

**REPORT TO: ECONOMIC DEVELOPMENT & INFRASTRUCTURE SERVICES  
COMMITTEE 8 DECEMBER 2009**

**SUBJECT: ELGIN ROAD HIERARCHY – PRIMARY & DISTRICT  
DISTRIBUTOR ROADS**

**BY: DIRECTOR OF ENVIRONMENTAL SERVICES**

**1. REASON FOR REPORT**

- 1.1 To bring forward a proposal to meet the requirement identified in the Moray Local Plan for an Elgin Road Hierarchy.
- 1.2 To seek approval to undertake wider consultation on the proposed designation of Primary & District Distributor Roads.
- 1.3 This report is submitted to Committee in terms of the Council's Administrative Scheme relating to the function of the Council as Roads Authority.

**2. RECOMMENDATION**

- 2.1 **The Committee is invited to approve the lists of Elgin Primary and District Distributor Roads identified at paragraphs 3.9 and 3.12 and instruct appropriate consultation to be carried out.**
- 2.2 **A further report should be submitted following the consultation period, advising of the comments and representations received to the proposed designations.**
- 2.3 **The Committee is invited to delegate the Director of Environmental Services to undertake a review and consult on any proposals for traffic sensitive roads in Elgin, in accordance with the Road Works (Scottish Road Works Register, Notices Directions and Designations) (Scotland) Regulations 2008. A further report will be brought back to Committee only if there are objections to the proposals.**

**3. BACKGROUND**

- 3.1 The Moray Local Plan (MLP2008) sets out an 'Action Plan' that includes an action under Transport and Accessibility to produce a Roads Hierarchy for Elgin and Moray to identify a strategic approach to development capacity (page 79 of the MLP2008).
- 3.2 This report covers only Elgin Roads.
- 3.3 A well formed road hierarchy will reduce overall impact of traffic by:-
  - concentrating longer distance flow onto appropriate routes;

- ensuring land uses and activities that are incompatible with traffic flow are restricted from routes where traffic movement should predominate;
- preserving areas where through traffic is discouraged;
- ensuring activities most closely related to frontage development, including social interaction and parking, can be given more space within zones where environmental and access functions should predominate

**3.4** The principles of road hierarchy systems are identified in several key publications:

- Road Guidelines for New Developments
- Well Maintained Highways Code of Practice

**3.5** The road hierarchy classification in the Road Guidelines document establishes the principle of access, designated design speed and the spacing and nature of junctions. The classification system in the Road Maintenance Management document has regard to traffic flows but also the basis of risk assessment and the functionality of the particular section of carriageway in the network. These classification systems are not dissimilar in that they recognise the function of the link as part of the overall transport network. The two road hierarchy classification systems are shown in **Appendix A** to this report.

**3.6** All roads in Moray have been allocated Road Maintenance Management classifications. For the purposes of this report the Roads Maintenance Management classifications for roads in Elgin have been reviewed with particular interest in identifying and reviewing the two highest classification sets of routes in Elgin. These classifications are:

- Strategic Routes (Primary Distributor);
- Main Distributor (District Distributor)

**3.7** A review of the observed traffic flows has also been undertaken. A copy of the traffic flow information is attached to this report at **Appendix B**.

**3.8** Primary Distributors act as links between main towns and also link rural areas to the wider road network. The main function of these roads is to serve the efficient movement of vehicular traffic including freight distribution. Long distance traffic movements to and from towns should be channelled onto these roads. It is normal to have facilities provided to assist pedestrians to cross such as puffins, toucans, refuges, school crossing patrols and grade separated crossings. These roads allow for the frequent passage of public transport but with limited stopping points. Laybys are usually provided to maintain traffic flows.

**3.9** The Primary Distributor Routes in Elgin are:

Road Name A96(T)
Alexandra Road
East Road

Road Name A941
Bishopmill Brae
Cumming Street

High Street
South College Street
West Road

Hay Street
Lossiemouth Road
Main Street
New Elgin Road
North Street
Northfield Terrace

- 3.10** District Distributors provide for traffic movements within the residential, industrial and principal business districts of the town. They form the link between the primary network and the roads within specific land use areas. They carry medium distance traffic to the primary network, public transport services and all types of traffic between different parts of the urban area including the residential, industrial, commercial and business districts of the town and between different parts of the rural area.
- 3.11** A series of District Distributor links has been identified for the purposes of dealing with development management and traffic management. Account has been taken of the traffic flow information, connection to Primary Distributor routes and the use of these routes on occasions when there is a road closure or road works on the Primary Distributor link.
- 3.12** The road links proposed for District Distributor classification are listed below. These links are all currently designated in the Roads Maintenance Management hierarchy as category 2 Main Distributor and provide the connection between inter-strategic routes.

Road Name
Ashgrove Road
Birnie Road (C2E)
Edgar Road
Glen Moray Drive
Lesmurdie Road (C22E)
Linkwood Road (C20E)
Maisondieu Road (C22E)
Morrison Road
Morrison Road (B9012)

Road Name
Newmill Road (C22E)
Pansport Road (C22E)
Reiket Lane (C40E)
Sandy Road
The Wards
Thornhill Road (C40E)
Wards Road (C22E)
Wittet Drive (C22E)

- 3.13** The proposed Primary and District Distributor Roads are shown on the plan attached at **Appendix C**.
- 3.14** It is proposed that consultation is carried out with the following:
- Partnership agencies (Grampian Police, NHS Grampian, Grampian Fire & Rescue, RAF, Moray College)
  - Public Utilities
  - Community Councils
  - Ward Forum
  - General consultation via publicity and use of the Council web site

- 3.15** All submissions will be reported back to this Committee for consideration and final approval of the designation of the Elgin Road Hierarchy – Primary & District Distributor Roads.
- 3.16** There are currently a number of roads in Elgin that have traffic sensitive status under the New Roads and Street Works Act 1991. The restrictions cover week days between 0730-0915 and 1600-1800. These restrictions currently only cover parts of the A941.
- 3.17** It is proposed to add the Hay Street section of the A941, from the roundabout at South Street to the junction with Wards Road, as it meets the requirements of The Road Works (Scottish Road Works Register, Notices Directions and Designations) (Scotland) Regulations 2008 for the designation of roads as traffic sensitive. The existing designated traffic sensitive roads will be reviewed. This will involve publication of a notice and various consultations in accordance with the above Regulations.

#### **4. SUMMARY OF IMPLICATIONS**

**(a) Single Outcome Agreement/Moray Local Plan/Service Improvement Plan**

This report contributes to:  
SOA 8. Roads/Transport  
MLP(2008) Action Plan – Elgin Road Hierarchy  
SIP 2.2 Improving the Transport Infrastructure

**(b) Policy and Legal**

This report relates to the Transport and Accessibility part of the Moray Local Plan.

The formal designation of the Primary and Distributor roads in Elgin will provide a framework for development management and traffic management.

**(c) Resources (Financial, Risks, Staffing and Property)**

There are no immediate financial implications arising from the report. Consultations to be carried out as part of staff workload.

**(d) Consultations**

Planning & Development Manager; Principal Solicitor (Conveyancing); Principal Accountant. Comments received have been incorporated in this report.

#### **5. CONCLUSION**

- 5.1 The aim of a road hierarchy is to enable safe and convenient movement of people and goods and reduce overall impact of traffic. This is done in part by concentrating longer distance traffic movements and medium distance traffic on to appropriate routes.**
- 5.2 The identification of Primary and District Distributor roads will provide a framework for development management and traffic management. This will help to reduce the overall impact of traffic.**
- 5.3 Consultation with stakeholders is proposed and a report on the outcome of the consultation will be brought back to Committee.**

Author of Report: R.Gerring Senior Engineer (Transport Development)  
Background Papers: Moray Local Plan (2008)  
Road Guidelines for New Developments;  
Well Maintained Highways Code of Practice;  
Traffic Survey Data

Ref: