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APPENDIX 2

Respondent	Comment	Recommendation
Group Public Transport Scotland	<p>Noted some further descriptive text required for the routes. Namely: High Street is only A96 Trunk road to the west. Between West Road and Alexandra Road is A96 trunk road. Only the eastern part of South College Street between Alexandra Road and East Road is A96 trunk road.</p> <p>Noted that Station Road was missing.</p>	<p>Noted the sections of High Street and South College Street that are A96(T).</p> <p>Accepted – Text and Plan will reflect these details</p> <p>Accepted that Station Road was missing from the text in the consultation form. The plan used to support the text shows all of the roads highlighted by this resposdee.</p> <p>Confirm A941 Station Road is a Primary Distributor Road.</p>
Group Public Scottish National Heritage	No comments to make at this point	Noted
Group Public Confidential	No comments	Noted
Group Community Elgin Community Council	Noted their agreement with the basic concept	Noted
Group Community Heldon Community Council	Noted that happy with classification based on the strong proviso that all existing speed limits remain the same for both District and Primary distributor roads.	<p>New guidance relating to speed limits on A and B class roads has been published. A procedure for assessing speed limits on A and B class roads in Moray was approved by the ED&I Committee on 13 October 2009.</p> <p>Noted</p>

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	Noted that they are totally against any increase in speed on these roads – safety of road users is of paramount importance	Changes to speed limits are presented to the ED&I Committee. Noted
Group Community Innes Community Council	<p>Requested more information on what the impact this may have on the areas concerned, and how it would affect the residents or businesses along these proposed routes.</p> <p>Suggested that some of the roads were unsuitable for heavy vehicles or increased traffic, they are residential areas and near schools- requested more details on impact on this.</p> <p>Suggested that there were already existing problems with drivers taking to residential streets as short cuts. Requested more information on the impact on this.</p> <p>Suggested that schools and residential areas need more protection.</p>	<p>The Elgin Road Hierarchy for Primary and District Distributor Roads aims to reduce the overall impact of traffic and enable safe and convenient movement of people and goods. In the short term the road hierarchy will enable new directions signs to be erected to direct road users to the Primary Distributor Roads. Any future changes to waiting restrictions or speed limits will be reported to the ED&I Committee prior to any statutory procedure being undertaken.</p> <p>Not accepted – No Change</p> <p>Part time speed limits in the vicinity of schools on these roads will continue to operate. Buses and HGVs currently use these routes. There will be no prohibition of these vehicles.</p> <p>Not accepted – No Change</p> <p>The identification of Primary and District Distributor Roads will reduce the likelihood of unintentional diversions via other roads. Problems concerning inappropriate traffic on local/residential roads are investigated and dealt with as they arise.</p> <p>Not accepted – no Change</p> <p>See comment above.</p> <p>Noted</p>

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	<p>Suggested that more details should be made available to householders in the vicinity of the proposals.</p> <p>Queried whether the hierarchy proposals comply with the 'Roads Act' and how it fits within Local Plan.</p>	<p>During the 6 week consultation period a notice on the home page of the Council web site provided a link to the consultation documents. Consultation documents were provided at libraries, access points and issued to over 90 organisations representing the community and others.</p> <p>Not accepted – No change</p> <p>The Elgin Road Hierarchy will address the action plan in the MPLP 2008 (page 79). This provides more detail for MLP Policy T6 Traffic Management. It will also support the key duties of the Roads (Scotland) Act 1984 for local road authorities to manage and maintain these roads.</p> <p>Noted</p>
Group Community Lhanbryde Community Challenge	<p>Questioned whether Station Road was missing</p> <p>No further comments added</p>	<p>Accepted that Station Road was missing from the text in the consultation form. The plan used to support the text shows Station Road.</p> <p>Confirm A941 Station Road is a Primary Distributor Road.</p>
Group Commercial Glenmore Properties	No comments	Noted
Group Commercial Confidential	Noted that all but Lossiemouth Road do not comply with the standards for Primary Distributor Roads – they have adjoining footpaths, frontage access, junction spacing, varying road widths, poor junction visibility all of which do not comply with the Council standards for roads.	The aim of the road hierarchy is to reduce the overall impact of traffic and enable safe and convenient movement of people and goods. Accept that existing conditions on the Primary Distributor Roads, apart from Lossiemouth Road, do not meet the current road standards. The weekday daily

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	<p>Noted that in a similar way the District Distributor roads also do not comply with standards.</p> <p>Noted that the roads are currently subject to a 30mph or 40mph speed limit and as such do not have a single function. Noted that they must cater for traffic flow, pedestrian and cycle flow, safe crossing opportunities etc and as such are not of the appropriate design to be considered as such classifications.</p> <p>Suggested that applying new standards to any new development on or adjacent to these roads could change the character of the roads and could cause confusion to all road users.</p>	<p>traffic flow on Alexandra Road, near to the bus station, is 23,550 vehs/day. The weekday daily traffic flow on New Elgin Road, railway bridge, is 21,745 vehs/day. The Primary Distributor Roads are key routes for buses and HGVs.</p> <p>Noted – No Change</p> <p>Accept that conditions on the District Distributor Roads are historical. However, sections beyond the older part of Elgin do meet the bulk of the road standards.</p> <p>Noted – No Change</p> <p>The speed limit of the road does not necessarily reflect the road hierarchy status. All roads have a number of functions. The Primary and District Distributor Roads have a main function to serve the efficient movement of vehicular traffic.</p> <p>Not Accepted – No Change</p> <p>There are many considerations for new development taking access from an existing road. MLP 2008 Policy T6 Traffic Management states that the road hierarchy will be used to assist the assessment of planning applications. A robust road hierarchy for Elgin is essential in order to ensure the proper management of land use proposals. There is no proposal to change character or create any confusion.</p> <p>Not accepted – No Change</p>

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Individual Confidential	Expressed concerns over the existing situation on Ashgrove Road. Referred in particular to inappropriate parking which creates problems: Access to parking spaces, Obstructions to flow, Blocks entering the Ashgrove Road/ Ashgrove Place Junction	The situation of parking on Ashgrove Road is noted. The performance of Ashgrove Road currently does not warrant any intervention with waiting restrictions. However, this does not preclude a review of the situation in the future. The weekday daily traffic flows on Ashgrove Road is 4675 vehs/day Noted – No Change
Individual Alastair Kennedy	Noted that he considered 'The Wards' to be unsuitable for the proposed classification. Suggested that there needed to be a link road between Edgar Road and Wittet Drive as had been proposed in the past. Expressed concerns that the speed limit would increase to 40mph on Lesmurdie Road and Morriston Road. He considers excess speed to be an existing road safety problem on these routes.	The typical weekday daily traffic flow on The Wards is 5820 vehs/day. This road is considered to be an interim route prior to the completion of a longer term route to the west. Noted The Council is currently investigating two options for a connection between Edgar Road and the A96. Noted The speed limit of the road does not necessarily reflect the road hierarchy status. New guidance relating to speed limits in the UK has been published and a report on the proposed review of speed limits in Moray was approved by the ED&I Committee on 13 October 2009. Noted