregated cycle routes and adequate signage for pedestrians and cyclists, in key Moray settlements. There are also issues relating to appropriate road crossing facilities, especially for vulnerable road users, based on identified areas of conflict and need.



## **Public Transport**

As Moray is a predominantly low density, rural area, normal bus services are often not commercially viable. Rural isolation coupled with a low wage economy are major factors in exacerbating social exclusion. Innovative solutions such as community bus services and dial-a-bus services have been developed at a lower cost than standard bus services to meet the transport needs of the population.

On the rail network, journey times to Aberdeen and Inverness are relatively short however the frequency of services is low. Seating and number carriages may also be an issue at busy times. Bus and rail fares are also perceived to be higher than the rest of the country. Compared with larger centres of population there are limited facilities at rail stations within Moray.

The facilities at bus stations and bus stops in Moray in many cases are limited and are in need of upgrading. Elgin bus station is viewed as intimidating to passengers, especially outwith office hours.

The bus link from Inverness to Inverness Airport has recently been extended to serve Forres and Elgin on an hourly frequency. A wide range of Moray locations have links to the new service by connecting at Elgin Bus Station.

## **Ports and Harbours**

Dredging is required to keep the ports of Buckie and Burghead open, by preventing the build up of silt. The existing dredger is over 40 years old and in need of replacement.

The current budget restricts maintenance work at the ports to a level of basic safety requirements. However, further upgrades to port facilities could encourage economic growth.

## **Roads**

Progress of traffic on the main trunk road in the area, the A96, is hampered by slow moving agricultural, tourist and HGV traffic with few overtaking opportunities and congestion in the settlements of Elgin, Keith and Fochabers.

The economy of Moray relies on the transportation of locally produced goods, including whisky and shortbread, by HGV. As a result, several roads in Moray have high levels of HGV traffic, resulting in a greater level of wear and tear on the road surface and increased delays for other traffic.

In terms of maintenance, issues have been highlighted with the deterioration of road surfaces and bridges. These issues have been exacerbated in recent years by flooding, landslides and severe winter conditions that have affected programmes and budgets and caused additional wear and tear on the road infrastructure.

Recent scheduled bridge inspections have highlighted major work requirements on several structures throughout Moray including Arthur's Bridge and Boat O'Brig, both on the B9013. Deterioration of these and other structures, without intervention,

could result in weight limits being imposed, restricting access for HGV and other heavy traffic.

A programme of street lighting replacement is ongoing within Moray however, the average age of the asset is increasing.

Tighter budgets coupled with a high level of inflation for construction materials is reducing the level of maintenance and replacement that can be carried out on the network.

## **Freight Transport**

Rail freight services currently operate from the central belt to Inverness and Aberdeen, Elgin Freight Yard is occasionally used for MOD, agricultural and other goods.

The bridge between Cloddach and Birnie Road, Elgin has recently had a weight limit imposed upon it, resulting in HGVs having to travel through Elgin, creating an additional impact on the road network in Elgin.

HGVs engaged in forestry work utilise several single track routes that have no passing place provisions. These routes are therefore subjected to increased wear and tear. There is a programme to strengthen routes that are used by forestry vehicles getting to the main road network, however, the budget for route strengthening has diminished.

## **Traffic Management**

There are parking issues at various locations across Moray. including parking facilities at Dr Gray's Hospital, which are considered inadequate, with many visitors and patients having to use off site parking such as on-street facilities.

The new Council HQ parking arrangements will provide an overall improvement to the parking situation in Elgin (for residents, operation of the Council offices, and town centre visitors during out-of-hours periods).

There is an existing backlog of maintenance works in Moray Council car parks that has increased with additional surface damage caused by the severe winter weather.

In terms of safety, accident statistics for Moray show a downward trend. There is however, a high concentration of serious and fatal road traffic collisions on single carriageway rural roads in the Moray area.

## **Environmental Issues**

### **Air Quality**

Air quality is affected by traffic flows in excess of around 18,000 vehicles per day. Within Moray, air quality monitoring has been carried out on the A96 and there is an ongoing requirement for air quality monitoring at identified sites. Air Quality is monitored by the Environmental Health Service and the latest report (Economic Development & Infrastructure Committee 30/11/2010) indicates that there is no action required.

## **Geology, Soils and Water**

Further detailed assessment of individual schemes may be required where these involve significant new infrastructure or upgrades in close proximity to sensitive receptors. Transportation and Roads Maintenance staffs have received SUDS training from Abertay University. Liaison with the appropriate agencies for specific projects will be essential.

## **NOISE**

Individual schemes may require an assessment of the impact of noise to sensitive receptors.

## **CLIMATE**

The Climate Change Bill sets ambitious, legally binding targets. The Moray Carbon Management Plan has a commitment to reduce carbon dioxide emissions by 30% by 2014. The Local Transport Strategy has a number of objectives that will assist. This includes active travel, travel plans, rail freight, facilities at ports and harbours.

## ROAD TRAFFIC REDUCTION ACT

### INTRODUCTION

This section sets down the approach towards the requirements of the Road Traffic Reduction Act (RTRA) (1997). The Council does not consider it appropriate to set targets to reduce traffic on non-trunk routes. This is on the basis of the geographic and economic situation faced by Moray and of the development and economic strategies put in place by the Council seeking to address these problems.

#### **The road network in Moray**

In Moray there is a total of 1,631kms of roads,<sup>9</sup> this can be sub-divided as follows:

- Trunk roads 95km
- A class roads 158km
- B class roads 293km
- C class roads 367km
- Unclassified 718km

#### **The trunk road network in Moray**

The trunk road network in Moray consists of the A96 to Inverness and Aberdeen (linking to the A9 and A90 respectively) and a section of the A95 between Keith and Aviemore (linking to the A96 and the A9 respectively). The A96 (along with the A9 and the A90) forms part of the Trans European Road Network in the North East of Scotland.

The A96 bisects a number of settlements in Moray, notably Keith, Fochabers, Mosstodloch and Elgin, where trunk road traffic has to negotiate a number of key junctions on its route through these towns. A review of the Moray Key Transport Trend data, summarised in Appendix B, has highlighted that the average daily traffic flow on Alexandra Road in Elgin is in the order of 19,700<sup>10</sup>. This route has the highest traffic flows found on the trunk road network in Moray. The A96 through Elgin is the only trunk route in Moray that shows evidence of congestion. Vehicle speeds can be reduced due to slow-moving agricultural traffic, tourist traffic and HGV's on the rural sections and local commuter traffic creates queues in the built-up areas.

The transport trend data shows that between 2006 and 2009, traffic growth on the trunk roads in Moray was generally aligned with NRTF central growth. The A95 demonstrates growth above NRTF central, however, as the traffic flows are relatively low on the A95, this does not present a traffic growth issue.

The A95 linking Moray to the A9 and the South is a key transport route for many of Moray's primary industries. It also forms the main access route for tourists to Moray as well as being the main route by which the area receives goods from the central belt and the rest of the UK.

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<sup>9</sup> Scottish Transport Statistics 2009

<sup>10</sup> AADT 5day average flow taken in March 2009, detailed in Appendix A, taken from Moray Key Transport Trend Data.

Whilst the trunk road network is out with the scope of the Road Traffic Reduction Act, the Council is seeking infrastructure improvements to cope with the traffic loading and improve accessibility. Any future proposals for traffic reduction on these routes would not be welcome and would have to take account of the essential nature of these routes and the lack of viable alternatives to road transport in the area.

### **The Council Road Network**

The Council Road network is essential for businesses, members of the public and bus operators in Moray. Given the location and peripheral nature of Moray, for many people there is little prospect of a feasible public transport solution for their everyday needs. Therefore, improved accessibility for the majority of people in Moray, equates to a better road network.

Outwith the trunk road network, the main routes of strategic importance in Moray are the A941 from Lossiemouth to Craigellachie and the A98 from Fochabers to Cullen/Fraserburgh. The A941 is an important link between Elgin and the surrounding area, including the A95 and the South. The A98, formerly a trunk road, links Moray with Banff and Buchan, it also serves the town of Buckie and many smaller coastal communities.

The Moray Transport Trend data indicates that to the north of Elgin, the traffic flow is an average of approximately 9,900 vehicles per day (vpd), to the south of Elgin, the traffic flow is an average of approximately 6,200 vpd, however, within Elgin, on New Elgin Road, traffic flows increase to levels in excess of 22,000 vpd.

Air quality is affected by traffic flows in excess of around 18,000 vpd. Within Moray, air quality monitoring has been carried out on the A96 and there is an ongoing requirement for air quality monitoring at identified sites.

### **Existing Traffic Flows**

The existing traffic flows have been established from automatic tube counters at 12 trunk road sites across Moray and 15 sites on TMC roads. This data is detailed in the Key Transport Trend Data for Moray, summarised in Appendix B. The data supports the claim that the traffic volumes on non-trunk roads are at a manageable level. There are some issues with sections of the A941 and A95 and the high percentage of HGV's that use the routes, to access local industry in the area.

The record of HGV movements demonstrates a reliance of local businesses on road based transport. There is currently limited freight carried by rail to/from Moray. In addition to concentrations of lorry movements on the main A-class routes (A941, A98), some B roads cater for essential lorry trips associated with the distilling and forestry industry. The data, detailed in Appendix B, shows a higher percentage of HGV's on routes that link the distilleries and forestry industries including the A98 between Fochabers and East of Cullen and the A941 south of Elgin to east of Craigellachie. This is primarily due to the rural location of industry in Moray and a high concentration of industry along the A95 that use these routes to access the strategic/trunk road network. The volume of HGV movements on these routes does not give rise to significant concern. Even if rail transport could be substantially improved, road transport would still be required at the Moray end of the journey to reach the nearest railheads at Elgin, Keith or Huntly.

## **Future Traffic Forecasts**

Future traffic forecasts are considered unnecessary at this stage since the setting of targets for traffic reduction in Moray is considered inappropriate by this Council. However, an on-going programme of monitoring of traffic volumes will be carried out at appropriate locations as required.

## **Consultations**

Consultations have been carried out as an integral part of the consultation programme for preparation of Moray Council's Local Transport Strategy and a full report on the consultation process contained in a separate document. Meetings have taken place with a number of interested parties and workshops were set up to seek the views of as wide a spectrum of Moray interests as possible. These included community councils, schools, public transport providers, local freight operators and representatives of the national freight organisations, special interest groups such as the elderly and disabled groups and members of the public.

As expected in a rural area such as Moray, public consultation identified a need for better public transport links. However, whilst this is undoubtedly a very difficult matter, unlike the large urban areas of the Central Belt in Scotland the present level of road traffic in Moray is not regarded as an obstacle to achieving this.

Within Moray, there is not a significant congestion issue. The rural nature of the area does however, result in longer journeys being undertaken. Air quality issues are only prevalent on routes with greater than 18,000 vpd. There is almost unanimous recognition of the vital role played by road transport in Moray amongst those consulted. As indicated previously, there is considerable support in this area for improvements to existing roads rather than targets for reducing the traffic on the network.

## **Conclusions**

The general need for reduction in levels of road traffic in parts of Scotland is not being challenged in this report, and there is general agreement that wherever possible efforts should be made to encourage the use of modes of transport other than the private car. The Council is currently pursuing various initiatives which would at least make a small contribution to this objective. These include Safer Routes to School, Rural Transport Initiatives and the preparation of Access and Cycling Strategies. Nevertheless, it must be acknowledged that the character of Moray, which is dictated by its rural location and the particular constraints which apply to public transport, means that some measures which might be successful in other parts of Scotland would be wholly inappropriate in this area.

The consistent approach of Moray Council to improving its transport network is shown to be maintained throughout the Development Plan policies and the Local Transport Strategy. Therefore it is not considered that setting targets to reduce traffic volumes on non-trunk roads is appropriate in Moray.

**PERMANENT COUNTER SITES - YEARLY AVERAGES (5 DAY BOTH DIR)**

SITE LOCATION/DESCRIPTION	GRID REF	5 DAY (TWO-WAY) AVERAGE VOLUMES			
		2006	2007	2008	2009
<b>SCOTTISH EXECUTIVE SITES</b>					
A95 Aberlour (west of)	322065,839335		2989		2888
A96 Alves	310690,861380	11971	11940	11970	11990
A96 Auldearn bypass	291500,855800	9416	9882	9698	9795
A95 Ballindalloch	317270,836220	2253	2353	2238	2266
A96 Elgin - High Street west	321090,862670		14937	15027	14459
A96 Elgin - East Road (near Victoria Cres junction)	323460,862490			24128	24436
A96 Elgin - Alexandra Road (opp Bus station)	321510,862950		23653	24040	23551
A96 Elgin - West Road (west of river lossie bridge)	320040,862740		16022	16121	
A96 Elgin - Alexandra Road (beneath pedestrian overbridge)	321830,862990		18520	18710	18219
A98 Fochabers	335830,858880	6739	6766	6766	6871
A96 Forres bypass	304000,859500	12240	12322	12189	12316
A95 Bridge of Brown	305000,826600	2727	2877	2771	2781
A95 Keith (west of)	341400,850900	1950	1976	2003	2200
A96 Keith (north of)	341230,851350		6571		6528
A96 Keith (south of)	343930,849160	7096	7135	7203	7156
A96 Elgin (between Elgin and Lhanbryde)	325000,861800	17327		17471	17183
A96 Mosstodloch (centre of)	332340,860035	14923	15003		14561
<b>MORAY COUNCIL SITES</b>					
A941 Elgin - New Elgin road	322080,862131	22148	22472	21746	
A941 Elgin - North Street	321527,863383	17202	17238	16827	16965
A941 Elgin - Hay Street	321485,862383	11154	13637	13514	13561
A941 Elgin - Main Street New Elgin	322190,861940		11843	11626	12123
Elgin (Just north of Elgin)	322791,866783	9891	9801	9567	9896
Elgin (Just south of Elgin)	322428,860326	6056	6263	6251	6242
C22E Elgin - Newmill Road	322400,863100		11395	11414	11622
C22E Elgin - Maisondieu Road	322170,862330		9258	9206	10306
U171E Elgin - Edgar Road	321756,861940	8037	7833		
B9012 Elgin - Duffus Road (west of Spynie Hospital)	320570,863860			2267	2344
U171E Elgin - Glen Moray Drive	321605,861487			4284	4864
A95 Keith (east of cemetery)	343873,851250			2424	2671
A98 Cullen (west of Aberdeenshire boundary)	351834,866134			4387	4417
B9016 Aultmore village	340225,853527		2061		2150

FIGURES ONLY SHOWN WHERE FULL 12 MONTHS DATA IS AVAILABLE FOR THE SITE

**Road Traffic Reduction Act - Traffic Counts**

<b>ROAD NUMBER</b>	<b>GRID REFERENCE</b>	<b>5 DAY AVERAGE (TWO-WAY)</b>
A95	3553 8545	1063
A95	3438 8512	2438
A920	3387 8399	916
A941	3419 8261	87
A941	3290 8446	3122
A941	3276 8484	5848
A941	3224 8603	5984
A941	3227 8667	9484
A98	3369 8594	6480
A98	3420 8637	8936
A98	3524 8657	4306
A990	3395 8629	1086
A942	3458 8677	2807
A939	3173 8187	593
A939	3134 8213	625
A940	3024 8567	2253
A940	3007 8491	1226
A940	3005 8388	822
B9002	3419 8259	122
B9136	3181 8297	198
B9009	3215 8296	474
B9008	3211 8264	584
B9008	3207 8286	622

<b>ROAD NUMBER</b>	<b>GRID REFERENCE</b>	<b>5 DAY AVERAGE (TWO-WAY)</b>
B9008	3192 8350	741
B9102	3267 8451	899
B9011	3041 8641	1525
B9010	3052 8580	1845
B9010	3070 8553	943
B9010	3199 8618	2228
B9040	3127 8688	2978
B9012	3206 8638	2335
B9013	3138 8664	1744
B9103	3235 8694	1976
B9103	3254 8638	1941
B9103	3302 8563	857
B9015	3328 8601	1477
B9015	3325 8593	1291
B9104	3346 8602	2305
B9016	3397 8597	1823
B9016	3402 8535	2007
B9116	3434 8520	1033
B9017	3432 8523	1041
B9018	3479 8545	656
B9117	3580 8495	188
B9022	3550 8523	761
B9022	3529 8468	1174

Average traffic count data from available years since 1999



### HGVS movements on local roads in Moray in 2008

Location	Traffic	% HGV
A941 Elgin (North)	10,110	7
A98 Arradoul	8,975	14**
A941 Rothes (South)	6,693	17**
A98 Fochabers (East)	7,050	9
A941 Elgin (South)	6,625	15**
A98 East of Cullen	4,433	18**
B9040 Cummington	2,910	4
A942 Findochty West	2,971	3
A941 Craigellachie (East)	3,623	10
A940 Forres Gateway	1,942	7

\*\*HGV classifications changed from previous years