Moray Local Transport Strategy

MORAY LOCAL TRANSPORT STRATEGY

PART 1

Foreword

Thanks to all those who participated in the consultation events. Your contribution to the preparation of this Local Transport Strategy has been invaluable.

This Local Transport Strategy sets out a framework for taking forward transport policy and infrastructure within Moray. Transport is crucial for business, travel and the movement of goods and passengers. The strategy will enable the transport system to positively influence access to markets, the economy, job opportunities and the quality of life for the people of Moray.

The strategy builds on the previous one and has been developed taking account of other relevant strategies at a national, regional and local level as well as the feedback from the consultation stages. It is a non-statutory document that sets out the Council's transport policies into the future. The Local Transport Strategy provides the mechanism to justify and support external funding bids. It will steer the delivery of detailed projects, schemes and services across Moray.

The economic background and recent severe weather create significant pressures on budgets. The level of success for the Local Transport Strategy will depend on the degree of effective partnership working across services within the Council, with external partners, and others. This will require all those involved in delivering transport to pursue more efficiency, improve integration, and share knowledge, skills and services.

Whilst it is against this challenging economic background that this latest Local Transport Strategy is brought forward it does offer an opportunity for everyone to work together to deliver the best possible service for all users of the transport network in Moray.

Councillor John Russell
Chair Economic Development & Infrastructure Services Committee

1   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.

2   OBJECTIVES

2.1   Introduction

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

2.2   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.

2.3   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.

2.3   Delivery and monitoring

Like many other authorities, the success of the Local Transport Strategy will be constrained by competing demands on budgets. Annual budget and implementation reports will continue to be brought forward for Committee approval. Details of the approved budgets and plans will be made available on the Councils website.

Data collection and monitoring will continue. This will include aspects such as existing key performance indicators including road condition monitoring, lighting repairs and road accidents.

3 STRATEGY OPTIONS AND APPRAISAL

3.1 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.

3.2 Strategy Options

Through the initial consultation process, the problems and constraints on the transport network were analysed and, taking cognisance of national, regional and local transport objectives, seven potential strategies were 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.

3.3 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.

ACTIVE TRAVEL

Local Development Plan Policies:

T2: **Provision of Road Access**
T7: **Cycling, Walking and Equestrian Networks**
CF3: Paths

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

APPENDIX 2 PART 1

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.

Action Plan				
Actions	Delivery	Short Term	Medium Term	Long Term
Promote the benefits of walking and cycling	TMC	1, 2, 3, 4	Ongoing	
Improve pedestrian and cycle facilities to enhance opportunities for independent mobility	TMC	1, 2, 3, 4, 5	Ongoing	
Pursue developer contribution opportunities associated with MLP Policies IMP1 and IMP3 to secure pedestrian and cycle connectivity in relation to specific planning applications	TMC	Ongoing		
Continue to develop a comprehensive cycle/pedestrian network incorporating national, area wide and local routes in Moray	TMC, SUSTRANS	1, 2, 3	Ongoing	
Continue to develop a range of initiatives focusing on pedestrian and cyclist safety	TMC, Grampian Police	5	Ongoing	
Continue to develop and update safe routes to educational establishments	TMC, Moray Schools, Grampian Police	Ongoing		
Continue to support schools in Moray to develop and maintain active School Travel Plans	TMC, Moray Schools	Ongoing		
Continue to support Grampian Police and Road Safety Officers to deliver cycle training schemes across Moray schools.	TMC, Moray Schools, Police	Ongoing		
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	Ongoing	
Identify areas of conflict for NMUs in Moray.	TMC	Ongoing		
Improve pedestrian/cycling crossing facilities in key areas of conflict and need across Moray.	TMC	5	Ongoing	

PUBLIC TRANSPORT

Local Development Plan Policies:

T2:   **Provision for Road Access**
T4:   **Bus, Rail and Harbour Facilities**
T5:   **Parking Standards**

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

APPENDIX 2 PART 1

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, HITRANS	2		ongoing
Continue to improve bus infrastructure across Moray subject to available funding and investigate means to improve Elgin bus station	TMC, Bus Operators, HITRANS	1	Ongoing	
Work with HITRANS, Police and Transport Operators to develop initiatives to increase personal security on PT services and facilities	TMC, HITRANS, Police, Bus Operators	Ongoing		
Encourage transport operators to upgrade rail station facilities and staffing	Scotrail, Network Rail	Ongoing		
Encourage improved integration between rail and bus services across Moray	TMC, Transport operators	Ongoing		
Continue to lobby public transport operators and Transport Scotland to provide reasonable fare levels for services in Moray	Transport Scotland	Ongoing		
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,	Ongoing		
Support/promote the operation of Traveline	TMC	Ongoing		
Investigate additional potential locations for the provision of Real Time Information.	TMC / Stagecoach, HITRANS	Ongoing		
Install Real Time Information at identified locations subject to available funding.	TMC / Stagecoach	1	Ongoing	

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**

APPENDIX 2 PART 1

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

ROADS

Local Development Plan Policies:

T1:   **Transport Infrastructure Improvements**
T2:   **Provision of Road Access**
T3:   **Roadside Service Stations**
T4:   **Bus, Rail and Harbour Facilities**
T5:   **Parking Standards**
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.
5. Elgin Roads Hierarchy

APPENDIX 2 PART 1

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 action plans and finances.	TMC	Ongoing		
Support Transport Scotland in the development of the bypass of Fochabers/Mosstodloch and review the case for bypasses of Elgin and Keith.	TMC, Transport Scotland	2	Ongoing	
Provide improvements on other parts of the network within Moray where appropriate.	TMC	Ongoing	4	Ongoing
Continue to provide upgrades to rural, single track roads where appropriate (through developer contributions where applicable)	TMC	Ongoing		
Complete development of the Asset Management Plan	TMC	Ongoing		
Implement the Asset Management Plan	TMC		Ongoing	
As part of the Asset Management Plan, introduce an area wide database for ranking road, footway, cycleway and structure by condition	TMC		Ongoing	
Maintain and extend the inventory database to include all appropriate roads related assets	TMC	Ongoing		
Where appropriate, provide measures to mitigate and adapt to climate change.	TMC	Ongoing		
Carry out assessments on structures as required in the Asset Management Plan	TMC	Ongoing		
Carry out necessary actions including strengthening or replacement where necessary	TMC	4	Ongoing	
Provide an appropriate level of maintenance on roads, footways, street lighting, cycle ways and bridges carrying public roads.	TMC	Ongoing		
Continue to develop and deliver the Elgin Traffic Management Programme.	TMC	Ongoing		
Following consultation, publish the Roads Hierarchy Plan for Elgin.	TMC	5		
Implement the above Roads Hierarchy Plan.	TMC		Ongoing	
Apply "Designing Streets" policy to new road schemes and new developments.	TMC		Ongoing	
Encourage full scoping for new road infrastructure involving consultation/liaison with SEPA	TMC/ SEPA	Ongoing		

FREIGHT TRANSPORT

Local Development Plan Policies:

T1:   Transport Infrastructure Improvements
T2:   Provision of Road Access
T3:   Roadside Service Stations
T4:   Bus, Rail and Harbour Facilities
T5:   Parking Standards
T6:   Traffic Management

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

APPENDIX 2 PART 1

Actions	Delivery	Short Term	Medium Term	Long Term
Continue to work with the Timber Transport Group	TMC, Timber Transport Group	Ongoing		
Continue to develop a programme of rural road strengthening on routes with high levels of HGV usage	TMC	Ongoing		
Promote increased capacity for rail freight on the Inverness to Aberdeen line.	TMC, Transport Scotland, HITRANS	Ongoing		
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.	Ongoing		

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**

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**

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

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**

APPENDIX 2 PART 1

Committed Schemes
1 The Moray Local Plan Review process aims to publish a new Local Plan in 2013.
2 The requirement for developments with significant travel to submit a Transport Assessment and a Travel Plan will be continued.
3 Service Level Agreement with Aberdeenshire Council for dealing with developer contributions has been put in place

Action Plan				
Actions	**Delivery**	**Short Term**	**Medium Term**	**Long Term**
Develop land-use policies to reduce car-dependency	TMC		1, Ongoing	
Incorporate land-use policies developed in the Local Plan	TMC	Ongoing		
Implement land-use policies developed above	TMC		Ongoing	
Monitor and adjust land-use/transport policies	TMC		Ongoing	
Maintain and monitor the Council's own Travel Plan	TMC	Ongoing		
Review and adjust the Council's own Travel Plan	TMC		Ongoing	
Consult with large local organisations to encourage and assist them in developing their own Travel Plan	TMC	Ongoing		
Through the Planning process work with developers to implement Travel Plan measures, where appropriate	TMC, Transport Scotland	2	Ongoing	
Pursue developer contribution opportunities associated with MLP Policies IMP1 and IMP3 to develop and enhance active travel routes closely aligned with the Moray Core Paths Plan.	TMC	3	Ongoing	

TRAFFIC MANAGEMENT

Local Development Plan Policies:

T5: **Parking Standards**
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**

APPENDIX 2 PART 1

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.
4. Moray Road Safety Plan

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	ongoing		
Continue to address backlog of maintenance works for Moray Council car parks	TMC	ongoing		
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	ongoing		
Continue to monitor, review and update the Road Safety Plan	TMC	4	ongoing	
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	ongoing	1, ongoing	