



REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 20 OCTOBER 2015.

SUBJECT: ELGIN BUS STATION IMPROVEMENTS

BY: CORPORATE DIRECTOR (ECONOMIC DEVELOPMENT, PLANNING AND INFRASTRUCTURE)

1. REASON FOR REPORT

- 1.1 This report seeks authority for Council officers to work with officers of Elgin Business Improvement District (BID) should a funding bid by Elgin BID to provide enhancements to infrastructure in Elgin Bus Station, as outlined in the Elgin Charrette final report and “Proposed Central Elgin Action Plan – First 12 months” (Appendix 3 of report to ED&I on 25 August 2015 refers) be successful.
- 1.2 This report is submitted to Committee in terms of Section III (F) (20) of the Council's Scheme of Administration relating to the function of the Council in relation to public passenger transport infrastructure in Moray.

2. RECOMMENDATIONS

2.1 It is recommended that Committee:

- (i) note that Elgin BID in partnership with the Council has submitted an application for funding improvements to the Bus Station to the Town Centre Capital Communities Fund;**
- (ii) note that this funding is not guaranteed, and therefore also**
- (iii) approve officers seeking alternative funding should the above application not be successful.**

3. BACKGROUND

- 3.1 The Elgin Charrette final report and “Proposed Central Elgin Action Plan – First 12 months” indicated consideration be given to reviewing existing provision at Elgin Bus Station. The current bus station dates from the early 1990s and forms part of the St. Giles Centre development. It is situated

immediately South of the A96 Alexandra Road adjacent to the St. Giles Centre. Access to the bus station platforms is via the Centre, from North Street or via the underpass under Alexandra Road.

- 3.2 Infrastructure at the bus station presently complies with all aspects of the Equalities Act in terms of accessibility for those with mobility issues. However there is considerable scope for improvement as facilities are generally tired in appearance and failing in aspiration as a modern transport hub.
- 3.3 The bus station is owned by the St Giles Shopping Centre, with the Council holding the master lease. The bus operator, Stagecoach, leases the bus station from the Council.
- 3.4 A bid has been submitted for infrastructure improvements through a project team led by Elgin BID. Should this bid be successful, council officers will lead in implementing these improvements.

4. PROPOSALS

- 4.1 The following improvements have been included for consideration in a bid that has been put forward to the Town Centre Capital Communities Fund – deadline 29 September 2015. This list is by no means exhaustive but is indicative of the areas that the bid would cover in seeking to make Elgin Bus Station a more attractive place to access public transport.
 - 4.2.1 Improved External Lighting: The bus station can appear poorly lit after dark and this can be improved through enhanced high level external lighting around the site.
 - 4.2.2 Bus Station Canopy: The canopy is the main area of shelter for customers at the bus station outside the waiting room. Further investigation is required to ascertain how the canopy can be improved with potential for recladding of the roof and additional high quality low level lighting to increase visibility after dark.
 - 4.2.3 Public Address System: There is currently no P.A. system in the bus station. Installation would offer local management the ability to advise customers of safety practice, platform changes, etc.
 - 4.2.4 Railings: Consideration should be given to replacing the current safety railings with something more in keeping with the city, perhaps mirroring those installed on the North side of the adjacent underpass.
 - 4.2.5 Improved signage in the bus station to and from city centre and clearly highlighting the availability of enquiry office and waiting room.
 - 4.2.6 Improved enquiry office facilities including enhanced seating for customers.
 - 4.2.7 Redesign of enquiry office customer enquiry access, replacing small cluttered hatch with a fully accessible counter.

5. **SUMMARY OF IMPLICATIONS**

(a) Moray 2023: A Plan for the Future/Service Plan

The proposals assist in supporting the Moray 2023 (Ten Year Plan) through offering fully accessible public transport to the widest possible area of Moray. Within the Plan, the Moray Economic Partnership identifies Transportation as one of five key areas of action.

(b) Policy and Legal

There are no policy and legal implications incurred through the contents of this report.

(c) Financial implications

This report makes no commitment that cannot be resourced through existing budgets.

(d) Risk Implications

There are no risk implications incurred through the contents of this report.

(e) Staffing Implications

There are no staffing implications incurred through the contents of this report. Any work arising can be accommodated within existing workloads.

(f) Property

There are no property implications incurred through the contents of this report.

(g) Equalities

All proposals contained in the report will meet the tenets of the Equalities Act in terms in of accessibility, gradients, dropped kerbs and footway widths.

(h) Consultations

A Scott, Legal Services Manager, D Toonen, Equal Opportunities Officer, R Millburn, Officer Economic Development, L Paisey, Principal Accountant, B Smith, The Manager Development Management and D Duncan, Principal Planning Officer have been consulted and comments have been taken into account.

6. CONCLUSION

- 6.1 Elgin Bus Station is the primary public transport hub in Moray and in this role, should match the expectations of public transport customers across Moray whilst meeting the aspirations of the Moray 2023 plan. Implementing these improvements as highlighted in the Charrette will go some way to creating a transport terminal for a progressive city.**

Author of Report: Donald MacRae, Public Transport Manager

Background