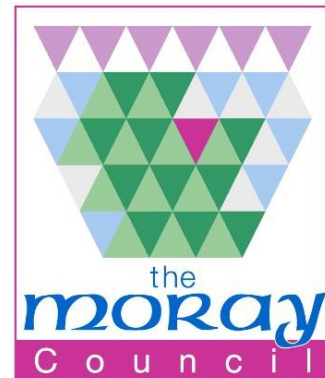


## The Moray Council



## Draft Local Transport Strategy

April 2010

## CONTENTS

<b>1</b>	<b>INTRODUCTION</b>	<b>1</b>
<b>2</b>	<b>BACKGROUND</b>	<b>2</b>
2.1	Key Transport Trends	2
2.2	Active Travel	5
2.3	Public Transport	5
2.4	Ports and Harbours	6
2.5	Roads	6
2.6	Freight Transport	7
2.7	Travel Behaviour	8
2.8	Traffic Management	8
<b>3</b>	<b>ACHIEVEMENTS</b>	<b>10</b>
3.1	Active Travel	10
3.2	Public Transport	10
3.3	Harbours	11
3.4	Roads and Bridges	11
3.5	Freight Transport	12
3.6	Travel Behaviour	13
3.7	Traffic Management	13
<b>4</b>	<b>STRATEGY LINKAGES</b>	<b>15</b>
4.1	Introduction	15
4.2	Local Strategy Linkages	15
4.3	Regional Strategy Linkages	18
4.4	National Strategy Linkages	19
4.5	Institutional Changes	22
<b>5</b>	<b>CONSULTATION</b>	<b>24</b>
<b>6</b>	<b>TRANSPORTATION ISSUES</b>	<b>25</b>
6.1	Active Travel	25
6.2	Public Transport	26
6.3	Ports and Harbours	26
6.4	Roads	27
6.5	Freight Transport	28
6.6	Traffic Management	28
6.7	Local Issues	28
6.8	Summary	29
<b>7</b>	<b>VISION</b>	<b>30</b>
<b>8</b>	<b>OBJECTIVES</b>	<b>31</b>
8.1	Introduction	31



8.2	Key Objectives	31
8.3	Sub-Objectives	31
<b>9</b>	<b>STRATEGY OPTIONS AND APPRAISAL</b>	<b>32</b>
9.1	Introduction	32
9.2	Strategy Options	32
9.3	Conclusion	32
<b>10</b>	<b>ACTIVE TRAVEL</b>	<b>33</b>
<b>11</b>	<b>PUBLIC TRANSPORT</b>	<b>35</b>
<b>12</b>	<b>PORTS AND HARBOURS</b>	<b>37</b>
<b>13</b>	<b>ROADS</b>	<b>38</b>
<b>14</b>	<b>FREIGHT TRANSPORT</b>	<b>40</b>
<b>15</b>	<b>TRAVEL BEHAVIOUR</b>	<b>41</b>
<b>16</b>	<b>TRAFFIC MANAGEMENT</b>	<b>42</b>
	<b>APPENDIX A ROAD TRAFFIC REDUCTION ACT – MORAY COUNCIL</b>	<b>43</b>
	<b>APPENDIX B TRAFFIC COUNT DATA</b>	<b>46</b>
Table 1	Capital Expenditure	4
Table 2	Condition of the Road Carriageway in Moray	6
Table 3	Scottish Road Safety Targets to 2020, with milestones at 2015	14
Figure 1	Local Transport Strategy Process	1
Figure 2	First Stage Consultation Process and Documents	24

# 1 INTRODUCTION

This consultative draft of the second Moray Local Transport Strategy (LTS) is intended to give the public and key stakeholders in the industry an opportunity to comment on the proposals being brought forward by the Council. Comments received will be taken into consideration during the preparation of the final document.

The LTS has been prepared in accordance with the Scottish Government’s “Guidance on Local Transport Strategies”<sup>1</sup>. This document builds on the previous LTS published in 2001.

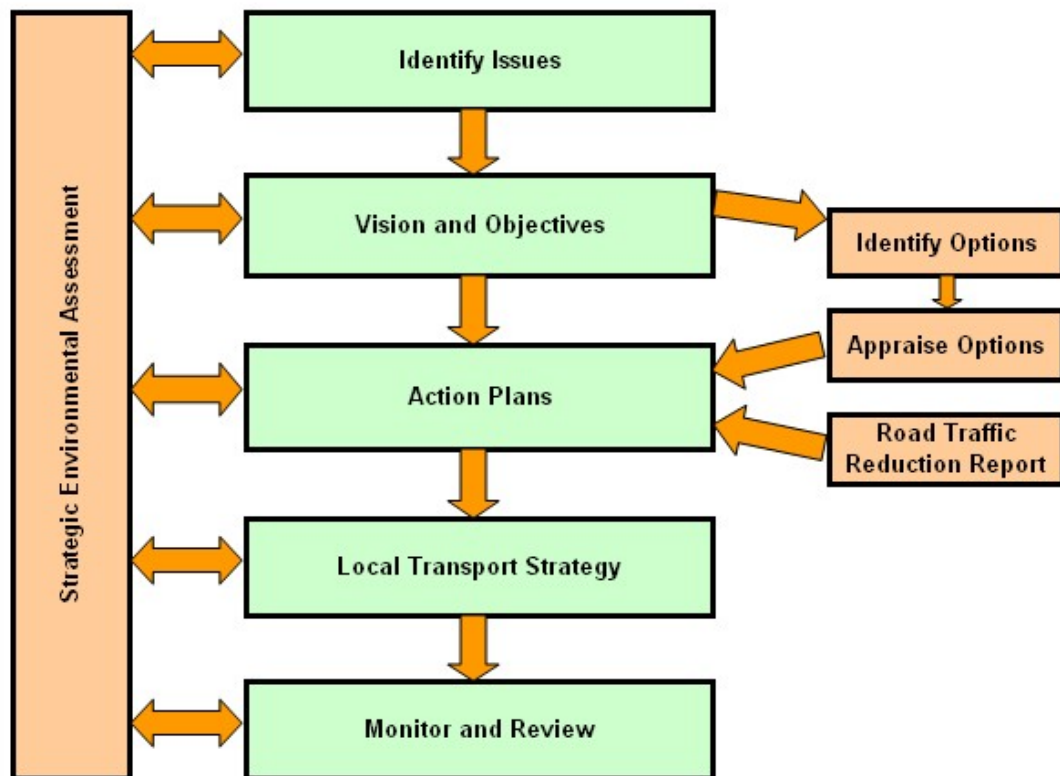
The LTS sets out a clear vision and strategic objectives for transport in Moray and will inform the Council’s transport investment for the strategy and beyond. The document will form an important source of information for the Council’s stakeholders.

The LTS is accompanied by a Strategic Environmental Assessment (SEA) in accordance with current legislative requirements. The SEA examines the implications of the policies and programmes of the LTS within a wider environmental context.

An initial consultation exercise has been carried out as summarised in Section 6 of the LTS. A more detailed review of the consultation exercise is contained in a separate document.

Figure 1 below details the different elements of developing a Local Transport Strategy.

**Figure 1 Local Transport Strategy Process**



<sup>1</sup> Scotland’s Transport Future: Guidance on Local Transport Strategies, February 2005

## 2 BACKGROUND

### 2.1 Key Transport Trends

The population of Moray in 2008 was 87,770<sup>2</sup>, a figure that has remained fairly static since 2001. Around 20% of the population is under 16 years of age and 19% is of pensionable age<sup>2</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>2</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>3</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>3</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>3</sup>. Rail travel from the three stations in Moray increased around 28% between 2002/03 and 2007/08<sup>4</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>3</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>3</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>3</sup>. Within Moray, on several key routes including the A941 at Rothes and A98 east of Cullen, the proportion of HGV traffic, mainly accessing local industry is 10-11%.

#### **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.

---

<sup>2</sup> General Register for Scotland

<sup>3</sup> Scottish Transport Statistics

<sup>4</sup> LENNON data

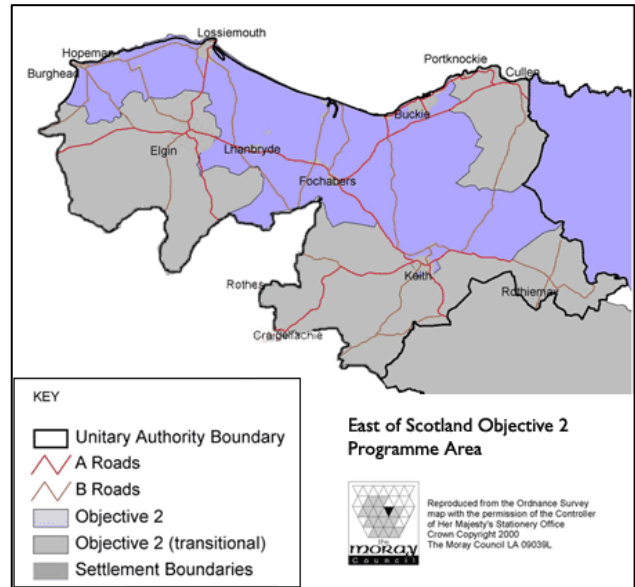
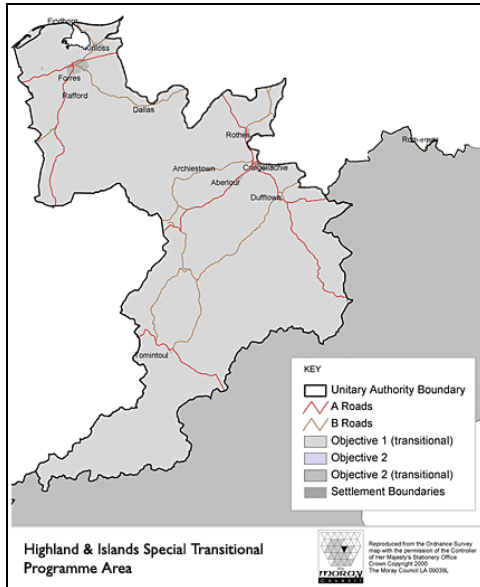
- In 2008, the population density in Moray was 39 persons per square km. By comparison, the Scottish average is 66 persons per square km<sup>5</sup>.
- Car dependency in Moray is relatively high. In 2001, there was an average of 1.09 cars per household, compared to an average of 0.93 cars per household in Scotland<sup>3</sup>. Around 24% of households in Moray do not own a car or van<sup>3</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>3</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.

### **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.

---

<sup>5</sup> Moray Council Community Profile



- 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.

### Moray has a Declining Transport Budget

Budgets for some transport activities within Moray Council have been static for a number of years, resulting in an effective 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 some £6.3 million. Table 1 below provides a breakdown of this capital expenditure.

**Table 1 Capital Expenditure**

Expenditure Element	Expenditure 2006/2007	Expenditure 2007/2008	Expenditure 2008/2009	Projected Expenditure 2009/2010
Road Safety Measures	£392,000	£480,000	£505,000	£524,000
Structural Maintenance	£187,000	£72,000	£244,000	£769,000
Roads Improvements	2,068,000	£2,146,000	£2,327,000	£2,208,000
Strategic Route Action Plans	n/a	£170,000	£10,000	£20,000
Elgin Traffic Management	£238,000	£309,000	£1,100,000	£1,943,000
Disability Adaptions	£36,000	£6,000	£29,000	£25,000
Street Lighting	£441,000	£657,000	£695,000	£817,000
<b>Total Expenditure</b>	<b>£3,362,000</b>	<b>£3,840,000</b>	<b>£4,910,000</b>	<b>£6,306,000</b>

## 2.2 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>6</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>6</sup>, highlighting the opportunity for greater mode shift within the settlements.

### Urban Freedom

The HITRANS Regional Transport Strategy (RTS) identified active travel as a key theme across the region. Following publication of the RTS, HITRANS partly 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.

Urban Freedom is a two year, £1M sustainable travel town project within Elgin that is co-funded by the ERDF and The Moray Council, supported by Cycling Scotland, HITRANS and Sustrans.



## 2.3 Public Transport

Buses, coaches and dial-a-bus services provide the principal public transport capacity within Moray. Some additional capacity is delivered by the rail service to Inverness and Aberdeen, which has seen increasing passenger numbers in recent years however, frequency is limited.

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.



<sup>6</sup> Elgin Active Travel Audit, 2009

## 2.4 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.



## 2.5 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.

The winter maintenance budget has remained fairly static in recent years at around £1.9 million, however, actual spend on winter maintenance in 2009/2010 due to the severe winter is forecast to be around £3 million.

Landslides and flooding incidents on the road asset have resulted in works being required outwith the programme and budget.

### 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 2 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>7</sup>.



## **2.6 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

<sup>7</sup> Elgin Traffic Review

other traffic, however, effective access for these vehicles is important to the economy of Moray.

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.



## 2.7 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, and requires the collaboration of the area's major employers for its successful implementation. The Council has an important role in the process through the demonstration of 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 NES CAMP, NHS Grampian, Grampian Police, Aberdeenshire Council and Aberdeen City Council.

## 2.8 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.

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.



## 3 ACHIEVEMENTS

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

### 3.1 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.
- 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.



### 3.2 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 Granttown-on-Spey.
  - Dial-a-bus services have been introduced in the Forres and Aberlour areas.
  - Developer contributions have been received towards public transport.



### 3.3 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.



### 3.4 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>8</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.

<sup>8</sup> 2008-2010 Scottish Road Maintenance Condition Survey Results

- 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 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".



### 3.5 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.



### 3.6 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.
- Planning conditions relating to the provision of Travel Plans have been applied to many new developments, including residential developments.

### 3.7 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>9</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).
- 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.

<sup>9</sup> [http://www.moray.gov.uk/moray\\_services/page\\_43802.html](http://www.moray.gov.uk/moray_services/page_43802.html)

- 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, which relate closely to those national 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 3 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.



## 4 STRATEGY LINKAGES

### 4.1 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.

### 4.2 Local Strategy Linkages

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

#### 4.2.1 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.



#### Local Plan Policy T1: Transport Infrastructure Improvements

#### Local Plan Policy T2: Provision of Roads Access

#### Local Plan Policy T3: Roadside Service Stations

#### Local Plan Policy T4: Bus, Rail and Harbour Facilities

#### Local Plan Policy T5: Parking Standards

#### Local Plan Policy T6: Traffic Management

#### Local Plan Policy T7: Cycling, Walking and Equestrian Networks



#### 4.2.2 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.

#### 4.2.3 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.

#### 4.2.4 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;
- Moray Voluntary Services Organisation; 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.

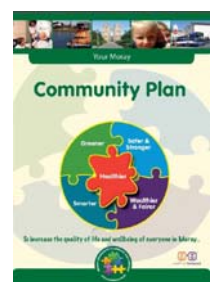
#### 4.2.5 Moray Corporate Plan 2008-2009

The Moray Corporate Plan sets out the requirements for Service Improvement Plans to deliver the local outcomes that have been set in the Single Outcome Agreement.



#### 4.2.6 Moray Community Plan 2006-2010

Community Planning is a strategic process that all local authorities use with the community and other agencies to plan provide and promote the wellbeing of the community. The Community Plan responds to what local people have said they want for Moray and the issues and plans of the Community Planning Partners, is updated year on year by an annual reporting process which brings forward new targets and priorities. The Community Plan is a statutory requirement (Local Government in Scotland 2003 Act).



The Moray Community Planning Partnership includes a Greener Theme Group, which covers a range of topics including sustainable

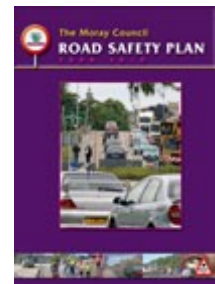
development, the natural and built environment, renewable energy, climate change, travel choices and access infrastructure.

#### **4.2.7 Moray 2020**

This document was produced jointly by HIE Moray and Moray Council and presents a Strategy and Action Plan for diversifying the Moray economy through a series of themes.

#### **4.2.8 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.



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

The Core Paths Plan was published in 2009, as a statutory requirement of the introduction of the Land Reform (Scotland) Act (2003). It provided a timely update to Moray Council's pre-existing Access Strategy. It sets out a framework of objectives with the purpose of giving the public 'reasonable access throughout the local authority area'. Although the development and maintenance of the Core Paths Plan is a statutory requirement, no additional Central Government funding has been made available.

#### **4.2.10 Transportation Requirements for Small Rural Development (Draft)**

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 is consulting on it as part of the overall review of The Moray Council Road Design Procedures and Standards.

#### **4.2.11 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.

#### **4.2.12 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.

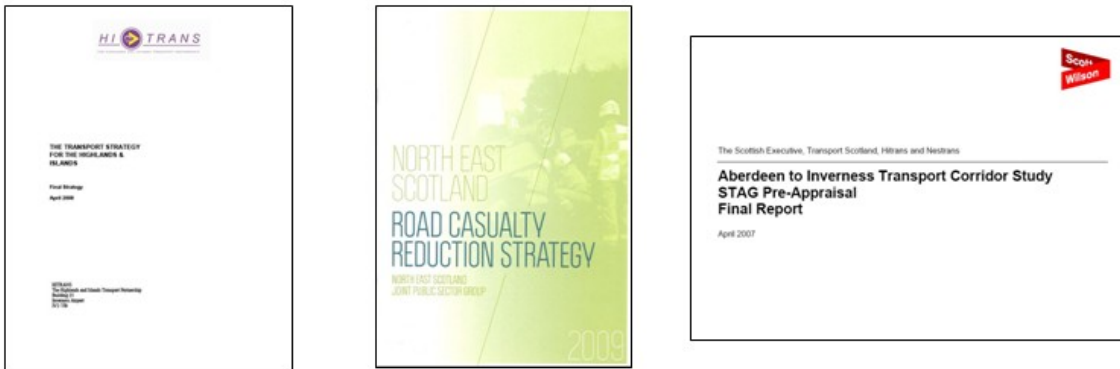


#### **4.2.13 Cairngorms National Park Plan 2007-2012**

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.

### 4.3 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.

#### 4.3.1 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.

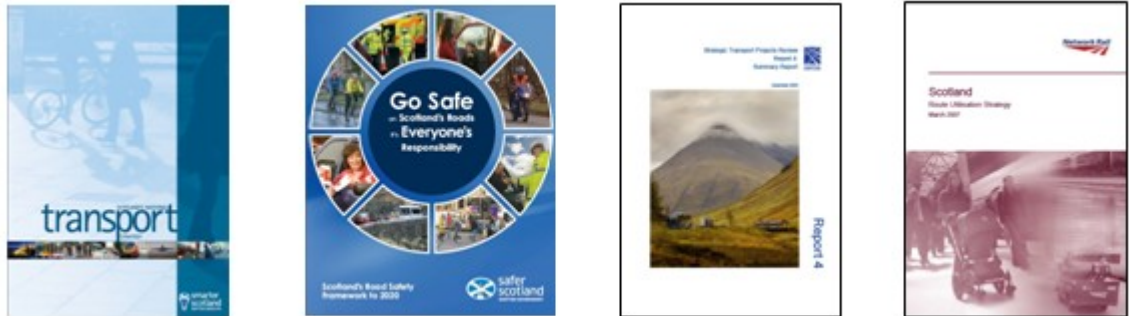
#### 4.3.2 North East Scotland Road Casualty Reduction Strategy

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 Grampian Police, Grampian Fire & Rescue Service, Transport Scotland, Aberdeenshire Council and Aberdeen City Council.

#### 4.3.3 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.

## 4.4 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).

### 4.4.1 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.

### 4.4.2 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.

### 4.4.3 Scottish Planning Policy (SPP) 2010

The Scottish Planning Policy superseded a number of individual Scottish Planning Policy documents including SPP17 Planning for Transport in 2010. The SPP supports the national transport aims through the integration of land use, economic development, environmental issues and transport planning. It recognises that the planning system is a key mechanism for integration. The policy proposes that local planning should

prioritise action on walking, cycling, public transport and motorised modes, plan for those whose mobility is impaired and deal with the needs of freight. Two supporting documents, that were introduced in 2005 with SPP17, remain alongside this SPP: *Planning Advice Note 75: Planning for Transport* and *Transport Assessment and Implementation: A Guide*.

#### **4.4.4 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.

#### **4.4.5 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.

#### **4.4.6 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.

#### **4.4.7 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.

#### **4.4.8 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.

#### **4.4.9 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.

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

A requirement of the Land Reform (Scotland) Act 2003, was for the Council to draw up a plan for the system of paths (Core Paths) that provides "a basic framework of routes sufficient for the purpose of giving the public reasonable access throughout their area." The Moray Core Paths Plan Finalised Version has been produced from an extensive exercise that was started in 2007.

#### **4.4.11 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.

#### **4.4.12 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.

### **4.5 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 involved:

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

#### **4.5.1 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.

#### **4.5.2 Transport Scotland**

Transport Scotland was established in early 2006 as an agency of the Scottish Executive. 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.



#### **4.5.3 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.

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

All passenger rail services between Aberdeen and Inverness, which pass through Moray, are operated by ScotRail. 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.

**5 CONSULTATION**

Consultation on the Local Transport Strategy takes 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 separate Summary Report has been completed containing documentation and reports from the First Stage Consultation Process as detailed in Figure 1 below.

<b>Moray Citizens Panel Travel Survey</b>	
<b>First Stage Discussion Paper and Survey Response Form June 2007</b>	<b>Consultation Summary Report Appendix A</b>
<b>Stakeholder / Public Consultation 11/06/07-06/07/07</b>	<b>Consultation Summary Report Appendix B</b>
<b>Consultation Report 24/07/07</b>	<b>Consultation Summary Report Appendix C</b>
<b>Technical Note - Review of Vision and Objectives Workshop Session 1 03/09/07</b>	<b>Consultation Summary Report Appendix D</b>
<b>Technical Note - Review of Options and Development of Transportation Themes Session 2 03/09/07</b>	<b>Consultation Summary Report Appendix E</b>
<b>Stakeholder Workshop 06/09/07</b>	<b>Consultation Summary Report Appendix F</b>

**Figure 2 First Stage Consultation Process and Documents**

It is proposed that an eight week Second Stage Consultation will take place once the Draft LTS document is approved by committee.

## 6 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 are considered below.

### 6.1 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.



## 6.2 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 long and the frequency of services low. Bus and rail fares are also perceived to be higher than the rest of the country. 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. Other parts of Moray however, do not have direct links to Inverness Airport.

## 6.3 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.



## 6.4 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.



## 6.5 Freight Transport

Rail freight services currently operate from the central belt to Inverness and Aberdeen, however, no services utilise the freight facilities in Elgin or Keith at present despite the gauge enhancement project.

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.



## 6.6 Traffic Management

It is generally acknowledged that there are no issues with the capacity of parking provision in Moray. However, parking facilities at Dr Gray's Hospital are considered inadequate, with many visitors and patients having to use off site parking such as on-street facilities.

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.

## 6.7 Local Issues

Issues relating specifically to individual settlements that were identified by respondents in the initial consultation process are detailed in the separate Consultation Summary Report.



## **6.8 Summary**

The issues above have been identified by various stakeholders and members of the public during the first stage consultation process. Potential ways of addressing these issues are considered in the Action Plans towards the end of this strategy document.

## 7 VISION

**Excellent connections and accessibility are achieved for Moray through a safe, integrated, reliable and affordable transport system that is inclusive and supports economic development and the needs of local communities whilst safeguarding the environment.**

## 8 OBJECTIVES

### 8.1 Introduction

The following objectives have been developed as a result of the initial consultation process. These have been split into two categories, comprising of Key Objectives and Sub-Objectives.

### 8.2 Key Objectives

The Key Objectives provide a framework for progress at a local level and provide a basis for the LTS.

- K1:** Support and enable economic development through a sustainable transport infrastructure;
- K2:** Promote safer, inclusive and affordable travel for all;
- K3:** Maintain and improve the existing transport infrastructure to enable an effective and reliable transport network;
- K4:** Improve accessibility to jobs, services and facilities;
- K5:** Increase sustainable travel choices to promote travel behaviour change and reduce the need for car use and the environmental impact associated with transport and health;
- K6:** Promote integration across different modes, policies and land-use planning.

### 8.3 Sub-Objectives

- S1:** Support the improvement of connections (road, rail, sea and air) to the rest of Scotland, the UK and Europe;
- S2:** Develop solutions to traffic safety and capacity problems within Moray and work with the Scottish Government, developers and others to minimise predicted problems;
- S3:** Support good quality and affordable public transport systems and where appropriate provide and maintain a network of socially desirable bus services to supplement the commercial network;
- S4:** Review the role of Moray harbours;
- S5:** Ensure adequate car parking provision to meet the need of communities;
- S6:** Support improvements to passenger and freight rail services;
- S7:** Work with others to reduce additional transport costs related to Moray's location in Scotland, the UK and Europe;
- S8:** Encourage less car dependent forms of transport and where appropriate encourage road traffic reduction, walking, cycling and other active travel initiatives;
- S9:** Work with others to improve transport infrastructure related to recreation and tourism;
- S10:** Support access to the countryside and well being initiatives.

## 9 STRATEGY OPTIONS AND APPRAISAL

### 9.1 Introduction

The Local Transport Strategy has been developed using STAG methodology. A STAG Appraisal of the Strategy Options has been completed and is detailed in a separate STAG Appraisal Report and summarised below.

### 9.2 Strategy Options

Through the initial consultation process, the problems and constraints on the transport network have been analysed and, taking cognisance of national, regional and local transport objectives, seven potential strategies identified, including a baseline, as detailed below:

- Scenario 1: Maintain current level of commitment (Baseline);
- Scenario 2: Do minimum;
- Scenario 3: Focus on Road Safety;
- Scenario 4: Focus on Mode Change;
- Scenario 5: Focus on Main Settlements and Strategic Transport Corridors;
- Scenario 6: Road Based; and
- Scenario 7: Integrated Transport – Invest to improve access across modes.

### 9.3 Conclusion

From the appraisal work undertaken, detailed in the STAG Appraisal Report, it is evident that overall, a balanced package of measures can be expected to provide the most effective policy framework and therefore Scenario 7 (Integrated Transport – Invest to improve across modes) performs best against the different appraisal criteria. The Do-minimum Scenario performs least favourably with negative scores across all of the objectives with the exception of additional funding where it achieves a positive score in light of the reduction in services and corresponding resource requirements.

On the basis of the assessment undertaken and for the reasons outlined in the STAG Appraisal Report, Scenario 7 – Integrated Transport has been adopted as the preferred strategy framework for MLTS2.

# 10 ACTIVE TRAVEL

**Local Development Plan Policies:**  
**T7: Cycling, Walking and Equestrian Networks**

**Local Transport Strategy Objectives:**

**K1: Support and enable economic development through a sustainable transport infrastructure**  
**K2: Promote safer, inclusive and affordable travel for all**  
**K5: Increase sustainable travel choices to promote travel behaviour change and reduce the need for car use and the environmental impact associated with transport and health**

**S8: Encourage less car dependent forms of transport and where appropriate encourage road traffic reduction, walking, cycling and other active travel initiatives**  
**S9: Work with others to improve transport infrastructure related to recreation and tourism**  
**S10: Support access to the countryside and well being initiatives**

**Committed Schemes**

1. Cycleway spur from Hopeman to Duffus as part of the Burghead to Lossiemouth cycle route.
2. Development of a core network of active travel routes in Elgin as part of the Urban Freedom project..
3. Development of solutions for missing links in the active travel network in Elgin as part of the Urban Freedom project.
4. Install docking stations and bikes for a public transport 'loan' bike scheme in Elgin as part of the Urban Freedom project.
5. Improvements to underpass entrances on the A96 in Elgin.

<b>Action Plan</b>				
<b>Actions</b>	<b>Delivery</b>	<b>Short Term</b>	<b>Medium Term</b>	<b>Long Term</b>
Promote the benefits of walking and cycling	TMC	1, 2, 3, 4		
Improve pedestrian and cycle facilities to enhance opportunities for independent mobility	TMC	1, 2, 3, 4, 5		
Continue to develop a comprehensive cycle/pedestrian network incorporating national, area wide and local routes in Moray	TMC, Sustrans	1, 2, 3		
Continue to develop a range of initiatives focusing on pedestrian and cyclist safety	TMC, Grampian Police	5		
Continue to develop and update safe routes to educational establishments	TMC, Moray Schools, Grampian Police			
Continue to support schools in Moray to develop and maintain active School Travel Plans	TMC, Moray Schools			
Continue to support Grampian Police and Road Safety Officers to deliver cycle training schemes across Moray schools.	TMC, Moray Schools, Police			
Continue to develop cycle parking facilities and safe segregated cycle routes and signage for non motorised users (NMUs) across Moray.	TMC, Sustrans	1, 2, 3		



Action Plan				
Actions	Delivery	Short Term	Medium Term	Long Term
Identify areas of conflict for NMUs in Moray.	TMC			→
Improve pedestrian/cycling crossing facilities in key areas of conflict and need across Moray.	TMC	5		→

# 11 PUBLIC TRANSPORT

**Local Development Plan Policies:**  
**T4: Bus, Rail and Harbour Facilities**

**Local Transport Strategy Objectives:**

**K1: Support and enable economic development through a sustainable transport infrastructure**  
**K2: Promote safer, inclusive and affordable travel for all**  
**K4: Improve accessibility to jobs, services and facilities**  
**K5: Increase sustainable travel choices to promote travel behaviour change and reduce the need for car use and the environmental impact associated with transport and health**  
**K6: Promote integration across different modes, policies and land-use planning**

**S1: Support the improvement of connections (road, rail, sea and air) to the rest of Scotland, the UK and Europe**  
**S3: Support good quality and affordable public transport systems and where appropriate provide and maintain a network of socially desirable bus services to supplement the commercial network**  
**S6: Support improvements to passenger and freight rail services**  
**S7: Work with others to reduce additional transport costs related to Moray's location in Scotland, the UK and Europe**  
**S8: Encourage less car dependent forms of transport and where appropriate encourage road traffic reduction, walking, cycling and other active travel initiatives**

**Committed Schemes**

1. Installation of real time information screens at eight locations throughout Moray as part of the Urban Freedom project.
2. STPR Intervention 19 – Rail service enhancements between Aberdeen and Inverness.

Action Plan				
Actions	Delivery	Short Term	Medium Term	Long Term
Continue to support bus services in rural areas, including alternative community services where appropriate	TMC, Bus operators			→
Encourage Transport Scotland to develop the rail route between Aberdeen and Inverness as detailed in STPR	TMC, Transport Scotland	2	2	2
Continue to improve bus infrastructure across Moray subject to available funding and investigate means to improve Elgin bus station	TMC, Bus Operators	1		→
Work with HITRANS, Police and Transport Operators to develop initiatives to increase personal security on PT services and facilities	TMC, HITRANS, Police, Bus Operators			→
Encourage transport operators to upgrade train station facilities and staffing	Scotrail, Network Rail			→
Encourage improved integration between rail and bus services across Moray	TMC, Transport operators			→
Continue to lobby public transport operators and Transport Scotland to provide reasonable fare levels for services in Moray	Transport Scotland			→

Action Plan				
Actions	Delivery	Short Term	Medium Term	Long Term
Continue to work with public transport operators, other local authorities, airport authorities and HITRANS to improve links to Aberdeen and Inverness Airports	TMC, HITRANS, Transport /Airport Operators, Aberdeen City, Highland and Aberdeenshire Councils,			→
Support/promote the operation of Traveline	TMC			→
Investigate additional potential locations for the provision of Real Time Information.	TMC / Stagecoach		→	
Install Real Time Information at identified locations subject to available funding.	TMC / Stagecoach	1		→

## 12 PORTS AND HARBOURS

**Local Development Plan Policies:**

**T4: Bus, Rail and Harbour Facilities**

**Local Transport Strategy Objectives:**

**K1: Support and enable economic development through a sustainable transport infrastructure**

**K3: Maintain and improve the existing transport infrastructure to enable an effective and reliable transport network**

**S1: Support the improvement of connections (road, rail, sea and air) to the rest of Scotland, the UK and Europe**

**S4: Review the role of Moray harbours**

**S6: Support improvements to passenger and freight rail services**

**S9: Work with others to improve transport infrastructure related to recreation and tourism**

Action Plan				
Actions	Delivery	Short Term	Medium Term	Long Term
Continue to maintain and develop harbours to support economic growth	TMC	→		
Continue to address the backlog of maintenance works at Moray harbours	TMC	→		
Promote diversification of the commercial harbours at Buckie and Burghead	TMC	→		
Continue to develop commercial use of the dredger outwith Moray	TMC	→		
Prioritise Dredger replacement	TMC	→	→	

## 13 ROADS

### Local Development Plan Policies:

- T2: Provision of Road Access**
- T3: Roadside Service Stations**
- T4: Bus, Rail and Harbour Facilities**
- T6: Traffic Management**

### Local Transport Strategy Objectives:

- K1: Support and enable economic development through a sustainable transport infrastructure**
- K2: Promote safer, inclusive and affordable travel for all**
- K3: Maintain and improve the existing transport infrastructure to enable an effective and reliable transport network**
- K4: Improve accessibility to jobs, services and facilities**
- K6: Promote integration across different modes, policies and land-use planning**
- S1: Support the improvement of connections (road, rail, sea and air) to the rest of Scotland, the UK and Europe**
- S2: Develop solutions to traffic safety and capacity problems within Moray and work with the Scottish Government, developers and others to minimise predicted problems**
- S7: Work with others to reduce additional transport costs related to Moray's location in Scotland, the UK and Europe**
- S9: Work with others to improve transport infrastructure related to recreation and tourism**

### Committed Schemes

1. STPR Intervention 4 – Targeted programme of measures to reduce accident severity in North and West Scotland.
2. A96 Fochabers/Mosstodloch Bypass.
3. A96 Threapland scheme.
4. Re-construction of Pansport Bridge as part of the Elgin Flood Alleviation Scheme.

Action Plan				
Actions	Delivery	Short Term	Medium Term	Long Term
Encourage the Scottish Government to upgrade the A96 and A95 Trunk Road.	TMC, Transport Scotland	2, 3	1, 3	1
Improve the priority roads A941, A98 and B9016 based on available action plans where applicable.	TMC			
Support Transport Scotland in the development of the bypass of Fochabers/Mosstodach and continue to pursue the case for bypasses of Elgin and Keith.	TMC, Transport Scotland	2		
Provide improvements on other parts of the network within Moray where appropriate.	TMC	4		
Continue to provide upgrades to rural, single track roads where appropriate.	TMC			
Complete development of the Asset Management Plan	TMC			
Implement the Asset Management Plan	TMC			
As part of the Asset Management Plan, introduce an area wide database for ranking road, footway, cycleway and structure by condition	TMC			

<b>Action Plan</b>				
<b>Actions</b>	<b>Delivery</b>	<b>Short Term</b>	<b>Medium Term</b>	<b>Long Term</b>
Maintain and extend the inventory database to include all appropriate roads related assets	TMC			→
Where appropriate, provide measures to mitigate and adapt to climate change.	TMC			→
Carry out assessments on structures as required in the Asset Management Plan	TMC			→
Carry out necessary actions including strengthening or replacement where necessary	TMC	4		→
Provide an appropriate level of maintenance on roads, footways, street lighting, cycle ways and bridges carrying public roads.	TMC			→
Continue to develop and deliver the Elgin Traffic Management Programme.	TMC			→
Following consultation, publish the Roads Hierachy Plan for Elgin.	TMC	→		
Implement the above Roads Hierachy Plan.	TMC			→
Apply "Designing Streets" policy to new road schemes and new developments.	TMC			→

# 14 FREIGHT TRANSPORT

**Local Development Plan Policies:**

**T1: Transport Infrastructure Improvements**  
**T3: Roadside Service Stations**  
**T4: Bus, Rail and Harbour Facilities**

**Local Transport Strategy Objectives:**

**K1: Support and enable economic development through a sustainable transport infrastructure**  
**K3: Maintain and improve the existing transport infrastructure to enable an effective and reliable transport network**  
**K6: Promote integration across different modes, policies and land-use planning**

**S1: Support the improvement of connections (road, rail, sea and air) to the rest of Scotland, the UK and Europe**  
**S4: Review the role of Moray harbours**  
**S6: Support improvements to passenger and freight rail services**  
**S7: Work with others to reduce additional transport costs related to Moray's location in Scotland, the UK and Europe**

Actions	Delivery	Short Term	Medium Term	Long Term
Continue to work with the Timber Transport Group	TMC, Timber Transport Group			→
Continue to develop a programme of rural road strengthening on routes with high levels of HGV usage	TMC			→
Promote increased capacity for rail freight on the Inverness to Aberdeen line.	TMC, Transport Scotland			→
Encourage the use of rail freight facilities within Moray including Elgin Rail Freight Yard and rail freight facilities at Keith.	TMC, DB Schenker, ScotRail, Aberdeenshire and Aberdeen Councils.			→

# 15 TRAVEL BEHAVIOUR

**Local Development Plan Policies:**  
**T7: Cycling, Walking and Equestrian Networks**

**Local Transport Strategy Objectives:**

- K1: Support and enable economic development through a sustainable transport infrastructure**
- K5: Increase sustainable travel choices to promote travel behaviour change and reduce the need for car use and the environmental impact associated with transport and health**
- S8: Encourage less car dependent forms of transport and where appropriate encourage road traffic reduction, walking, cycling and other active travel initiatives**
- S10: Support access to the countryside and well being initiatives**

<b>Action Plan</b>				
<b>Actions</b>	<b>Delivery</b>	<b>Short Term</b>	<b>Medium Term</b>	<b>Long Term</b>
Develop land-use policies to reduce car-dependency	TMC	→		
Incorporate land-use policies developed in the Local Plan	TMC		→	
Implement land-use policies developed above	TMC		→	→
Monitor and adjust land-use/transport policies	TMC			→
Maintain and monitor the Council's own Travel Plan	TMC	→	→	→
Review and adjust the Council's own Travel Plan	TMC	→	→	→
Consult with large local organisations to encourage and assist them in developing their own Travel Plan	TMC	→	→	→
Work with Development Control to implement Travel Plan measures in new developments	TMC, Transport Scotland	→	→	→

# 16 TRAFFIC MANAGEMENT

**Local Development Plan Policies:**

**T6: Traffic Management**

**Local Transport Strategy Objectives:**

**K2: Promote safer, inclusive and affordable travel for all**  
**K5: Increase sustainable travel choices to promote travel behaviour change and reduce the need for car use and the environmental impact associated with transport and health**

**S2: Develop solutions to traffic safety and capacity problems within Moray and work with the Scottish Government, developers and others to minimise predicted problems**

**S5: Ensure adequate car parking provision to meet the need of communities**  
**S8: Encourage less car dependent forms of transport and where appropriate encourage road traffic reduction, walking, cycling and other active travel initiatives**

**Committed Schemes**

1. Intervention 4 – Targeted programme of measures to reduce accident severity in North and West Scotland.
2. A96 Fochabers/Mosstodloch Bypass.
3. A96 Threapland scheme.

Action Plan				
Actions	Delivery	Short Term	Medium Term	Long Term
Work with NHS Grampian to improve staff and patient transport and also car parking facilities at hospitals and other health facilities in Moray	TMC, NHS Grampian	→		
Continue to address backlog of maintenance works for Moray Council car parks	TMC	→		
Work with the Scottish Government to improve safety on trunk roads.	TMC, Transport Scotland	2, 3	1, 3	1
Continue programme of road safety education in schools and for young drivers.	Moray Road Safety Group	→		
Continue to monitor, review and update the Road Safety Plan	TMC	→		
Provide improvements on roads in Moray to address road safety issues identified in the road safety plan and through annual road accident analysis.	TMC, Transport Scotland		1	1

## APPENDIX A ROAD TRAFFIC REDUCTION ACT – MORAY COUNCIL

### Introduction

This section sets down the approach of The Moray Council 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>10</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>11</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.

<sup>10</sup> Scottish Transport Statistics 2009

<sup>11</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 detailed in Appendix B 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.



## APPENDIX B TRAFFIC COUNT DATA

**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)	322085,839335		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	24040	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	335830,858680	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	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**

ROAD NUMBER	GRID REFERENCE	5 DAY AVERAGE (TWO-WAY)
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

ROAD NUMBER	GRID REFERENCE	5 DAY AVERAGE (TWO-WAY)
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

**HGV 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; therefore %HGV figures are not directly comparable with previous years.