



Elgin Western Link Road

Stakeholder Design Options Appraisal Report

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Contents

1.1	Introduction	4
1.1.1	Scheme Background	4
1.1.2	Designing Streets	4
1.1.3	Quality Audits	5
1.2	Stakeholder Workshops	6
1.2.1	Background	6
1.2.2	Initial Stakeholder Workshop	6
1.2.3	Key Stakeholder Workshop	6
1.2.4	Key Stakeholder Workshop Attendees	7
1.2.5	Key Stakeholder Workshop Objectives	7
1.2.6	Key Stakeholder Workshop Issues	7
1.2.7	Key Stakeholder Workshop Outcomes	8
(a)	A96 Sheriffmill Junction	8
(b)	Wittet Drive	10
(c)	Pluscarden Road Junction	11
(d)	Height and Impact of Railway Bridge	12
(e)	Link Road South of Railway	15
(f)	Edgar Road	17
(g)	Adjacent Streets	18
1.2.8	Stakeholder Workshop Follow Up	18
1.3	Public Exhibition	20
1.3.1	General Arrangements and Location	20
1.3.2	Stakeholders, Council Members and Media	20
1.3.3	Exhibition Boards	20
1.3.4	Exhibition Handouts	20

1.3.5	Website	20
1.3.6	Attendance	20
1.3.7	Media Coverage	21
1.3.8	Analysis of Feedback	21
1.4	Summary	29
Appendix A	Stakeholder Information Pack	
Appendix B	Public Exhibition Boards	
Appendix C	Current Design Drawings	

1.1 Introduction

1.1.1 Scheme Background

The Elgin Western Link Road, formerly titled the Elgin Western Distributor Road, has recently progressed through Design Manual for Roads and Bridges stages 1 and 2 scheme assessments. These assessments considered the environmental, engineering, economic and traffic advantages, disadvantages and constraints associated with a variety of improvement routes. These assessments were complemented with a public exhibition held in the Elgin Library on 27th and 28th January 2011.

Subsequent to the route option assessments and the public exhibition The Moray Council approved the progression of detailed design for the preferred scheme to facilitate the submission of a planning application for the scheme.

1.1.2 Designing Streets

Designing Streets, published in March 2010, is the first policy statement in Scotland for street design and marks a change in the emphasis of guidance on street design towards place-making and away from a system focused upon the dominance of motor vehicles. It has been created to support the Scottish Government's place-making agenda and is intended to sit alongside the 2001 planning policy document Designing Places, which sets out government aspirations for design and the role of the planning system in delivering these.

Streets have two key functions, place and movement, and designing streets recognises that streets should not be designed with the assumption that 'place' is automatically subservient to 'movement'. Furthermore, when providing for movement along a street walking and cycling modes offer a sustainable alternative to the car, make a positive contribution to the character of a place, and should be embraced.

Good street design demands that place and movement functions are considered together and the status of a street is dependant on its relative importance within the environment. It is seldom appropriate to focus solely on either place or movement functions and this is not the case on Wittet Drive.

The place status denotes the relative significance of the street or junction in human terms. Designing Streets acknowledges that the most important places will usually be near the centre of settlements or built up areas, but that important places will also exist along arterial routes and within neighbourhoods. Locations with a relatively high place function would be those where people gather and interact such as public spaces or where social, leisure, retail and commercial functions are supported.

Whilst Wittet Drive fulfils a residential function and with the exception of the Greenwards Primary School at the western end of Edgar Road there are no other significant public realm functions within the scheme extents.

The movement status is expressed in terms of traffic volume and the importance of the street. The movement status should consider all modes of movement, including vehicular traffic, pedestrian, cycle flows and public transport (number 11 bus every

hour on Wittet Drive and number 33 bus every 20 minutes on Edgar Road) and this status can vary along the length of a route.

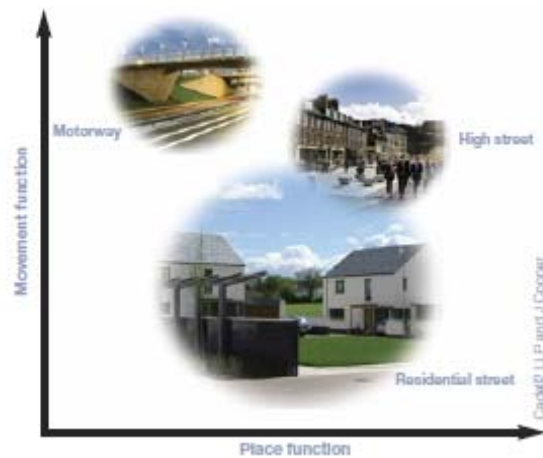


Figure 1 – Place and Movement Matrix

Designing Streets recognises that good design requires an informed process. The large number of stakeholders involved in street design demands that overlaps between professionals, decision makers and the public are fully integrated and working collaboratively. Working together and towards a common objective from an early stage will facilitate the delivery of distinctive streets where functionality is accommodated within a sense of place.

Most importantly, a multi-disciplinary approach, full community engagement and a balanced appreciation of context and function is fundamental to successful outcomes.

Designing Streets promotes the concept of the Quality Audit process to allow more innovative design solutions which favour creating places that are high quality and enjoyable to use.

1.1.3 Quality Audits

The Quality Audit process is described as an integral part of the scheme design in Designing for Streets as it draws together assessments undertaken by various professionals. Involving stakeholders in the Quality Audit will complement professional expertise and facilitate the achievement of common objectives from an early stage of the project. By grouping these assessments together compromises in the design will be apparent, making it easier for decision makers to view the scheme in the round.

A documented Quality Audit and sign off from all stakeholders also provides a robust justification for the design philosophy and standards adopted in any scheme.

Designing Streets suggests Quality Audits are particularly beneficial in aiding the achievement of a balanced approach where there are strong tensions between different objectives, and for schemes within existing streets. The stakeholder workshops, engagement and public exhibitions discussed in this report are considered to be part of the Quality Audit process.

1.2 Stakeholder Workshops

1.2.1 Background

The local knowledge which stakeholders have relating to their community is acknowledged as are the benefits of stakeholder engagement during the design process. An initial stakeholder workshop was progressed at the start of the detailed design process and a further key stakeholder workshop has also taken place as the detailed design progresses. Furthermore it is envisaged that stakeholder involvement will continue throughout the duration of the detailed design process.

1.2.2 Initial Stakeholder Workshop

An initial stakeholder workshop was held prior to the progression of the detailed design phase of the project on 12th January 2012. Attendees included representatives from The Moray Council, Jacobs, Elgin Community Council, the Designing Streets Group, Elgin Forums (North and South), Moray Access Panel and Grampian Police representing the emergency services.

The key messages arising from this workshop were as follows;

- *Desire for a 30mph speed limit throughout the scheme, with consideration of a 20 mph limit adjacent to Greenwards primary school;*
- *Parking provision was of greater priority than dedicated cycleway provision, and if vehicle speeds were managed cyclist could use the road;*
- *An underpass linking Fairfield Avenue with the Wards Wildlife site was not favoured as such a proposal was perceived to be unsafe and may even precipitate anti social behaviour in the area; and*
- *Managing parking and drop off facilities adjacent to Greenwards Primary school.*

1.2.3 Key Stakeholder Workshop

The Moray Council held a facilitated workshop on 1st June 2012 which key stakeholders attended to explore the various design aspects of the Western Link Road scheme.

A site walkover was undertaken the evening before the workshop to afford stakeholders attending the workshop an opportunity to observe and discuss issues of particular importance. Attendees received a workshop information pack prior to the site visit which included background information to the proposed scheme, a copy of which is included in Appendix A, a project execution plan, a scheme layout drawing, facilitator details and a summary of outcomes arising from previous workshops held on 12th January 2012.

The key stakeholder workshop was held at the Mansion House Hotel, Elgin. Mr David Gowans, Consultancy Manager, opened the workshop setting the scene for the day and introducing the facilitator Mr Steve Magenis. Attendees agreed the objectives for the day and Mr Frank Knight presented the purpose, aims and objectives of the scheme. The attendees then participated in a Street Engineering

Review considering the opportunities and constraints associated with each section of the scheme agreeing outcomes for further consideration.

The Street Engineering Review sections were;

- A96 Sheriffmill Junction;
- Wittet Drive (excluding Pluscarden Road Junction);
- Pluscarden Road Junction;
- Bridge crossing Aberdeen to Inverness railway;
- Link south of railway crossing;
- Junction and extension of Edgar Road; and
- Adjacent streets.

The suggestions generated were evaluated by the team and the consensus of opinion recorded.

1.2.4 Key Stakeholder Workshop Attendees

Attendees at the key stakeholder workshop included representatives from The Moray Council (roads, traffic and sustainable travel departments), Jacobs, Elgin Community Council, the Designing Streets Group, Elgin Forums (North and South), Scottish Environment Protection Agency (SEPA), Scottish National Heritage (SNH), elected members, a Westfield Residents representative, EC Harris (Cost Consultants), and a West-end parent council representative. Grampian Police were invited to represent the emergency services however due to unforeseen circumstances their representative was unable to attend.

1.2.5 Key Stakeholder Workshop Objectives

The objectives agreed at the commencement of the workshop were;

- Not an alternative to the trunk road;
- Safety (particularly vulnerable road users);
- Reduction in congestion at New Elgin Road railway bridge;
- Minimise adverse impacts to the environment;
- Manage driver behaviour;
- Provide choice of roads across railway;
- Cater for growth;
- Requirement to provide access to planned affordable housing;
- Enable sustainable growth;
- Cater for housing / retail development;
- Missing distributor link (rail crossing);
- Ensure consideration of traffic / national legislation and policy;
- Cost benefit ratio, affordability and independent cost consultants;
- Visual appearance; and
- Enhancing and improving quality of life and neighbourhoods.

1.2.6 Key Stakeholder Workshop Issues

The key outcomes arising from the Street Engineering Review are addressed in section 1.2.7 of this report.

1.2.7 Key Stakeholder Workshop Outcomes

(a) A96 Sheriffmill Junction

“Relax standards for the proposed roundabout” – The A96 trunk road authority, Transport Scotland, has previously advised at a meeting held on the 26th April 2011 that it required a junction onto the A96 trunk road to comply with standards outlined in the Design Manual for Roads and Bridges.

“Consult with Transport Scotland” – There should be little or no reason for Transport Scotland’s stance to have changed, however, as part of the process of considering a signalised junction layout to the west of Sheriffmill Road the junction form will be broached with the trunk road authority.

Further to the development of a signalised layout at the proposed junction between a realigned Wittet Drive and the A96 trunk road, views were sought from Transport Scotland on the 21st September 2012 and a meeting is scheduled to take place on the 28th November 2012.

“Consider a smaller roundabout or a roundabout located in field south of A96” - A smaller diameter roundabout provides little reduction in Connet Hill land affected, as the footprint of land required is primarily governed by the location or centre point of the proposed roundabout.

An offset roundabout, in the field south of the existing A96 trunk road, was considered by Jacobs during design development however there are a number of fundamental design compromises and departures from standard introduced by such a layout. These compromises and departures, which are described below, are considered to be detrimental to road safety.

Good roundabout design is as much, if not more, about the application of common sense, engineering judgement and good composition. Positioning a proposed roundabout offline from the existing A96 trunk road departs from these criteria and also introduces relaxations and departures from standards.

Roundabouts generally have a good safety record, however, to maintain this performance care must be taken in the layout to ensure essential safety aspects. The most common problem affecting roundabout safety is excessive speed at entry or within the roundabout. Significant factors contributing to high entry and circulatory speed are;

- Inadequate entry deflection; and
- Poor visibility to the give-way line.

There are two features evident in an offset roundabout layout in the field south of the A96 trunk road that gives cause for concern. Furthermore, technical design TD16/07 CI 1.15 and CI 7.15 standards state *‘entry deflection is the most important factor for safety as it governs the speed of vehicles through the roundabout’*.

The entry deflection of the A96 trunk road eastbound approach, from Inverness, at an offset roundabout would exhibit an entry path radius greater than the limiting value of 100 metres thus compromising safety. Furthermore, the lack of deflection

may encourage disobedient westbound drivers to negotiate the roundabout in the wrong direction during periods of low traffic flows.

Review of a roundabout layout offset to the south of the A96 trunk road also indicates that the forward visibility of the A96 westbound approach, from Aberdeen, reduces to only 65 metres. Visibility approaching an offset roundabout is obstructed by the end property on the A96 West Road, Firbank, and to achieve the desirable forward visibility approaching the roundabout demolition of this building would be required. In accordance with TD16/07 CI8.3 and TD9/93 Table 3 for a 60kph (30mph) design speed this lack of forward visibility constitutes a Departure from standard. This was a primary reason for the Jacobs roundabout design being centred on the line of the existing A96 trunk road.

Reference to TD16/07 CI 7.59 also states *'sharp curves on the approach road should not be introduced to increase entry deflection, although a gentle curve to the right preceding left hand entry deflection may be used'*. Furthermore, TD16/07 CI 7.60 states *'approach curvature should follow the requirements on horizontal radii in TD9/93'*. The horizontal radii of the A96 trunk road approaches to an offset roundabout are below the desirable minimums radii.

The proximity of the Sheriffmill Road junction directly east of a roundabout offset to the south of the existing A96 is a layout which is not considered good practice and has potential to be detrimental to road safety.

The above points are of significant importance with regards to the operational and safety performance of an offset roundabout and the particular design criteria which have been relaxed or departed from such as entry deflection, approach geometry and forward visibility will have a major bearing on operational safety.

To achieve the appropriate forward visibility, exit visibility and compliant approach geometry the centre of the roundabout must be located on, or near the line, of the existing A96.

"Consider signalised junction" – A signalised junction layout has been developed and is shown below;

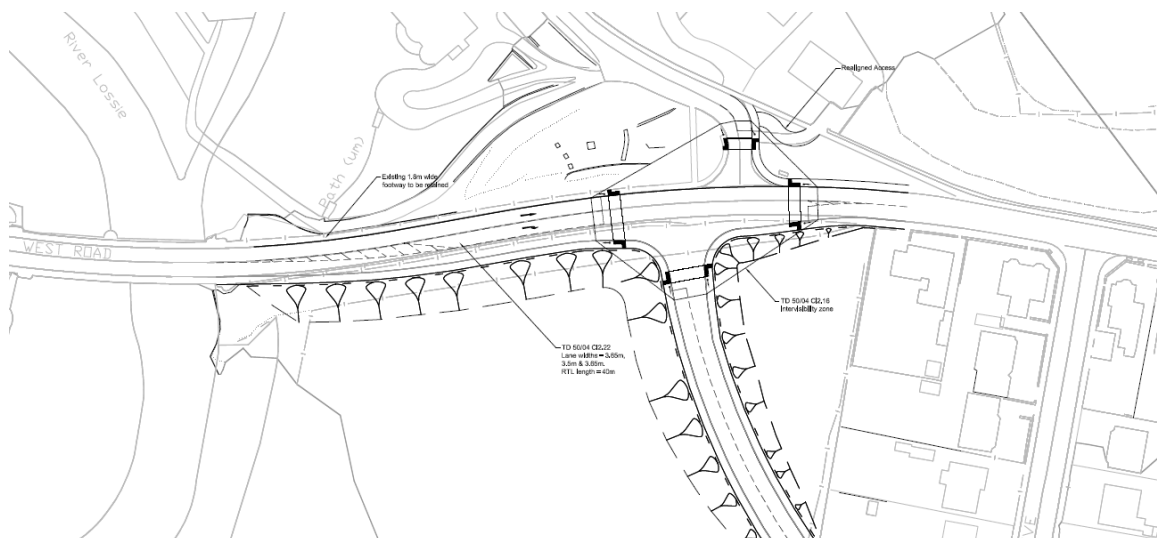


Figure 2 – Signalised Junction at Sheriffmill Road

The layout complies with design standards, and consultation with Transport Scotland to gauge their views has been initiated. It is noted that a proportion of the Connet Hill garden area (similar to a roundabout but not as significant) will require clearance to achieve intervisibility between traffic signal heads.

“Junction Safety” – Junctions are intended to operate where vehicles often must share space with pedestrians and cyclist allowing the efficient movement of all road users. One of the main design principles for junctions includes the minimising of traffic conflict as each point of conflict is a source of potential accidents. Roundabouts have far fewer conflict points than other junctions as is annotated below;

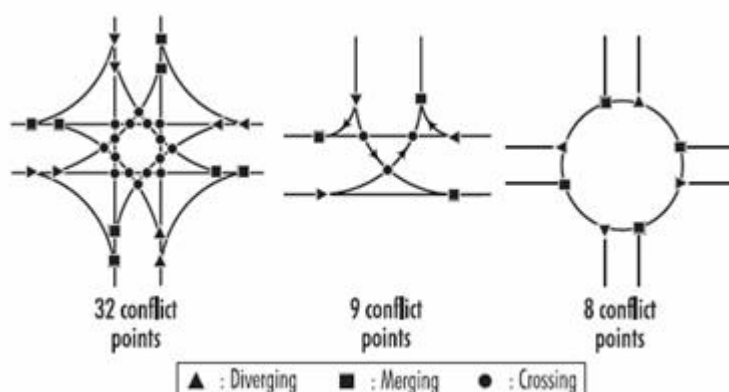


Figure 3 – Standard Junction Conflict Points

Roundabouts do have safety advantages for motorised users over other types of at grade junctions and are widely used. However it is acknowledged that whilst pedestrian and cyclist provision can be accommodated within a roundabout layout they can in instances present difficulties for both pedestrians and cyclists to negotiate.

(b) Wittet Drive

“Wittet Drive parking” – The existing Wittet Drive comprises of an 8.6 metre wide single carriageway with footways either side which are 1.8 metres wide. Thus a total road space of 12.2 metres is available between property boundaries. It is therefore acknowledged that there is insufficient road space to accommodate through traffic (6.6 metres minimum width), parking (2.0 metres), dedicated or shared cycle lanes (two 1.5 metre wide lanes totalling 3.0 metres) and pedestrian footways (two 1.8 metre wide paths totalling 3.6 metres). A proposed cross section with a total width of 15.2 metres would impact on the frontages of all the existing properties along Wittet Drive.

The consensus at the key stakeholder workshop was that parking provision for residents should take precedence over cycle lanes. A traffic management regime adopting a 6.6m wide carriageway with 2.0m wide parking bays where constraints imposed by existing property accesses permit, with 1.8m footways on either side of the carriageway (replicating existing facilities) is to be developed. This reallocation of road space retains the existing road cross section width of 12.2 metres.

The incorporation of formalised parking provision along Wittet Drive will be used to introduce a speed management regime.

“Speed” – the proposed speed limit will remain unchanged at 30mph with control introduced through the traffic management regime identified above.

A traffic management regime is to be developed and drawings prepared prior to the planning application for the scheme.

(c) Pluscarden Road Junction

“Tactile crossings” – This is a detailed design matter covered in design standards and by the Disability Discrimination Act. Red coloured ‘L’ shaped tactile paving will be provided at controlled pedestrian crossing points where traffic signals are introduced and a double row of buff coloured tactile paving will be provided at uncontrolled crossing points.

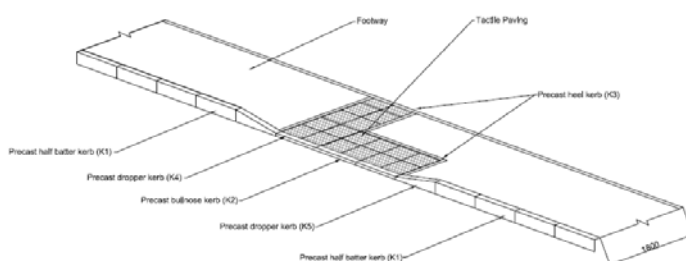


Figure 4 - Controlled Crossing Tactile Paving

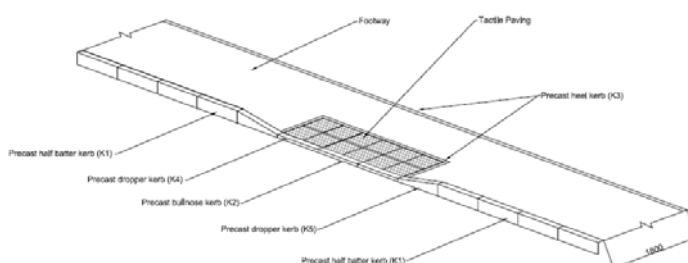


Figure 5 - Uncontrolled Crossing Tactile Paving

“Traffic Signal Control” – The introduction of traffic signal control at the junction between Wittet Drive and Pluscarden Road was favoured by the workshop attendees as it would provided the highest level of provision for pedestrians with an on demand crossing phase included in the signal timings. An all red pedestrian phase would be necessary to hold turning traffic which also provides the opportunity to provide diagonal or scrambled pedestrian crossings. Signals would also assist with the management of vehicle speeds and there was the opportunity to introduce advance cycle boxes for on carriageway cyclist to use. The only concerns in relation to traffic signal control was vehicles having to stop outside properties and potentially obstructing drives adjacent to the signals, however the delays and queues were not envisaged to be of sufficient significance for this to prohibit introducing traffic signal control.

A traffic signal layout is shown below;

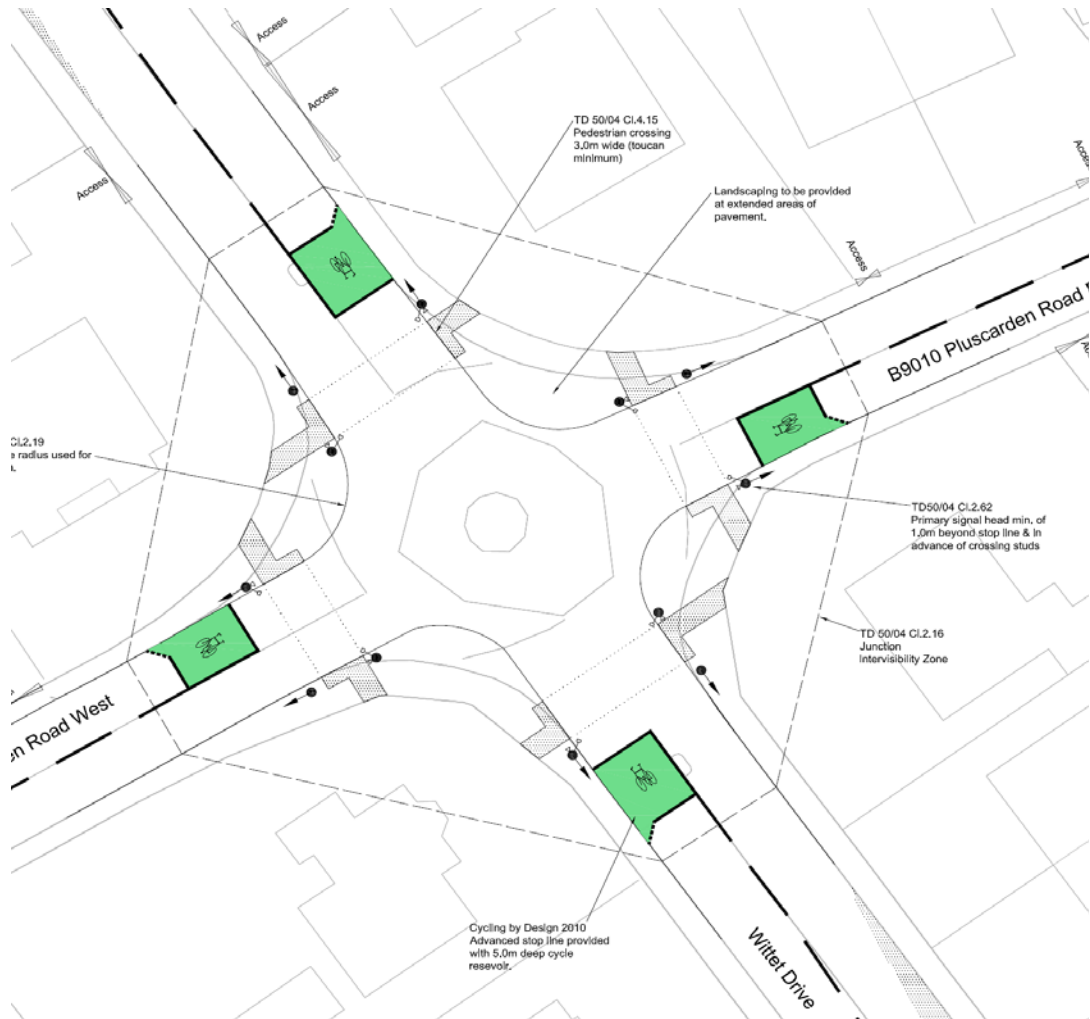


Figure 6 – B9010 Pluscarden Road Junction: Traffic Signal Layout

(d) Height and impact of Railway Bridge

“Visual Appearance” - Initial sketches have been developed as shown below however the intention is to progress further visualisations of the proposed scheme as the detailed design develops.

It is envisaged at this stage in the design that stone cladding would be applied to the exterior surfaces of the structure to improve the aesthetic appearance of the structure, however, it is noted that this finishing will require the approval of the rail authority Network Rail.

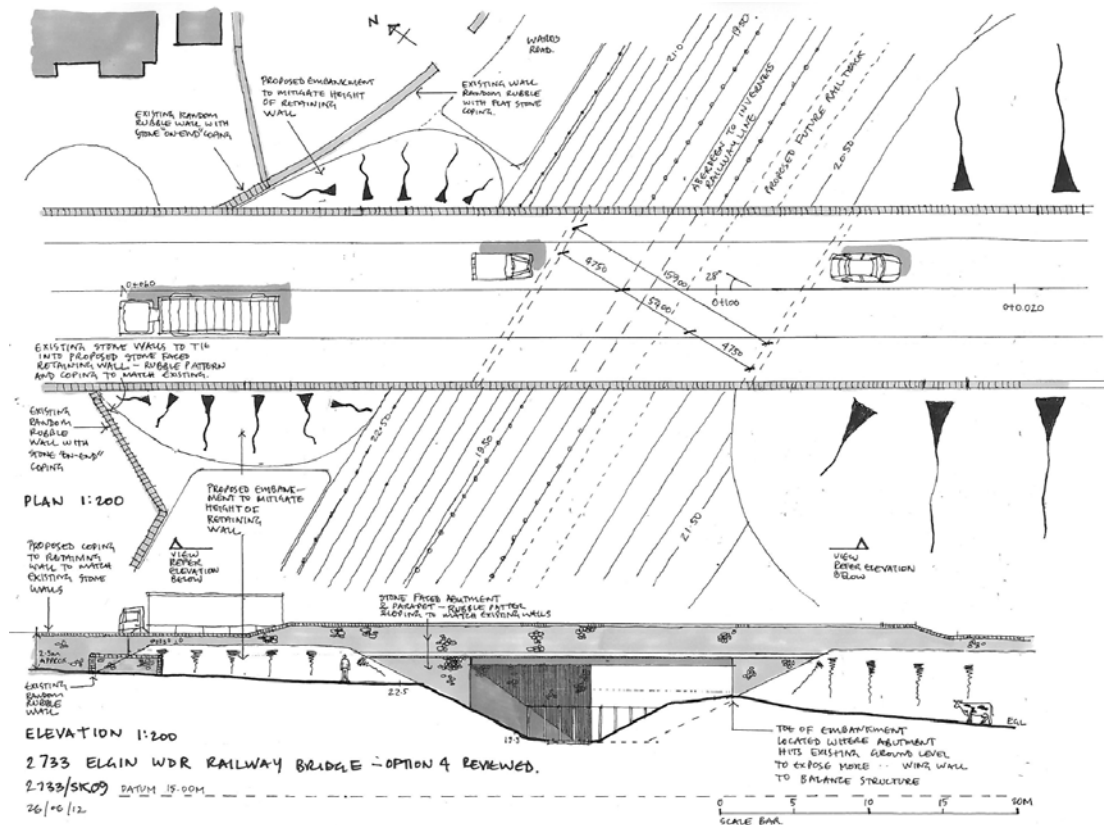


Figure 7 – Aberdeen to Inverness Railway Structure Initial Sketch

“Think about bigger picture” – the workshop highlighted that concerns persist with stakeholders that the proposed bridge over the Aberdeen to Inverness railway line will have insufficient height to accommodate future electrification. These stakeholders do not consider it the best use of public funds should there be a need to raise the proposed bridge at a future date.

The bridge clearance is of prime importance to the safe operation and future expansion of the railway. The proposed bridge clearance is 4.86 metres which is in accordance with Network Rail requirements for construction work on or near railway operational land and will facilitate the introduction of Overhead Line Equipment (OLE) should the rail authority proceed with electrification of the line in the future.

In conjunction with bridge height clearances consideration has also been given to horizontal clearances and provision has been accommodated within the proposed span length to enable the rail authority to implement dualling of the line should they wish to do so in the future.

Alternative Bridge Crossing

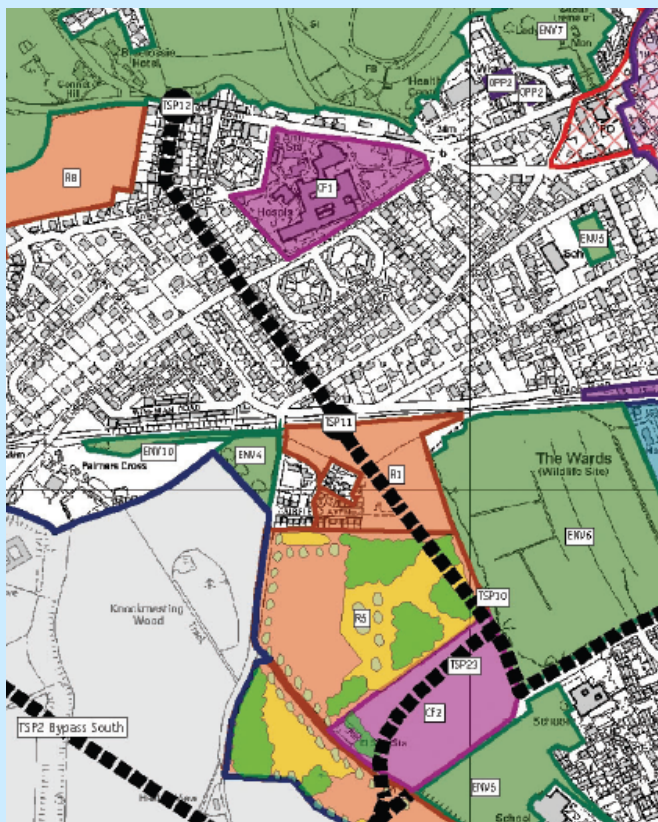
The stakeholder workshop held on 1st June 2012 proposed an alternative route connecting Edgar Road with the A96 using the existing Mayne Farm bridge over the railway line. Evaluation of this proposal highlights the following constraints;

The existing Mayne Farm bridge is narrow and would be considered to remain so even if the existing provision for pedestrians was removed to accommodate a two lane single carriageway across the railway. A new pedestrian footbridge would be required to complement the existing structure and provide provision for pedestrians and cyclists. Once across Mayne Farm bridge, Fleurs Road to the north is a quiet residential street with no centre line road markings or yellow lines implementing traffic regulations adjacent to junctions. Fleurs Drive is another quiet residential street with similar characteristics. Neither Fleurs Road nor Fleurs Drive are considered suitable for the volumes of traffic anticipated as part of the new proposal. Whilst the B9010 Pluscarden Road is of a relatively good standard with respect to cross sectional width the volumes of right turning traffic into Fleurs Drive, whilst travelling northwards, or into Fleurs Road, whilst travelling southwards, is envisage to introduce delays and may be detrimental to road safety.

Local planning authorities must prepare a local plan which sets planning policies in a local authority area and this plan is very important when deciding planning applications. Development proposals which conform to local or development plans and policies will have a much better chance of gaining approval than those that don't.

An extract from Settlement Statement Elgin Map included in 2008 Moray Local Plan identifies the following transport polices;

- TSP 12 New Roundabout A96/Wittet Drive.
- TSP11 New Railway Bridge Wittet Drive/Edgar Road extension.
- TSP 10 Edgar Road extension to Wittet Drive.



The standard of existing road on the proposed alternative route is not considered appropriate for the volumes of traffic anticipated, furthermore the route is outside the scope of works approved by elected members and does not conform with the route and objectives identified in the current Moray Local Plan.

(e) Link road south of railway

Revised road layouts south of the railway which remove the need for a roundabout linking the western end of Edgar Road with an extension of Wittet Drive south of the Aberdeen to Inverness railway line have been considered.

This includes the replacement of the roundabout with a 180 metre or a 90 metre radius horizontal curve, which marginally encroaches into the southwest corner of the Wards Wildlife Site, and the introduction of a simple 'T' junction towards Elgin High School. Both the Design Manual for Roads and Bridges and Local Authority Guidelines highlight that curve widening will be necessary on a road with a 180 metre horizontal radius or less and a cross sectional width less than standard. This widening is to allow for the swept path of long vehicles. The existing width of Edgar road is approximately 7.3 metres wide and to achieve continuity and facilitate an appropriate road cross section which will accommodate long vehicles it would be proposed to continue a width of 7.3 metres throughout this curve.

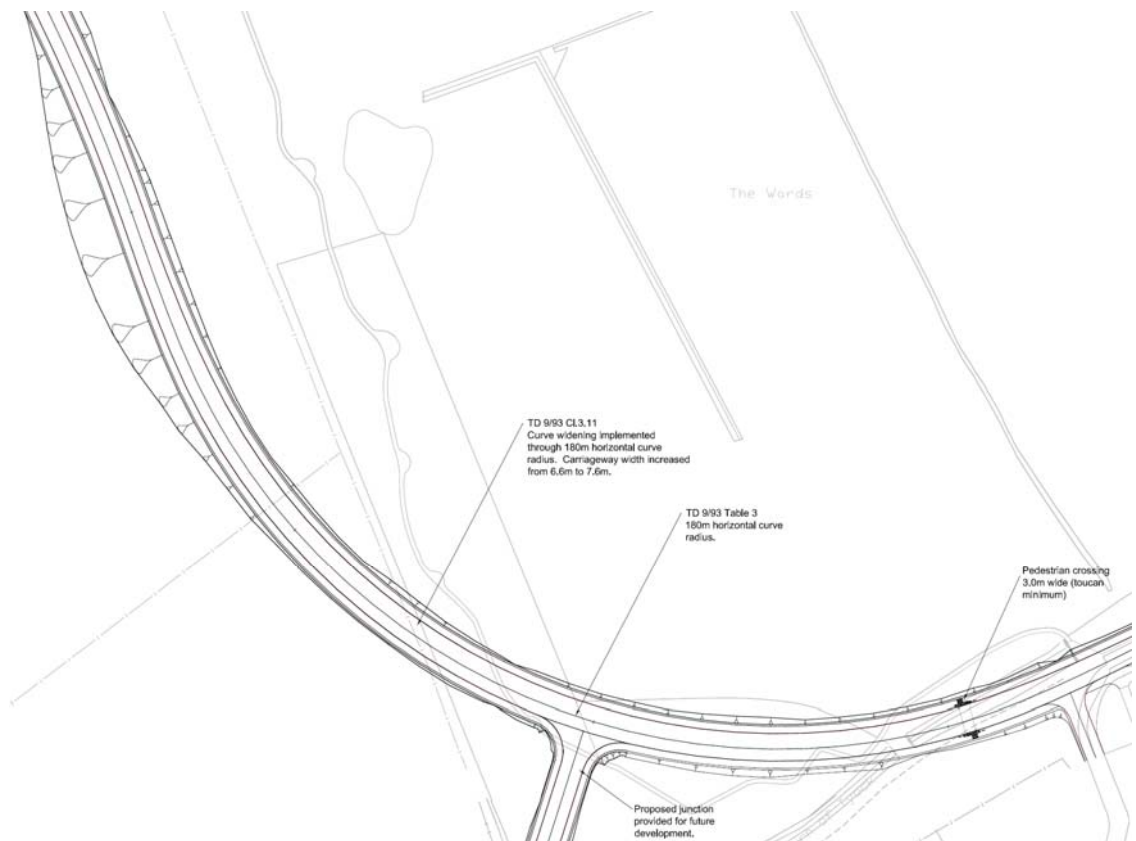


Figure 8 – Link Road South of Railway: T Junction Option.

Whilst such a proposal removes the roundabout which may present challenges for vulnerable road users, such as pedestrians and cyclists, it also removes a physical feature which would reduce vehicle speeds and provide an opportunity to signify a change in road characteristics in the form of a part time 20 mph speed limit adjacent to Greenwards Primary School.

The introduction of a sweeping curve with carriageway widening to accommodate the swept path of longer vehicles increases the potential for higher vehicle speeds approaching and travelling past Greenwards Primary School. It also provides a road

cross section akin to a trunk road which impacts on the southwest corner of the Wards Wildlife Site.

A sweeping curve does not meet the following objectives agreed at the key stakeholders workshop;

- Not an alternative to the trunk road;
- Safety (particularly vulnerable road users);
- Minimise adverse impacts to the environment;
- Manage driver behaviour; and
- Enhancing and improving quality of life and neighbourhoods.

A roundabout with zebra or controlled crossing points on approach arms addresses permeability across the route and reduces speed with the introduction of a physical feature which motorist must negotiate. A roundabout also minimises environmental impact on the Wards Wildlife Site, negates the need to increase the culverted length of the Tyock burn and provides adequate traffic capacity resilience to cater for potential development of the High School.

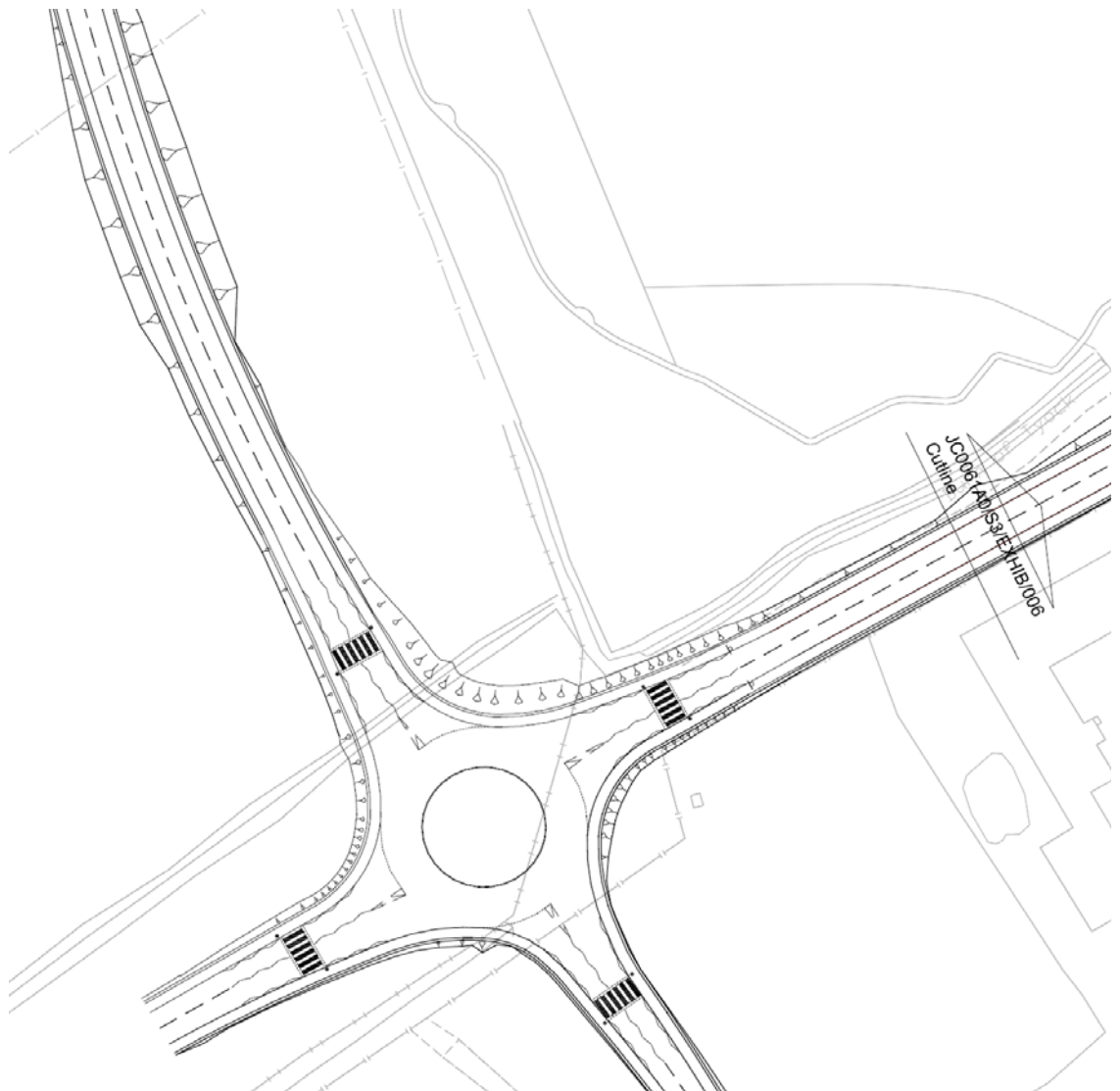


Figure 9 – Link Road South of Railway: Roundabout Option.

(f) Edgar Road

With the removal of a roundabout at the western end of Edgar Road there is no obvious facility for turning to travel back along Edgar road which may encourage U turns on the main carriageway.

An outcome from the key stakeholders workshop was the consideration of residents parking on the southern side of Edgar Road between property numbers 143 and 169 Edgar Road. It is worthy of note that four of these properties (numbers 149, 153, 155 and 169) currently have driveway access into front gardens which will be affected by the introduction of formal parking provision on the southern side of Edgar Road.



Photo 1 – Edgar Road: Existing Parking Provision.

Furthermore the introduction of parking on the southern side of Edgar Road provides limited additional parking as this length of road also accommodates the junction of Glen Lossie Drive. Four potential spaces between property numbers 149 and 159 are not achievable because of the existing driveways at property numbers 149, 153 and 155. A further five potential spaces between property numbers 161 and 169 would be of limited value because of the existing driveway at property number 169. It is also considered that parking provision on the southern side of Edgar Road has the capacity to obstruct visibility of traffic exiting Glen Lossie Drive and may be detrimental to road safety. For the above reasons parking provision on the southern side of Edgar Road has been discounted in favour of providing the facility in the northern verge.

Parking provision to accommodate residential parking and provide additional capacity from school drop offs or pick ups has been developed on the north side of Edgar Road. This parking provision in conjunction with a pedestrian crossing facility at the end of Longwood Walk, and the roundabout to the west to enable vehicles to turn is envisaged the most appropriate design solution to enhance the quality of infrastructure and safety for all users. Should an alternative junction arrangement be adopted at this location, such as traffic signals, a means of turning will be required. A drop-off area in the school grounds could facilitate these traffic movements.

The junction layout between Glen Lossie Drive and Edgar Road has been revised to incorporate tighter bellmouth radii which will facilitate compliance with the Disability Discrimination Act and improved provision for pedestrians.



Figure 10 – Edgar Road: Proposed Parking Provision.

(g) Adjacent Streets

Concerns were expressed at the workshop that existing streets may experience increases in traffic. Young Street where the West End Primary School is located and Glen Moray Drive / Sandy Road were mentioned in particular.

With regard to Young Street it is not envisaged that traffic will intensify to any significant degree as this zone is within Elgin town centre and is recognised as an origin or destination area rather than a through route. Whilst traffic travelling south on Wittet Drive will be unable to connect onto Wards Road as this is severed by the proposed railway crossing, motorists are expected to use the extensions of Wittet Drive and Edgar Road to reach the A941 rather than rat run along Mayne Road and Young Street as a replacement for the severed Wards Road.

Glen Moray Drive and Sandy Road are wide streets which will be attractive to motorists and there is potential for these streets to experience increased volumes of traffic as housing development continues to be implemented on the southern periphery of Elgin.

1.2.8 Stakeholder Workshop Follow Up

A meeting was held on the 19th November 2012 which included the various steering groups whom had attended the Stakeholder Workshops earlier in the year. This meeting offered The Moray Council an opportunity to speak to the groups whom had attended the workshops and confirm with attendees if there were any further issues that had been considered following the workshops. The following issues were raised at this meeting and a response statement provided for the purposes of this report:

Issue 1

The question of cycle facilities on Wittet Drive was raised again and it was suggested that even if a segregated facility could not be provided, would it be

possible or even desirable to formally allow the existing footways to be used as a shared facility? The idea of an advisory cycle lane was felt to be a waste of time.

Response Statement

It would be difficult to formally allow existing footways to be used as a shared cycle facility north of the railway crossing. As vehicle speeds on Wittet drive are expected to be low, and pedestrians using the footways cause obstructions to cyclists, they may find it more desirable to use the carriageway rather than the footways.

Issue 2

There is still very much a preference for a signalised junction near Greenwards Primary School instead of a roundabout.

Response Statement

The proposed design has been amended subsequent to the October 2012 public exhibitions to provide a signalised junction west of Greenwards Primary School rather than a roundabout. This is shown in drawing JC0061A0/S3/SK/046 included in Appendix C.

Issue 3

We need to consider any potential impact on the Burn of Tyock culvert as a result of moving Edgar Road north slightly to enable parking.

Response Statement

Works to Edgar Road to provide an appropriate carriageway cross section and parking spaces / footway would result in the road encroaching into the ground above the culvert. A survey of the culvert dimensions, gradient and structural capacity would determine whether there is a need to re-align the culvert or simply construct the parking spaces / footway above the existing alignment of the culvert.

1.3 Public Exhibition

1.3.1 General Arrangements and Location

On the 10th and 11th October 2012, The Moray Council held a public exhibition. The aim of the exhibition was to present the preferred design option for the scheme to the general public and allow them to engage with members from The Moray Council and Jacobs.

The exhibition was held at the TA Centre, located on Edgar Road which was available for the two days. This venue was selected as it was situated in a convenient location within the town and the hall had a capacity capable of dealing with the anticipated number of people expected to visit the exhibition over the course of the two days.

1.3.2 Stakeholders, Council Members and Media

A session for Stakeholders, Council Members and the press was held on the morning of Wednesday 10th October 2012 to promote further coverage during the period of the exhibition.

1.3.3 Exhibition Boards

In order to convey the background, processes, information, findings and conclusions thus far of the project, a series of 18 exhibition boards were developed. These were mounted on an exhibition 'island' at A1 format to allow the public to walk around and read the information presented. In addition to the exhibition boards, two large screen television screens were set within the exhibition board sequence, in order to display the traffic modelling videos, allowing the public to visualise the anticipated traffic flows on the scheme and provide a comparison to the current situation without the scheme in place. The boards also form part of the material available to the public on the Council's website. A copy of the exhibition boards is contained in Appendix B.

1.3.4 Exhibition Handouts

An A4 copy of the exhibition slides were made available to attendees as well as a comments sheet to encourage feedback from the general public about the preferred design option for the scheme presented in the exhibition.

1.3.5 Website

Following the two day exhibition the content of the exhibition boards was made available on the Council website. The provision of the exhibition material online allowed the public to view the material after the exhibition had finished.

1.3.6 Attendance

Similar to the previous exhibition, the level of public interest and attendance was high. Over the course of the two days, approximately 350 people attended the exhibition. It should be noted that this does not take account of multiple attendances as entry was only recorded once for each person.

Coinciding with the public exhibition, a considerable number of local residents along with action groups staged a protest march from opposite ends of Elgin on the

evening of the 10th October, covering at the TA Centre. It is estimated that the total number of people involved in the protest much was approximately 750.

1.3.7 Media Coverage

Following the press briefing held on Wednesday 10th October 2012, prominent articles about the proposals were carried by both the Northern Scot and the Press and Journal newspapers.

In addition, there was television coverage of the exhibition by STV News, transmitted on the 10th October 2012.

1.3.8 Analysis of Feedback

Over the course of the two days, approximately 200 comments were submitted by the general public and these are currently being reviewed in detail by The Moray Council.

Whilst many comments were received, it is the opinion of the project team that the vast majority of comments indicate that, in the eyes of the general public, the scheme is undesirable in its entirety and that it should be halted immediately. It was hoped, however, that the general public would provide comment on the issues which the proposed scheme presents and where possible provide input into the processes and decisions which would attempt to mitigate or eliminate such issues.

In light of the above, a list of issues was developed by the Project Team following the public exhibitions. These issues do not represent any one particular piece of feedback received from the general public; rather, it is a list of perceived issues which were evident from talking to the general public during the two days of exhibitions.

In response to each issue a statement has been included which details the current position held with regard to that particular issue. Some issues are considered closed out through design work and reporting undertaken to date; other issues will require further work in order to close them out.

Issue 1

There is uncertainty amongst the general public regarding proposed improvements to Sandy Road / Glen Moray Drive. In particular what are the proposals for the junction between Glen Moray Drive and Edgar Road? What construction activities are required and what traffic changes will occur on these streets once the WLR scheme is operational.

Response Statement

The WLR scheme does not specifically include modifications to Glen Moray Drive and Sandy Road; however it is acknowledged that as a result of an increase in traffic levels on the western end of Edgar Road the junction form between Edgar Road and Glen Moray Drive will require consideration. There are potential improvements, identified in the 2008 Local Plan as TSPs, for Glen Moray Drive and Sandy Road as well as the adjacent junctions and alterations to these streets may occur as part of other future road improvement schemes.

The changes to daily traffic flows on surrounding streets to the WLR scheme such as Glen Moray Drive / Sandy Road have been assessed in the traffic modelling work undertaken for the WLR scheme. The traffic impact will be confirmed within the Stage 3 DMRB Report; however the following provides an indication of the findings to date:

	2014		2029	
	With Scheme	Without Scheme	With Scheme	Without Scheme
Glen Moray Drive	5,800	5,300	7,200	6,400

Any construction associated with amendments to these roads and associated junctions will likely be standard highway construction activities. This will be confirmed at the appropriate time and any impacts to residents and the local environment evaluated.

Issue 2

It is perceived that there will be an increase in traffic passing Greenwards Primary as a result of the WLR Scheme.

Response Statement

It is acknowledged that there will be an increase in traffic along the western end of Edgar Road as a result of the WLR scheme, however, it should be noted that regardless of whether the WLR scheme goes ahead or not there would be an increase in traffic along the western end of Edgar Road associated with the proposed High School and other development areas. The changes to daily traffic flows have been assessed in the traffic modelling work undertaken for the WLR scheme to date. These are as follows:

	2014		2029	
	With Scheme	Without Scheme	With Scheme	Without Scheme
Edgar Road	6,500	3,200	8,200	4,400

Whilst traffic flows are expected to increase on the western end of Edgar Road, several design and operational measures can be implemented in order to reduce the speed of traffic and increase pedestrian safety in the vicinity of the primary school.

Issue 3

Is a drop off facility / car park to serve both Greenwards Primary and the proposed high school to be included in the scheme?

Response Statement

Discussions are ongoing between The Moray Council Highways and Education Departments regarding provision of such a facility. It is possible that such a facility may feature in a future revision of the design and could be located in school grounds away from the road to improve pedestrian safety.

Issue 4

A visualisation of the Aberdeen to Inverness Railway structure would be of benefit to the general public to aid their understanding of the scheme.

Response Statement

It is agreed that a visualisation of the structure would be of benefit as the general public often have difficulty interpreting design drawings. This visualisation should extend to the rest of the scheme and possibly incorporate a fly through of the route. It is proposed that a visualisation of the route would form part of the Planning Application for the scheme and could also be made available for pre-planning consultations and exhibition to allow the general public to view.

Issue 5

It is necessary to clarify existing traffic volumes and predicted changes on the route as it is currently perceived by some members of the general public that approximately 10,000 to 15,000 vehicles will use the route.

Response Statement

Traffic modelling shows that predicted traffic flow on Wittet Drive in 2014 and 2029 will not be as high as the figures that are currently rumoured. Daily traffic figures on Wittet Drive will be confirmed within the Stage 3 DMRB Report; however, the following provides an indication of the findings to date and the frequently asked questions section of the council website has been updated to show these figures.

	2014		2029	
	With Scheme	Without Scheme	With Scheme	Without Scheme
Wittet Drive	5,800	5,200	9,600	6,100

Issues 6 / 15 / 17 / 21

It is perceived that the WLR scheme will result in a re-distribution of traffic through the side streets. If there were to be an increase in traffic on side streets, what measures could be considered to mitigate this?

Response Statement

Consideration of the likelihood of traffic re-distribution as a result of the WLR Scheme will be confirmed within the Stage 3 DMRB Report. Where appropriate, the use of traffic calming measures or other deterrents to dissuade non-local traffic from using them could be considered.

Issue 7

Parking difficulties will exist once the WLR scheme is operational resulting from Dr Gray's hospital and the impact of removing existing parking provision on Wittet Drive.

Response Statement

A parking survey has been completed for Wittet Drive, the results of which are currently being considered. Once complete, parking provision within the design shall be reviewed. Consideration is being given to undertaking similar surveys on other streets affected by the scheme.

Issue 8

It is perceived that the WLR scheme is a form of bypass for the town.

Response Statement

The WLR scheme is not intended to be part of an A96 bypass of the town centre and as such traffic will not be directed to use this route from the East or West. Timings for the various routes will be confirmed within the Stage 3 DMRB Report, however the following provides an indication of the findings to date:

2014	AM		Inter-peak		PM	
	EB	WB	EB	WB	EB	WB
Via A96	00:08:00	00:10:00	00:07:00	00:07:00	00:09:00	00:09:00
Via WLR	00:10:00	00:10:00	00:08:00	00:09:00	00:11:00	00:11:00

2029	AM		Inter-peak		PM	
	EB	WB	EB	WB	EB	WB
Via A96	00:09:00	00:11:00	00:07:00	00:07:00	00:11:00	00:11:00
Via WLR	00:11:00	00:11:00	00:09:00	00:09:00	00:12:00	00:13:00

Issue 9

It is perceived that the WLR scheme is too expensive and a waste of money.

Response Statement

Cost estimates and the economic performance of various route options were considered as part of the Stage 1 and Stage 2 reporting. The WLR scheme, which utilises Wittet Drive, previously termed as the Urban (Inner) Route, recorded a cost benefit ratio of 1.1 based on a cost of £12.7M.

An updated cost estimate will form part of the DMRB Stage 3 Report and this will be reported in due course.

Issue 12

Parking on Edgar Road – The preference appeared to be for maintaining the parking to the southern side of the road. If there is a combined school drop-off facility, this could reduce the impact on the proposed parking capacity.

Response Statement

Consideration has been given to providing parking on the southern side of Edgar Road and the following points were noted from this work:

- Several properties currently have driveway access into front gardens which will be affected by the introduction of formal parking provision on the southern side of Edgar Road;
- Introduction of parking on the southern side of Edgar Road provides limited additional parking as this length of road also accommodates the junction of Glen Lossie Drive;
- Parking provision on the southern side of Edgar Road has the capacity to obstruct visibility of traffic exiting Glen Lossie Drive and may be detrimental to road safety; and
- Provision of parking spaces on the southern side would require the alignment of Edgar Road to shift northwards causing tie-in problems between junctions.

For the above reasons parking provision on the southern side of Edgar Road has been discounted in favour of providing the spaces in the northern verge. A drop-off facility, as discussed in Issue 3 above, would further ease parking concerns at the western end of Edgar Road. Parking provision on the north side of Edgar Road is shown on drawing JC0061A0/S3/SK/047 included in Appendix C.

Issue 13

It is perceived that the age of Road Side Interview (RSI) data may mean that it does not reflect current traffic conditions.

Response Statement

The original roadside interview was conducted in 2006 to obtain an understanding of the origin and destination of vehicles in the study corridor. These figures were then checked in 2007 via a registration survey. Traffic levels are considered stable; and it is considered that the level of through trips is unlikely to have changed significantly. More recently, a Bluetooth survey was undertaken by Transport Scotland which again confirms the percentage of through-traffic has changed little. A further review of this data may be carried out for the purposes of the DMRB Stage 3 Report; however, as the proposed route is not intended to serve east west through trips a change in through traffic is unlikely to have a significant impact on the proposed scheme.

Issue 14 / 18 / 20

Concern exists amongst the general public regarding the available capacity and operation of traffic signals proposed on the WLR Scheme and in particular the potential for queuing traffic during peak periods blocking existing private accesses.

Response Statement

The traffic signals are expected to cope with the projected traffic demand. The traffic signals are therefore expected to operate within capacity when the scheme opens. In line with standard guidance the junction is also tested at a level 15 years after construction. Within this year the signalised junction is also expected to operate within capacity.

With regard to the A96 / WLR junction, the constraints present were discussed in the Stage 1 and Stage 2 Reports. To the west of the proposed junction the River Lossie structure acts as a significant constraint. To the east of the proposed junction the residential properties on the A96 West Road acts as a significant constraint. These constraints were considered as part of the operational assessment of the junction and it is still expected that the proposed junction would operate within capacity.

The junction operational assessment will be presented within the DMRB Stage 3 Report. This will include details of the expected queue levels at particular junctions. The proposed signalised junctions are shown on drawings included in Appendix C

Issue 16

Numerous questions were raised over who will actually use the scheme.

Response Statement

An updated review of predicted traffic figures / growth for the scheme is currently being undertaken. As reported at Stage 2, the WLR Scheme (then Urban Inner Route) attracts significant volumes of traffic travelling between the A96 and south of Edgar Road whilst providing additional capacity on road links within the city centre of Elgin. The A96 trunk road between Wittet Drive and Dr Gray's roundabout in particular sees a reduction in traffic volumes which may reduce the accident numbers and improve the road safety performance at Dr Gray's roundabout. The scheme also facilitates access to recently completed and proposed future developments included within the Moray Local Plan and importantly provides an additional crossing point over the Aberdeen to Inverness Railway Line, relieving congestion at the current crossing points. Updated traffic figures / growth along the route will be confirmed within the Stage 3 Report.

Issue 19

Concern exists regarding traffic joining from Bruceland Road when the WLR / A96 and Pluscarden Road / Wittet Drive junctions are signalised.

Response Statement

It is considered that the junction between Bruceland Road and the WLR will operate within capacity, however this will be confirmed and reported within the Stage 3 DMRB Report.

Issue 22 / 23

Along with the WLR scheme what other junctions are to be improved? Would the A96 / Alexandra Road Junction be improved to reduce the delays on A96 so that traffic would not divert on to Sandy Road / Glen Moray Drive / Reiket Lane?

Response Statement

It is accepted that there is a need to relieve the worst congestion on A96 through Elgin to ensure that this route offers a suitable level of operation for both local and strategic traffic. The Moray Council is currently liaising with Transport Scotland regarding these issues; however any improvements would not form part of the WLR project or planning application.

Issue 24

Parking on Wittet Drive, is this provided for residents?

Response Statement

Parking provision cannot be made solely for the use of residents as parking spaces will be located on a public street. A parking survey has been completed for Wittet Drive, the results of which are currently being considered. Once this review is complete parking provision within the design shall be reviewed and discussed with residents. Current proposed parking provision within the scheme for Wittet Drive is shown on drawing JC0061A0/S3/SK/043 and 044 included in Appendix C.

Issue 26

Reduce corner radii at Wittet Drive junctions with Mayne Road and Bruceland Road to aid pedestrians crossing.

Response Statement

Modifications to previous designs have been undertaken to now include the most appropriate corner radii for each junction. This will ensure that the pedestrian desire lines can be achieved so far as possible. Yellow tactile paving slabs will be included in the design to indicate the appropriate crossing point. Current proposed crossing points between Wittet Drive and Mayne Road / Bruceland Road are shown on drawings JC0061A0/S3/SK/043 and 044 included in Appendix C.

Issue 27

Consider a gateway feature between the A96 and Wittet Drive.

Response Statement

Discussions are ongoing with respect to the inclusion of a gateway feature between the A96 and Wittet Drive. It is possible that local residents could provide input into this process.

Issue 28

Consider bus stops and public transport provision.

Response Statement

Bus stops are provided within the design. The Moray Council are currently liaising with public transport operators regarding the most appropriate location of stops on the scheme.

Issue 29

Ensure pedestrian crossings are at or close to the desire-lines.

Response Statement

Modifications to previous designs have been undertaken to now include the most appropriate corner radii for each junction. This will ensure that the pedestrian desire lines can be achieved so far as possible.

Issue 30

Include distillery and Brucelands housing into new access.

Response Statement

An access from the Sheriffmill link is currently provided which will allow access into the land between Wittet Drive and the River Lossie. Discussions regarding the extension of this access to the distillery and subsequent use of the access by distillery traffic would need to take place between the Distillery owners, The Moray Council and the appropriate land owners.

1.4 Summary

To inform the design process and incorporate local knowledge, Stakeholder Workshops were held before and during the detailed design stage. Full community engagement as part of a quality audit is considered an important element of the Government's Designing Streets Policy which is being applied to this scheme where appropriate.

Several key messages arose from both workshops which have subsequently been considered and incorporated into the design of the scheme where feasible.

- A signalised junction on the A96 is now proposed;
- A 30 mph speed limit is now proposed throughout the scheme with a part time 20 mph speed limit proposed in the vicinity of the primary school;
- Parking provision has been maximised on Wittet Drive within constraints present, however, a further review is required in light of a recently completed parking survey;
- The pedestrian route proposed from Fairfield Avenue to the Wards Wildlife site is an at-grade crossing rather than an un-favoured underpass;
- A signalised junction with pedestrian crossing facilities between Wittet Drive and Pluscarden Road remains part of the scheme; and
- A signalised junction at the south end of the route with Edgar Road is now included.

In addition to the above design amendments:

- Concerns from attendees about the Aberdeen to Inverness Railway structure's ability to cope with future line improvements such as electrification or dual track operation were clarified; and
- Alternatives to the proposed railway structure were discussed and the reasons why they were not favoured explained.

Following the Stakeholder workshops, in October 2012, The Moray Council held a public exhibition following which a list of issues was developed by the Project Team. Some issues are considered closed out through design work and reporting undertaken to date, however, further work is required in the following areas in order to close out all the issues from the public exhibition and also close out residual outstanding issues from the Stakeholder Workshops:

- Confirm proposals for the A96 / WLR junction in conjunction with Transport Scotland and report the agreed junction's performance in a Traffic Impact Assessment within the Planning Application;
- Confirm proposals for other junctions on the route and report their performance in a Traffic Impact Assessment within the Planning Application;
- Consider the impacts to side roads as a result of WLR scheme;
- Confirm the inclusion, or otherwise, of a parking / drop-off facility for the primary school and proposed high school and other associated safety measures;

- Confirm inclusion, or otherwise, of accesses to housing developments;
- Include a visualisation of the route;
- Confirm the visual appearance of the Aberdeen to Inverness railway structure;
- Confirm parking provision on Edgar Road taking into account the constraints at this location and vehicle users / pedestrian safety;
- Consider the impacts on the Burn of Tyock culvert;
- Confirm a current cost estimate / economic performance; and
- Confirm previously collected traffic data is still appropriate.

The issues listed above will be addressed in the DMRB Stage 3 Report.

Appendix A

Western Link Road – Agenda for Design Workshop (including site visit)

1. Pre-workshop site visit

18:30 – 20:30 on Thursday 31 May 2012. (Meet at the north end of Wittet Drive.)

2. Design Workshop

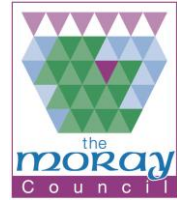
09:30 – 16:30 on Friday 1 June 2012 in the Mansion House Hotel.

09:00 – 09:30	Registration	
09:30 – 09:45	Introduction Welcome, Introduction and Setting the Scene for the Workshop.	
	Workshop Format Value Management process to consider the design issues relating to each of the various sections of the scheme. These sections are: A. A96 Sheriffmill Roundabout B. Wittet Drive (excluding Pluscarden Road junction) C. Pluscarden Road junction D. Railway bridge E. Link road south of railway F. Roundabout and extension of Edgar Road G. Adjacent streets	
09:45 – 10:00	What is the scheme supposed to do? (Purpose, objectives & aims)	
	For each section of the scheme:	
10:00 – 12:30	1. Generate ideas for the detailed design. (Tea & coffee 10:30 – 10:40) (Lunch 12:30 – 13:00)	
13:00 – 14:00	2. Cluster and filter the ideas.	
14:00 – 15:00	3. Prioritise the ideas.	
15:00 – 16:00	4. Identify for further investigation. (Tea & coffee 15:00 – 15:10)	
16:00 – 16:30	Conclusions, Actions & Summary	

Elgin Traffic Management Programme

Western Link Road – Design Workshop

Background Information



Background to the Scheme

This aim of this scheme is to relieve traffic on New Elgin Road and specifically the bridge and junctions either side. This is being done by providing another high standard crossing of the railway in the west side of Elgin.

The Moray Development Plan has for a number of years identified the need for this, and other infrastructure improvements, to cater for the continued development of Elgin. There has been a significant increase in the number of residential properties in the south of Elgin and a number of transport improvements (TSPs) were identified in the Development Plan to cater for this planned development as far back as 2000.

This and development elsewhere in the town has led to a large increase in traffic crossing the railway line and resulted in congestion at the junctions either side of the existing bridge.

Following a comprehensive option and scheme appraisal process, the provision of a new route between Edgar Road and the A96 using Wittet Drive, was selected by the Council in June 2011. This selection was on the basis of both affordability and the predicted benefits of the scheme.

Thereafter a more detailed appraisal of the potential junction options at the A96 was considered and the roundabout near Sheriffmill Road was selected by the Council in September 2011. This was on the basis of cost, effectiveness and the potential impact on adjacent properties.

We have now been instructed to proceed through detailed design for the scheme and to submit a planning application.

Please note that the route and outline design of this scheme have been approved by the Council. This workshop is not to review the need for the scheme but must concentrate on the detail necessary to develop the design.

Where we are now

A Project Execution Plan (PEP) for the scheme has been recently approved (also included in this information pack) and this outlines proposals for delivery through the design, to planning application and thereafter construction. An indication of the proposed timeline is given in the PEP.

With the outline design for the route approved, this needs to be developed into a detailed design that is fit for purpose and acceptable to the community.

This workshop is part of that process and is intended to consider the various design aspects of the scheme. It will look at what is important to the community and other key stakeholders, how this fits with the aims and objectives of the scheme and how best this can be achieved.

The workshop will consider the route by splitting it into a number of different sections. These are, from north to south:

1. A96 Sheriffmill Roundabout
2. Wittet Drive (excluding Pluscarden Road junction)
3. Pluscarden Road junction
4. Railway bridge
5. Link road south of the railway
6. Roundabout and extension of Edgar Road
7. Potential impacts on adjacent roads

Clearly the opportunity to influence the design of the A96 Sheriffmill Roundabout will be limited as this will be dictated primarily by Transport Scotland. There is however plenty scope for innovation along the rest of the route.

Value Management

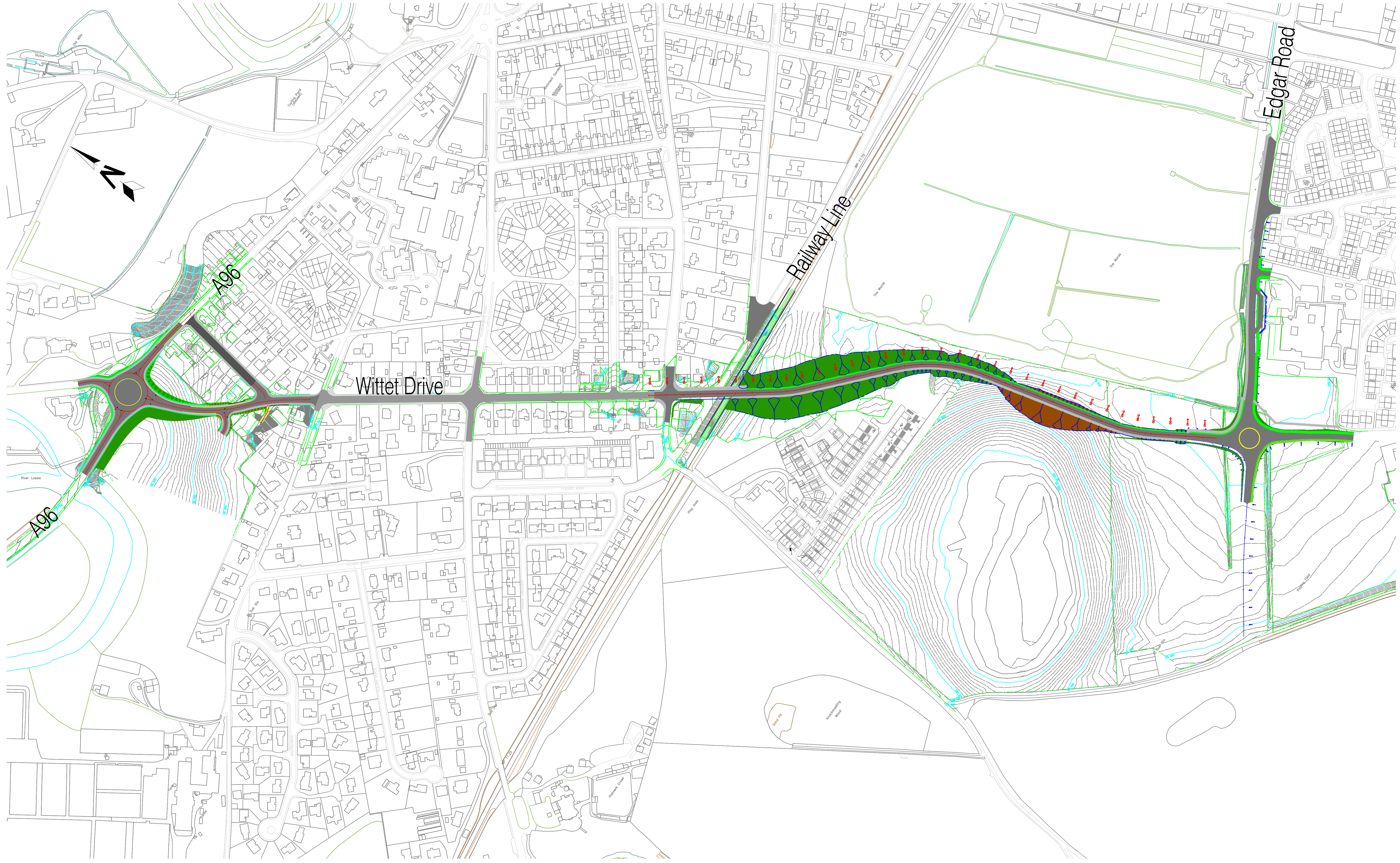
The workshop will include a Value Management (VM) exercise to consider how well the proposals put forward meet the requirements for the scheme.

Value Management will

1. Initially look at what the scheme is supposed to do (aims and objectives).
2. Generate ideas. This will be non judgemental.
3. Cluster and filter the ideas.
4. Evaluate the ideas – do they meet the aims and objectives of the scheme?
5. Evaluate the ideas – what are the down-sides?
6. Agree outcomes for further investigation.
7. Feedback.

Site Walk

A walk over the route is planned prior to the workshop. This will give those attending the workshop an opportunity to view and discuss areas of particular importance and will help stimulate awareness of issues.



WDR Pre-Design Workshop Summary of Views

1. Speed Limits	South of the railway:	<ul style="list-style-type: none"> A number of people felt 40mph was not appropriate, would be confusing or unsafe. Police advised that they agreed with the proposals and felt it was appropriate and would reinforce the change in environment across the railway. Most felt that 30mph limit more appropriate than 40. Some felt that alignment should be deviated to manage speeds.
	North of railway	<ul style="list-style-type: none"> Generally 30mph seemed acceptable although some believed 20mph desirable. Police suggested that with various measures in place it may be safer than at present. A common view was that proper management of the traffic would control speeds.
	20mph limit at Greenwards School.	<ul style="list-style-type: none"> General agreement that 20 limit was necessary although some felt it should be a permanent limit.
2. Facilities for Cyclists	<ul style="list-style-type: none"> General acknowledgement that flexibility was important. Unlikely that one facility would meet the needs of all types of cyclists. Keen, confident cyclists would rather use the road than an off-road facility. No obvious or natural off-line route west of Wittet Drive. Routes for leisure use should be explored. Steep gradients whichever route is used. Effective management of traffic speeds would allow cyclists to share the road, e.g use of parking. The majority seemed to agree that parking would help manage traffic speeds and thereby allow cyclists to share the road, particularly on Wittet Drive. A single comment that roundabouts, generally, were not good for cyclists. Advanced stop-lines at T/Lights? Difficult to provide an off-carriageway cycle facility up Wittet Drive as well as providing parking. 	
3. Residential Parking	Edgar Road	<ul style="list-style-type: none"> Views split between providing off-street parking and on street which would manage traffic speeds. General acknowledgement that parking facilities are required.
	Wittet Drive	<ul style="list-style-type: none"> General view that retaining some on-street parking was desirable to help manage speeds.

		<ul style="list-style-type: none"> • Parking on one side & off-setting the carriageway. • Only 1 table accepted no parking and that was conditional on a narrower road. • Police see parking as assisting in controlling speeds. • A number seemed to believe that parking provision was more important than cycle provision. • Some properties currently had no off-street parking. Possible improvements could be made to provide this. Check particularly with 70 & 72 Wittet Drive. • Resident only parking? • Concerned about hospital parking (particularly at disused section of Wittet Drive) • If traffic signals are proposed at Pluscarden Road junction, this could impact on adjacent driveways. • Difficult to provide an off-carriageway cycle facility up Wittet Drive as well as providing parking.
4. Pedestrian Facilities		<ul style="list-style-type: none"> • Community are concerned about possible social issues of an underpass at Bilbohall. However Police believe it to be safer than an at-grade crossing. • Popular desire for link to be maintained on North side of bridge (Wards Road) by a short, straight underpass (minimising security concerns). • Need for pedestrian access from Wards Road onto the new road (ramps not steps). • General agreement that crossings are needed at specific points. Check desire lines! Avoid too many crossings. • Signalised crossing at Mayne Road. (Check stopping sight distance over the bridge) • Signals at Pluscarden Road should incorporate pedestrian phases. • Some concerns about signals at Pluscarden Road. Would lead to stop/start traffic. • Refuge near Brucelands Road junction. These are not good for cyclists as they can create a pinch point.
5. Access to Schools	Greenwards	<ul style="list-style-type: none"> • Off-street parking for the school could be abused. • Promotion of active travel – reduced demand for parking? • Generally no strong views on where parking should be for the school.
	Elsewhere	<ul style="list-style-type: none"> • Will the school crossing patroller on Wittet Drive be continued? • Underpass at Bilbohall acknowledged by some as being an acceptable link to the nature walks. Would an at-grade crossing be better? Police viewed this as less safe than underpass. • Mayne Road still likely to be the preferred access by kids to West-end school. Rather than Wards Road/Forteath Ave.

<p>6. Traffic Speed management</p>	<ul style="list-style-type: none"> • Generally, on-street parking seen as an essential measure to manage speeds. • Also road geometry and visual appearance can be used south of railway. • Some acknowledged that too many features may have a negative impact. • Signalised junction at Pluscarden Road would also help manage speeds. • General view that the carriageway shouldn't appear wider.
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Elgin Traffic Management Programme

Western Link Road – Design Workshop 1 June 2012



JACOBS

Attendance List

Name	
Steve Magenis	Royal Haskoning (Facilitator)
Dave Gowans	Moray Council (MC) Project Director
Frank Knight	MC (Project Manager)
Nichola Smith	MC (and Moray Access Panel)
Stuart Burns	Jacobs (Roads)
Rebecca McClenaghan	Jacobs (Environmental)
Wale Kadeba	Jacobs (Structures)
David Watt	Jacobs (Landscaping)
Andy Duff	Moray Council - Traffic
George Littlejohn / Alastair Kennedy	Elgin Community Council
Rebecca Kail	Elgin South Area Forum
Keith Mitchell	Elgin North Area Forum
James Wiseman	Elgin Designing Streets Action Group (EDSAG)
Graeme Henderson	SEPA
Jennifer Heatley	SNH
Insp. Scott Mann	Grampian Police
Chris Thompson	Sustainable Travel Co-ordinator (MC)
John Divers	Elgin South Councillor
Graham Leadbitter	Elgin South Councillor
James Allan	Elgin South Councillor
Bill Stewart	Westfield Residents
Shona Weir	EC Harris (Cost Consultants)
	Greenwards Parent Council
	Elgin High School Parent Council
Sabine Richards / Fiona Cumming	West-end Parent Council
	Elgin Academy Parent Council

Elgin Traffic Management Programme

Western Distributor Road

Project Execution Plan

Version	Date	Signed	Checked	Status
0.1	February 2012	FK	DAG	Final Draft
1.0	March 2012			Issue

Contents

INTRODUCTION	3
Purpose	3
Key Stages	3
PROJECT DEFINITION AND BRIEF	5
Introduction.....	5
Key Issues.....	5
Key Risks	6
Opportunities	7
APPROACHES AND INFLUENCES	7
Scheme Drivers and Objectives	7
ROLES AND RESPONSIBILITIES	7
The Team.....	7
The Moray Council	7
Jacobs.....	8
Delivery Team Structure.....	8
PROCESS	9
Background	9
Option Validation	9
Design	9
Community Engagement and ownership.....	10
PROGRAMME MANAGEMENT	10
General.....	10
Milestone Dates and Targets.....	11
PROJECT COST PLAN AND COST MANAGEMENT	11
General.....	11
Risk Management	11
Funding	11

INTRODUCTION

Purpose of the Project Execution Plan

This Project Execution Plan (PEP) is to guide the delivery of the Elgin Western Distributor Road (WDR) Scheme.

The PEP:

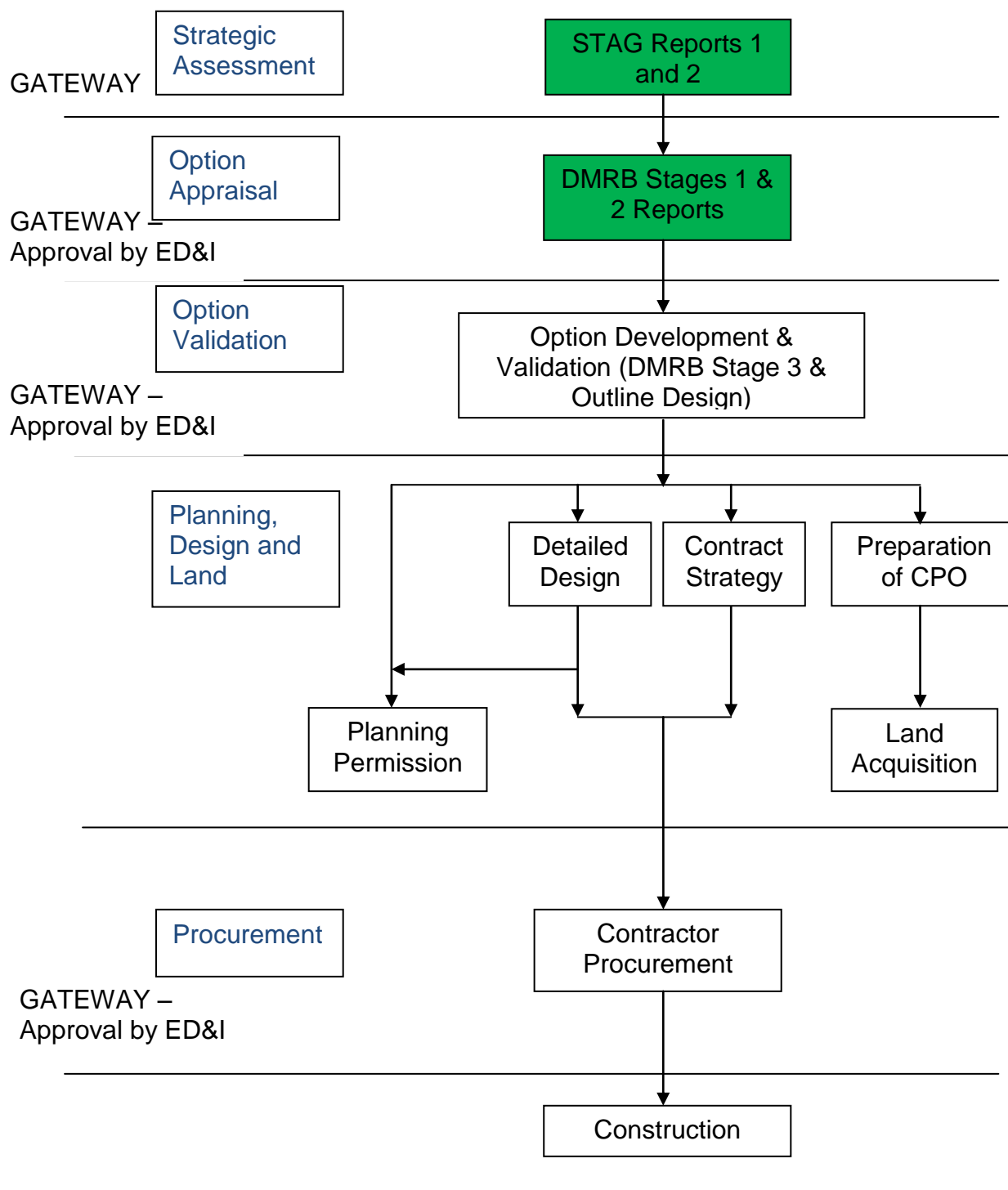
- identifies key tasks, risks and opportunities; ;
- sets out the process, resources and programme until construction start;
- defines roles and responsibilities; and
- indicates the programme to completion of the works.

Key Project Stages

The delivery of complex projects such as this involves a number of stages. The Transport Appraisal (STAG) was completed in 2007 and the Scheme has subsequently been through Stages 1 and 2 of the Design Manual for Roads and Bridges (DMRB) Scheme Appraisal process. Stage 3 includes developing the detailed design and, in parallel, the required consents and approvals.

Figure 1 below shows, in graphical form, the stages of the project.

Figure 1
Project Stages



PROJECT DEFINITION AND BRIEF

Introduction

The WDR forms a key part of the Elgin Traffic Management (ETM) Programme and has been identified in the Moray Local Plan since 2000.

The WDR, together with a number of other transport infrastructure improvements, facilitates economic development in the south of Elgin sustainably.

The route of the WDR was approved in principle by the Council's Economic Development & Infrastructure Services Committee in September 2011. This is summarised as:

“Providing a new link road between Edgar Road via Wittet Drive to the A96 and including a new roundabout on the A96 close to its junction with Sheriffmill Road. The route will include a new bridge over the railway line.”

As part of a legal agreement the Council is obliged to provide an access road and foul sewer to a proposed affordable housing site at Bilbohall. This access requirement will be met by the construction of the WDR.

Key Delivery Issues

Land Acquisition

Land acquisition is necessary for this Scheme, including demolition of two residential properties. The team has contacted affected land owners and the Council is working to acquire land by agreement. However, owing to the number of affected parties, any one of which could delay the Scheme, a Compulsory Purchase Order (CPO) is being prepared as agreed by Committee. The District Valuer acts as the Council's agent in negotiating land acquisition and compensation.

Designing Streets

The Designing Streets policy document issued by the Scottish Government gives advice on good practice when designing street layouts. The policy relates to all roads in urban areas. There is a community group promoting a “Designing Streets” approach and the detailed design will be carried out having regard to this policy. The design will be developed to balance the transportation aims while retaining a sense of “place”, particularly, but not only, along the existing section of Wittet Drive.

Ground Conditions and Drainage

The low-lying ground south of the railway line is wet and of very poor engineering quality. Ground investigation has been undertaken to inform the design process for roads and structures. Ground conditions represent a risk to be managed.

Access to Development Land

The Scheme will provide the necessary access to a number of individual housing sites and other developments identified in the Local Plan.

- R1 Bilbohall North: Robertson Homes wish to build further houses but require the new road to be constructed to provide access for these properties.

- R5 Bilbohall South: The legal agreement with Grampian Housing Association requires the Council to provide an access road and foul sewer to this site.
- R8 Hattonhill: The new road and junction with the A96 requires land from within this potential development site while the scheme can provide it with an access.
- R6 SW of Elgin High School: Potential housing development.
- ENV5: Potential new access to Elgin High School.

Rail and Trunk Road Interface

The Scheme requires the construction of a new bridge over the Inverness to Aberdeen railway line. This will necessitate liaison during the design and construction phases with Network Rail. There is a proposed new roundabout on the A96 Aberdeen to Inverness Trunk Road and its detailed design will require approval from Transport Scotland.

Planning and Economic Development

The economic issues surrounding the Scheme were identified in previous Committee reports. The need for this and other transport infrastructure improvements in Elgin (TSPs) has been highlighted and reinforced by their inclusion in the Moray Local Plan.

Liaison with planning officers will be necessary so that the design and resulting planning application meet requirements. Clarification is required on the preferred location and layout of the proposed affordable housing site at Bilbohall South. The Scheme requires planning permission which in turn requires a number of issues such as flood risk, environmental statement, traffic impact and the like. As a major development pre-application consultation is necessary.

Key Risks

There are a number of key issues that represent risks to the successful delivery of the Scheme. These include:

- Property acquisition and the CPO: Objections to the Order and any subsequent inquiry could delay the start of construction or prevent the scheme proceeding.
- Finance: the Council has recently approved a 10-year Financial Plan for Capital schemes. Funding for the WDR Scheme has been identified subject to annual review.
- Planning Permission: The Scheme requires planning permission and there is a risk of objections from parties most affected by the proposals.
- Transport Scotland and Network Rail represent risks because their approval is required for designs and they can influence construction programme and cost.
- There is a range of typical construction cost risks that will be included in the risk register that forms part of this PEP.
- Phasing the works: Careful phasing of the works will be needed to minimise the impact of construction on the existing road network in Elgin.

Opportunities

- Developer Contributions: The Council currently holds a significant amount of developer contribution which will be used to help finance the Scheme.
- A significant amount of fill is required for the embankment leading up to the bridge over the railway. Depending on the timetable for the construction, it may be possible for material to be obtained from the Elgin Flood Alleviation Scheme.
- The Scheme will open up for development the R5 Bilbohall South area which is zoned in the Local Plan for affordable housing. In addition Robertson Homes would also have the opportunity to build further houses at the R1 Bilbohall site.

APPROACHES AND INFLUENCES

Scheme Drivers and Objectives

The drivers and objectives of the Scheme are in line with the local and national priorities that the Council are working towards. These include the Elgin STAG Study, the Single Outcome Agreement (SOA) as well as the Council's own objectives including the Local Transport Strategy.

In addition, the key planning objective for the overall Elgin Traffic Management programme is

- *To provide a quicker, safer and more reliable transport system in and around Elgin while accommodating future development.[Elgin STAG Report 2007]*

ROLES AND RESPONSIBILITIES

The Team

The delivery of the WDR Scheme will primarily be undertaken jointly by staff from Moray Council together with those from Jacobs. In addition the District Valuer will provide the necessary support to enable land acquisition negotiations.

EC Harris, currently employed on Moray Flood Alleviation Schemes via the UK Government "Buying Solutions" framework contract will act as independent client adviser, principally on contract strategy and cost management. As cost consultants on the Flood Alleviation Schemes they could also be used in a similar role for this project as it develops.

The Moray Council

Roles:

- Client
- Designer for the section south of Wittet Drive.

Responsibilities:

- Funding;
- Project Management;
- Setting the objectives, success criteria and benefits of the Scheme;
- Leadership and direction, providing strategic decisions based on options and risks identified and presented;
- Promoting the Scheme and seeking commitment from stakeholders to delivery of the Scheme;
- Monitoring and reporting progress;
- Procurement;

- Managing consultants and contractors appointed to assist with delivery of the Scheme including authorisation of works and payments;
- Advising on operation and maintenance issues to ensure that the Scheme design reflects requirements;
- Asset management;
- Post Project Monitoring;
- Risk management;
- Stakeholder engagement;
- Reporting to The Moray Council and its Committees; and
- Managing public utilities.
- Estates services
- Legal support
- Budget management

Jacobs

Roles:

- Consulting Engineers advising and supporting the Council;
- Designer for works north of the railway line and the railway bridge; and
- Overseeing and co-ordinating the overall design.

Responsibilities:

- Providing professional services for scheme delivery;
- Managing changes to the design of the Scheme;
- Undertaking the role of Designer and CDM Coordinator as set out in the Construction (Design and Management) Regulations;
- Contributing to the risk management process;
- Planning and managing their services within the agreed overall framework;
- Reporting on scheme progress, risks and opportunities;
- Ensuring that quality controls are planned, performed and recorded correctly;
- Co-ordinate the delivery of enabling works until the construction stage;
- Preparing submissions for statutory consents;
- Design of roads, structures and ancillaries;
- Assisting in liaising with key affected parties and community engagement;
- Contract documentation.

District Valuer

- Advising the Council in matters relating to land acquisition and valuation; and
- Negotiating with affected parties in relation to the above.

EC Harris

- Advising on procurement and contract strategies
- Reviewing and advising on cost and risk.

Delivery Team Structure

An organisation structure showing how WDR fits into the Elgin Traffic Management Structure showing key activities and reporting lines is shown in Appendix A. It shows the Board, which acts as a strategic level steering group across the whole Elgin Traffic Management Programme.

In respect of WDR, the lead role has transferred from the Transportation Manager to Consultancy Manager because the project has passed the transportation planning stage and is now in detailed design moving towards delivery on the ground.

A number of Council functions will contribute to delivery and as regulators. This plan excludes the regulatory functions but for completeness regulators are marked * below.

- Consultancy (Bridges)*
- Consultancy (management and detailed design of south section)
- Transportation (planning application* and contribution to design)
- Roads Maintenance
- Public Transport
- Planning*
- Estates
- Finance
- Legal
- Community Engagement
- Public Relations
- Environmental Health*
- Consultancy (Flood Risk Management)*
- Economic Development

Others may be consultees or more closely involved depending on how the scheme develops.

PROCESS

Background

A number of tasks are seen as being critical to successful delivery of the Scheme.

The strategic assessment followed the Scottish Transport Appraisal Guidance (STAG) procedure and was completed in 2007. The recommendations from the STAG assessment were considered as part of the Design Manual for Roads and Bridges (DMRB) Scheme Assessment Process (TD37). The DMRB Stage 1 appraisal was completed in 2010 and the Stage 2 in 2011. This stage concluded with the acceptance of the preferred option in September 2011 and the approval to proceed with detailed design, planning application and land acquisition.

Option Validation

Following the approval in September 2011 the DMRB Stage 3 report is to be prepared. Preparation of this will run in parallel with the detailed design.

Design

Design of the scheme is being overseen by Jacobs but the Council is undertaking the design of the road south of the railway line. This will require careful management and good communication between the design teams. Stuart Burns of Jacobs will manage the overall design. Frank Knight will manage the Council's design team. The design parameters have yet to be established and this will be an early task. It links closely to engaging stakeholders. For example, recent helpful discussions with Elgin Designing Streets Action Group will be followed by an inclusive approach across a range of stakeholders towards setting objectives that will inform design parameters.

There are a number of design risks such as geotechnics, environment and transport authority requirements.

Land Acquisition

Land is required for the Scheme. The District Valuer negotiates land acquisition and compensation for the Council. A CPO will be submitted for approval of the Council. This will require input from Legal, Estates and Economic Development sections of the Council. This task is to be managed by Alex Burrell.

Planning Permission

Jacobs will prepare and submit the planning application to the Moray Council as agent for the applicant (also The Moray Council). This application will include plans, sections and outline construction details of all the scheme elements. In particular the appearance of the railway bridge will be of significance. The planning application will also include the Environmental Statement (ES) setting out scheme impacts and mitigation measures.

A pre-application consultation is required. This provides an opportunity for stakeholders to comment to the applicant on the proposed application and in turn the applicant has an opportunity to modify the proposals to take account of concerns expressed. This will also need to consider the relationship with any separate application for developing the affordable housing at Bilbohall South.

Community Engagement and Ownership

The Scheme is locally very sensitive, particularly along Wittet Drive and consequently proper engagement with the community is essential. A separate Stakeholder Engagement Strategy will be prepared outlining the proposals for this and the wider consultation. It is proposed that this Strategy be developed in consultation with stakeholders so that it is more effective. It will be guided by the National Standards for Community Engagement and the principles contained in "Moray Council: Community Engagement Scheme 2012-2016". These are:-

- Be open and responsive to the views of our communities.
- Involve local communities in identifying local need and creating solutions.
- Ensure sustained community involvement in the decision making process.
- Make clear our commitment to involving communities throughout Moray.
- Adhere to the National Standards for Community Engagement (Appendix1).
- Ensure fairness, equality, inclusion and continuous improvement.
- Ensure actions are outcome focused and deliverable.

The strategy will be submitted to the appropriate Committee.

PROGRAMME MANAGEMENT

General

The programme has been developed for the detailed design phase up to the submission of the planning application. It has been updated to reflect the recent community engagement to the end of January 2012. The programme beyond detailed design stage is less predictable and therefore presented only in outline, based on an optimistic view.

Progress will be monitored against the programme which will be reviewed regularly and updated as appropriate. The Project Manager will ensure that Members are kept advised of progress appropriately.

Milestone Dates and Targets

Currently the programme indicates a target of autumn/winter 2012 for the submission of a planning application. Thereafter milestones are indicated for contractor procurement and the construction period. These will be contingent upon statutory processes including any Public Local Inquiry. As the project progresses, the programme will be developed to include details of the contractor procurement and eventually also the construction phase of the scheme.

Indicative dates are:	
Submission of Planning Application	5 November 2012
Planning Approval (earliest)	22 February 2013
Construction Start (earliest)	Spring 2014
Access road to affordable housing site available (earliest)	Autumn 2014
WDR Completion (earliest)	Autumn 2015

Appendix B contains a graphical representation of the draft programme.

COST PLAN

General

The estimated project is that prepared for the DMRB Stage 2 Report and it includes both risk and optimism bias allowances. EC Harris will review the estimate and report on projected cost as the design develops and lead on risk management. At detailed design stage optimism bias is normally diminishing to zero.

The Project Manager is responsible for monitoring expenditure in liaison with Lorraine Paisey, Principal Accountant. A monthly meeting has been arranged and EC Harris will provide advice. Cost and budget management systems will therefore be similar to Moray Flood Alleviation Schemes and benefit from lessons learned.

Jacobs are instructed under the Elgin Traffic Management Framework Contract. Work Orders are issued by the Project Manager, clarified and priced by Jacobs and agreed by both parties. Progress on these Work Orders is monitored regularly both in terms of programme and cost. Work Orders to EC Harris would be managed likewise.

Risk Management

A risk register is to be prepared which will seek to identify all the significant risks to the successful delivery of the Scheme. The risk allowance will replace optimism bias in the cost estimate. This forms part of the aforementioned review of cost by EC Harris.

Funding

The Council has approved a 10-year Capital Plan which identifies a total of £14.6M for the Scheme across several budget heads. The Capital allocation to the Scheme will however require annual review. It is proposed to roll up the allocation for the extension of Edgar Road into the Elgin WDR heading. This makes financial management more flexible and reflects how the project will be managed. If there is smooth progress through the design,

land acquisition, planning and procurement stages of the project the funding allocation for the project could be reprofiled as follows:-

£,000	2012/13	2013/14	2014/15	2015/16	Total	
WDR	800	2,000	6,000	4,500	13,300	
Land Acquisition	1000			300	1,300	
Total	1,800	2,000	6,000	4,800	14,600	

This will be reviewed as the project progresses and as part of the Council's annual budget setting process. Delays will affect the expenditure profile. The Capital Plan can accommodate this.

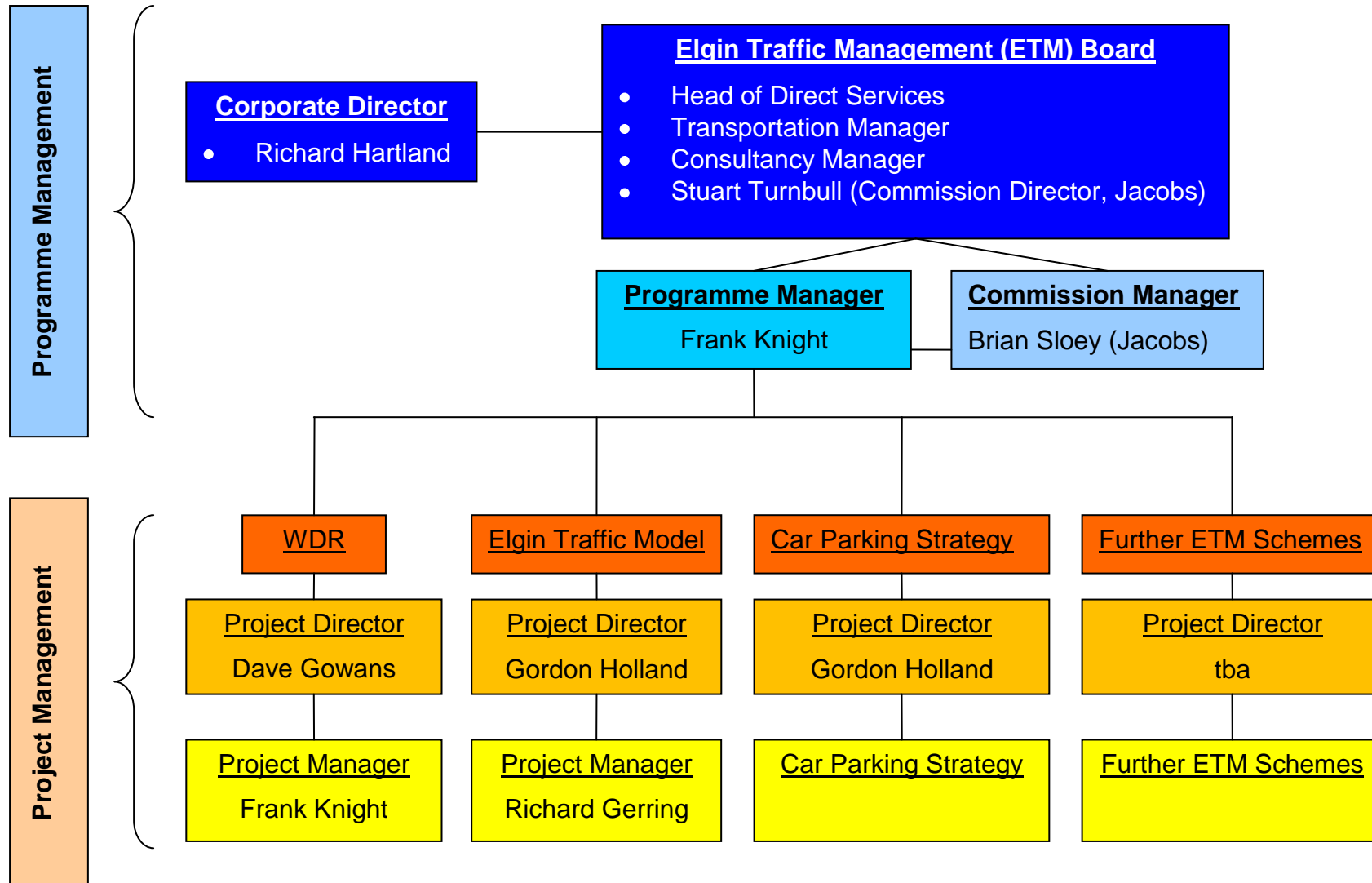
Summary and Conclusion

This PEP sets out a programme to completion of the WDR. It includes resourcing in terms of people, organisations roles, responsibilities and financial provision. It outlines proposals for managing cost and risk, statutory consents, reporting progress, engaging stakeholders, technical issues related to design and a programme towards completion.

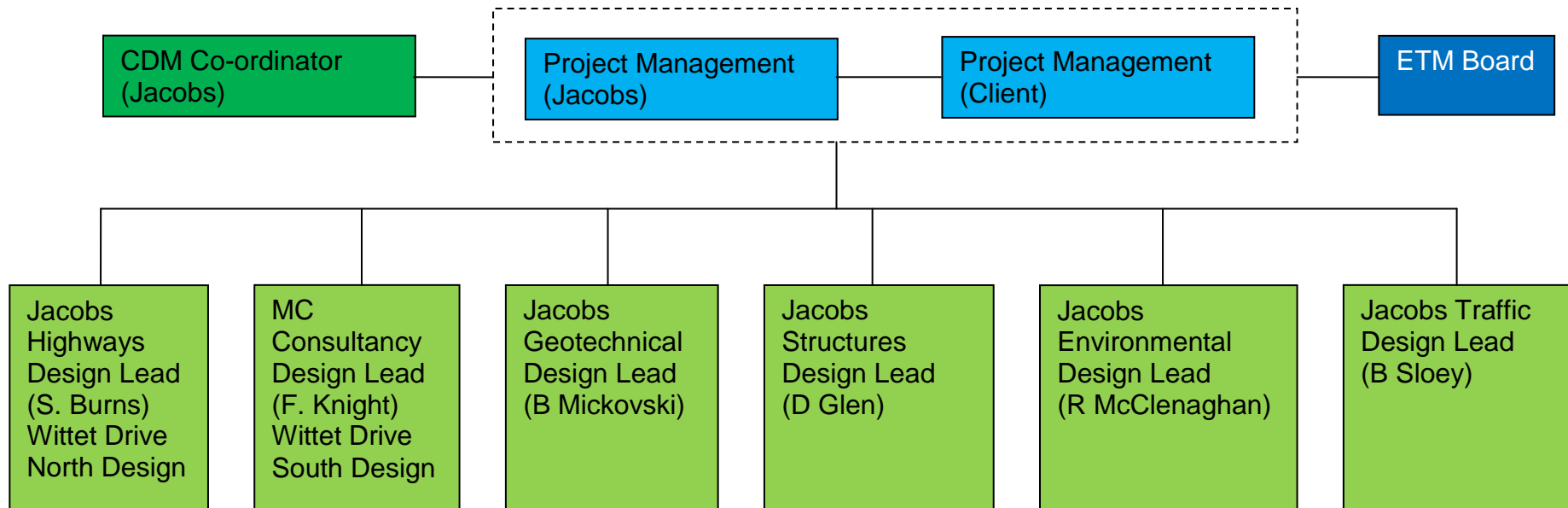
It is a fundamental part of managing the project.

Appendix A

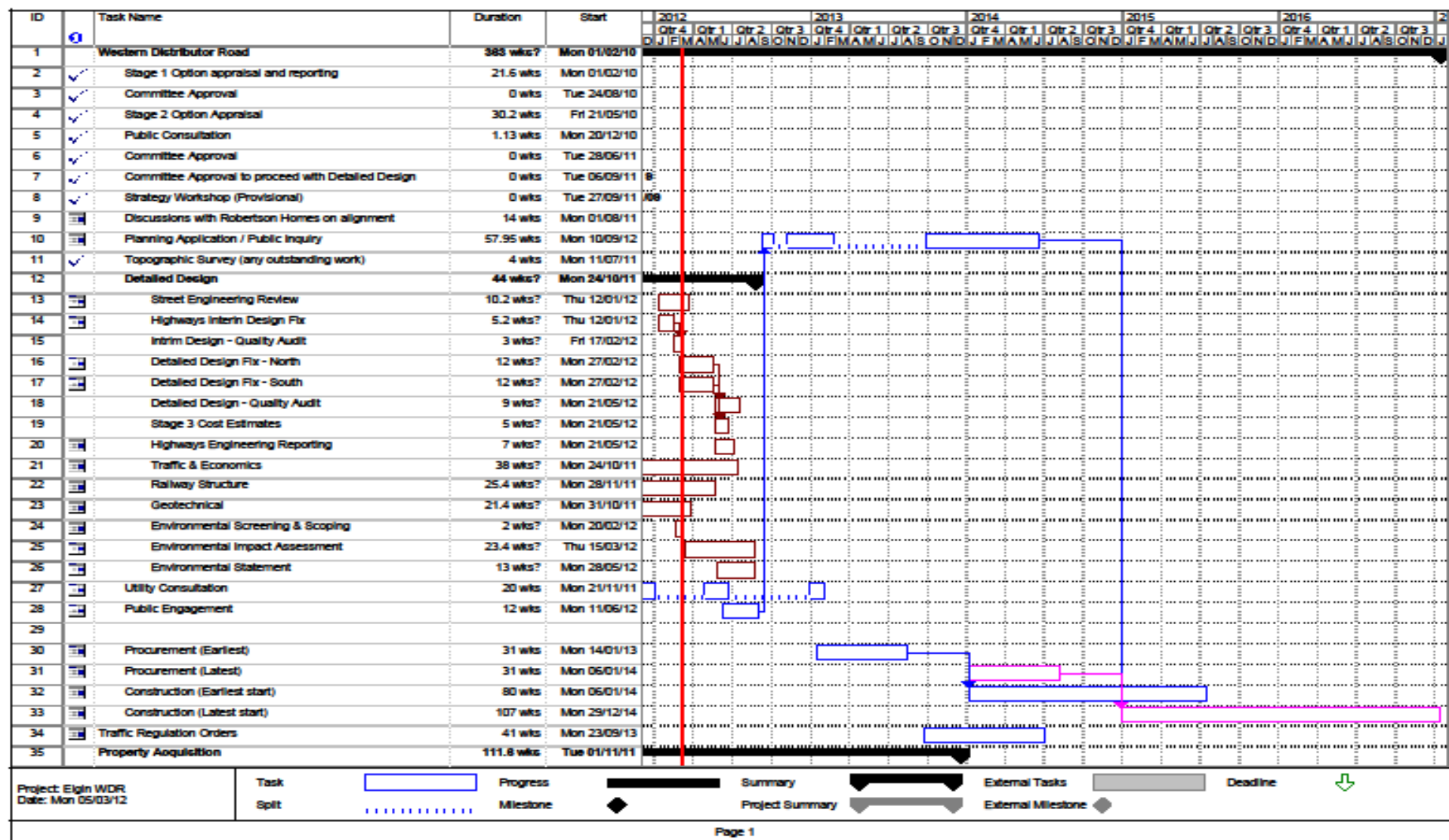
Elgin Traffic Management - Structure



Western Distributor Road – Structure



Appendix B: Draft Programme



Steve Magenis - Facilitator



Since leaving school in 1969 Steve has had a number of roles across the public, private and charity (so called third) sectors. A passion for strong community engagement, Steve has sought throughout his career to get better more sustainable solutions to challenges posed by development and from natural threats to people and property such as flooding.

Steve is a Chartered Civil Engineer and a Fellow of the Institution of Water and Environmental Management. In local government he headed up a design team for delivering flood alleviation schemes for communities across Greater London. He went on to head up a two hundred strong workforce for the National Rivers Authority delivering maintenance and improvements to the River Thames and its tributaries. In the private sector Steve has overseen the delivery of numerous coastal and rivers projects across the UK and as Project Director for Royal Haskoning was closely involved with the establishment of the Moray Flood Alleviation Team. Steve ensured that public understanding and engagement was a high priority for the team based in Elgin.

More recently Steve has turned his attention and energy to finding better ways to facilitate collaboration on big issues. He engaged with IBM and a smaller partner called Green Ventures to develop a means of getting diverse stakeholders around a table to share objectives and data through a highly visual medium. The process allows stakeholders who have an interest in a place to quickly obtain an understanding of all the issues and constraints leading to energy being spent on finding optimum solutions for all participants. As part of the collaboration platform approach Steve has facilitated numerous stakeholder workshops with a range of participants including government, local authorities, utilities, charitable trusts, community groups, and individuals.

Outside of his professional role of a director at Royal Haskoning, Steve is Chair of Peterborough Environment City Trust which is an independent charity established to lead and support the delivery of sustainable growth in the city in order to improve the quality of life of its people, communities and environment. The Trust is at the forefront of such organisations by working with communities, schools and businesses to access government and private sector funding to deliver real benefits on the ground.

Steve adopts one simple principle in his professional life to achieve successful outcomes, whether it be managing his own staff, creating a sustainable business, or facilitating a stakeholder meeting for a complex scheme – human interaction.

Appendix B



Elgin Traffic Management – Western Link Road

Welcome

Elgin Traffic Management (ETM) Programme

Western Link Road Public Exhibition

10th & 11th October 2012



Elgin Traffic Management – Western Link Road

Purpose of the Exhibition

- To explain the need for the scheme
- To outline the process of how we got to where we are
- To outline the design changes made following the workshop
- To identify the next stages



Elgin Traffic Management – Western Link Road

ETM Programme Objectives

- Elgin Traffic Management objective. (August 2007)
‘To provide a quicker, safer and more reliable transport system in and around Elgin while accommodating future development’.
- Reduce New Elgin bridge traffic
- Distribute traffic more evenly across Elgin
- To facilitate developments such as housing, retail and the High School
- To encourage economic development
- Promote sustainable communities



Elgin Traffic Management – Western Link Road

Traffic Model video of Base Model (existing) and Design Year (2029) with no Scheme (Split screen)



Elgin Traffic Management – Western Link Road

Need for the Scheme

- “Critical road transport improvements to enable Elgin to perform its regional capital function effectively in terms of road and public transport accessibility”
(The Moray Economic Strategy)
- “Maintaining and improving the centre’s accessibility for Elgin and Moray is critical to raising its attraction”
(The Elgin City for the Future Report)
- “An effective method of traffic distribution outside the city centre that enables the urban road network to function efficiently”
(The Moray Economic Strategy)
- “A need to provide better linkages between north and south Elgin, with other local road improvements, to improve traffic flow”
(The Elgin City for the Future Report)
- “Develop improved connections between existing retail areas e.g. city centre and Edgar Road and main arrival points including the railway station”
(The Elgin City for the Future Report)
- “Promotion of sustainable travel patterns throughout Elgin by development of an overarching Travel Plan with emphasis on walking, cycling and public transport trips.”
(The Elgin City for the Future Report)
- “Enhance the local and regional bus services to support off-peak travel and the night time economy”
(The Elgin City for the Future Report)
- “Building on the Council’s Urban Freedom project the development of a safe and attractive network of walking and cycling networks”
(The Elgin City for the Future Report)

The above initiatives are being promoted by the Moray Community Planning Partnership comprising, The Moray Council, Highlands & Islands Enterprise, Moray College UHI, NHS Grampian, Grampian Police, Grampian Fire & Rescue, TSI Moray and HITRANS, in conjunction with the Moray Economic Partnership



Elgin Traffic Management – Western Link Road

Need for the Scheme (cont'd)

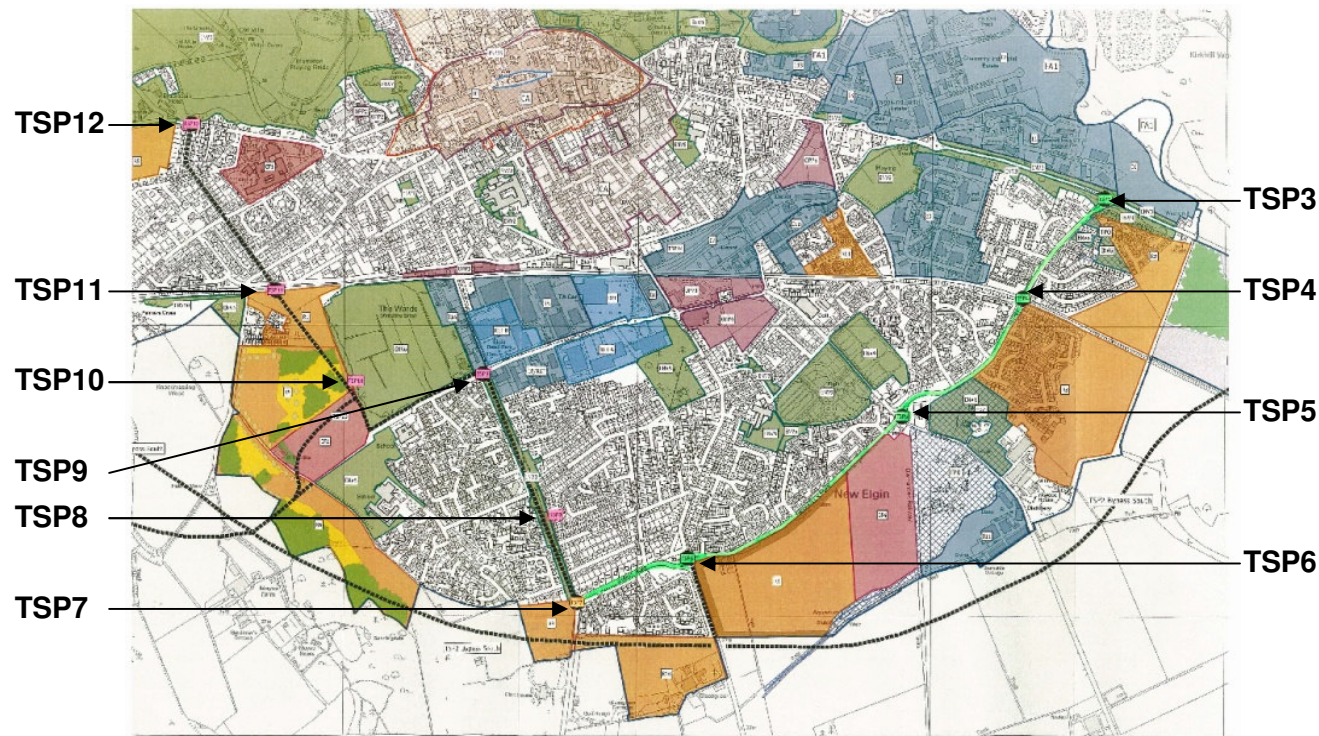
- To accommodate traffic generated by residential and commercial development including a large land release in Elgin south comprising over 1200 houses
- An integral part of the wider Elgin Traffic Management Programme (includes other road improvements identified as TSPs in the Local Plan)
- Referred to in the Local Plan as the “Southside Road Improvements”
- Further pressure from bids for new development sites in next Local Plan
- Land allocated for development to the north will also impact on routes in the south
- Local Plan specified the provision of additional rail crossings to;
 - i. Support development; and
 - ii. Relieve congestion
- Not intended to be part of a bypass;
 - i. A bypass would have limited connections into Elgin; and
 - ii. The majority of traffic in Elgin is starting or finishing their journey within the town (2007 survey indicated around 25% of traffic bypasses Elgin)
- The Scottish Government have indicated their plan to dual the A96 between Aberdeen and Inverness by 2030;
 - i. This will be a strategic road and likely to be some distance away from the Elgin boundary; and
 - ii. A96 dualling will make little difference to the need for an effective road network in the town



Elgin Traffic Management – Western Link Road

Need for the Scheme (cont'd)

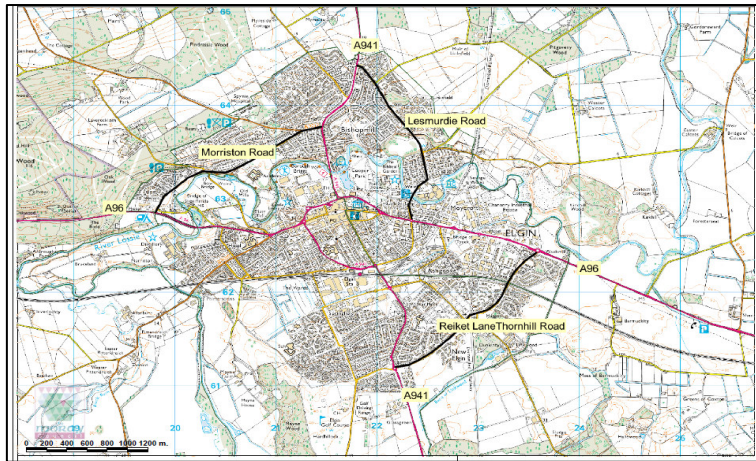
Transportation Infrastructure Improvements (TSPs) identified in Local Plan



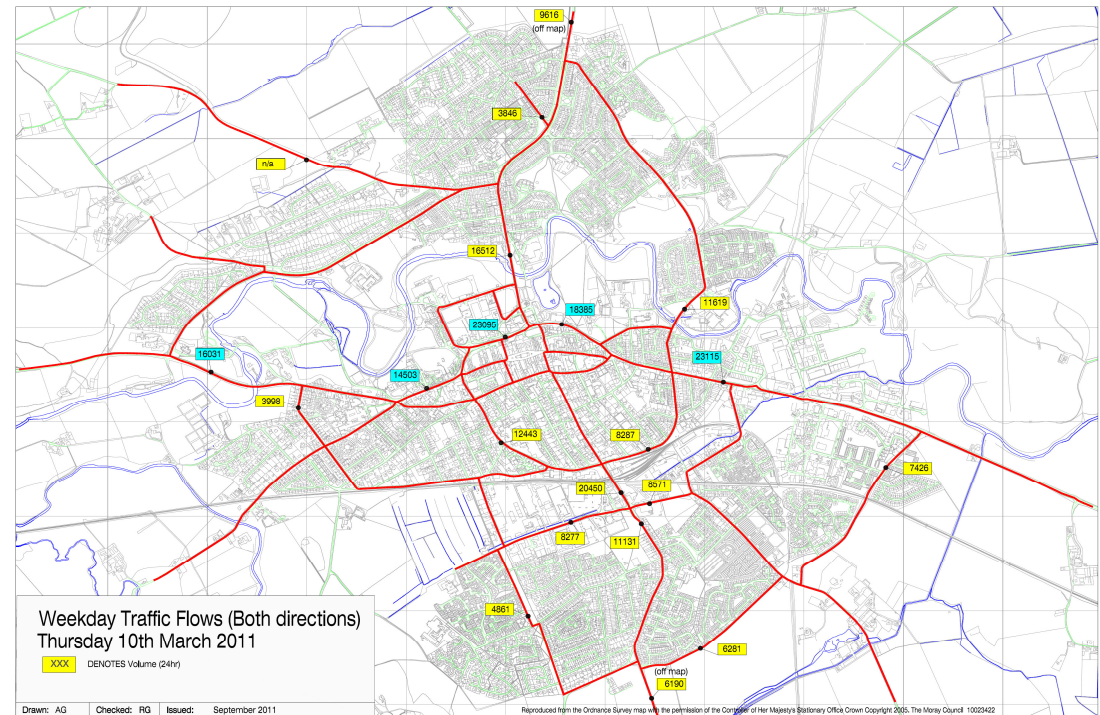
Extract from Local Plan

Completed	Not yet Completed
TSP3: Roundabout at A96 junction with Reiket Lane (Completed in 2007).	TSP7: Junction improvement Birnie Road / Sandy Road (Under construction)
TSP4: Reiket Lane railway bridge (Completed in 2009).	TSP8: Sandy Road / Glen Moray Drive realignment
TSP5: Reiket Lane / Linkwood Road / Thornhill Road roundabout (Completed in 2007).	TSP9: Junction improvement Edgar Road / Glen Moray Drive
TSP6: A941 roundabout junction (Completed in 2006).	TSP10: Edgar Road extension to Wittet Drive
	TSP11: New railway bridge Wittet Drive – Edgar Road extension
	TSP12: New roundabout A96 / Wittet Drive

Traffic Distribution



A96 and A941 are strategic roads. These are linked within Elgin by Lesmurdie Road, Morriston Road and Reiket Lane / Thornhill Road. There is no comparable link in the south west of Elgin.





Elgin Traffic Management – Western Link Road

How did we get to where we are?

Date	Event / Milestone	Outcomes
2006	Elgin STAG* Part 1	18 options tested, 7 taken forward to Part 2.
August 2007	Elgin STAG Part 2: 2 options to be taken forward to “short-term” delivery.	Option A: Edgar Road to A96 via Wittet Drive (amended to include only an on-line A96/Wittet Drive junction). Option B: Edgar Road to A96 at Morriston Road Junction.
February 2009	Acknowledgement that any acceptable option at A96 / Wittet Drive junction will require property demolition.	Approval given for all acceptable options to be considered for A96 / Wittet Drive junction.
August 2010	DMRB** Stage 1	Appraisal of the two route corridors led to the following options: <ul style="list-style-type: none">•Urban (Inner) Route•Rural (Outer) Route•Existing Network Enhancements (Do Minimum)•Do Nothing

* STAG: Scottish Transport Appraisal Guidance

** DMRB: Design Manual for Roads and Bridges



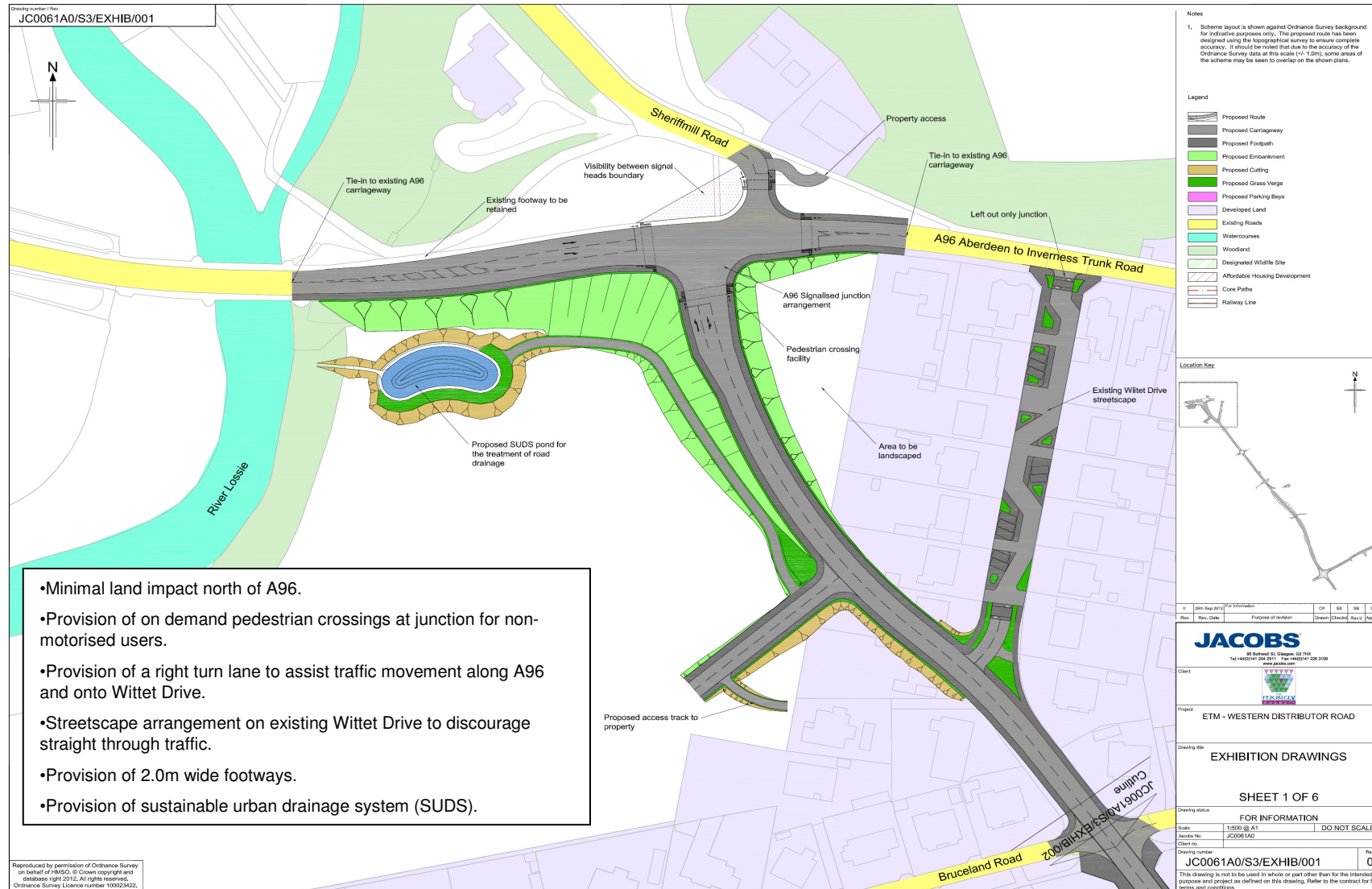
Elgin Traffic Management – Western Link Road

How did we get to where we are? (cont'd)

Date	Event / Milestone	Outcomes
October 2010	Value engineering exercise on Rural (Outer) route.	Rural (Inner) route added to options.
January 2011	Public exhibition held on the 5 options	<ul style="list-style-type: none">• Existing Network Enhancements (Do-Minimum)• Urban (Inner) Route• Rural (Outer) Route• Rural (Inner) Route• Do Nothing
March 2011	DMRB Stage 2 Appraisal Report together with outcome of public consultation.	Rural route options discounted from further consideration due to poor value for money.
June 2011	Economic and planning justification identified.	Urban (Inner) Route approved, more detailed appraisal work to be done on A96 junction options.
September 2011	A96 / Wittet Drive Junction options outlined.	Roundabout at Sheriffmill Road approved as the preferred option.
June 2012	Pre-design workshop with key stakeholders.	A number of design refinements identified for further consideration.
October 2012	Public exhibition on the need for the scheme, the process undertaken and the design changes following the June 2012 workshop.	

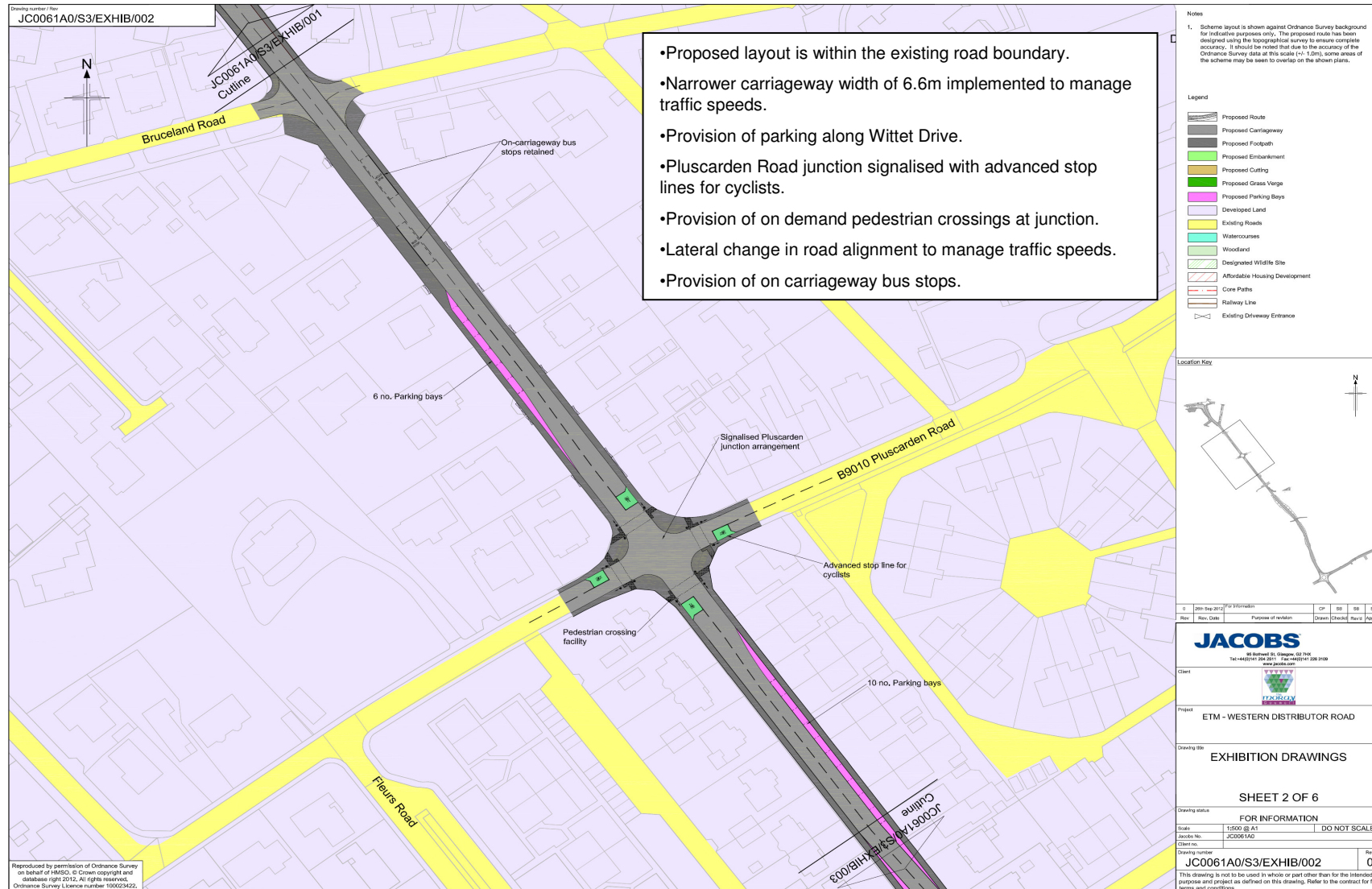


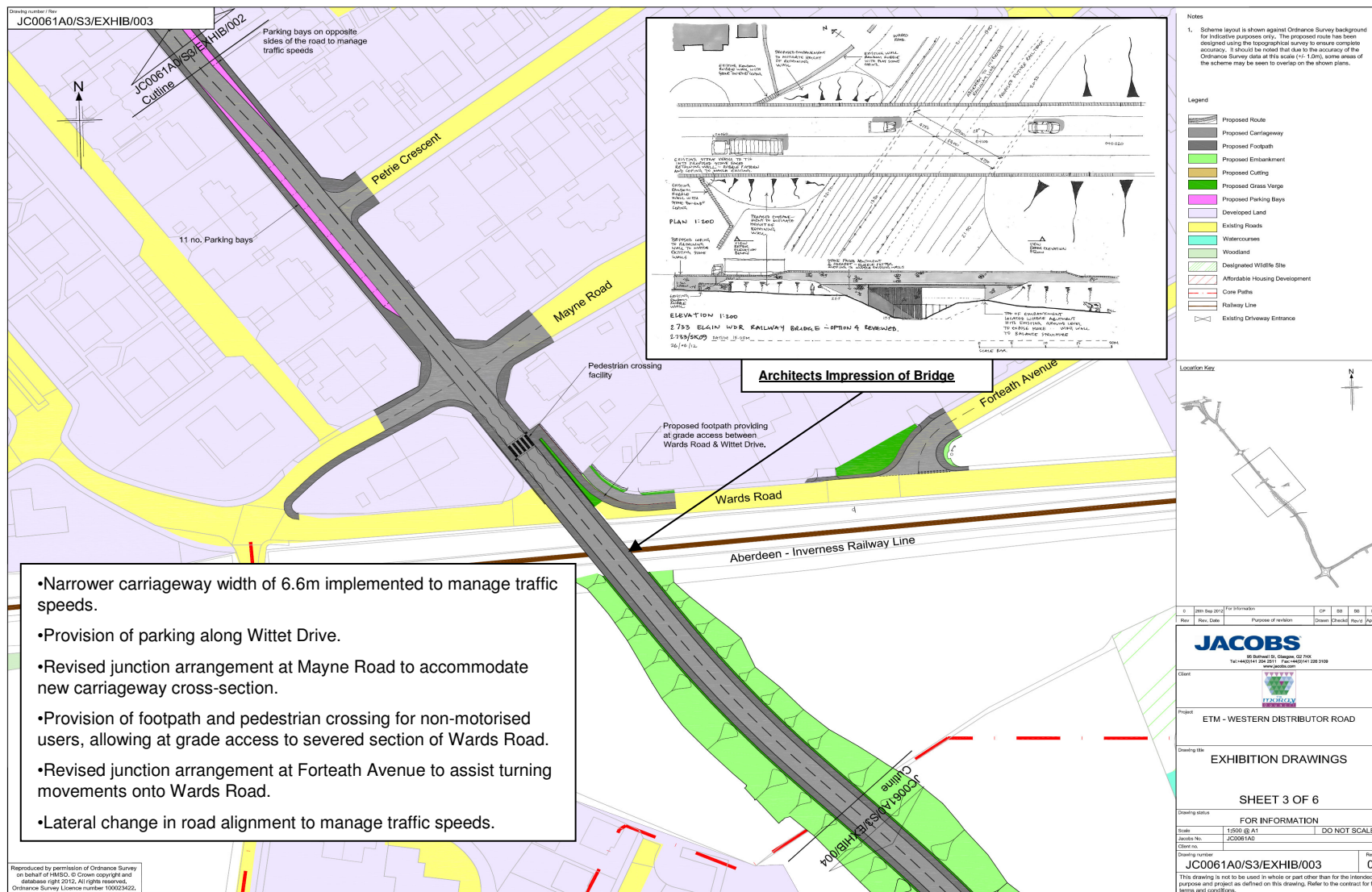
Elgin Traffic Management – Western Link Road

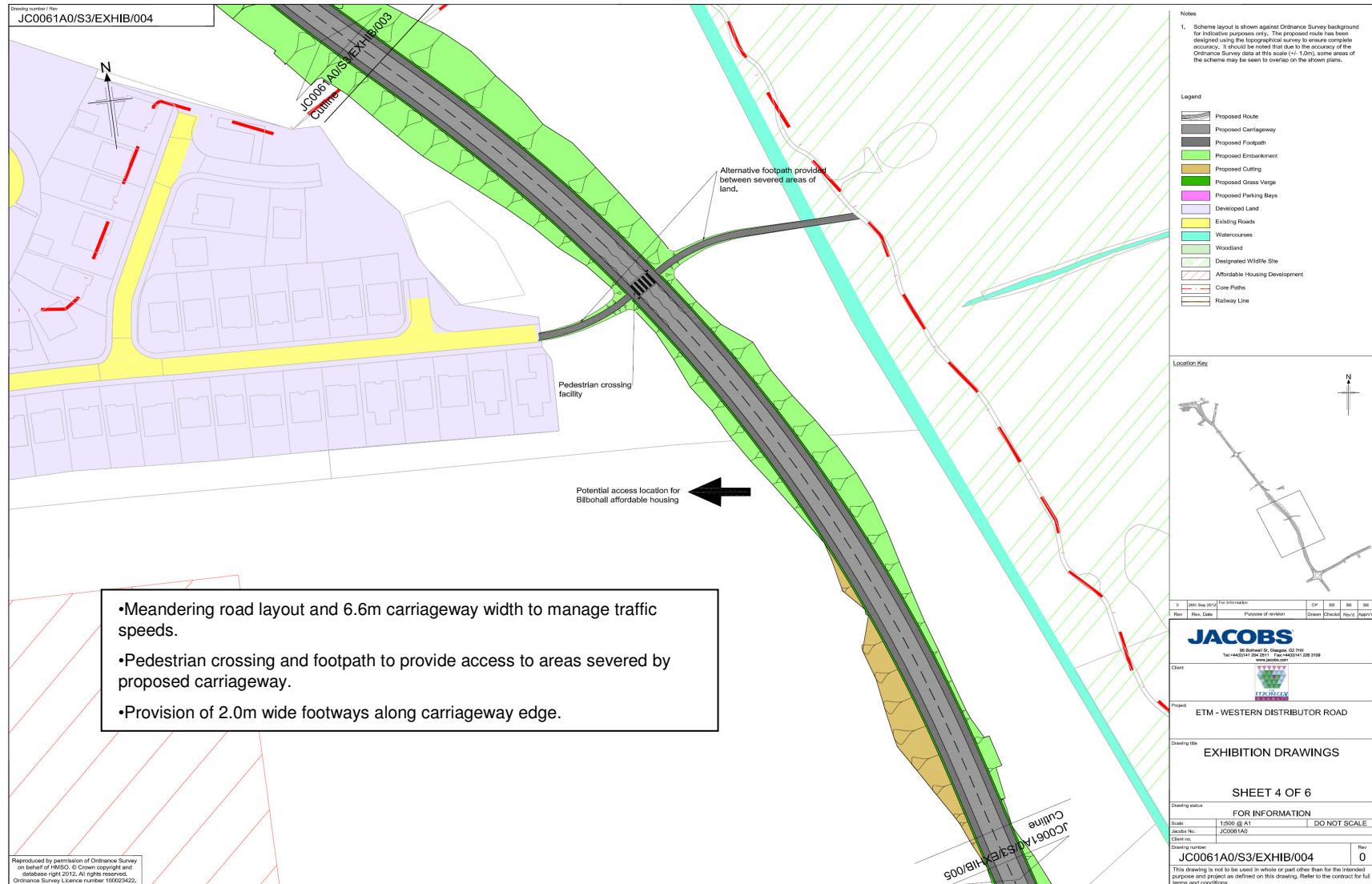




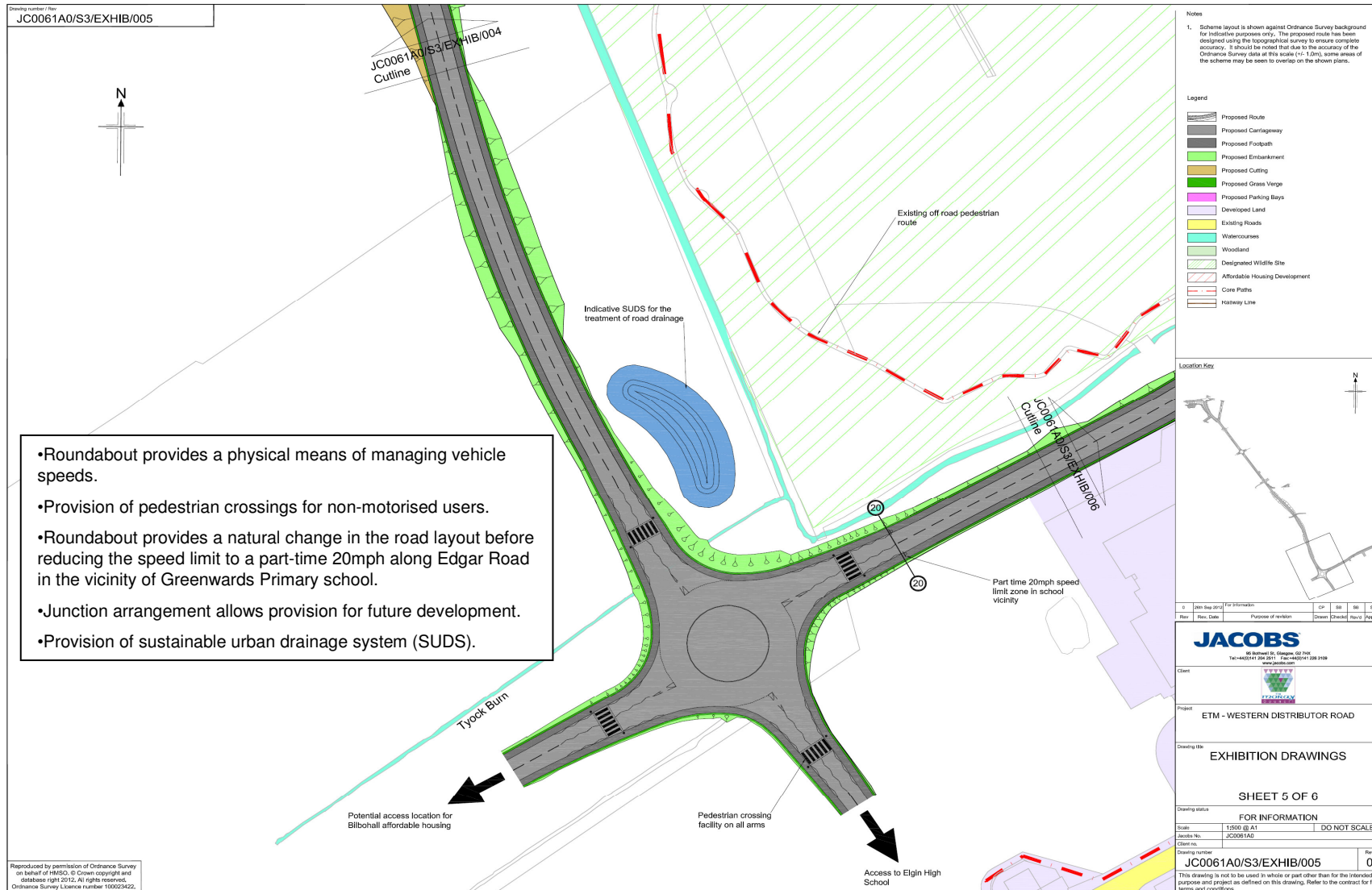
Elgin Traffic Management – Western Link Road





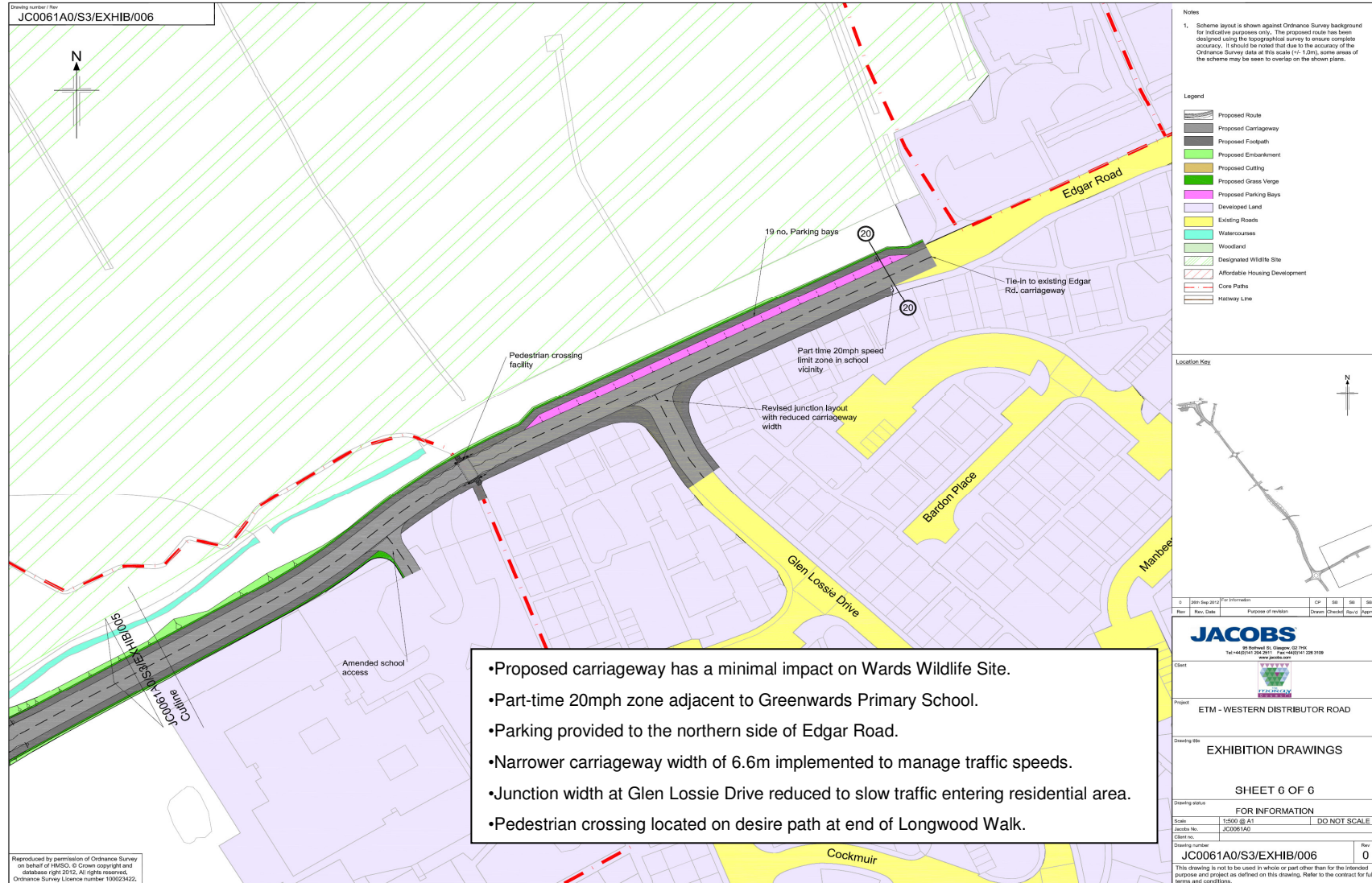


Elgin Traffic Management – Western Link Road





Elgin Traffic Management – Western Link Road





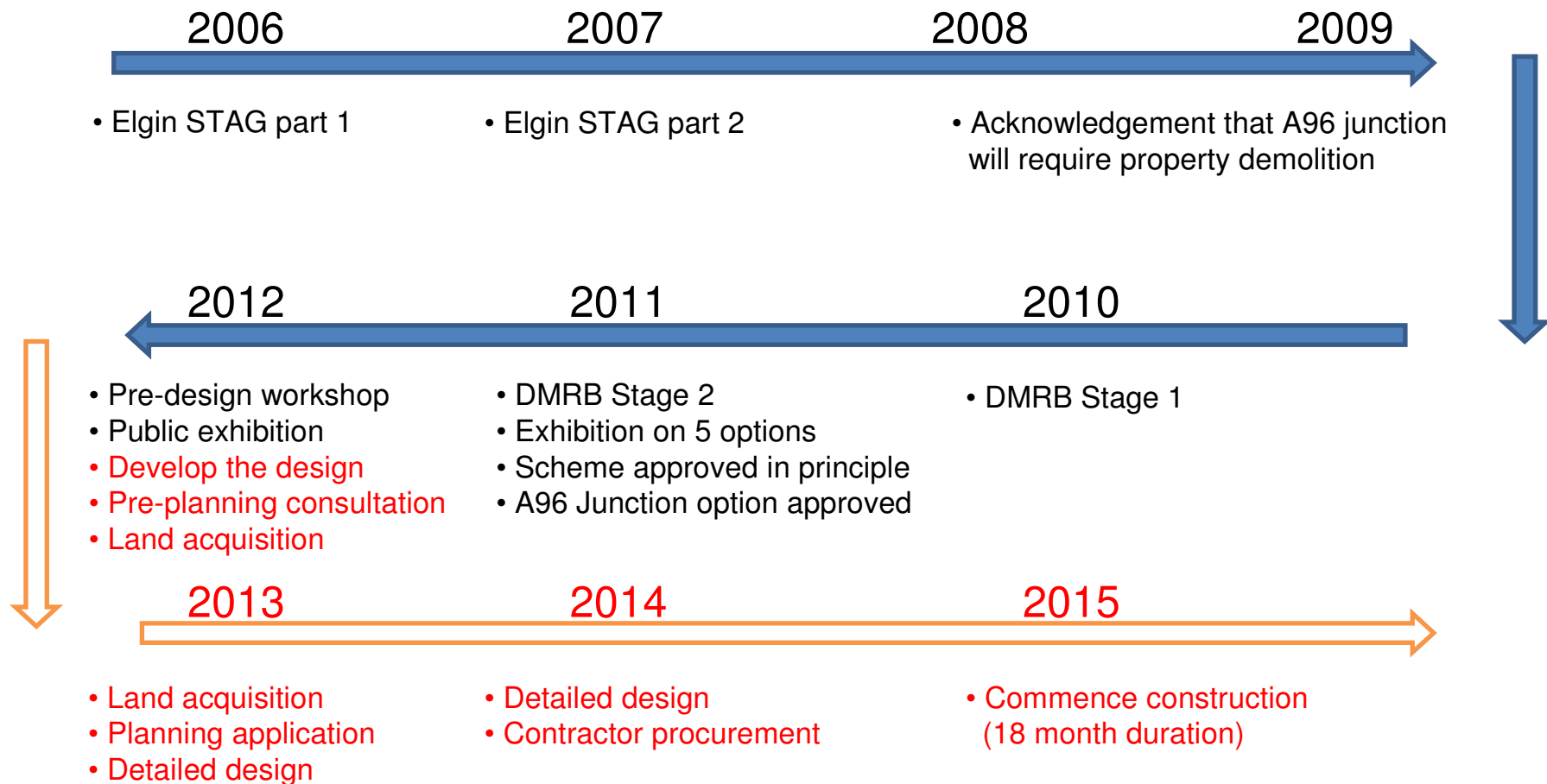
Elgin Traffic Management – Western Link Road

Traffic Model video of Base Model (existing) and Design Year (2029) with
Scheme (Split screen)



Elgin Traffic Management – Western Link Road

Looking Forward

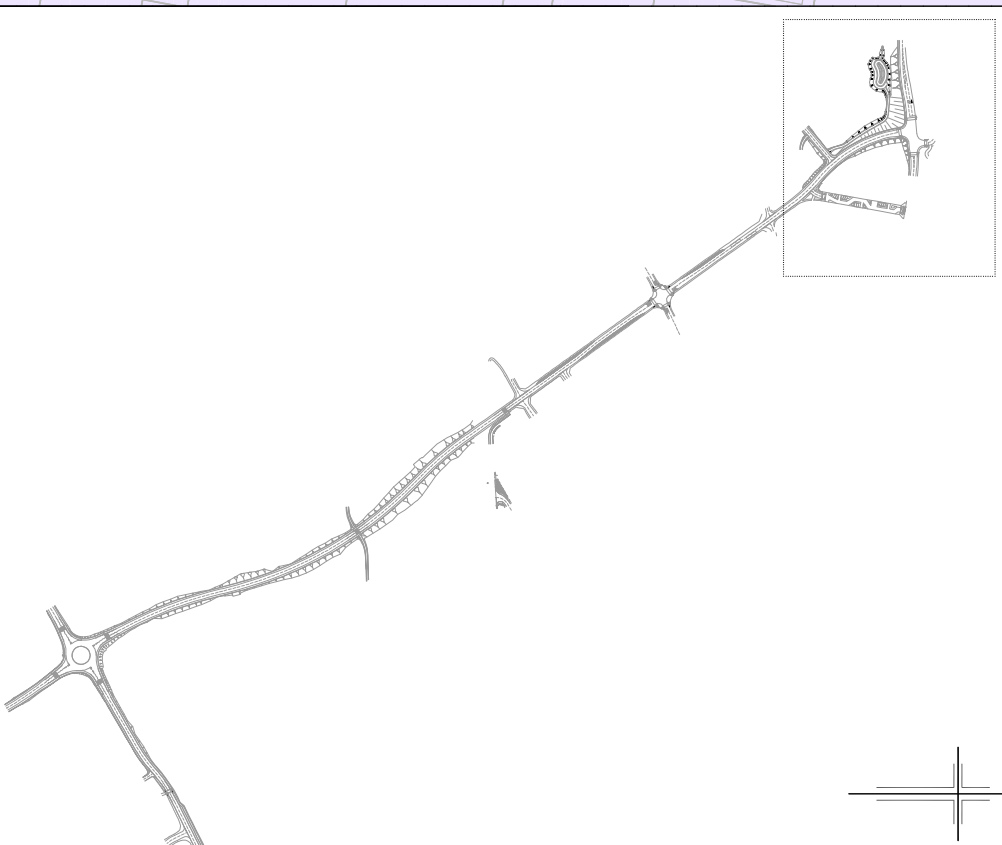
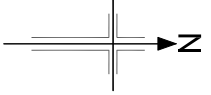


Appendix C



- ## Notes

Legend



Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd
0	22nd Nov 2012	For Information	CP	DR	SB

JACOBS
95 Bohnwell St, Glasgow, G2 7HX
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www.jacobs.com



the
Moray
Council

ETM - WESTERN LINK ROAD

Drawing title

**PROPOSED SCHEME
LAYOUT**

SHEET 1 OF 6

Drawing status

FOR INFORMATION

Jacobs No.	JC0061A0
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Client no.	
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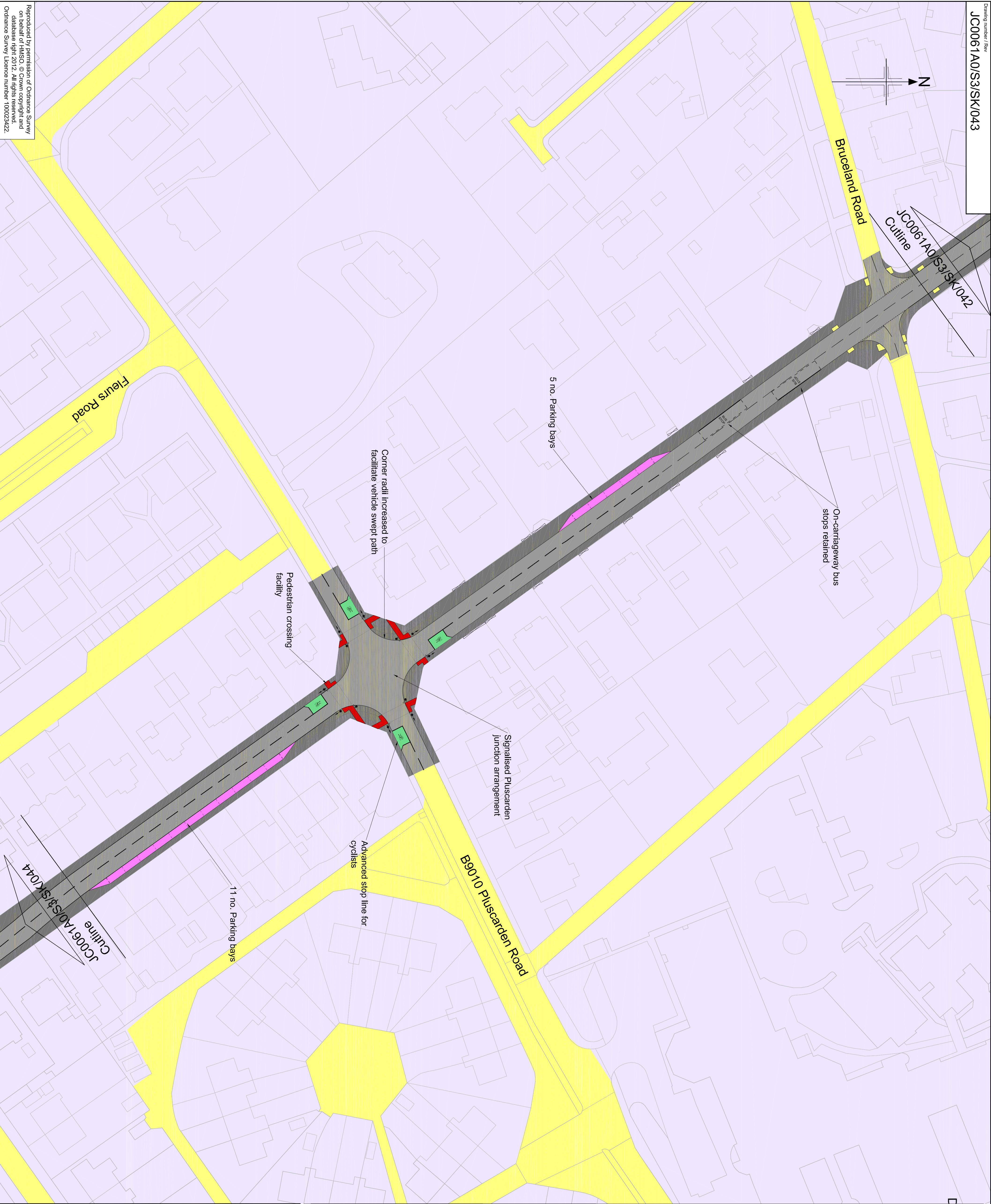
Drawing numb

JC0061A0/S3/SK/042

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This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for terms and conditions.

Drawing number / Rev
JC0061A0/S3/SK043



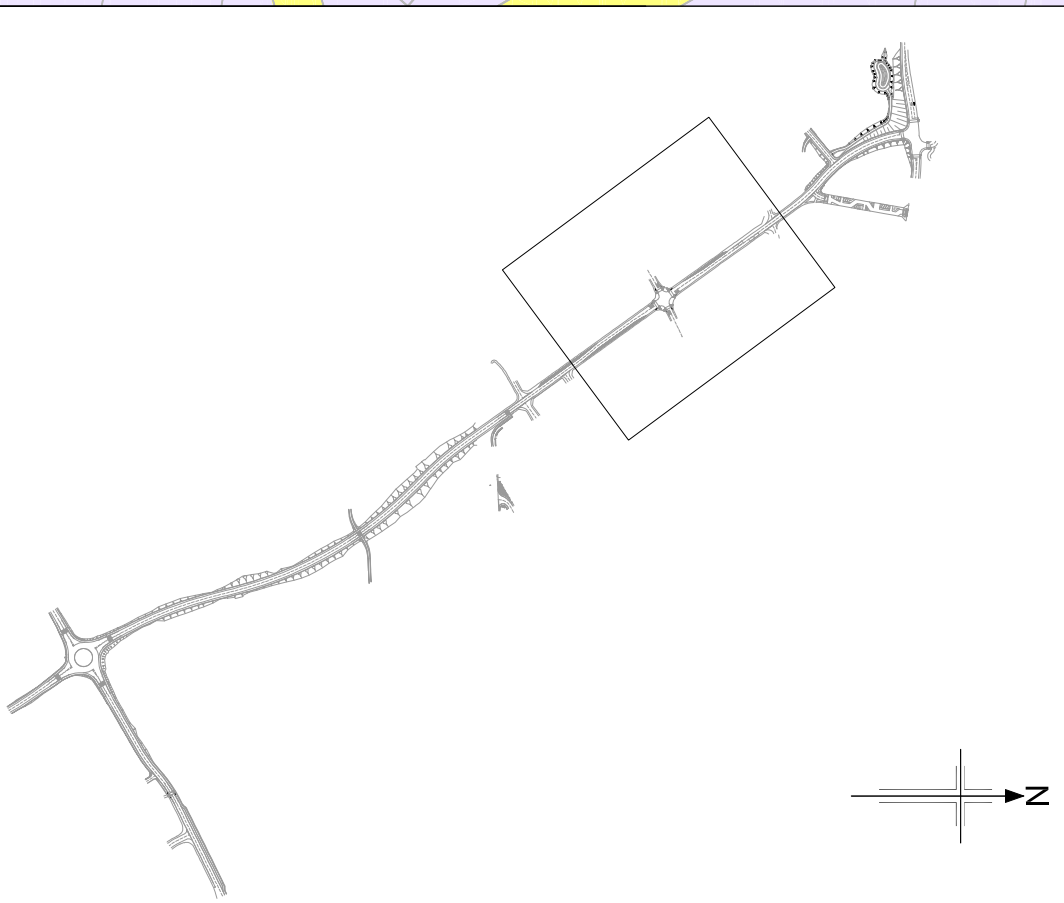
Notes

1. Scheme layout is shown against Ordnance Survey background for indicative purposes only. The proposed route has been designed using the topographical survey to ensure complete accuracy. It should be noted that due to the accuracy of the Ordnance Survey data at this scale (1:1000), some areas of the scheme may be seen to overlap on the shown plans.

Legend

- Proposed Route
- Proposed Carriageway
- Proposed Footpath
- Proposed Embankment
- Proposed Cutting
- Proposed Grass Verges
- Proposed Parking Bays
- Developed Land
- Existing Roads
- Watercourses
- Woodland
- Designated Wildlife Site
- Affordable Housing Development
- Core Paths
- Railway Line
- Existing Driveway Entrance

Location Key



Rev	22nd Nov 2012	For Information	CP	DR	SB	SB
Rev	Rev, Date	Purpose of revision	Drawn	Checked	Rev'd	Approved

JACOBS
The Edinburgh City Centre, 102 The
Telford Building, Edinburgh, Scotland, EH3 9JH
Tel: +44(0)131 423 4234
www.jacobs.com

Client
ETM - WESTERN LINK ROAD

Drawing title
PROPOSED SCHEME LAYOUT

SHEET 2 OF 6

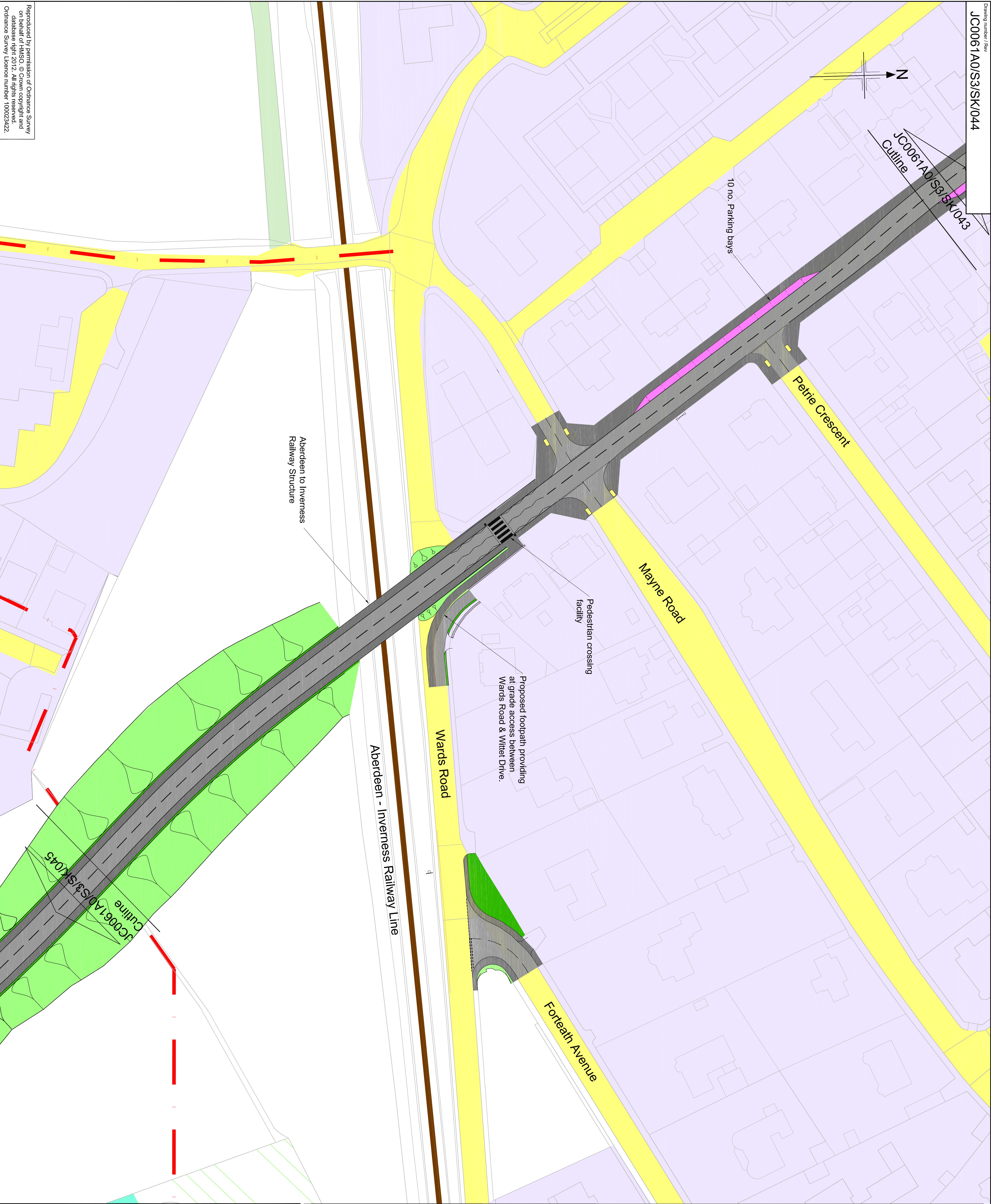
Drawing status
FOR INFORMATION

Scale
1:500 @ A1
DO NOT SCALE

Drawing number
JC0061A0

Rev
0

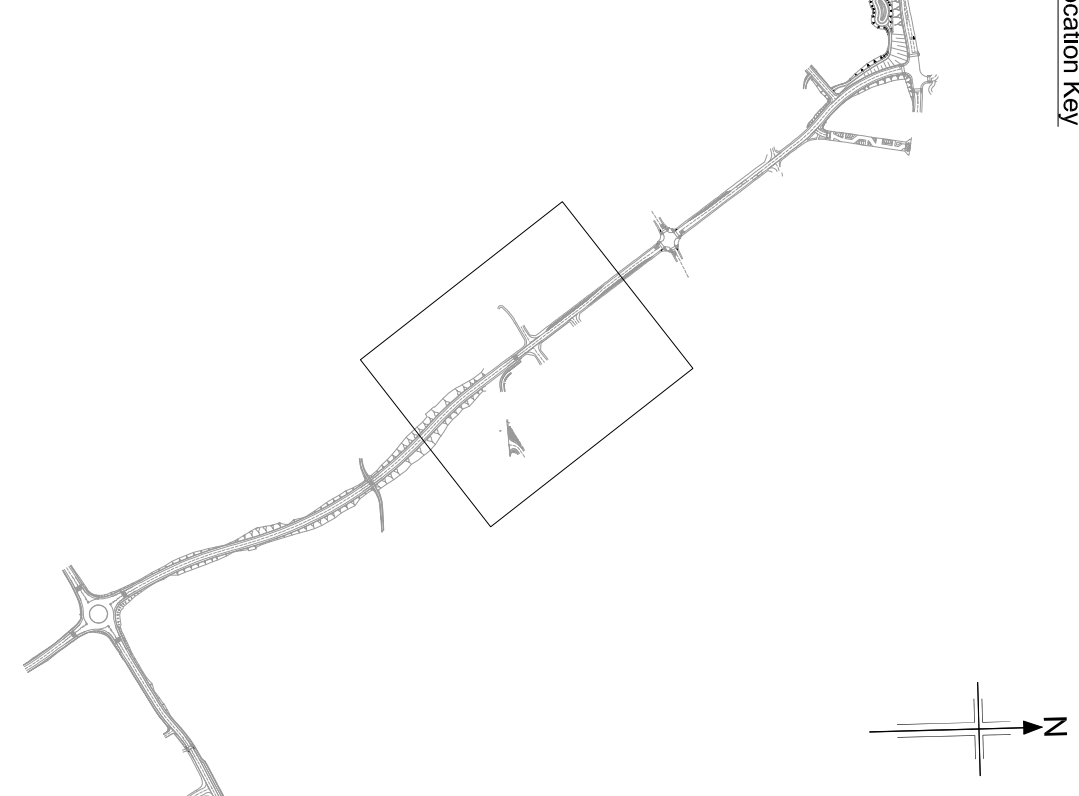
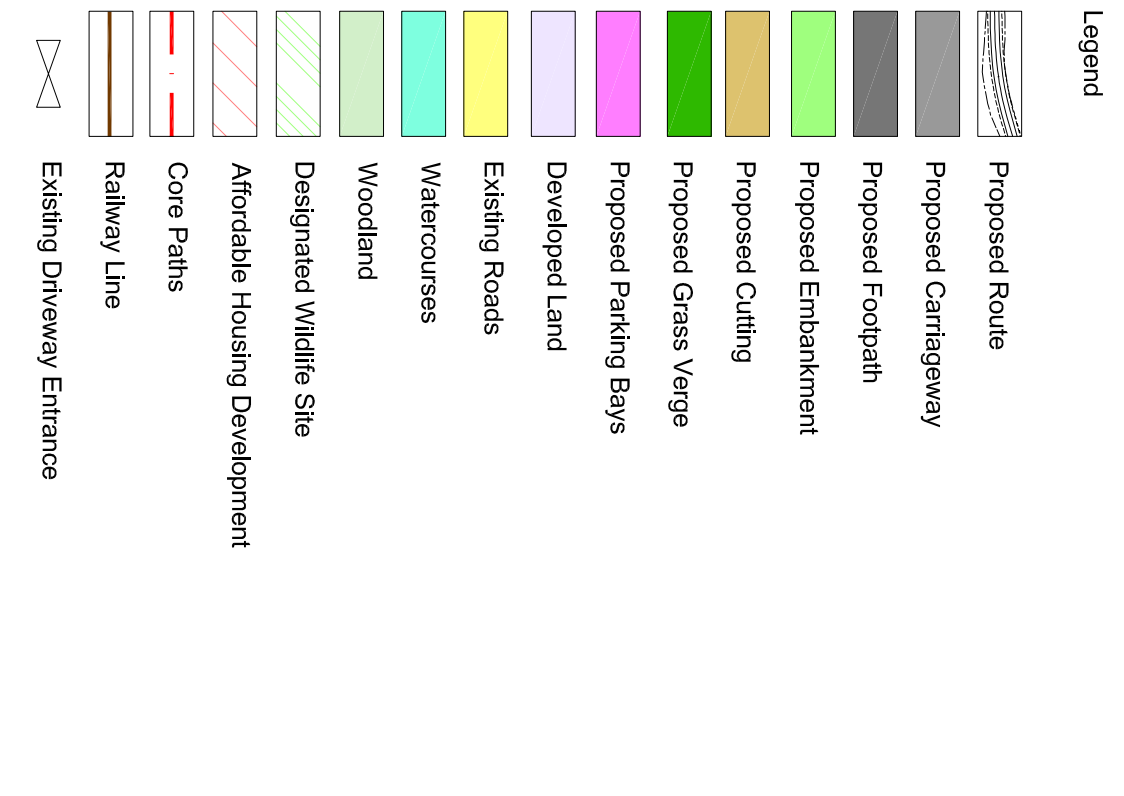
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Drawing number / Rev
JC0061A0/S3/SK/044

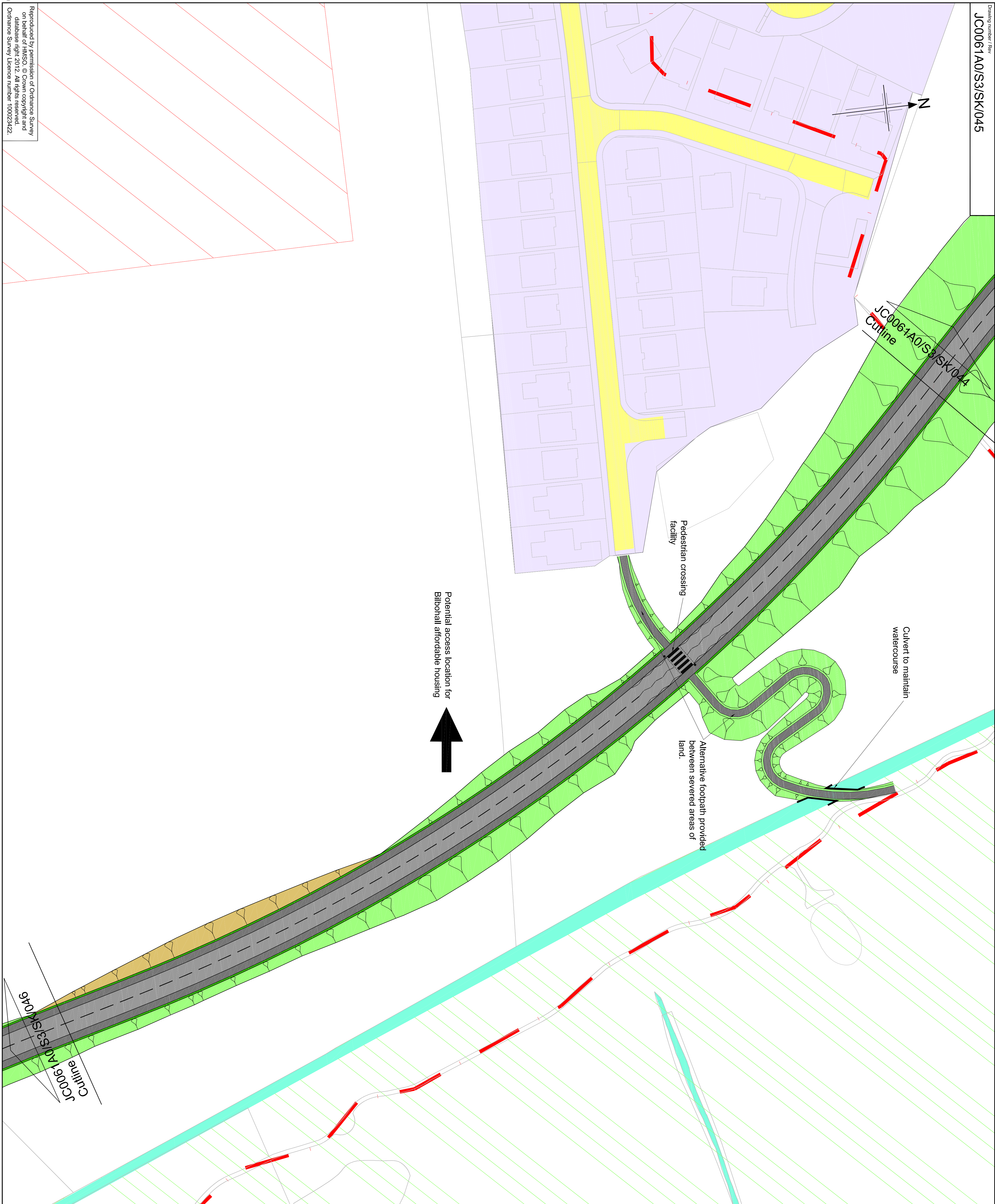
Notes
1. Scheme layout is shown against Ordnance Survey background for indicative purposes only. The proposed route has been designed using the topographical survey to ensure complete accuracy. It should be noted that due to the accuracy of the Ordnance Survey data at this scale (1:10,000), some areas of the scheme may be seen to overlap on the shown plans.



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Project		ETM - WESTERN LINK ROAD		Project	
Drawing title		PROPOSED SCHEME LAYOUT		Drawing title	
Drawing status		SHEET 3 OF 6		Drawing status	
FOR INFORMATION		DO NOT SCALE		FOR INFORMATION	
Scale		1:500 @ A1		Scale	
Jacobs No.		JC0061A0		Jacobs No.	
Client no.		JC0061A0/S3/SK/044		Client no.	
Drawing number		JC0061A0/S3/SK/044		Drawing number	
Rev		0		Rev	
















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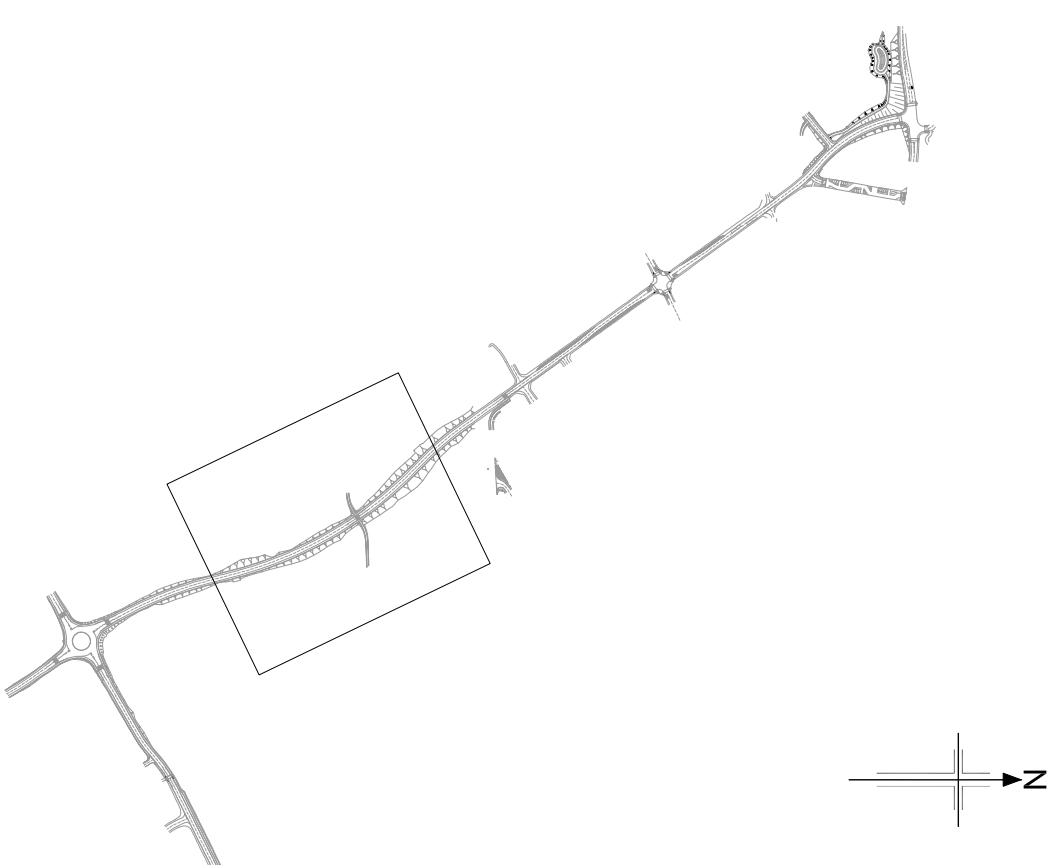


1. Scheme layout is shown against Ordnance Survey background for indicative purposes only. The proposed route has been designed using the topographical survey to ensure complete accuracy. It should be noted that due to the accuracy of the Ordnance Survey data at this scale (1:1, 10m), some areas of the scheme may be seen to overlap on the shown plans.

Legend

- | | |
|---|--------------------------------|
|  | Proposed Route |
|  | Proposed Carriageway |
|  | Proposed Footpath |
|  | Proposed Embankment |
|  | Proposed Cutting |
|  | Proposed Grass Verge |
|  | Proposed Parking Bays |
|  | Developed Land |
|  | Existing Roads |
|  | Watercourses |
|  | Woodland |
|  | Designated Wildlife Site |
|  | Affordable Housing Development |
|  | Core Paths |
|  | Railway Line |

Location Key



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ETM - WESTERN LINK ROAD

Drawing title

**PROPOSED SCHEME
LAYOUT**

SHEET 4 OF 6

FOR INFORMATION

Scale	1:500 @ A1	DO NOT SCALE
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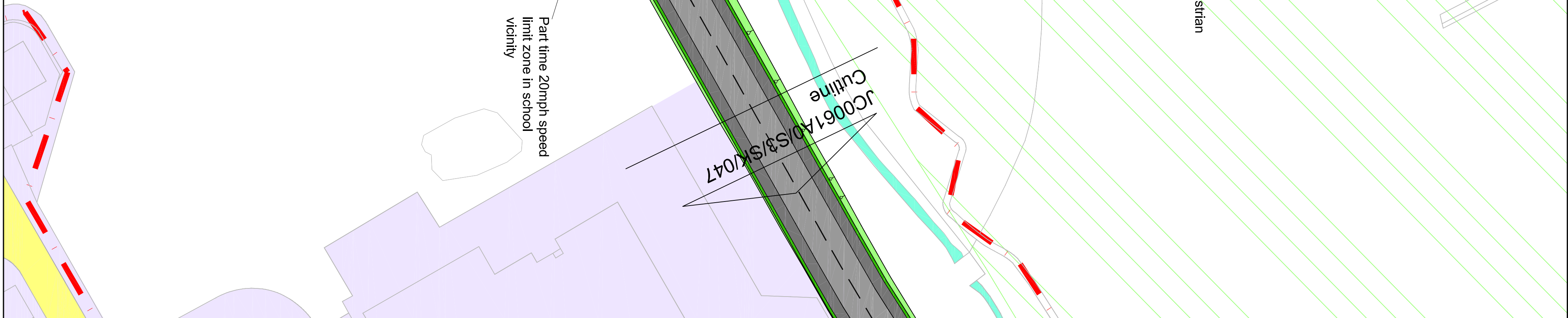
Jacobs No.	JC0061A0
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Client no.

JC0061A0/S3/SK/045

JC00

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	Proposed Route
	Proposed Carriageway
	Proposed Footpath
	Proposed Embankment
	Proposed Cutting
	Proposed Grass Verges
	Proposed Parking Bay
	Developed Land
	Existing Roads
	Watercourses
	Woodland
	Designated Wildlife Site
	Affordable Housing Development
	Core Paths
	Railway Line



For Information		CP	DR	SB	SB
0	22nd Nov 2012				
Rev	Rev. Date	Purpose of revision			
		Drawn	Checked	Rev'd	Approved

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ETM - WESTERN LINK ROAD

Drawing title

**PROPOSED SCHEME
LAYOUT**

SHEET 5 OF 6

Drawing status	
FOR INFORMATION	
Scale	1:500 @ A1 DO NOT SCALE
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