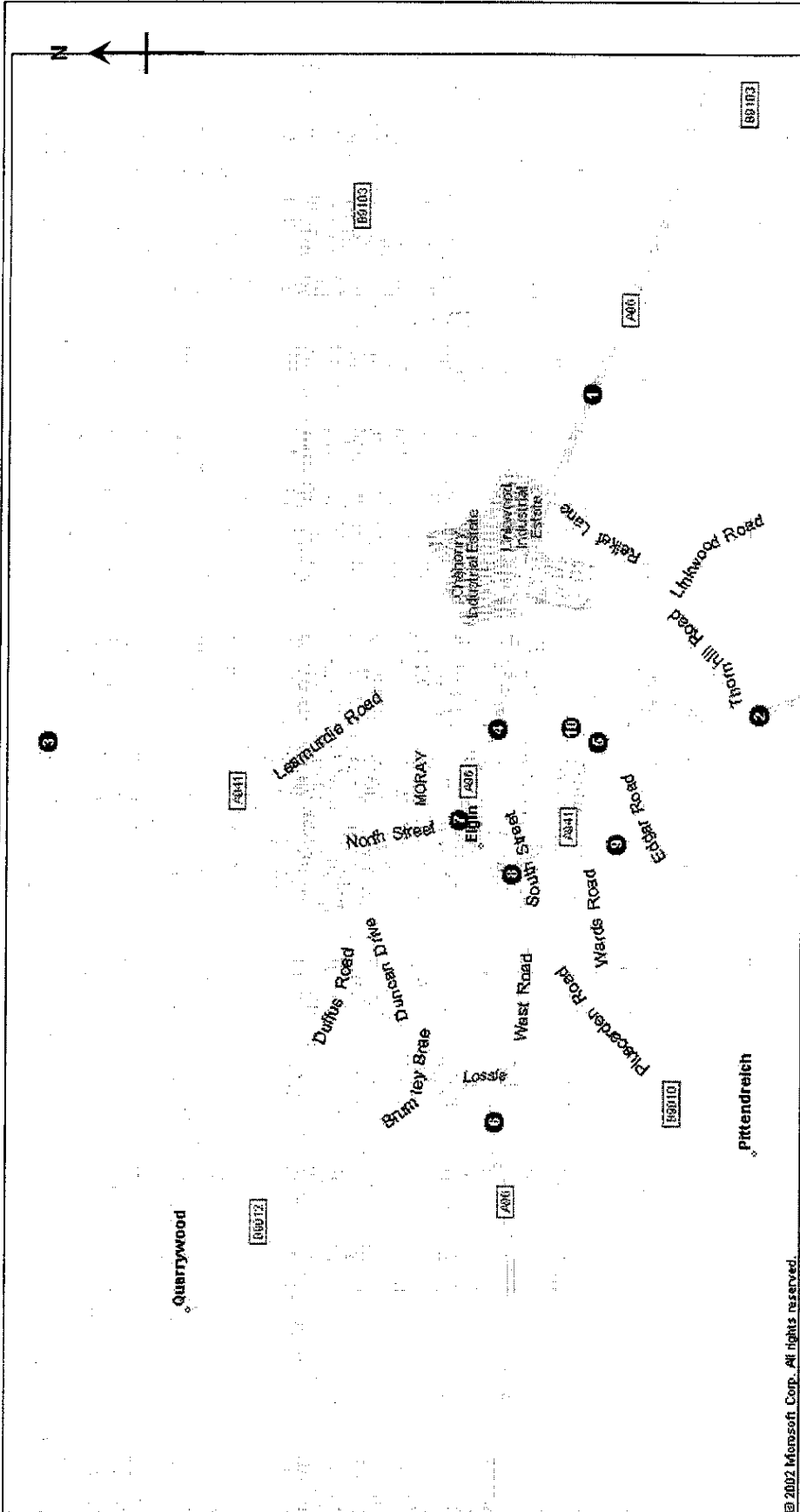


31044 ELGIN												
MARCH 2006												
Site	Location	OSGR	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave	Mean Speed	85%ile Speed	
1	A96 - east of Elgin - between B9103 and the road to Elginhill	NJ 2513 6174	Eastbound	Fri, 10 Mar 06	Thu, 16 Mar 06	60	56621	8603	8088	52.2	59.3	
			Westbound	Fri, 10 Mar 06	Thu, 16 Mar 06							7893
2	A941, south of Elgin - between Thornhill Road and Speed Limit Marker	NJ 2222 6107	Northbound	Fri, 10 Mar 06	Thu, 16 Mar 06	30	18671	2943	2667	39.1	47.0	
			Southbound	Fri, 10 Mar 06	Thu, 16 Mar 06							2698
3	A941 - between road to Spynie Palace and road to Myreside	NJ 2198 6573	Northbound	Fri, 10 Mar 06	Thu, 16 Mar 06	60	30942	4778	4420	51.9	57.7	
			Southbound	Fri, 10 Mar 06	Thu, 16 Mar 06							4474
4	A96 South College Street - between Cathedral Road and Grayfriars Street Roundabout	NJ 2214 6282	Eastbound	Fri, 10 Mar 06	Thu, 16 Mar 06	30	56906	8732	8129	24.7	31.5	
			Westbound	Fri, 10 Mar 06	Thu, 16 Mar 06							8076
5	A941 New Elgin Road - between Edgar Road and Maisondieu Road	NJ 2204 6219	Northbound	Fri, 10 Mar 06	Thu, 16 Mar 06	30	74864	11254	10694	26.3	30.6	
			Southbound	Fri, 10 Mar 06	Thu, 16 Mar 06							10146

31044												
ELGIN												
MARCH 2006												
Site	Location	OSGR	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Mean Speed	85%ile Speed	
6	A916, West Of Elgin - between Elgin Limits and Derelict Building	NJ 1882 6279	Eastbound	Fri, 10 Mar 06	Thu, 16 Mar 06	60	47299	7409	6757	48.0	55.0	
			Westbound	Fri, 10 Mar 06	Thu, 16 Mar 06							46663
7	A941 - between North Street and Boroughbriggs	NJ 2156 6318	Northbound	Fri, 10 Mar 06	Thu, 16 Mar 06	30	55360	8304	7908	27.4	32.7	
			Southbound	Fri, 10 Mar 06	Thu, 16 Mar 06							49090
8	A96 High Street - between Northfield Terrace and Hill Street	NJ 2119 6271	Eastbound	Fri, 10 Mar 06	Thu, 16 Mar 06	30	53507	8387	7643	26.5	30.6	
			Westbound	Fri, 10 Mar 06	Thu, 16 Mar 06							47217
9	The Wards - between Edgar Road and Wards Road	NJ 2146 6194	Northbound	Fri, 10 Mar 06	Thu, 16 Mar 06	30	19925	3058	2846	24.0	30.4	
			Southbound	Fri, 10 Mar 06	Thu, 16 Mar 06							20619
10	Maison Dieu Road - between Duff Avenue and Seafield Street	NJ 2217 6234	Eastbound	Fri, 10 Mar 06	Thu, 16 Mar 06	30	31673	4931	4524	32.3	36.2	
			Westbound	Fri, 10 Mar 06	Thu, 16 Mar 06							32289



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RSI SITE NO'S:	1 to 10	SURVEY DAYS:	SATURDAY / TUESDAY / WEDNESDAY & THURSDAY	JOB NO:	31044	DIAG NO:	3
LOCATION:	ELGIN	SURVEY DATES:	18 TH / 21 ST / 22 ND & 23 RD MARCH 2006	JOB TITLE:	ELGIN	DIAG TITLE:	GENERAL LOCATION PLAN - RSI'S
				DATE:	3/5/06	INTL:	JF

Record of Pre-Appraisal Workshop

Project Elgin STAG Study **Date** 9 May 2006
Ref CTEAJY002/AS
Subject Record of Inputs and Outputs from Pre-Appraisal Workshop **Page** 1 of 7

Venue Mansefield Hotel, Elgin
Date held 22 March 2006
Present Councillor Alastair Bisset, David Dick (Moray Access Panel), Councillor John A Divers, Malcolm Forsyth (Transport Scotland), Nick Goodchild (Education, Moray Council), Sgt David Graham (RAF), Jim Johnston (Chamber of Commerce), Councillor Sandy Keith, George Littlejohn (Elgin Community Council), Paul McCartney (Halcrow), David Morris (NHS Grampian), Derek Reid (Grampian Police), Claire Robb (Volunteer Centre, Moray), Alan Shirley (Halcrow), Councillor Ronnie Sim, Franziska Smith (HIE Moray), Iain Terry (Housing, Moray Council), Colin Westwood (Grampian Fire and Rescue), Councillor Bob Wilson,
Pro-forma Submission Councillor Joyce Stewart, Councillor John Divers, Councillor Ron Shepherd, Councillor John Leslie, Councillor Thomas Bothwell, Councillor Percy Watt, Councillor Eddie Coutts
Officials in attendance David Duncan (Planning & Development, Moray Council), Peter Findlay (Transportation, Moray Council), Richard Gerring (Transportation, Moray Council), Andrew Graham (Transportation, Moray Council), Gordon Holland (Transportation, Moray Council),
Apologies Councillor Alan R Burgess, Councillor John C Hogg, Councillor Roma Hossack, Councillor Robert Burns, Councillor Eddie Coutts, Donald Duncan (Director of Education, Moray Council), David Terron (Elgin Community Council), David Thewliss (Grampian Fire and Rescue), James Gibbs (HIE Moray), Sarah Riley Evans (RAF Lossiemouth), Gordon Sinclair (Transport Scotland, Scottish Executive), William Mainus (Stagecoach).

Purpose of the workshop

To establish the cause and effects of the problems associated with the study area, to establish the planning objectives and outline options for development, sifting and subsequent appraisal. These outputs would inform the preparation of the 'Problems, Issues and Constraints' report, a key step in the STAG process.

The workshop and the views of the attendees will play a key role in informing the appraisal process. It should be noted that the process recorded in this note also incorporates written responses made by a number of invitees unable to attend the workshop on the day. This includes contributions on the existing and future problems and possible options to solve the transport issues in Elgin.

Defining the problems

The Scottish Transport Appraisal Guidance (STAG) study approach and a general background introduction of the problems/issues which have affected the West of Elgin and rationale for proceeding with a STAG led study for the West of Elgin was introduced. Participants questioned why the whole of Elgin was not to be considered within this study brief. After clarification about the instruction by the Environmental Services Committee to carry out a STAG Study for the proposed scheme to link Edgar Road to the A96 there was general discussion amongst the Group. The Group consensus was that the workshop should proceed and consider problems/issues, establish planning objectives and outline options (to be developed, sifted and appraised) for the whole of Elgin.

The workshop participants were asked to identify what they perceived to be the underlying problems relating to the existing transport network in Elgin. A summary of the general responses are presented below (including responses submitted in writing):

- Elgin's transport network is struggling to cope with the increased demand for travel over recent years
- It seems that journey times in and around Elgin have increased by 50% over a 10 year period
- Demand during the peak period has spread over the same 10 year period
- High levels of traffic flows and subsequent delays are observed all day Saturday
- The volume of traffic on the A96 and A941 inhibit access onto these key routes and the circulation of traffic in and around Elgin
- There has been an increase in development and intensity of land use in and around Elgin which has resulted in added traffic volumes
- Public transport is infrequent and expensive – for both local and inter-city journeys
- A considerable number of short private car journeys are made in Elgin
- There has been an increase in HGV traffic in, around and through Elgin
- There has been adverse impacts to traffic flows as a result of increased traffic volumes on local distributor roads – this has resulted in the use of “rat runs” with traffic at excessive speed
- The reliance on the A96 means that a major accident or incident on this key route in Elgin would cause significant disruption and severance, particularly for the emergency services.
- Pedestrian crossings are clustered in some areas of Elgin (causing delays for traffic) and there is a lack of pedestrian crossing points in other parts (insufficient for pedestrians)
- Parking provision and location has resulted in on street parking in areas of Elgin which inhibits traffic flow by narrowing road width
- Insufficient parking opportunities and poor bus services at Dr Grays Hospital

The areas identified where particular perceived issues and problems have been observed are listed below:

A96 Eastbound from West Road

- Delays caused by queuing traffic at junction with Wittet Drive – right hand turn into and from Wittet Drive
- Access into and out of Dr Grays Hospital
- Generally high volume of traffic is making access onto and off A96 difficult from both Morrison Road and Sherriffmill Road
- High traffic volume from A96 (West Road) through High Street and Alexandra Road
- Traffic flow is inhibited as traffic builds up as vehicles have difficulty passing cyclists and buses – queues/delays can be worse than normal as a result
- Perceived safety is poor as there are an increased volume of HGV traffic using the A96 coming into and through Elgin
- Perceived safety is poor for pedestrians and cyclists
- Sustainable travel inhibited by HGV and general traffic volumes

A96 – East Road

- Lack of crossings towards the East Road section of the A96
- The nature of access into and out of the bus depot can inhibit traffic flows

A941

- High proportion of traffic from the South attempting to access A941
- Sustainable travel inhibited by HGV and traffic volume – perceived safety is poor
- Delays can occur on Main Street, New Elgin Road and Hay Street as the A941 meets the A96

Development Impacts

- Additional development near Elgin High School will add to future traffic volumes – this could impact on the Wards Road intersection – issue of railway crossing capacity.
- It is perceived that potential problems could arise for access to the site of the proposed merged school
- Links from New Elgin to Elgin – it is perceived that there is poor and limited access across the railway line
- There has been a change in the local economy and underlying development of retail parks – changes in retail behaviour and land use
- Impacts of commercial development at Edgar Road

Parking

- Lack of car parking at Dr Grays hospital
- The location and capacity of car parking resulting in significant on-street parking which causes delays for traffic flows and nuisance for residents – areas of significance include area between Station Road and Town Centre

Junctions

<u>Ref</u>	<u>Link Names</u>	<u>Junction Type</u>
1	New Elgin Road/Main Street/Edgar Road/Linkwood Road	Roundabout
2	Alexandra Road/Cumming Street	Roundabout
3	Moray Street/Hay Street	Priority
4	Wards Road/Station Road/Hay Street	Priority
5	Alexandra Road/Blackfriars' Road	Roundabout
6	New Food Store Access/Station Road	Priority
7	Boroughbriggs Road/North Street	Priority
8	Lossiemouth Road/Lesmurdie Road	Priority
9	Maisondieu Road/South College Street/East Road	Roundabout
10	Maisondieu Road/New Elgin Road/Station Road/Moss Street	Roundabout

Key Themes

The key themes identified and used to summarise the aforementioned perceived problems, issues and constraints include:

- Junctions on A96 and A941
- Parking – provision, location and control
- Safety – pedestrians and cyclists
- Traffic Flows
- Public Transport
- Development – commercial, residential, leisure and education

Agreeing the objectives

Having established a comprehensive list of perceived problems, issues and constraints and the key themes for the area of Elgin, it was agreed that the key themes would be used to determine the planning objectives for the study. This is a key element of the study process as it is against these objectives that the options will be appraised.

The key planning objective was therefore proposed in the following terms:

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

Sub-objectives included:

- To reduce average junction delay times by x% on the A96 and A941 for traffic egressing and accessing key junctions from the base year scenario
- To minimise delay and disruption to all mode users caused by the conflict of modes on key routes in and around Elgin
- To improve safety for all road users in and around Elgin
- To improve the management of parking in Elgin
- To encourage modal shift from private car to public transport, cycling and walking
- To mitigate the risks of adverse environmental impacts caused by motorised vehicular traffic in and around Elgin
- To ensure integration of land use and transport

The foregoing represents the consensus of the workshop group. However, it was agreed by the participants that these could be slightly amended and refined as the appraisal process progresses. Some sharpening of the descriptions may be required to make the objectives more specific and measurable. In particular, the development of the transport model for Elgin will help inform this process and ensure realistic and achievable objectives are set.

Potential Options

It was explained that the option generation phase of the STAG pre-appraisal process should not be unnecessarily constrained and as such a wide range of options and opportunities should be considered for option development, sifting and subsequent appraisal. The workshop attendees were then invited to suggest possible solutions to the problems and issues identified in the first part of the Workshop.

These potential options were summarised as follows (not in any order of priority):

- Integrated ticketing for public transport
- Integrated public transport timetable
- Car share schemes
- Traffic management options for Elgin
- Junction improvements for A96 route through Elgin
- Improved information flow for travellers including PR and Marketing of travel options
- Improved signage and warnings
- Cycle network improvements
- Loading restrictions
- Free bus travel (within and to Elgin)
- Improved bus services to Dr Gray hospital
- Bus priority measures
- Extension of Edgar Road to Morriston Road junction
- New railway line crossings – “New Elgin – Elgin Link”
- Improvements for Wards Road
- One way system/loop around Elgin
- Elgin Bypass
- Pay & Display Parking Controls
- Options to improve North College Street – College Street
- Divert traffic from West of Elgin around North Elgin – use of Morriston Road
- Opportunities to identify HGV specific routes
- Park and Ride
- Parking Strategy
- Increase provision of car parking – West/South/Central Elgin
- Encourage the adoption of flexible working hours

The next steps

Halcrow would welcome any points of clarification and comments from the workshop attendees on any aspect contained within this ‘Record of Pre-Appraisal Workshop’. Due to the tight

timescale for the study we would appreciate any comments within the next week, before **Friday 26th May**. In the meantime, Halcrow will continue to progress the Elgin STAG study, in particular, gathering information to determine the extent of the problems identified at the workshop. This will help to refine the objectives and ensure they are measurable.

It will also be important to reduce the options to a manageable number to be taken forward to the first appraisal. Halcrow will prepare an Option Development Process paper which will chart how the number of options was reduced. This will ensure that the process is not random and that a structure and level of transparency has been adopted when eliminating options.

In summary, the next steps are:

- Responses to be sent to Halcrow (shirleya@halcrow.com) on the 'Record of Pre-appraisal Workshop' note to ensure an accurate reflection of the meeting. Responses required before **Friday 26th May**.
- Consultant to carry out a qualitative appraisal of the options proposed to determine the most effective transport solutions to the problems facing Elgin i.e. a STAG Part 1 Appraisal.
- Consultant to draw up a shortlist of options to be taken forward to the more detailed Part 2 stage. Consultant to prepare a Draft STAG Part 1 Report to record the process and how the shortlist was arrived at (all as developed from the Pre-Appraisal Workshop).
- The Draft STAG Part 1 Report to be submitted to all individuals invited to the Pre-appraisal Workshop. Invitation to Workshop invitees to submit comments on the Draft STAG Part 1 Report. Shortly afterwards a short presentation will be offered to all Workshop invitees summarising the Draft STAG Part 1 Report.
- Final STAG Part 1 Report prepared and submitted to the Environmental Services Committee seeking approval to proceed to the STAG Part 2. Final STAG Part 1 Report issued to Workshop invitees.
- Proceed to STAG Part 2 to carry out a more detailed analysis of the shortlist options.
- A Draft STAG Part 2 Report recording the appraisal and results to be submitted to Workshop invitees. Invitation to Workshop invitees to submit comments on the Draft STAG Part 2 Report. Shortly afterwards a short presentation will be offered to Workshop invitees summarising the Draft STAG Part 2 Report.
- Final STAG Part 2 Report submitted to the Environmental Services Committee seeking approval of the STAG Part 2 Report findings. Final STAG Part 2 Report issued to Workshop invitees.

Next Meeting

To be arranged.

Author Paul McCartney/Alan Shirley

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