

**Elgin Bypass  
Scottish Transport Appraisal Guidance 1 Appraisal**

**Part 1a Appraisal Summary Table**

<b>Proposal details</b>			
Name of authority or organisation promoting the proposal		The Moray Council	
Also provide name of any subsidiary organisations also involved in promoting the proposal			
Proposal name	Elgin Bypass Options	Name of Planner	
Proposed description	<p>The southern route (as shown on Figure 1) skirts close to the southern boundary of the town and links to the A96 (via roundabouts) at Morriston Road in the West and Barmuckity in the East. This option is approximately 6.2km long.</p> <p>The northern option (Figure 2) follows a semi – circular alignment around the northern boundary of the town and links to the A96 (via roundabouts) in Quarry Wood in the West and Barmuckity in the East. This option is approximately 7.6km long.</p>	Estimated costs <ul style="list-style-type: none"> <li>• Capital (undiscounted) £25million – Southern</li> <li>• Annual £94,000</li>   <li>• Capital (undiscounted) £15million – Northern</li> <li>• Annual £115,000</li> </ul>	
Funding sought from (if applicable)		Amount of application (if applicable)	

Appraisal Summary Table – continued

Proposal background	
Planning objectives	To identify proposals to minimise congestion in Elgin by making most efficient use of the road network and to identify ways in which the network can be developed, including examination of a possible town bypass, to support the current trend for growth in the local economy
Performance against planning objectives	The existing A96 route suffers from congestion at a number of key junctions through Elgin. A bypass would help reduce existing congestion by providing an alternative route for trips that do not need to stop in Elgin. Due to the number of local trips that use the A96 in the town, the impact of a bypass alone is limited.
Alternatives to proposal considered	Do nothing and two bypass routes.
Comment on performance of alternatives	Given the existing problems in Elgin and the predicted growth of the town (in residential, retail and business terms) the do nothing option is not considered appropriate. A bypass would provide a solution in removing some trips from the town centre, however the bypass would need support from traffic management in the town.
Rationale for selection of proposal	To gauge the impact of a bypass on traffic in Elgin.

Spatial and social information	
Area context: general	Elgin is the administrative centre of Morayshire and as such generates a significant number of trips. The town has grown at a higher than average rate in the recent past and this growth is expected to continue. The development plan has been written to support this growth in land use terms.
Economic performance	The proposal may improve business performance by reducing delay to strategic trips while reducing congestion for local trips.
Dep/soc. exc.	---
Planning and Environment	The proposed bypass is an integral part of the development plan and is complemented by land allocations and links to the existing road network.
Spatial level of appraisal	The proposal is likely to provide benefits to road users making strategic trips that don't need to stop in Elgin, while reducing delay and congestion for local trips in the town.

Appraisal Summary Table – continued

Implementability appraisal	
Transport land-use integration	The proposal supports the Development Plan and is integral to the development of the town
Policy integration	---
Distribution impacts	The proposal offers benefits locally and also nationally through its impact on the strategic road network.
Technical feasibility	No technical issues have been identified regarding feasibility
Operational feasibility	No operational issues have been identified regarding feasibility
Technical risks	No significant technical risks have been identified.
Other risks	---
Affordability	The Moray Council could not fund the proposal alone, alternative funding possibilities should be explored.
Financial sustainability	New maintenance costs would be met by the Scottish Executive as the bypass would form part of the Trunk Road network. Some marginal additional maintenance costs will fall to the Council to maintain the existing route as a local road.
Public acceptability	Strong public support for the principal of a bypass, however some opposition can be expected from local interest groups, in particular the golf club that would be affected by the Southern Option and environmental groups seeking to protect Quarry Wood on the Northern Option.

Part 1b Appraisal Summary Table

OBJECTIVE	Assessment Summary	COMMENTS
Transport: What are the transport impacts of the proposal	✓	Reduction in strategic trips through Elgin, though this is likely to be shortlived as it is expected there will be an increase in local trips as the town expands.
Environment: what will be the impact on the environment	XX	<p>The bypass options offer slight improvement in air quality and noise in town centre due to reduced traffic flows (though this must be seen in the context of increased development of the town), however negative impacts are predicted on receptors in the vicinity of the new bypass.</p> <p><b>Southern</b>            One known archaeological site lies within 50m of the route and is likely to be disturbed, this could be mitigated by sensitive alignment.            Some land take would be prime quality agricultural land, while the western extent of the bypass would have a negative impact on the River Lossie Corridor.            Finally, the southern bypass option would also have a negative impact on visual amenity, particularly due to the requirement to raise the road for bridges over existing roads, watercourses and the rail line.</p> <p><b>Northern</b>            This option passes within 50m of 5 known archaeological sites, which would be disturbed during construction. No negative geological impacts identified, and water quality issues should be avoided by good scheme design (e.g. SUDS) and by following good practice during construction phase.            No prime quality agricultural land would be used.            The northern bypass option would have a negative impact on visual amenity of the open rural landscape. The most significant negative impact likely to be the loss of habitat at Quarry Wood.</p>

Part 1b Appraisal Summary Table- continued

Safety: what will be the effects of the proposal on road and pedestrian safety	○	Some marginal safety impacts can be expected, though not significant.
Economy: what are the impacts in terms of transport economic efficiency	XXX	In traffic terms a bypass for Elgin does not currently provide a significant benefit to strategic road users or to the inhabitants of the town. While there is a substantial flow of traffic on the A96 through Elgin, much of that flow is made up of local traffic. The road network in the town is such that the A96 is an integral part that must be used for at least part of certain north/south and west/east movements. Given the proportion of traffic on the A96 in Elgin that is local in nature the bypass would be unlikely to significantly reduce flows. The limited time savings for both bypass users and non-users, comparatively low flows and high construction costs combine to give the bypass for Elgin a high, negative NPV.
Economic activity: what will be the local impacts in terms of employment	○	The bypass offers marginal benefits in terms of strategic trips and may benefit movement of goods.
Accessibility: what will be the impacts on accessibility	○	The bypass offers marginal benefits in terms of strategic trips and may benefit movement of goods.
Transport integration: what will be the impacts in integrating transport modes and services	○	The bypass has no direct impact on transport integration, however may marginally improve the traffic situation for buses.
Policy integration: what will be the impacts of the proposal against wider government policy	✓	The bypass is an integral part of the land use strategy for Elgin and will provide options for road users for both local and strategic trips.